



July 25, 2021

City of Alameda Planning Board  
2263 Santa Clara Avenue, Room 190  
Alameda, CA 94501

**Subject: Proposed revisions to Second Draft Alameda General Plan (Item 7-B on Planning Board's 7-26-21 agenda) - -AAPS comments**

Dear Planning Board members,

The Alameda Architectural Preservation Society (AAPS) would like to thank the Planning Board, staff and the consultants for the July 13 revisions, which respond to many of our previous comments, notably deleting the residential density provisions from the land-use classifications. The intent is to address residential density as part of the Housing Element and related zoning amendments, since residential densities are closely related to Alameda's Regional Housing Needs Assessment (RHNA) and, as part of the Housing Element, can be more logically finalized when Alameda's RHNA (now under appeal) is definitively determined.

However, there are still some loose ends:

1. **Reduce the maximum Medium Density Residential floor area ratio (FAR) from the proposed 2.4 to 1.5.** A 2.4 FAR is roughly equivalent to a five story building with 50% lot coverage, which is too tall for the Medium Density Residential Area and could be even taller with a density bonus project. Alternatively, omit FAR from the land use element and consider it instead in the Housing Element and/or zoning amendments along with residential density and other intensity parameters.
2. **Revise LU – 2f, LU – 16, LU – 16a, CC – 10 and CC – 10a so that their provisions for multi-family housing and higher densities are addressed as part of the Housing Element and Multifamily Overlay Zone.** As drafted, these provisions are inconsistent with the Land-Use Element's revised land-use classifications that delete residential density and shift the residential density analysis to the Housing Element. The provisions also conflict with Article 26 and could invite developer litigation arguing for higher density than permitted by the zoning ordinance and Article 26, since state law provides that if there is a conflict between the General Plan and zoning, the General Plan controls. Making it clear that these provisions are dependent on the Housing Element and Multifamily Overlay Zone (which are designed to implement state-mandated exceptions to Article 26) will eliminate this inconsistency and minimize the possibility of litigation.

For example, LU-16 and LU-16a could be revised to read as follows (the revisions are based on the previously revised text in the July 13 proposed revisions):

***LU-16 Climate-Friendly, Transit-Oriented Mixed-Use Development.*** *As part of the Housing Element and application of the Multi-Family Overlay Zone, Permit higher-density, multi-family and mixed-use development on sites within walking distance of commercial and transit-rich areas to reduce automobile dependence, automobile congestion, greenhouse gas emissions, and energy use; provide for affordable housing; make efficient use of land; and support climate friendly modes of transportation, such as walking, bicycling, and transit use. (See also Policies LU-16, LU-33, LU-34, CC-3, CC-10, ME-6, ME-17, ME-18, ME-21, HE-5, HE-10 and HE-11).*

***Actions:***

- a. Transit-Oriented Zoning.*** *To Support additional ferry service, bus services, and future rail service in Alameda by amending the zoning code through the Housing Element and application of the Multi-Family Overlay Zone, to allow for higher-density, mixed-use, multi-family housing in transit-rich locations. (See Where are the Transit Rich Locations in Alameda Spotlight)*

Similar adjustments may be needed to other General Plan text.

In addition, as drafted, CC-10a is too open ended and subject to interpretation. What is meant by “near” (transit stops) and how high are “higher density and FAR”, especially if existing densities are already relatively high. We continue to question the wisdom of promoting permanent land-use changes based on ephemeral and easily changed transit facilities such as bus lines.

3. **Delete Section 1.2’s reference to the 1968 Fair Housing Act relative to Article 26.** This reference (added in the June 29 proposed revisions) implies that Article 26 was a response to the Fair Housing Act, when in fact Article 26 was a response to out of control growth and was similar to citizen-generated growth management efforts in other communities, such as Berkeley’s 1973 neighborhood preservation ordinance and a series of measures in San Francisco during the 1970s and 1980s. The leadership of these efforts included civil rights advocates and other progressive activists from that time, which makes the suggestion that these efforts were responses to the Fair Housing Act far-fetched. We were surprised that this reference was retained in the General Plan after Board Member Curtis’s very compelling rebuke of the reference at the Planning Board’s July 12 meeting.
4. **Retain important existing General Plan provisions.** The following existing General Plan provisions are not included or only partially included in the new Plan and should be retained with minimal modifications.

**Implementing Policies: Architectural Resources**

*3.3.i Preserve all City-owned buildings and other facilities of architectural, historical or aesthetic merit. Prepare a list of these facilities and develop an Historic Facilities Management Plan that provides procedures for preserving their character-defining elements, including significant interior features and furnishings. Include in the Management Plan design guidelines or standards and a long-term*

*program to restore significant character-defining elements which have been altered.*

The first sentence is retained in the draft Plan as Action LU-25a, but the remaining language should also be retained, since it provides strategies to implement the first sentence and is much more of a true action statement than the first sentence.

*3.3.j Encourage owners of poorly remodeled but potentially attractive older buildings to restore the exterior of these buildings to their original appearance. Provide lists of altered buildings which present special design opportunities and make the lists widely available. Develop financial and design assistance programs to promote such restoration.*

Although the last sentence is reflected in Action LU-25e's financial assistance and design assistance proposals, the rest of 3.3.j is more proactive and is at least equally important.

We have been repeatedly recommending retention of these provisions because they provide good roadmaps for ensuring preservation of city-owned properties and promoting restoration of poorly remodeled but potentially attractive privately owned buildings and should be noncontroversial. We are therefore surprised that they have still not been retained and assume that this is just an oversight.

5. **Verify that all changes from the June 29 Proposed Revisions are included.** For example the residential density deletions from the Land Use Classifications are not indicated. We did not try to thoroughly compare the revisions to the March 2021 draft and 6-29-21 revisions so there may be other changes that are not reflected in the redlines. **Can staff and/or the consultants double check the changes and try to make sure that they are all reflected in the revision?**

The attached marked up pages from the proposed revisions reflect some of the above comments as well as additional comments.

Thank you for the ongoing opportunities to comment. Please contact me at (510) 523-0411 or [cbuckleyAICP@att.net](mailto:cbuckleyAICP@att.net) if you would like to discuss these comments.

Sincerely,

Christopher Buckley, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society

Attachment: Marked up pages from the July 13 proposed revisions to the March 2021 draft General Plan

cc: Mayor and City Councilmembers (by electronic transmission)  
Andrew Thomas and Allen Tai, Planning, Building and Transportation Department (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)



Revisions to March 2021 Draft General Plan

Page 2

\* = PREVIOUSLY RECOMMENDED BY AAPS

**Global Revisions:**

1. Fix typos throughout. (Special thank you to Pat Potter for contributing her excellent editing skills to the General Plan editing process.)
2. Change name of "Alameda Point Wildlife Refuge" to "Alameda Nature Reserve" in all policies and on all maps.
3. Change name of "Mr. Trashmore" throughout.
4. Minimize references to non-profits.

**Revisions to Chapter 1 ORGANIZATION AND THEMES:**

1. 1.2 LOOKING BACK: A BRIEF HISTORY OF ALAMEDA. Revise three paragraphs in section

Prior to the arrival of the Spanish, Alameda was a peninsula of land covered by a dense forest of coastal live oak and inhabited by Coastal Miwoks who sustained themselves through hunting, fishing and gathering. Settlement of Alameda by Europeans ~~non-natives~~ <sup>and others</sup> began in 1820-1776, when Luis Peralta divided Rancho San Antonio among his four sons. Alameda derived its original name, "the Encinal," from the large stands of native oaks ("encino" means "oak" in Spanish) on the Main Island. The name "Alameda," meaning "grove of poplar trees," was given to the City as a poetic gesture upon popular vote in 1853.

In the decades between 1920 and 1970 the City witnessed cycles of boom and bust. Following an enlightened era of civic building during the 1920s, Alameda endured difficult years of political scandal and corruption through the 1930s. The entry of the United States into World War II focused the City's attention on the war effort. During World War II, shifts ran around the clock at the Alameda Naval Air Station (commissioned in 1940) and in the City's shipyards. The City's population reached an all-time high of 89,000, but also became more economically and racially segregated, with lower income households and people of color predominantly located on the west side of Alameda and higher income households predominantly located on the east end of Alameda due to redlining.

In 1973, soon after passage of the Fair Housing Act of 1968, the voters of Alameda and approved a citizen's initiative passed a measure to amend the City Charter to prohibit construction of all multifamily housing in Alameda. City Charter Section 26-1 states, "There shall be no multiple dwelling units built in the City of Alameda". In 1991, the voters approved a second initiative to add-added Charter Section 26-3, which limits residential density to one unit

The City Council subsequently passed an ordinance clarifying that "multiple dwelling units" meant buildings with three or more units.



for every 2,000 square feet. The two measures, collectively referred to as "Measure A", effectively stopped the development of any multifamily housing in Alameda from 1973 to 2013.

2. Revise the population growth and housing text in section 1.3 LOOKING AHEAD: ALAMEDA IN 2040 as follows:

Alameda will continue to provide for its share of the growing regional housing need as required by State Housing Law and Alameda's regional housing needs allocation, which is projected to include the need for approximately 10,000 to 12,000 new housing units in Alameda over the next 20 years. The majority of the growth in Alameda will occur on the former Naval Air Station lands and along the Northern Waterfront of Alameda. Both areas are designated as priority development areas in the regional plan, Plan Bay Area. Additional housing opportunities exist for accessory units and additional units on existing residential properties, and along the Park Street and Webster Street commercial corridors and the community's several shopping center sites. It is expected that Alameda's existing historic neighborhoods and commercial main streets will look very similar in 2040 as they do today and as they did in 2000, but these neighborhoods and mixed use districts will be safer, more resilient to climate change, generate less greenhouse gases per unit or business, and they will accommodate the additional housing to meet local and regional housing needs. much of the new housing in these areas will be limited to backyard accessory buildings and addition of units within existing buildings.

3. Revise the "Character" them in Section 1.4 THEMES OF THE GENERAL PLAN to read as follows:

**Preserve and enhance Alameda's distinctive character and cultural diversity.**

Alameda is distinguished by its island setting, diverse neighborhoods, main streets and historic architectural styles, extensive tree canopy, walkability and livability, and cultural diversity, which is supported by Alameda's wide range of housing types, both multifamily and single family and its critical supply of affordable and work force housing. These qualities, and others, contribute to the quality of life for residents while providing the framework for shaping development, providing for the diverse needs of a diverse community, conserving resources and maintaining a thriving economy. General Plan 2040 policies manage growth to address current challenges and responsibilities and support the characteristics that make Alameda a special place to live, work, learn, and recreate.

4. Revise Section 1.5 Implementation and Priority Setting to include list of implementing plans:

The Alameda Municipal Code and issue specific and area specific plans adopted by the City Council also play an important role implementing the General Plan. All these plans must be consistent with the General Plan, and they provide specific, shorter term actions to achieve longer term General Plan policy objectives. Examples include:



QUALITY ARCHITECTURE AND DESIGN Although Alameda buildings represent a wide range of Bay Area regional architecture styles dating back to the 19<sup>th</sup> Century. Many have architectural significance and most, they are well-crafted, comfortable, and rich with personality and color. Continuing to promote historic preservation and architectural design excellence through by ensuring that City development regulations express clear outcomes is essential.

and information and incentive programs

EXAMPLES ARE THE MILLS ACT  
FACADE GRANTS/LOANS (DISCUSSED  
ELSEWHERE IN THE PLAN AND  
EXISTING PLAN PROVISION TO PROVIDE  
LIST OF PROPERTIES THAT ARE

RESTORATION  
OPPORTUNITIES  
(RECOMMENDED  
FOR RETENTION  
BY ADPS.)

### 3. Amend the following Land Use Element Policy as follows:

**LU-1 Inclusive and Equitable Land Use and City Design.** Promote inclusive and equitable land use plans, policies, zoning regulations, and planning processes. (See also Policies CC-1, CC-2, ME-1, ME-2, ME-3, HE-9 and HE-13).

#### Actions:

- a. **Equitable Plans.** Ensure that citywide and neighborhood plans are inclusive, non-discriminatory, and culturally responsive. Plans should reduce disparities, promote equitable access, minimize the impacts of income disparity, minimize displacement and promote fair access to affordable housing.
- b. **Exclusionary and Discriminatory Policies.** Rescind existing policies, programs, or development standards that are exclusionary or discriminatory.
- c. **Equitable Distribution.** Ensure that the uses, facilities, and services that are needed for a high quality of life are distributed equitably throughout the city.
- d. **Inclusive Processes.** Ensure robust community involvement in all city planning, public investment, and development review decision making by actively engaging all segments of the community, especially those that have historically been less engaged in city decision-making such as lower-income families, people of color, and youth.
- e. **Equal Representation.** ~~Appoint~~ Encourage a broad cross section of the community in the appointments for to commissions and other boards and advisory committees.

**LU-2 Complete Neighborhoods.** Maintain complete, safe, healthy, and connected neighborhoods that support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds and incomes. (See also Policies HE-2, HE-3, HE-4 and HE-15).

#### Actions:

- a. **Healthy Neighborhoods.** Provide equitable and safe access to housing, parks and recreation facilities, community services, public health services, schools, child care facilities, and neighborhood amenities in all neighborhoods.
- b. **Parks and Open Space.** Provide a comprehensive and integrated system of parks, trails, open space, and commercial recreation facilities within a safe and comfortable 1/4 mile walk from all neighborhoods. (See also Figure 6.2).
- c. **Water Access.** Provide convenient and safe bicycle and walking access to the waterfront from all residential neighborhoods.



- a. **Incentives.** Provide incentives and support for businesses and organizations that benefit Alamedans and the environment by reducing their greenhouse gas emissions and air pollution through clean energy alternatives, electrification of buildings and operations, EV charging, waste diversion, and other environmental best practices.
- b. **Green Business Practices.** Encourage Alameda businesses and industries to become more sustainable and continue to make positive contributions to the community by, for example, hiring locally, supporting telecommuting, utilizing solar power, reducing waste, and prioritizing active transportation, transit, and electric vehicles. This includes providing electric vehicle and e-bike charging stations, long-term bike parking options, and a variety of transit options.
- c. **Housing and Transportation.** To reduce greenhouse gas emissions generated by employee commute trips, support housing at all affordability levels in proximity to employment areas, improve bus, ferry, bicycle and pedestrian facilities in proximity to employment areas, and allow child care facilities in business areas.

**LU-15 Housing Needs.** Provide land appropriately zoned to accommodate local and regional affordable housing needs and support the region's Sustainable Communities Strategy to address climate change as well as housing needs. (See also Policies CC-3, HE-1 and HE-2).

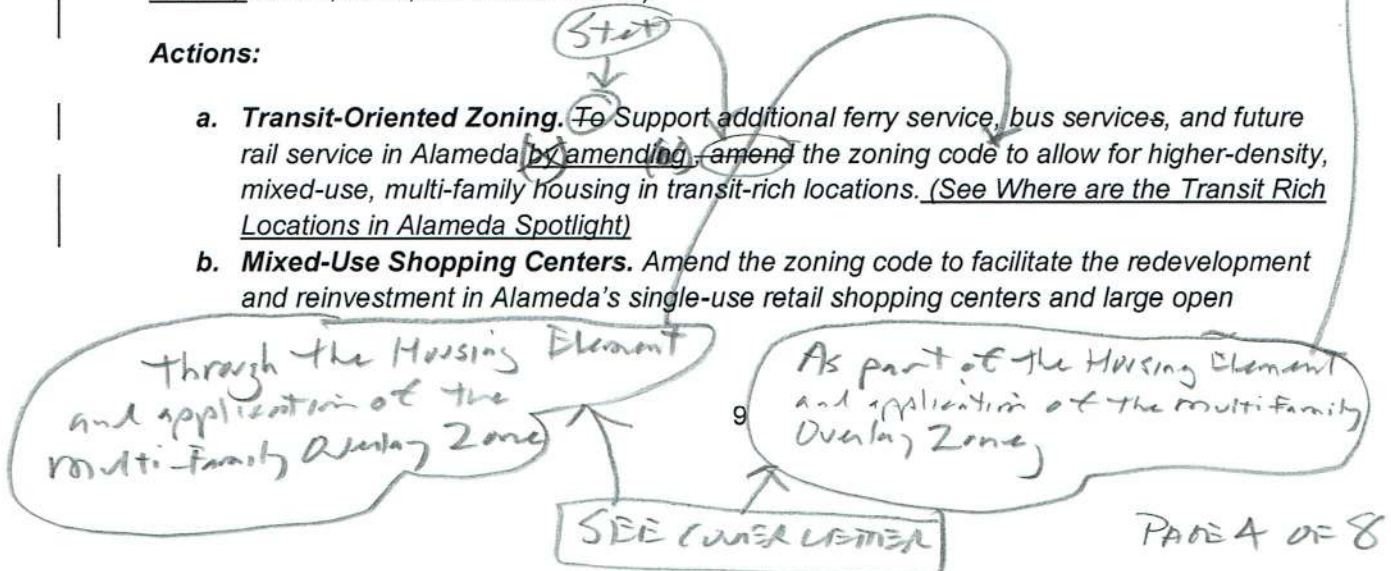
**Action:**

- a. **Efficient Land Use.** Optimize the use of limited land in Alameda for residential purposes. by maximizing the number of housing units constructed on each acre of residentially-zoned land.

**LU-16 Climate-Friendly, Transit-Oriented Mixed-Use Development.** Permit higher-density, multi-family and mixed-use development on sites within walking distance of commercial and high-quality transit-rich areas services to reduce automobile dependence, automobile congestion, greenhouse gas emissions, and energy use; provide for affordable housing; make efficient use of land; and support climate friendly modes of transportation, such as walking, bicycling, and transit use. (See also Policies LU-16, LU-33, LU-34, CC-3, CC-10, ME-6, ME-17, ME-18, ME-21, HE-5, HE-10 and HE-11).

**Actions:**

- a. **Transit-Oriented Zoning.** To Support additional ferry service, bus services, and future rail service in Alameda by amending, amend the zoning code to allow for higher-density, mixed-use, multi-family housing in transit-rich locations. (See Where are the Transit Rich Locations in Alameda Spotlight)
- b. **Mixed-Use Shopping Centers.** Amend the zoning code to facilitate the redevelopment and reinvestment in Alameda's single-use retail shopping centers and large open





or architecturally significant

- b. **Seaplane Lagoon.** Permit uses that promote pedestrian vitality and are oriented to the Seaplane Lagoon, such as a ferry terminal, marinas, viewing platforms, fishing piers, and areas reserved for kayaks and other non-motorized boats. Include "short-duration stop" facilities that support stopping, gathering and viewing with places to sit, interpretive kiosks, integrated water features, public art, and access to the water.
- c. **De-Pave Park.** On the western shore of the Lagoon, support development of "De-Pave Park" consistent with the Public Trust and sensitive to the neighboring Alameda Nature Wildlife Reserve Refuge.
- d. **Conservation.** Educate users and enforce restrictions to Breakwater Island and install signs about the sensitivity of the protected bird and mammal species.

**LU-25 Historic Preservation.** Promote the preservation, protection and restoration of historic sites, districts, buildings of architectural significance, and archaeological resources, and properties and public works. (See also Policy HE-7).

**Actions:**

- a. **City-Owned Buildings.** Preserve, maintain and invest in all City-owned buildings and facilities of architectural, historical or aesthetic merit.
- b. **Partnerships.** Work in partnership with property owners, Alameda Unified School District, and non-profit organizations, such as the Alameda Architectural Preservation Society (AAPS) to ensure that the city's memorable historic buildings and landscapes are preserved.
- c. **Property Owner Awareness.** Continue to work to increase owners' and buyers' awareness of the importance of preservation in protecting community character and identity.
- d. **Historic Districts and Monuments.** Designate additional Historic Districts and Monuments to recognize areas or sites with significant historic architectural design character or cultural history.
- e. **Financial and Design Assistance.** Develop financial and design assistance programs to encourage the restoration or preservation of buildings, structures, and sites with architectural, historic or aesthetic merit, such as a Mills Act Program or the Facade Grant Program.
- f. **Demolition Controls.** Maintain demolition controls for historic properties.
- g. **Alterations.** Require that exterior changes to existing historic buildings be compatible consistent with the building's existing or original architectural design and consistent with the Secretary of Interior Standards whenever feasible.
- h. **Archaeological Resources.** Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.
- h.i. **Study and Prioritize.** Continue to evaluate and categorize Alameda's architectural and cultural resources to create an up-to-date inventory of historic resources to guide decision making and the creation of improved historic preservation regulations, which

INCLUDE ADDITIONAL 3.3.3 TEXT FROM DRAFTING GENERAL PLAN, SEE COVER LETTER.

REINSTATE ADDITIONAL TEXT FROM DRAFTING GENERAL PLAN. SEE COVER LETTER.





a. *Centerpieces. Preserve the City Hall, Carnegie Library, Veterans Memorial Building, and Elks Club buildings as centerpieces of the Civic Center district.*

b. *Opportunity Sites. Support and encourage the redevelopment and reuse of the corners opposite City Hall and the Carnegie Building with mixed-use development.*

**LU-34 Parking Design.** To maintain the historic character of Alameda and reduce the impact of automobile parking and trips on the environment and character of Alameda, design parking facilities in a manner that decreases their visibility in the urban environment. (See also Policies CC-9 and ME-21).

**Actions:**

- a. **Size.** *Minimize the size and amount of land dedicated to off-street parking.*
- b. **Design.** *Design parking lots for shared and multiple uses, active parking management, and electric vehicle charging. Parking areas should be well landscaped with shade trees to reduce heat island effects from expansive asphalt surfaces and to screen cars from view. Ensure impacts on Alameda's stormwater system are minimized.*
- c. **Location.** *Place parking inside, below, or behind buildings. Avoid placing parking between the building and the public right of way or the waterfront wherever possible.*
- ~~c.d.~~ **Special Needs.** *Ensure adequate space and facilities for special needs parking, including parking for seniors, the physically impaired and people with limited mobility options.*

**4. Revise and simplify the Land Use Classifications to read as follows.**

LAND USE CLASSIFICATIONS AND DIAGRAM

The land use diagram and classifications depict and describe the existing and intended location, distribution, intensity, and physical character and form of the development and use of land across the city in support of General Plan policies and State of California Government Code requirements. The Housing Element establishes the maximum allowable residential densities needed at different locations within the City to accommodate the regional housing needs allocation. The Alameda Municipal Code and the Zoning Map shall be maintained to be consistent with the General Plan and the Housing Element and shall be used to determine the appropriate use and intensity and density of development that may be allowed on a specific parcel of land. The General Plan land use classifications, include:

*Low-Density Residential:* The Low-Density Residential areas support neighborhoods of predominantly single family detached homes with some multi-family residential buildings, accessory dwelling units, child care, shared living, assisted living facilities, residential care facilities, a hospital, schools, religious institutions, and home-based businesses. In support of General Plan affordable and fair housing policy goals, the Low Density Residential areas permit a wide variety of housing types, including multifamily housing, a limited range of neighborhood serving uses with a maximum FAR of 1.0.



*Medium-Density Residential:* The Medium-Density Residential areas support neighborhoods characterized by a wide variety of housing types, including single family detached homes, attached courtyard homes, multifamily rental buildings, multifamily condominium buildings, shared living, assisted living and residential care facilities. These neighborhoods also include a variety of non-residential uses, including child care, schools, religious institutions, home-based businesses, medical offices and clinics, office buildings, and personal service businesses. The residential density of buildings in these areas varies from 10 to over 100 units per acre. In support of State and General Plan affordable housing, climate change, and transportation policy goals, the Medium Density Residential areas permit a wide variety of housing types, including multifamily housing, a wide variety of complementary commercial and neighborhood serving uses. Permissible FAR ranges from 1.0 to 2.4 depending on sub area zoning designations.

*Neighborhood Mixed-Use:* These areas, which were originally developed to serve neighborhood stations for the Alameda commuter rail system, are small, compact, pedestrian-oriented "corner store" neighborhood mixed-use districts with commercial and retail uses on the ground floor and multi-family residential and office uses on upper floors. The ratio of floor area to parcel size (FAR) in these areas is typically 0.5 to 2.0. Mixed-use buildings with residential units above ground floor retail in these areas vary from 30 and 90 units per acre. In support of General Plan affordable housing, climate action, and transportation policy goals, the Neighborhood Mixed Use areas permit multifamily housing above ground floor commercial and service uses with a maximum FAR of 2.0.

*Community Mixed-Use:* The Community Mixed-Use areas include the pedestrian and transit-oriented Park and Webster Street "Main Street" corridors and the shopping centers at South Shore, Marina Village, Harbor Bay, and Alameda Landing. In support of General Plan affordable housing, climate action, and transportation policy goals, the Community Mixed Use areas permit a wide range of community serving commercial uses and multifamily housing. Permissible FAR ranges from 3.0 to 5.0 depending on sub area zoning designations.

*Mixed-Use:* These areas at Alameda Point and along the Northern Waterfront are designated Priority Development Areas in the regional sustainable communities plan, Plan Bay Area. These diverse areas include a variety of buildings, with residential densities of 10 to 100 units per acre and FAR of 0.25 to 4.0. The Mixed-Use areas permit a wide variety of housing types, including multifamily housing, a wide variety of commercial and business uses and a maximum FAR of 0.25 to 5.0 depending on the sub district and historic district designations.

*Business and Employment Areas:* The Business and Employment areas support the Harbor Bay Business Park, the Marina Village Business Park, and Ballena Isle, which include office, research and development, bio-technology, food manufacturing, maritime commercial, manufacturing, distribution, hotels and restaurants.. The Business and Employment areas permit a wide variety of non-residential business and employment uses with a maximum FAR of 3.0. To preserve lands for employment uses, residential uses are not permitted.

*General and Maritime Industry Areas:* These waterfront lands along the northern waterfront support waterfront maritime and heavier manufacturing and distribution uses. Residential use is not permitted in these areas. The maximum permissible FAR in these areas is 2.0.

1.5 OR DELETE FAR AND ADDRESS IN HOUSING ELEMENT AND/OR ZONING ORDINANCES



CC-12

SEE LOWER  
LISTING

using the multi-family  
overlay zone as set forth in the  
Housing Element

- a. **Density, FAR and Transit.** When zoning property or considering commercial, residential or residential mixed-use projects near transit stops, encourage higher densities and floor-area-ratios to make the most efficient use of land, support public transportation, and minimize vehicle miles traveled.
- a. ~~When zoning property for commercial, residential or residential mixed-use near transit stops, generally zone for more ensure higher densities and/or floor-area-ratios (FAR) on the parcels closest to the highest-quality existing or planned transit stops to encourage the most efficient use of land and public resources while minimizing vehicle miles traveled.~~
- b. **Parking Requirements.** Revise off-street parking requirements by replacing minimum requirements with maximum requirements to limit the amount of onsite parking allowed with each development in order to reduce reliance on the automobile and automobile ownership.
- c. **Transportation Demand Management Ordinance.** Prepare and adopt a Transportation Demand Management Ordinance requiring new development to actively address the mobility of new residents and employees, including but not limited to contributing to annual operations and capital improvements for supplemental transit, water shuttle, land based shuttle services and improvements to the bicycle and pedestrian network.
- d. **Pedestrian Only Areas.** Create pedestrian-only areas and create periodic pedestrian-only programs, such as the San Francisco Sunday Streets program to support economic activity in and around transit oriented new development.

**CC-13 Alameda's Building Stock.** Reduce greenhouse gas emissions from natural gas combustion and natural gas leaks.

**Actions:**

- a. ~~Construction Regulations~~ **Existing Buildings.** Prepare and adopt citywide regulations and incentives to limiting use of natural gas and encourage owners of existing buildings to convert natural gas appliances to the use of clean energy electricity.
- b. **New Construction Reach Codes.** Adopt reach codes that eliminate the use of fossil-fuels in all new buildings constructed in Alameda.
- c. ~~Renovation to Clean Energy.~~ Develop regulations and incentives to facilitate the conversion of existing buildings with natural gas infrastructure to clean energy alternatives.
- d. ~~Development on City Land.~~ Limit the use and expansion of natural gas infrastructure on city land to the extent feasible and practicable.
- e.c. **Rebate Programs.** Support programs that encourage homeowners/commercial building owners to implement electrification retrofits, with an emphasis on Alameda's most vulnerable residents.
- f.d. **Partners.** Partner with PG&E and other utility companies to plan for the safe transition from natural gas to clean energy alternatives, including removal of infrastructure that pose hazards when not in use.

Good

**CC-14 Energy Efficiency and Conservation.** Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.