# 7 Development Standards

## 7.1 INTENT

The urban design vision for Alameda Point is a vibrant, transit-oriented, environmentally sustainable community that embraces the San Francisco Bay and the history of the former NAS Alameda. This is achieved in part with standards for building design along streets and adjacent to parks or open spaces. The development standards articulated in this chapter control the primary influences over the character of that public realm. They will result in safe, comfortable and pleasing residential streets with a strong pedestrian orientation by placing the living areas on the street frontage. With commercial and mixed-use structures, the goal is to line sidewalks, plazas and public spaces with lively uses that activate the public domain.

This chapter, read together with the other provisions of this Specific Plan, provides the controlling standards for the site planning and scale of residential and non-residential buildings in the Plan Area. The definitions and standards in this chapter supersede the development standards in the Alameda Municipal Code for the Plan Area. These standards will be complemented by the Alameda Point Pattern Book (defined in *Chapter 9*, below) providing guidelines for at least architectural features, landscaping palettes, lighting features, rooftop appurtenances, public art, signage styles and sustainability measures that supplement the regulations provided herein and by the Historic Resources Design Guidelines (described in *Section 9.6*) which provide guidelines for alteration, demolition and new construction of historic resources. The Alameda Point Pattern Book and the Historic Resources Design Guidelines are further described in *Chapter 9: Plan Review*.

For development standards not addressed in this Specific Plan or design guidelines not addressed in the Pattern Book or the Historic Resources Design Guidelines, the standards found in the Alameda Municipal Code shall prevail. Where there is a conflict among this Specific Plan, the Pattern Book, the Historic Resources Design Guidelines and the Alameda Municipal Code, the text of this Specific Plan shall prevail.

A mixture of uses and building types may occur in each land use area, as indicated in *Chapter 3: Land Use*. While this chapter illustrates residential uses on a block-by-block basis, there is no requirement that a block must be occupied solely by one type of use or one type of housing product. Other residential prototypes that can be designed consistent with these standards are allowed. Commercial and business park building types are shown on lots that may or may not occupy an entire block. This chapter does not address civic uses because they have unique programmatic needs and the potential for unique site planning and architectural statements, *Section 7.2* establishes maximum Plan Area height limits and *Section 7.3* defines the standards for this Project. *Section 7.4* contains the standards, as summarized in *Table 7-1: Development Standards*. With the standards are drawings that illustrate what is intended. *Section 7.5* contains the Project's parking standards, summarized in *Table 7-3: Parking Standards*. *Section 7.6* addresses environmental sustainability strategies.

## 7.2 BUILDING HEIGHTS

The maximum height allowed in the Plan Area is 65 feet, with the following exceptions: (i) the western-most property in the Plan Area zoned AP-RM has a maximum height of 40 feet, (ii) rooftop architectural and iconic features, such as clock towers, may exceed the prevailing height limit.

## 7.3 BUILDING TYPE GLOSSARY

The site specific development standards for the types of buildings expected in the Plan Area are defined below and described in *Table 7-1: Development Standards*. They differ somewhat from existing City building standards in order to achieve more livable streets and an active public domain.

**Building Stories** – Limits the number of stories for particular building types. This allows height variation based on differing floor to floor dimensions, even among buildings of the same building type. Plan Area maximum building heights are identified in *Section 7.2*.

**Maximum Floor Area Ratio (FAR)** – Limits the amount of buildable floor area as a ratio to its given parcel. "Buildable floor area" means net building floor area (i.e., excluding parking, mechanical, HVAC and natural ventilation areas, balconies/decks, elevator shafts, and storage.)

**Density** – Measures the number of dwelling units per net acre. Rights-of-way, parks and public open spaces are excluded from the calculation, while semi-private spaces such as courtyards, access easements, alleyways, and paseos are included.

**Minimum Lot Area** – Limits the minimum size of a lot. Lot area is the total extent of surface, measured in a horizontal plane, within the lot lines.

**Parking** – Sets parking locational requirements and provides guidelines for the access of parking areas.

**Frontage** – Provides guidelines for the configuration of the front façade of a structure along, at minimum, the first two floors, including the ground floor.

**Front Setback** – Establishes a line, parallel with and measured from the front property line, defining the limits of a parcel in which no building, accessory building, or structure may be located above the ground, except porches and stoops. It also sets a limit upon the maximum distance from the front property line allowed for certain building types.

**Rear Setback** – Establishes a line, parallel with and measured from the back property line, defining the limits of a parcel in which no building, accessory building, or structure may be located above the ground.

**Entry** – Provides guidelines for the creation of an external designated covered space that leads to the entrance of a residence such as a porch or a stoop.

# 7.4 DEVELOPMENT STANDARDS

## 7.4.1 Standards for New Construction

*Table 7-1* provides the development standards for new construction in the Plan Area. *Table 7-2* shows the allowable building types by land use zone. The intent is that each zone would have a range of building types built in it to provide architectural diversity and varying housing opportunities. Additional residential prototypes are allowed and may be incorporated into any zone that allows matching building standards of *Table 7-1*.

## 7.4.2 Standards for Historic Resources Buildings and Structures

Often historic structures are abandoned or demolished because it is too difficult or costly to meet current zoning, building code or other development standards. Typical zoning and development standards are intended primarily for new construction, have few exceptions and/or little flexibility and act as a disincentive for reuse of historic resources. In addition, there are unique construction problems inherent to alteration and reuse of historic buildings that are not addressed by typically applicable uniform building codes. The State Historic Building Code, which aims to provide for cost-effective preservation while still preserving building safety, should be applied to Alteration of historic resources consistent with *Section 9.6*. Any New Construction (as defined in *Section 9.6*) that is part of the reuse design must meet City building code standards.

In order to incentivize reuse of historic resources within the Plan Area, this section provides more flexible site development standards for reuse of historic resources within the Historic District if:

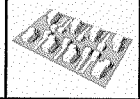
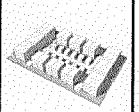
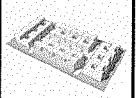
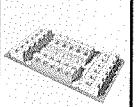
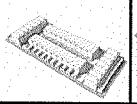
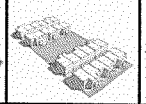
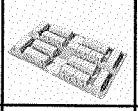
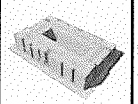
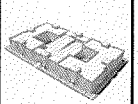
1. Any historic building or structure in the Historic District would no longer be allowed under current codes with its present use or configuration, including lot area, dimensional requirements or parking requirements and the building or structure could not easily be retrofitted to comply with the existing standards by type of use without variances, vacating right-of-way, purchasing adjacent property, or removing portions of the existing building; or

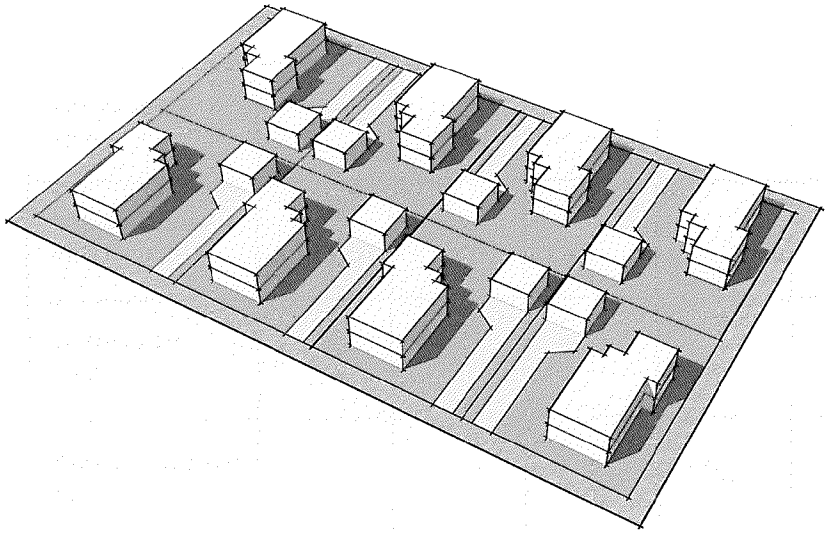
2. The original use of the building no longer functions in the current environment or would create negative secondary impacts to the surrounding uses if utilized for its original use.

In such instances, lot size, building height and bulk and setbacks requirements shall be waived upon a showing by the applicant that the waiver is necessary to enable economic reuse of the building. In addition, the provisions of *Section 3.4* regarding use shall apply. Additional incentives for historic reuse are described in *Section 9.6.3* of this Specific Plan.

All other regulations of the underlying district shall continue to be in full force and effect, except where these provisions supersede or provide an alternative to such regulation. In addition, the provisions of the Historic Resources Design Guidelines shall apply to Alteration of historic resources, as further set forth in *Section 9.6* of this Specific Plan.

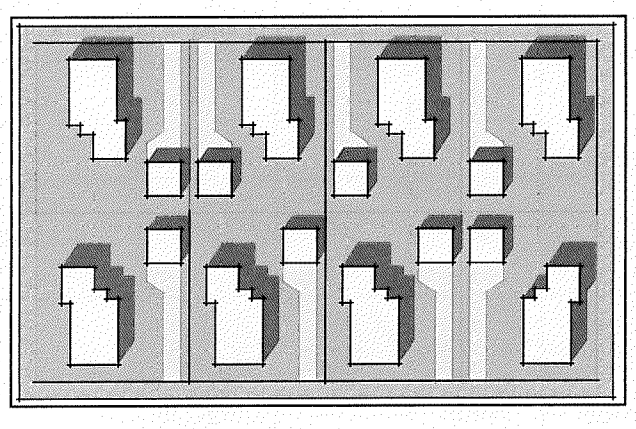
| TABLE 7-1 : DEVELOPMENT STANDARDS, ALAMEDA POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | SINGLE FAMILY DETACHED | DUPLEX | LARGE TOWN-HOUSE | SMALL TOWN-HOUSE | LIVE WORK | TUCK UNDER | MULTI-FAMILY FLATS | MULTI-FAMILY | EMBEDDED GARAGE | LOW DENSITY COMMER-CIAL | HIGH DENSITY COMMER-CIAL |
| HEIGHT | 2 story | 3 story | 3 story | 3 story | 3 story | 3 story | 3 story | 5 story | 5 story | 3 story | 4 story |
| FAR | 0.75 | 1.00 | 1.20 | 1.00 | 1.20 | 1.50 | 1.50 | 2.00 | 2.70 | 1.50 | 1.50 |
| NET DENSITY | 10 du/acre | 20 du/acre | 17 du/acre | 25 du/acre | 25 du/acre | 30 du/acre | 40 du/acre | 50 du/acre | 70 du/acre | | |
| MINIMUM LOT AREA | 3,000 ft² | 4,000 ft² (2 units) | 1,400 ft² | 1,000 ft² | 1,000 ft² | 4,200 ft² (6 units) | 1,650 ft² (3 units) | varies | varies | | |
| PARKING | Alley-loaded or side drive garage | Alley-loaded or carport | Alley-access garage | Alley-access garage | Alley-access garage | Alley-access garage | Alley-access garage | Surface, below grade and above grade structure screened from street | Surface, below grade and above grade structure screened from street | Surface, below grade and above grade structure screened from street | Surface, below grade and above grade structure screened from street |
| FRONTAGE | Minimum 50% of primary facade within 5' of minimum front setback | Minimum 50% of primary facade within 5' of minimum front setback | Minimum 80% of primary facade within 5' of minimum front setback | Minimum 80% of primary facade within 5' of minimum front setback | Minimum 80% of primary facade within 3' of minimum front setback | Minimum 70% of primary facade within 5' of minimum front setback | Minimum 80% of primary facade within 5' of minimum front setback | Minimum 80% of primary facade within 3' of minimum front setback | Minimum 80% of primary facade within 4' of minimum front setback | | |
| FRONT SETBACK | 10' minimum | 10' minimum | 6' minimum | 6' minimum | none (at property line) | 6' minimum | 6' minimum | 4' minimum | 4' minimum | 5' minimum | 0' maximum |
| REAR SETBACK | 15' minimum | 4' minimum | 4' minimum | 4' minimum | 4' minimum | 4' minimum | 4' minimum | n/a | n/a | n/a | n/a |
| ENTRY | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 50 ft² single covered entry per 6-unit module | Minimum 36 ft² covered entry or minimum 70 ft² front porch | Minimum 36 ft² individual entry for ground floor units, lobby required for upper floor units, corner preferred | Minimum 36 ft² individual entry for ground floor units, lobby required for upper floor units, corner preferred | Corner lobby preferred | Corner lobby preferred |

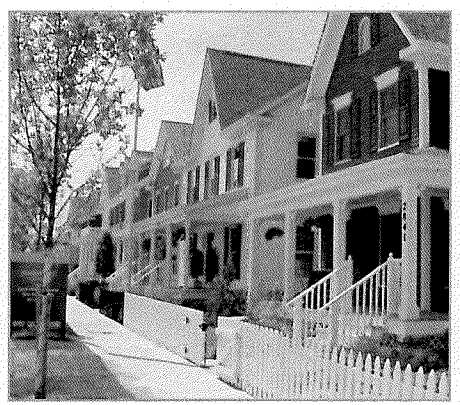
| TABLE 7-2 : ALLOWABLE BUILDING TYPES, ALAMEDA POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | SINGLE FAMILY DETACHED  | DUPLEX  | LARGE TOWN-HOUSE  | SMALL TOWN-HOUSE  | LIVE WORK  | TUCK UNDER  | MULTI-FAMILY FLATS  | MULTI-FAMILY  | EMBEDDED GARAGE  | LOW DENSITY COMMER-CIAL  | HIGH DENSITY COMMER-CIAL  |
| AP-PMU PRESERVATION MIXED USE | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| AP-MU MIXED USE | | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| AP-RM RESIDENTIAL MEDIUM | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | | | | |
| AP-RMH RESIDENTIAL MEDIUM HIGH | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | |
| AP-RH RESIDENTIAL HIGH | | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| AP-C COMMERCIAL | | | | | | | | | | | ✓ |
| AP-BP BUSINESS PARK | | | | | | | | | | ✓ | ✓ |
| AP-PT PUBLIC TRUST | | | | | | | | | | ✓ | ✓ |



## SINGLE-FAMILY DETACHED

| | |
|---|---|
| *Height* | 2 story |
| *FAR* | 0.75 |
| *Net Density* | 10 du/acre |
| *Minimum Lot Area* | 3,000 sqft |
| *Parking* | Alley-loaded or side drive garage |
| *Frontage* | Minimum 50% of primary facade within 5' of minimum front setback |
| *Front Setback* | 10' minimum |
| *Rear Setback* | 15' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |





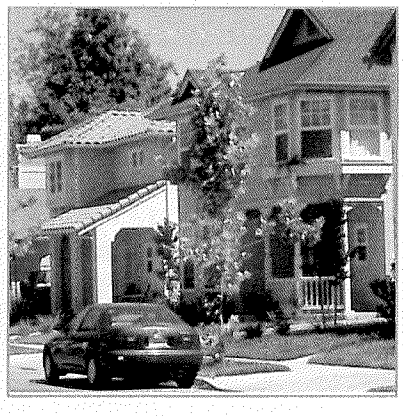
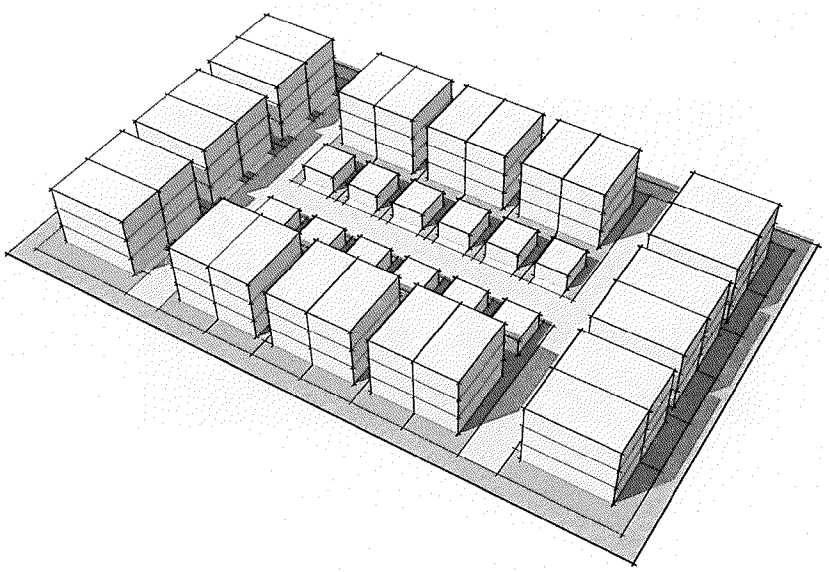


*Figure 7-1:* Typical Single-Family Detached Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## DUPLEX

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.00 |
| *Net Density* | 20 du/acre |
| *Minimum Lot Area* | 4,000 sqft for 2 units |
| *Parking* | Alley-loaded garage or carport |
| *Frontage* | Minimum 50% of primary facade within 5' of minimum front setback |
| *Front Setback* | 10' minimum |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |

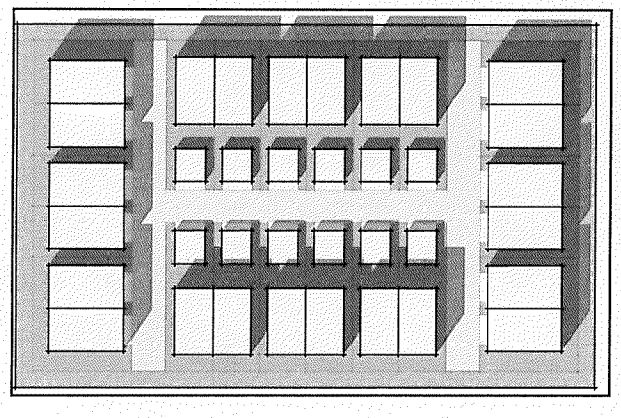
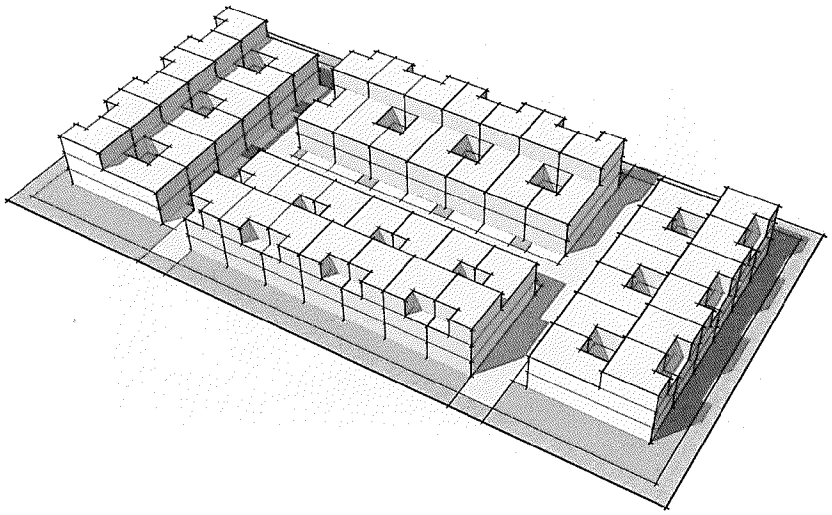


*Figure 7-2:* Typical Duplex Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## LARGE TOWNHOUSE

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.20 |
| *Net Density* | 17 du/acre |
| *Minimum Lot Area* | 1,400 sqft |
| *Parking* | Alley-access garage |
| *Frontage* | Minimum 80% of primary facade within 5' of minimum front setback |
| *Front Setback* | 6' minimum |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |

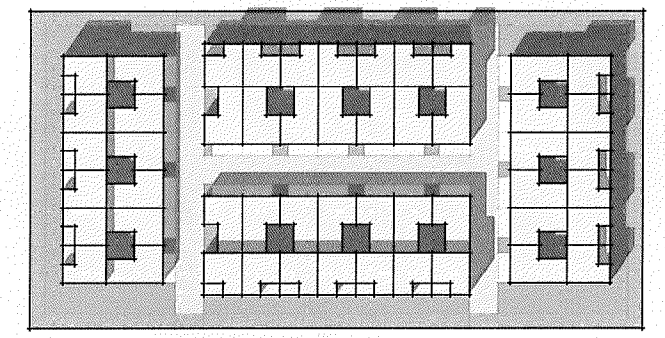
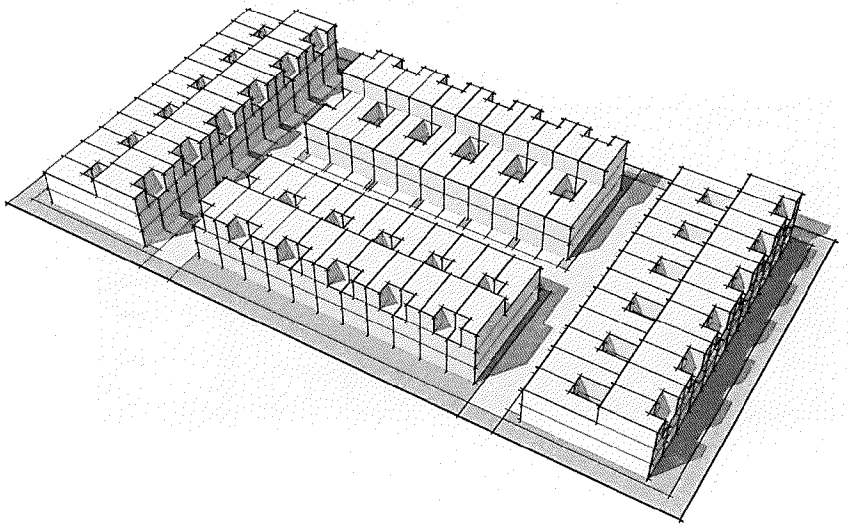
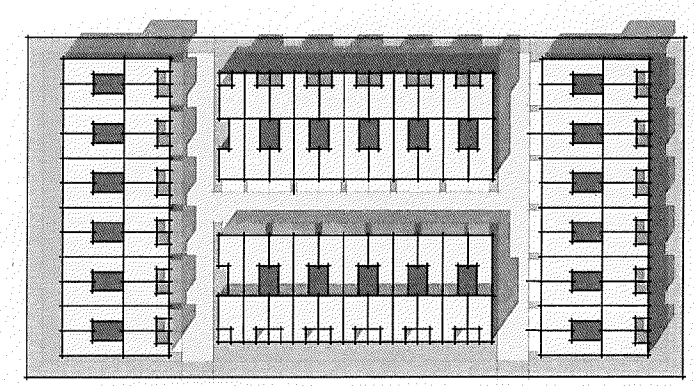


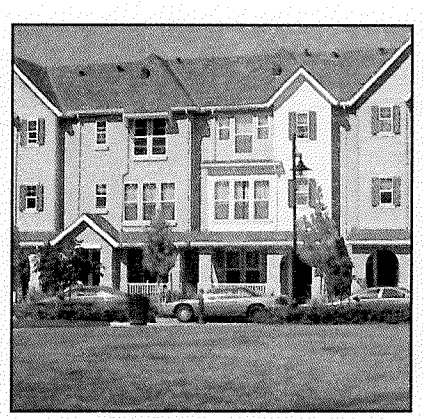
*Figure 7-3:* Typical Large Townhouse Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## SMALL TOWNHOUSE

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.00 |
| *Net Density* | 25 du/acre |
| *Minimum Lot Area* | 1,000 sqft |
| *Parking* | Alley-access garage |
| *Frontage* | Minimum 80% of primary facade within 5' of minimum front setback |
| *Front Setback* | 6' minimum |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |





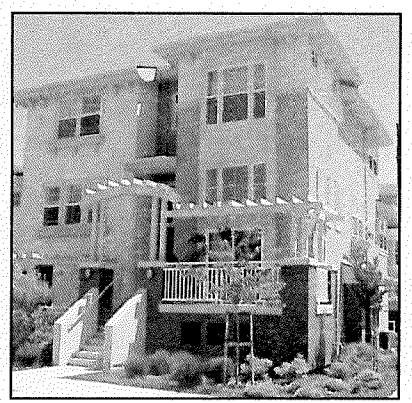
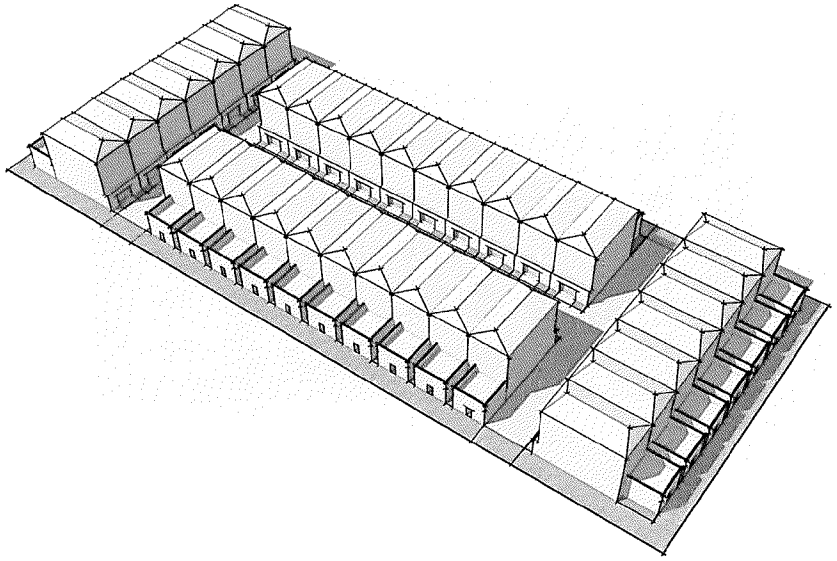
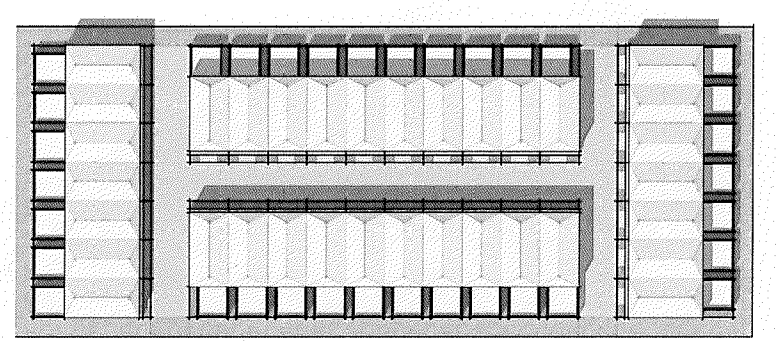


*Figure 7-4:* Typical Small Townhouse Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## LIVE WORK

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.20 |
| *Net Density* | 25 du/acre |
| *Minimum Lot Area* | 1000 sqft |
| *Parking* | Alley-access garage |
| *Frontage* | Minimum 80% of primary facade within 3' of minimum front setback |
| *Front Setback* | none (at property line) |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |



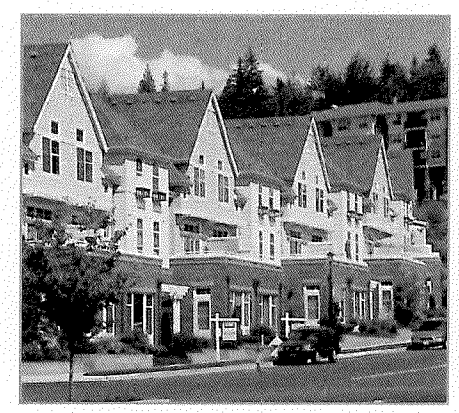
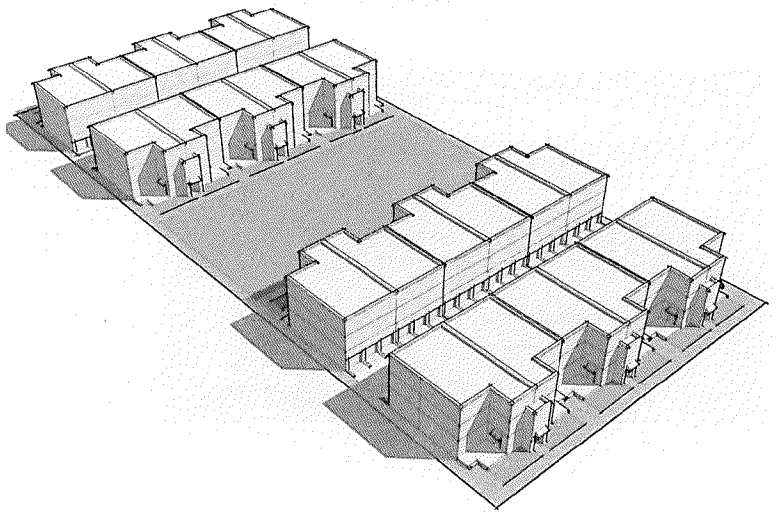


*Figure 7-5:* Typical Live Work Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## TUCK UNDER

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.50 |
| *Net Density* | 30 du/acre |
| *Minimum Lot Area* | 4,200 sqft for 6 units |
| *Parking* | Alley-access garage |
| *Frontage* | Minimum 70% of primary facade within 5' of minimum front setback |
| *Front Setback* | 6' minimum |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 50 sqft single covered entry per 6-unit module |

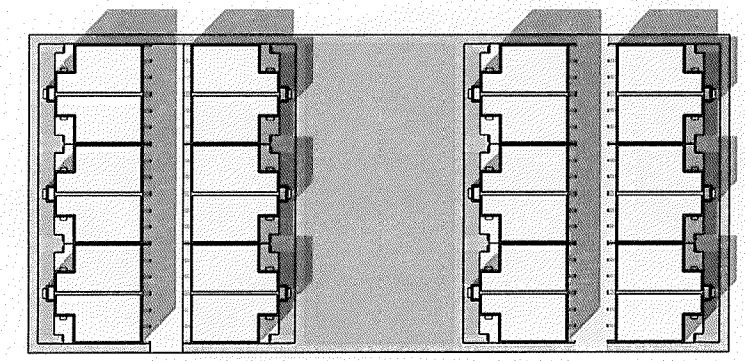
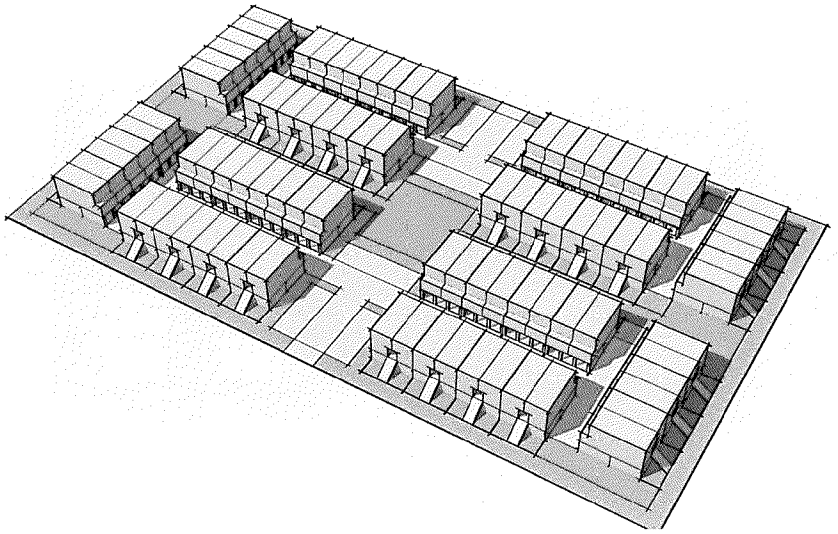


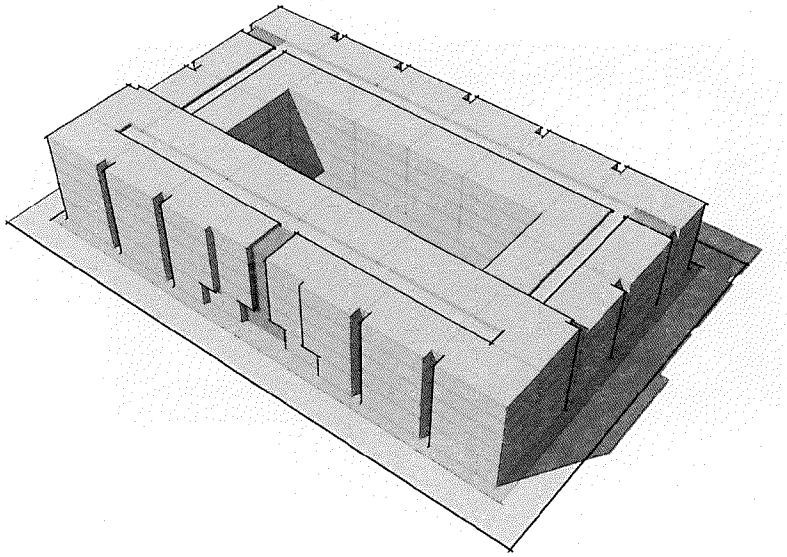
*Figure 7-6:* Typical Tuck Under Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## MULTI-FAMILY FLATS

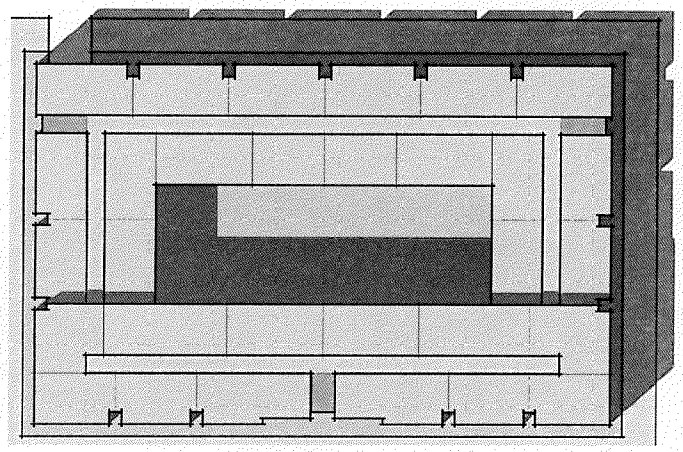
| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.50 |
| *Net Density* | 40 du/acre |
| *Minimum Lot Area* | 1,650 sqft for 3 units |
| *Parking* | Alley-access garage |
| *Minimum Frontage* | Minimum 80% of primary facade within 5' of minimum front setback |
| *Front Setback* | 6' minimum |
| *Rear Setback* | 4' minimum |
| *Entry* | Minimum 36 sqft covered entry or minimum; 70 sqft front porch |

*Figure 7-7:* Typical Multi-Family Flats Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



**MULTI-FAMILY**

| | |
|---|---|
| *Height* | 5 story |
| *FAR* | 2.00 |
| *Net Density* | 50 du/acre |
| *Minimum Lot Area* | Varies |
| *Parking* | Alley-access or underground garage |
| *Frontage* | Minimum 80% of primary facade within 3' of minimum front setback |
| *Front Setback* | 4' minimum |
| *Rear Setback* | n/a |
| *Entry* | Minimum 36 sqft individual entry for ground floor units, lobby required for upper floor units, corner preferred |



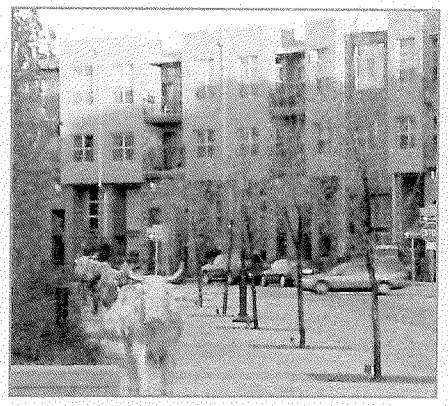
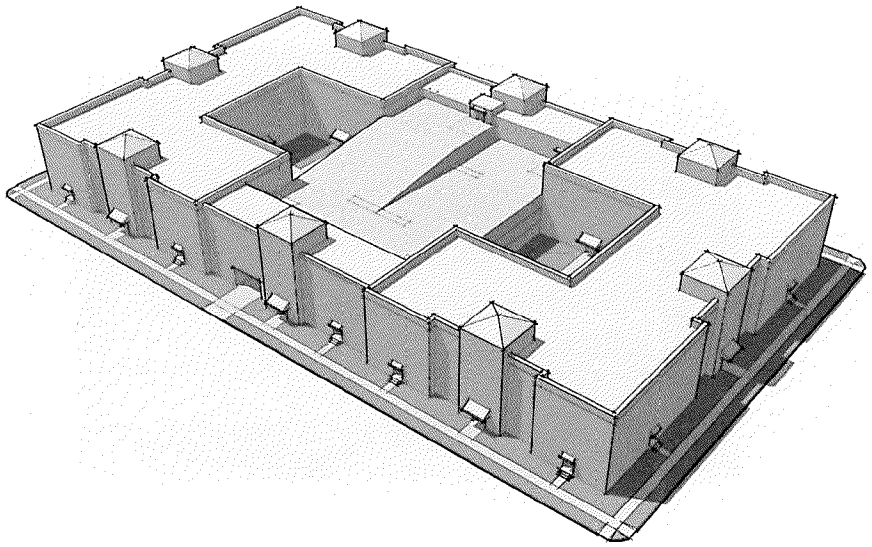
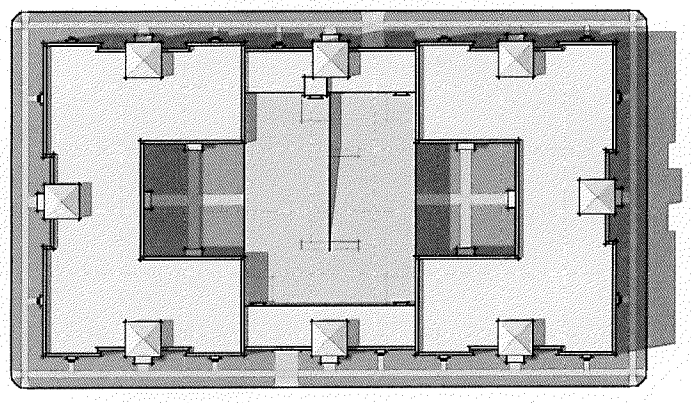


*Figure 7-8:* Typical Multi-Family Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## EMBEDDED GARAGE

| | |
|---|---|
| *Height* | 5 story |
| *FAR* | 2.70 |
| *Net Density* | 70 du/acre |
| *Minimum Lot Area* | Varies |
| *Parking* | Above grade parking structure fully screened from street |
| *Frontage* | Minimum 80% of primary facade within 4' of minimum front setback |
| *Front Setback* | 4' minimum |
| *Rear Setback* | n/a |
| *Entry* | Minimum 36 sqft individual entry for ground floor units, lobby required for upper floor units, corner preferred |



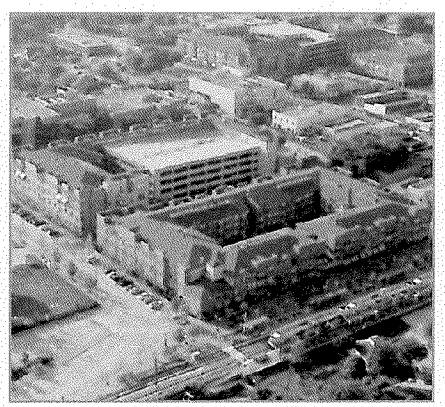
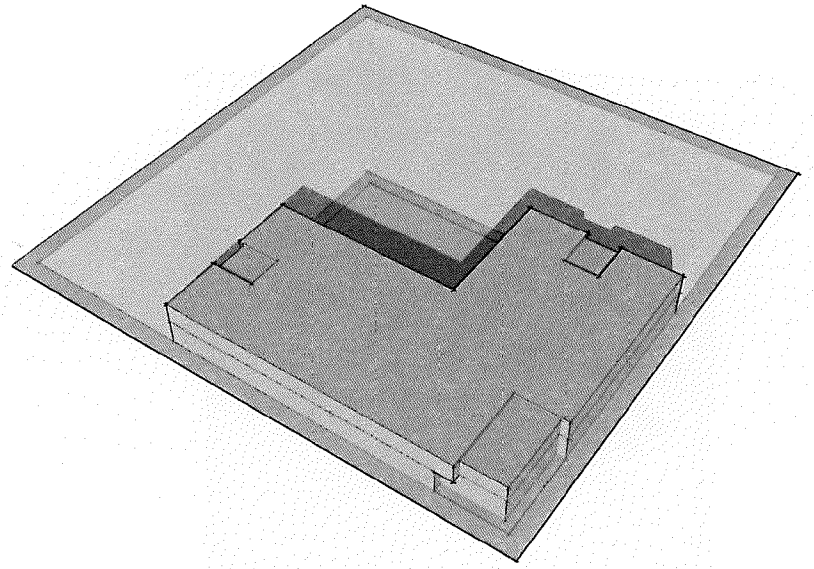
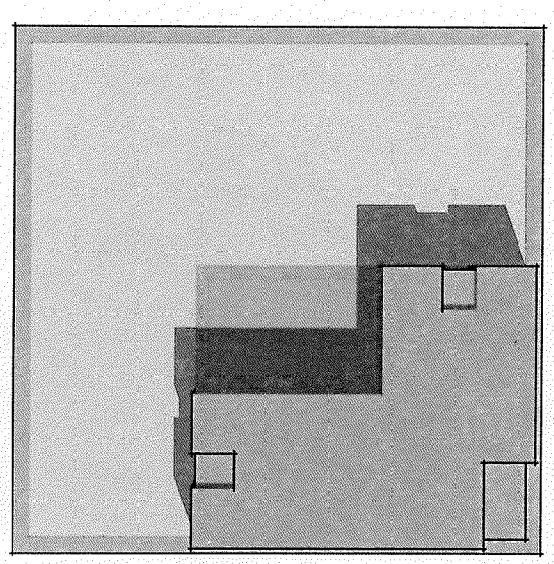


*Figure 7-9:* Typical Embedded Garage Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## LOW DENSITY COMMERCIAL

| | |
|---|---|
| *Height* | 3 story |
| *FAR* | 1.50 |
| *Parking* | Surface |
| *Front Setback* | 5' minimum |
| *Rear Setback* | n/a |
| *Entry* | Corner lobby preferred |



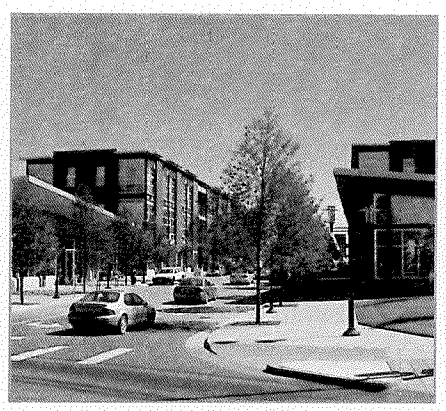
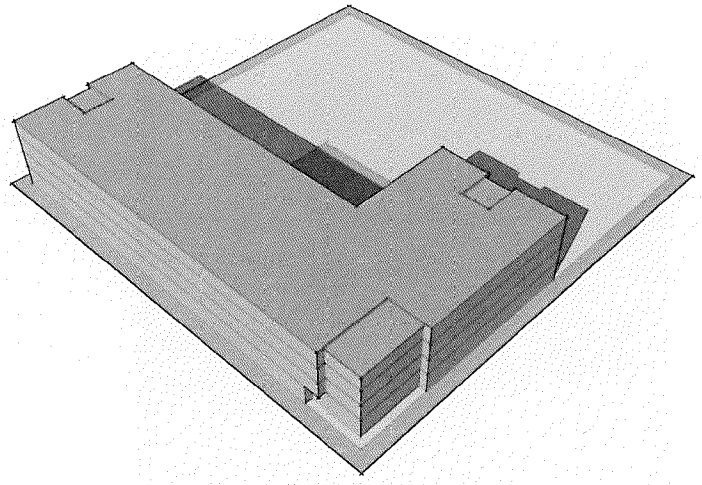
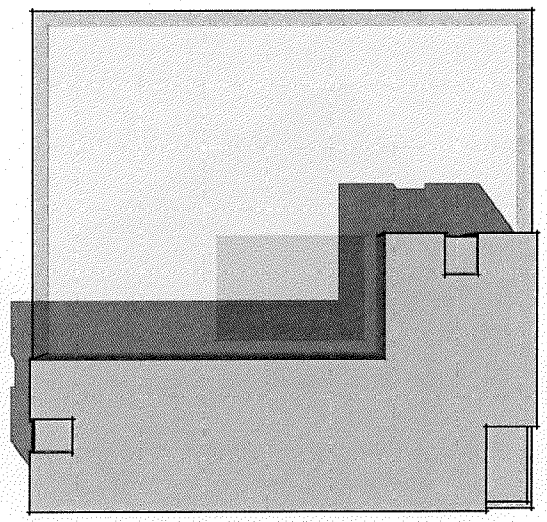


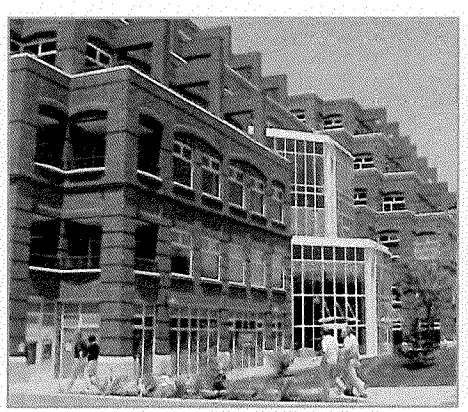
*Figure 7-10:* Typical Low Density Commercial Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*



## HIGH DENSITY COMMERCIAL

| | |
|---|---|
| *Height* | 4 story |
| *FAR* | 1.50 |
| *Parking* | Below grade and structure screen from street |
| *Front Setback* | 0' maximum |
| *Rear Setback* | n/a |
| *Entry* | Corner lobby preferred |





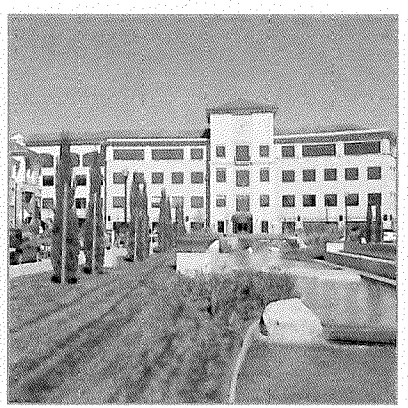


*Figure 7-11:* Typical High Density Commercial Block shown in Birdseye View, Plan View, and Built Examples
*ILLUSTRATIVE ONLY*

# 7.5 PARKING STANDARDS

## 7.5.1 Parking

The following standards for parking reinforce the twin intentions of the Plan (i) to provide sufficient but efficient parking and (ii) to emphasize pedestrian activity and transit use.

**TABLE 7-3: PARKING STANDARDS, ALAMEDA POINT**

| Land Use Types | | Parking Standard [1] [2] | Additional Requirements or Allowances |
|---|---|---|---|
| Residential | Embedded Garage (70 du/acre) | Maximum 1.5 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Multi-Family (50 du/acre) | Maximum 1.5 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Multi-Family Flats (40 du/acre) | Maximum 1.25 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Tuck Under Housing (30 du/acre) | Maximum 1.25 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Live Work Units (25 du/acre) | Maximum 1.25 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Small Townhouse (25 du/acre) | Maximum 1.75 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Duplex / Large Townhouse (17 du/acre) | Maximum 2.0 spaces per unit | Guest parking: 0.2 spaces per unit in addition to standard. Credit on-street parking towards guest parking requirement. |
| | Single-Family Detached (4 du/acre) | Maximum 2.0 spaces | Guest parking on-street. Tandem parking allowed. |
| | Other Residential (BEQ/ Big Whites/Ranchettes Houses) | Maximum 2.0 spaces | Guest parking on-street. Tandem parking allowed. |

| TABLE 7-3: PARKING STANDARDS, ALAMEDA POINT (CONTINUED) | | | |
|---|---|---|---|
| Land Use Types | | Parking Standard [1] [2] | Additional Requirements or Allowances |
| Commercial | Commercial 1.5 FAR | Minimum: 2.75 spaces per 1,000 SF<br>Maximum: 3.25 spaces per 1,000 SF | Parking greater than 3.0 spaces per 1,000 SF requires use permit. Shared parking permitted upon use permit. Industrial and manufacturing uses may provide less than minimum requirement upon use permit. |
| | Commercial 0.5 FAR | | |
| | Commercial Re-Use | | |
| | Commercial (Industrial/Manufacturing) | | |
| | Commercial Others | | |
| Retail | Mixed-use Retail | Ground floor retail under 5,000 SF exempt from on-site parking requirements<br>Retail > 5,000 SF:<br>Minimum: 2.8 spaces per 1,000 SF Maximum: 3.0 per 1,000 SF | Shared parking permitted upon use permit. |
| | Commercial Retail | Retail under 20,000 SF: 2.8 per 1,000 SF<br>Retail > 20,000 SF:<br>Minimum: 3.0 spaces per 1,000 SF<br>Maximum: 3.25 spaces per 1,000 SF | Shared parking permitted upon use permit. |
| | Restaurant | Minimum: 8 spaces per 1,000 SF<br>Maximum: 18 spaces per 1,000 SF | Shared parking permitted upon use permit.<br>Valet parking permitted upon use permit. |
| Civic | Fire, EMS | Refer to Alameda Municipal Code, as herein amended | Refer to Alameda Municipal Code, as herein amended |
| | Ferry Station | | |
| | Church | | |
| | Library | | |
| | Schools | | |
| | City Hall | | |
| | Park | | |
| | Sports Complex | | |

**[1]** Maximum parking standards for residential uses are the average maximum for an individual development. Individual units may have more or fewer spaces than the average as long as the total number of spaces does not exceed the maximum.

**[2]** Upon application to the Planning Director with review of the Transportation Commission, the Planning Director may allow, under the Conformance Determination process described in Chapter 9: Plan Review, transfers of parking rights from one area to another so that the maximum parking standard may be exceeded over a particular area. To accomplish such transfer, the "sending" area shall record a covenant reducing the maximum parking requirement for the area while the "receiving" area shall record a covenant evidencing the new increased parking maximum allowed on the area after the transfer. The form of covenant shall be approved by the Planning Director at the time the Conformance Determination is made.

**Additional Notes:**

- Required handicapped parking is in addition to the standards in the table above.
- Spaces may be covered, uncovered or enclosed (garage).

Alameda Zoning Ordinance Section 30-7: Off Street Parking and Loading Requirements governs parking in Alameda. *Table 7-3: Parking Standards* supersedes Alameda Municipal Code Chapter 30, Sections 7.1 through 7.4 and Section 7.6 for this Plan Area. In addition, the following modifications to other sections of Chapter 30-7 shall apply to the Plan Area:

1. Notwithstanding Section 30-7.7 (Separate or Combined Use of Facilities), shared parking must be within 1,200 feet of the parcels that generate the demand. Further, the Specific Plan allows a reduction in total parking requirements where shared parking between complementary uses within the same development or an aggregate of separate developments within the same district is implemented.

2. Notwithstanding Section 30-7.8 (Location of Parking Spaces and Prohibited Parking Areas), residential parking may be located on the same parcel generating the parking demand or on a separate parcel. Guest parking is allowed, in whole or in part, on streets within a 1,200 foot walking distance of the use.

Required non-residential use parking, in whole or in part, is allowed within private or public parking facilities available to the general public or through private agreement within a 1,200 foot walking distance of the use generating the demand.

Surface parking lots are not allowed between retail buildings and boulevard street frontages.

Non-residential parking is allowed in districts that contain a mix of residential and non-residential uses. Parking in these districts may be a combination of on-street and off-street parking facilities.

3. Notwithstanding Section 30-7.9 (Parking Dimensions and Access), for tandem parking, mechanical lifts may be employed for both residential and non-residential uses.

The maximum two-way driveway width is 20 feet (15 feet for one-way driveway) for multi-family residential development. The maximum curb cut width, including flares, shall not exceed 30 feet for multi-family residential uses. The maximum driveway width is 22 feet for non-residential uses. The maximum curb cut width, including flares, shall not exceed 32 feet for commercial uses.

4. Notwithstanding Section 30-7.10 (Landscaping), the design, landscaping and layout of surface parking areas will be established in the Alameda Point Pattern Book or, in the Historic District, in accordance with the Historic Resources Design Guidelines as applicable.

5. Notwithstanding Section 30-7.11 (Design Review), the design, landscaping and layout of surface parking areas will be established in the Alameda Point Pattern Book, or the Historic Resources Design Guidelines, as applicable.

6. Notwithstanding Section 30-7.14 (Off-Street Loading Space), multiple buildings as part of a single development project may share loading

spaces.

7. Notwithstanding Section 30-7.15 (Bicycle, Motorcycle and Pedestrian Facilities), bicycle parking is defined as bicycle racks, storage lockers, and/or secure valet or check-in facilities, and the following:

- Retail: One third of the required bicycle parking spaces for retail uses are to be located in visible areas within parking garages or otherwise protected from the elements. If retail uses have street frontage, one third of the spaces (or a maximum of eight), in the form of racks, shall be located on the sidewalk in front of the building(s).
- Office: One half of the required bicycle parking spaces for office uses are to be located in visible areas within parking garages or otherwise protected from the elements.
- Ferry Terminal: Transit centers or terminals within Alameda Point will provide bicycle parking at 4% of the daily home-based boardings (or a minimum of twenty bicycle parking spaces). One quarter of these spaces shall be lockers, valet or check-in secured parking.

Pedestrian walkways that cross non-residential surface parking or driveway areas shall be clearly marked through the use of "high-contrast" paving material, and shall meet accessibility requirements for persons with disabilities.

8. Notwithstanding Section 30-7.16 (Surface Improvements of Parking Areas), the design, landscaping and layout of surface parking areas will be established in the Alameda Point Pattern Book as applicable.

9. Notwithstanding Section 30-7.17 (Illumination of Parking Areas), the design, landscaping and layout of surface parking areas will be established in the Alameda Point Pattern Book or, in the Historic District, in accordance with the Historic Resources Design Guidelines as applicable.

10. Notwithstanding Section 30-7.18 (Use and Extension of Non-Conforming Driveways and Perimeter Landscaping), the design, landscaping and layout of surface parking areas will be established in the Alameda Point Pattern Book or, in the Historic District, in accordance with the Historic Resources Design Guidelines as applicable.

11. Notwithstanding Section 30-7.19 (Adjustments for Senior and Affordable Housing Developments), parking standards for senior housing or assisted living housing are established at 0.40 spaces per unit plus guest parking at 0.2 spaces per unit, and guest parking is allowed on-street.

### 7.5.2 Parking in AP-PMU

In order to incentivize reuse of historic resources within the Plan Area, this section provides more flexible parking standards for reuse of historic resources within the Historic District. Parking requirements set forth in this Specific Plan or otherwise in the Alameda Municipal Code shall be waived upon a showing by the applicant that the parking needed to serve the development can be accommodated through a combination of off-street and on-street parking or that construction of required parking is required to be waived to enable economic reuse of the building.

## 7.6 ENVIRONMENTAL SUSTAINABILITY BUILDING STRATEGIES

The Alameda Point development is intended to meet or exceed current state and local mandates with respect to reduction in greenhouse gas emissions and conservation of resources under developer control. For example, the Alameda Point development:

1. Implements state policies designed to encourage infill development in order to minimize vehicle miles traveled and to promote accessibility to transit, both significant in the reduction of greenhouse gas emissions. The Project achieves these goals by:

- Clustering homes and mixed uses adjacent to a new ferry terminal and transit hub and developing pedestrian and bicycle corridors providing access to these transit nodes;
- Locating parks, bikeways and walkways in proximity to public schools and residential areas and as connectors to commercial areas to promote physical activity and community interaction;
- Providing linkages via transit to the major job centers in the region through development of on-site transit including shuttle service to BART and development of a ferry terminal;
- Encouraging transit uses through use of the Eco-Pass, which requires monthly purchase by residents and business of transit passes.

2. Will seek out strategic partnerships to incorporate sustainable sources of energy. Reduction of site potable water demand can be achieved through a range of different approaches including use of water-efficient technology, use of recycled water and landscaping controls. Reduction in energy usage can be achieved by, among other techniques, taking advantage of Alameda's moderate weather (which imposes generally low heating requirements with passive heating opportunities in the winter and natural ventilation and passive cooling through the remainder of the year), right-sizing heating and cooling systems, incorporating advanced insulation practices and incorporating passive solar heating.

**Water Resource Conservation**

The Project promotes water conservation through the following:

- The EBMUD East Bayshore Recycled Water Project is planned to supply an average of 2.5 MGD of recycled water from EBMUD's wastewater recycling plant to portions of Alameda. Alameda Point will connect to the EBMUD recycled water supply and construct a recycled water pipeline distribution system. Recycled water may not be available immediately for the initial phases of development, but will be available for distribution prior to build-out;
- Native and drought tolerant plants will be used in landscaping to help reduce the need for watering;
- Natural drainage and storm water capture will be incorporated throughout the site to meet regional water quality requirements in an environmentally respectful manner;
- Large open space areas will reduce impervious surfaces and thus reduce heat and energy demand;
- Fewer private yards associated with the proposed higher-density residential units will reduce water demand;
- Water efficient fixtures will be utilized for residential and commercial toilets, faucets, appliances and showers; and
- Metering or other mechanisms by local utilities will give users feedback on their consumption. Education of residents to maximize water use efficiency measures, reuse and recycling will promote further water conservation.

**Energy Resource Conservation**

Reducing energy demand is one of the most effective ways of reducing the carbon footprint of residential homes. There are many opportunities to significantly reduce the demand profile through good design and responsible development, particularly in a climate like Alameda that is ideal for natural ventilation and passive cooling. The Project encourages energy efficiency through the following:

- Design for cross ventilation to maximize passive cooling;
- Provide high insulation values in walls and ceilings and efficient double glazing;
- Require builders to use Energy Star rated appliances in homes;
- Orient lots to achieve passive solar design and to create potential for active solar applications, where feasible;
- Consider opportunities for solar hot water heating and solar electricity both on individual units and through larger installations on site;
- Assess the feasibility of natural ventilation in new commercial and residential construction and rehabilitation of historic buildings retained at Alameda Point; and
- In commercial buildings, incorporate natural lighting strategies and require high efficiency lighting to reduce electrical lighting demand.

3. Diverting a significant amount of waste away from landfills and using recyclable materials will reduce the overall impact of the Project on the environment and is encouraged, including:

- Use of materials locally and from sustainable sources;
- In construction, use of recycled materials, including recycled aggregate base, asphalt, and concrete for roadways, parking lots, sidewalks and curbs;
- Recycling and sorting of construction waste; and
- Design criteria allowing for segregation and recycling of waste to help Alameda divert more waste from landfills by providing facilities for segregating and sorting of waste into commingled dry recyclables (i.e., paper, plastic, textiles, glass, etc.), compostable (i.e. food and garden waste); and non-recyclable/recoverable waste with a goal of meeting the diversion rate set forth in Measure D.

4. Use of sustainable architectural, site planning design, and construction standards for all structures in the community is encouraged in a manner that results in an integrated approach to green buildings and helps steer the designs away from expensive green measures and toward cost-effective solutions. Recommended measures include:

- Applying standards set forth in Build It Green (Green Rated) or LEED for residential and commercial construction, and;
- Incorporating cost-effective sustainability concepts into design and construction standards to reduce construction, operating and life-cycle costs compared to conventional practices in the home building industry.

To implement the sustainability goals described in this section, the Pattern Book shall include guidelines, goals and requirements for sustainable design in both community and individual building design.