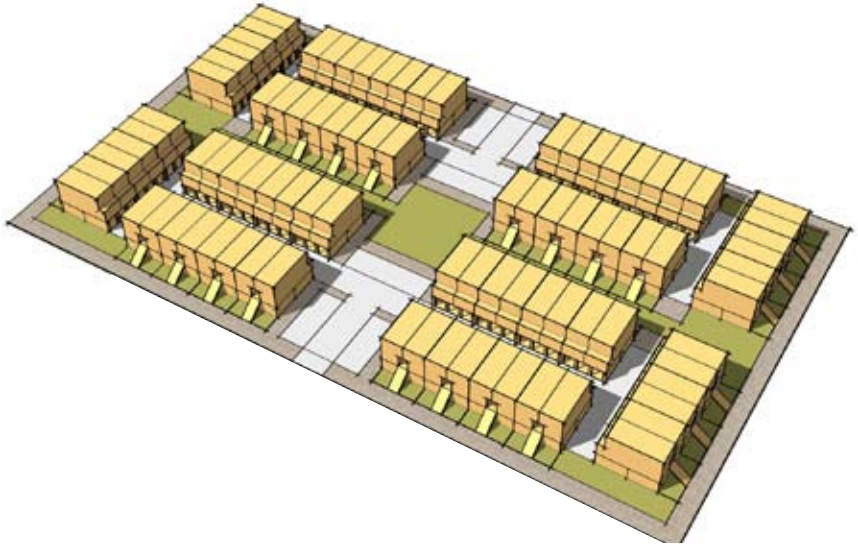
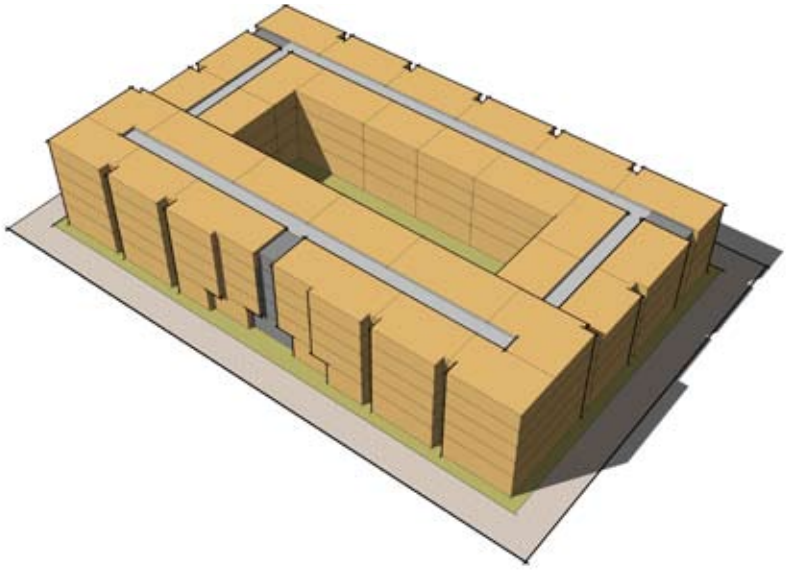


MULTI-FAMILY FLATS

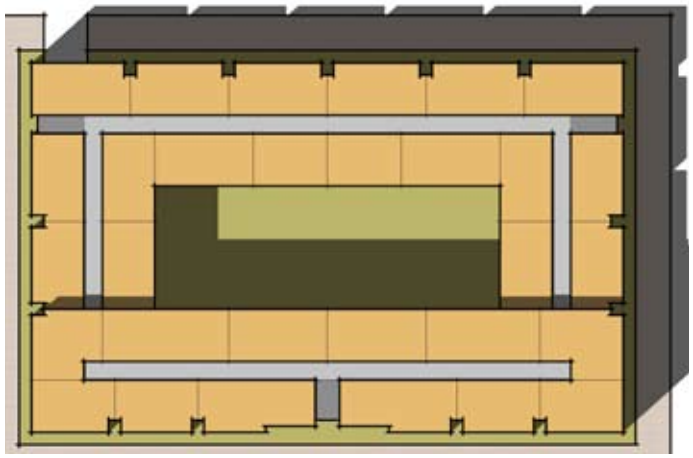
Height	3 story
FAR	1.50
Net Density	40 du/acre
Minimum Lot Area	1,650 sqft for 3 units
Parking	Alley-access garage
Minimum Frontage	Minimum 80% of primary facade within 5' of minimum front setback
Front Setback	6' minimum
Rear Setback	4' minimum
Entry	Minimum 36 sqft covered entry or minimum; 70 sqft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



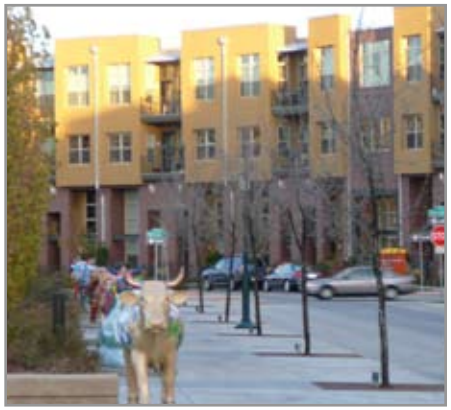


Figure 7-8: Typical Multi-Family Block shown in Birdseye View, Plan View, and Built Examples
ILLUSTRATIVE ONLY

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

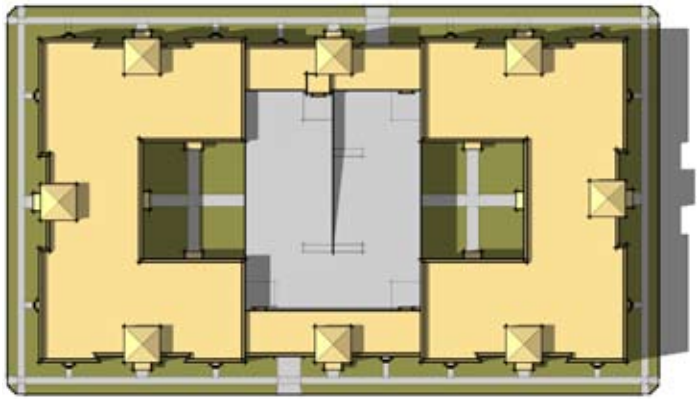
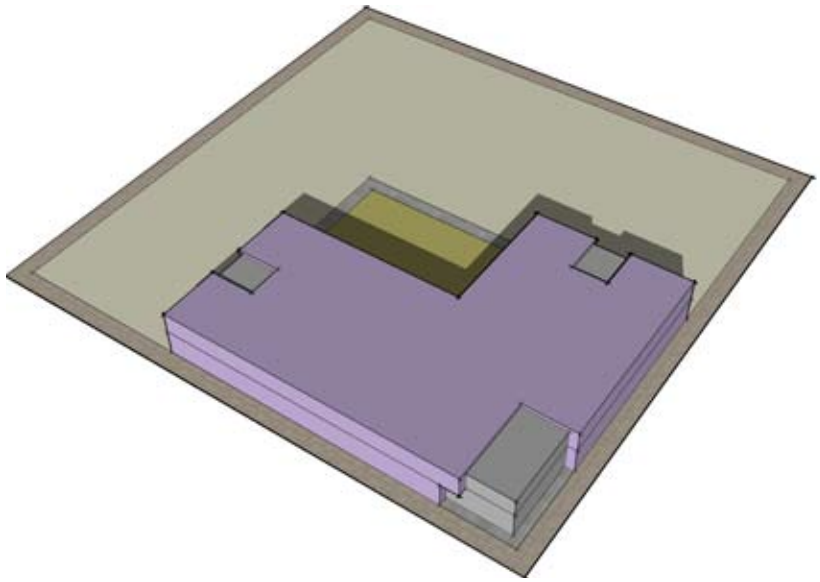


Figure 7-9: Typical Embedded Garage Block shown in Birdseye View, Plan View, and Built Examples
ILLUSTRATIVE ONLY



LOW DENSITY COMMERCIAL

Height	3 story
FAR	1.50
Parking	Surface
Front Setback	5’ minimum
Rear Setback	n/a
Entry	Corner lobby preferred

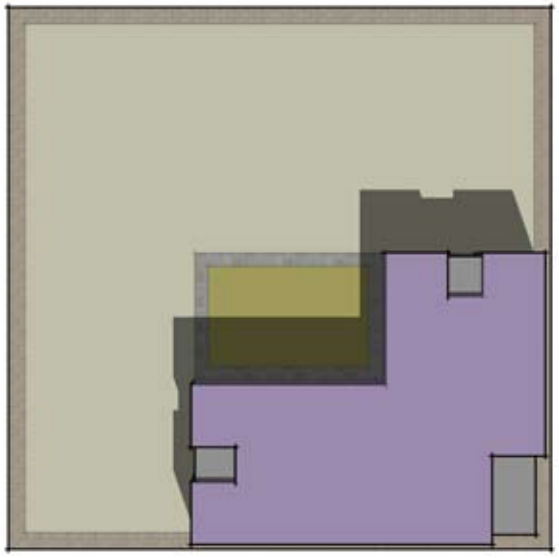
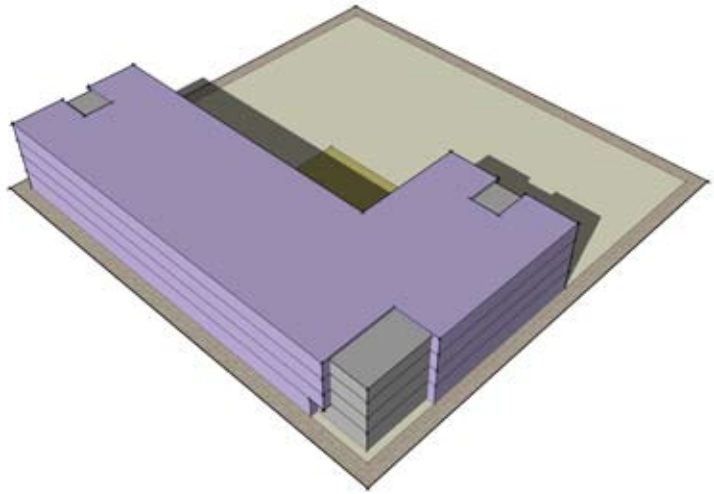


Figure 7-10: Typical Low Density Commercial Block shown in Birdseye View, Plan View, and Built Examples
ILLUSTRATIVE ONLY



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

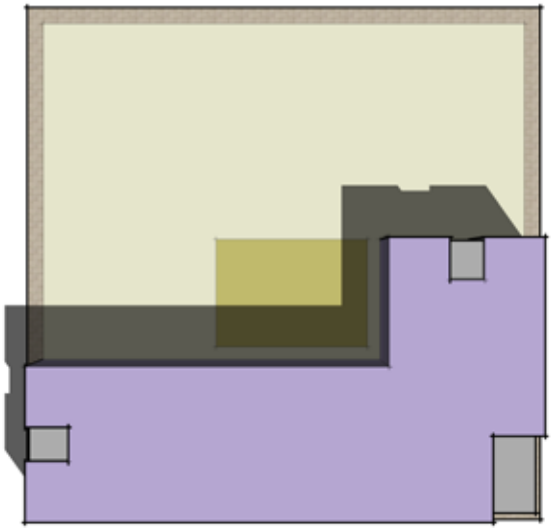


Figure 7-11: Typical High Density Commercial Block shown in Birdseye View, Plan View, and Built Examples
ILLUSTRATIVE ONLY

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 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 Retail > 5,000 SF: 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 Retail > 20,000 SF: Minimum: 3.0 spaces per 1,000 SF Maximum: 3.25 spaces per 1,000 SF	Shared parking permitted upon use permit.
	Restaurant	Minimum: 8 spaces per 1,000 SF Maximum: 18 spaces per 1,000 SF	Shared parking permitted upon use permit. 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.