

02

LAND USE + CITY DESIGN ELEMENT

The Land Use and City Design Element establishes goals, policies and actions to ensure the orderly development of the community and to provide a sustainable, safe and healthy environment for all Alamedans. The Element establishes how land uses are to be distributed across the city and where new development may be accommodated in support of the General Plan, Climate Action and Resiliency Plan, Transportation Choices Plan, and the regional sustainable communities strategy, Plan Bay Area goals and policies. The policies in this element are intended to provide for the health, safety, housing, employment, service, and recreational needs of all Alamedans.



THE GOALS OF THE LAND USE + CITY DESIGN ELEMENT ARE:

GOAL 1



CHARACTER

Maintain and enhance safe, healthy, sustainable, economically and culturally diverse, complete and connected neighborhoods, districts, and waterfronts that support a high quality of life and fair and equitable access to affordable housing, employment, education, recreation, transportation, services, and participation in public decision making.

GOAL 2



ECONOMY

Strengthen and diversify the Alameda business community and economy.

GOAL 3



SUSTAINABILITY

Make Alameda a more sustainable and environmentally sensitive, waterfront community.

GOAL 4



DESIGN

Promote sustainable, high-quality, accessible city design.



GOAL 1: CHARACTER

Maintain and enhance safe, healthy, sustainable, economically and culturally diverse, complete and connected neighborhoods that support a high quality of life and fair and equitable access to affordable housing, employment, education, recreation, transportation, services, and participation in public decision making.

POLICIES:

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, and ME-3).

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 and collaboration in all city planning, public investment, and development review decision making by actively engaging all segments of the community proactively at the start of processes, especially those that have historically been less engaged in city decision-making such as lower-income families, people of color, indigenous peoples, and youth.*
- e. **Equal Representation.** *Appoint a broad cross section of the community to commissions, 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 Policy LU-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.*
- d. **Accessory Units.** *Permit accessory dwelling units in all residential and mixed-use zoning districts to increase the supply of small, more affordable housing units.*
- e. **Affordable Housing.** *Permit rental and ownership housing opportunities for all income levels, ages and family types and sizes in all residential and mixed-use zoning districts.*


SPOTLIGHT
WHAT ARE THE QUALITIES THAT GIVE ALAMEDA ITS DISTINCT CHARACTER?

General Plan policies embrace and support the desirable qualities and assets that give Alameda its distinct character. Understanding those qualities is important in order that future community design decisions and investments continue to support, enhance and maintain Alameda’s character. Examples include:


WALKABILITY

Alameda, like all great places, is walkable. Short blocks, generally two lane roads, a traditional street grid, street trees, and a network of public parks and open spaces, a pair of commercial “Main Streets,” and human-scaled buildings, make walking in Alameda pleasant and comfortable.

CITY OF NEIGHBORHOODS AND MAIN STREETS

Alameda is a city of diverse neighborhoods and main streets that has endured and evolved over time. Walkable, mixed-use neighborhoods and commercial main streets where people live and work, own homes and rent, with nearby parks serving families, seniors, and kids, make living in Alameda feel more like living in a small town than living in a metropolitan city of 80,000. General Plan policies preserve and build on this neighborhood fabric to accommodate inclusive residential and commercial growth while maintaining its charm.

LEAFY STREETS

The mature deciduous and evergreen trees along Alameda’s city streets and in its parks are critical to Alameda’s neighborhood character. Systematic planting and maintenance of a variety of younger specimen trees in the future is essential to maintaining and expanding Alameda’s urban forest for future generations.

CONNECTION TO NATURE

Memorable towns and cities are often surrounded by natural areas or defined by natural features, such as a river or a lake. Alameda’s island setting contributes to its distinctive feeling of being connected to nature. Alameda’s often tree-lined street grid provides multiple ways to explore the outdoors and easily connect to the water’s edge. Maintaining Alameda’s network of public open spaces and parks and promoting improvements to retain and enhance access to the water for all Alamedans will be essential to maximizing and preserving Alameda’s unique natural assets.

HUMAN SCALE

Alameda is “human scale.” Tall trees, narrower streets with slower moving traffic, and buildings generally one to four stories in height fronting onto the sidewalk creates an environment that is best appreciated by the human senses and at eye level. Maintaining a human scale in all changes to landscapes, streets, and buildings is maintaining Alameda’s character.

QUALITY ARCHITECTURE AND DESIGN

Alameda buildings represent a wide range of architecture styles dating back to the 19th Century. Many have architectural significance and most are well-crafted, comfortable, and rich with personality and color. Continuing to promote historic preservation and architectural design excellence through City development regulations, incentive programs, such as Mills Act contracts, façade grants and other programs discussed in the General Plan is essential.



SPOTLIGHT

WHAT IS AFFORDABLE HOUSING?

“Affordable” is generally considered to mean that the household does not need to pay more than 30 percent of its income on housing costs. In Alameda, land costs and construction costs are high and housing is in short supply. As a result, housing costs are high and generally not affordable to households with a moderate or lower income. Naturally-occurring affordable housing tends to occur primarily in older buildings, making it a priority for the City to preserve these buildings from earthquakes, development, or any number of threats to the supply of more affordable units.

To support construction of units that will be affordable to lower income households, the City of Alameda requires that every housing development with 10 units or more, deed-restrict some of the new housing units in the project for very low-income, low-income, and moderate-income households. The deed-restriction limits the price of the home or the rent of the home to 30% of each households’ income for those deed-restricted units. The cost to subsidize the construction of the deed-restricted units is added to the cost to construct the non-deed-restricted units in the project. In 2020, the City of Alameda requires all projects at Alameda Point to deed-restrict 25% of the units. Everywhere else in the City, 15% of the units must be deed-restricted.

In 2020, the areawide median income in the East Bay for a family of four was approximately \$119,200 per year. A very low-income family of four has an income that is no more than half or 50% of the area median income (AMI). A low-income household of four makes up to 80% of AMI and a moderate-income household makes up to 120% of AMI.



Everett Commons is an example of recently constructed affordable housing in Alameda.

- f. Multi-family and Shared Housing.** Permit well-designed multi-family and shared housing opportunities, including co-housing, congregate housing, senior assisted living, single room occupancy housing, transitional housing, emergency warming shelters, and shelters for the homeless in all residential zoning districts and in all mixed-use zoning districts.
- g. Child Care.** Permit child care facilities and services in all residential and mixed-use zoning districts.
- h. Home-based Businesses.** Permit small employment and business opportunities such as home occupations, live work, and “cottage” businesses in all residential and mixed-use zoning districts to reduce commute hour traffic and associated greenhouse gas emissions.
- i. Local Food.** Permit farmers’ markets and community gardens in all residential and mixed-use zoning districts to increase access to healthy foods for all residents throughout the city.

LU-3

Complete Streets. Promote safe and walkable neighborhoods with inter-connected well-designed streets that serve the needs of all Alamedans and all modes of transportation. (See also Policies ME-1, ME-5, ME-6, ME-7, ME-14, CC-7, HE-12 and the ‘What Makes a Complete Street?’ Spotlight in the Mobility Element).

Actions:

- a. Connectivity.** Connect neighborhoods and major destinations such as parks, open spaces, the waterfront, civic facilities, employment centers, retail and recreation areas with transit, pedestrian and bicycle infrastructure, and avoid sound walls, gated streets and other similar barriers that separate neighborhoods and decrease physical and visual connectivity.
- b. People-Friendly Environment.** Provide wide sidewalks, street shade trees, pedestrian lighting, bike parking, bus benches and shelters, curb ramps, and other bike and pedestrian amenities to support walking, rolling, strolling, the access needs of people with disabilities, window-shopping and sidewalk dining.

- c. **Common Areas.** *Provide spaces for community interaction to encourage a sense of collective ownership of public areas.*
- d. **Safety.** *Eliminate traffic related fatalities and severe injuries on Alameda streets by providing safe, well-designed pedestrian crossings with adequate visibility for motorists and pedestrians, minimizing curb cuts and driveways that cross public sidewalks and bicycle facilities, providing low-stress bicycle routes, and designing streets to keep automobile travel speeds below 25 miles per hour.*

LU-4

Neighborhood Transitions. Ensure sensitive well designed transitions between neighborhoods and adjoining business districts to minimize nuisances while encouraging mixed-use development that provides commercial services or employment opportunities in close proximity to neighborhoods. (See also Policy HE-15).

LU-5

Neighborhood Mixed-Use. Maintain, promote and support neighborhood-oriented business districts to provide local-serving retail and commercial uses with multi-family housing opportunities above the ground floor commercial uses. (See also Policy HE-11).

Actions:

- a. **Neighborhood Serving Commercial Uses.** *Permit continuation and re-investment in existing, small, legal non-conforming neighborhood-serving commercial uses in commercial buildings that predate the zoning code.*
- b. **Neighborhood Serving Retail Uses.** *Permit neighborhood serving retail uses in residential districts where office uses are already permitted.*

LU-6

Waterfront Mixed-Use. Provide a wide variety of maritime, commercial, residential, civic, and recreational uses along the waterfront that compliment maritime activities, provide economic opportunities and jobs, and draw residents and visitors to the shore.

Actions:

- a. **Water Dependent Businesses.** *Prioritize the current and future needs of public ferry systems, water taxis and shuttles, recreational and boating businesses, and other businesses and activities that require a waterfront location to operate.*
- b. **Supporting Services.** *Permit complementary maritime serving and visitor serving commercial services and uses to support the public waterfront access and maritime businesses on the waterfront.*
- c. **Public Access and Bay Trail.** *Ensure waterfront public access and Bay Trail improvements in all new waterfront development.*
- d. **Waterfront Residential.** *Ensure that all new waterfront residential development is set back an appropriate distance from the water's edge, such that the public access and the Bay Trail feels public, yet also safe for visitors and Bay Trail users.*
- e. **Emergency Response.** *Preserve and maintain appropriate waterfront facilities (e.g. docks, wharfs, and parking areas) that may be needed for the movement of people, goods, and supplies after an emergency or natural disaster for disaster response and recovery.*

Alameda supports a variety of maritime businesses and services



LU-7

Joint Use. Partner with Alameda Unified School District and other institutions to provide public access for shared and joint use of open space, recreational and community facilities. (See also Policy OS-2).

LU-8

Arts and Culture. Support and promote a diversity of arts and cultural facilities and programs throughout the city for people of all ages. (See also Policy LU-11).

Actions:

- a. **Strengthen Cultural Resources.** Partner with educational institutions, libraries, arts and cultural organizations, the business community and creative industries to strengthen Alameda's network of cultural resources and development of the arts.
- b. **Accessibility of Cultural Facilities and Programs.** Encourage the development of arts, entertainment and cultural facilities that are both physically and financially accessible to all.
- c. **Contributions to Public Art.** Promote and support the public art requirement for new developments within the city.



GOAL 2: ECONOMY

Strengthen and diversify the Alameda business community and economy.

POLICIES:

LU-9

On-Island Goods and Services. Encourage the development of a broad range of commercial businesses and services in Alameda to provide for the diverse needs of the Alameda community and reduce the need to travel off-island to acquire goods and services.

LU-10

Park Street and Webster Street: Alameda’s “Main Streets.” Support, promote and enhance Park and Webster Streets as the city’s two iconic and vibrant historic “Main Streets” to provide Alamedans with a broad mix of retail stores, restaurants, entertainment, hospitality, personal and professional services, and transit-oriented mixed-use housing opportunities. (See also Policies LU-18 and LU-28).

Action:

- a. **Business District Partnerships.** *Work in partnership with the West Alameda Business Association and the Downtown Alameda Business Association to support, strengthen, and diversify the Park and Webster Streets commercial mixed-use districts.*
- b. **Facade Improvement Programs.** *Provide support for private property owners through facade improvement programs and streamlined permitting processes to improve their buildings and facades and support the overall attractiveness and success of the business districts.*

LU-11

On-Island Employment. Increase on-island employment to provide additional employment opportunities for Alameda residents, reduce commute hour congestion, and reduce transportation related greenhouse gas emissions.

Actions:

- a. **Training and Intervention Strategies for Populations Facing Barriers.** *Support programs, strategies and interventions that break down barriers to employment for historically marginalized populations such as youth, seniors, people with disabilities, the formerly incarcerated, and residents with limited English proficiency.*
- b. **Partnerships.** *Partner with the College of Alameda, the Alameda Unified School District and other institutions to offer more coursework and training oriented toward emerging industries such as green economy, blue economy (sustainable use of ocean resources for economic growth and jobs), and other high-growth employment categories.*

LU-12

Business and Employment Preservation. Protect and preserve Business and Employment and Maritime Commercial and Industrial Areas by prohibiting introduction of residential uses and discouraging the rezoning of property in these areas to allow residential use.



SPOTLIGHT

ALAMEDA'S "FRONT DOORS": PARK & WEBSTER STREETS

Alameda's two main streets, Park Street and Webster Street, are integral to Alameda's identity and community fabric. Park and Webster streets are the gateways that welcome those traveling by bridge or tunnel into Alameda and local neighborhoods' needs.

The General Plan promotes the continued development and evolution of these transit-oriented streets as mixed-use main streets to accommodate local-serving commercial, employment, entertainment, and lower cost housing opportunities.



LU-13

Green Economy. Promote a green economy that reduces greenhouse gas emissions generated by Alameda businesses. (See also Policies CC-6, CC-9, CC-11, CC-14, HE-2, HE-10 and HE-11).

Actions:

- 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, EV charging, electrification of buildings and operations, 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.*



Alameda is a city of unique pedestrian-oriented mixed-use business districts



GOAL 3: SUSTAINABILITY

Make Alameda a more sustainable and environmentally sensitive community.

POLICIES:

LU-14

Planning for Climate Change. Prepare for climate change and reduce greenhouse gas emissions regionally and locally. (See also Policies CC-3, CC-4, CC-10 and HE-10).

Actions:

- a. **Sustainable Communities Strategy.** Maintain consistency between the City's General Plan, the Municipal Code, and the region's Sustainable Communities Strategy Plan Bay Area.
- b. **State and Regional Programs.** Continually evaluate City policies, ordinances, and actions, to ensure that the City supports and is an active participant in state and regional efforts to address climate change through greenhouse gas emission reduction, transportation system improvements, and increased affordable housing supply near job centers, public transportation facilities, and other services.

LU-15

Housing Needs. Provide land appropriately zoned to accommodate the Regional Housing Needs Allocation and support the region's Sustainable Communities Strategy to address climate change. (See also Policies LU-2, LU-16, CC-3, and CC-10).

Actions:

- a. **Housing Element Updates.** Utilize the State-mandated eight year Housing Element update cycle to rezone land and determine the residential densities and housing types needed to accommodate regional housing needs in residential neighborhoods and transit-oriented mixed-use districts as described in policies LU-2, LU-16, and CC-10.
- b. **Land Use.** Prioritize the use of limited land in Alameda for residential purposes by optimizing the number of housing units allowed on each acre of residentially zoned land.

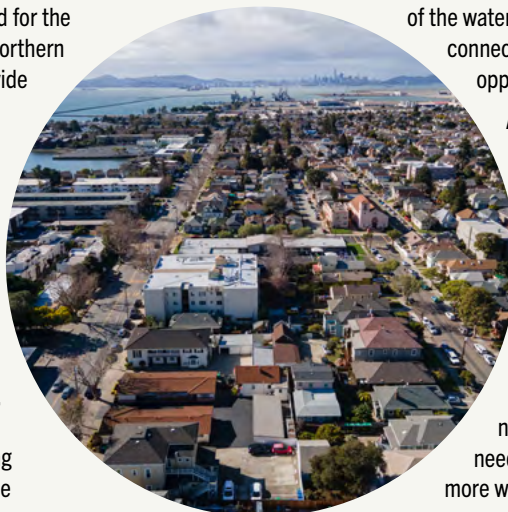


SPOTLIGHT

ALAMEDA'S RELATIONSHIP WITH THE WATER

Alameda is defined by water. A source of food for the first Native American inhabitants along the northern waterfront, the Bay waters continued to provide opportunities for Alameda throughout its history, including the Alaska Packers fleet that started docking at Encinal Terminals in the 1890's, the shipbuilding industries at what is now Alameda Marina and Marina Village, and the U.S. Navy's deep water port at Alameda Point.

Water continues to provide opportunities for Alameda. Walking along the beach, windsurfing in the bay, rowing in the estuary, seeing views of the water and boat masts rising above buildings, and seeing and hearing the sounds of sea birds is all possible because



of the water that surrounds us. Improving access and connectivity to the water and waterfront increases these opportunities for all Alameda residents.

Alameda's relationship with water is also getting more challenging. The San Francisco Bay around Alameda and Alameda's groundwater are both rising. Alameda must adapt to this new relationship with water. In some areas, allowing water to encroach, such as at the wetlands at Alameda Point, is the preferred approach. In other areas, seawalls and bulkheads will need to be raised. In all areas, the system of storm sewer, lagoons, and the network of pumps that keep Alameda dry will all need to be upgraded and improved to accommodate more water more often.

photo: Maurice Ramirez

- c. **Adaptive Reuse for Housing.** To increase the supply of smaller, more affordable housing opportunities and preserve existing urban scale and character, consider exempting the adaptive reuse of existing buildings from zoning district residential density limitations.

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 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-15, 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 service, and future heavy rail service in Alameda, 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 parking lots with higher density mixed-use development with ground floor commercial, service, and office uses, and upper floor multi-family housing.
- c. **Incentives.** Utilize strategic infrastructure investments, public lands, and public/private partnerships to incentivize and support mixed-use, transit-oriented development in transit rich locations.
- d. **Transportation Demand Management Programs.** Require new developments to include transportation services and facilities, such as bicycle parking facilities, to support the City’s mode shift and climate goals.
- e. **Parking Requirements.** Amend the Municipal Code to replace minimum car parking requirements with maximum parking requirements to disincentivize automobile ownership and reduce construction and land costs to help make housing more affordable. Require a significant proportion of dedicated spaces and infrastructure to support ‘Clean Air Vehicles’ like EV’s, carpooling vehicles and hybrids.



SPOTLIGHT

PLAN BAY AREA

Plan Bay Area is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. Plan Bay Area 2050 will focus on four key issues—the economy, the environment, housing and transportation—and will identify a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. Plan Bay Area processes are used to allocate housing targets for jurisdictions throughout the region, including the City of Alameda. Those local housing allocations are outlined in the Housing Element of the General Plan.

FOUR KEY ISSUES:



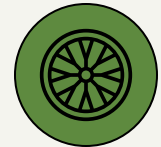
ECONOMY



ENVIRONMENT



HOUSING



TRANSPORTATION

Priority Development Areas, commonly known as PDAs, are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts and other services.

Priority Conservation Areas, commonly known as PCAs, are locations designated for the protection of natural habitats and the preservation of open space for future generations. This includes farming, ranching, recreational and resource lands.

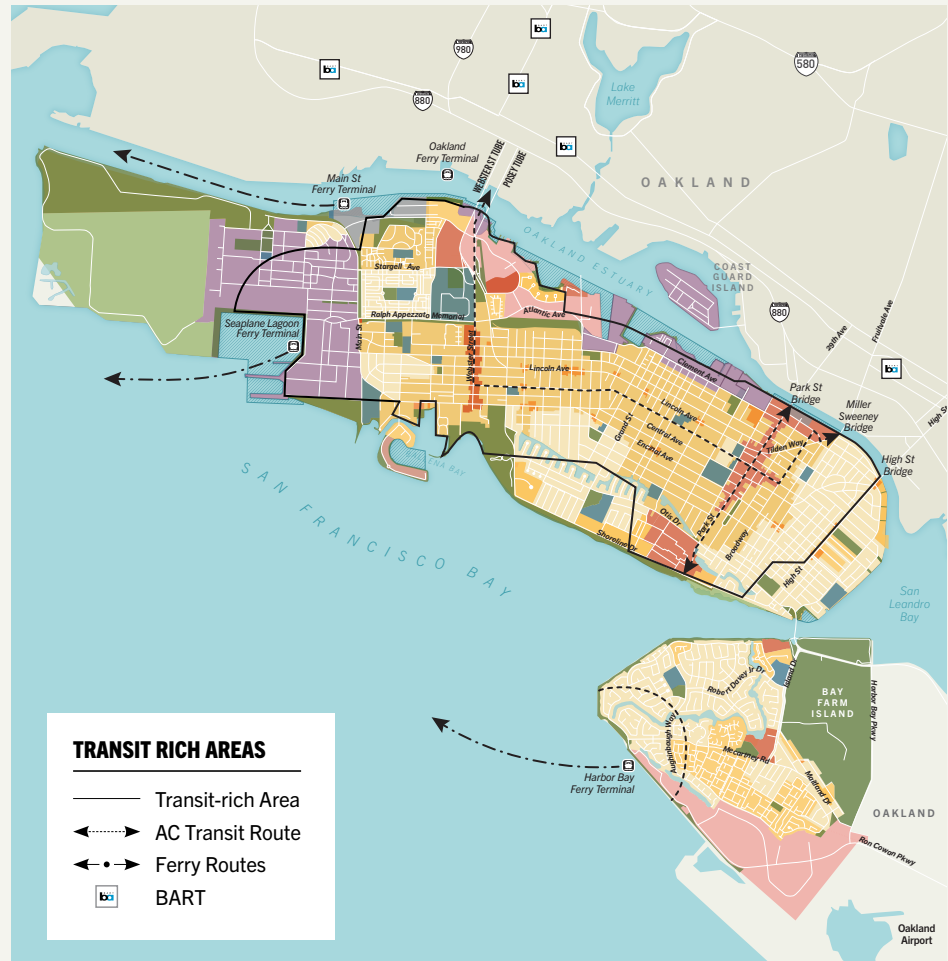


SPOTLIGHT

WHERE ARE THE TRANSIT-RICH LOCATIONS IN ALAMEDA?

As shown in the figure, large areas of Alameda are transit-rich, and with the expansions of transit service in partnership with AC Transit and WETA to serve Alameda Point and the historically underserved areas of West Alameda, most of Alameda is now transit-rich and better able to support the transportation needs of existing and future residents in these areas.

Consistent with California Public Resources Code sections 21064.3 and 21155, Alameda General Plan 2040 considers a transit-rich location to be a property within a half mile of a high-quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, a ferry terminal served by bus service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

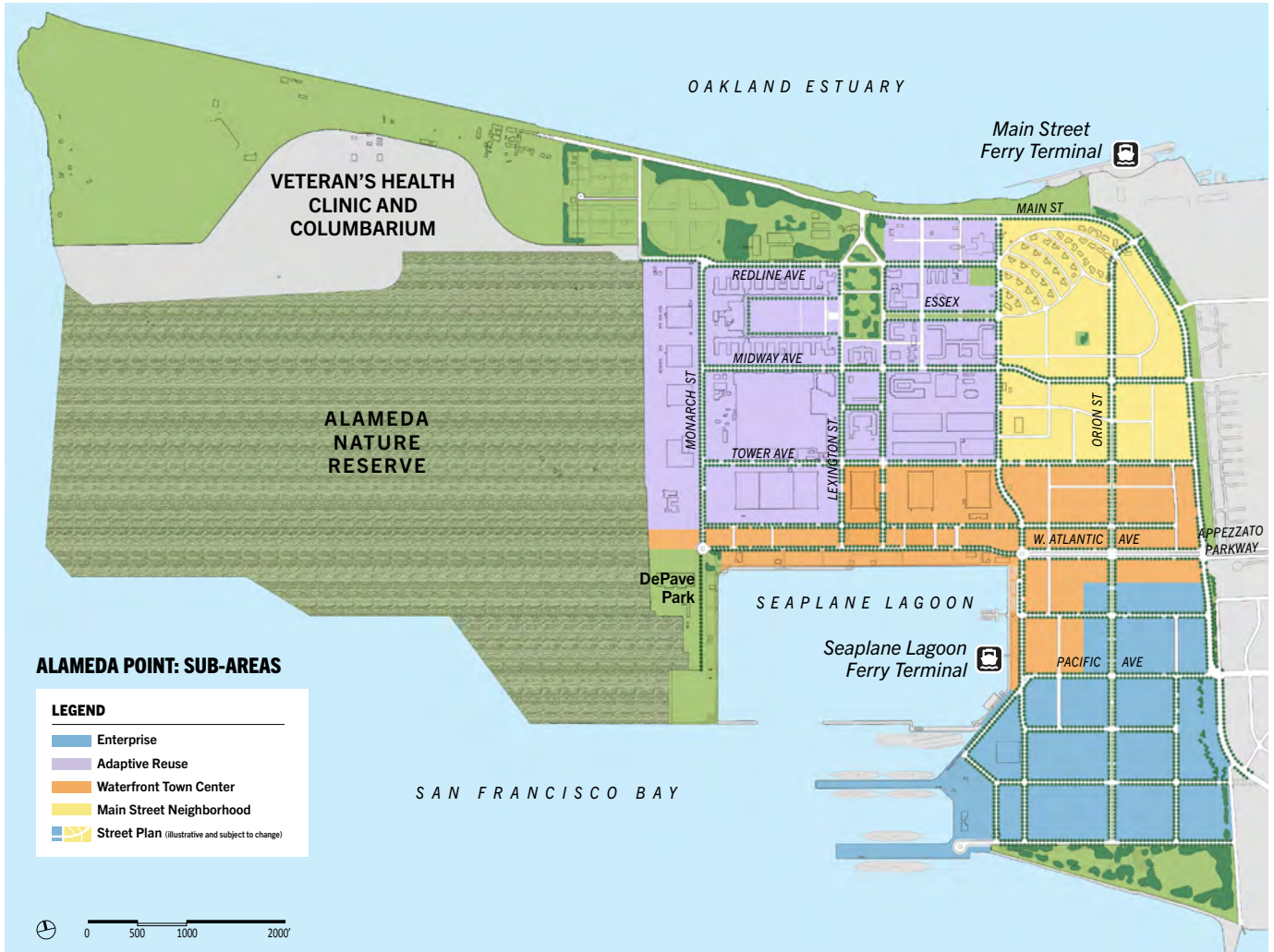


LU-17

Adaptive Reuse and Restoration. Support and encourage rehabilitation, restoration, and reuse of existing structures to retain the structure's embodied energy and reduce the generation of waste. (See also Policies LU-25, CC-17 and CC-18).

Action:

- Intensification and Reinvestment in Existing Buildings.** Promote reinvestment and reuse in existing buildings with facade improvement grant programs and permissive zoning provisions.
- Innovative Design Solutions.** Encourage and support innovative design solutions for the restoration and reuse of older buildings for new uses.
- Existing Materials.** Discourage the removal of existing materials to the extent feasible and architecturally appropriate to promote resource conservation and preservation of existing architectural details and materials.



LU-18

Alameda Point Waterfront and Town Center Mixed-Use District. Consistent with the Waterfront and Town Center Specific Plan, create a compact, transit-oriented mixed-use urban core with an iconic main street and vibrant waterfront experience that leverages the unique character and existing assets of the area to catalyze a transformation of the larger Alameda Point area. (See also Policies LU-10 and HE-10).

Actions:

- a. **Mixed-Use.** Create a pedestrian, bicycle, and transit supportive mixed-use urban waterfront environment designed to provide for a mix of uses that include waterfront and visitor-serving uses, retail, service, entertainment, lodging, recreational, and medium to high-density residential.
- b. **A 'Main Street' for Alameda Point.** Identify and designate a commercial main street for Alameda Point and preserve commercial opportunities on that street for the retail and commercial businesses that will be attracted to Alameda Point once new housing and new industries and employers have settled at Alameda Point.



SPOTLIGHT

THE IMPORTANCE OF PROMOTING SUSTAINABLE GROWTH SOLUTIONS

With shifts in technology, the impact of the Coronavirus pandemic, and the climate bringing new demands on services and infrastructure, the City of Alameda must maximize limited resources. More efficient land use leads to a more cost and space efficient transportation network for all Alamedans. More residents allows transit agencies to add more service which draws even more Alamedans to use transit. Investments in transit, walking and rolling are critical in addition to adding housing that facilitates efficient transportation modes. By 2040, Alameda could see BART add stations while having faster and more frequent AC Transit and Ferry service, all connected together by a safe network of streets and paths. Growth with inclusive design makes transportation options more reliable, enjoyable and affordable for all Alamedans, including drivers who find some of their neighbors are choosing travel options that free up space for those who are most car dependent.

More efficient land use also leads to more cost-efficient infrastructure. The shift in transportation towards more transit, walking and rolling also saves taxpayers on road repairs while reducing overall transportation expenses for many Alamedans. Whether it is a block of asphalt that needs repaving due to wear and tear from automobiles or a mile of pipe that needs retrofitting due to sea-level rise, even a slightly denser city can reduce its infrastructure costs per person to meet new and existing challenges during this resource-constrained decade.

- 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. DePave Park.** *On the western shore of the Lagoon, support development of “DePave Park” to be consistent with the Public Trust and sensitive to the neighboring Alameda Nature Reserve.*
- d. Conservation.** *Educate users and enforce restrictions to Breakwater Island and install signs about the sensitivity of the protected bird and mammal species.*

LU-19

Alameda Point Main Street Neighborhood Mixed-Use District.

Consistent with the Main Street Specific Plan, provide a variety of housing types and a mix of residential densities with complementary business uses, neighborhood-serving retail, urban agriculture and park uses. (See also Policy HE-10).

Actions:

- a. Mixed-Use.** *Promote a mixed-use and mixed-income residential neighborhood with parks and community serving businesses and institutions, child care and family child care homes, supportive housing, assisted living, community gardens, urban farms and agriculture, compatible specialty manufacturing and light industrial uses, life science companies, and community services that complement and support the sub-district and Alameda as a whole.*
- b. Walkable.** *Promote a walkable, transit friendly neighborhood with safe streets, common open space areas and greenways, and pedestrian and bicycle friendly development.*
- c. Alameda Point Collaborative.** *Support development of a new residential campus for the Alameda Point Collaborative (APC), Building Futures for Women and Children, and Operation Dignity (collectively referred to as the “Collaborating Partners”).*
- d. NAS Alameda Historic District.** *Preserve the character defining features of the NAS Alameda Historic District Residential Subarea. Preserve the “Big White” single family homes, and consider the preservation of the Admiral’s House for community and/or City use.*

LU-20

Alameda Point Enterprise Sub-District. Support the development of the Enterprise District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, community serving and destination retail, and similar and compatible uses.

Actions:

- a. Vibrant Employment District.** *Support the creation of a pedestrian, bicycle, and transit supportive business environment with high quality, well designed buildings within walking distance of transit, services, restaurants, public waterfront open spaces, and residential areas.*
- b. Support and Protect Job Growth.** *Encourage and facilitate job growth and limit intrusion of uses that would limit or constrain future use of these lands for productive and successful employment and business use.*
- c. Pacific Avenue.** *Support the development of Pacific Avenue as an iconic landscaped boulevard with separated bike paths and pedestrian routes.*
- d. Residential Uses.** *Ensure that residential uses are directed to those areas within the district that will not result in limitations or impacts on the ability of research and development, bio-technology, high tech manufacturing, heavy industrial, manufacturing, or distribution businesses to effectively operate in the area.*

LU-21

Alameda Point Adaptive Reuse Sub-District. Support the development of the Adaptive Reuse District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, commercial, community serving and destination retail, work/live, and other uses that support reinvestment in the existing buildings and infrastructure within the NAS Alameda Historic District.

Actions:

- a. Preservation of the NAS Alameda Historic District.** *Support and promote a pedestrian, bicycle, and transit supportive urban environment that is compatible with the character-defining features of the NAS Alameda Historic District.*
- b. Investment Opportunities.** *Allow for a wide range of investment opportunities within the district to encourage private reinvestment in the NAS Alameda Historic District.*
- c. Significant Places.** *Encourage the creation of a range of cultural and civic places through the development or adaptive reuse of key civic structures, including libraries, churches, plazas, public art, or other major landmarks to provide a sense of place and unique character.*

Improving access to the waterfront is a key goal of the General Plan.



LU-22

Alameda Nature Reserve. Provide for parks, recreation, trails, and large-scale public assembly and event areas consistent with the Public Trust Exchange Agreement. (See also Policies CC-29, OS-5, OS-12, and OS-17).

Actions:

- a. **Public Access.** Support maximum public access, use and enjoyment of these lands, and the protection of natural habitat and wildlife. Provide a variety of public open space and compatible uses, such as museums and concessions in a manner that ensures the protection of the natural environment.
- b. **Limited Use.** Limit uses to public recreation and maritime oriented commercial uses in this sub-district. Provide seasonal public access to the Nature Reserve area.
- c. **Alameda Nature Reserve.** Support the development of the Nature Reserve and Government sub-district for wildlife habitat to preserve and protect the natural habitat in this area and protect endangered species and other wildlife and plant life that inhabit, make use of, or are permanently established within this area.
- d. **Marine Conservation Area.** Consider establishment of a Marine Conservation Area within the submerged lands at the entrance of the Seaplane Lagoon.

LU-23

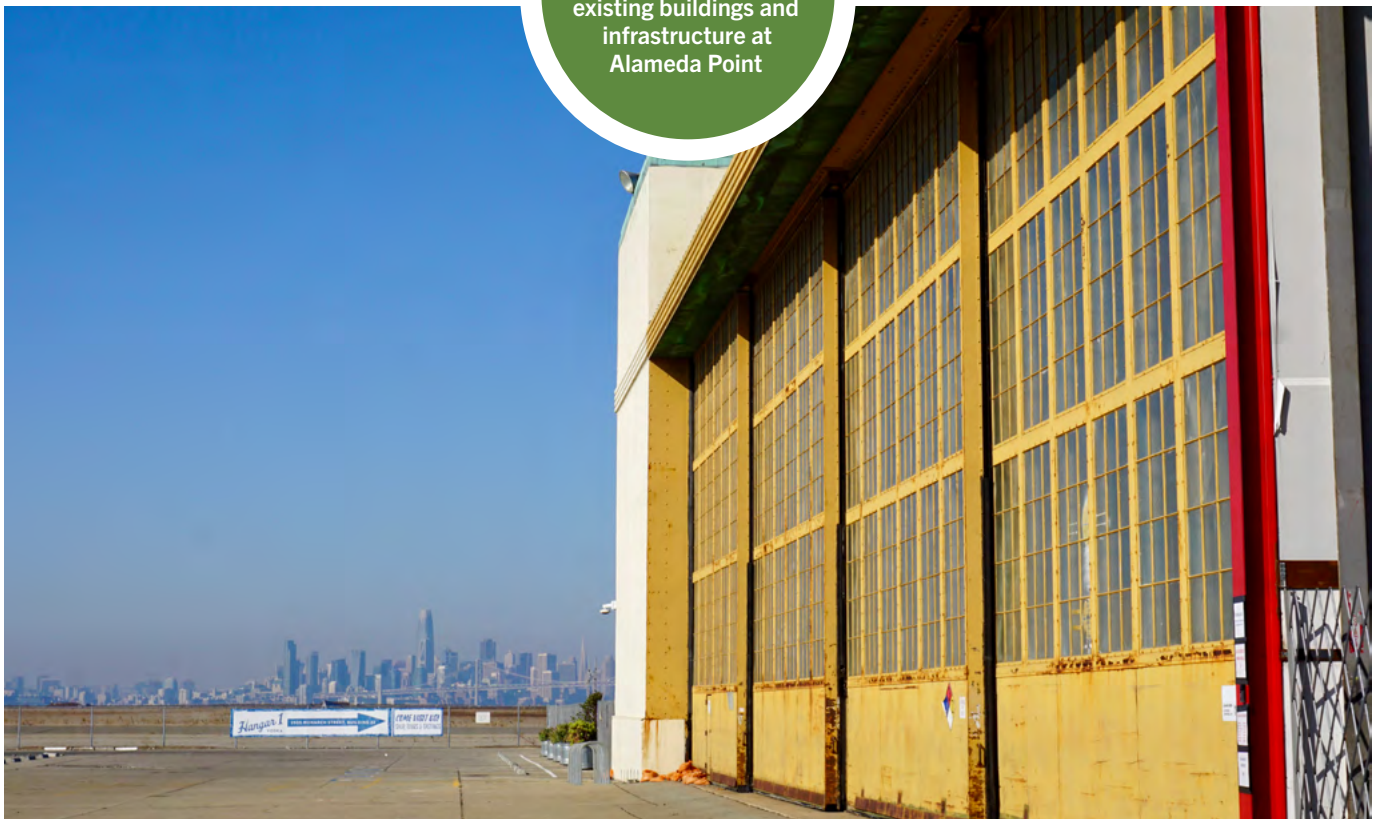
Northern Waterfront Mixed-Use Area. Create a vibrant mixed-use, pedestrian-friendly, transit-oriented neighborhood with a variety of uses that are compatible with the waterfront location. (See also Policy HE-10).

Actions:

- a. Waterfront Access.** *Expand public shoreline access by redeveloping vacant and underutilized waterfront property with public open space and a mix of uses and extending the Cross Alameda Trail and the Bay Trail through the Northern Waterfront.*
- b. View Corridors.** *Preserve views of the water and Oakland from existing and planned roadways and public rights of way.*
- c. Waterfront Mixed-Use.** *To support a lively waterfront and a pedestrian friendly environment, provide for a mix of uses and open space adjacent to the waterfront including a mix of multi-family residential, neighborhood-serving commercial, office, marine, and waterfront commercial recreation, boat repair, maintenance and storage, dry boat storage and hoists, waterfront restaurants and related amenities.*
- d. Public Launching and Water Shuttle Facilities.** *Support waterborne forms of transportation and water based recreation by providing public docks at Alameda Landing at 5th Street, Marina Village, Alaska Basin at Encinal Terminals, Grand Street Boat Ramp, and Alameda Marina.*
- e. Maritime and Tidelands Uses.** *Promote and support water and maritime related job and business opportunities.*
- f. Historic Resources.** *Preserve the unique historical, cultural, and architectural assets within the area and utilize those assets in the creation of a new, vibrant mixed-use district.*
- g. Del Monte Warehouse and Alaska Packers Building.** *Preserve the Del Monte Warehouse Building consistent with the Secretary of the Interior's Standards for Rehabilitation and its City Monument designation, and preserve the Alaska Packers building for maritime and tidelands compliant uses.*
- h. Encinal Terminals.** *Redevelop the vacant property with a mix of uses to create a lively waterfront development with residential, retail and recreational commercial, restaurant and visitor serving, and maritime uses. Ensure the provision of an accessible, safe and well-designed public shoreline promenade around the perimeter of the site adjacent to the Alaska Basin and Fortman Marinas that connects to trail systems. Consider a reconfiguration of the Encinal Tidelands to allow public ownership of the privately held submerged lands and waterfront lands to better provide for public waterfront access and enjoyment and future maritime use.*
- i. Infrastructure Funding.** *Require all new development to fund a fair proportion of the costs of extending Clement Street from Sherman to Grand and upgrade storm sewer and wastewater facilities to serve all future development within the Northern Waterfront area.*



The General Plan supports the ongoing reinvestment in the existing buildings and infrastructure at Alameda Point





GOAL 4: DESIGN

Promote sustainable, high-quality, accessible city design.

POLICIES:

LU-24

Universal Design. Continue to promote and require universal design in new construction and rehabilitation to protect the public health, accessibility, and safety of all regardless of ability and ensure equal access to the built environment. (See also Policy HE-4).

Actions:

- a. **Principles.** Incorporate universal design principles at every level of planning and design to ensure an inclusive and healthy built environment.*
- b. **Awareness.** Promote and raise awareness about the importance of universal design and building an environment that works for everyone.*
- c. **Universal Design Regulations.** Conduct annual reviews of the City's Universal Design Ordinance to ensure that current best practices of the built and external environment are being used and that implementation is successful in meeting the diverse needs of Alamedans regardless of ability without undue constraints on housing development.*

LU-25

Historic Preservation. Promote the preservation, protection and restoration of historically or architecturally significant sites, districts and buildings and archaeological resources. (See also Policy HE-7).

Actions:

- a. **Historical Monuments.** Designate additional Historical Monuments (including districts) to recognize areas or sites with significant historic architectural character or cultural history.*

- b. **City-Owned Buildings.** Preserve, maintain and invest in all City-owned buildings and other facilities of architectural, historical or aesthetic merit. Prepare a list of these facilities in consultation with the Historical Advisory Board. Include in the list facilities that need deferred maintenance or rehabilitation or have significant character-defining exterior or interior features that have been altered and should be restored. Give priority to such rehabilitation and restoration in the City's capital improvement program. Prior to sale or rehabilitation of any of these facilities, prepare a historic facilities management plan that establishes procedures for the preservation of character defining features, including interior features and furnishings.*
- c. **Partnerships.** Work in partnership with property owners, the Alameda Unified School District, and non-profit organizations, such as the Alameda Architectural Preservation Society (AAPS), to ensure that the City's historic buildings and landscapes are preserved.*
- d. **Property Owners.** Continue to work to increase owners' and buyers' awareness of the importance of preservation. Provide lists of poorly remodeled older buildings that could be restored to their historic appearance and encourage owners to restore these buildings. Develop financial and design assistance programs for 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. Continue to utilize the California Historical Building Code to facilitate rehabilitation of historic buildings. Ensure that the City review process for the alteration and rehabilitation of older buildings does not result in expensive City imposed subjective aesthetic design requirements for property owners.*



Policies in this section protect, maintain and enhance Alameda's unique architectural fabric and urban design.



- e. 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 establish different levels of protection based upon the level of historical significance associated with the building or site.
- f. Demolition Controls.** Maintain demolition controls for historic properties.

- g. Alterations.** Require that exterior changes to historic buildings be compatible with the building's existing or original architectural design and consistent with the Secretary of Interior Standards.
- 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.

LU-26

Architectural Design Excellence. Promote high quality architectural design in all new buildings and additions to complement Alameda’s existing architectural assets and its historic pedestrian and transit-oriented urban fabric.

Actions:

- a. **Diversity.** Encourage a broad range of architectural styles, building forms, heights, materials, and colors to enhance Alameda’s rich and varied architectural character and create visually interesting architectural landscapes within each neighborhood and district.
- b. **Creativity.** Encourage and support creative architectural design that complements the existing architectural designs in the neighborhood or district.
- c. **Harmony.** Harmonize the architectural design of new buildings with the architectural character of the surrounding buildings to create a visually appealing architectural landscape.
- d. **Human Scale.** Promote accessible, human scaled designs that ensure that ground floors are easily accessible and visually interesting from the public right-of-way by facing buildings toward the street, using higher quality materials at the ground floor, providing pedestrian-scaled lighting, and minimizing the extent of blank walls along ground floor elevations with doorways, windows, art, landscaping, or decorative materials.
- e. **Regulations and Guidelines.** Promote design excellence by ensuring that City development regulations and design guidelines clearly express the intent and support for creative and district sensitive design solutions.

LU-27

Neighborhood Design. Protect, enhance and restore Alameda’s diverse neighborhood architecture and landscape design while encouraging design innovation and creativity in new residential buildings and landscapes. (See also Policy HE-15).

Actions:

- a. **Architectural and Landscape Design.** Require that neighborhood infill development and alterations to existing residential buildings respect and enhance the architectural and landscape design quality of the neighborhood.
- b. **City Design Regulations.** Develop regulations, standards and guidelines that express the intended and desired form and functional outcomes as opposed to expressing just the prohibited forms to support and encourage innovative design solutions and high quality design.

LU-28

Retail Commercial Design. Require that alterations to existing buildings and all new buildings in community commercial districts be designed to be pedestrian-oriented and harmonious with the architectural design of the surrounding mixed-use district.

Actions:

- a. **Park and Webster Street Design.** Continue to support and promote high quality design in the reinvestment in Alameda’s “Front Doors” to ensure the continued vibrancy of these unique city Main Streets for commerce, employment, entertainment, and culture.
- b. **Contextual Architectural and Landscape Design.** Require varied building facades that are well-articulated, visually appealing at the pedestrian level, and that utilize architectural and landscape design features that respond to the district’s existing architectural and landscape character.
- c. **Pedestrian Orientation.** Require building entrances (e.g., the entry to a store, or the lobby entry to an office building) to actively engage and complete the public realm (streets, entry plazas or public open spaces) through such features as building orientation, universal design, build-to and setback lines, facade articulation, ground floor transparency and location of parking.



Example of the Park Street retail corridor's historic urban form and character

- d. Sidewalks.** Provide generous sidewalks, sidewalk lighting, street trees, bus shelters, bicycle racks, and street furniture to promote pedestrian traffic and encourage strolling, window-shopping and sidewalk dining.
- e. Public Space for Commercial Use.** Support the use of public on-street parking spaces and public sidewalks for small parklets, sidewalk dining, and other temporary commercial purposes. Avoid the use of fixed, permanent fences and barricades on public sidewalks that permanently privatize the use of the sidewalk for a single business for 24 hours a day.
- f. Automobile Parking and Access.** Minimize the number of curb cuts and driveways crossing public sidewalks. Place off-street parking areas behind or beside buildings, but not between the public right-of-way and the front entrance to the building, whenever possible.
- g. Signs and Utilities.** Provide well-designed public signage including street signs, directional signs, gateway markers, street banners, and pedestrian-oriented directories. Reduce visual clutter where possible by grouping sign messages and regulating the number, size and design quality of signs. Utility boxes and trash enclosures should be grouped and screened from public view and should not be located adjacent to the public right-of-way unless no other location is available. Alternatively, visible utility boxes should be made attractive with public art.

LU-29

Shopping Center Redevelopment. Redevelop existing automobile-oriented, single-use shopping centers with associated large surface parking areas into transit-oriented, mixed-use centers with multi-family housing.

Actions:

- a. **Mixed-Use.** Maintain commercial, retail and service uses, while allowing upper stories and large open parking lots to be developed for residential, office, and other uses.*
- b. **Safe, Accessible, and Connected.** Ensure that the pedestrian, bicycle, transit and automobile network is safe and convenient for all users and well-integrated with adjacent off-site networks.*
- c. **Shared Parking.** Minimize the amount of land needed for off-street automobile parking by sharing parking between on-site commercial businesses and on-site residents.*
- d. **Walkable.** Create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where feasible, and sidewalks generously scaled for pedestrian and wheelchair use with ample street trees, public seating areas, pedestrian lighting, and other amenities to create a safe and convenient pedestrian experience and enhance Alameda's network of leafy streets.*
- e. **Gathering Places.** Provide public, open air, gathering places, such as small parks, plazas, outdoor dining opportunities, or other publicly accessible areas to support a mix of residential, commerce, employment, and cultural uses.*
- f. **Architecture.** Require building offsets and window and door recesses to create a rich and visually interesting pedestrian level experience.*

LU-30

Waterfront Design. Preserve and enhance Alameda's waterfronts as important destinations by maximizing waterfront physical and visual access from adjoining neighborhoods and streets and permitting land uses that complement the waterfront setting. (See also Policies LU-6, OS-8 and HS-21).

Actions:

- a. **High Quality.** Design new parks, open spaces, and waterfront buildings of exemplary quality, highlighting visual and physical connections to the water's edge, preserving waterfront historic resources, and complementing the character of adjacent neighborhoods.*
- b. **Inclusive.** Design and locate waterfront public spaces and the Bay Trail to be inclusive and welcoming to all.*
- c. **Climate Sensitive.** Design public spaces to be micro-climate sensitive, allowing for shelter, wind breaks, sun access and shading.*
- d. **Public and Safe.** Ensure that all new waterfront buildings are set back an appropriate distance from the water's edge, such that the public access and Bay Trail feels public, yet also safe for visitors and Bay Trail users.*
- e. **Public Access and Building Heights.** Require a wider public access and separation between the water's edge and the face of the building for taller buildings. Shorter buildings may be closer to the water's edge. Taller buildings should be set back further.*
- f. **Architecture.** Require that buildings adjacent to the shoreline provide attractive and varied facades that compliment, but do not mimic, the historic maritime character of the waterfront.*



Preserving and enhancing Alameda's waterfront by maximizing physical and visual access is a key goal of the General Plan.

- g. **Visual and Physical Access.** Maximize visual and physical access to the waterfront from inland neighborhoods by maintaining views and access to the water along streets and other public rights-of-way. Ensure that the placement of and access to utilities do not interfere with physical or visual access to the waterfront*
- h. **Street Grid.** Extend the street grid so that north-south streets continue to the waterfront and provide gateways to the waterfront, while equitably distributing traffic between existing and new neighborhoods, and supporting people walking and bicycling from inland neighborhoods to the waterfront.*
- i. **Climate Adaptation.** Ensure all public investments are designed to accommodate the 50-year sea level rise scenario.*

LU-31

Gateway Design. Enhance the design of the gateways into the city.

Actions:

- a. **Posey-Webster Tubes.** Improve the entry into Alameda and Webster Street by reducing visual clutter from Caltrans signs and signs on adjacent private property and increasing tree planting in the area.*
- b. **Park Street Bridge.** Improve the Park Street entry into Alameda by upgrading the street lighting, street tree canopy, and sidewalk and bike and pedestrian connections on the Park Street side of the bridge. Work with the Downtown Alameda Business Association on its plan for an iconic entry arch near the Park Street Bridge.*
- c. **High Street Bridge.** Improve landscape treatments at this entrance in conjunction with needed improvements to the High Street/Fernside Boulevard intersection.*

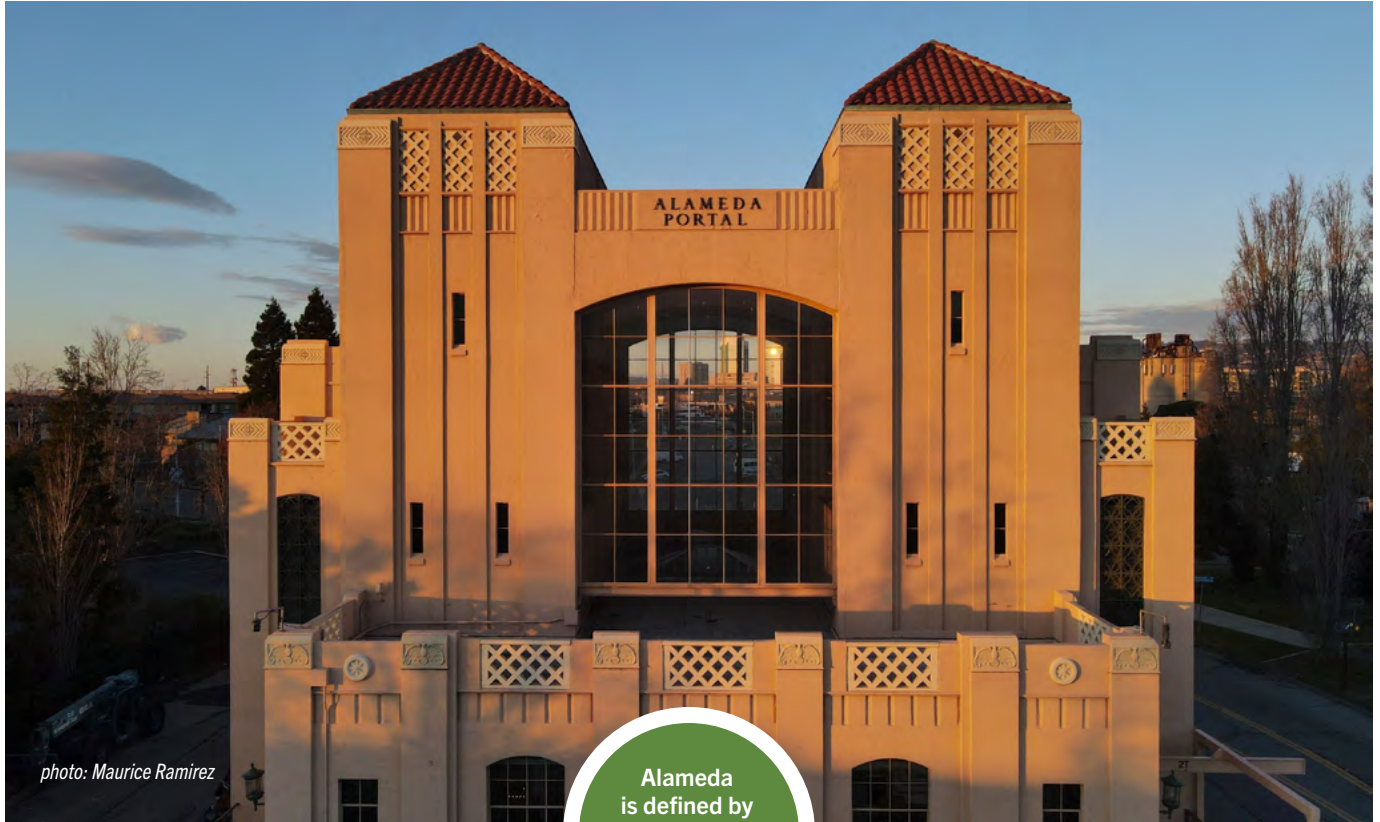


photo: Maurice Ramirez

Alameda is defined by its island setting and unique gateways.



- d. Miller-Sweeney Bridge and Fruitvale Rail Bridge.** Improve the Fruitvale Avenue entry into Alameda by redesigning Tilden Way to include sidewalks, transit and bicycle facilities, and consistent street tree plantings from Broadway to the Bridge approach. Remove or seismically reinforce the abandoned Fruitvale Rail Bridge to reduce the risk of collapse on the Miller-Sweeney Bridge in the event of a large earthquake. (See also Abandoned Fruitvale Bridge spotlight in Health & Safety Element).
- e. Bay Farm Island Bridge.** Ensure that the design for Bridgeview Park enhances the Bay Farm Island Bridge entry onto the Main Island. Maintain and enhance the wooden bike/ped bridge.
- f. Ron Cowan Parkway.** Establish the entrance to Alameda from the Oakland International Airport at the intersection of Ron Cowan Parkway and Harbor Bay Parkway as an attractive and visible eastern gateway to Alameda.
- g. Ferry Terminals.** Develop all of Alameda's ferry terminals as attractive gateways and points of entry into Alameda.

LU-32

Civic Center Design. Create an identifiable Civic Center District that supports a wide variety of civic, institutional, cultural, office, commercial, retail, and residential uses and provides a transition between the Park Street commercial district to the east and the neighborhoods to the west on Santa Clara and Central Avenues.

Actions:

- 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-33

Alameda Rail Station Design. Ensure that a future Alameda rail station is designed as an underground, urban station located within the fabric of the existing neighborhood or business district similar to Oakland's 12th Street and 19th Street BART stations. (See also Policies CC-8 and ME-10).

LU-34

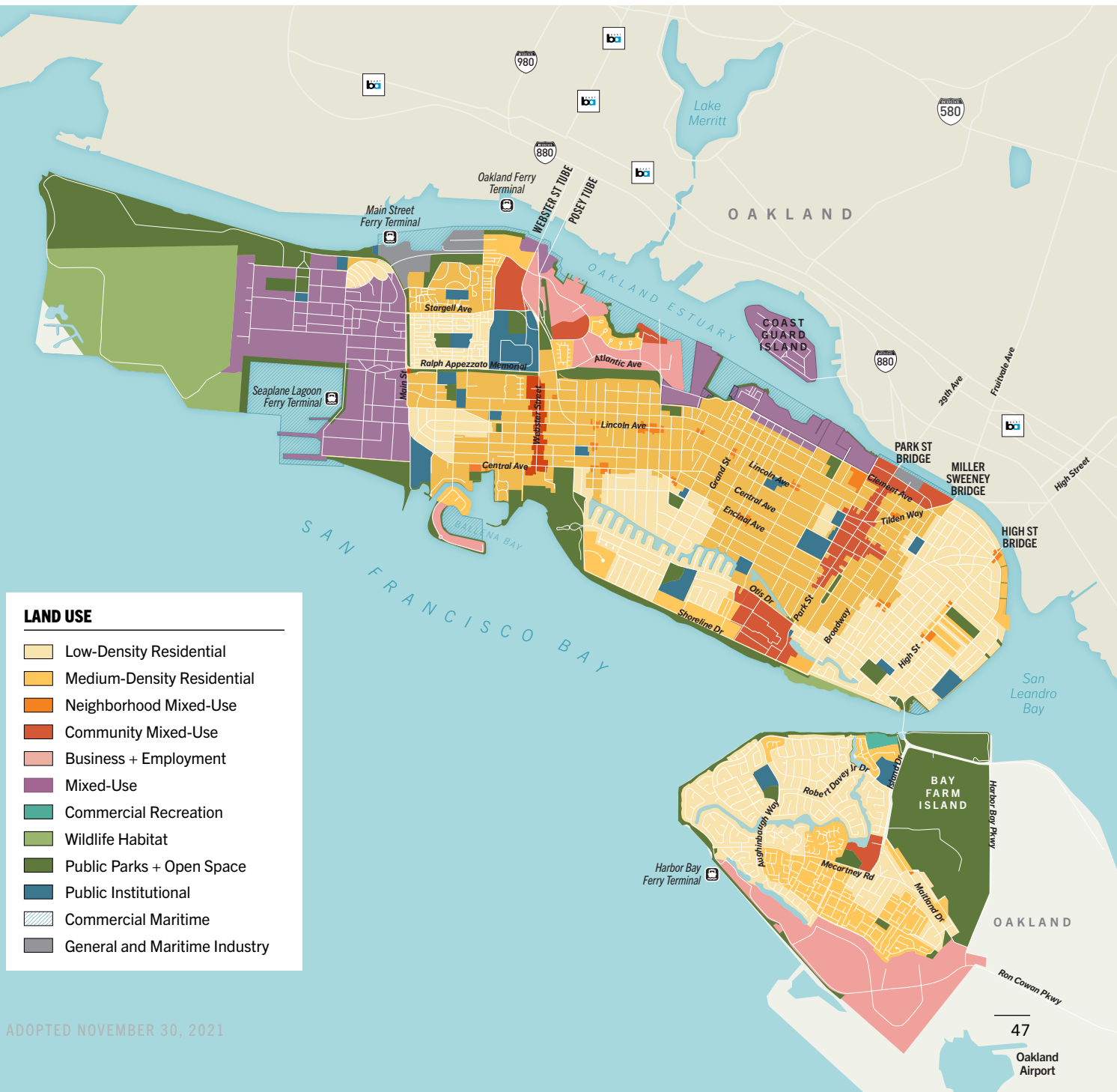
Parking Design. To maintain the historic character of Alameda and reduce the impact of automobile parking and trips on the environment and character of Alameda, design parking facilities in a manner that decreases their visibility in the urban environment. (See also Policies CC-9 and ME-21).

Actions:

- a. Size.** Minimize the size and amount of land dedicated to off-street parking.
- b. Design.** Design parking lots and structures for shared and multiple uses, active parking management, and electric vehicle charging. Surface 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.
- 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.

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 use of land across the city in support of General Plan policies and State of California Government Code requirements. The Alameda Municipal Code (AMC) 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 Land Use Classification FAR standards are intended to ensure consistency between the General Plan land use classification and existing zoning ordinance intensity development standards. The Housing Element and AMC establish the maximum allowable residential densities appropriate at different locations within the City to accommodate the regional housing needs allocation.





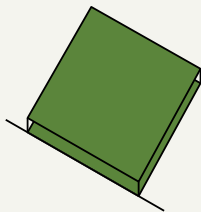
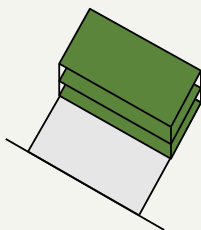
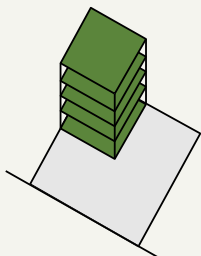
SPOTLIGHT

FAR: FLOOR AREA RATIO + DENSITY

FAR (Floor Area Ratio) and Density are two different ways of measuring development capacity and intensity.

FAR is a measure of building floor area (size) relative to parcel size. A 5,000 square foot building on 5,000 square foot lot represents a FAR of 1.0 (1:1). If the building is increased to 10,000 square feet, the FAR increases to 2.0. FAR is a good estimate of building size and development capacity on land, but is not a good measure of building height. A 10,000 square foot building on a 5,000 square foot lot might be 2 stories of 5,000 square feet each or 5 stories of 2,000 square feet each, but both buildings represent an FAR of 2.0.

Density is a measure of number of housing units relative to parcel size. A 30 unit residential building on a one acre parcel represents a density of 30 units per acre. Density is a good way to estimate residential capacity of land, but it is not a good estimate of building size or height. A building with 30 one bedroom units on a one acre parcel is going to be much smaller than a building with 30 three bedroom units on a one acre parcel, but both buildings will represent a density of 30 units per acre.

FLOOR AREA RATIO (FAR)**1 STORY
(100% LOT COVERAGE)****FAR = 1:1****2 STORY
(50% LOT COVERAGE)****FAR = 1:1****4 STORY
(25% LOT COVERAGE)****FAR = 1:1****The General Plan land use classifications, include:****NEIGHBORHOODS**

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, clinics, 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, and 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 General Plan affordable and fair housing policy goals, the Medium Density Residential areas permit a wide variety of housing types, including multifamily housing, and a wide variety of complementary commercial and neighborhood serving uses. Maximum FAR is 1.0 in the R-2 Zoning District, 1.2 in the R-3 District, 1.5 in the R-4 District, 2.0 in the R-5 District and 2.4 in the R-6 Zoning District.

MAIN STREETS, STATIONS AND CENTERS

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 State and General Plan affordable housing, climate change, 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 mixed-use districts along the Park and Webster Street “Main Street” corridors and the shopping centers at South Shore, Marina Village, Harbor Bay, and Alameda Landing. In support of State and General Plan policy goals, the Community Mixed Use areas permit a wide range of community serving commercial uses and multifamily housing. Maximum FAR is 3.0 in the CC zoned Main Street districts and 5.0 in the C-2 zoned shopping center districts.

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.



SPOTLIGHT

STATE LAW, THE CITY CHARTER, AND THE GENERAL PLAN

State law requires that each city adopt a General Plan that facilitates and encourages the development of a variety of types of housing for all income levels, including multi-family housing. Under State law, zoning that prohibits multi-family housing and prohibits residential density of more than 30 units per acre in an urban environment like Alameda, does not support or encourage the development of lower income housing.

Alameda City Charter Article 26 prohibits construction of multi-family housing and residential densities over 21 units per acre. Multi-family housing is more affordable than single family detached housing.

To comply with State law, the Alameda General Plan must identify which areas of the City are appropriate for multi-family housing and residential densities of at least 30 units per acre and areas and sites available to meet the regional housing need.



SPOTLIGHT

HOUSING GROWTH OPPORTUNITY AREAS

To accommodate regional and local housing needs, the General Plan identifies some key housing growth opportunity areas.



Alameda Point is a key housing opportunity site to meet regional and local housing needs.

COMMUNITY MIXED-USE AREA:

- Park Street
- Webster Street
- South Shore Shopping Center
- Alameda Landing Shopping Center

MIXED-USE AREA:

- Alameda Point
- Northern Waterfront
- Coast Guard Island

MEDIUM DENSITY RESIDENTIAL:

- North Housing
- Infill Sites

BUSINESS AND WORK

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.

Commercial Maritime Areas: These areas support recreational marinas and commercial boatyards and maritime businesses. Residential use (except “live-aboards”) is not permitted in these areas. The maximum permissible FAR is 0.25.

PARKS AND WILDLIFE

Public Parks and Open Space: These areas are to be preserved for public parks, greenways, and recreational facilities including commercial marinas, restaurants, boat rentals and repair businesses. Residential use (except “live-aboards”) is not permitted in these areas.

Wildlife Habitat Areas: These areas are preserved for natural resources, wildlife and wildlife habitat. Residential uses are not allowed in these areas. New development in these areas is limited to structures and uses that support preservation of the habitat. Policies support plans, regulations, and investments to restore and/or preserve these areas to support the health and well-being of the community as well as to prepare for the changing climate.

INSTITUTIONS

Public Institutional Use Areas: These areas are primarily for public buildings, grounds, services, schools, colleges, and institutions. New development in these areas is limited to structures and uses that support or enhance the mission of the institutions and a permissible FAR of 2.0.

Commercial Recreation: The Harbor Bay Isle Club provides 10 acres of indoor and outdoor recreational facilities for its members. This category includes open space uses which are not intended for permanent open space for public access or habitat preservation.



SPOTLIGHT

BUSINESS GROWTH OPPORTUNITY AREAS

To accommodate business growth, the General Plan identifies these key business growth opportunity areas:



The Harbor Bay Business Park is identified as a key Business Opportunity area

COMMUNITY MIXED-USE AREA:

- Park Street
- Webster Street

MIXED-USE AREA:

- Alameda Point
- Northern Waterfront

BUSINESS + EMPLOYMENT AREAS:

- Harbor Bay Business Park
- Marina Village Business Park

GENERAL + MARITIME INDUSTRY AREAS:

- Alameda Landing Waterfront
- Bay Ship and Yacht