

ALAMEDA COUNTY
(UNINCORPORATED AREAS)

Community Climate Action Plan

An Element of the Alameda County General Plan, approved by the
Alameda County Board of Supervisors on February, 4, 2014

FINAL



TRANSIT ORIENTED DEVELOPMENT

L-2: Reduce restrictions on second units in single-family residential districts near transit stations, major bus route corridors, neighborhood commercial centers, and central business districts.

Measure Description:

The County will amend area plans, the zoning code and relevant specific plans to allow second units in R-1, RS-5, and CBD Sub-Area (11 districts within ½ mile walking distance of major transit stations, neighborhood commercial centers, and the Castro Valley Central Business District). Second units are often termed “granny flats” or “mother-in-law units”, and used to increase the number of dwelling units in targeted areas. Second units, therefore, increase the vitality of nearby commercial centers through allowing more residents to live within a walkable distance to transit and neighborhood serving businesses. They also provide property owners with the potential for rental income, which can improve home affordability. Additionally the County will review second unit development standards (e.g., parking requirements) and consider revising standards that staff deem restrictive to second unit development and are not essential for the protection of health, safety, and welfare of the community. The County will inform affected property owners of these changes.



Implementation Action		Timetable	Responsibility
A	Revise zoning code, development standards, and relevant specific plans to allow second units in R-1, RS-5, and Residential Low Density Areas within ½-mile walking distance of major transit stations.	Short Term (1-2 years)	Planning
B	Revise parking requirements for new second units to 1 space per unit.	Short Term (1-2 years)	Planning
C	Provide outreach to affected property owners.	Short Term (1-2 years)	Planning
Performance Indicator		Target	
i	New second units within ½-mile of transit stations.	200 new second units by 2020	

GHG Reduction Potential:

Supporting L-1

Community Co-Benefits



Cost to County:

Low

Cost to Resident or Building Owner:

None

Savings to Resident or Building Owner:

None

Potential Funding Sources:

State & Regional Grants; Partnerships w/ Organizations