

9 Alameda Point

9.1 CHALLENGES AND ISSUES

This element addresses the redevelopment of Alameda Point, formerly the Alameda Naval Air Station (NAS). The Navy closed this base in 1997, and, as of late 2000, is still in the process of transferring the property to the City of Alameda. Figure 9-1 illustrates the planning boundaries of Alameda Point. Redevelopment of Alameda Point presents the City with unique and challenging opportunities. Successful redevelopment of Alameda Point will include:

- *Seamless integration of Alameda Point with the rest of the City.* Policies in the General Plan encourage development that is community-oriented and in keeping with Alameda's traditional character and scale.
- *Fostering a vibrant new neighborhood.* The General Plan seeks to create new and energetic areas, encompassing a variety of uses. However, policies ensure that new development will not unduly impact established neighborhoods.
- *Maximizing waterfront accessibility.* With an emphasis on a perimeter shoreline trail along the San Francisco Bay and Oakland Estuary, the policies aim to provide a publicly accessible waterfront.
- *De-emphasizing the automobile and making new development compatible with transportation capacity.* Policies promote the use of alternative modes of transportation—such as bicycles, shuttles and water taxis—to reduce present and potential future congestion.
- *Ensuring economic development.* The envisioned long-term reuse of Alameda Point will result in replacement of jobs lost due to cessation of Naval operations, and will foster economic growth and development that benefits the community at large.
- *Creating a mixed-use environment.* The General Plan encourages development of a variety of uses in Alameda Point that promote transit and a pedestrian-friendly environment. A mixed-use approach will allow for the development of transit friendly neighborhoods with a strong pedestrian character that will foster the development of the desired small town feeling.
- *Establishing neighborhood centers.* Each neighborhood in Alameda Point should have a neighborhood center as a focal point that allows for commercial, civic, community support services, cultural and recreational uses. Centers should allow for human interaction and public events. Centers should be distributed so all residents can walk to accomplish multiple purposes and have an access point to local transit. Integration of multiple forms of transportation is essential to a successful neighborhood center design. Similar to existing neighborhood business districts, these centers should provide critical local services, such as grocery stores, laundrettes/cleaners and small restaurants that can rely mainly on customers who walk from their homes.

The General Plan land use diagram for Alameda Point is shown in Figure 9-2.

9.2 LAND USE AND DISTRICT-WIDE POLICIES

The General Plan envisions Alameda Point as a vibrant neighborhood, with a variety of land uses and sub-areas. Six sub-areas, including three mixed-use ones, as shown in Figure 9-3, are envisioned:

- Civic Core
- Marina
- Inner Harbor
- West Neighborhood
- Northwest Territories
- Wildlife Refuge

The six Alameda Point sub-areas are displayed in Figure 9-4.

This section provides land use classifications and policies that apply to two or more sub-areas; policies applicable to individual sub-areas are discussed in the next section.

LAND USE CLASSIFICATIONS

Alameda Point includes a variety of land use designations that are common to other areas of the City; descriptions of these land use classifications are included in Chapter 2: Land Use Element. In addition, Alameda Point includes three mixed-use areas – Civic Core, Inner Harbor, and Marina. These mixed-use areas allow the development of two or more uses on a single site or within one structure. Specific models of uses encouraged include: residential and office above or adjacent to retail and other commercial, and retail and service commercial uses intermingled with research and development or light industrial uses. Encouraging a mix of uses, specifically at residential and business-oriented neighborhood centers, will help develop the transit-accessible, pedestrian-friendly urban fabric common in Alameda.

The following describes each of the three mixed-use areas within Alameda Point:

AP1 Civic Core: Located in the center of Alameda Point, the Civic Core encompasses much of the NAS Historic District and many of the historic buildings of the former Naval Air Station. The Civic Core is envisioned with a major emphasis on public serving and civic uses. Business park, office, civic, residential, public/institutional, parks and public open space, commercial, and other supporting uses are allowed within the district.

AP2 Inner Harbor: The Inner Harbor is a mixed-use area with major emphasis on research & development and light industrial uses. Light industry, office and supporting retail, commercial, and residential uses are allowed within the district. Supporting uses should be focused in or around a mixed-use neighborhood center along the extension of Pacific Avenue, associated with patterns of use in the adjoining Marina district.

AP3 Marina: Marine-related industry, office, commercial, residential, recreation, and supporting retail are allowable uses within the district. Uses should be structured to promote waterfront activity and vitality along the open space spine located along the bay.

The following policies apply to all of the sub-areas in Alameda Point. Policies specific to the mixed-use sub-areas, as well as policies for the other sub-areas in Alameda Point, are included in Section 9.3.

Guiding Policies

- 9.2.a Create a series of neighborhoods, each with a central focus of mixed-use development, including local serving commercial and recreational uses and a mixture of housing types and densities serving all income levels.
- 9.2.b Provide diverse and creative development and architectural styles to achieve distinctive neighborhoods.
- 9.2.c Create a district that is well integrated with the surrounding neighborhoods and has a high level of accessibility via a variety of transportation modes.
- 9.2.d Preserve scenic views from the district and the area's cultural landscape.
- 9.2.e Achieve human-scale transit-oriented development.

Implementing Policies

- 9.2.f Focus uses that create pedestrian traffic in all areas.
- 9.2.g Integrate Alameda Point into the community by creating transit and physical connections to adjacent community centers such as Marina Village and Webster Street.
- 9.2.h Encourage architecture and design in Alameda Point that are compatible with existing neighborhoods east of Main Street, and that do not divide the neighborhoods with the use of physical barriers.
- 9.2.i Encourage a mix of uses that are compatible, rather than competitive, with existing uses in adjacent areas.
- 9.2.j Maintain overall development in Alameda Point in accordance with Table 2-7 while permitting flexibility in the location and mix of development types within Alameda Point, provided that the development types are consistent with the sub-area policies and land use designations. Establish zoning regulations for Alameda Point that regulate future development consistent with the development intensity and density shown in Table 2-7.
- 9.2.k Observe boundaries and restriction of Public Trust Land, including housing limitations.

Chapter 9: Alameda Point

- 9.2.1 Encourage and support the development of community-based cultural and other facilities such as places of worship, childcare, youth activity centers, and senior activities in Alameda Point.
- 9.2.m As part of the development or landscaping approval process, define view corridors and develop criteria so that views may be preserved.
- 9.2.n Explore the feasibility of creating an outdoor site for cultural celebrations, ceremonies, and exhibitions.
- 9.2.o Create mixed-use development that locates service-oriented uses near residences and offices.
- 9.2.p Create neighborhood centers similar to Alameda's neighborhood business districts, with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers that are acceptable for nearby residents.

Table 2-7: Alameda Point Buildout, 2000-2020

| <i>Land Use Categories</i> | <i>Units</i> | <i>Civic Core (AP1)</i> | <i>Inner Harbor (AP2)</i> | <i>Marina (AP3)</i> | <i>West Neighbor-hoods</i> | <i>NW Territories</i> | Alameda Point Total |
|---------------------------------------|--------------|-------------------------|---------------------------|---------------------|----------------------------|-----------------------|----------------------------|
| Lt. Industry/Business Park/Office | sq.ft. | 740,000 | 400,000 | 0 | 0 | 0 | 1,140,000 |
| Industrial/Warehousing | sq.ft. | 277,500 | 76,500 | 76,500 | 0 | 0 | 430,500 |
| Marina-Related Industry | sq.ft. | 0 | 0 | 44,250 | 0 | 0 | 44,250 |
| Civic/Institutional Buildings | sq.ft. | 100,000 | 0 ¹ | 0 | 30,000 ¹ | 0 | 130,000¹ |
| Commercial | sq.ft. | 52,000 | 0 | 0 | 52,000 | 0 | 104,000 |
| Visitor-Serving Recreation/Commercial | sq.ft. | 0 | 0 | 130,000 | 0 | 0 | 130,000 |
| Golf Clubhouse/Conference Facilities | sq.ft. | 0 | 0 | 0 | 0 | 26,000 | 26,000 |
| Sports Complex | acres | 40 | 0 | 0 | 0 | 17 | 57 |
| Golf Course | acres | 0 | 0 | 0 | 0 | 214 | 214 |
| Marina slips | slips | 0 | 0 | 530 | 0 | 0 | 530 |
| Live Aboards | slips | 0 | 0 | 53 | 0 | 0 | 53 |
| Low Density Residential | units | 0 | 0 | 0 | 50 | 0 | 50 |
| Medium Density Residential | units | 863 ² | 0 | 525 | 490 | 0 | 1,878 |
| Hotel/Conference Center | rooms | 0 | 0 | 300 | 0 | 300 | 600 |

1. Does not include square footage for Alameda Unified School District.

2. Does not include 210 units of senior housing to be provided in the former Bachelor Officers Quarters.

NOTE: This table represents the maximum build-out for Alameda Point. While development intensities have been assigned to each Planning Area, the development increments can be moved from one Planning Area to another to optimize development opportunities.

9.3 ALAMEDA POINT SUB-AREA POLICIES

As evident in Figure 9-4, the General Plan vision for Alameda Point includes six sub-areas. Three of these sub-areas – the Civic Core, the Inner Harbor, and the Marina – will be mixed-use areas. Although there will be flexibility between the three mixed-use areas, each will have its own unique character and will emphasize a slightly different mix of development. Alameda Point also contains the primarily residential West Neighborhood; the Northwest Territories, designated for Parks and Open Space; and the Alameda National Wildlife Refuge, harboring the endangered California least tern.

Policies for each of the sub-areas follow.

CIVIC CORE (AP1)

The Civic Core served as the central administrative and industrial core of NAS Alameda. This core will remain a central point of activity, and is envisioned to be a mixed-use area with a variety of uses. The emphasis in the area is to provide public serving and civic uses while providing ample opportunity for job creation, along with recreational opportunities such as a potential sports complex. Redevelopment of the Civic Core will also prioritize preservation of historic buildings. The western edge of the Civic Core area is adjacent to the Wildlife Refuge, and therefore, is subject to the certain restrictions with respect to building size and location, parking, lighting, and landscaping.

Guiding Policy: Civic Core

- 9.3.a Develop the Civic Core as a major new center of the City, and a focus of the Alameda Point district.

Implementing Policies: Civic Core

- 9.3.b Develop housing to serve workplaces and public and institutional uses anticipated in the Civic Core. Focus residential development adjacent to the Shoreline open space promenade to create opportunities for pedestrian centers and foster a transit orientation.
- 9.3.c Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.
- 9.3.d Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks to provide a sense of center and unique character.
- 9.3.e Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, mapped in Figure 9-5.

The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.

INNER HARBOR (AP2)

The Inner Harbor currently contains primarily industrial uses. Future development of this area reflects the existing industrial character of the site. Redevelopment will result in a mixed-use area with an emphasis on light industry and research & development. Although the existing industrial nature of the Inner Harbor area presents constraints in terms of immediate residential reuse, longer-term residential development is a possibility. This area may also include office space, restaurants, and cafes.

Guiding Policy: Inner Harbor

- 9.3.f Foster cohesion between development of this new mixed-use area and existing surrounding neighborhoods and the City of Alameda.

Implementing Policies: Inner Harbor

- 9.3.g Review the East Bay Regional Park District's plans for a regional park prior to approval and implementation.
- 9.3.h Encourage development along Main Street that visually and physically connects the existing residential West Neighborhood to development in the Inner Harbor area. Do not permit perimeter walls that insulate development from the surrounding neighborhoods.
- 9.3.i Cluster mixed-use residential, retail commercial, and other supporting uses in a neighborhood center along the extension of Pacific Avenue.
- 9.3.j Encourage development of Pacific Avenue as a landscaped boulevard with separated bike paths and pedestrian routes.

MARINA (AP3)

The Marina sub-area currently contains a variety of uses, primarily industrial, research and development, and marine-related industrial uses. The General Plan envisions this area to develop, over time, into a vital mixed-use area, with an emphasis on public access to the waterfront. Like the rest of Alameda Point, the Marina will have a continuous shoreline open space promenade, which will be supported over time by residential, commercial, retail, and other supporting uses that foster pedestrian activity. The western edge of the Marina district is adjacent to the Wildlife Refuge, and therefore, is subject to certain restrictions with respect to building size and location, parking, lighting and landscaping.

Guiding Policies: Marina

- 9.3.k Create a mixed-use area that is sensitive to the restrictions and recommendations regarding the neighboring Wildlife Refuge.
- 9.3.l Foster development of residential, commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.

Implementing Policies: Marina

- 9.3.m Limit housing development in the Marina district to the eastern and northeastern portions of the marina to avoid proximity to the Wildlife Refuge.
- 9.3.n On the western shore of the marina, encourage industrial and marine-related industrial uses that are consistent with the Public Trust and sensitive to the Wildlife Refuge.
- 9.3.o Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, as mapped in Figure 9-5.

The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.

- 9.3.p In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.
- 9.3.q Educate boat owners and users of the marina about restrictions to Breakwater Island and install signs that warn boaters about the sensitivity of the wildlife at and around Alameda Point and about prohibitions for disturbing protected bird and mammal species.
- 9.3.r Provide signs, pamphlets, public education and outreach activities advising boaters and marina users to eliminate any discharges or pollutants to receiving waters.

WEST NEIGHBORHOOD

The West Neighborhood, which formed the residential portion of NAS Alameda and is becoming an established neighborhood, is an existing residential area that will continue with a major residential-use emphasis. Some of the existing homes, known as the Big Whites, are spacious, historic homes previously occupied by higher-ranking Navy personnel. This area is being preserved, along with units that are leased by the Homeless Collaborative and used as affordable housing. Other areas of former Navy housing will be redeveloped for Medium-Density housing. New residential development should provide diversity in housing types and opportunities. In addition to residential uses a variety of other uses, such as parks and neighborhood businesses will be used to promote a balanced neighborhood. Residential, parks and public open space, public, institutional, and neighborhood business uses are allowed within the district. Community-oriented institutions such as places of worship and nonprofit organizations are also considered allowable and desirable uses.

Guiding Policies: West Neighborhood

- 9.3.s Guide further development of this primarily residential area to improve quality of life for residents, accessibility for pedestrians, and supporting uses to promote a balanced neighborhood.
- 9.3.t Consider the need for workforce housing and childcare.

Implementing Policies: West Neighborhood

- 9.3.u Encourage clustered and pedestrian- and bicycle friendly development, in conjunction with greenways and open space.
- 9.3.v Integrate interim users into planning for redevelopment of existing housing areas. Honor commitments to the Homeless Collaborative, U.S. Coast Guard, or other potential interim users, while developing transition plans to provide for appropriate, cost-effective, long-term redevelopment solutions.
- 9.3.w Incorporate small, intermittent parks into residential development.
- 9.3.x Preserve the Big Whites for their historical significance, and encourage surrounding development that is complementary.
- 9.3.y Encourage higher density residential development in the vicinity of the multi-modal transit centers, along with parks and community serving businesses and institutions, such as child care and family child care homes, in order to promote accessibility via alternative modes of transit.
- 9.3.z Where new residential development occurs along the waterfront, limit development to the south side of Main Street or the Mosley Extension in order to protect public access to the waterfront.
- 9.3.aa Cluster supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.
- 9.3.bb Consider the preservation of the Admiral's House for community and City use.

NORTHWEST TERRITORIES

Allowable Uses

The Northwest Territories are designated as Parks and Public Open Space. Plans for a sports complex are being discussed, and development of a golf course/hotel-resort in this area is underway. The southern border of the Northwest Territories is adjacent to the Wildlife Refuge, and therefore, portions of the Northwest Territories will be within the Wildlife Refuge Impact Area and subject to certain restrictions with respect to building size and location, roads, parking, lighting, and landscaping.

Guiding Policies: Northwest Territories

- 9.3.cc Preserve the Northwest Territories for parks and open space, which may include a golf course/hotel-resort, pedestrian and bicycle trails, and public access.
- 9.3.dd Incorporate recommendations and regulations regarding the Wildlife Refuge into development in the Northwest Territories.

Implementing Policies: Northwest Territories

- 9.3. ee Develop a perimeter trail along the north and west boundaries of this area.
- 9.3. ff Develop a public park, called Alameda Point Park, in this area.
- 9.3. gg Use reclaimed wastewater from EBMUD to irrigate the planned golf course, if feasible.
- 9.3. hh Explore using elements of the golf course design such as roads, retention/drainage collection ponds, or bunkers as physical barriers between the golf course and the Wildlife Refuge.
- 9.3. ii Maintain grassland foraging areas for raptors in the golf course design.
- 9.3. jj Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, as mapped in Figure 9-5.

The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.

WILDLIFE REFUGE

Designation of the Alameda National Wildlife Refuge

Most of the area formerly used as runways in the former NAS Alameda will be transferred to the U.S. Fish and Wildlife Service (USFWS) for use as a National Wildlife Refuge. Approximately 50 acres of this area, located in the southwest corner of the current Wildlife Refuge, are within the City and County of San Francisco. The Wildlife Refuge contains two wetlands areas and provides habitat for the endangered California least tern, as well as the Caspian tern, as shown in Figure 9-5. Also shown is the Wildlife Refuge Impact Area, which is subject to special policies and regulations due to its proximity to the Wildlife Refuge. The USFWS has written a Comprehensive Conservation Plan (1998) for management of the Alameda National Wildlife Refuge. These policies are intended to facilitate implementation of this Comprehensive Conservation Plan, as well as of the recommendations written by the USFWS in their 1999 Biological Opinion.

Guiding Policy: Wildlife Refuge

- 9.3. kk Help maintain a Wildlife Refuge that balances natural conservation with public access, education, and ship navigation.

Implementing Policies: Wildlife Refuge

- 9.3. ll Support implementation of the U.S. Fish and Wildlife Service's Comprehensive Conservation Plan for Alameda National Wildlife Refuge (1998).
- 9.3. mm Support a system of trails that provide public access to and within the Wildlife Refuge.

- 9.3.nn Support education facilities and programs, similar to other conservation areas such as the Elsie D. Roemer Bird Sanctuary, in conjunction with either Point Alameda Park or the Wildlife Refuge.
- 9.3.oo Establish continued access for ships, ferries, and water-taxis within the deep-water channel to the Alameda Point piers and the Seaplane Lagoon through the southern bay waters of the Refuge through agreements with the U.S. Fish and Wildlife Service.
- 9.3.pp Maintain the breakwater gap and isolation of the Island Breakwater.
- 9.3.qq Work with the City and County of San Francisco and appropriate agencies to transfer the jurisdiction of the southwest corner of the Wildlife Refuge from the City and County of San Francisco to the City of Alameda and Alameda County.

Implementing Policies: Wildlife Refuge Impact Area

- 9.3.rr Prepare and adopt development regulations that implement the Biological Opinion (1999) prepared by the U.S. Fish and Wildlife Service to guide development within the Wildlife Refuge Impact Area (see Figure 9-5). Ensure that the regulations contain specific requirements regarding, but not limited to:
- Building size, height, design and location
 - Appropriate uses adjacent to the Refuge
 - Predator management
 - Parking restrictions
 - Lighting provisions
 - Landscaping restrictions, and
 - Stormwater management.
- Ensure that development in all areas adjoining the Wildlife Refuge adheres to the Wildlife Refuge Management Plan's guidelines regarding pets, predator control and landscaping.
- 9.3.ss Encourage funding and implementation of the Comprehensive Conservation Plan by the U.S. Fish and Wildlife Service.
- 9.3.tt Work with the U.S. Fish and Wildlife Service and the U.S. Department of Agriculture Wildlife Services, to develop informational materials and an educational program for occupants in Alameda Point and marina users or tenants describing the importance of animal control for protection of the least tern colony.
- 9.3.uu Develop detailed stormwater management and monitoring plans for the Northwest Territories in coordination with the U.S. Fish and Wildlife Service to protect open-water foraging areas for least terns and brown pelicans. Ensure that the plans are reviewed and approved by the Service contemporaneously with the City environmental review process and prior to development within this area.

9.4 TRANSPORTATION

As Alameda Point grows over the next twenty years, additional trips will be generated both on and off the island due to the planned new land uses. Roadway improvements within Alameda Point will address local congestion, but because Alameda is an island with limited access routes to Oakland, the success of Alameda Point's transportation system depends increasingly on alternative modes of transportation within the Planning Area, throughout the City, and between Alameda and Oakland.

As shown in Figure 9-6, Alameda Point's planned street system reinforces the City's traditional street layout, a primary grid pattern of streets with variation allowing for smooth traffic flow, specialized land use patterns, and landscaping opportunities. This pattern of development, along with policies intended for neighborhood traffic management would result in a safe and comfortable pedestrian, bicycling, transit, and automobile environment. Alameda Point's street system also needs to be integrated with the surrounding neighborhoods. In addition, transportation policies in Alameda Point need to provide for truck access, preserve vistas, accommodate the needs of transit users, pedestrians, and bicyclists, and offer adequate vehicular access to and within Alameda Point with out unduly impacting existing neighborhoods. In response to these issues, transportation policies address Alameda Point's transportation needs in terms of street system and improvements, gateways, transit, pedestrian routes and biking, roadway vistas, and movement of goods. “

STREET SYSTEM AND IMPROVEMENTS

Guiding Policies: Street System

- 9.4.a Promote street connectivity within Alameda Point and with the surrounding neighborhoods.
- 9.4.b Design transportation improvements to anticipate future growth and minimize traffic congestion.

Implementing Policies: Street System

- 9.4.c Continue the existing primary grid of the City of Alameda in all new development.
- 9.4.d Require roadway improvements that will allow acceptable levels of service of future traffic levels within the Alameda Point local roadway system.
- 9.4.e Work with the City of Oakland, Alameda County, Caltrans and other regional organizations to develop plans for design, phasing, funding, and construction of a new vehicle access to Interstate 880 (bridge, tunnel or other vehicle connection) or transit only crossing to Oakland.
- 9.4.f Minimize vehicle trips to and from Alameda Point that must use the Webster/Posey tubes by providing alternative travel modes and connections to the regional transportation system.
- 9.4.g Plan for the extension of Tinker and Mitchell Mosely Avenues to provide additional access routes to Alameda Point.
- 9.4.h Incorporate traffic calming techniques into roadway design at Alameda Point to help maintain appropriate vehicle speeds of 25 miles per hour or less.

GATEWAYS

Guiding Policy: Gateways

- 9.4.i Create entryways that maximize views, create connections to surrounding uses, and reflect Alameda's island character.

Implementing Policies: Gateways

- 9.4.j Create entry features to all entryways of Alameda Point through use of signage, landscaping, or landmarks that announce Alameda Point's unique character.

Tinker Avenue:

- 9.4.k Ensure uniform and consistent design and landscaping of Tinker Avenue.

Pacific Avenue:

- 9.4.l Design the entry of Pacific Avenue to create views and connections to the Marina district.

Mitchell Mosley Extension:

- 9.4.m Design the Mitchell Mosely extension to make effective use of its proximity to the waterfront.

Water Taxis/Ferries:

- 9.4.n Emphasize the design of water taxi and ferry terminals and entrances at both the north and south waterfronts to establish connections to destinations in Alameda Point that can be reached by walking, bicycles or transit, reflect the island character and pedestrian-friendly environment of Alameda.

TRANSIT

Guiding Policies: Transit

- 9.4.o Optimize the use of transit and other alternative modes of transportation in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.

Implementing Policies: Transit

- 9.4.p Expand water transportation by establishing a water taxi or ferry in the Marina district with potential destinations including San Francisco, Angel Island, Treasure Island, and Alcatraz.
- 9.4.q Preserve opportunities to develop future transit links including transit exclusive corridors.

- 9.4.r Develop alternative mode connections between Alameda Point and BART, such as a people mover system, bus barge, or aerial tram.
- 9.4.s Redesign Atlantic Avenue to include a landscaped transit corridor for buses, jitneys, or future light-rail development.
- 9.4.t Explore feasibility of establishing shuttle service to the ferry terminal(s), Civic Core, Webster Street Marina Village, and Oakland BART stations.
- 9.4.u Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.
- 9.4.v Create innovative new funding mechanisms to subsidize transit service operations at Alameda Point
- 9.4.w Develop a transit center at Alameda Point to facilitate efficient transfers between transportation modes and enhance regional transportation connections.

PEDESTRIAN ROUTES AND BIKING

Guiding Policy: Pedestrian Routes and Biking

- 9.4.x Integrate pedestrian and bicycle uses into the design of the roadway system and fabric of neighborhoods.

Implementing Policies: Pedestrian Routes and Biking

- 9.4.y Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda Point.
- 9.4.z Develop Tinker Avenue, Atlantic Avenue, and Main Street with pedestrian and bicycle oriented paths and bus facilities and landscaping as a means to maximize alternative modes of transportation and minimize impacts of vehicle traffic and noise to the residential neighborhood.

ROADWAY VISTAS

Guiding Policy: Roadway Vistas

- 9.4.aa Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.

Implementing Policy: Roadway Vistas

- 9.4.bb Where possible, align roadways to frame important views.

9.5 OPEN SPACE, CONSERVATION AND CULTURAL RESOURCES

Specialized natural resources, historical resources, urban open space, and focal points will be preserved throughout Alameda Point and will include a full array of active and passive recreational opportunities. Water facilities, including a continuous shoreline trail and marina, will be included. A National Wildlife Refuge has been established in the western portion of Alameda Point. Public parks and plazas will be dispersed throughout the island. Historical buildings and other historical resources, as well as focal points, will be maintained and showcased. The goal is to provide a family-friendly environment serving all members of the community of all age groups, including individuals with special needs, children, teens, and seniors. Figure 9-7 illustrates the parks and open space in Alameda Point, and Figure 9-8 displays the Alameda Point Historic District, including historically significant, or contributing, buildings.

Guiding Policy: Open Space and Urban Habitat

- 9.5.a Provide open space and recreational opportunities to serve new residents and employees of Alameda Point.

Implementing Policies: Open Space and Urban Habitat

- 9.5.b Integrate parks and plazas into new development at Alameda Point.
- 9.5.c Provide for community recreation opportunities throughout Alameda Point.
- 9.5.d Establish a pedestrian- and bicycle-accessible perimeter shoreline trail throughout Alameda Point. Ensure that this trail is open year round, that the trail meets minimum multi-use trail standards, and that landscape treatment of the open spaces adjacent to the Estuary and the San Francisco Bay does not block distant views.
- 9.5.e Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.
- 9.5.f Pursue an aggressive tree-planting program at Alameda Point to bring it up to par with Alameda-wide forestation levels/standards.

Guiding Policy: Historic Resources

- 9.5.g Preserve Alameda Point's Historic District, buildings, development patterns, and open spaces.

Implementing Policies: Historic Resources

- 9.5.h Preserve to the greatest extent possible buildings within the Alameda Point Historic District (boundaries shown in Figure 9-8) to maintain the neighborhood and historic character.

- 9.5.i Provide a mechanism for timely and expedient reviews to ensure that contributing buildings in the Historic District are not left vacant and are managed in compliance with all applicable regulations.

Care for contributing buildings of the NAS Historic District using the standards presented in the National Park Service Preservation Brief 31, Mothballing Historic Buildings.

- 9.5.j Preserve the historic sense of place of the Historic District by preserving the historic pattern of streets and open spaces in the area.

- 9.5.k Minimize impacts on the architectural integrity of individual contributing buildings and structures.

- 9.5.l Make every reasonable effort to incorporate compatible adaptive uses or uses for which the buildings were originally designed. Address impacts related to rehabilitation of historic buildings when proposals are submitted and tenants are selected. In addition, identify methods to eliminate hazardous materials (such as asbestos and lead paint), secure and protect vacant buildings, provide for fire detection and suppression, and correct deficiencies in access for people with disabilities with minimal impact on the buildings using the State Historic Building Code.

Advise tenants and property owners within the Historic District of the financial tools and economic incentives that are available, including, but not limited to, the State Historic Building Code and Federal and State tax incentives for the preservation and adaptive rehabilitation of historic properties.

- 9.5.m Prepare design guidelines and specifications for new construction within and adjacent to the Historic District that ensures compatibility of new construction with the character of the Historic District.

9.6 HEALTH AND SAFETY

State law requires a safety element to outline policies that will protect the community from both natural and human-induced disasters. Many of the Health and Safety policies applicable to Alameda Point are common to other parts of Alameda as well, and are addressed in the Health and Safety Element. This section considers water quality and flooding hazards, fire hazards, environmental cleanup, and emergency management, in the specific context of Alameda Point.

One of the greatest health and safety issues at Alameda Point concerns environmental cleanup of the former Naval base. Alameda Point has been designated a federal Superfund site, which establishes the U.S. Environmental Protection Agency (EPA) as the lead agency for the coordination of cleanup of the site. A Federal Facilities Agreement has been signed between the Navy and the U.S. EPA in which the parties agree to a schedule and funding program for cleanup of the site.

Addressing Alameda Point's flooding hazards and emergency management largely requires smooth integration of Alameda Point into the City's existing programs and methods for dealing with these issues.

WATER QUALITY AND FLOODING HAZARDS

Guiding Policies: Water Quality and Flooding Hazards

- 9.6.a Integrate the management of Alameda Point's runoff management into the City's existing programs.
- 9.6.b Support improvement programs that address water quality, urban runoff and flooding.

Implementing Policies: Water Quality and Flooding Hazards

- 9.6.c Integrate Alameda Point into the City of Alameda's Storm Water Management and Discharge Control Program.
- 9.6.d Require all proposed reuse activity in Alameda Point to be in compliance with the Regional Water Quality Control Board storm water recommendations.
- 9.6.e Restrict the installation of water supply wells in the uppermost aquifer at Alameda Point to reduce the potential use, or migration of, groundwater affected by the release of hazardous materials.
- 9.6.f Support development of a water-quality testing program for all existing water supply wells in Alameda Point to determine the safe uses or appropriate discharge of pumped water.

- 9.6.g Support preparation of a Flood Insurance Study by FEMA to cover Alameda Point.
- 9.6.h Coordinate incorporation of Alameda Point into the City of Alameda Urban Runoff Program to reduce potential water quality degradation related to urban runoff.
- 9.6.i Identify and implement improvement programs to address periodic flooding at Alameda Point.
- 9.6.j Establish an assessment mechanism to provide for capital costs for construction, maintenance, and operation of urban runoff Best Management Practices and costs associated with inspection, monitoring, and reporting that could be incurred by the City in incorporation of the Alameda Point into the Urban Runoff Program.

FIRE HAZARDS

Guiding Policy: Fire Hazards

- 9.6.k Mitigate factors and conditions in Alameda Point that are conducive to fire hazards.
- 9.6.l Identify effective means of dealing with fire disasters should they occur.

Implementing Policies: Fire Hazards

- 9.6.m Maintain and expand the City's fire prevention and fire-fighting capability into Alameda Point by establishing a station with two fire companies to service the emergency needs of all residents and businesses of the area.
- 9.6.n Extend Alameda's current level of emergency medical service into Alameda Point as reuse activities and residential buildout proceed.

ENVIRONMENTAL CLEANUP

Guiding Policy: Environmental Cleanup

- 9.6.o Continue to support cleanup of contaminated lands.

Implementing Policies: Environmental Clean-up

- 9.6.p Maintain information about contamination and clean-up activities and make the information available to the public.
- 9.6.q Require environmental restrictions (i.e., deed restrictions) regarding Marsh Crust/subtidal zone excavation and shallow groundwater use.

- 9.6.r Create a land use and construction permitting program that requires consideration of residual contamination. The permitting program should include:
- A means for tracking deed restrictions
 - A means for tracking remediation to help ensure that future land uses are compatible
 - A method for classifying land uses by exposure scenario
 - Identification of areas that might require special construction precautions
 - A system for ongoing communication with the environmental regulatory agencies.

EMERGENCY MANAGEMENT

Guiding Policies: Emergency Management

- 9.6.s Support integration of Alameda Point into the City of Alameda's Emergency Operations Plan.

Implementing Policies: Emergency Management

- 9.6.t Create and integrate provisions for emergency management in Alameda Point into the City of Alameda's Emergency Operations Plan.
- 9.6.u Identify "critical facilities" in Alameda Point area, as defined in Alameda's 1976 Safety Element, and integrate them to the City's existing "critical facilities" list and emergency provision plan.

Chapter 9: Alameda Point

Table of Contents

| | |
|----------------------------------------------------------|----------|
| 9 Alameda Point | 1 |
| 9.1 Challenges and Issues | 1 |
| 9.2 Land Use and District-Wide Policies..... | 2 |
| Land Use Classifications | 2 |
| 9.3 Alameda Point Sub-Area Policies..... | 6 |
| Civic Core (AP1)..... | 6 |
| Inner Harbor (AP2) | 7 |
| Marina (AP3) | 7 |
| West Neighborhood | 8 |
| Northwest Territories | 9 |
| Wildlife Refuge | 10 |
| 9.4 Transportation | 12 |
| Street System and Improvements | 12 |
| Gateways | 13 |
| Transit | 13 |
| Pedestrian Routes and Biking | 14 |
| Roadway Vistas..... | 14 |
| 9.5 Open Space, Conservation and Cultural Resources..... | 15 |
| 9.6 Health and Safety | 17 |
| Water Quality and Flooding Hazards..... | 17 |
| Fire Hazards | 18 |
| Environmental Cleanup..... | 18 |
| Emergency Management..... | 19 |