ALAMEDA POINT

Town Center and Waterfront Precise Plan

City of Alameda | Final Report | July 2014

Skidmore, Owings & Merrill LLP | CMG Landscape Architecture | Kwan Henmi Architecture/Planning | Town Makers, Inc.

ALAMEDA POINT

Town Center and Waterfront Precise Plan

City of Alameda | Final Report| July 2014

Skidmore, Owings & Merrill LLP | CMG Landscape Architecture | Kwan Henmi Architecture/Planning | Town Makers, Inc.

PREFACE

With an iconic waterfront setting, stunning views, large underutilized areas, and close proximity to Downtown San Francisco, Alameda Point is a once-in-a-generation chance for the City of Alameda to expand employment, increase housing options, augment public amenities, improve transit service, and create an attraction that elevates the profile of the community within the larger region.

Located in the heart of the Bay Area, the decommissioned former Naval Air Station (NAS) Alameda presents a prime opportunity for redevelopment. With an iconic waterfront setting, stunning views, large underutilized areas, and close proximity to both Oakland and Downtown San Francisco, Alameda Point is a once-in-a-generation chance for the City of Alameda to expand employment, increase housing options, augment public amenities, improve transit service, and create an attraction that elevates the profile of the community within the larger region. In 2013, the City accepted conveyance of the first 1,400 acres of land from the U.S. Navy, paving the way for redevelopment to begin. At the core of the project, the 150-acre Town Center creates a compact, transit-oriented, mixed-use urban hub featuring a vibrant waterfront experience that leverages Alameda Point's unique character and existing assets, through incremental intervention, to catalyze investment and integrate the project area into the fabric of the City. Towards this end, the Town Center and Waterfront Precise Plan provides both an holistic framework and form-based design guidelines for the arrangement of public and private streets, open spaces, infrastructure, and associated development that reinforce the City of Alameda's goals for a visitor-serving, mixed-use, sustainable waterfront community. This Precise Plan, in conjunction with the City Zoning and General Plan Amendments, Master Infrastructure Plan, Environmental Impact Report, and Transportation Demand Management Plan, will help guide the ongoing process of transformation.

TABLE of CONTENTS

EXECUTIVE SUMMARY

The Precise Plan consists of form and use regulations for the arrangement of public and private street, public open space and parks, infrastructure, and associated private development which reinforce the community's goals for a transit-oriented, visitor-serving, mixed-use waterfront district.

PURPOSE

In July 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area. Plan Bay Area is an integrated, long-range mobility and land-use plan to reduce transportation-related pollution from cars and light trucks in the San Francisco Bay Area, as required by the California Sustainable Communities and Climate Protection Act of 2008 – California Senate Bill 375 (Steinberg). A key component of Plan Bay Area is the designation of regional Priority Development Area (PDAs). These sites are intended to provide lands for regional employment and housing growth in proximity to regional transportation systems in order to reduce greenhouse gas emissions and combat climate change. Plan Bay Area designates NAS Alameda as one such PDA. Accordingly, the preparation of this plan was partially funded by an MTC Station Area planning grant to support the creation of a transit-oriented development consistent with Plan Bay Area.

The Alameda Point Town Center and Waterfront Precise Plan is a specific plan to implement the City of Alameda's vision for the heart of the former Alameda Naval Air Station (NAS Alameda) and fulfills the request for a Town Center Waterfront Masterplan required under AMC 30-4-24 Alameda Point District. The Precise Plan is designed to facilitate redevelopment and reuse of the planning area in a manner consistent with the 1996 NAS Alameda Community Reuse Plan and City of Alameda General Plan, and complementary to the unique physical, environmental, and institutional constraints at Alameda Point.

The Precise Plan consists of a development framework along with form and use regulations for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development which reinforce the community's goals for a transit-oriented, visitor serving, mixed-use waterfront district that is economically diverse, environmentally sustainable, and compatible with and supportive of the NAS Alameda Historic District.

THE PRECISE PLAN IS ORGANIZED AS FOLLOWS:

1. Precise Plan Framework: Introduction to the purpose, objectives, guiding principles and fundamental components of the Plan.
2. Existing Conditions: Overview of the existing physical, institutional and regulatory factors that shape the Plan.
3. Access and Mobility: Discussion of existing and proposed access and transportation systems serving the project area.
4. Open Space and Landscape: Illustration of proposed open spaces, recreational facilities, landscape treatment, and other natural features.
5. Land Use and Development Guidelines: Regulations for the development of the project area.
6. Phasing and Implementation. Phasing considerations and conceptual recommendations, including discussion of potential implementation strategies.
7. Infrastructure and Financing: The requirements for infrastructure necessary to support the plan objectives, as well as strategies for capital improvement financing.
8. Administration and Enforcement: Procedures and mechanisms for Plan administrative and enforcement.

The following pages summarize core elements of the Precise Plan.

ALAMEDA POINT TOWN CENTER AND WATERFRONT

PROJECT CONTEXT

Alameda Point is located in the heart of the San Francisco Bay Area, on the site of the former Naval Air Station Alameda (decommissioned in 1997). Within this larger redevelopment project, the Town Center and Waterfront Precise Plan covers 150 acres, comprising the primary urban core along the main entry – Ralph Appezzato Memorial Parkway – and the waterfront land surrounding the historic Seaplane Lagoon. The Precise Plan project area is bordered by the Bayport neighborhood to the east, a planned residential neighborhood and the adaptive reuse area within NAS Alameda Historic District to the north, the planned Enterprise employment district and Maritime Administration (MARAD) Fleet to the south, and a Nature Reserve owned by the federal government to the west.

PLAN VISION

The primary goal of redevelopment within the Town Center and Waterfront Precise Plan is to create a compact, transit-oriented, mixed-use urban core and vibrant waterfront experience that will leverage the unique character and existing assets of the area, through incremental intervention, to catalyze transformation of the wider Alameda Point area.

0' 1/8 mile 1/4 mile 3/8 mile

PROPOSED SUB-DISTRICT

0′ 250′ 500′ 750′ 1000′

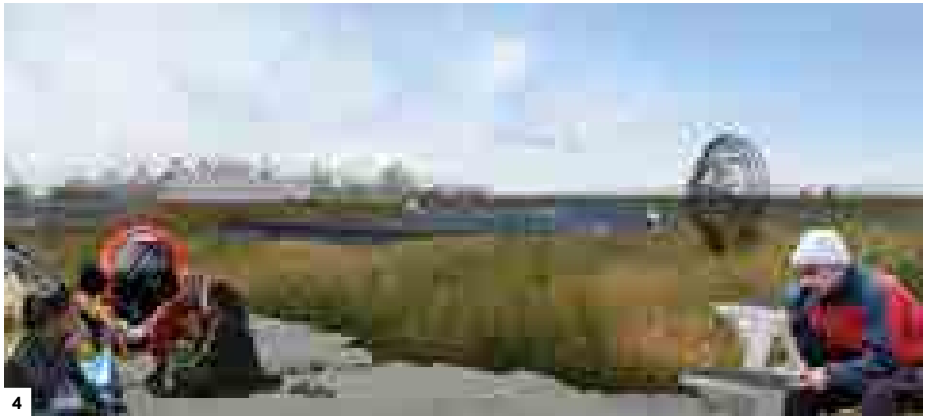
SUB-AREAS

The Town Center and Waterfront Precise Plan organizes the 150-acre site into several sub-areas defined by uniquely distinguishing characteristics. The Atlantic Entry sub-area is envisioned as a residential neighborhood that provides integration with the adjacent Bayport community along Main Street. The Transit Village Center, is intended to be a vibrant mixed-use urban hub. The East Waterfront is an area of mixed retail, entertainment, hotel,

1

2

3



4

commercial and residential uses that connect the Transit Village Center to the Enterprise District and Maritime industrial areas. Along the Northern edge of the Seaplane Lagoon, the Taxiway Sub-area provides infill development compatible with the NAS Alameda Historic District and features a distinctive waterfront park as a regional attraction. At the far edge of the site, the Western Waterfront is a low-impact area of passive recreational use, supportive of the adjacent nature preserve. Additional description of each sub-district is provided in Chapter 1.

1 MARINA PROMENADE
2 SEAPLANE PLAZA
3 ALAMEDA POINT PARK
4 DE-PAVE PARK

ALAMEDA POINT TOWN CENTER AND WATERFRONT

1 MARINA PROMENADE
2 SEAPLANE PLAZA
3 ALAMEDA POINT PARK
4 DE-PAVE PARK
5 NEIGHBORHOOD PARK
6 PARKING
7 PARKING

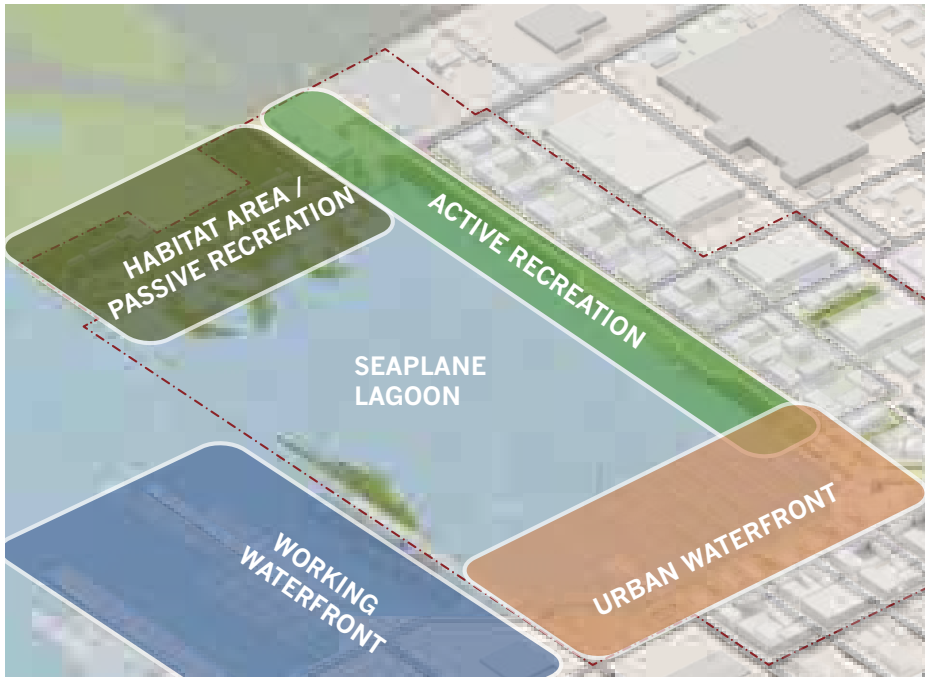
ILLUSTRATIVE MOBILITY IMPROVEMENTS

ILLUSTRATIVE LAND USE VARIETY

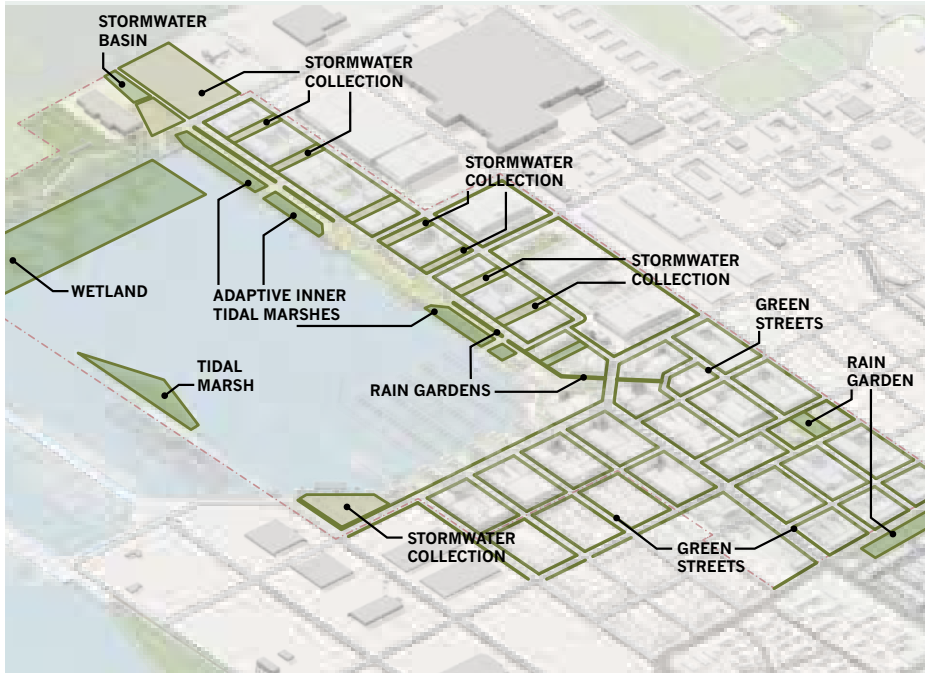
ACCESS AND MOBILITY IMPROVEMENTS
Fundamental to the redevelopment of the Town Center and Waterfront area are access and mobility improvements providing increased multi-modal transportation options that promote walking, cycling and transit use over single-occupancy automobile use. Shuttle and rapid bus services and facilities, a new ferry terminal, an extensive cycling network, a comprehensive Transportation Demand Management Plan, and a walkable street network are all integrated to reduce traffic and create a healthier transit-oriented environment. These elements of the plan are further detailed in Chapter 3: Access and Mobility.

LAND USE DIVERSIFICATION & RESOURCE PRESERVATION
The provision for a variety of land uses within the Town Center further supports both City and Regional goals for the redevelopment of NAS Alameda. By balancing opportunities for a range of housing options, employment uses and supporting commercial and recreational amenities, the Precise Plan facilitates creation of an attractive, vibrant, 24/7 mixed-use environment – development of which will help support the infrastructure improvements needed to protect historic and cultural resources while providing economic growth and access improvements in a manner supportive of the emissions reduction goals of Plan Bay Area. Land use recommendations for the Town Center are covered in Chapter 5 of the Precise Plan.

WATERFRONT CHARACTER



ILLUSTRATIVE GREEN INFRASTRUCTURE



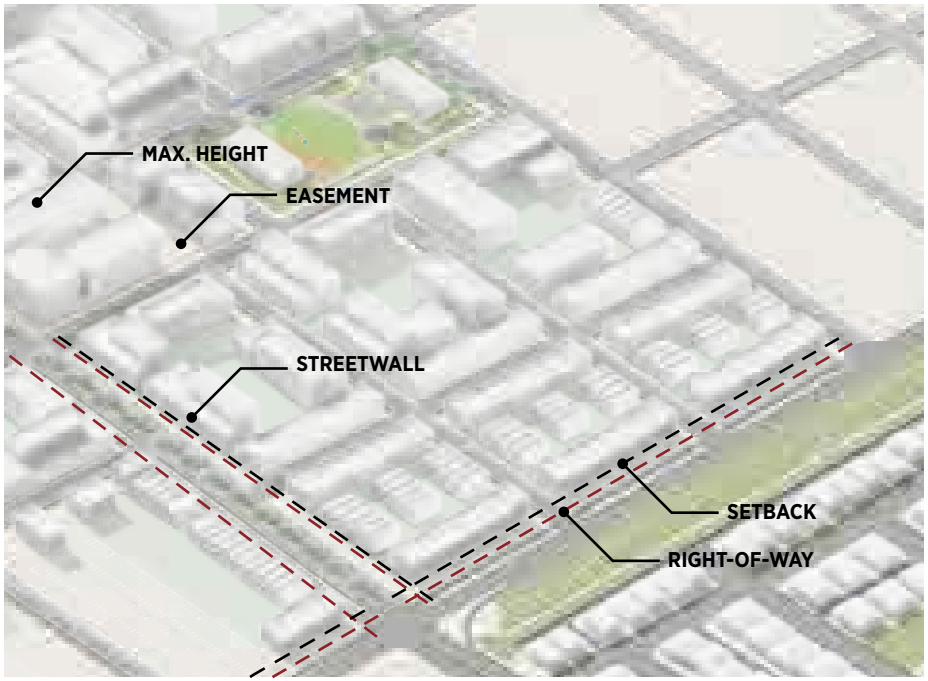
IMPROVED WATERFRONT ACCESS, OPEN SPACE AND RECREATIONAL AMENITIES

A vital feature of the project is adaptive reuse of the historic Seaplane Lagoon. Built initially for military and (later) commercial air travel, the Precise Plan re-imagines this iconic piece of maritime infrastructure as a setting for diverse activities. Over one mile of the Lagoon's edge is transformed for dining and entertainment, a plaza, a museum, a market, a promenade, a marina, access for watercraft, active recreation areas, flexible event space, picnic grounds, and augmented habitat zones for camping and more passive recreational use. In its entirety, the Seaplane Lagoon is designed as a regional attraction promoting the full range of activities for public enjoyment of the waterfront. Open Space and Landscape guidelines are further detailed in Chapter 4.

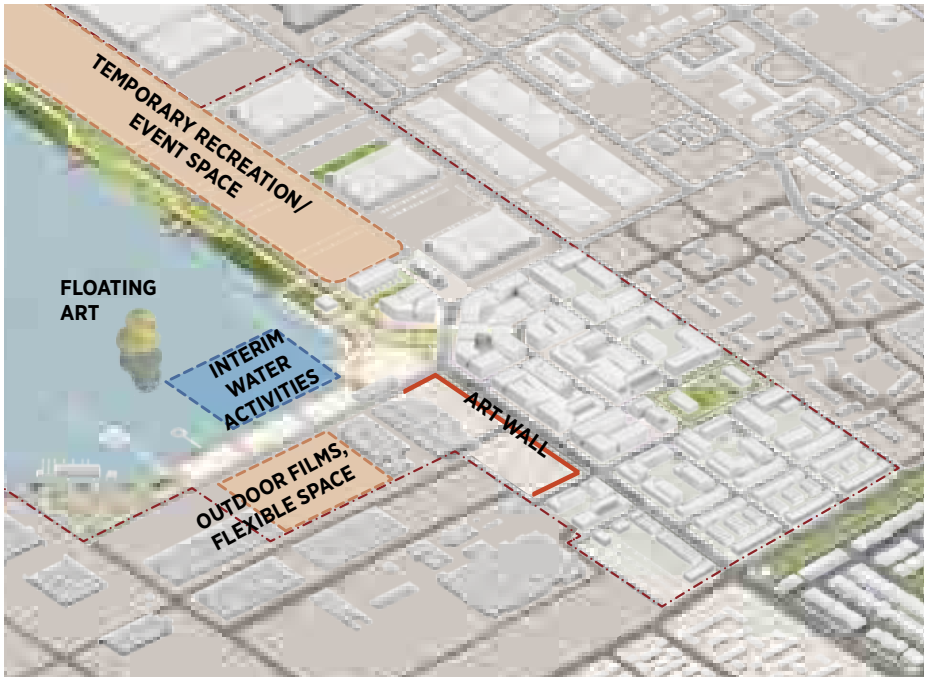
SUSTAINABLE URBANISM

Rooted in Alameda Point's designation as a regional Priority Development Area under Plan Bay Area, pursuant to California SB 375, is the essential goal of cultivating a sustainable community. As such, the promotion of urban sustainability underlies the entire Precise Plan framework, including transit and mobility provisions, land use and density regulations, urban form, green infrastructure and other development control guidance. As a result, holistic measures to enhance urban sustainability permeate the Precise Plan in its entirety. Additionally, specific recommendations concerning sustainable water, energy, landscape and building strategies are covered in Chapter 4: Open Space, Landscape, and Sustainability.

SAMPLE DEVELOPMENT CONTROL GUIDELINES



NEAR TERM DEVELOPMENT AND INTERIM USE



LAND USE AND DEVELOPMENT GUIDELINES

Development Guidelines provide the primary mechanism by which the vision illustrated in the Precise Plan Framework can be regulated throughout the implementation process. As such, the control guidelines detail the essential use and form requirements for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development which reinforce the community's goals for a transit-oriented, visitor-serving, mixed-use waterfront district. These regulations are noted throughout the Precise Plan, but are primarily concentrated in Chapter 5. In conjunction with the related regulatory documents, the control guidelines facilitate development supportive of the objectives of the overall project.

PHASING AND IMPLEMENTATION STRATEGIES

While the Precise Plan necessarily describes a long-term vision and the guidelines needed to regulate development towards that vision, full implementation will be undertaken in a number of phases over many years. Some components of the plan may be readily built in the near term, but others will take considerably more time to realize. The Precise Plan therefore provides recommendations for maintaining, reinforcing, and capitalizing on the many assets already present at Alameda Point. In this way, the city can make optimal use of limited early-stage resources, while building greater momentum for redevelopment. Conceptual strategies for interim use, incremental improvement, and near-term redevelopment priorities are covered in Chapter 6.

CATALYTIC INSPIRATION GUIDED BY A FLEXIBLE FRAMEWORK FOR IMPLEMENTATION

In its entirety, and in concert with the City's concurrent planning efforts, the Town Center and Waterfront Precise Plan is intended to provide both an inspiring long term vision and the regulatory framework strong enough to maintain that vision, yet flexible enough to respond to evolving economic, political and social circumstances.

1

PRECISE PLAN FRAMEWORK

The Precise Plan is designed to facilitate the redevelopment and reuse of the planning area in a manner that is consistent with the 1996 NAS Community Reuse Plan, the 2003 City of Alameda General Plan Amendment, and the unique physical, environmental, and institutional constraints at Alameda Point.

INTRODUCTION:

Alameda Point is located at the heart of the San Francisco Bay Area. The site has a storied history, emblematic of the development of the wider region. Much of the area of partially sub-merged tidal mud flats and marshlands remained uninhabited until the 1860s when proximity to a booming San Francisco made it a strategic location for railroad and ferry infrastructure, as well as some manufacturing. At the dawn of the aviation age, the opening of the Alameda Municipal Airport brought the first of successive airfields to the site, and established it as a hub for the nascent industry. Then at the start of WWII, wholesale transformation of western Alameda began in earnest following commissioning of the Naval Air Station. During construction, hundreds of acres of marshlands were filled, and the base became a center for jobs through its closure in 1997. In preparation for decommissioning, the Community Reuse Plan was developed in 1996, and measures were adopted into the City's General Plan in 2003 and 2014.

Today, the Bay Area is again a locus of growth, and through years of planning effort, Alameda is well-positioned to benefit. In 2013, the City accepted conveyance of the first 1,400 acres of land from the U.S. Navy, paving the way for the redevelopment of Alameda Point to begin. Towards that end, the Town Center and Waterfront Precise Plan, in conjunction with the City Zoning and General Plan Amendments, Master Infrastructure Plan, and Environmental Impact Report, is intended to help guide this site through a new transformation over what is likely be a 20-30 year redevelopment process.

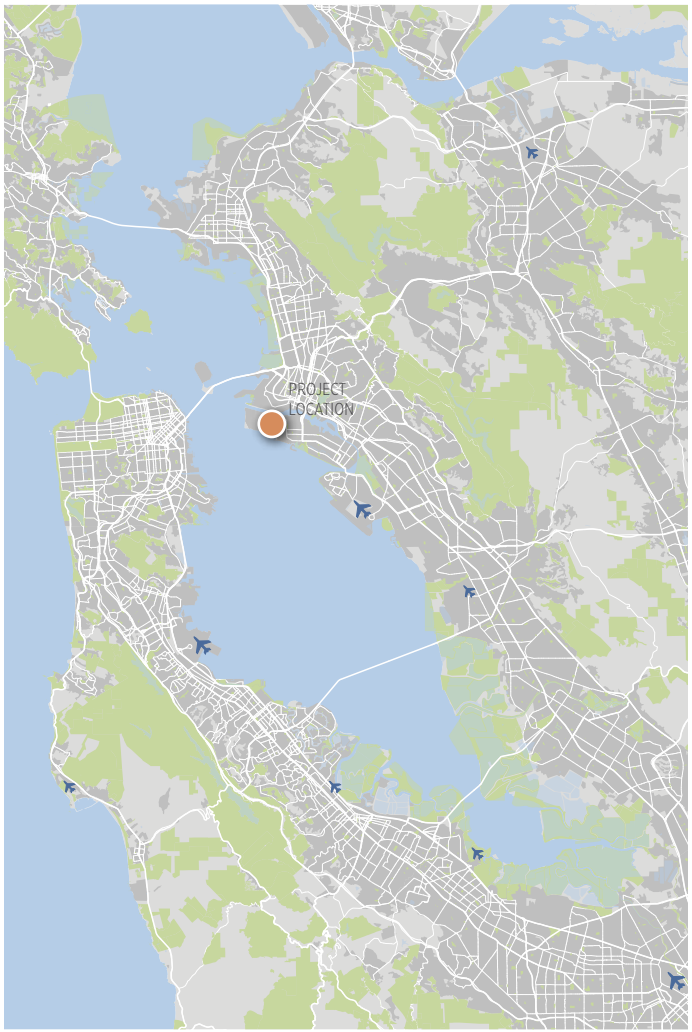
PURPOSE

The Alameda Point Town Center and Waterfront Precise Plan (Precise Plan) is a specific plan to implement the City of Alameda's vision for the redevelopment of the 150-acre heart of the former Alameda Naval Air Station (NAS Alameda). The Precise Plan is designed to facilitate the redevelopment and reuse of the planning area in a manner that is consistent with the 1996 NAS Community Reuse Plan, the 2003 City of Alameda General Plan Amendment, and the unique physical, environmental, and institutional constraints at Alameda Point.

The Precise Plan consists of form and use regulations for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development consistent with community's goals for a transit-oriented, waterfront, visitor serving mixed-use district that is pedestrian-friendly, economically diverse, environmentally sustainable, and compatible with the NAS Alameda Historic District.

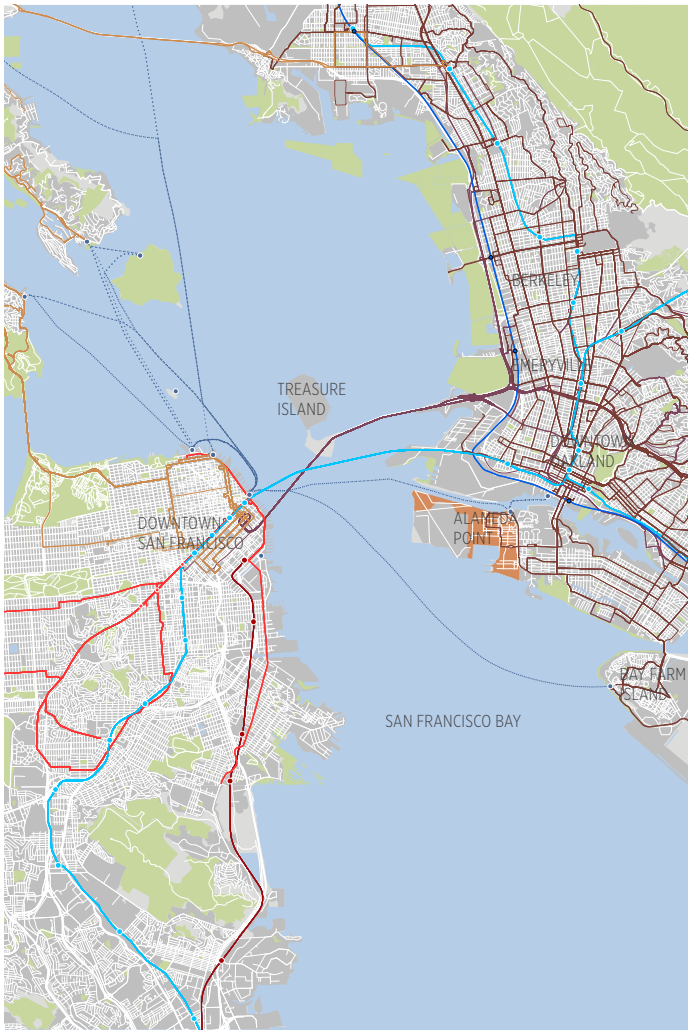
In July 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area. Plan Bay Area is an integrated long-range transportation and land-use/housing plan to reduce transportation-related pollution in the San Francisco Bay Area, as required by the California Sustainable Communities and Climate Protection Act of 2008 – California Senate Bill 375 (Steinberg) to reduce greenhouse gas emissions from cars and light trucks. NAS Alameda is a designated regional Priority Development Area (PDA) in Plan Bay Area. PDAs are intended to provide lands for regional employment and housing growth in proximity to regional transportation systems to reduce greenhouse gas emission and combat climate change. The preparation of this plan was partially funded by a MTC Station Area planning grant to support the creation of a plan for a transit oriented, plan consistent with Plan Bay Area.

REGIONAL CONTEXT



0 5.0mi 10.0mi 15.0mi

LOCAL CONTEXT



0 2.0mi 4.0mi 6.0mi

PROJECT LOCATION

Alameda Point is located in the heart of the San Francisco Bay Area, with ready access to downtown Oakland and the neighboring communities of Emeryville and Berkeley, among others. Downtown San Francisco is a short ferry ride away.

PLANNING CONTEXT

The 150-acre Town Center and Waterfront study area is part of the overall redevelopment of the former Alameda Naval Air Station. The plan for the larger Alameda Point project includes residential, commercial and adaptive resuse focused districts, with the Town Center and Waterfront serving as both the active social core for and transitional zone between adjacent use consentrations.

PLANNING FOUNDATION

The preparation of the Precise Plan was guided by the extensive work previously completed by the City of Alameda community for the planning area. The Precise Plan does not replace this previous planning work, but instead builds upon the solid foundation of policy previously established by the community, as set forth in the Naval Air Station (NAS) Alameda Community Reuse Plan and General Plan.

In 1996, the City adopted the NAS Alameda Community Reuse Plan (the "Reuse Plan") to guide actions to incorporate the base into the City and its convert the base to civilian use. The Reuse Plan established the following Vision Statement for the reuse of the formal Naval Air Station:

> *Between now and the year 2020, the City of Alameda will integrate the Naval Air Station property with the City and will realize a substantial part of the Base's potential. Revenues will have increased and a healthy local economy will have resulted from the implementation of a coordinated, environmentally sound plan of conversion and mixed-use development. While building upon the qualities which make Alameda a desirable place to live, efforts for improving recreational, cultural, educational, housing, and employment opportunities for the entire region will have been successful.*

In 2003, the City Council amended the City of Alameda General Plan to include an Alameda Point General Plan Element. The Alameda Point Element was crafted from the Reuse Plan policies and diagrams to ensure that the City's General Plan reflected the community's planning vision for the redevelopment of the base. The General Plan Element summarized the General Plan policy direction with a set of development objectives:

- Seamlessly integrate Alameda Point with the rest of the City.
- Foster a vibrant new neighborhood.
- Maximize waterfront accessibility.
- De-emphasize the automobile and make new development compatible with transportation capacity.
- Ensure economic development.
- Create a mixed-use environment.
- Establish neighborhood centers.

ALAMEDA POINT GUIDING PRINCIPLES

To update and implement the Reuse Plan and General Plan, in 2013, the Planning Board and the City Council endorsed the following set of Guiding Principles for the redevelopment of Alameda Point as part of the Alameda Point Planning Guide. These principles were created with the community and are largely based on the planning work conducted in the Reuse Plan:

Mixed use districts with distinct focal points:
New development will consist of distinct districts, each centered on a civic, recreational, open space, or commercial focal point. While districts may have different focuses, each shall encourage a diversity of uses that supports pedestrian access to transit and everyday needs. Districts will be developed with compact blocks and pedestrian friendly streets that provide clear, comfortable pedestrian access to transit as well as commercial and residential areas. Development will support a diverse mix of uses that allows flexibility for the long-term revitalization of Alameda Point.

Pedestrian, bike, and transit oriented environments:
Development of Alameda's streets and neighborhoods follow well established patterns, with neighborhoods clustered around trolley car and transit stops that provide residents with easy pedestrian access to transit and commercial, residential, and recreational uses as well as employment generating uses along the shores. New development at Alameda Point will extend these land use patterns to encourage opportunities to perform day-to-day activities within walking distance of work, home, and transit links. New streets will extend the traditional grid system of the City and will be seamlessly integrated into the existing street network. The new street system will be pedestrian, bike, and transit oriented, designed to move goods and services for on-site businesses, support transit improvements, ferry service, a contiguous bicycle network as well as safe, easy, comfortable pedestrian access.

Generate new economic development and employment opportunities:
The long term reuse of Alameda Point must focus on creating economic growth and development for the benefit of the whole community. Land use decisions and policy direction shall be guided by this principle. The City will actively seek and promote businesses, a range of industries, and economic development projects that provide significant sustainable employment opportunities. Future plans will preserve and maintain Alameda Point's ample supply of large industrial and warehouse space immediately adjacent to the water, which is a major foundation of local maritime businesses and significant regional economic advantage for the City.

Districts with distinct character:
Alameda has a reputation as a quiet, friendly island community with a deep appreciation of its architectural legacy and historical elements. Future plans will

aim to preserve and reuse, to the extent feasible, buildings and features that reflect the architectural and military history of Alameda Point. Planning efforts will also encourage the development of new neighborhoods with distinct character. New developments may incorporate new architecture that reflects stylistic, technological, and environmental needs of the time.

Housing variety that supports diversity: Alameda Point will provide a wide range of housing options, both economically and aesthetically. A variety of dwelling types – houses, bungalows, courtyard housing, townhouses, and apartments – will provide housing for a diverse mix of ages, incomes, family types, and professional backgrounds that will ensure creation of a diverse and vibrant community.

Neighborhoods connected with open space and waterfront access:
New neighborhoods at Alameda Point will be woven together by a network of open spaces (parks, greenways, plazas, park lets, and preservation areas) that conserve and restore the natural ecosystem while providing associated recreational, health, and social benefits. The identity of Alameda Point will be enhanced through view corridors to the water and ample shoreline access, including water features, trails, trail amenities, waterfront visitor opportunities, and waterfront view corridors in new development. The street grid will also be used to take full advantage of views to the water and limit the privatization of waterfront properties.

Achieve a high standard of sustainability: Future development at Alameda Point will be guided by incentives and standards that ensure the use of sustainable design strategies and technologies in infrastructure and buildings. The City will seek and encourage development that preserves and reuses natural and cultural amenities on the site, emphasizes energy and water conservation, improves local water quality, contributes to reduction of greenhouse gases and incorporates sustainable building strategies while providing a comprehensive open space strategy that benefits both wildlife and humans.

VISION

The 150-acre Town Center and Waterfront is envisioned as the retail, restaurant, recreational, entertainment, and transit center at Alameda Point. The Seaplane Lagoon is the "centerpiece," and Ralph Appezzato Memorial Parkway is the "gateway" to the Town Center and Waterfront Sub-District and Alameda Point.

The Seaplane Lagoon will include existing and new maritime uses, such as the existing Maritime Administration (MARAD) ready-reserve fleet, the USS Hornet Museum, future ferry services, a marina and commercial recreational and boating related uses consistent with federal requirements to protect the endangered California Least Tern. The future ferry terminal will provide service connecting the Town Center to San Francisco. All shoreline edges except for the western end of the Seaplane Lagoon will be upgraded and lifted to address sea level rise.

Ralph Appezzato Memorial Parkway will provide the main gateway and entrance to the Town Center and Waterfront Sub-District. Buildings will be designed to face onto Ralph Appezzato Parkway to support a pedestrian friendly environment. Ground floor commercial uses with residential and/or office uses above are permitted. Parking will be located under and behind buildings. The Cross Alameda Trail – a planned pedestrian and bicycle trail from the Fruitvale Bridge to Alameda Point- will extend into Alameda Point along Ralph Appezzato Parkway and connect to the waterfront trails that circle the Seaplane Lagoon and the balance of Alameda Point. A grid of interconnecting tree-lined streets, parks, paseos, and civic spaces provides an open space network that connects to the Seaplane Lagoon waterfront, adjoining open space system and adjacent sub-districts. Open spaces preserve views of the San Francisco Bay and Peninsula and respect the historic pattern and character of the NAS Alameda Historic District.

Public and maritime related uses will front on the edge of the Seaplane Lagoon, including public open spaces, maritime and visitor-serving uses, and concessions related to maritime activities, hotels, and restaurants. At the northeastern corner of the Seaplane Lagoon, visitor-serving uses such as hotels and restaurants will face onto an active waterfront promenade. To the south of Pacific Avenue and along the eastern edge of the Seaplane Lagoon, uses will transition to more of a maritime and industrial mix of uses similar to those that currently operate there. Current uses will continue and expand into restored and new infill buildings, such as the MARAD fleet, maritime contractors, and the future Water Emergency Transportation Authority Central Bay Area Maintenance Facility (WETA). Along the western edges of the sub-district adjacent to the Nature Reserve, building size and location, uses, lighting, and other facilities and improvements are limited to ensure consistency with the federal requirements protecting the California Least Tern.

New buildings, open spaces, and streets will be designed to create a pedestrian friendly, transit supportive mixed-use area

oriented to the Seaplane Lagoon. A mix of existing and new commercial, industrial, and multifamily building types will be oriented towards streets and the Seaplane Lagoon and preserve and frame views of the San Francisco skyline and Bay Bridge. Rehabilitation of existing buildings and new infill construction will occur incrementally on a building-by-building basis. Rehabilitation of contributing structures in the NAS Alameda Historic District that overlaps with portions of the sub-district will be reviewed for consistency with the Guide to Preserving the Character of the NAS Alameda Historic District and all new buildings within the NAS Alameda Historic District will be reviewed for consistency with the character defining features of the NAS Alameda Historic District.

GENERAL PLAN POLICIES

The Waterfront Town Center Plan serves as a specific plan to implement General Plan Policies for the plan area. The General Plan policy objectives are summarized below.

Transit-Oriented Mixed Use Development

1. Achieve human-scale transit-oriented development.
2. In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.
3. Foster development of residential, commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.
4. Create mixed-use development that locates service-oriented uses near residences and offices.
5. Create a district that is well integrated with the surrounding neighborhoods and has a high level of accessibility via a variety of transportation modes.
6. 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.
7. 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.

Transit Orientation

1. Provide water transportation facilities and connections to destinations in Alameda Point that can be reached by walking, bicycles or transit, and reflect the island character and pedestrian-friendly environment of Alameda.
2. 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.
3. Expand water transportation by establishing a water taxi or ferry with potential destinations including San Francisco, Angel Island, Treasure Island, and Alcatraz.
4. Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.
5. Preserve opportunities to develop future transit links including transit exclusive corridors.

Street Design

1. Continue the existing primary grid of the City of Alameda in all new development.
2. Promote street connectivity within Alameda Point and with the surrounding neighborhoods.
3. Redesign Ralph Appezzato Memorial Parkway to include a landscaped transit corridor for buses, jitneys, or future light-rail development.
4. Integrate pedestrian and bicycle uses into the design of the roadway system and fabric.
5. 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.
6. 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.

Architecture

1. Provide diverse and creative development and architectural styles to achieve distinctive neighborhoods.
2. Encourage architecture and design in Alameda Point that is compatible with existing neighborhoods east of Main Street, and that do not divide the neighborhoods with the use of physical barriers.

Views

1. Create entryways that maximize views, create connections to surrounding uses, and reflect Alameda's island character.
2. Preserve scenic views and cultural landscapes.

3. Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.
4. Where possible, align roadways to frame important views.
5. As part of the development or landscaping approval process, define view corridors and develop criteria so that views may be preserved.

Open Space and Public Facilities

1. Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.
2. Preserve scenic views and cultural landscapes.
3. Integrate parks and plazas into new development at Alameda Point.
4. Provide for community recreation opportunities throughout Alameda Point.
5. Establish a Bay Trail pedestrian- and bicycle-accessible perimeter shoreline trail around 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.
6. Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks.

Wildlife Refuge and Protection

1. Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area.
2. Create a mixed-use area that is sensitive to the restrictions and recommendations regarding the neighboring Wildlife Refuge.
3. Limit housing development to the east and north waterfront area to avoid proximity to the Wildlife Refuge.
4. Prepare and adopt development regulations that implement the Biological Opinion prepared by the U.S. Fish and Wildlife Service to guide development within the Wildlife Refuge Impact Area.

Historic Preservation

1. Preserve the NAS Alameda Historic District
2. Preserve to the greatest extent possible buildings within the Alameda Point Historic District to maintain neighborhood and historic character.
3. Preserve the historic sense of place by preserving the historic pattern of streets and open spaces in the area.
4. Prepare design guidelines and specifications for new construction within and adjacent to the Historic District that ensures compatibility of new construction with the character.

PRECISE PLAN VISION AND GUIDING PRINCIPLES

The primary goal of redevelopment within the Town Center and Waterfront Sub-District is to create a compact, transit-oriented, mixed-use urban core and vibrant waterfront experience that will leverage the unique character and existing assets of the sub-district, through incremental intervention, to catalyze transformation of the wider Alameda Point area. To realize this vision, the Precise Plan is guided by the following core principles:

EXISTING ASSETS

STRATEGIC IMPLEMENTATION

ENHANCE EXISTING ASSETS AND CHARACTER

- Expand existing tenants and activities
- Build on the Historic District, maritime heritage, and industrial character
- Maximize waterfront use (both public and private)
- Maintain scenic views

FACILITATE STRATEGIC IMPLEMENTATION

- Minimize up-front infrastructure costs
- Maintain or expand current revenue sources, to the extent feasible
- Utilize temporary interventions and temporal events to build interest while maintaining flexibility
- Preserve the long-term potential of the site to realize maximum value
- Proceed incrementally and phase development strategically to ensure higher density transit supported development occurs in early phases

SUSTAINABLE NEIGHBORHOODS

VARIETY OF ATTRACTIVE WATERFRONT EXPERIENCES

UNIQUE DESTINATIONS

CULTIVATE A SUSTAINABLE TRANSIT ORIENTED CENTER

- Build compact, mixed-use, transit oriented sub-districts at densities to support frequent and convenient transit service, and reduce single occupancy trips consistent with General Plan policy
- Address climate change and sea level rise issues through the integration of flood protection and green infrastructure
- Incorporate strategies for stormwater management, energy efficiency, adaptive reuse, contaminant remediation and habitat preservation
- Build streets and infrastructure designed for pedestrian, bicycle, and transit trips

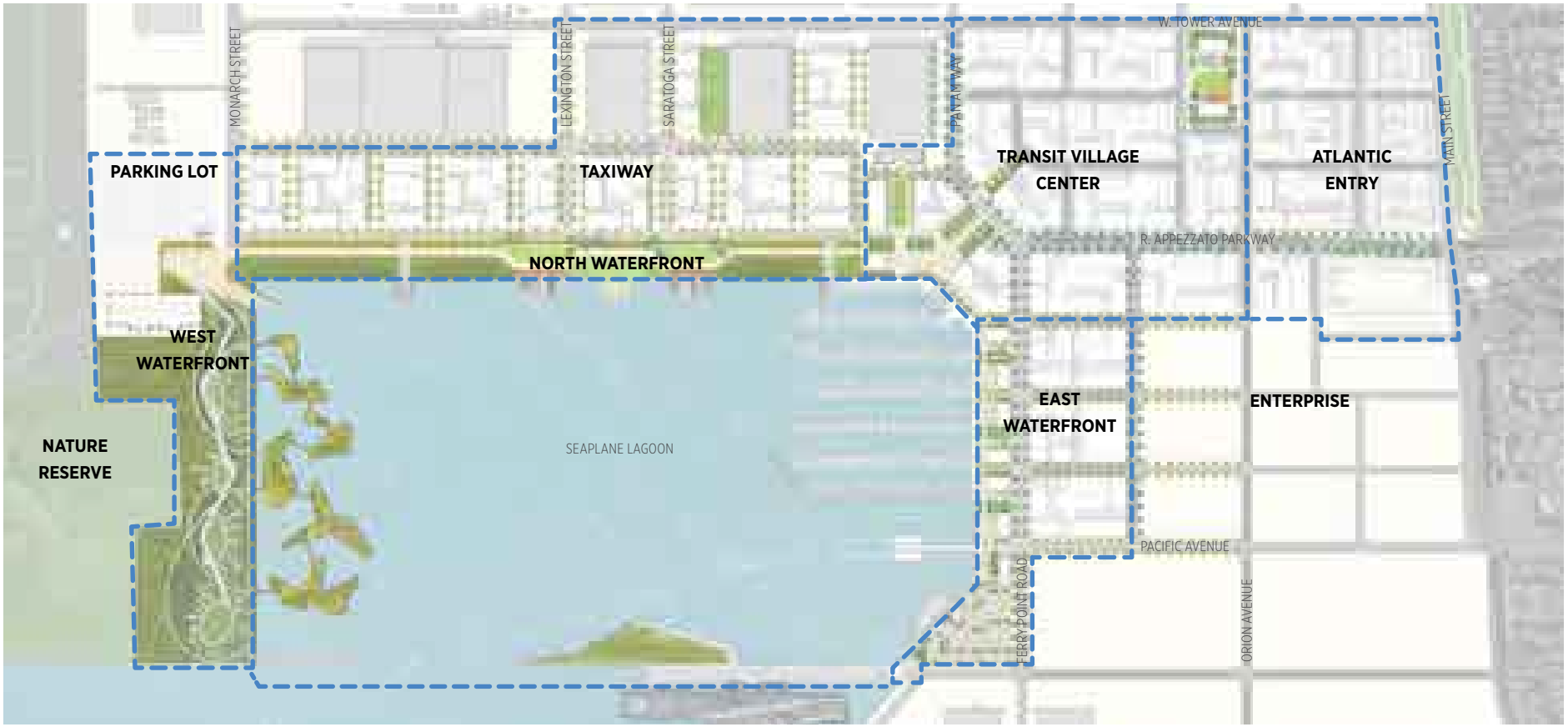
HIGHLIGHT THE WATERFRONT EXPERIENCE

- Program a diversity of water-focused recreational experiences for different users
- Structure open space and recreational facilities to underscore the prominence of the Seaplane Lagoon.
- Work with local community groups to provide waterfront recreation facilities
- Build for both recreational and 'working' waterfront uses
- Balance the needs of public access recreational areas with those of secure access industrial areas

CREATE A UNIQUE DESTINATION

- Create the social heart that will attract people and investment to the wider Alameda Point redevelopment area.
- Provide attractions of both local and regional interest
- Establish focal points on neighborhood centers in each of the planning sub-areas, with public plazas and parks, high-quality architectural design, and a mix of uses and activities
- Incorporate visitor-serving facilities and amenities
- Prioritize the creation of the Seaplane Plaza (page 89) at the heart of the Town Center
- Make it fun

CONCEPTUAL PLANNING SUB-AREAS



PLANNING SUB-AREAS

The Town Center and Waterfront area is comprised of several sub-areas, each defined by uniquely distinguishing characteristics, including: transitions to adjacent neighborhood, the NAS Alameda Historic District, the natural, recreational and commercial character of the three distinctly different edges of the Seaplane Lagoon (West, North and East Waterfront). The following pages describe the key features of each sub-district.

TRANSIT VILLAGE CENTER SUB-AREA

ATLANTIC ENTRY SUB-AREA

TRANSIT VILLAGE CENTER

The Town Center is the functional center of activity for Alameda Point and includes its highest density of uses and development, supportive of a vibrant 24/7 environment. The Seaplane Plaza Planning Area at the center of the Town Center is comprised of vertical mixed-use development, with multi-family residential above retail, restaurant, hotel, office and other commercial amenities, concentrated around the intersection of Ralph Appezzato, Ferry Point Road, and Pan Am Way. Ground Floor retail is concentrated around the intersection of Ralph Appezzato, Ferry Point Road, and Pan Am Way. The Seaplane Plaza, a civic waterfront plaza fronted by restaurants, museums, cafes and shops, and enclosed by high quality new buildings, provides a distinct sense of arrival at the heart of the Seaplane Plaza Planning Area.

ATLANTIC ENTRY

The entry to the project area is characterized by small-scale blocks and a walkable street network providing multiple connections to and from Main Street. Its recommended uses include 3-5 story multifamily buildings, live-work, grocery, small scale commercial and community serving uses (such as day care centers). Building height and density increase from the Main Street edge toward the Town Center. Complemented with excellent architectural design the Atlantic Entry will create a seamless and welcoming transition from existing neighborhoods.

EAST WATERFRONT

WEST WATERFRONT

EASTERN WATERFRONT

The Eastern Waterfront provides an active, vibrant edge along the Seaplane Lagoon, between Seaplane Plaza and the Ferry Terminal, lined with low rise restaurants and shops that enliven a continuous waterfront promenade. East of Ferry Point Road taller vertically-mixed use development takes advantage of the extraordinary views to the San Francisco skyline. Uses include free standing and podium retail and restaurants, commercial office, hotel and multifamily residences and recreational marine support activities. The construction of this area will be subject to land conveyance and environmental remediation schedules that will likely make it a later phase of Town Center development, but the area provides excellent opportunities for Phase 0 activities and businesses.

WESTERN WATERFRONT

On the far edge of the Seaplane Lagoon, the Western Waterfront is a low-impact zone of limited development. Due to access constraints and proximity to the endangered Least Tern nesting ground, no new permanent buildings are planned. Instead, the "De-Pave Park" proposes conversion of the existing impervious surfacing to parkland for passive recreation. Habitat-augmenting tidal wetlands may also be introduced along the edge of the Lagoon. At the northern end of the sub-district, an existing paved area may provide for flexible event space and parking. The facilities currently occupying Buildings 25 and 29 may remain for the foreseeable future; however, this area is not included in Alameda Point's Master Infrastructure Plan Sea Level Rise protection measures, and may eventually flood.

TAXIWAY AND NORTHERN WATERFRONT

TAXIWAY AND NORTH WATERFRONT
Along the north edge of the Seaplane Lagoon, the Taxiway District provides for infill development compatible with preserving the character of the NAS Alameda Historic District. Redevelopment within this zone is controlled to preserve character-defining view corridors and to relate to the massing and spacing of the historic Hangar structures. Uses in this area are flexible, with the eastern end transitioning from the adjacent mixed-use multi-family residential in the Town Center towards the commercial and maritime functions of the existing Hangar buildings to the west, although the uses remain flexible to take advantage of evolving market trends. Further details concerning infill in the Historic District are provided in Chapter 6.

On the north edge of the waterfront, a 200-foot wide regional park facilitates access to and active use of the Seaplane Lagoon consistent with the Public Trust. The park provides adaptive sea-level rise protection and an important public amenity. This area may contain modest structures supporting recreational uses, consistent with the requirements governing State Lands. A well designed integration of the Taxiway and the NorthWaterfront park will help ensure the preservation of the Historic District and the creation of a grand public space. Additional description of the Northern Waterfront park is provided in Chapter 4.

2

EXISTING CONDITIONS

Alameda Point is located at the western-most end of the island of the City of Alameda, surrounded on three sides by water... Main Street generally forms the eastern boundary of Alameda Point. A Nature Reserve and federal Veterans Administration facilities are planned on the west side of Alameda Point

EXISTING CONTEXT

The 150-acre Waterfront Town Center area falls within the largest portion of the former Naval Air Station Alameda (NAS Alameda), commonly referred to as Alameda Point. Alameda Point is located at the most westerly tip of the island City of Alameda, surrounded on three sides by water: the Oakland/ Alameda Estuary to the north and San Francisco Bay to the south and west. Main Street generally forms the eastern boundary of Alameda Point. A Nature Reserve and Veterans' facilities are planned for the former runways on the west side of Alameda Point and will remain in federal ownership.

EXISTING RESIDENTIAL NEIGHBORS TO THE NORTH AND EAST OF THE PLAN AREA

The land uses to the east of Alameda Point are generally residential in character and include:

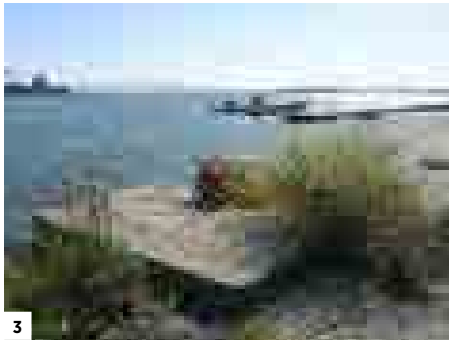
1. U.S. Coast Guard Housing: To the northeast of the Plan Area, the United States Coast Guard provides 525 housing units for Coast Guard personnel.
2. Bayport: To the east of the Plan Area, the Bayport residential neighborhood provides housing with 485 single-family homes and 62 multi-family units.
3. West Alameda Neighborhood: The area to the southeast of the Plan Area is currently developed with a mixture of single-family detached and multi-family housing interspersed with neighborhood businesses, schools, churches, and other community institutions.

RESIDENTIAL NEIGHBORHOODS AT ALAMEDA POINT

The land northeast of the Plan Area is correntlly home to approximately 500 residents. Sixty eight detached homes and other housing including the "Big Whites" – formerly Navy senior officer housing – are currently leased at market rate. The Alameda Point Collaborative (APC), Building Futures for Women and Children, and Operation Dignity have long-term leases with the City for some existing multi-family structures, and have improved approximately 200 units for supportive housing for formerly homeless residents. APC operates the Ploughshares Nursery, which recently broke ground on a new, 2,500-square-foot retail space, and the Changing Gears Bike Shop, which sells both refurbished and new bicycles, to provide workforce training opportunities for its residents. APC also operates an urban farm that supplies fresh produce for its residents. This area is identified in the City's General Plan and Alameda Point's Zoning Ordinance Amendment as the Main Street Neighborhood and is planned for additional housing units.

1

2



3

4

5

1 EXISTING PAVED AREA AT THE SOUTHWEST CORNER OF THE SITE, LOOKING BACK TOWARDS THE NORTHEAST.
2 SIGN MARKING THE FORMER EAST GATE OF NAS ALAMEDA.
3 SEAWALL ALONG THE NORTH EDGE OF THE SEAPLANE LAGOON.
4 RESTORED A-7 CORSAIR PLACED ALONG ATLANTIC AVENUE NEAR FORMER EAST GATE.
5 VIEW WEST DOWN W. SEAPLANE LAGOON AVENUE TOWARDS SAN FRANCISCO.

EXISTING BUILDINGS, COMMERCIAL USES, AND ATTRACTIONS

Nineteen buildings and structures totaling 741,000 square feet exist in the Waterfront Town Center Area. Of the 19, six are vacant and in need of significant upgrades to meet current code. Existing tenants in the Plan Area include:

- Bladium Sports and Fitness Club in Building 40 (a commercial recreational facility with indoor and outdoor playing fields),
- Group Delphi in Building 39 (creators of fabricated exhibits for museums, conferences and exhibits),
- Alameda Point Studios in Building 14 (a collection of artisans - including fine furniture makers, cabinetmakers, and piano restoration),
- A number of warehouse-facilities
- Naval Air museum
- NRC
- Antique by the Bay

1

2

3

4

5

1 ALAMEDA POINT ANTIQUES FAIRE
2 ST. GEORGE SPIRITS
3 BLADIUM
4 ROCKWALL WINERY, TASTING ROOM & EVENT SPACE
5 MARITIME ACTIVITIES, INCLUDING ARTEMIS RACING, THE MARAD FLEET, AND THE USS HORNET

EXISTING EVENTS + ATTRACTIONS

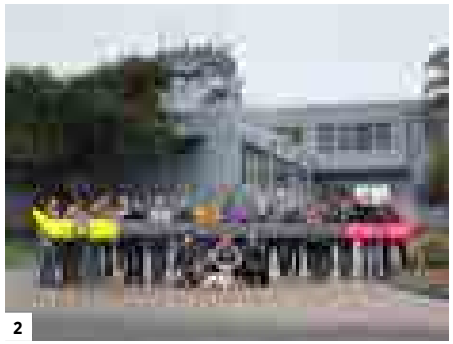
The Existing Events and Other Attractions map (shown right) and photos (left) identify a selection of existing events and other points of interest located on site and in the immediate area, including:

1 CURRENT ANTIQUES BY THE BAY LOCATION, MYTHBUSTERS, RIDE & DRIVE EVENTS
2 ST. GEORGE SPIRITS
3 ROCKWALL WINERY
4 ANTIQUES BY THE BAY (POTENTIAL FUTURE LOCATION)
5 SOCCER LEAGUES
6 MICHAAN'S THEATER AND AUCTION
7 BLADIUM
8 ALAMEDA POINT STUDIOS
9 USS HORNET MUSEUM
10 BOAT RAMP

1

3

4



2

5

EXISTING EMPLOYERS

For the entire Alameda Point, there are more than 100 businesses employing approximately 1,000 people, with an extensive road system serving existing administrative and industrial buildings, warehouses, and piers. The City leases approximately 1.8 million square feet of space in existing buildings, which currently house a range of uses, including City administrative offices, St. George Spirits (a premium craft distillery), Rock Wall Wine Company, Power Engineering (maritime construction), Natel Energy, Makani Power (owned by Google-X), Michaan's Auctions (a leading West Coast, full-service auction house), and the Alameda Point Antiques Faire (the largest monthly antiques show in northern California). A significant number of vacant buildings also exist, including buildings formerly used as barracks.

1 US MARITIME ADMINISTRATION (MARAD)
2 MAKANI POWER (GOOGLE X)
3 NRC ENVIRONMENTAL SERVICES
4 ALAMEDA POINT STUDIOS
5 GROUP DELPHI

Approximately 178,000 square feet of the existing piers in the former Navy Seaplane Lagoon are being leased to marine-related industrial uses [the primary lessee is the United States Maritime Administration (MARAD)]. A decommissioned aircraft carrier, the USS Hornet, is moored at one of Alameda Point's piers, adjacent to the Seaplane Lagoon, and is being used as the USS Hornet Museum.

1 AUCTIONS BY THE BAY, INC.
2 ST. GEORGE SPIRITS
3 WEST COAST NOVELTY
4 ROCKWALL WINERY / COMPLETE COACH WORKS
5 MAKANI POWER, INC./NATEL
6 CITY OF ALAMEDA
7 GROUP DELPHI
8 BLADIUM
9 ALAMEDA POINT COLLABORATIVE
10 EVENT PRODUCTIONS, INC.
11 PUGLIA ENGINEERING, INC.
12 JETSMART / ALAMEDA AEROSPACE
13 GFC NORTH AMERICA VAN LINES
14 NRC ENVIRONMENTAL SERVICES, INC.
15 BAE
16 POWER ENGINEERING CONTRACTORS, INC.
17 MARINE ADMINISTRATION RRF
18 ALAMEDA POINT STUDIOS

NAS Alameda Historic District
Existing Historic District Contributing Building
Other Existing Building
Existing Open Space
Precise Plan Boundary

0' 1/8 mile 1/4 mile 3/8 mile

NAS ALAMEDA HISTORIC DISTRICT

The NAS Alameda Historic District (Historic District) is listed in the National Register of Historic Places. Approximately 645 acres of land and all 115 acres of water within the Waterfront Town Center Area are also within the Historic District. The Waterfront Town Center includes the following major contributing features of the Historic District: the Seaplane Hangar Buildings 39, 40, and 41; Building 77; the Seaplane taxiways; the Seaplane Lagoon; and the Seaplane Lagoon ramps.

1 BUILDING 41
2 PAN AM TERMINAL (BUILDING 77)
3 BUILDING 40
4 BUILDING 39


1


2


3


4

STATE LANDS BOUNDARIES

PUBLIC TRUST LANDS

Portions of the Waterfront Town Center Area that constitute reclaimed tide lands and submerged lands within NAS Alameda are subject to the Public Trust for commerce, navigation and fisheries ("Public Trust"). The City, as the property owner, acts as the trustee of the tidelands and submerged lands that existed at the time of statehood in 1850. The Public Trust generally limits the allowable uses on Trust Lands (whether filled or unfilled) to maritime-related uses, water-oriented recreation, hotels and restaurants, habitat preservation, scientific study, and similar maritime, open space, and visitor-serving uses. In total, approximately 48 acres of land and 113 acres of water within the Waterfront Town Center Area are subject to the Public Trust.

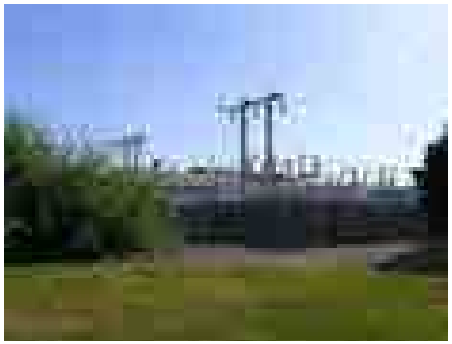
PROPOSED VETERANS ADMINISTRATION FACILITY AND NATURE RESERVE

To the west of the Plan Area are approximately 624 acres of land owned by the Navy, which will be transferred to the Veterans Administration as part of a separate project ("Federal Property"). The Veterans Administration is currently planning for the development of a columbarium and a 160,000-square-foot outpatient clinic.

The undeveloped portion of the Federal Property contains wetlands, runways, and a breeding colony of the California Least Terns, an endangered species under the federal Endangered Species Act. These portions of the Federal Property, referred to as the "Nature Reserve" in Alameda Point's Zoning Ordinance Amendment, are managed for the protection of the Least Terns by the federal government.

BIOLOGICAL OPINION BOUNDARIES

CARTWRIGHT SUBSTATION



EXISTING INFRASTRUCTURE

The majority of the existing infrastructure within the Waterfront Town Center Area was installed by the Navy over 70 years ago, and is beyond its service life. The active existing utility systems include wastewater, storm water, potable water, electrical, natural gas and telecommunications. The inactive existing utility systems include industrial waste, steam and fuel. The major deficiencies in the infrastructure systems include:

- The existing storm water system allows high tide waters to enter the system and flood low lying areas within the project site. As a federal facility, the Naval Air Station was never included in the Federal Emergency Management Agency (FEMA) program evaluating flood hazards.
- The Plan Area is not prepared for sea level rise.
- The sanitary sewer system allows infiltration and inflow into the downstream transmission system during wet weather conditions.
- The water system has been subject to breaks, repairs are costly, and existing tenants are sometimes without water service for up to several days until repairs can be completed.
- The telecommunications systems are unreliable and existing tenants have experienced disruptions in service for multiple days.
- The natural gas system does not provide service to portions of the Plan Area.
- The sidewalks range from good to poor condition through the Plan Area and many locations require replacement and do not meet accessibility standards.
- The existing streets were designed by the Navy with expansive areas of pavement for the movement of large airplanes, trucks and materials. The street network is not designed to facilitate a pedestrian oriented, transit supportive environment.

The City adopted in early 2014 an Alameda Point Master Infrastructure Plan for guiding the rehabilitation and alleviation of these deficiencies.

Alameda Municipal Power (AMP) owns and operates the existing electric power facilities at Alameda Point, including the Cartwright Substation near the Skyhawk Street and 11th Street intersection located within the Water Town Center area. The Substation is a critical component of the existing electrical system and is intended to remain in service throughout the redevelopment of Alameda Point. The Substation provides local electrical distribution to Alameda Point and portions of the surrounding areas to the east. The easements surrounding the Substation restrict the potential land uses to landscaping or parking areas.

Geotechnical Conditions

Several geotechnical issues must be addressed during site preparation including: consolidation and settlement of the Young Bay Mud layer, liquefaction and seismic hazards, groundwater control and corrosivity, structural stability of shoreline treatments, installation and design of subsurface utilities, and requirements for a deep foundation system for heavily loaded structures. Corrective measures to address these issues must be implemented in order to transform the Plan Area into a long term, flood and seismically safe community. These geotechnical conditions are addressed in the Master Infrastructure Plan and in Chapter 7, Infrastructure and Financing, of this Precise Plan.

FLOOD AND SEA LEVEL RISE HAZARDS

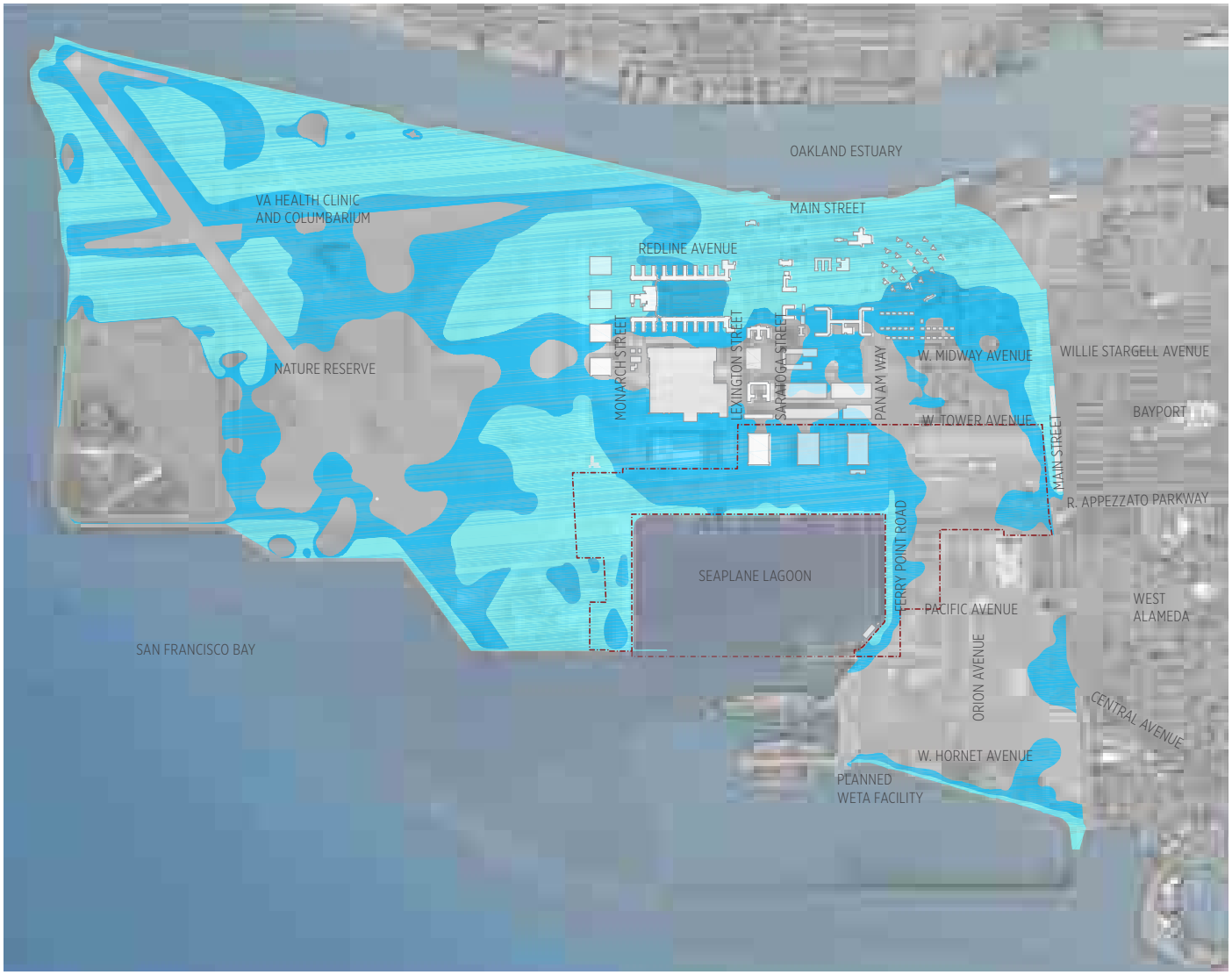
As a federal facility, the NAS Alameda was never included in the FEMA program evaluating flood hazards. Once the property is conveyed from the Navy to the City and subsequently to private ownership, the property will be mapped by FEMA and land determined to be within a tidal flood area will be subject to flood insurance requirements.

The US Army Corps of Engineers prepared a "San Francisco Bay – Tidal Stage versus Frequency Study" in October 1984. This report analyzed tidal data from around the Bay Area for a 129-year period, and determined that portions of Alameda Point will be inundated by a 100-year flood. As a part of the development of Alameda Point, the final storm drain analysis and grading plan will need to be submitted to FEMA for its review and approval of the project.

The San Francisco Bay Conservation and Development Commission (BCDC) updated the San Francisco Bay Plan in October 2011, to address the expected impacts of climate change in the San Francisco Bay. The updates to the Bay Plan include guidance for addressing future sea level rise with regard to planning projects along the San Francisco Bay shoreline that are susceptible to future inundation.

Future sea level rise would increase the areas of flooding within the project site. Scientific uncertainty remains regarding the pace and amount of future sea level rise, therefore a sea level rise monitoring program would be established to periodically review actual sea level rise amounts, trajectories, and updated projections. Strategies for the long term protection from sea level rise may be found in the Master Infrastructure Plan and in Chapter 7, Infrastructure and Financing, of this Precise Plan.

EXISTING AND PROJECTED FLOOD HAZARDS



ALAMEDA POINT LAND CONVEYANCE SCHEDULE

SOIL AND GROUNDWATER CONTAMINATION AND CONVEYANCE SCHEDULE

The Waterfront Town Center Area contains or contained contaminated soils and groundwater associated with past industrial activities, including a former municipal airfield, an army air base, an oil refinery, various manufacturing facilities, and the Navy's industrial operations.

Once remediation is completed by the Navy and consistent with federal requirements, land will be conveyed to the City in distinct phases. In June 2013, Phase 1 transferred the majority of Alameda Point, 1,379 acres, to the City. Phase 1 included 81 acres of the Waterfront Town Center Area. Phase 2 may transfer approximately 229 acres, potentially including 56 of the acres of the Waterfront Town Center Area (the taxiways near the northwest corner of the

Lagoon and land north of Ralph Appezzato Parkway), by December 2014. Phase 3 does not involve land in the Waterfront Town Center Area; it covers 36 acres at the northwest tip of Alameda Point and is expected to be conveyed by December 2015. The remaining 15 acres of the Waterfront Town Center Area will be conveyed as part of the 178 acres of Phase 4, which is anticipated to be transferred by December 2019.

3

ACCESS AND MOBILITY

Essential to the redevelopment of Alameda Point are access and mobility improvements that expand transportation options and promote walking, cycling and public transit use over automobile dependency.

TRANSPORTATION PLANNING FRAMEWORK

Essential to the redevelopment of Alameda Point are access and mobility improvements that expand transportation options and promote walking, cycling and public transit use over automobile dependency.

The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) targets the reduction of greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the overarching goal of fostering sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions and monitors compliance. Each of the State's 18 Metropolitan Planning Organizations (MPOs) are subsequently tasked with developing a Sustainable Community Strategy (SCS) that coordinates transportation and land-use planning to accommodate projected population growth and achieve the emissions target for the region. The SCS for the San Francisco metro area is contained within Plan Bay Area - a long-range integrated strategy that advances expansion of housing and transportation choices, creates healthier communities, and builds a stronger regional economy.

Jointly adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in 2013, Plan Bay Area allocates 80 percent of the region's future housing needs to Priority Development Areas (PDAs). These neighborhoods are planned to offer frequent transit service, as well as a wide variety of housing options and amenities such as grocery stores, community centers, and restaurants within a walkable environment. Under Plan Bay Area, Alameda Point is a designated Priority Development Area, identified by both city and regional planning officials as a vital opportunity site for transit oriented development.

Due to the site's significance as a designated PDA, as well as to the existing access constraints of the island city, multi-modal mobility improvements are a fundamental element of the overall planning effort for Alameda Point, and to this Precise Plan. The following pages detail the Access and Mobility framework for the site, including new shuttle and rapid bus services and facilities, a new ferry terminal, an extensive cycling network, a comprehensive Transportation Demand Management Plan, and a walkable network of pedestrian friendly streets. The related land use framework is described in Chapter 5. Together, access and mobility and associated land uses for the Town Center have been holistically integrated to moderate traffic, reduce GHG emissions, and create a healthier, transit-oriented, sustainable community.

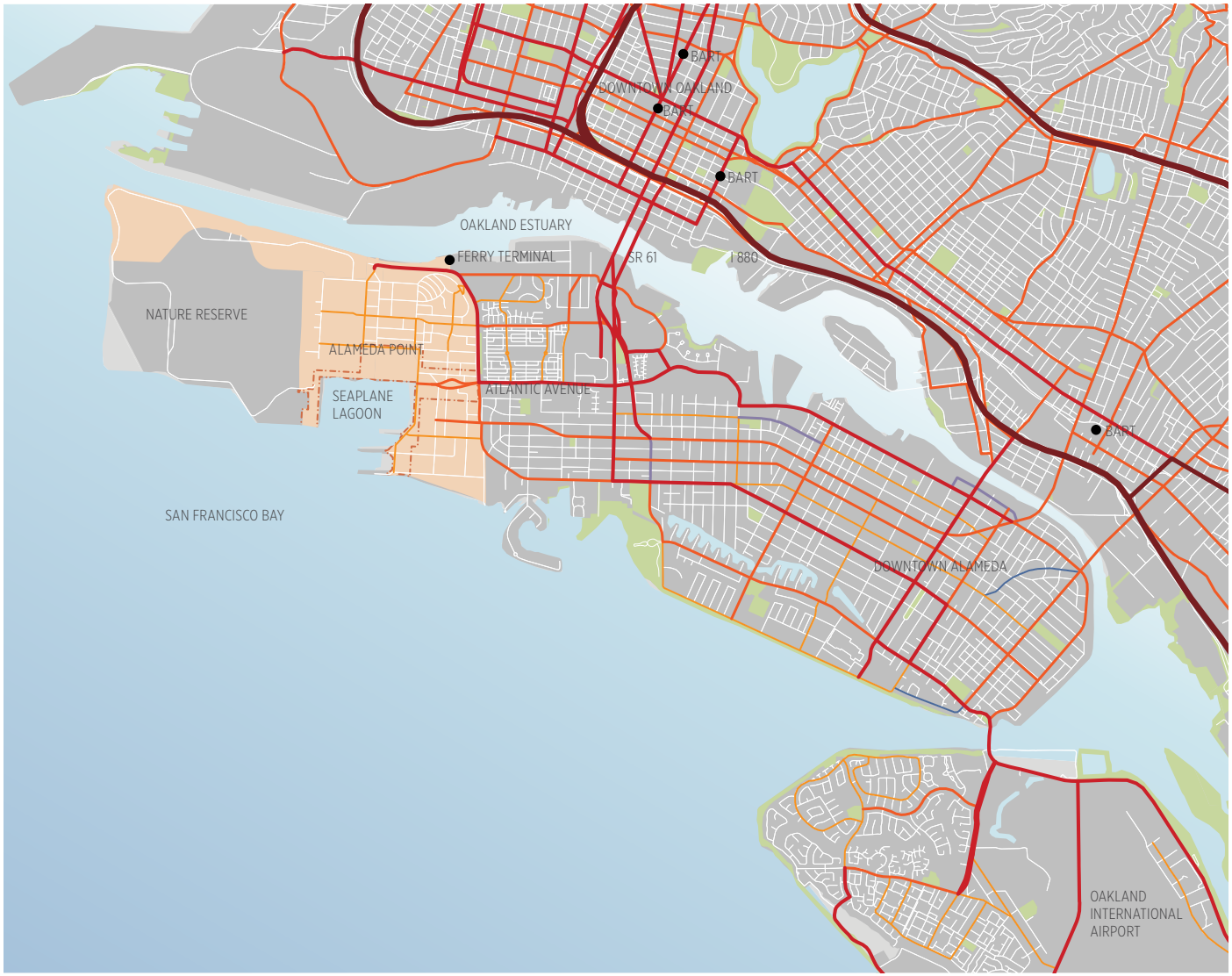
EXISTING TRANSPORTATION FACILITIES AND TRANSIT SERVICES

Located on an island, existing access to the Plan Area is limited. The primary access to Alameda Point is via Ralph Appezzato Memorial Parkway (Atlantic Avenue) at Main Street. This was the site of the former east gate of the NAS Alameda, which provided a shortcut to core areas of the base, including the Seaplane Lagoon. The Waterfront Town Center Area is envisioned as the gateway to Alameda Point precisely because of this main access point.

Regional access to Alameda Point is provided by:

- Interstate 880 (I-880) through Oakland – the nearest highway to the Plan Area – provides regional access for automobiles and transit.
- State Route 61 (SR 61) through the Webster-Posey Tube connecting the island of Alameda and the City of Oakland. SR 61 is located approximately one mile east of the Plan Area and provides access to I-880.

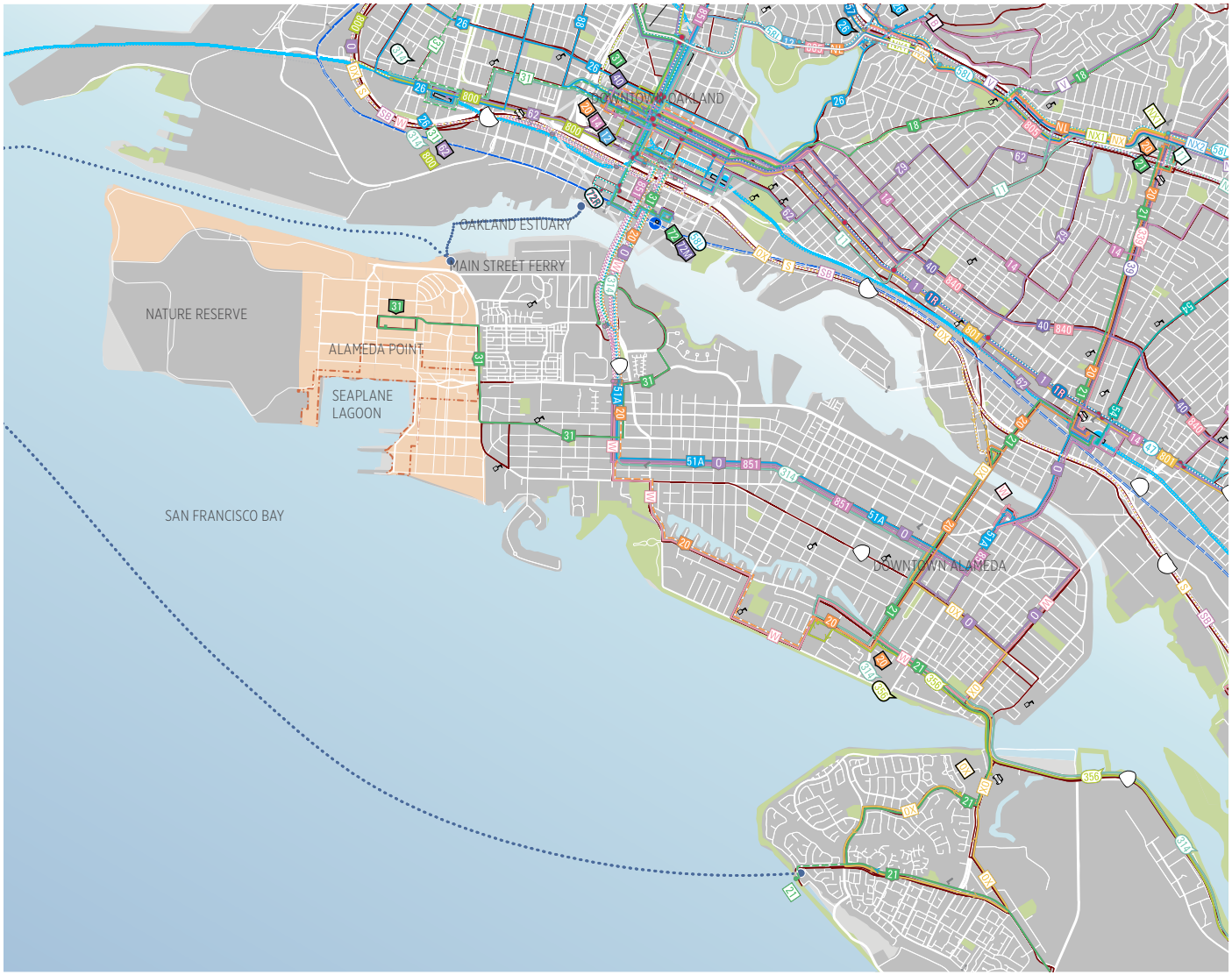
EXISTING STREET CLASSIFICATIONS, 2009 GENERAL PLAN TRANSPORATION ELEMENT



- The Alameda Ferry Terminal—located on the north side of Main Street within ½ mile of the Plan Area. The ferry is operated by the Water Emergency Transportation Authority ("WETA"). WETA operates daily commuter and excursion ferry service from this terminal to San Francisco.
- Regional and local bus services – provided by the Alameda-Contra Costa Transit District ("AC Transit"). AC Transit operates bus service island-wide, including a portion of Alameda Point, with bus routes to the MacArthur, Lake Merritt, and Oakland City Center 12th Street BART Stations.
- Of the four BART stations used by Alamedans, including Fruitvale, West Oakland, Lake Merritt and 12th Street, the latter two are closest to the site.
- The Oakland International Airport, located approximately six miles southeast of Alameda Point, provides convenient national and international access to the Plan Area.

EXISTING TRANSIT SERVICE

As noted above, Alameda Point is relatively remote within the existing regional public transit network, with limited ferry and local bus service to the area. In order to create a truly transit oriented development, the project commits to providing intermodal transit services and facilities.



1" = 1 mile

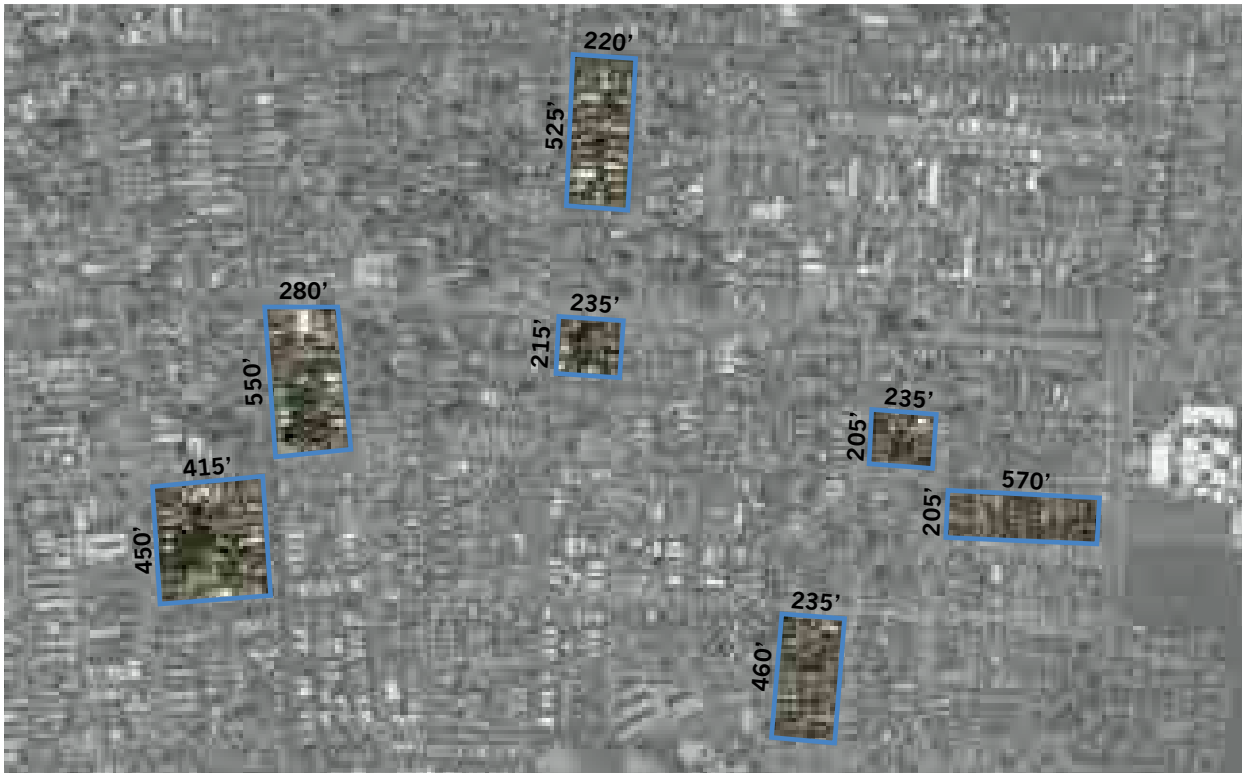
0 0.5mi 1.0mi 1.5mi

Intentionally Blank

EXISTING SITE ACCESS AND CIRCULATION

As a former military base, site access to Alameda Point has traditionally been limited to a few entry points along Main Street, at the Main Gate, West Midway Avenue, Atlantic Avenue, Pacific Avenue, and along Central Avenue via West Oriskany Avenue. The primary entry to the Town Center will be from the realignment of Atlantic Avenue as an extension of Ralph Appezzato Memorial Parkway, with a number of additional entry points provided to disperse traffic and integrate the site with the City, including those at West Tower Avenue and the new as yet unnamed streets that will be constructed as part of the redevelopment.

WALKABLE STREET NETWORK - ALAMEDA COMPARISON



THE TOWN CENTER PRECISE PLAN TAKES A CUE FROM BLOCKS IN ALAMEDA, WHICH VARY, BUT ARE GENERALLY SMALL TO MEDIUM IN SIZE.

STREET NETWORK STRUCTURE

The street network for the Alameda Point Town Center is organized around a few key components. The first structuring element is a flexible block size, able to accommodate a range of commercial and residential uses, while promoting walkability. Taking a cue from blocks found in Alameda – which vary in size, but are generally on the small to medium end of the spectrum –blocks proposed for the Town Center typically fall within a range of 200’-250’ in width by 300-450’ in length. Blocks of this size range are small enough to enhance pedestrian mobility, but generally large enough to accommodate structured parking, where needed.

PEDESTRIAN-ORIENTED STREETS

The second structuring element is a network of pedestrian-oriented streets, with vehicular travel ways minimized for traffic calming, and generous sidewalks buffered by on-street parking and landscaping and activated by ground-floor retail, sidewalk cafes, and other public uses.

MULTI-MODAL TRANSPORTATION COORDINATION

The third structuring element is coordination of facilities for public transit. In conjunction with the Transportation Demand Management Plan, the Precise Plan designates routes and streets designed to accommodate improved AC Transit service, with direct intermodal connection to a new Ferry terminal located in the Seaplane Lagoon.

DESIGN FOR A CULTURE OF CYCLING

The fourth structuring element is a world-class network of project-wide cycling facilities, designed to encourage a culture of biking. The multi-purpose trails, protected bikeways, and striped lanes provided within the Town Center tie into Alameda Point and city-wide routes, promoting access for all Alamedans to the Town Center's open space attractions and other amenities.

STREET AND BLOCK PLAN

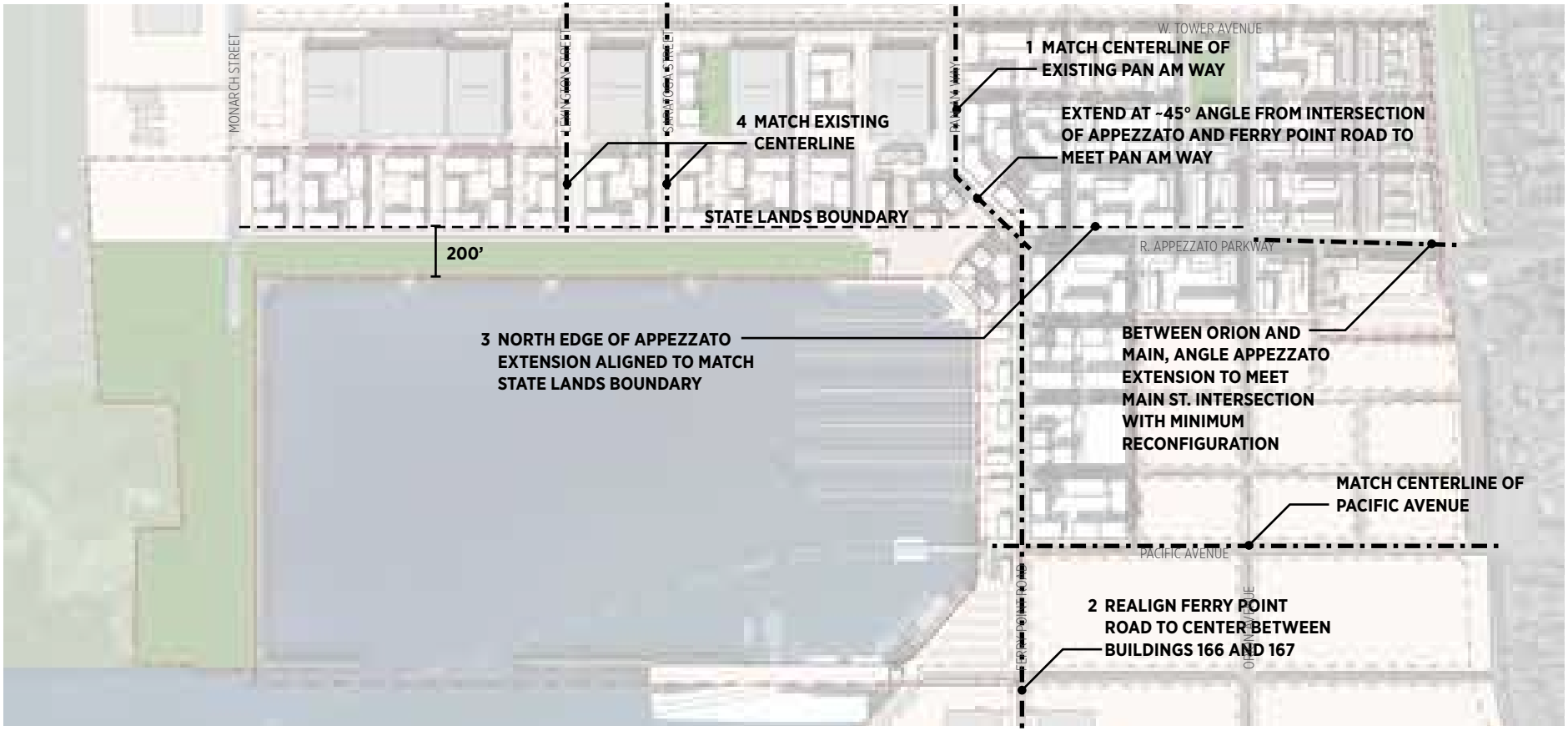
Organizing Principles

The geometry of streets and blocks in the Plan is organized to reflect a hierarchy of major streets, and the orientation of blocks to address site specific conditions. The principal organizing armature is created by the extension of Ralph Apazzato /Atlantic Avenue into the site west of Main Street, and its intersection with the north south streets Pan Am Way and Ferry Point Road.

Blocks within the Town Center south of Atlantic are oriented east west. This maximizes public access and visibility to the Seaplane Lagoon, and has the added benefit of reducing the number of intersections cyclists must cross as they use the bikeway to be located on the south side of Atlantic.

Blocks north of Atlantic are also oriented in a generally east/west direction, but the pattern is finer grained, both to provide a variety of routes for pedestrians to reach Atlantic and the waterfront, but also to make through vehicular traffic less attractive.

The block pattern west of Pan Am Way is generated by the location of the existing hangars and the 200' public open space setback from the north edge of the Seaplane Lagoon, and is organized so as to be generally symmetrical around the centerline axis running through Building 39. The east west streets do not directly connect to Pan Am Way in order to ensure that the key waterfront open space in the Town Center, immediately west of the intersection of Atlantic and Ferry Point Road, is not overly impacted by through east west traffic.

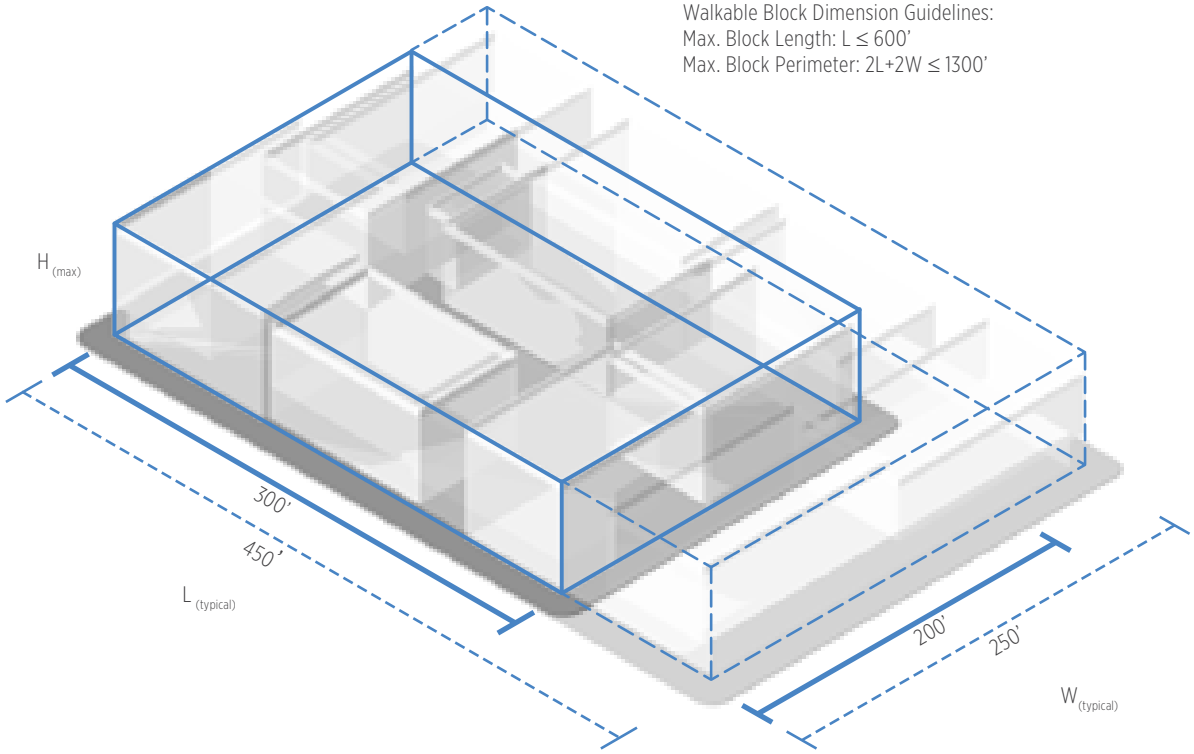


STREET AND BLOCK PLAN

The street and block plan is organized by three principal axes. They are: 1) the extension of Pan Am Way south of West Tower Avenue; 2) a realigned Ferry Point Road along the eastern edge of the Seaplane Lagoon to create a strip of developable land between the Road and the Lagoon; and 3) the extension of Ralph Appezzato Parkway in alignment with the 200' State Lands setback from the north edge of the Seaplane Lagoon.

4) Block alignment in the taxiway area on the north side of the Seaplane Lagoon is governed by the extension of existing street rights of way (Lexington Street and Saratoga Street) and the geometry of the existing hangar buildings.

BLOCK SIZE GUIDELINES



BLOCK DIMENSIONAL CRITERIA

The dimensions of blocks within the Precise Plan are similar to those found in a number of locations elsewhere in Alameda, and the control of their size is intended to promote a highly walkable and pedestrian oriented environment. It is anticipated that detailed design of specific projects within the Precise Plan area may suggest minor revisions to the block dimensions shown in this document. However, all future development should adhere to the following criteria.

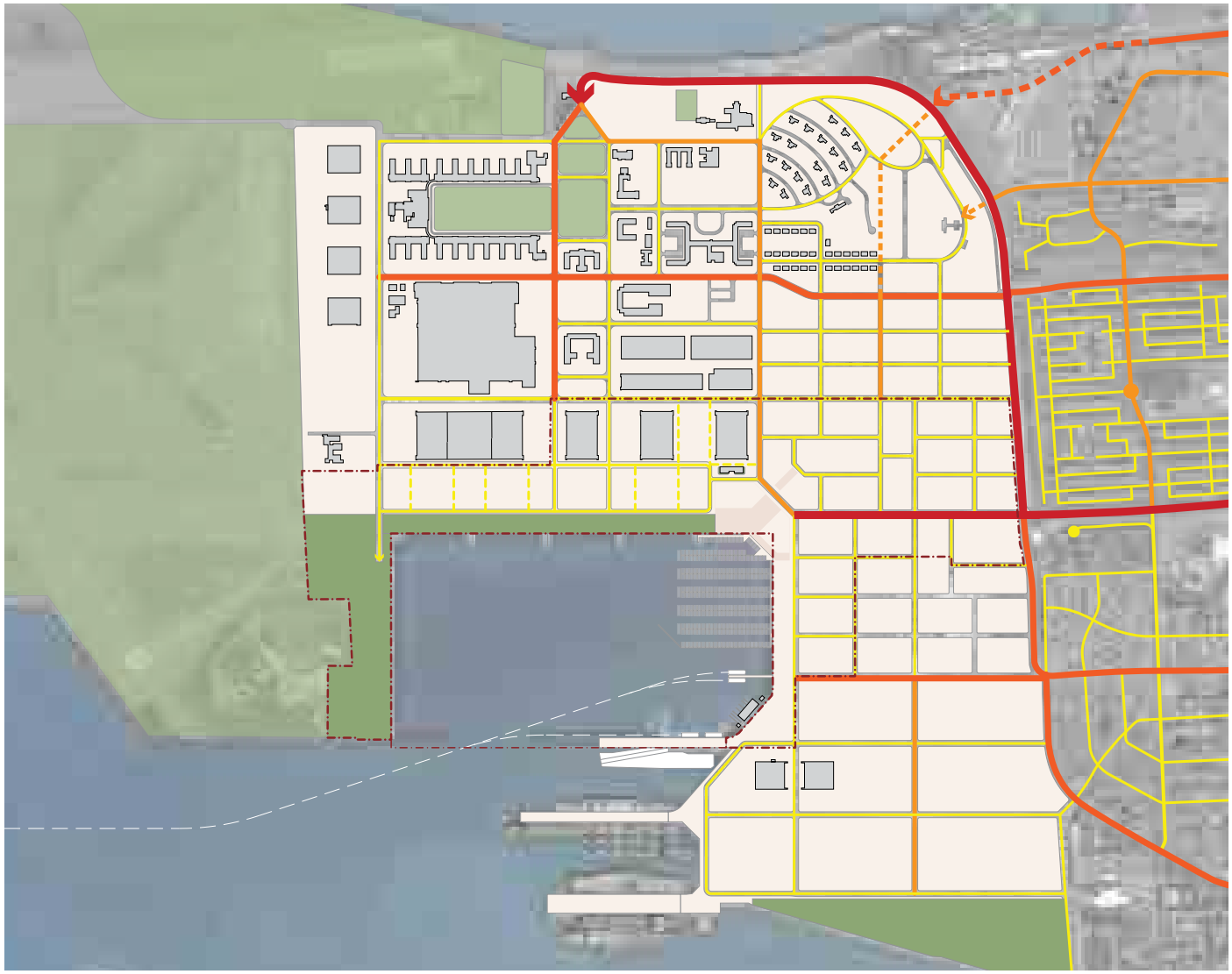
The maximum length of a block face (L) should not exceed 600', with a 450' maximum preferred. Blocks longer than 450' should include a public easement located in the middle one third of the block to maintain the desired fine grained pedestrian network.

The maximum width of a block face (W) should not exceed 300', with a 200' maximum preferred.

The maximum length of the perimeter of a block (2L x 2W) should not exceed 1,600', with a 1,300' maximum preferred.

EASEMENTS

The plan includes easements to ensure public access to the waterfront, and to promote a fine grained pedestrian environment. They occur as extensions of street rights of way, in the Town Center as a means of connecting the areas north of the Town Square to the Square and the waterfront, and in blocks longer than 600 linear feet to increase the route options for pedestrians. Easements should be a minimum of 20' wide, be publicly accessible, open to the sky but where buildings bridge easement, it will have a minimum clear height of 25'. Bridging of the Historic District Easement is prohibited. Easements should be designed to promote and support use by pedestrians and cyclists, but may contain limited vehicular access.



PROPOSED STREET CLASSIFICATION

The circulation hierarchy for the Town Center project proposes a fine grain network of streets, organized in a grid structure to disperse traffic and allow easy navigation for pedestrians, cyclists, transit riders and drivers alike. The primary entry to the Town Center area will be via R. Appezzato Memorial Parkway, with secondary entries from West Tower Avenue, and Pacific Avenue, and a number of tertiary access points along Main Street as well. The combination of Pan Am Way and Ferry Point Road serves an important north-south distribution function. Within the Town Center, Orion Avenue links south to the Enterprise District. The alignment of the backbone street network is guided by the Master Infrastructure Plan. In addition, the Town Center will include a fine grain of narrow local streets. Alignments of the Local streets shown here are conceptual, and are intended as flexible within the guidelines for block size.

PROPOSED TRANSIT ROUTES

The Precise Plan designates streets for transit service, some of which do not offer transit service today. The extension of Ralph Appezzato Memorial Parkway, from the entry at Main Street to Ferry Point Road at the edge of the Seaplane Lagoon, will be configured with lanes dedicated for transit service. The majority of public transit and shuttles serving the town center are envisioned to circulate in a two-way loop along R. Appezzato Memorial Parkway, Ferry Point Road, and Pacific Avenue. Secondary routes for transit to other parts of Alameda Point are also provided.

TRANSPORTATION DEMAND MANAGEMENT STRATEGY, PREFERRED ROUTES AND PRIORITY FACILITIES

In order to avoid increased traffic and create a truly transit-oriented community, both the City of Alameda's General Plan and the Final Environmental Impact Report (FEIR) for Alameda Point require preparation of a comprehensive Transportation Demand Management Plan. Transportation Demand Management (TDM) refers to a range of strategies, measures, and services that target significant decrease of Single Occupant Vehicle (SOV) trips to mitigate potential traffic impacts, achieve the City's General Plan goals for automobile trip reduction, and facilitate the envisioned transit-oriented development at Alameda Point. TDM strategies are designed to collectively influence travel behavior through the introduction of convenient transit services, combined with other incentives and/or disincentives. Please refer to the Alameda Point Transportation Demand Management Plan for more information.

TRANSPORTATION DEMAND MANAGEMENT

The FEIR for Alameda Point requires that the City condition all development in the project area to comply with the TDM Plan, as a mitigation measure for potential traffic impacts identified in the report. Beyond simply mitigating potential impacts of the Alameda Point redevelopment project, Transportation Demand Management contributes to meeting regional goals that include: reducing congestion on the Bay Area's routes of regional significance; conserving transportation-related energy consumption; reducing the primary source of GHG emissions; improving public safety and thereby increasing mobility for pedestrians, cyclists and and improving the overall health of the population by encouraging physically active forms of transportation. TDM components for Alameda Point are proposed to include:

1. Shuttles and buses to supplement, compliment and expand AC Transit, BART and WETA services,
2. Car and Bicycle Share Programs,
3. A Parking Management Program to control parking supply and pricing,
4. A strategy for phased implementation of TDM measures, and
5. Active management through annual monitoring and reporting mechanisms.

The TDM Plan developed by the City for Alameda Point incorporates the flexibility to:

1. Adapt to future phasing of Alameda Point land uses;
2. Implement transit services beginning with the commencement of redevelopment and introduce larger and more comprehensive services as specific thresholds are met; and,
3. Utilize annual monitoring of performance as a mechanism for continuous improvement of the TDM Plan.

As part of the TDM program implementation, the residents and employers of Alameda Point will be required to fund, comply with, collaboratively manage, monitor, and continuously improve upon a TDM program that mitigates traffic impacts while improving the quality of life for those who live and work at Alameda Point. Revenue generated annually by Alameda Point property owners, residents and employers, will fund a Transportation Management Association (TMA). As a collaborative, the property owners, residents and tenants of Alameda Point will fund, implement, and direct the management of the TDM Plan and be accountable for the Plan's success. As stated above, every development at Alameda Point will be required to comply with, and provide annual financial contributions to fund the management of the TDM Plan and TDM services. Additional detail on TDM related programs, facilities and services can be found in the Transportation Demand Management Plan for Alameda Point.

TRANSIT ROUTES AND PRIORITY FACILITIES

Within the Town Center project area, the Precise Plan makes provision for transit routes and identifies locations for priority facilities in furtherance of the TDM Plan. Most significantly, the Precise Plan designates:

1. Streets designed for Shuttle and/or expanded AC Transit BRT or RBS services
2. The location for a new Ferry Terminal within the Seaplane Lagoon with future service provided by WETA
3. Coordination of intermodal facilities, including a bus drop-off co-located with the Ferry Terminal, and provision for an intermodal transit center.
4. Locations for public parking facilities to meet the parameters set forth in the proposed Parking Management Plan included in the TDM Plan.

Dedicated lanes for shuttles, Bus Rapid Transit (BRT), or Rapid Bus Service (RBS), are provided along the extension of Ralph Appezzato Memorial Parkway, creating a primary transit loop with Ferry Point Road and Pacific Avenue. Stops are placed along this primary route to afford easy access to the Town Center and Enterprise areas, including a bus drop-off co-located with the proposed Ferry Terminal at the intersection of Ferry Point Road and Pacific Avenue.

POTENTIAL PUBLIC PARKING LOCATION

Conceptual locations are indicated for public parking facilities that improve intermodal functionality and meet the parameters of City's the proposed Parking Management Plan.

BRT OR RBS

TRANSIT CENTER

FERRY TERMINAL

TRANSIT SERVICE

Transit services will be provided by a combination of shuttles and buses that supplement AC Transit's existing and future services to Alameda Point.

TRANSIT CENTER

The proposed Transit Center provides passenger waiting facilities as well as drop-off area, shuttle and bus layover, and modest driver accommodations. It may also include limited parking. The Transit Center is conceptually located along Pacific Avenue, with ready access to future the employment centers and Ferry Terminal, and within 5 minutes walk of the Town Center. The primarily utilitarian nature of this facility is such that location within the core of the Town Center is not recommended.

FERRY TERMINAL

Ferry service to Alameda is currently provided via an existing terminal at Main Street, north of the project area. The Precise Plan recommends the relocation of this terminal to the southeast corner of the Seaplane Lagoon, near the intersection of Pacific Avenue and Ferry Point Road. This terminal could serve a relocated existing ferry route, or an entirely new service route. Such a terminal would accommodate two ferry berths, as well as ticketing and passenger waiting facilities, public restrooms, and limited food and beverage service. Parking sufficient to replace the existing capacity of the Main Street terminal is proposed to be provided with approximately half of necessary spaces located immediately adjacent to the terminal, and the other half located within close distance. The possibility for parking reductions will be considered in conjunction with the new terminal location and the potential for an exclusive Alameda new ferry service.

PROPOSED MARINA AND FERRY TERMINAL LOCATION OPTIONS

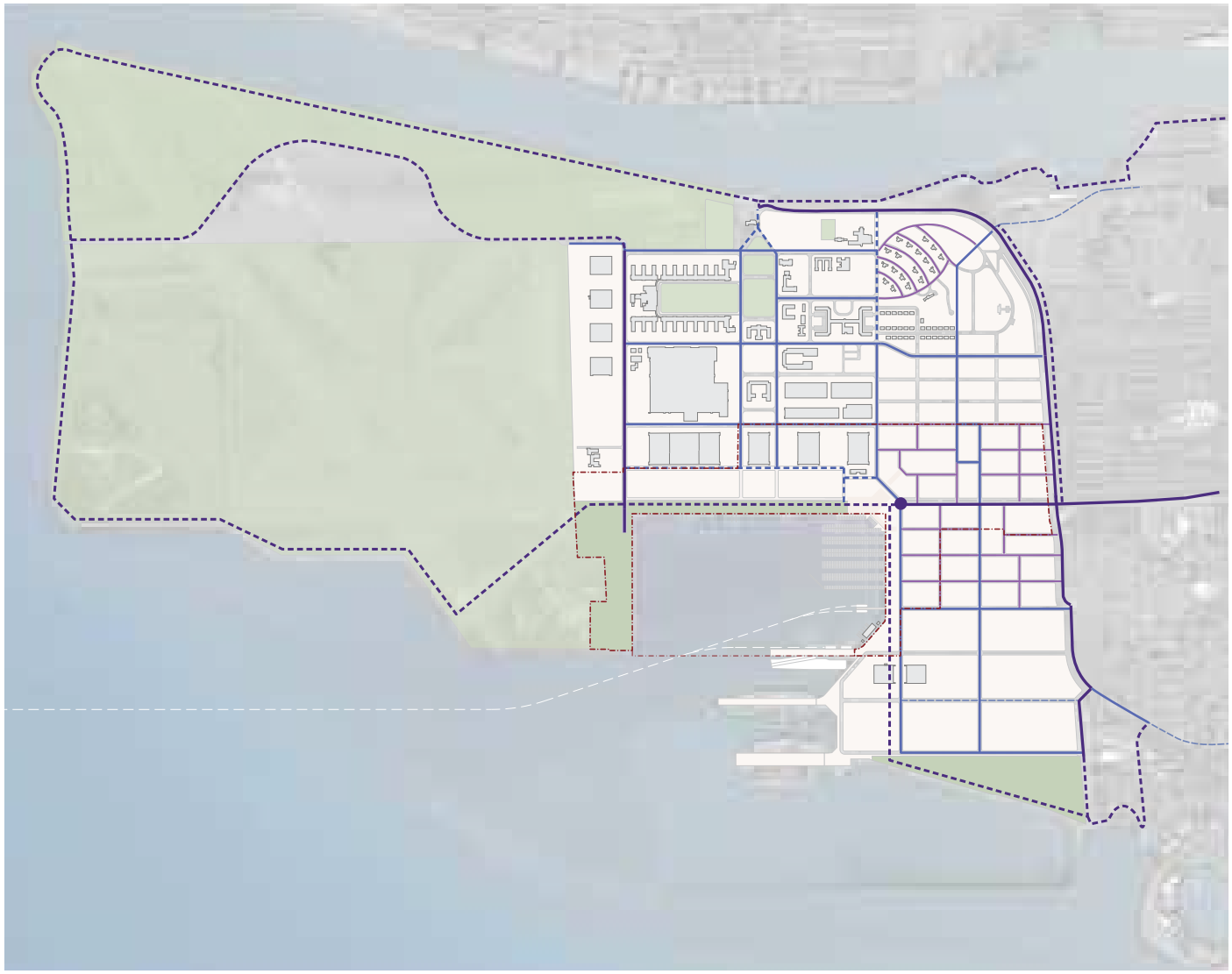
SOUTH SAN FRANCISCO OYSTER POINT MARINA AND FERRY TERMINAL

FERRY TERMININAL AND MARINA PROXIMITY CONSIDERATIONS

An additional consideration for the placement of functions within the Seaplane Lagoon is the proximity of marina and ferry facilities. Access for both marina and ferry functions is best accommodated along Ferry Point Road, on the eastern edge of the Seaplane Lagoon. However, due to the wake created by ferries, and the potential conflicts with commercial marina operations this may create, any marina developed in the Seaplane Lagoon within proximity of a future terminal may require wake protection, such as a breakwater. As such, an integrated approach toward the design and implementation of future ferry and marina uses within the Seaplane Lagoon is required.

Towards this end, the Precise Plan identifies three alternative locations for the Ferry Terminal, in order to allow WETA flexibility to determine the best location to meet its operations and service needs. Consequently, the location, size and development specification of a marina within the Seaplane Lagoon is pending final decision on the future location of the ferry terminal in consultation with WETA, and with requisite review, by WETA, of wake protection requirements and measures.

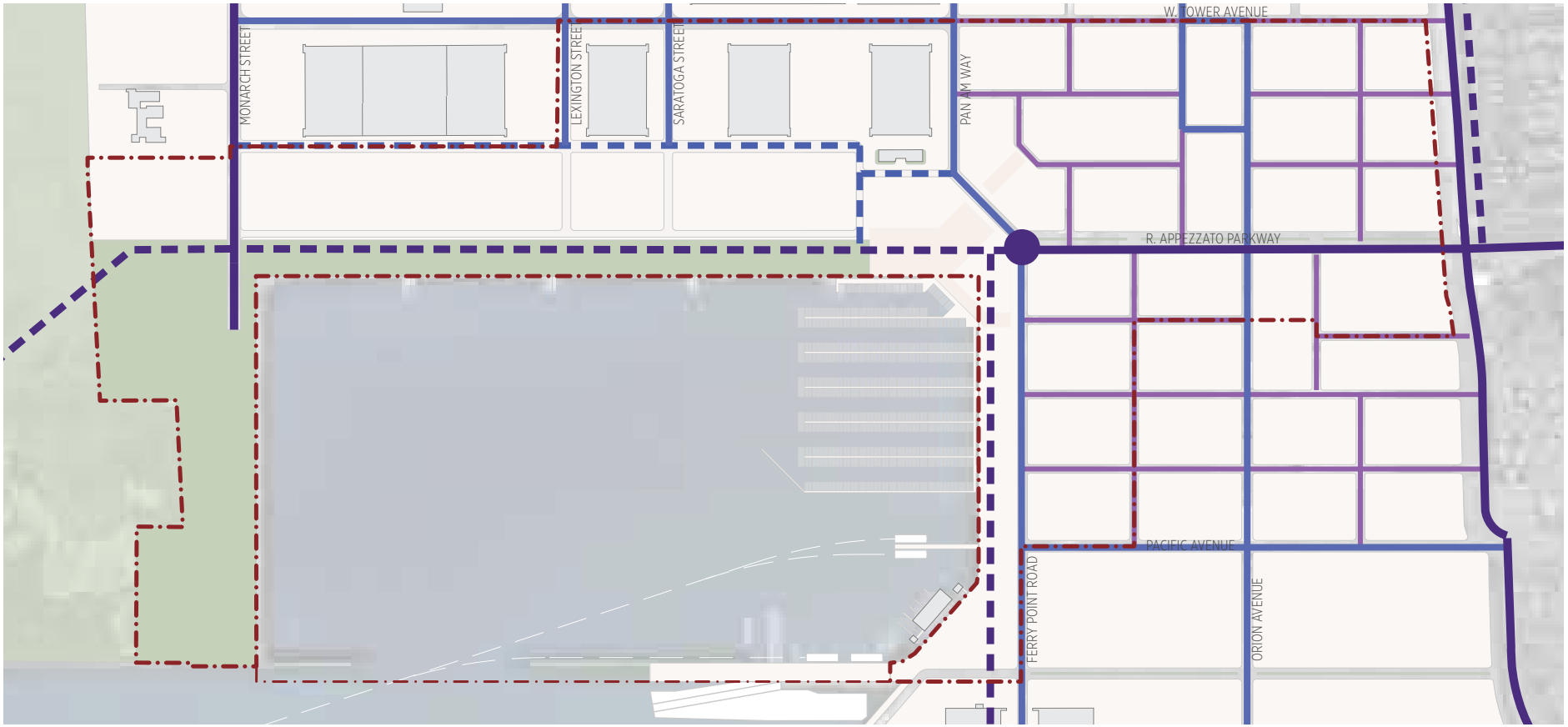
PROPOSED ALAMEDA POINT BIKE FACILITIES



BIKE FACILITIES FOR ALAMEDA POINT

The Precise Plan, in concert with the recent Alameda Point planning approvals, includes a complete network of bicycle facilities at Alameda Point, with the goal of developing the project as a world-class cycling district, reflecting best practices in design for biking.

PROPOSED BIKE ROUTES AND FACILITIES



PROPOSED TOWN CENTER BIKE FACILITIES
Within the Town Center Area, all public streets are proposed to include some facility for cycling. Separated, shared, or protected bikeways are proposed along Main Street to connect the north and south shores of the island, along Appezzato Parkway as an extension of the cross-Alameda Trail, and along Pan Am Way and the North Seaplane Lagoon to provide access to the waterfront. Buffered or striped bike lanes are provided on all other streets. Together, this comprehensive cycling network will make Alameda Point one of the most bike-friendly communities in the Bay Area.

BIKE FACILITY TYPES

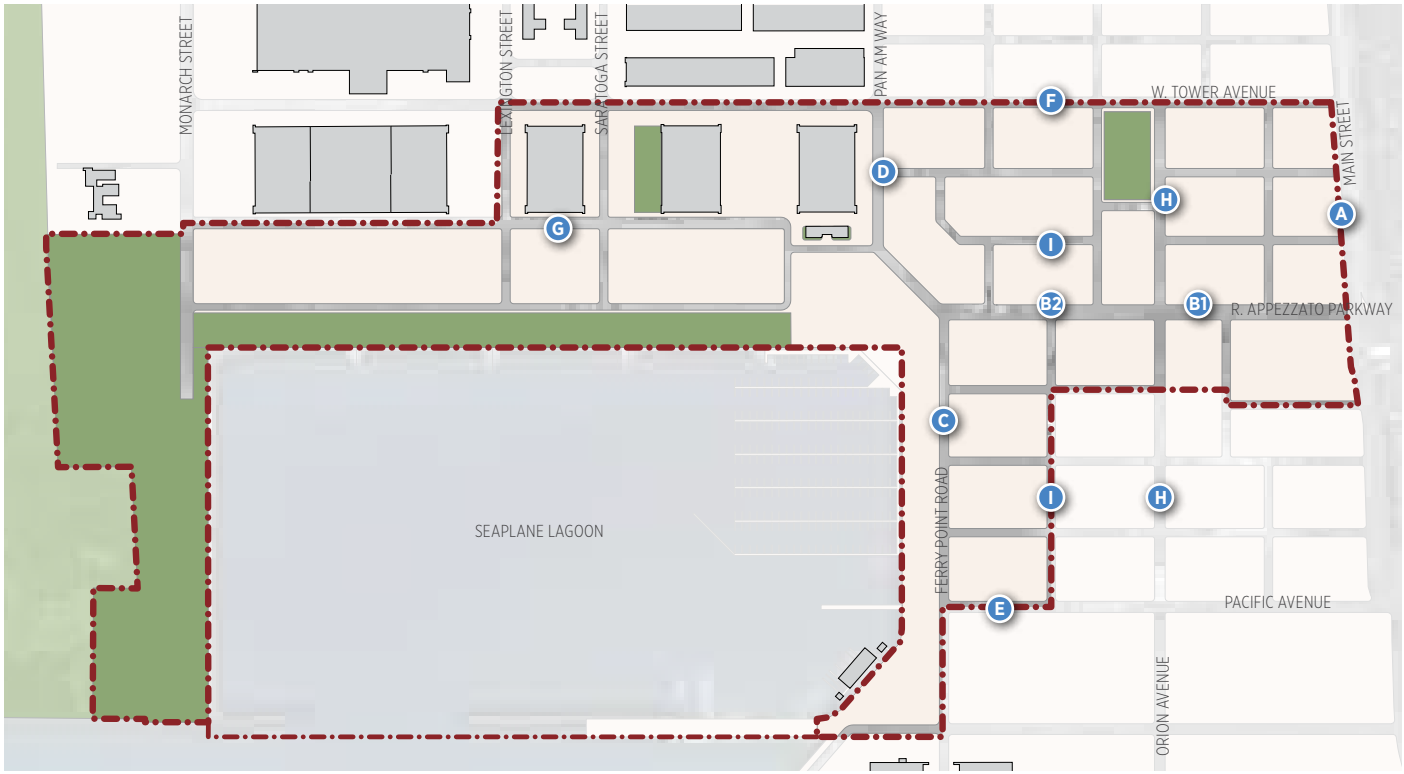
The Precise Plan incorporates a full range of bike facilities in a coordinated network allowing cycling access to all areas of the Town Center and Waterfront.

1 TYPE 1A: SEPARATED BIKE TRAIL
2 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
3 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
4 TYPE 2B: BIKE LANES WITH PAINTED BUFFER
5 TYPE 2C: BIKE LANES WITH STRIPE ONLY
6 TYPE 3B: SHARED ROADWAY (SHARROWS)

SOURCE: SAN FRANCISCO BICYCLE COALITION

STREET TYPOLOGIES

To facilitate a walkable environment, the Precise Plan area features an intuitive network of pedestrian-friendly streets, designed to calm traffic and prioritize other modes of travel over passenger vehicle use. Street characteristics, modes served, and the right-of-ways facilities provided by each typology are described in the table above, and by the cross-sections and partial plans on the following pages.



STREET		DESIGNATION	MODES			RIGHT OF WAY FACILITIES												TOTAL WIDTH
			TRANSIT	BIKES	TRUCKS	DEDICATED TRANSIT		TRAVEL LANES		TURN LANE / MEDIAN		BIKE FACILITIES***		ON-STREET PARKING		SIDEWALK + LANDSCAPE		
						#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	
A	**MAIN STREET**	Regional Arterial	P	1A, 1B	T			2	11.5'	1	10'	1	12'	1	9'	1	25'	**81'****
B1	**APPEZZATO PARKWAY (E. OF ORION AVENUE)**	Regional Arterial	D	1A		2	12'	2	11'	1	10'	1	12'	2	7'	2	11.5'	**105'**
B2	**APPEZZATO PARKWAY (W. OF ORION AVENUE)**	Regional Arterial	P	1A				2	11'	1	12'	1	10'	2	7'	2	11'	**83'**
C	**FERRY POINT ROAD**	Local Street	P	1A				2	13'*			1	15'	2	7'	2	15'	**85'**
D	**PAN AM WAY**	Island Collector	P	2A	T			2	13'*			1	13'	2	7'	2	10'	**73'**
E	**PACIFIC AVENUE**	Island Arterial	P	2A	T			2	11'	1	11'	2	8'	2	7'	2	11'	**85'**
F	**WEST TOWER AVENUE**	Local Street	S	2A/2C				2	10'			2	5'	2	7'	2	8'	**60'**
G	**TAXIWAY / HISTORIC DISTRICT LOCAL STREET**	Local Street		2B				2	10'			2	8'	2	7'	2	15'	**80'**
H	**ORION STREET**	Local Street/ Island Collector	S	2A				2	13'*			2	8'	2	7'	2'	10'	**76'**
I	**TYPICAL LOCAL STREET**	Local Street		2C				2	10'			2	5'	2	7'	2	8'	**60'**
J	**ALLEY**	Alley		3B				2	10'					1	7'	2	6'	**40'**

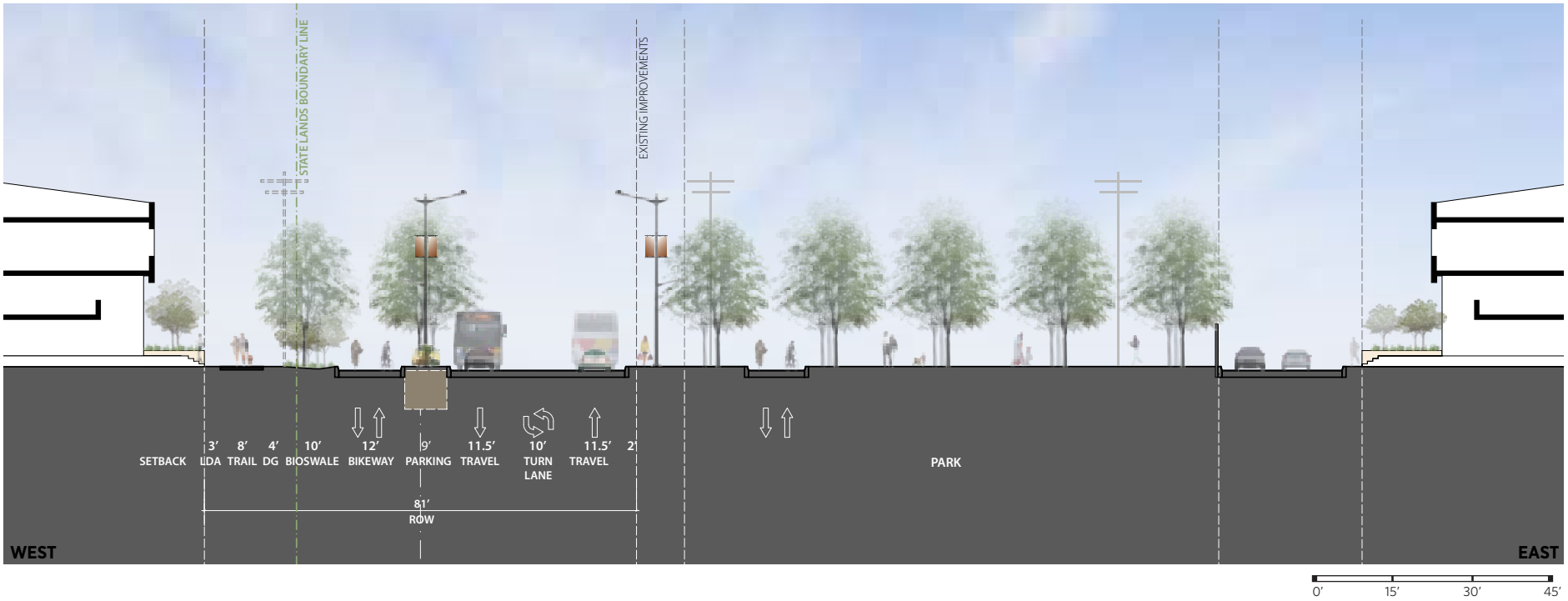
* 13' TRAVEL LANES STRIPED AS 10' LANES WITH BUFFERS
** DOES NOT INCLUDE EXISTING GREENBELT ON EAST SIDE OF STREET
*** BIKE FACILITY WIDTH INCLUDES BUFFER, WHERE APPLICABLE
**** PARKING/ MAINTENANCE PARKING/ LANDSCAPING

LEGEND

TRANSIT
D=DEDICATED
P=PRIMARY
S=SECONDARY

BIKES
TYPE 1A: SEPARATED BIKE TRAIL
TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
TYPE 2B: BIKE LANES WITH PAINTED BUFFER
TYPE 2C: BIKE LANES WITH STRIPE ONLY
TYPE 3B: SHARED ROADWAY (SHARROWS)

MAIN STREET CROSS-SECTION



MAIN STREET FACILITIES

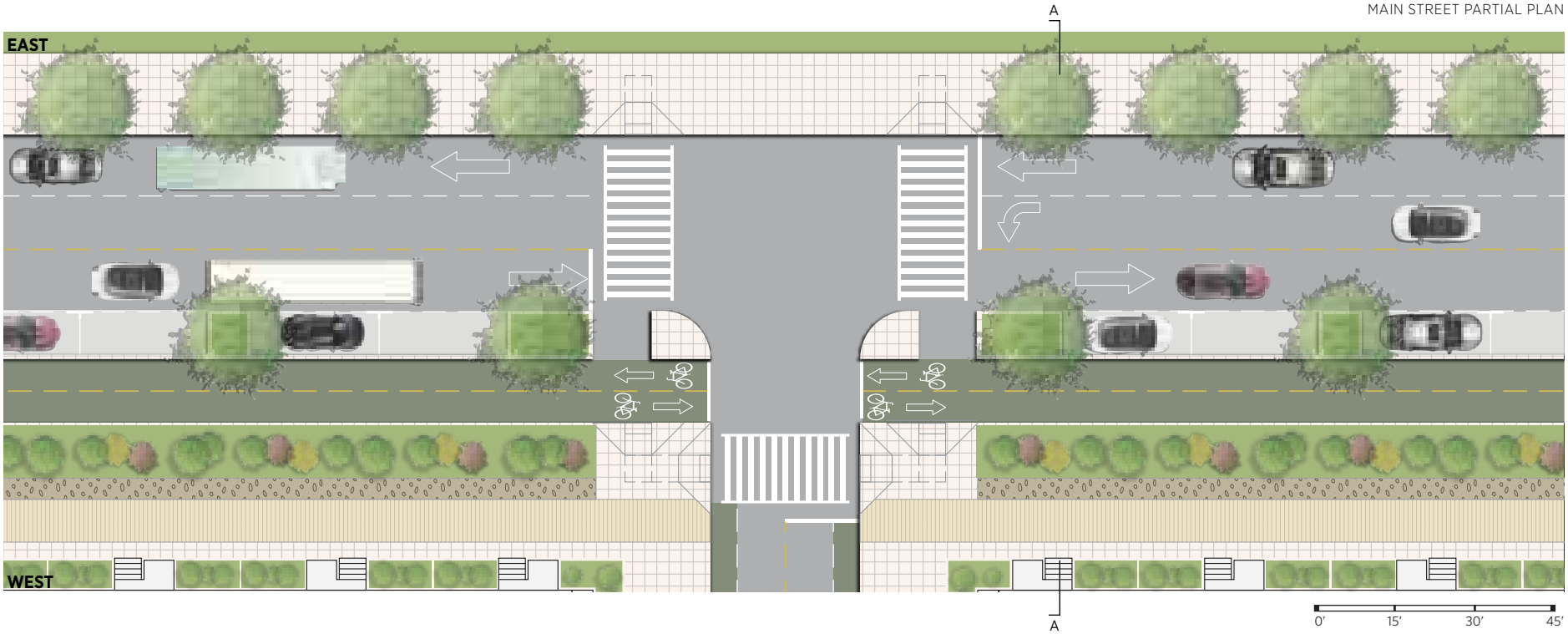
A. Main Street - 81’	
Designation	Regional Arterial
Transit Priority	Primary
Bike Facilities	1A, 1B within existing greenbelt on E. side
Truck Route	Yes
Setback	

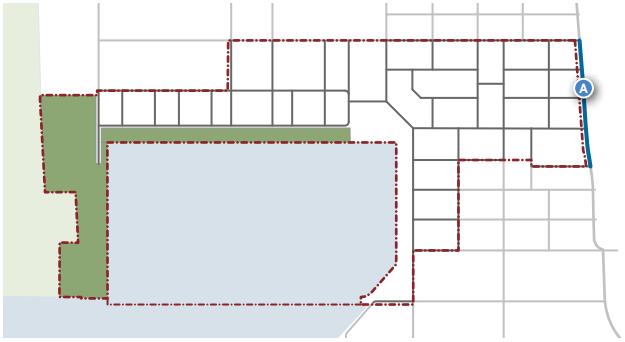
Notes: Width does not include existing greenbelt on east side of road.

A. MAIN STREET

Main Street is a Regional Arterial, designed to fulfill multiple functions, but at reasonable speeds that are compatible with the residential and open space uses on either side. Main Street features one travel lane in each direction for passenger vehicles, transit, and trucks, as well as a turn lane to allow ready access into Alameda Point. Bike and Pedestrian facilities are provided on both sides of the street as well. To better facilitate adjacent residential uses to front onto Main Street, a setback of 6’-12’ is required. In addition, it is recommended that the existing 115kV poles on the west side of the street be relocated to the east side of the street. The relocation of these poles is subject to availble funding. The street section has also been designed to accomodate the existing 115 kV pole location.

MAIN STREET PARTIAL PLAN





RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION FACILITIES

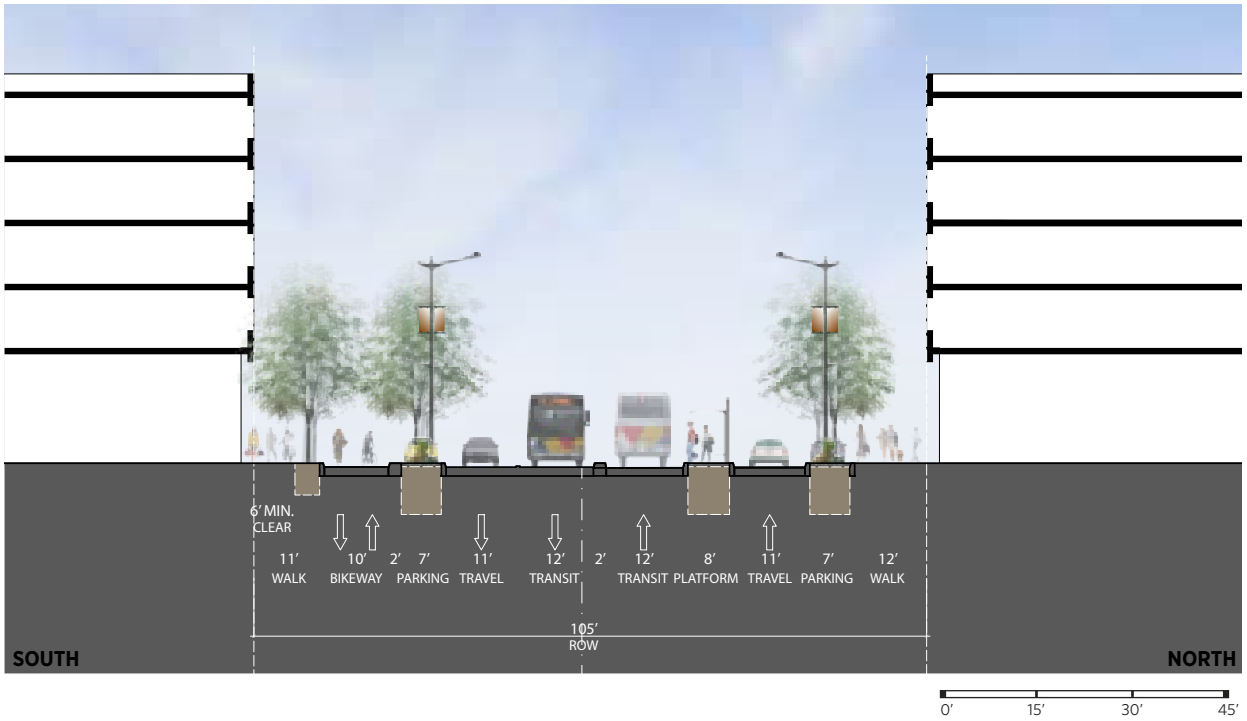
B1. Ralph Appezzato Memorial Parkway Extension - 105’	
Designation	Regional Arterial
Transit Priority	Dedicated
Bike Facilities	1A
Truck Route	No
Setback	

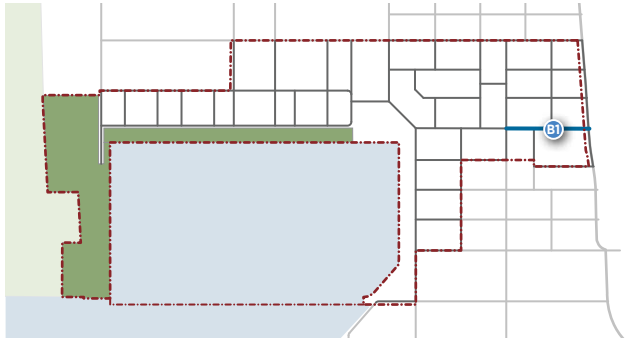
Notes:

B1. RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION

The East Gate of NAS Alameda was formerly located at the intersection of Main Street and Atlantic Avenue. In 2006, the portion of Atlantic Avenue east of Main Street was renamed in honor of former mayor, Ralph Appezzato; although west of Main Street, the name remained Atlantic Avenue. The Precise Plan provides for the realignment of Atlantic Avenue between Main Street and Ferry Point road, to a position northward of its current alignment. The Plan also recommends renaming this section of the street to correspond with its handle east of Main Street. This critical extension of Ralph Appezzato Memorial Parkway serves as the primary entry into the Town Center; with multi-modal facilities dedicated for transit, passenger vehicle, bike and pedestrian users. Nevertheless, overall width of the street is minimized to maintain an urban sense of spatial definition. Pedestrian and bicycle zones are buffered from traffic by on-street parking interspersed with tree-wells and stormwater-managing rain gardens. Trucks are prohibited along this section of the street. This street section maybe revised pending the evolution of the proposed as transit service.

RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION CROSS-SECTION





RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION PARTIAL PLAN

BRT CONFIGURATION

The character of Ralph Appazzeto Memorial Parkway east of Main Street and the entry to Alameda Point is that of a broad 150' to 170' regional arterial designed to move large volumes of vehicular traffic, a configuration that is incompatible with the notion of the town center being transit, bicycle and pedestrian oriented. In order to create a transition from a suburban thoroughfare to an urban main street the proposal for RAMP includes dedicated transit lanes and a cycle track, on street curb side parking and loading, broad sidewalks suitable for outdoor dining, merchandise display and pedestrian movement, and single vehicle access lanes in each direction. Transit loading is accomplished on passenger islands separated from the automobile travel and parking lanes, reducing potential congestion delays for buses.

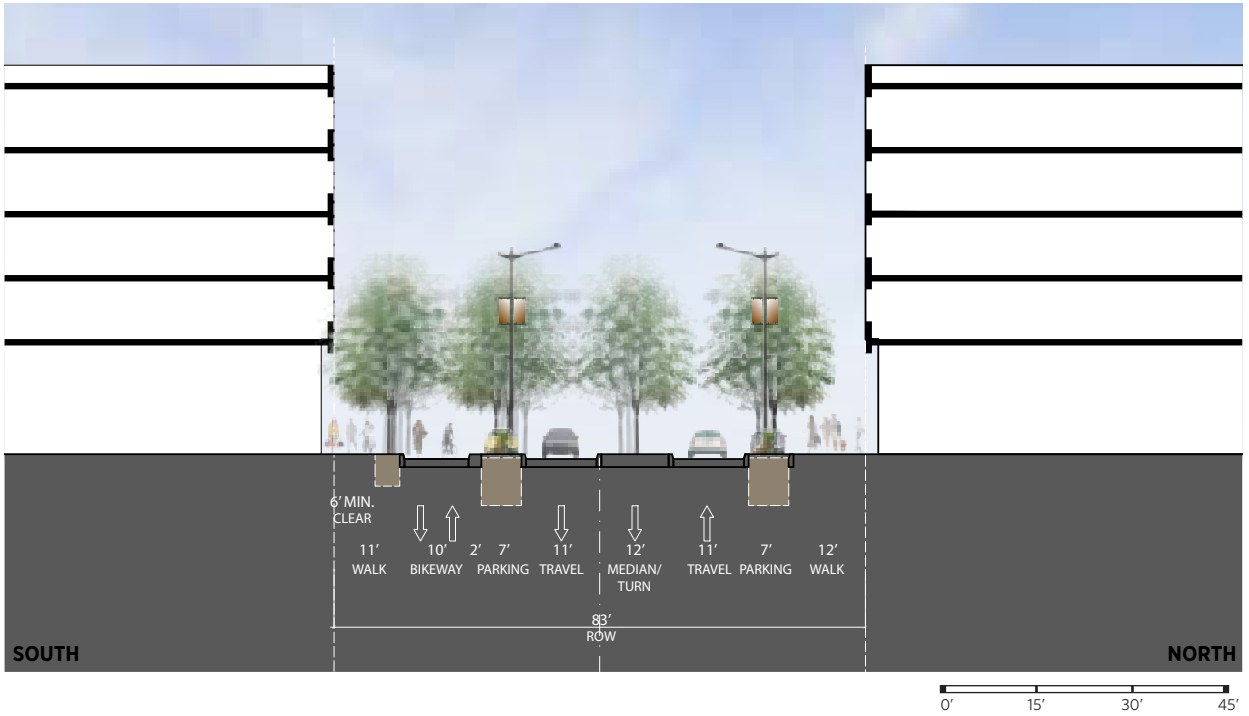
The indeterminate nature of the future transit service to be provided, the potential variations in street width created by the passenger loading islands, the desire to control the width and thus scale of the street, and the great importance of the ultimately chosen tree species and planting pattern will all be factors influencing the configuration that is ultimately selected through the detailed redevelopment process.

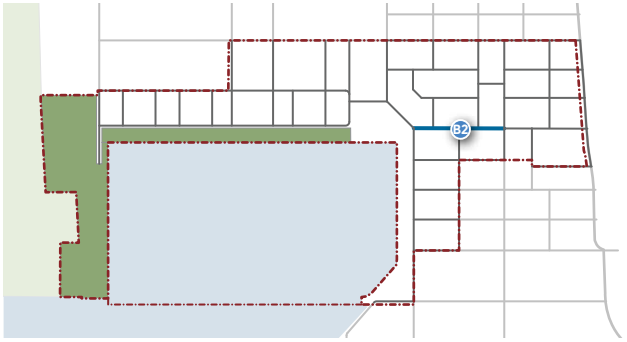
RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION FACILITIES

B2. Ralph Appezzato Memorial Parkway Extension - 83’	
Designation	Regional Arterial
Transit Priority	Primary
Bike Facilities	1A
Truck Route	No
Setback	

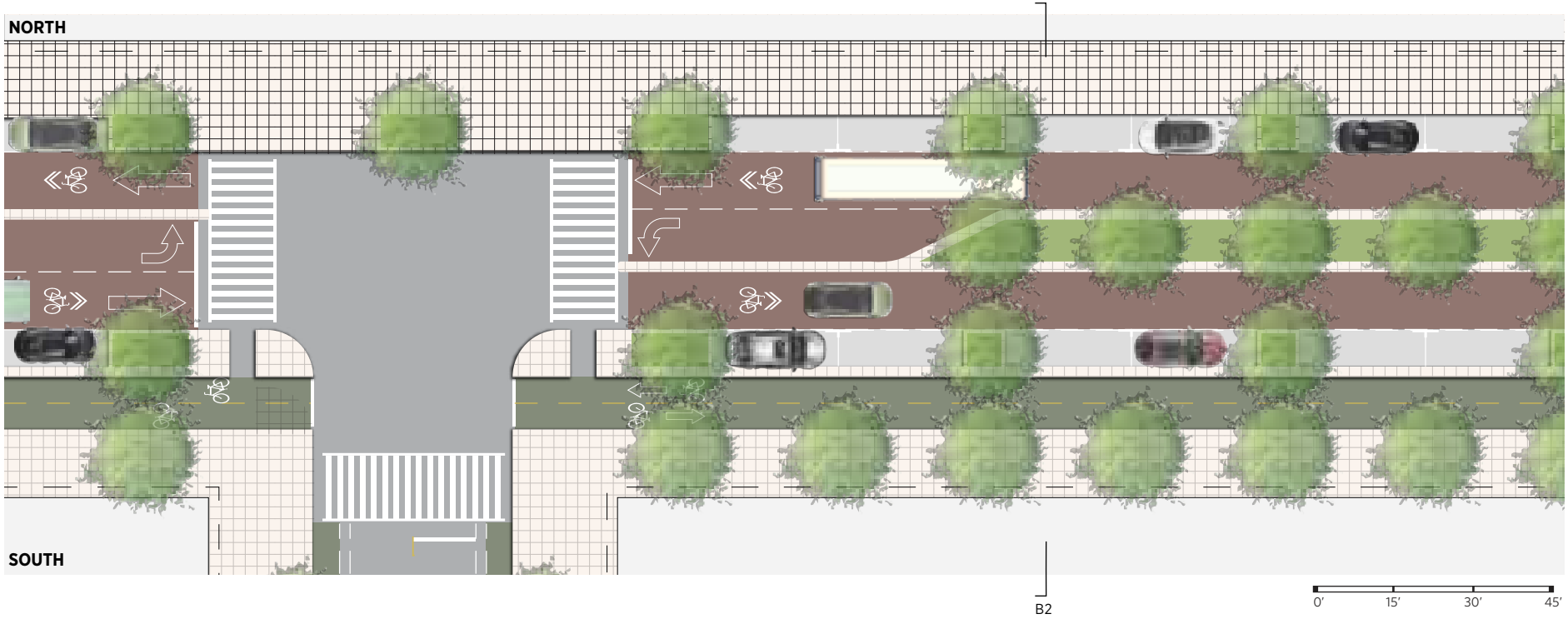
Notes:

RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION CROSS-SECTION

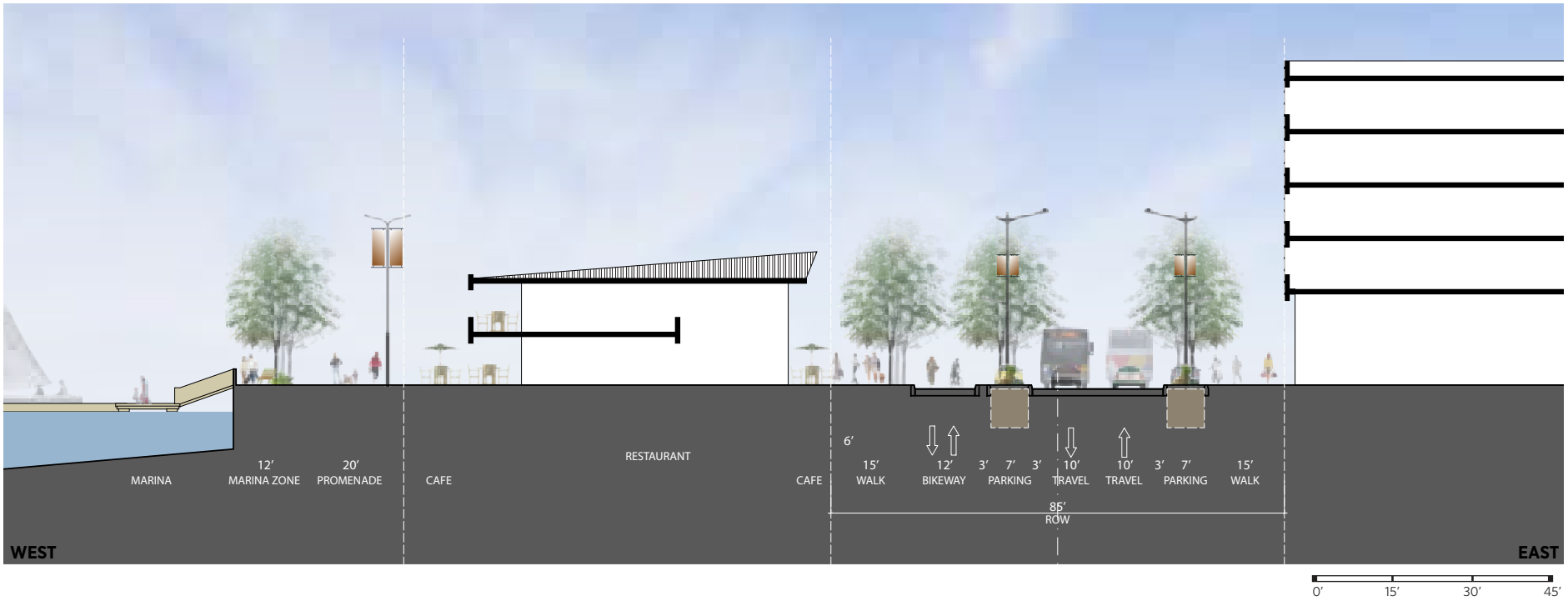




B2 RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION PARTIAL PLAN



FERRY POINT ROAD CROSS-SECTION



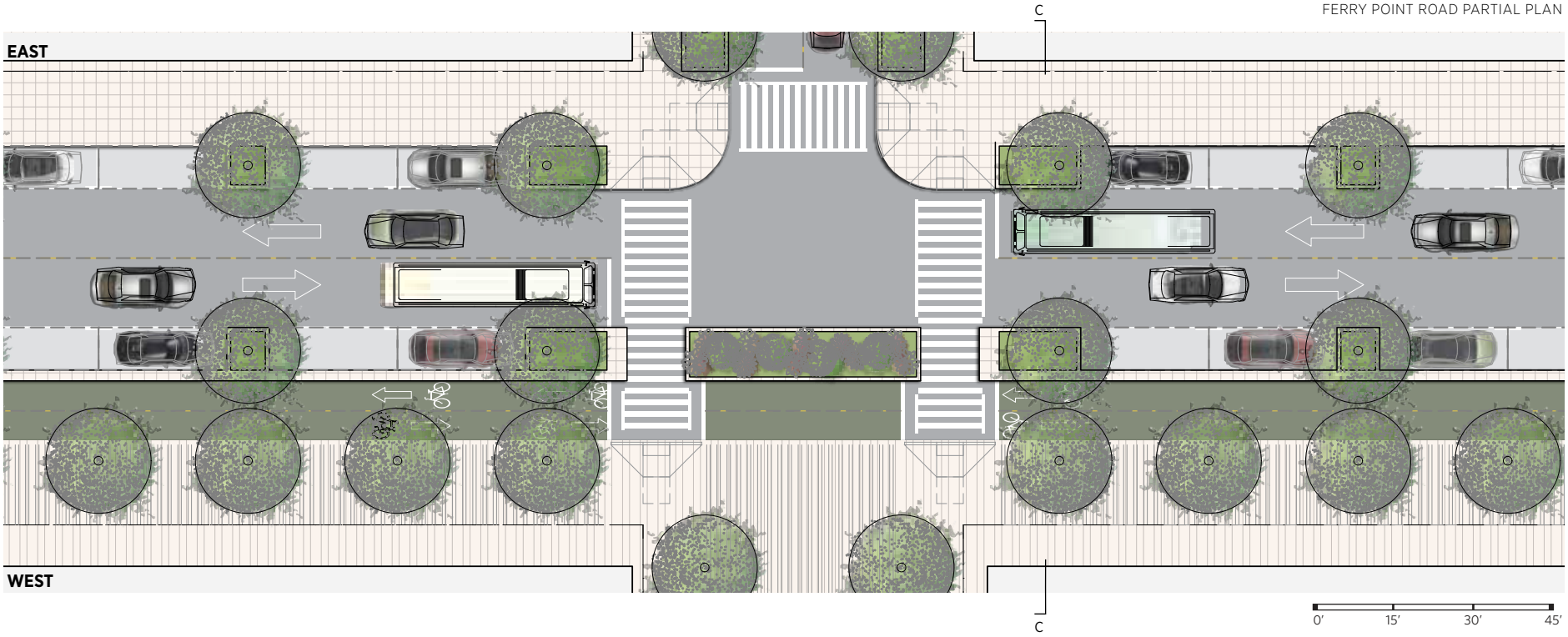
C. Ferry Point Road - 85′	
Designation	Local Street
Transit Priority	Primary
Bike Facilities	1A
Truck Route	No
Setback	

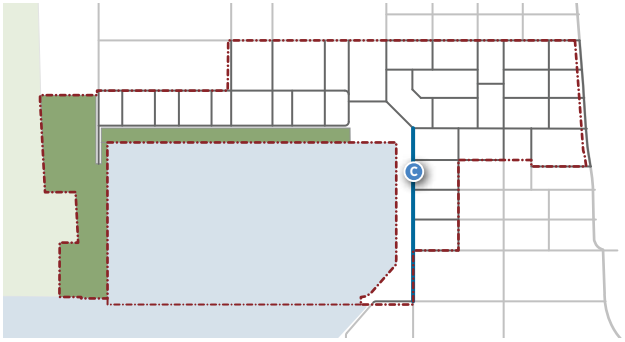
Notes: Width does not include Waterfront Development Areas or Promenade. 13′ Travel lanes to be stripped as 10′ lanes with buffers.

C. FERRY POINT ROAD

Along the east edge of the Seaplane Lagoon, Ferry Point Road is envisioned as the primary retail, entertainment, and dining corridor of Alameda Point. This section of the street connects the main entry along Ralph Appezzato Memorial Parkway and the Town Center with the Ferry Terminal and Enterprise District to the south. Ferry Point Road is designed primarily for transit, bike and pedestrian use, with on-street parking interspersed by tree-wells to buffer a bikeway and wide sidewalks for café seating and other outdoor furnishing.

FERRY POINT ROAD PARTIAL PLAN





PAN AM WAY FACILITIES

D. Pan Am Way - 73’	
Designation	Island Collector
Transit Priority	Primary | Secondary
Bike Facilities	2A
Truck Route	Yes
Setback	

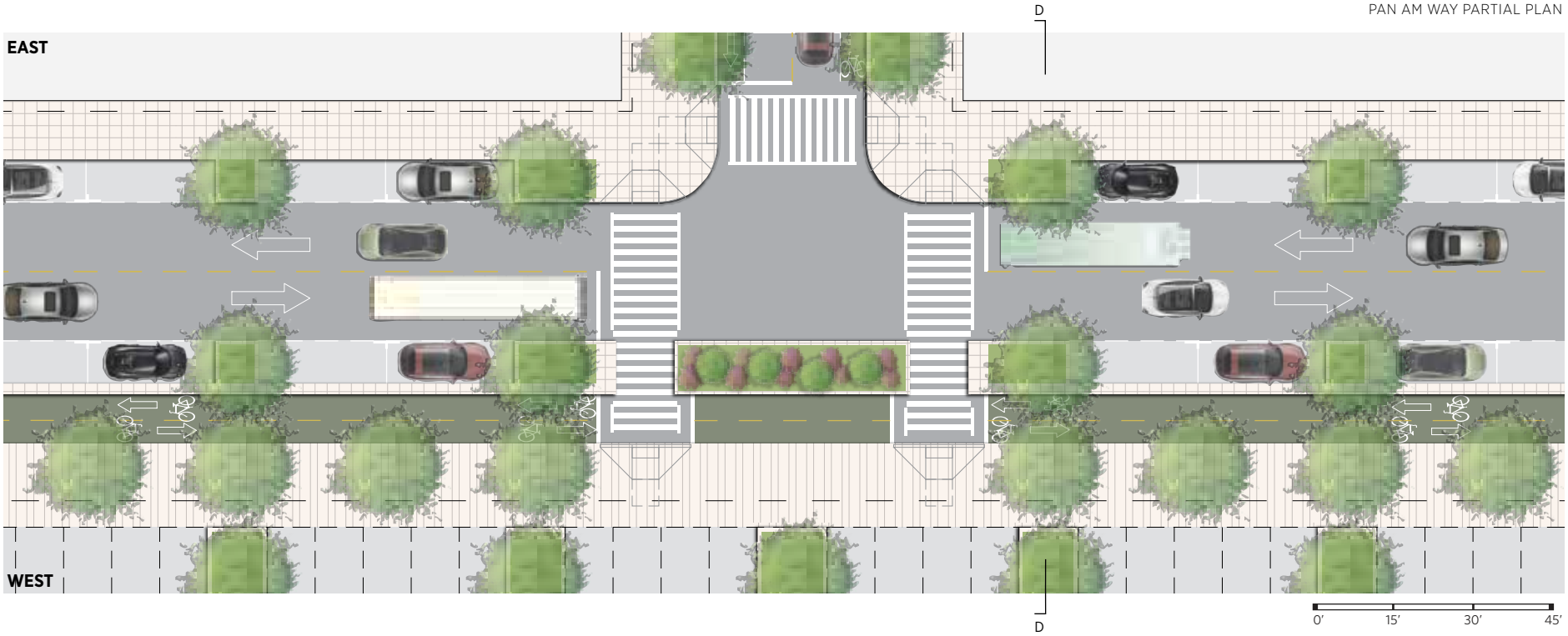
Notes: 13’ Travel lanes to be stripped as 10’ lanes with buffers.

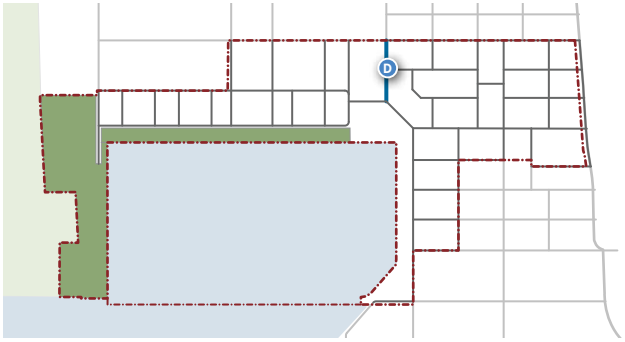
D. PAN AM WAY

From the intersection of Ferry Point Road and Ralph Appezzato Memorial Parkway, extending from the Town Center to the north edge of Alameda Point, Pan Am way is similarly designed for transit, bike and pedestrian use, with on-street parking interspersed by tree-wells to calm traffic and buffer a bikeway and sidewalks. Where adjacent building heights require 13’ lanes for emergency access, these lanes will be striped at 10’ to reduce traffic speeds. On the west side of the street, where building setbacks in the historic districts allow, surface parking may be incorporated, according to the guidelines for surface lots detailed in Chapter 5.

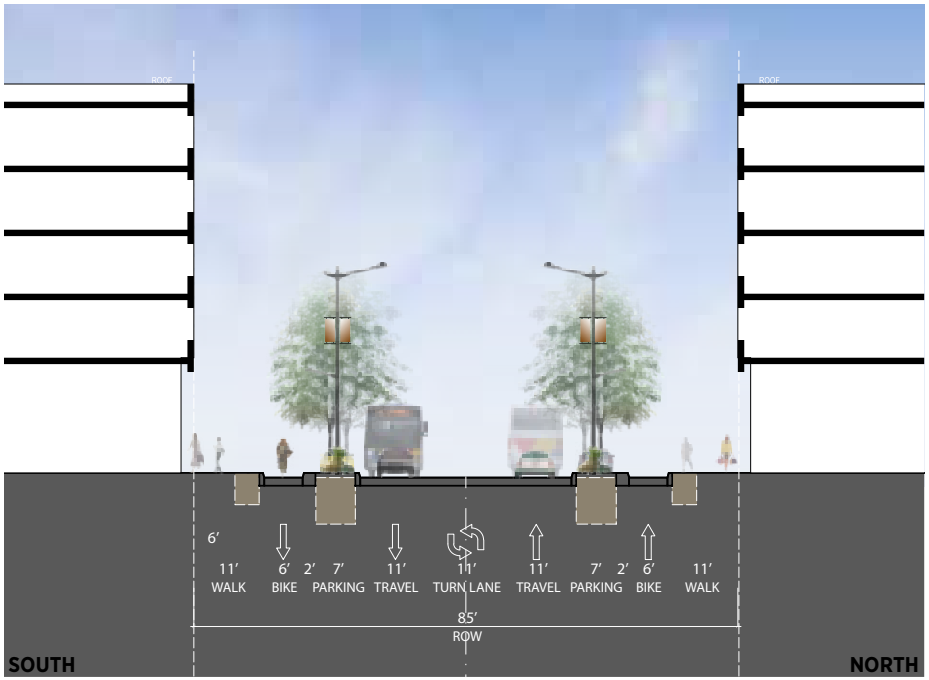
PAN AM WAY CROSS-SECTION

PAN AM WAY PARTIAL PLAN

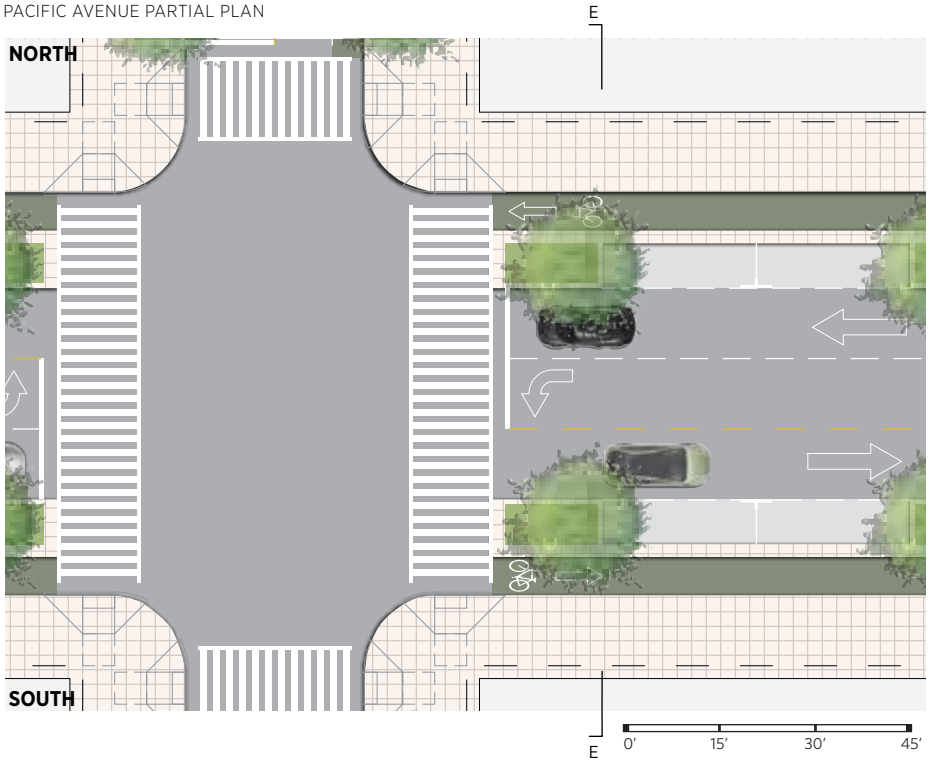




PACIFIC AVENUE CROSS-SECTION



PACIFIC AVENUE PARTIAL PLAN

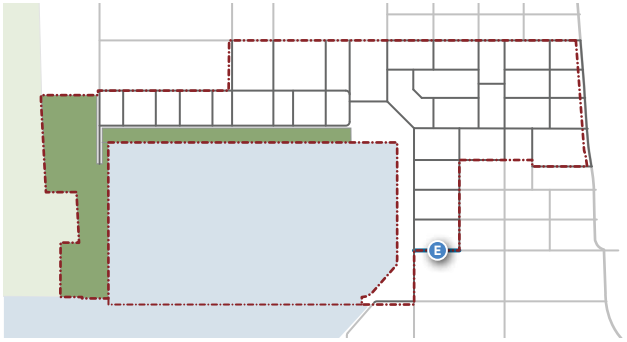


E. Pacific Avenue - 85'	
Designation	Island Arterial
Transit Priority	Primary
Bike Facilities	2A
Truck Route	Yes
Setback	

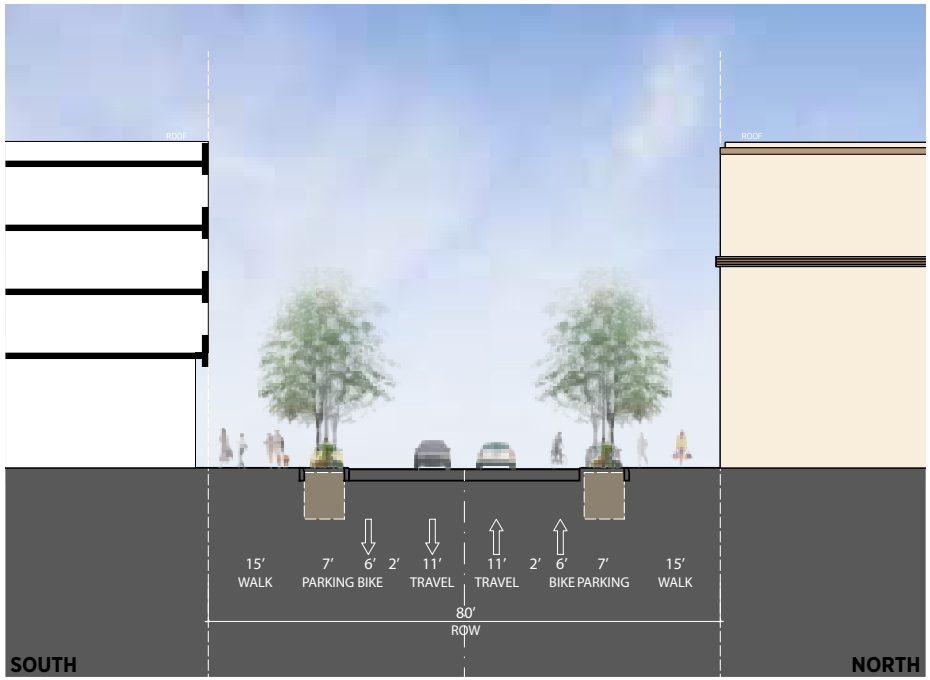
Notes:

E. PACIFIC AVENUE

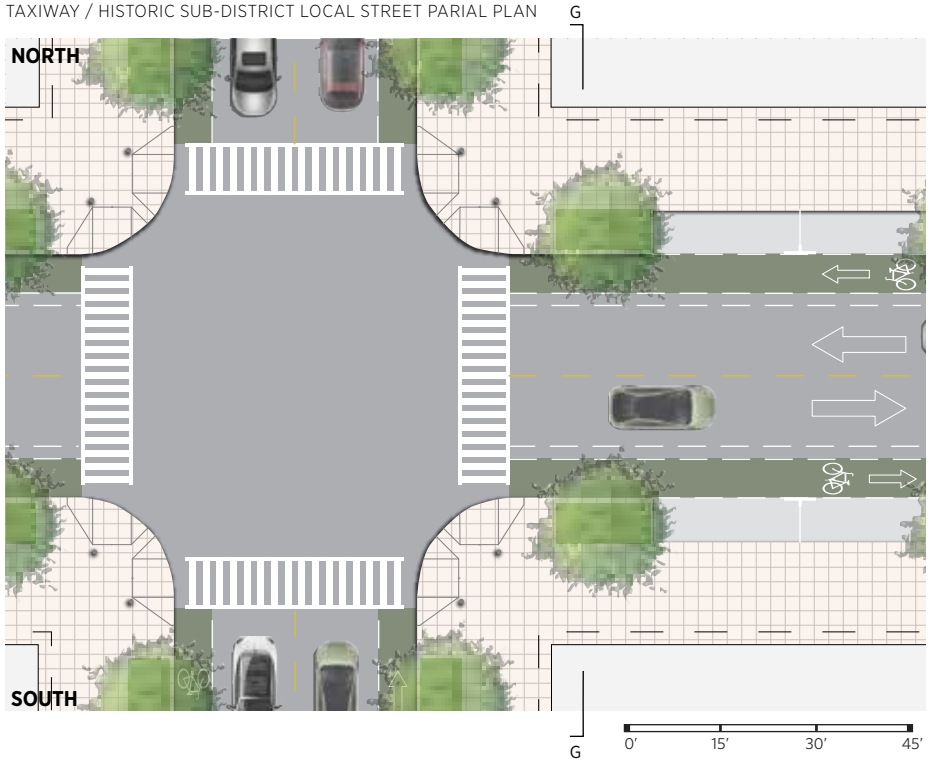
At the southern edge of the Town Center, between Main Street and Ferry Point Road, Pacific Avenue provides access to the Enterprise District and Ferry Terminal. Designed to accommodate multiple functions while moderating vehicular speeds, Pacific Avenue features one travel lane in each direction for passenger vehicles, transit, and trucks, as well as a turn lane to allow distribution of traffic to the north and south. Protected bike lanes on both sides of the street provide easy connection to the waterfront.



TAXIWAY / HISTORIC SUB-DISTRICT LOCAL STREET CROSS-SECTION



TAXIWAY / HISTORIC SUB-DISTRICT LOCAL STREET PARIAL PLAN

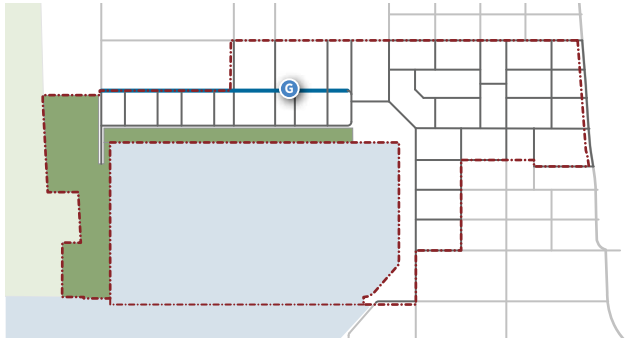


G. Taxiway / Historic District Local Street - 80’	
Designation	Local Street
Transit Priority	-
Bike Facilities	2B
Truck Route	No
Setback	

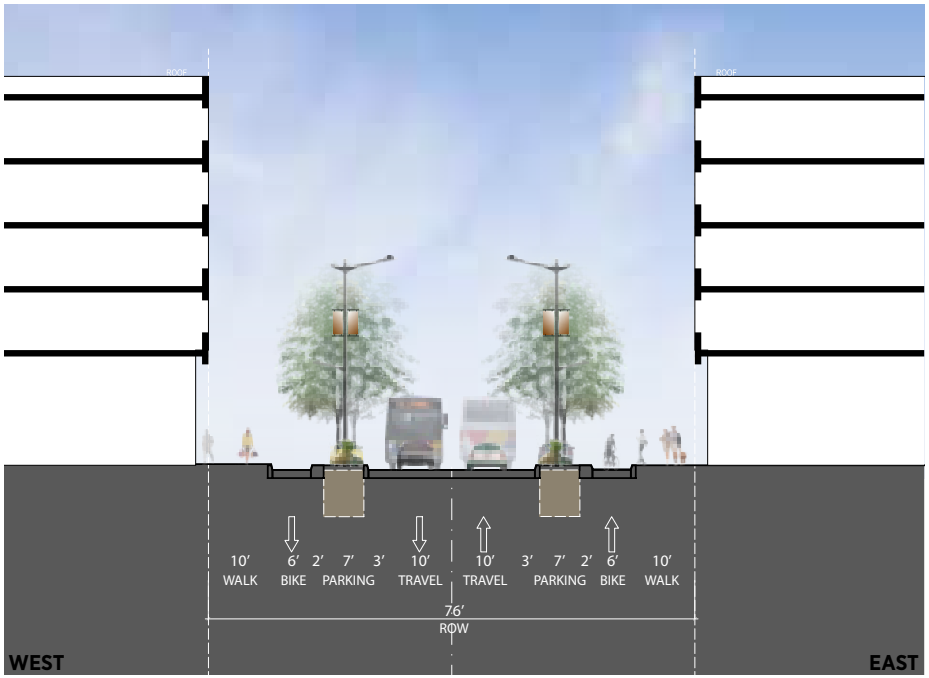
Notes:

G. TAXIWAY / HISTORIC DISTRICT LOCAL STREETS

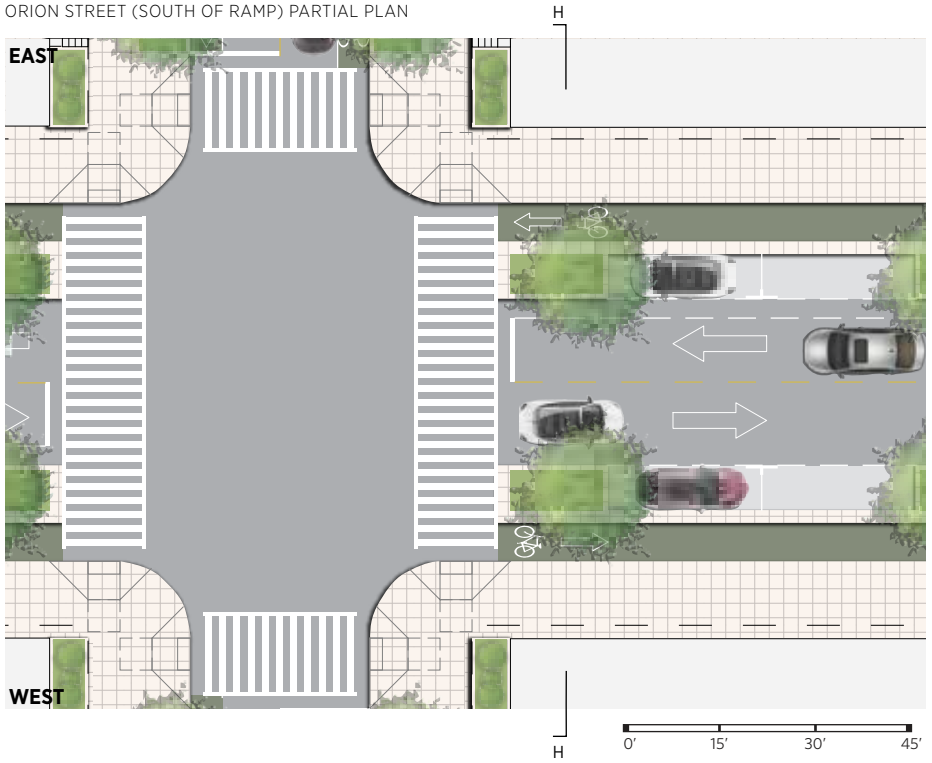
Along the north edge of the Seaplane Lagoon, within the Historic District, a network of wider low or no-curb local streets recall the defining flat character of the historic taxiway, and maintain view corridors east and west. Generous sidewalks yield an open feel, while bike lanes maintain free access for cyclists.



ORION STREET (SOUTH OF RAMP) CROSS-SECTION



ORION STREET (SOUTH OF RAMP) PARTIAL PLAN

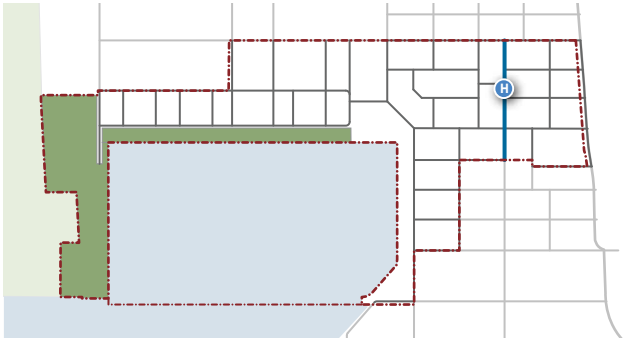


H. Orion Street (South) - 74’	
Designation	Island Collector | Local Street
Transit Priority	Secondary
Bike Facilities	2A
Truck Route	No
Setback	

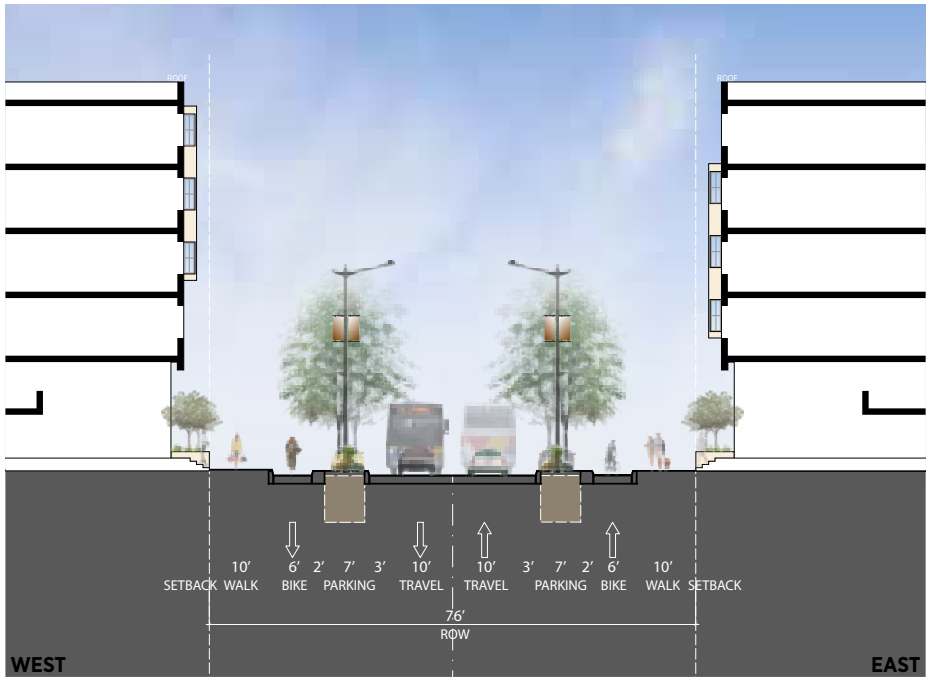
Notes: 13’ Travel lanes to be stripped as 10’ lanes with buffers.

H. ORION STREET (SOUTH)

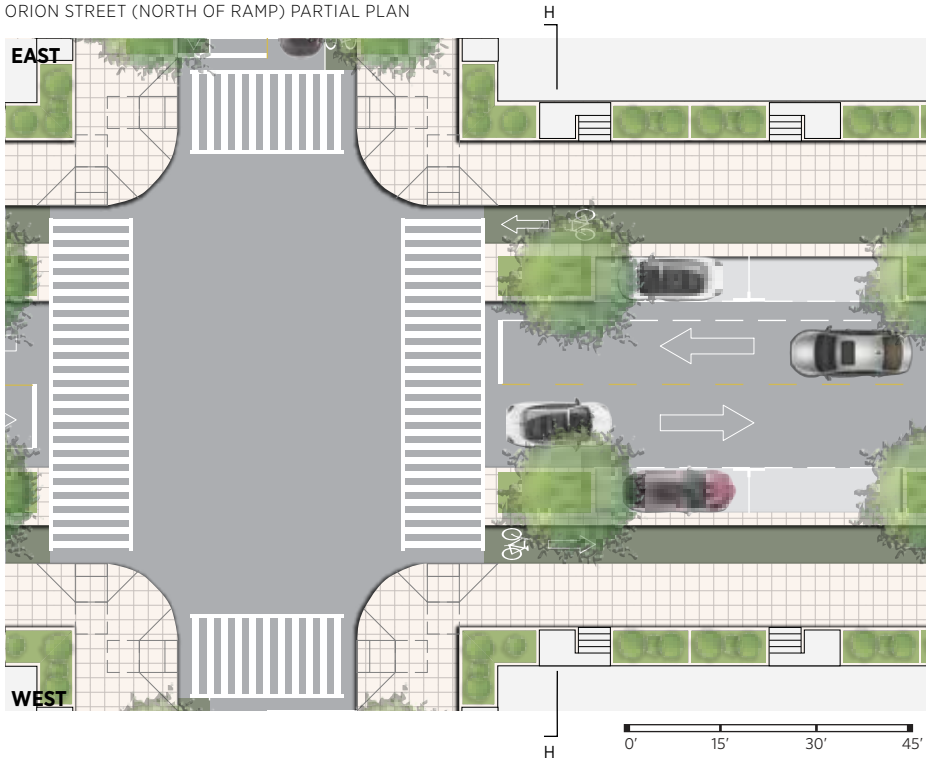
Within the Town Center, Orion Street South provides an important island collector, linking to the Enterprise District. This street is design to fill multiple functions while moderating traffic speeds. Bike access is provided through protected bikeways buffered from traffic by on-street parking interspersed with tree-wells and stormwater-managing rain gardens. Where adjacent building heights require 13’ lanes for emergency access, these lanes will be striped at 10’ to reduce traffic speeds.



ORION STREET (NORTH OF RAMP) CROSS-SECTION



ORION STREET (NORTH OF RAMP) PARTIAL PLAN

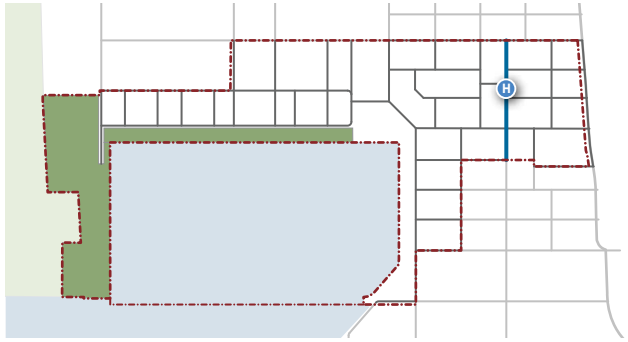


H. Orion Street (North) - 74’	
Designation	Local Street
Transit Priority	Secondary
Bike Facilities	2A
Truck Route	No
Setback	

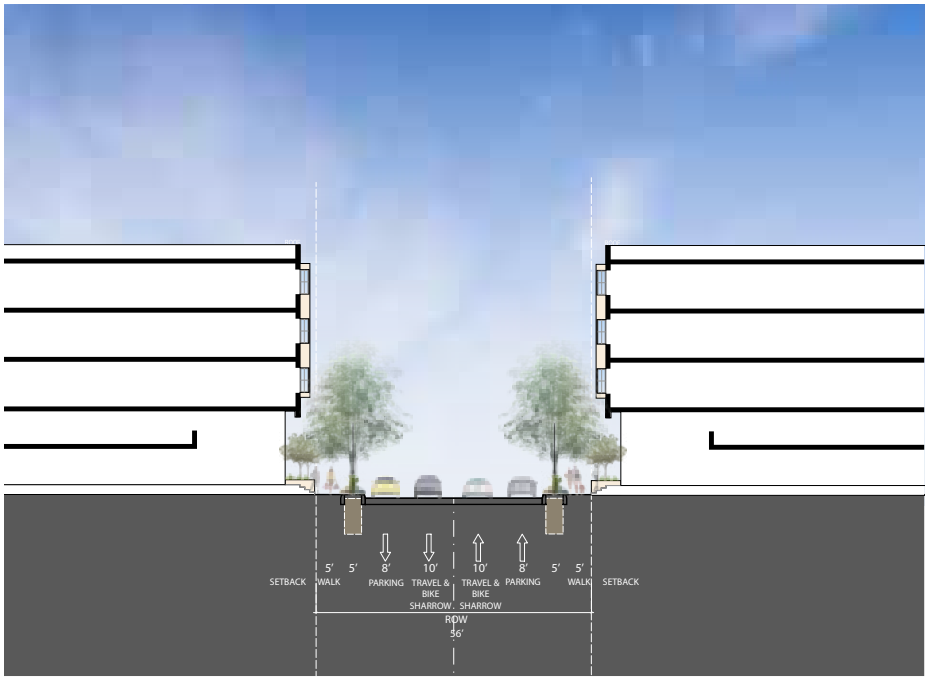
Notes: 13’ Travel lanes to be stripped as 10’ lanes with buffers.

H. ORION STREET (NORTH)

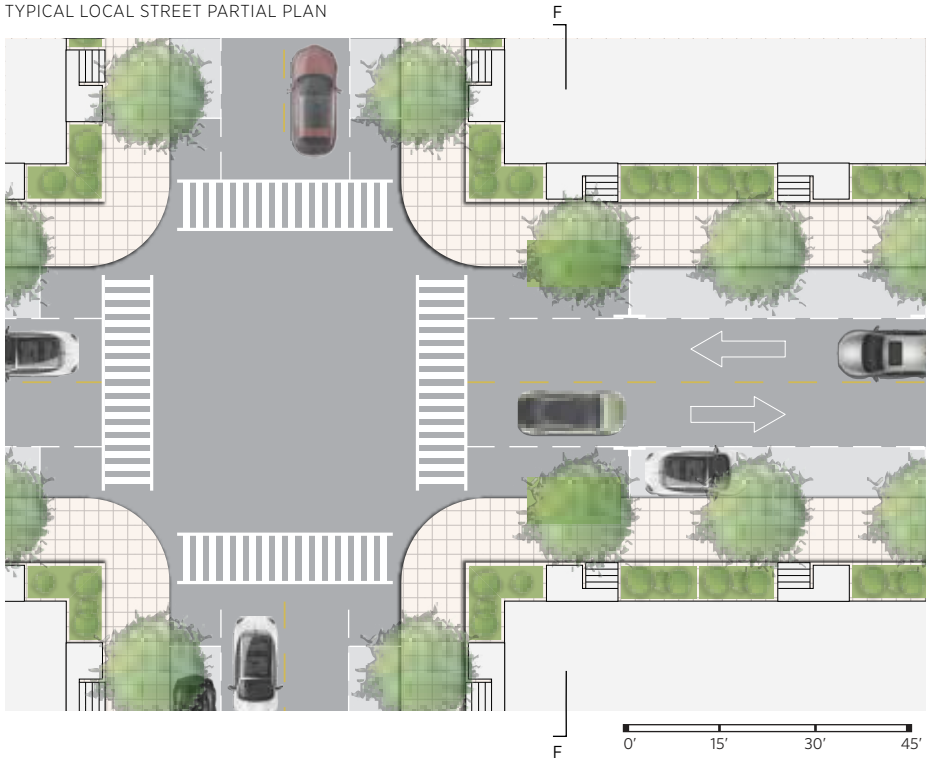
South of the Ralph Appezzato Memorial Parkway extension, Orion Street provides an important connection to the Enterprise District. The north segment of Orion between Ralph Appezzato Memorial Parkway and West Tower Avenue includes a setback to accommodate ground floor residential and/or live-work loft uses.



TYPICAL LOCAL STREET CROSS-SECTION



TYPICAL LOCAL STREET PARTIAL PLAN

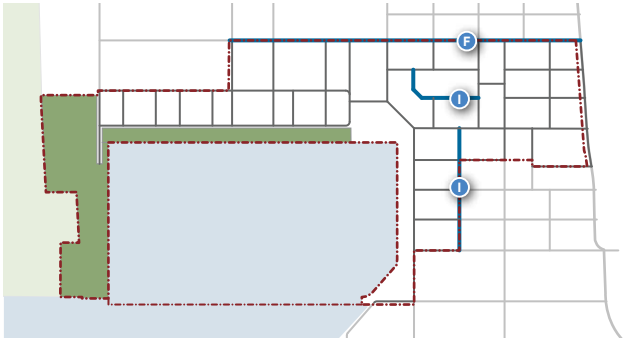


F./I. Typical Local Street - 56'	
Designation	Local Street
Transit Priority	-
Bike Facilities	3B
Truck Route	N
Setback	

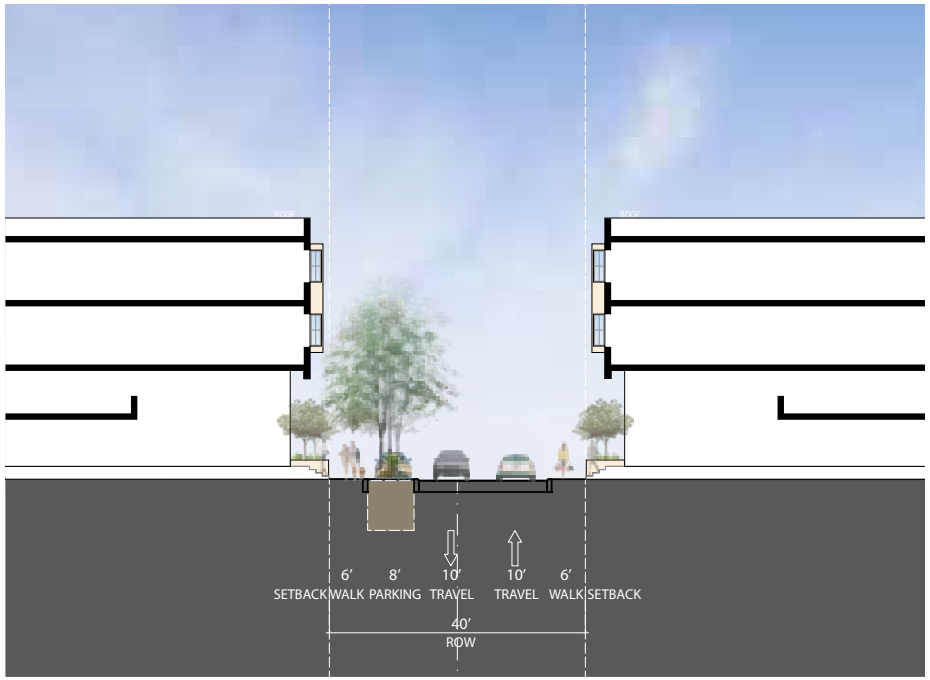
Notes: Includes West Tower Avenue. Other locations shown are conceptual. Placement may vary. See block size guidelines for further detail.

F. / I. WEST TOWER AVENUE AND OTHER LOCAL STREETS

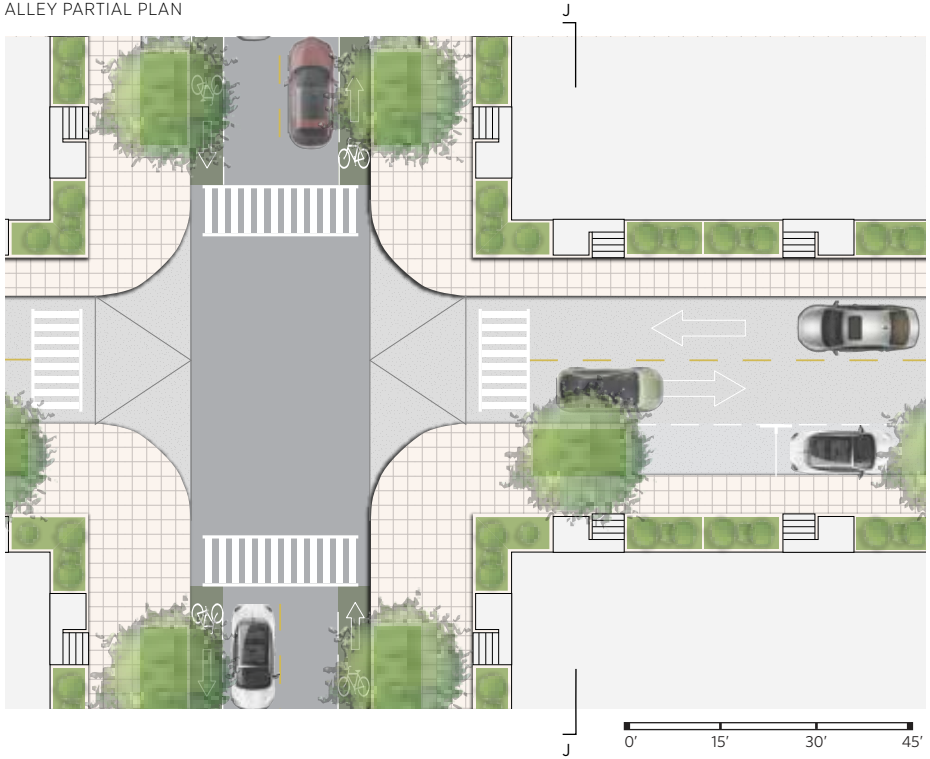
West Tower Avenue and other streets within the Town Center are minimized to a narrow width of 56.' These streets are intended for low traffic volumes and limited speeds. These streets have minimum clear sidewalk widths of 5 feet.



ALLEY CROSS-SECTION



ALLEY PARTIAL PLAN

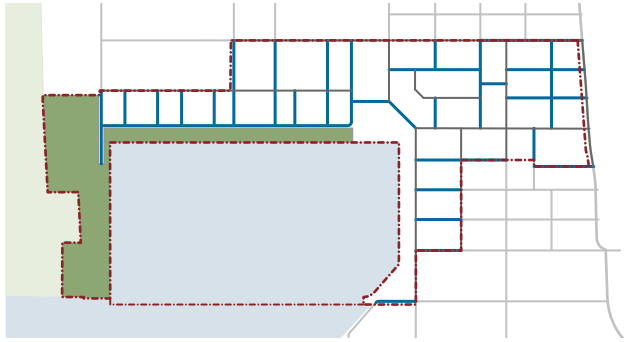


J. Alley - 40'-46'	
Designation	Other
Transit Priority	-
Bike Facilities	3B
Truck Route	No
Setback	

Notes: Locations shown are conceptual. Placement may vary. See block size guidelines for further detail. Where adjacent building height exceeds 30'. provide 13' travel lanes, stripped as 10' lanes with 3' buffers.

J. ALLEYS

Narrow, low or no-curb alleys are an option for circulation within residential areas of the project. These pedestrian-scaled, low-volume streets maintain two-way access at minimum speed, with one sided on-street parking. Specific locations for alleys are not shown; they may be incorporated to subdivide blocks according to the guidelines for block size detailed in Chapter 5.



4

OPEN SPACE, LANDSCAPE, AND SUSTAINABILITY

Alameda Point and the Seaplane Lagoon provide opportunities for multiple dramatic waterfront parks with remarkable views that are truly unique to this location.

OPEN SPACE PLAN OVERVIEW

The redevelopment of Alameda Point provides an extraordinary opportunity to create a network of unique open spaces which serve as a regional destination, providing valuable amenities for current and future residents. The Seaplane Lagoon is a very unique waterborne open space, affording a dramatic central focal point surrounded by distinctive waterfront parks. The following are key principals guiding the design and planning of the open spaces.

*Note: Names used in this document are simply for convenience. The selection of official names for streets and parks will follow the City's policy at the appropriate time in the development process.

1. Cohesion and Diversity

The open space surrounding the Seaplane Lagoon is designed as 3 distinct edges, which can be experienced as discrete parks, and as a continuous waterfront. The open spaces will be cohesive as a promenade experience, but will offer variety in the activities, design, and spatial conditions. The variety in richness and experience from the marina, to 'Seaplane Lagoon Park', to 'De-Pave Park',* will create sustained interest for visitors, and is key to the long term success of the open space network.

2. Water Access

The parks provide public open space and water access points accessible by walking and bicycling, including pedestrian promenades, bicycle paths, and small boat launches and storage areas.

3. Sustainable Landscapes

The open space system will provide sustainable infrastructure functions for sea level rise adaptation, stormwater management, habitat creation, water conservation, and environmental education.

4. Invite and Engage the Community

The parks will foster many places for social vibrancy by providing a wide variety of spaces for people to gather and interact in a broad range of activities. The open space programming will integrate with existing waterfront users and culture to encourage ongoing stewardship and partnerships.

5. Universal Accessibility

Universal accessibility and compliance with the Americans with Disabilities Act for all open space experiences is required.

OPEN SPACE NETWORK DIAGRAM

The open spaces in the plan area are an important part of the overall open space network for Alameda Point. These open spaces connect the Bay Trail to the south with the proposed VA Health Clinic open spaces and Nature Reserve on federal property to the west. Opportunities presented by the Seaplane Lagoon allow for unique waterfront experiences, diverse program opportunities, direct water access, and protection from sea level rise for surrounding development.

An additional (approximately 2-3 acres) of neighborhood park and recreational amenities will be provided in addition to the "backbone" open space network described in this Precise Plan.

1 MARINA PROMENADE
2 SEAPLANE PLAZA
3 SEAPLANE LAGOON PARK
4 DE-PAVE PARK
5 ILLUSTRATIVE NEIGHBORHOOD PARK

0′ 250′ 500′ 750′ 1000′

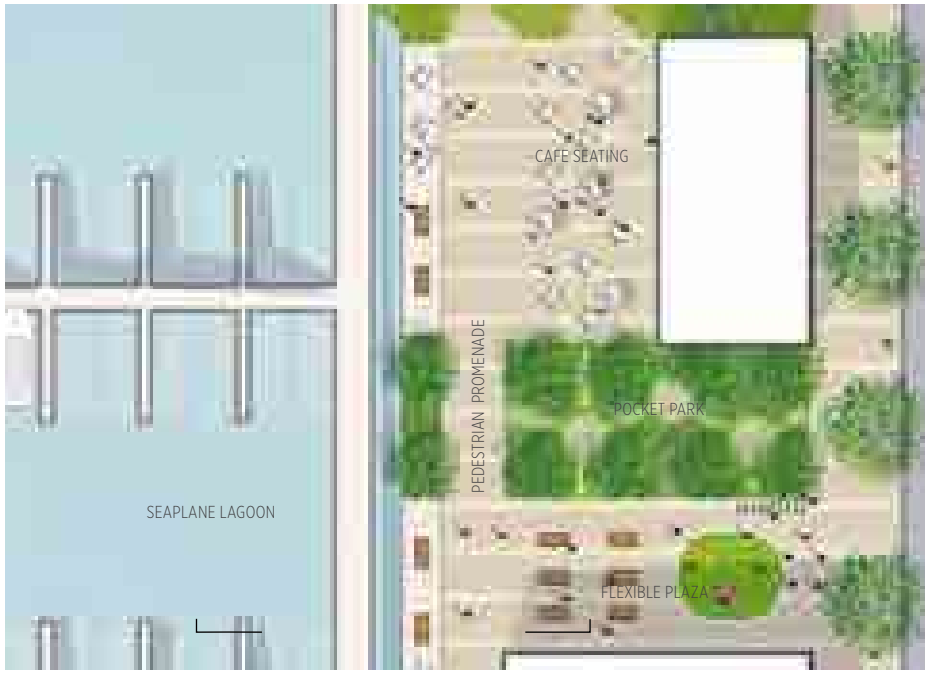
LANDSCAPE CONCEPT PLAN

Seaplane Lagoon is a powerful and memorable space which structures the parks around it. The design of the waterfront parks are intended to create distinct experiences through varied programs and landscape characters around the Seaplane Lagoon. A continuous promenade for pedestrians and cyclists provides safe access and views. Seating and gathering opportunities vary from outdoor cafes, to large group and event spaces, to casual and flexible use areas. Water access is provided on all sides of the lagoon through docks, ramps, launches, boardwalks and wetland gardens. Habitat creation at the Bay edge, stormwater wetlands, and sea level rise adaptation strategies are accomplished at each edge.

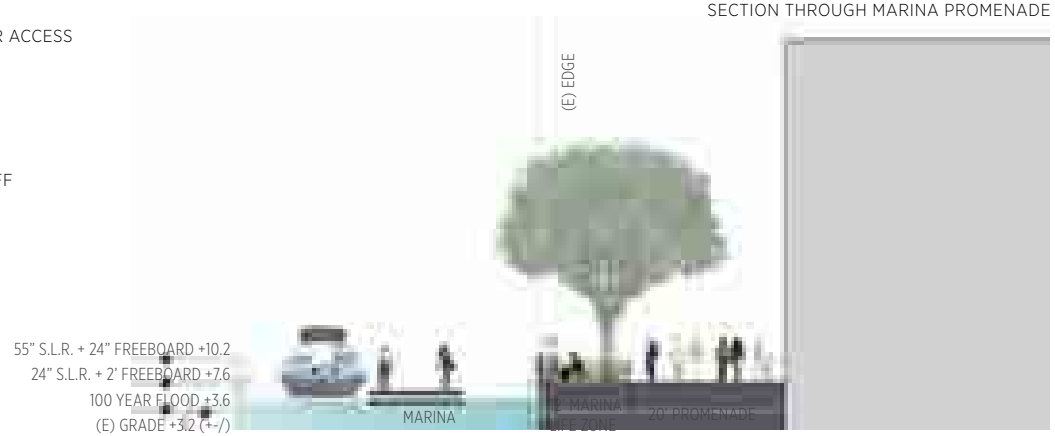
MARINA PROMENADE

The Marina edge is intended to be an active and authentic recreational waterfront for enthusiasts of motorized and non-motorized boating and those who enjoy boating environments. Like great marinas elsewhere, the public realm is supported by outdoor cafes, gathering and retail activities. A 20' wide continuous promenade connects the waterfront around the lagoon. Seating areas on both sides of the promenade offer a wide range of gathering opportunities, and are complimented by alternating pocket parks and flexible plazas located between the building parcels. An adaptable sea wall structures the water edge, and provides a flexible long term strategy for sea level rise. To enhance the marina's appeal and activity it will provide slips for day visitors as well as long-term users.

1 FLEXIBLE PLAZA - MARINA VEHICULAR ACCESS
2 FLEXIBLE PLAZA
3 PEDESTRIAN PROMENADE
4 POCKET PARK
5 OUTDOOR CAFE SEATING
6 FERRY TERMINAL
7 BUS STOP - FERRY TERMINAL DROP OFF



SECTION THROUGH MARINA PROMENADE



MARINA PROMENADE PRECEDENT IMAGES

1 LOOKOUTS & SEATING: FALSE CREEK, VANCOUVER, BC
2 CAFE & PROMENADE: RIVERSIDE MARINA, PORTLAND, OR
3 DYNAMIC EDGE: SAUSALITO, CA
4 WATERFRONT DINING: PARADISE BAY, SAUSALITO, CA
5 FERRY TERMINAL: FERRY BUILDING, SAN FRANCISCO, CA


1


2


3


4


5

MARINA PROMENADE CONCEPT ILLUSTRATION

1 OUTDOOR CAFE SEATING
2 PEDESTRIAN PROMENADE
3 MARINA
4 MARINA EDGE SEATING AND PLANTING

SEAPLANE PLAZA

The Seaplane Plaza is intended to be the open space hub of the Seaplane Lagoon network. Located at the end of Ralph Appezzato Memorial Parkway, the plaza affords a dramatic view and invitation to the Seaplane Lagoon and surrounding waterfront parks. As a flexible space for markets, events, and outdoor cafes, the plaza can also provide vehicle access as needed for retail venues. The secondary open space aligned with the Terminal Museum Building 77 offers additional flexible park and special event space, flanked by retail shops, and connected to the waterfront. With the waterfront promenade integrated through the water side of these plazas, Seaplane plaza will likely be the most active space in the plan.

1 FLEXIBLE PARK & MARKET STALLS
2 WATERFRONT RESTAURANT
3 WATERFRONT CAFE
4 ART SCULPTURE
5 FLEXIBLE EVENT/PARKING PLAZA
6 BICYCLE PLAZA - CAFE, BICYCLE RENTAL, TIRE PUMP / TUNE-UP STATION, BICYCLE PARKING
7 TERMINAL MUSEUM BUILDING 77

0′ 75′ 150′ 300′

SEAPLANE PLAZA CONCEPT ILLUSTRATION

1 MARINA BEYOND
2 ART SCULPTURE
3 WATERFRONT CAFE
4 OPEN FLEXBILE PLAZA

SEAPLANE PLAZA PRECEDENT IMAGES

1. FLEXIBLE PARK & MARKET, OLYMPIC SCULPTURE PARK, SEATTLE, WA
2. FARMER'S MARKET: FERRY BUILDING, SAN FRANCISCO, CA
3. ART SCULPTURE, OLYMPIC SCULPTURE PARK, SEATTLE, WA
4. BICYCLE RENTAL KIOSK
5. WATERFRONT RESTAURANT WITH DRAMATIC VIEWS, SAUSALITO, CA


1


2


3

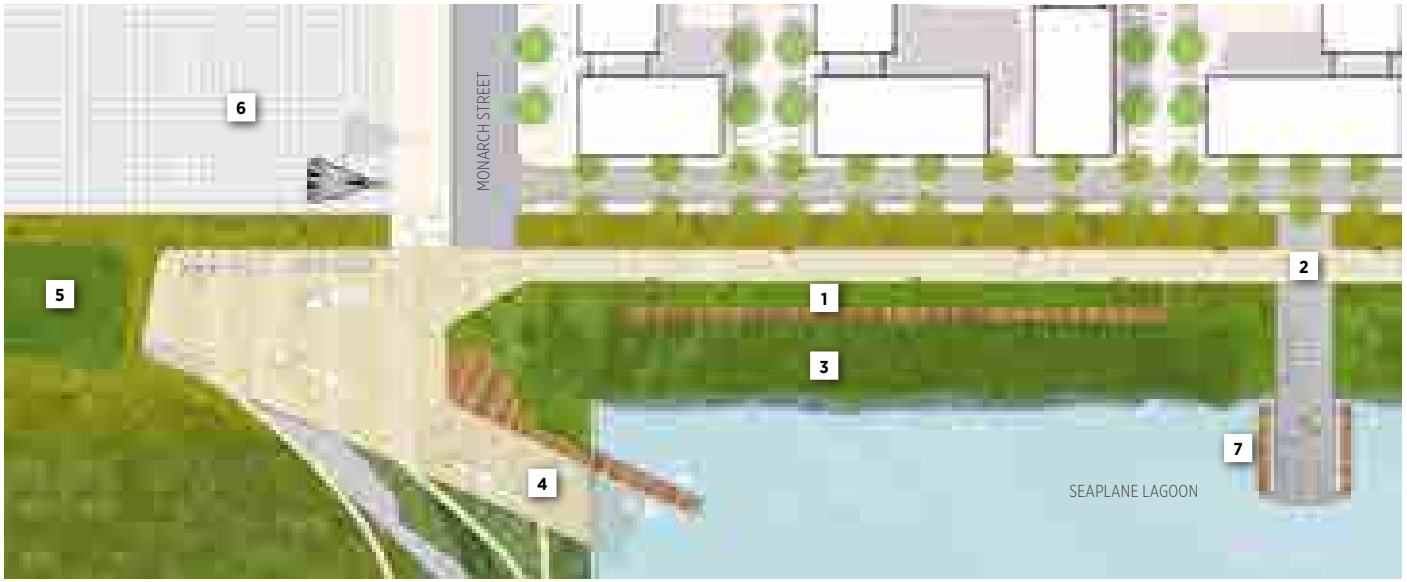

4


5

SEAPLANE LAGOON PARK

The northern edge of the Seaplane Lagoon is envisioned as a substantial waterfront park that will be a regional destination. A gracious 30 foot wide pedestrian and bicycle promenade weaves through a series of active lawn areas for casual recreation and picnics, native gardens, waterfront plazas and piers, and boat launch water access points. At the center of the park is a large event amphitheater with a floating stage. The landscape structure supports the organizational relationship between the water and the existing hangar buildings. Small amenity or accessory buildings would be allowed to activate the park. The existing seaplane ramps are re-purposed and celebrated as public water access points, and a boat ramp is integrated into the western end of the promenade. Portions of the Seaplane Lagoon Park will be allowed to be inundated with sea level rise. Sea level adaptation strategies include landforms at the promenade alignment, and immersive landscapes south of the promenade, which would be adapted to tidal wetlands subsequent to sea level rise.

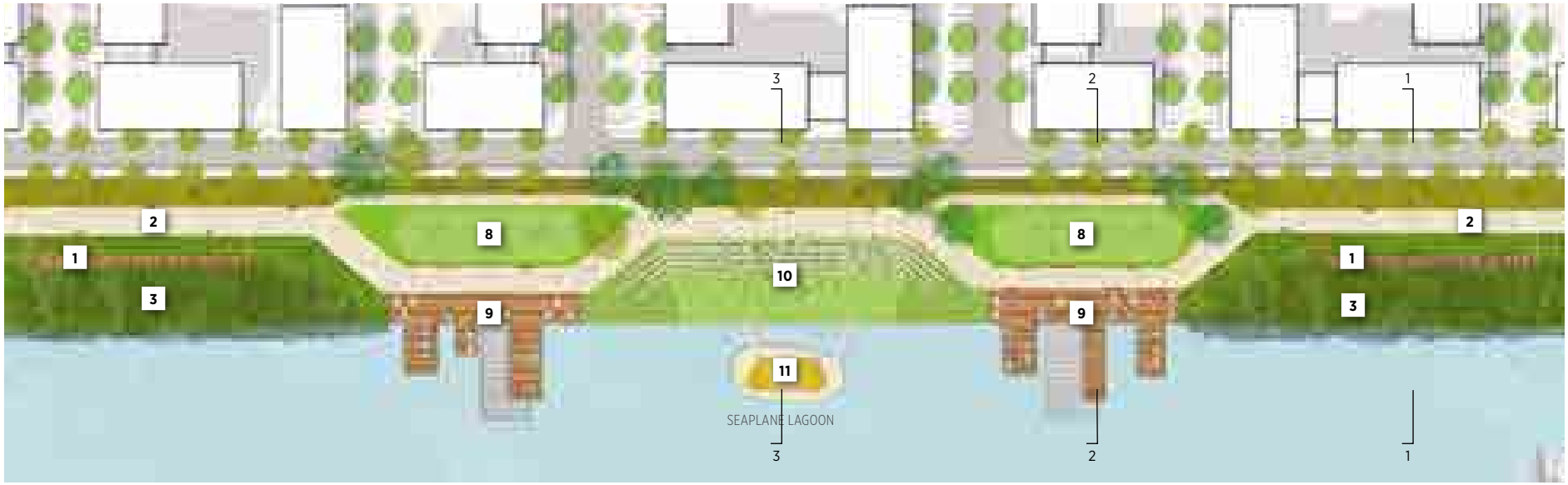
SEAPLANE LAGOON PARK - WEST



1 NATURE WALK
2 BICYCLE/PEDESTRIAN PROMENADE
3 INNER TIDAL/INUNDATION ZONE
4 BOAT LAUNCH
5 STORMWATER BASIN
6 EVENT PLAZA
7 SMALL BOAT RAMP
8 FLEXIBLE RECREATION LAWN
9 SOCIAL PIER & LOOKOUT
10 LAWN AMPHITHEATER
11 FLOATING STAGE

KEY PLAN

SEAPLANE LAGOON PARK - CENTRAL



1 NATURE WALK
2 BICYCLE/PEDESTRIAN PROMENADE
3 INNER TIDAL/INUNDATION ZONE
4 BOAT LAUNCH
5 STORMWATER BASIN
6 EVENT PLAZA
7 SMALL BOAT RAMP
8 FLEXIBLE RECREATION LAWN
9 SOCIAL PIER & LOOKOUT
10 LAWN AMPHITHEATER
11 FLOATING STAGE

KEY PLAN

SEAPLANE LAGOON - SEA LEVEL RISE STRATEGIES

1 SECTION AT INNER TIDAL/INUNDATION ZONE

2 SECTION AT SOCIAL DOCK

3 SECTION AT LAWN AMPHITHEATER

SEAPLANE LAGOON PARK PRECEDENT IMAGES

1 SMALL BOAT LAUNCH: BROOKLYN BRIDGE PARK,
2 PROMENADE: THE EDGE PARK, BROOKLYN, NY
3 FLEX REC LAWN: CRISSY FIELD, SAN FRANCISCO, CA
4 BICYCLE PATH: WILMINGTON WATERFRONT PARK, LOS ANGELES, CA
5 LOOKOUT PIER: PIER 62, SEATTLE, WA


1


2


3


4


5

SEAPLANE LAGOON PARK

1 SOCIAL PIER & LOOKOUT
2 LAWN AMPHITHEATER & STAGE
3 PEDESTRIAN & BICYCLE PROMENADE
4 FLEXIBLE RECREATION LAWN

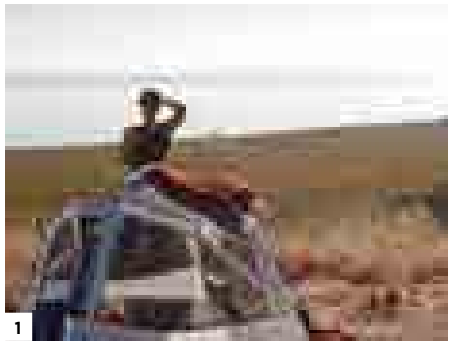
DE-PAVE PARK

The western edge of the Seaplane Lagoon, behind which sits the planned Nature Reserve, is intended to be a park for visitors to enjoy nature and appreciate ecologically rich constructed habitat areas. "De-Pave" Park combines a proactive ecological agenda with a compelling visitor experience by placing a picnic, camping and interpretive program within a large scale sustainable landscape. The landscape strategy is to transform this vast paved area into a thriving ecology by removing the paving and nurturing ecological succession. Existing paved areas are left to remain in specific areas to accommodate circulation and camping/picnic uses. Floating wetland docks could be added for increased habitat, and non motorized boat access. Existing buildings along the western edge of De-Pave Park could remain if needed, however sea level rise adaptation strategies for this park area are to allow immersion and succession to a tidal ecology. The buildings within the West Waterfront (De-Pave Park) area may remain and be used for interim leasing until such time as the park is fully funded.

1 HABITAT ZONES - NATIVE PLANTING
2 NATURE TRAIL
3 (E) NATURE PRESERVE ON FEDERAL PROPERTY
4 CAMPING SITES
5 FLOATING WETLANDS
6 (E) BREAK

1 US HORNET
2 FLOATING WETLANDS
3 BOARD WALKS
4 HABITAT ZONE/NATIVE PLANTING
5 ART SCULPTURE
6 CAMPING SITE

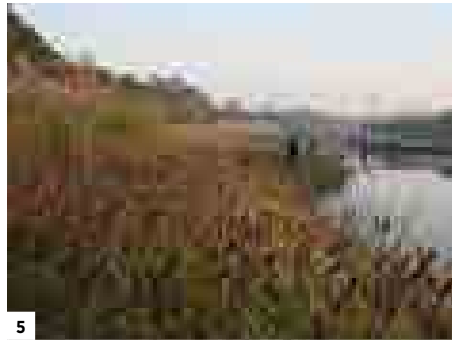
100


1


2


3


4


5

DE-PAVE PARK PRECEDENT IMAGES

1 WATERFRONT CAMPING
2 NATIVE PLANTING
3 LARGE SCULPTURE ART
4 TRAIL NETWORK
5 IMMERSIVE ENVIRONMENT

DISTRICT SUSTAINABILITY MEASURES

Implicit in Alameda Point's designation as a regional Priority Development Area (PDA) under Plan Bay Area is the underlying purpose of fostering sustainable urbanism in furtherance of the objectives of the California Sustainable Communities Act (SB 375). Towards that end, and as a demonstration of the City of Alameda's dedication to sustainability, it is the recommendation of the Precise Plan that all new development within the Waterfront Town Center achieve – or demonstrate equivalence to – the USGBC's LEED for Neighborhood Development® rating system Gold level certification.

The LEED for Neighborhood Development® rating System is a set of performance standards for certifying communities, neighborhood or districts (as opposed to single buildings) with the intent of promoting healthful, durable, affordable, and environmentally sound planning and development practices. Under LEED-ND, projects may constitute whole neighborhoods, portions of neighborhoods, of even multiple neighborhoods – there is no absolute minimum or maximum size, but rather a practical range of anywhere between 2 habitable buildings and 320 acres.

Furthermore, the LEED-ND rating system is designed to promote the redevelopment of aging brownfield sites into revitalized neighborhoods by rewarding connections beyond the site, walkable streets within the site, and the integration of any historic buildings or other resources that give the new community a unique sense of place.

Planning to date for Alameda Point supports the LEED-ND Certification or equivalency goal. Indeed, projects within the Waterfront Town Center already potentially conform to LEED-ND requirements for Smart Location, Species and Ecological Communities Conservation, Wetland and Water Body Conservation, Agricultural Land Conservation and Floodplain avoidance. Additionally, due to the emphasis of the project on creating a pedestrian-friendly, transit oriented community, projects within the Waterfront Town Center should readily be able to meet Walkable Streets, Compact Development, and Connected and Open Community requirements.

In order to achieve (or demonstrate equivalence to) Gold level Certification, projects may incorporate a combination of sustainable development strategies, including but not limited to:

- Location and Urban Form Strategies
- Site and Landscape Strategies
- Water Management and Efficiency Strategies
- Energy Source and Efficiency Strategies
- Green Building and Construction Strategies

Options related to the site-level strategies are listed on the following pages; Green Building and Construction management strategies are described later in this chapter.

As sustainable technologies and best practices evolve, development proposals within the Waterfront Town Center should demonstrate increased performance beyond the norms or even the aspirations of today. Ultimately, the City of Alameda, through Development Plan Review, Design Review and other development approval processes, must determine the combination of sustainable development measures appropriate to each in-tract project at the time and stage of development. The LEED-ND Gold certification standard is offered here with the intent of enabling (not inhibiting) sustainable community growth. As technologies and best practices for green development advance, so too should projects within the Waterfront Town Center in facilitating an ever more sustainable community.

SUSTAINABLE BUILDING DESIGN

In order to support and complement the Precise Plan's overall sustainability goals, it is recommended that all new and renovation construction conform to standards that exceed the minimums established by the State of California, through the adoption of LEED Gold or equivalent certification standards. These standards should at a minimum address:

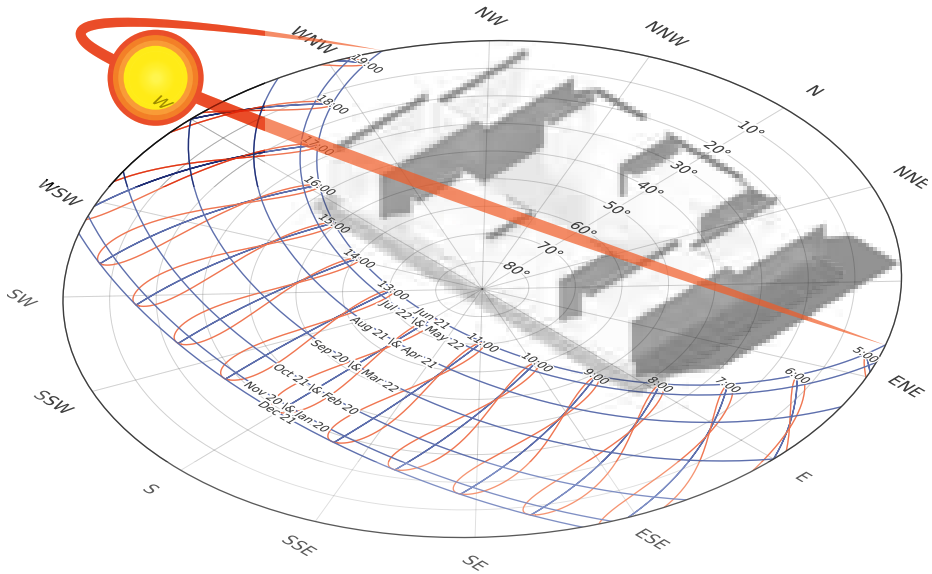
Energy: goals to exceed Title 24; the encouragement of renewable energy sources; encouragement for operable windows; and control of refrigerants

Waste: construction debris; composting; and separation of recyclable materials by type, per building

Water: reduction in potable water use; stormwater retention and reuse and quality; encouragement for recycling

TRANSIT SUPPORTIVE DEVELOPMENT

ORIENTATION FOR DAYLIGHT

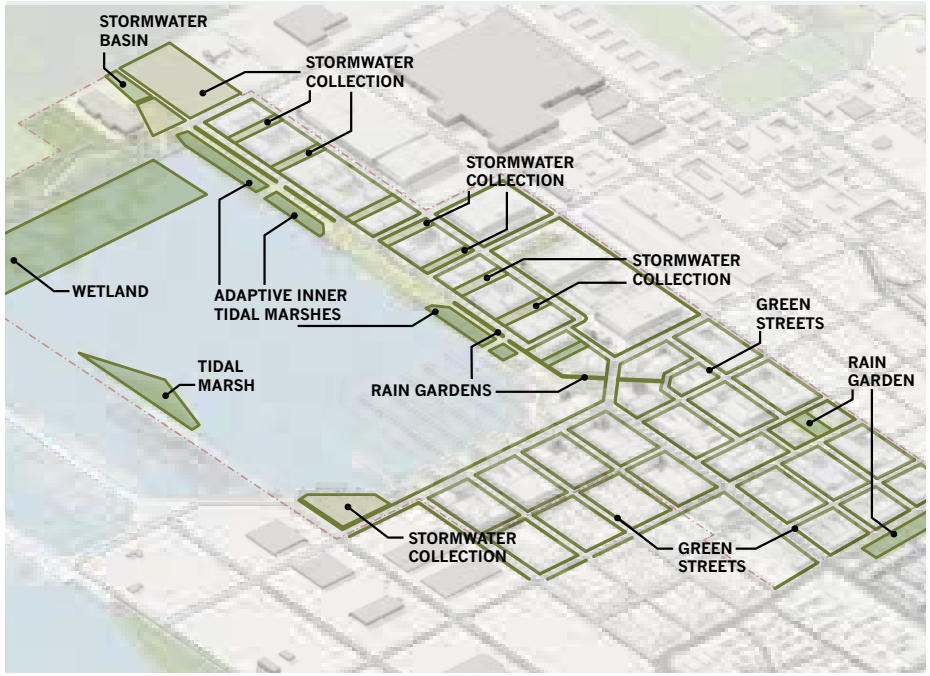


LOCATION AND URBAN FORM STRATEGIES

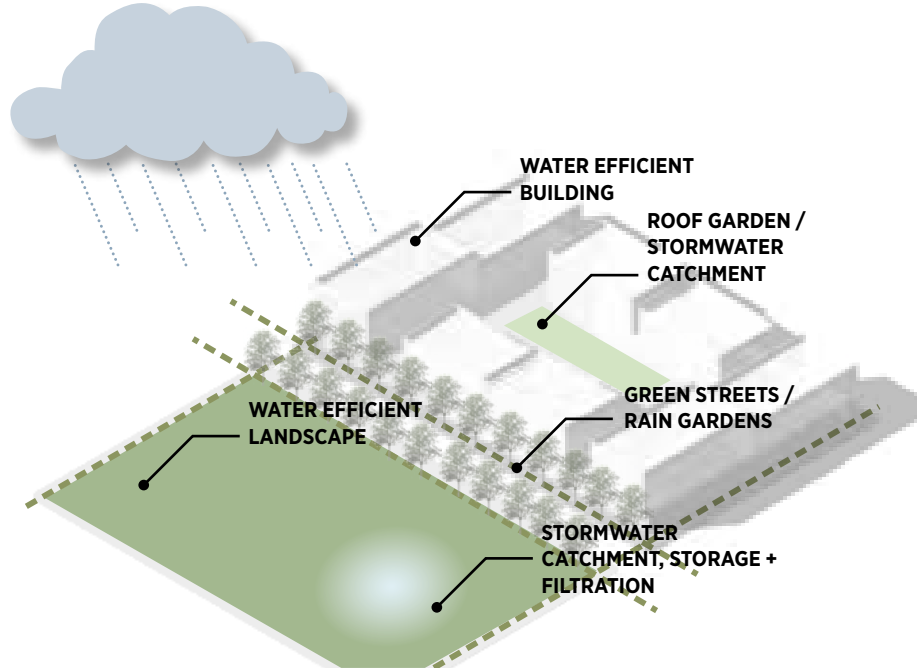
Location and Urban Form strategies are those which foster urban sustainability by promoting compact, transit-oriented, pedestrian-friendly, mixed-use communities. Such strategies also enable better health, productivity, and energy efficiency through site-wide configuration and orientation to optimize daylighting and passive ventilation. Location and Urban Form strategies include (but are not limited to):

- Development density minimums and concentrations within a 1/4 mile or 5 minute walk from a transit stop to support frequent and convenient public transit and other amenities.
- Prioritization of Public Transit, Bike and Pedestrian Access and Mobility through de-emphasis of private automobile transportation and improved facilities for public transit, cycling, and walking including programs such as GreenTrips.
- Optimization of Daylighting and Passive Ventilation potential through site-wide establishment of primary block orientation for thermal comfort. The Precise Plan recommends the majority of blocks within the Waterfront Town Center be oriented generally with longer sides facing north-south. Individual building configuration and design should also consider natural ventilation and daylighting opportunities.

SUSTAINABLE LANDSCAPE MEASURES



SUSTAINABLE WATER MEASURES



SUSTAINABLE SITE AND LANDSCAPE STRATEGIES

Sustainable Site and Landscape Strategies are those which foster urban sustainability by promoting resource conservation and resource use efficiency. These strategies include:

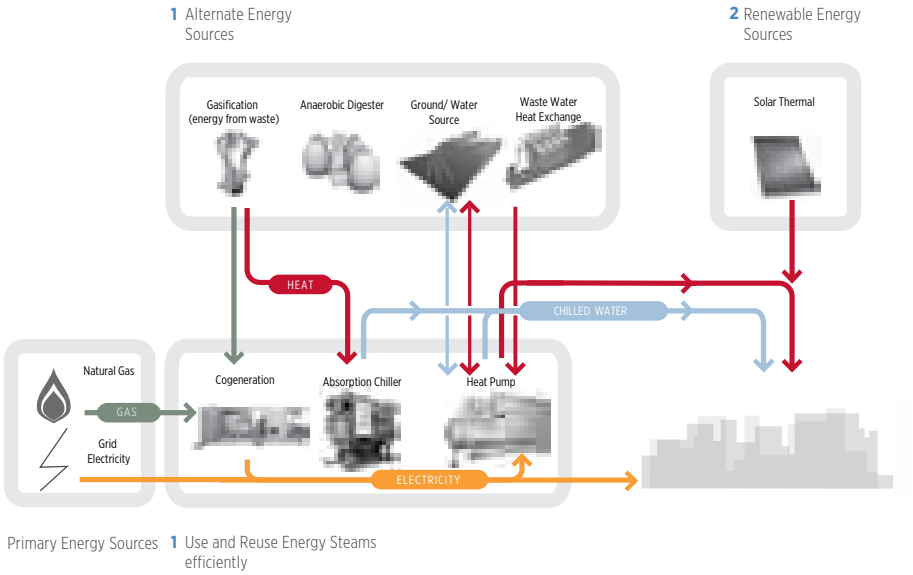
- Localized district-level Stormwater Capture, Treatment and Reuse
- Use of Native / Climate-Tolerant Species
- Native Species and Preservation, and Ecological Habitat Conservation and Improvement
- Incorporation of Sea-Level Rise Protection, with measures for initial implementation and allowances for adaptability over time
- Water Quality Preservation through site-wide erosion and sedimentation control planning and monitoring

SUSTAINABLE WATER STRATEGIES

Sustainable Water Strategies work in concert with Site and Landscape Strategies to foster urban sustainability by promoting water use efficiency. These strategies include:

- Comprehensive Stormwater Management at the building, block, street, district, and site level
- On-site rainwater collection, filtration, and reuse
- Greywater treatment and reuse

SUSTAINABLE ENERGY MEASURES



BUILDING INTEGRATED PHOTOVOLTAICS

SUSTAINABLE ENERGY STRATEGIES

Sustainable Energy Strategies work in concert with Location, Urban Form and Site Strategies to foster urban sustainability by promoting energy source management and energy use efficiency. Potential opportunities for sustainable energy include (but are not limited to):

1. Implementation of District Energy Systems
   - Heating Water (Seawater Heat-pumps, Ground-source Heat-pumps, Gas Boilers, Solar Thermal, Sewer heat recovery with heat pumps
   - Chilled Water (Seawater Heat-pumps, Ground-source Heat-pumps, Centrifugal Chillers and Cooling Towers, Sewer heat recovery with heat pumps
2. Implementation of Community Photovoltaic Use
   - Central or Distributed PV Panels
   - Building Integrated Photovoltaics (BIPV)
3. Solar Thermal Domestic Hot Water
   - Centralized or Distributed Solar Thermal Panels
4. Sewer Heat Recapture
   - Centralized or Distributed Sewer Capture Systems
   - SHARC System with Heat Pumps
   - Use with greywater, blackwater or both
5. Other strategies including wind or tidal energy

5

LAND USE AND DEVELOPMENT REGULATIONS GUIDELINES

Land use distribution within the town center takes, as a starting point, the previous planning work done for Alameda Point, including the 1996 Community Reuse Plan, the 2003 General Plan element for Alameda Point, and the 2013 Planning Guide, all of which reinforce the Town Center as the mixed-use recreational, retail, entertainment, and amenity core for Alameda Point.

INTRODUCTION

The holistic integration of land use planning with provisions for improved access and mobility are foundational to Alameda Point's designation as a transit village and regional Priority Development Area under Plan Bay Area, and are therefore essential to the Town Center and Waterfront Precise Plan.

Land use distribution within the Town Center takes, as a starting point, the previous planning work done for Alameda Point, including the 1996 Community Reuse Plan, the 2003 General Plan element for Alameda Point, and the 2013 Planning Guide, all of which reinforce the Town Center as the mixed-use recreational, retail, entertainment, and amenity core for Alameda Point. By combining areas of residential and commercial mixed-use and maritime activity – focused around public space – the land use framework for the Town Center works to create a livable, vibrant, transit and pedestrian oriented 24/7 environment.

The land use and development regulations and guidelines ensure that all future private and public investments in the planning area support a walkable, mixed use waterfront environment. The land use and development regulations and guidelines are organized as follows :

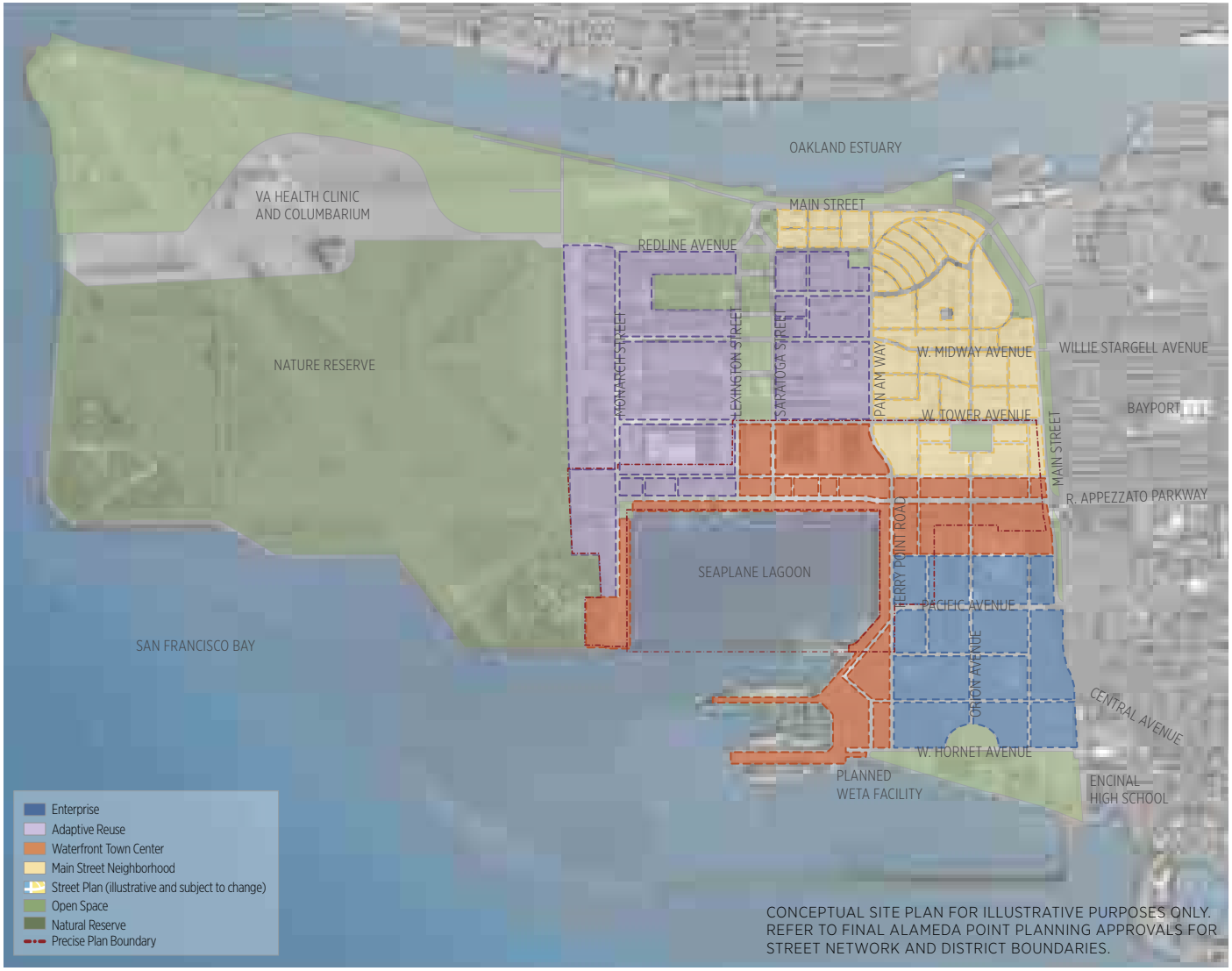
A. Land Use Principles, Permitted Uses and Parking Regulations

B. Pedestrian Oriented Design Standards and Guidelines
   - Streetwall
   - Setbacks
   - Required Ground Floor Uses
   - Building Height
   - Transit Village Center Concept

C. Building Types, Massing and Design Standards and Guidelines

D. Historic District Infill Guidelines

A. LAND USE PRINCIPLES, PERMITTED USES AND PARKING REGULATIONS



PLANNING GUIDE LAND USES

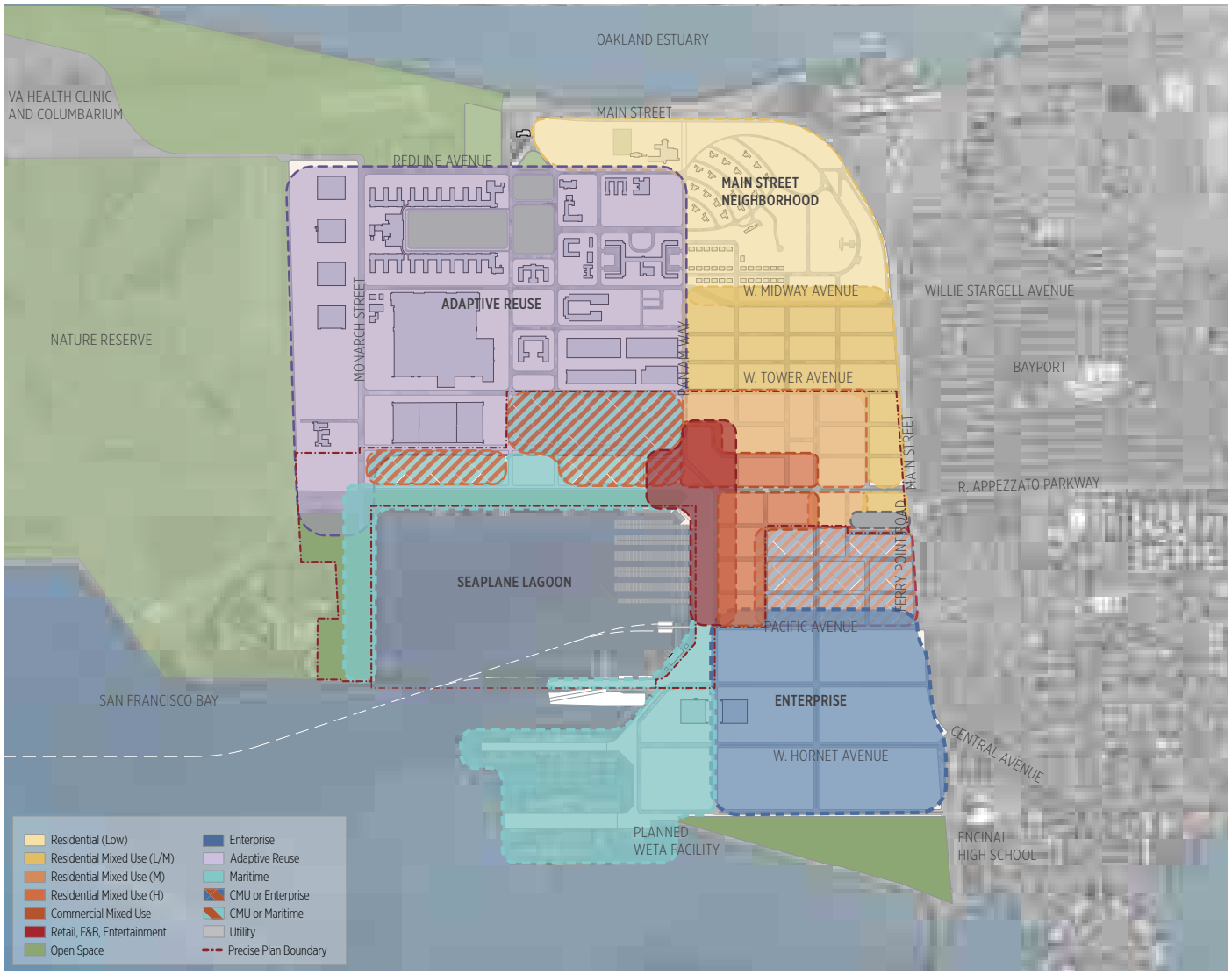
The starting point for consideration and distribution of Land Uses within the Town Center is the 2013 Planning Guide, which distills the fundamental principles of previous planning and public outreach efforts at Alameda Point. The Planning Guide positions the Town Center as the functional center between the adjacent Bayport and Main Street neighborhoods to the east and northeast, the Adaptive Reuse Sub-District to the north, and the Enterprise Sub-District to the south and southeast. As a result, the Town Center acts as both a locus of activity and a transition zone between the different surrounding use concentrations.

LAND USE TRANSITION CONCEPT

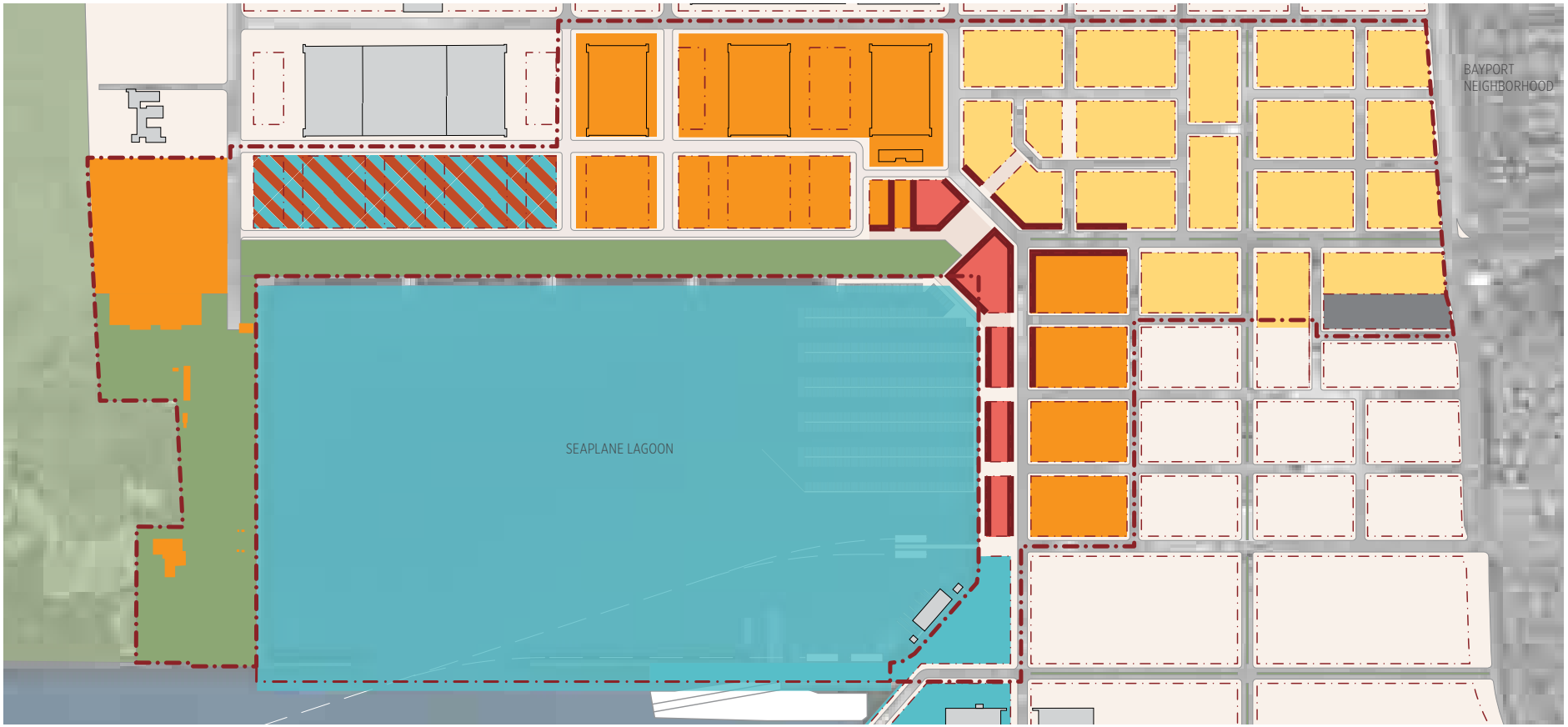
The type and intensity of uses within the Town Center varies to provide transitions to and between the adjacent districts within and adjacent to Alameda Point. Along the edge of Bayport and bordering the Main Street Neighborhoods in the Atlantic Entry District, lower-density multi-family residential use – in the form of 2-3 story townhomes and walk-up flats is proposed. Toward the Seaplane Lagoon, residential density increases, with 3-5 story apartments over parking and/or retail podia. The greatest mix and intensity of uses (including office, residential, hotel and retail) and the site's tallest buildings (5-6 story) are concentrated at the west end of Ralph Appezzato Memorial Parkway and along Ferry Point Road. A zone of retail, entertainment, dining and other visitor-serving uses overlays the Town Center and East Waterfront along Ferry Point Road, connecting residential and commercial centers and providing amenities to both. Along the north edge of the Seaplane Lagoon, maritime and commercial uses provide a transition from the Town Center westward to the more industrial, production-oriented functions currently located along the west side of the Adaptive Reuse Sub-District. Public open space and maritime uses surround the Seaplane Lagoon, providing for enjoyment of the Waterfront.

0' 1000' 2000' 3000'

CONCEPT FOR TRANSITION BETWEEN LAND USES



PROPOSED TOWN CENTER LAND USE PLAN



LAND USE PLAN

The permitted uses and conditionally permitted uses within the Town Center and associated off-street parking regulations are described in the following Table, and on the Land Use Plan above.

TABLE A: PERMITTED AND CONDITIONAL USES

	USE	RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
RESIDENTIAL, OPEN SPACE, LODGING	Dwelling Unit (multi family) (f)	P	P	-	-	-	1.50 (a)
	Dwelling Unit (single family)	-	-	-	-	-	-
	Bed and Breakfast	P	P	-	-	-	0.75 (b)
	Hotel	C	P	P	-	-	0.75 (b)
	Community Garden	P	C	C	-	P	(c)
	Parks, Playgrounds, Sports Fields	P	P	-	-	P	(c)
	Trailheads, Trails, Comfort Stations	P	P	P	P	P	(c)
	Artists Studio	P	P	C	-	C	0.30 (a)
	Work / Live	C	P	-	-	-	1.00 (a)
COMMERCIAL AND RETAIL	Office/ R&D	C	P	C	P	-	2.65
	Large Format Retail	-	C	C	C	-	3.40
	Retail	C (e)	P	P	C	C	3.40
	Grocery	P	P	C	C	-	3.40
	Convenience Store	C	P	P	C	-	3.40
	Art Gallery	P	P	P	C	C	0.50
	Café	P	P	P	P	C	6.90
	Catering Services	C	P	C	-	-	2.00
	Restaurant	C	P	P	C	C	6.90
	Bar / Tavern	C	C	P	C	C	6.90
	Bank and Financial Services	P	P	P	-	-	2.65
	Personal Services	P	P	P	-	-	2.00
	Liquor Store	C	C	C	-	-	2.00
	Urban Farm	C	C	C	-	C	(c)

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT

(b) SPACES PER ROOM

(c) SPACES ALLOWED TO BE DETERMINED BY PARKING DEMAND STUDY

(d) SAME AS SPACES ALLOWED TO DWELLING UNIT

(e) FOR RESIDENTIAL MIXED USE FRONTAGE REQUIRING GROUND FLOOR RETAIL, SUCH USE IS PERMITTED BY RIGHT. FOR OTHER RMU AREAS, RETAIL MAY BE GRANTED A CONDITIONAL USE PERMIT PURSUANT TO THE PROCEDURES AND STANDARDS OF AMC-SECTIONS 30-21.3 AND .4. SEE GUIDELINES FOR GROUND FLOOR USE IN CHAPTER 5

(f) FROM #68

RESIDENTIAL USE SHALL NOT BE PERMITTED BETWEEN LEXINGTON AND SARATOGA STREETS IN ACCORDANCE WITH STATE LANDS RESTRICTIONS. RESIDENTIAL USE WEST OF LEXINGTON SHALL REQUIRE A CONDITIONAL USE PERMIT TO ENSURE COMPATIBILITY WITH THE ENDANGERED SPECIES LOCATED ON LANDS IN THE NATURE PRESERVE WEST OF THE PLAN AREA.

TABLE A: PERMITTED AND CONDITIONAL USES - CONTINUED

USE		RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
EDUCATION AND ASSEMBLY	Clubs, Halls, Conferences Centers	C	P	P	C	-	6.90
	Library	P	P	P	-	-	1.00
	Museum	P	P	P	C	C	1.00
	Theater / Entertainment	C	P	P	-	C	(c)
	Multiple Screen Theater	-	-	-	-	-	(c)
	Religious Assembly	P	C	-	-	-	6.00
	Health and Fitness Facilities	P	P	P	-	C	2.00
	Hospitals	-	C	-	-	-	2.50
	Health Clinic	P	P	P	-	-	2.50
	Veterinary Clinic	C	P	-	-	-	2.00
	Public Safety Facilities	P	P	P	C	-	2.00
	Post Office	P	P	P	-	-	3.40
	Teaching Studios (Art, Dance, Fitness, Music)	P	P	P	-	-	1.50
	College / Vocational School	C	C	-	-	-	1.50
	Schools	C	C	-	-	-	1.50
	Child Care	P	P	P	-	C	1.25
	Family Day Care (7 or more children)	P	P	-	-	-	(d)
	Family Day Care (6 or less children)	P	P	-	-	-	(d)

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT

(b) SPACES PER ROOM

(c) SPACES ALLOWED TO BE DETERMINED BY PARKING DEMAND STUDY

(d) SAME AS SPACES ALLOWED TO DWELLING UNIT

(e) FOR RESIDENTIAL MIXED USE FRONTAGE REQUIRING GROUND FLOOR RETAIL, SUCH USE IS PERMITTED BY RIGHT. FOR OTHER RMU AREAS, RETAIL MAY BE GRANTED A CONDITIONAL USE PERMIT PURSUANT TO THE PROCEDURES AND STANDARDS OF AMC-SECTIONS 30-21.3 AND .4. SEE GUIDELINES FOR GROUND FLOOR USE IN CHAPTER 5

(f) FROM #68

TABLE A: PERMITTED AND CONDITIONAL USES-CONTINUED

	USE	RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
TRANSPORTATION SERVICES	Transit Station / Ferry Terminal	P	P	P	P	P	(c)
	Car or Bike Sharing Facility	P	P	P	P	P	(c)
	Automobile Sales, Rental and Leasing	C	C	-	-	-	1.25
	Automobile Service and Repair	-	C	-	-	-	2.00
	Gas Station	C	C	-	-	-	2.00
	Parking Garage or Surface Lot	C	C	C	C	C	N/A
	Bus Shed / Maintenance Facility	-	C	-	-	-	2.00
MARITIME	Research	-	P	C	P	P	1.75
	Workplace	-	P	C	P	-	2.00
	Wholesaling	-	C	-	C	-	3.40
	Boat Sales and Repair, Fuel Sales	-	C	C	P	-	1.50
	Concessions	-	C	C	P	C	1.00
	Boating Clubs or Schools	-	C	C	P	C	1.00
	Commercial Marina (f)	-	-	-	-	C	0.40
INDUSTRIAL	Food and Beverage Manufacturing	-	P	C	-	-	0.65
	Industrial, Light	-	C	-	-	-	0.50
	Industrial Arts	-	C	-	-	C	0.65
	Utilities, Large	C	C	-	C	C	0.65
	Utilities, Small	P	P	P	P	C	0.50
	Printing and Publishing	-	C	-	-	-	0.50
	Specialty Trade Contractors	-	C	-	-	-	0.50
	Storage, outdoor	-	C	-	C	-	0.40
	Storage, indoor	-	C	-	-	C	0.40
	Wholesaling and Distribution	-	C	-	-	-	0.50

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT
(b) SPACES PER ROOM
(c) SPACES ALLOWED TO BE DETERMINED BY PARKING DEMAND STUDY
(d) SAME AS SPACES ALLOWED TO DWELLING UNIT
(e) FOR RESIDENTIAL MIXED USE FRONTAGE REQUIRING GROUND FLOOR RETAIL, SUCH USE IS PERMITTED BY RIGHT. FOR OTHER RMU AREAS, RETAIL MAY BE GRANTED A CONDITIONAL USE PERMIT PURSUANT TO THE PROCEDURES AND STANDARDS OF AMC-SECTIONS 30-21.3 AND .4. SEE GUIDELINES FOR GROUND FLOOR USE IN CHAPTER 5
(f) FROM #68

PARKING REGULATIONS:

Transit Oriented Development Parking Regulations:
Transit Oriented Development Parking Regulations. The off-street parking ratios in the preceding Table and the following parking requirements are intended to:
a. Supplement the supply of shared public parking at Alameda Point that is shared and priced to support the Transportation Demand Management Program trip reduction goals;
b. Limit the supply of privately controlled off-street parking spaces; and
c. Support a walkable, bicycle-friendly, and transit-oriented community.

Off-Street Parking and Loading Regulations:
Applications for the reuse and/or redevelopment of land at Alameda Point shall be reviewed for conformance with the provisions of Alameda Municipal Code Section 30-7 Off Street Parking and Loading and the provisions of this section, including the Table B. When the content of this section conflicts with the AMC, this section shall govern. In Table B, all requirements are enumerated in space s per 1,000 square feet of gross building floor area unless otherwise noted. Shared parking agreements among the City, property owners, and businesses are encouraged.

Reserved Parking:
The Reserved Parking ratios presented in the Table represent the maximum number of off-street parking spaces that may be provided on the subject site for the private use of site occupants and visitors. There are no minimum off-street parking requirements.

Exceeding Reserved Parking Ratio:
The maximum reserved parking allowed may be exceeded only upon issuance of a use permit from the Planning Board, if the Board is able to make, all of the following determinations:
a. Reasonable parking and transportation demand management measures are being implemented to reduce the need for the additional off street parking;
b. The additional parking demand cannot reasonably be accommodated through contract or other arrangement such as shared parking or reciprocal parking agreements making use of other available off-site parking;
c. The additional spaces reflect parking demand that exceeds that which is common for this use as categorized in Table B, owing to unique characteristics of the users or the activity that result in a high level of automobile parking demand; and
d. The additional parking will enable or facilitate positive environmental or other benefits which outweigh adverse effects, such as additional traffic and congestion, danger to public safety or deterioration of travel conditions for pedestrians,cyclists or users of public transit.

In its decision the Planning Board shall cite evidence supporting its determinations, and may impose such conditions as are necessary to mitigate all negative impacts on the neighborhood and the environment which would otherwise result from the increased amount of parking.

Unbundled Parking:
The following rules shall apply to the sale or rental of parking spaces in new multi-unit residential buildings of ten units or more:
a. All off street parking spaces shall be leased or sold separately from the rental or purchase fees for the individual units for the life of the units, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space(s).
b. In cases where there are fewer parking spaces than units, the parking spaces shall be offered to the potential buyers or renters of the largest units first.
c. Potential buyers and renters of affordable residential units have an equal opportunity to buy or rent a parking spaces on the same terms and conditions as offered to the potential buyers and renters of market rate units, at a price proportional to the sale or rental price of their units as compared to comparable market rate units. This stipulation shall be included in any agreement recorded between the City and the developer pertaining to the affordable housing units.
d. Parking spaces shall be offered only to residents and tenants served by the off-street parking, except that any surplus space may be rented out to nonresidents or non-tenants with the provision that such spaces must be vacated on 30 day notice if they become needed by tenants or residents.
e. Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Community Development Director or Planning Board.

Open Space Sub-district Parking Requirements:
Parking requirements for use of Open Space Sub-district lands shall be determined within the context of the Conditional Use Permit process for the proposed use.

Intentionally Blank

B. PEDESTRIAN ORIENTED DESIGN STANDARDS AND GUIDELINES

INTRODUCTION

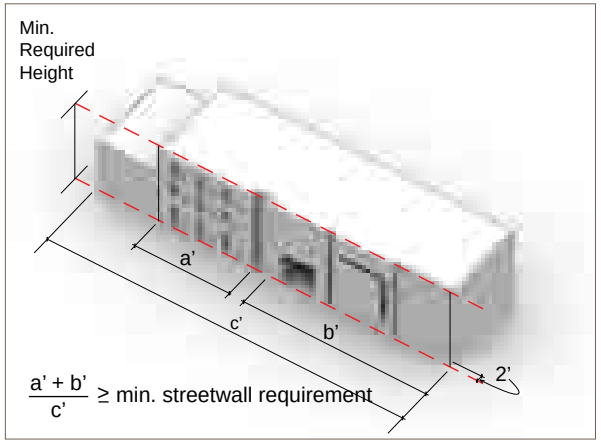
The Design Standards and Guidelines for the Town Center have a singular purpose: to engage and enliven the public realm, the areas that constitute the pedestrian environment. Visibly active ground floor uses, open and accessible ground floor entries, comfortable spatial enclosure and definition, the relationship of public to private space, the articulation of building facades, and the quality and detailing of landscape and building materials are all important to the achievement of this objective.

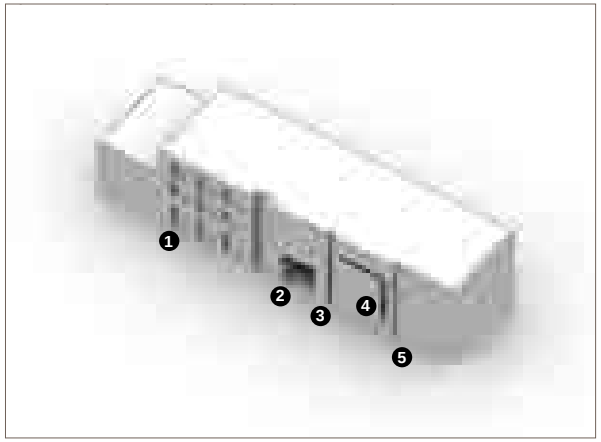
STREETWALL

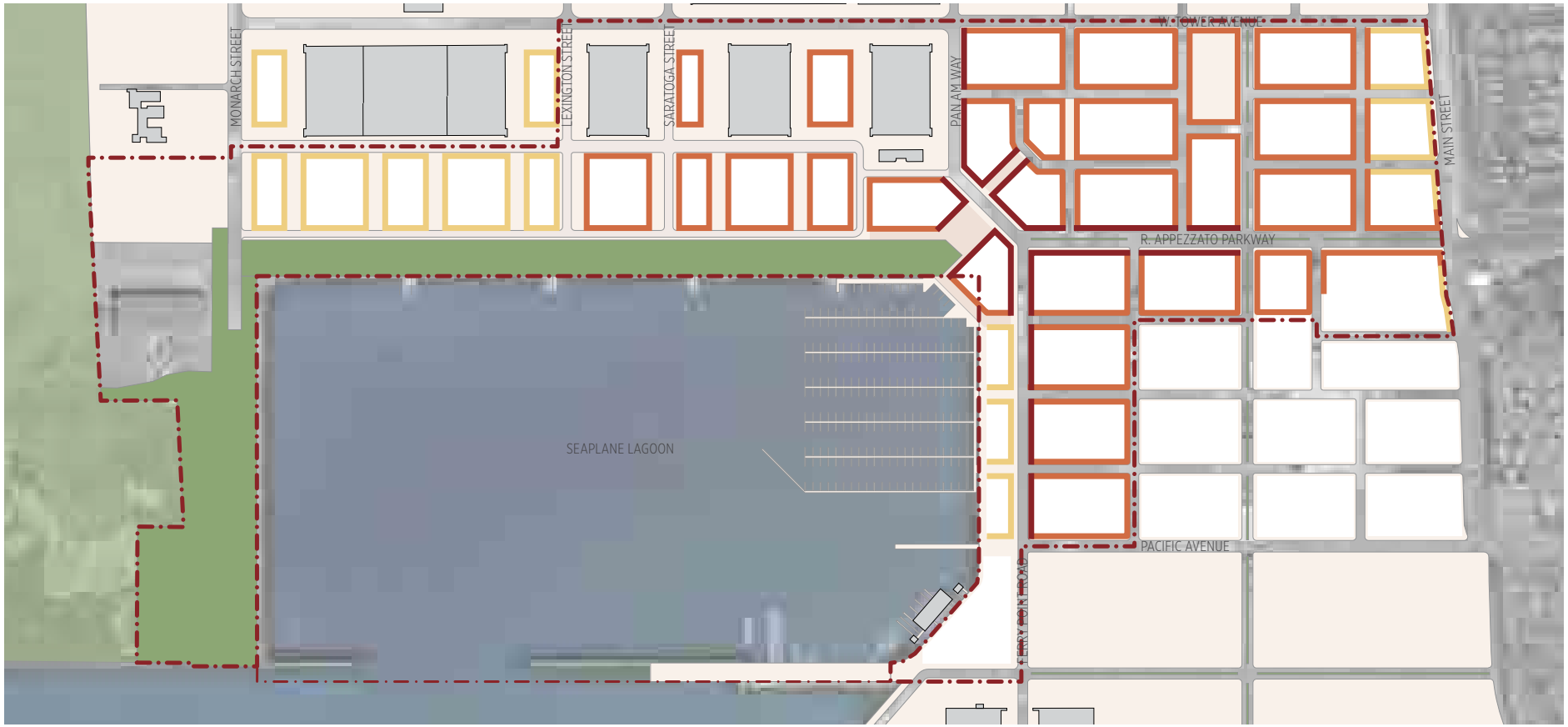
Streetwall requirements define the percentage of the front of a building that must be built a specified distance (defined as a setback line) from a public right of way or open space. They are important because they ensure buildings create clearly defined edges and a sense of spatial enclosure to the public realm, both important characteristics of a comfortable, human scaled pedestrian environment.

The proposed Minimum Streetwall Requirements are described on the streetwall diagram on page 115. These requirements are intended to apply per building, not per block. In order to meet the streetwall requirements buildings must be built up to the setback line at no less than the minimum per centage of street frontage for a minimum of two stories in height. The calculation of the streetwall requirement is shown in the accompanying figure. Minor variations in the streetwall created by building articulation, such as building entries up to two stories in height, recessed balconies, vertical recesses up to 4' wide and 3' deep and building setbacks no further than two feet from the setback line (right lower image) are allowed and count toward the overall streetwall requirement.

❶ RECESSED ENTRIES AND BALCONIES
❷ PASS-THROUGHS (UP TO 2 STORIES)
❸ VERTICAL RECESSES (NO GREATER THAN 3'X4' IN PLAN)
❹ BUILDING PROJECTIONS
❺ MINOR SETBACK (NO FURTHER THAN TWO FEET FROM THE SETBACK LINE)







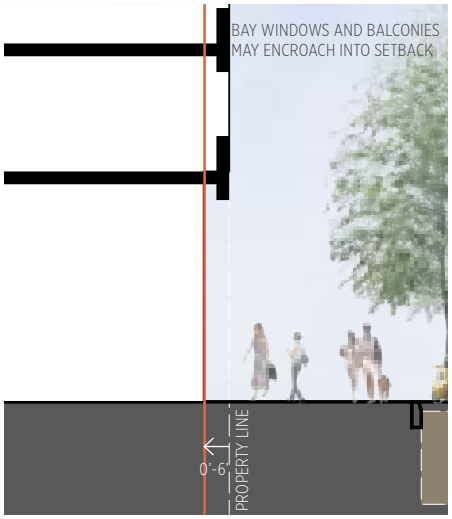
STREETWALL
This figure desribes the Town Center Streetwall Guidelines.

SETBACKS

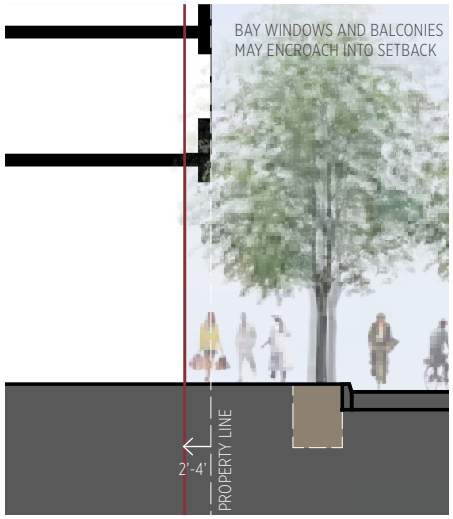
Setback requirements establish the distance between a building and a property line and are one of the principal ways by which the character of streets and open spaces are differentiated from place to place. Setbacks for residential buildings are intended to provide a comfortable buffer between the street and the interior of ground floor residences and include stairs, stoops, private gardens and patios that will foster use and thus social interaction among neighbors. Setbacks for retail buildings are intended for the expansion of available pedestrian space, the display of goods, and to accommodate outdoor seating for food and beverage establishments.

Setbacks in the core area of the Town Center are provided to allow additional sidewalk width for outdoor dining and merchandise display, but are kept small to ensure there is sufficient enclosure and definition of the street. More flexibility is allowed within the former Taxiway zone to permit a less formal edge to be created against the public park along the waterfront. Modest setbacks are required in the majority of the residential areas to allow the provision of a stoop at entries, with the greatest variation allowed along Main Street that will allow a variety of residential front yard conditions to be developed.

Encroachments into the setback zone for architectural elements such as or similar to bay windows, balconies, signage, lighting or awnings must be a minimum of 9' above sidewalk grade.

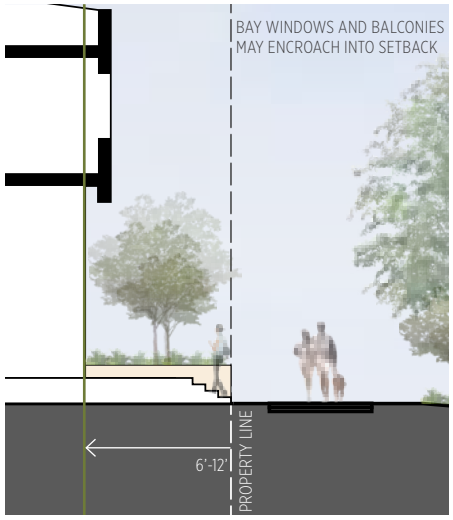


A

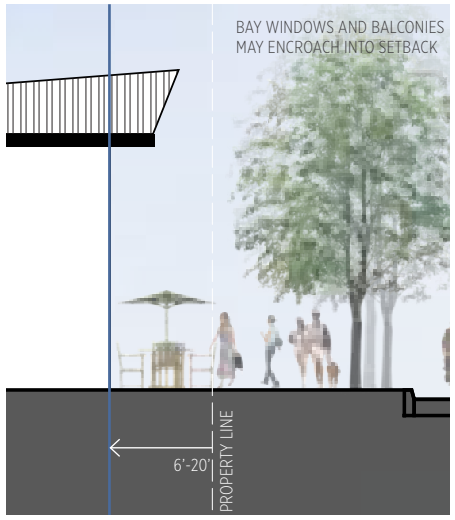


B

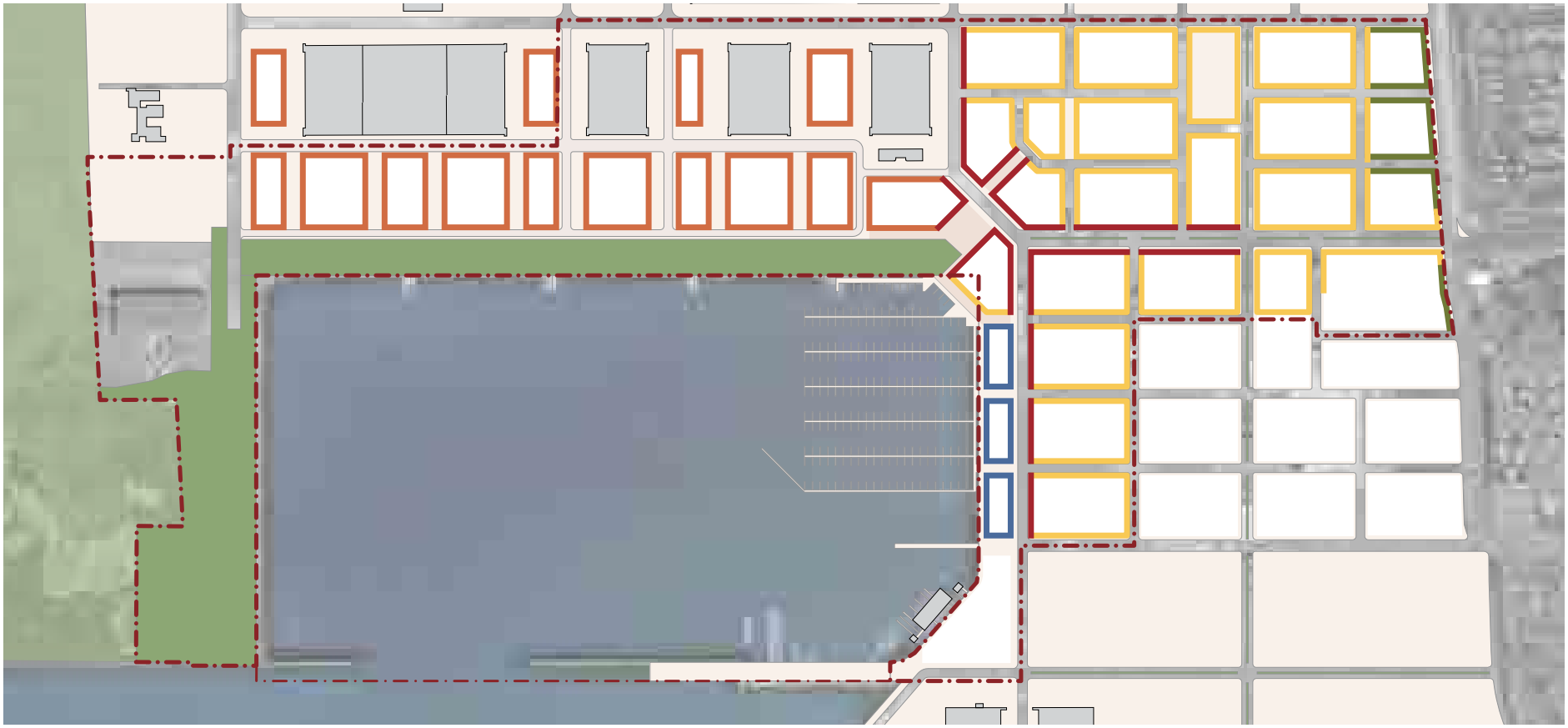
C



D



E



SETBACKS

The proposed setbacks for streets in the Town Center are shown in the figure above.

A 0'-6' (upper levels may encroach into setback)
B 2'-4' (upper levels may encroach into setback)
C 4'-6' (bay windows and balconies may encroach into setback)
D 6'-12' (bay windows and balconies may encroach into setback)
E 6'-20' (bay windows and balconies may encroach into setback)

* Setbacks are measured from the edge of the adjacent right-of-way, or easement, unless otherwise specified.

0' 250' 500' 750' 1000'

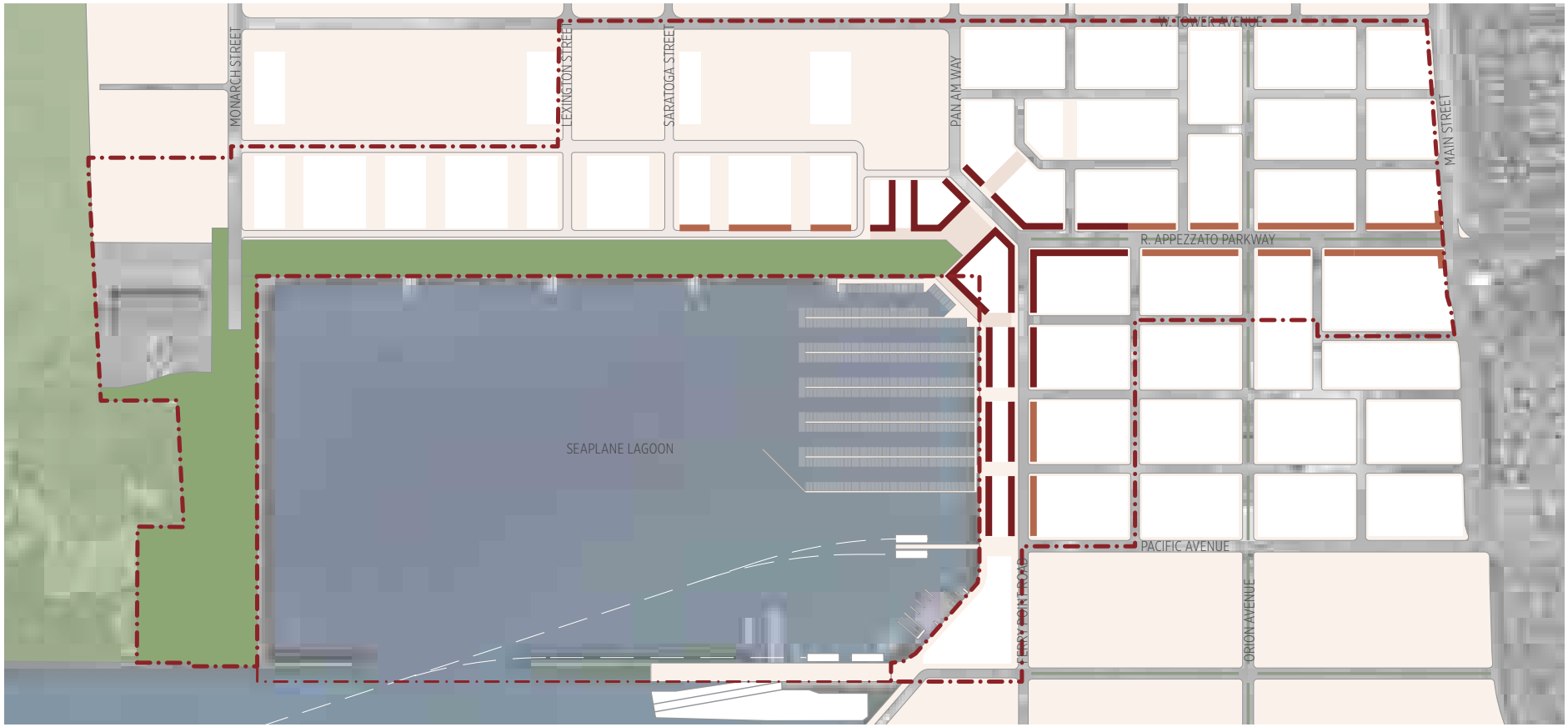
REQUIRED GROUND FLOOR USES

The intention of the plan is to emphasize several streets and places and in particular the major transit corridors, including portions of Ralph Appezzato Memorial Parkway, Ferry Point Road and the waterfront retail core, as centers of activity. To ensure an active and interesting pedestrian environment that provides services for transit users, residents, workers and visitors within these activity areas, this plan requires certain street frontages to have ground floor retail uses or areas to be built that can be adaptable to such use along them, as shown on the Figure on page 119. For the purposes of the ground floor retail requirements, "ground floor retail" spaces may be occupied by any of the uses listed as commercial and retail, education and assembly, maritime, transportation services, hotels, and artists' studios listed on Table B Permitted and Conditional Uses starting on Page 109. Conditionally permitted uses shall be reviewed pursuant to Section 30-21 of the Alameda Municipal Code. The requirement for adaptable ground floor use will be met by providing a minimum clear ground floor to ceiling height of 14', and building the finished floor at an elevation that would allow direct (step free) access to the adjacent sidewalk.

1 GROUND-FLOOR STREET RETAIL
2 CONVERTIBLE STORE FRONTAGE

1

2



GROUND FLOOR REQUIREMENT

The figure above shows the locations where active ground floor uses, or ground floors that can be adapted to active uses, are required.

BUILDING HEIGHT

Allowable heights within the Town Center gradually increase from the eastern edge along Main Street, which is kept intentionally low to respect the adjacent Bayport neighborhood, to their greatest height (up to 65') along the eastern edge of the Seaplane Lagoon. Allowable height within the NAS Alameda Historic District west of Pan Am Way is set in relation to the height of the existing hangars (buildings 39, 40 and 41), and is discussed further in section 5.0 below.

In addition to Maximum Heights certain areas of the Town Center also have required Minimum Heights. These are imposed in order to create the desired scale and intensity of use intended by the plan for the areas at the core of the Town Center.

Six blocks along the eastern edge of the Seaplane Lagoon and the Town Square are identified as being appropriate for buildings taller than 65'. Planning Board approval of a development plan and design review application for a building over 65' in height may be applied for, if the following finding can be made: the building exhibits exceptional architectural design and is transit supportive.

Height shall be measured in accordance with the City of Alameda Zoning Code.

Mechanical enclosures and other rooftop support facilities that occupy less than 20% of the roof top area up to 15' in height above the roof of the last habitable floor are permitted beyond the applicable maximum height.

Components contributing to sustainability, such as renewable power generation, may project above the applicable maximum height provided they do not significantly alter the apparent height of the building from the adjacent streetscape.

MAXIMUM AND MINIMUM BUILDING HEIGHT

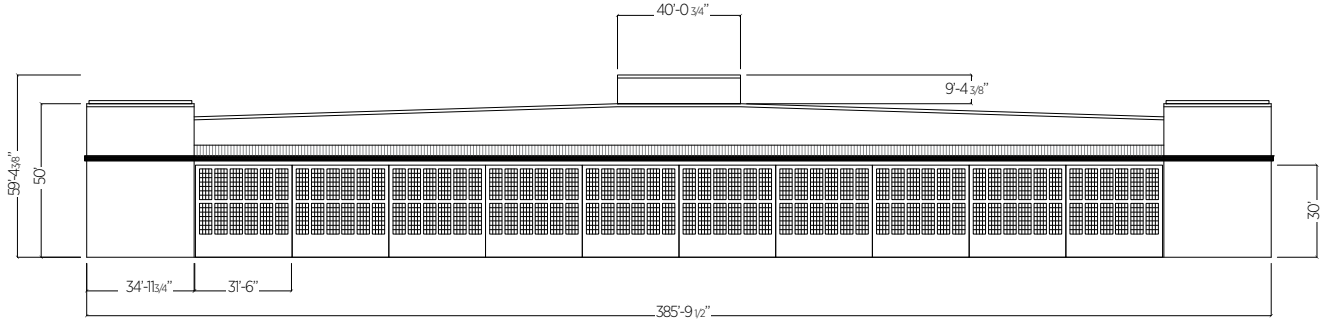
ALLOWABLE DEVELOPMENT IN TAXIWAY

BUILDING HEIGHT WITHIN THE TAXIWAY SUB-AREA

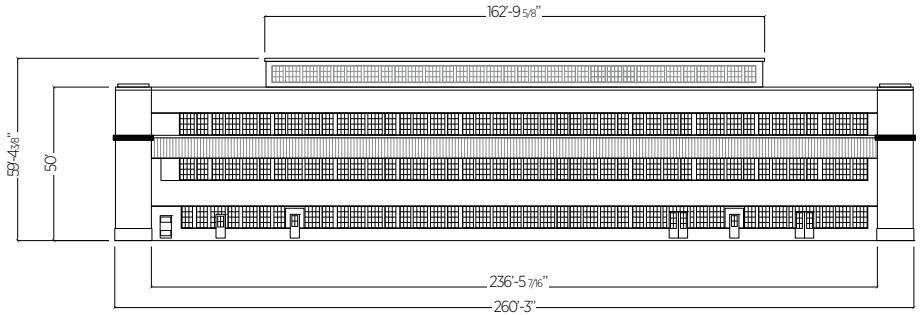
Building height limits within the NAS Alameda Historic District Hanger sub-area is designed to support new infill development that is consistent with the scale and massing of the existing Hangar buildings and provide for new employment and housing opportunities adjacent to the Seaplane Lagoon Park described on page 85.

HISTORIC DISTRICT HEIGHT LIMITS

Proposed height limits within the Historic District are based on the heights of the existing hangar buildings, as shown in the adjacent figure.



SIDE/END ELEVATION



FRONT ELEVATION

TRANSIT VILLAGE CENTER CONCEPT

The precise placement of buildings and open space in the core of the Town Center will be defined through specific development proposals. The illustrative example included in this plan demonstrates principles that should be followed in order to create a focal point for the entire plan that celebrates public access to and enjoyment of this unique waterfront setting. They include:

- The provision of a public plaza a minimum of 1 acre in size that extends from Pan Am Way to the waterfront, with a minimum width of 150'.
- This plaza should be designed as a multipurpose space, and may accommodate periodic use for parking and vehicular access
- Buildings fronting the plaza should all be designed to provide frontages that activate the plaza
- The placement of buildings, including landmark sculptural elements, should ensure that a direct visual connection along the axis of Ralph Appezzato to the public open space along the north side of the Seaplane Lagoon is maintained.
- The placement of buildings along the northwest face of the plaza, adjacent to Building 77 (Pan Am terminal), should ensure that a visual connection between this former Pan Am Clipper terminal and the Seaplane Lagoon is maintained by providing a view corridor of no less than 40' in width between it and the waterfront.

C. BUILDING TYPES, MASSING AND DESIGN STANDARDS AND GUIDELINES

INTRODUCTION

The waterfront setting, the relationship to the historic Alameda Naval Air Station and new commercial and residential development in the adjacent Enterprise sub-district at Alameda Point all support the creation of an eclectic mix of building designs and architectural styles.

The waterfront Town Center is a compact, mixed use community with densities and building types that enliven public space, support transit and amenities, afford housing options reflecting the needs of diverse family types, and proximate employment opportunities – in a form that is reflective of the best qualities of urban Alameda. The plan therefore encourages a wide range of building types, densities and heights to promote the creation of a diverse and vibrant community and to provide the widest possible range of housing options.

Building design at Alameda Point should support distinctive, pedestrian oriented, sustainable neighborhoods that demonstrate time tested virtues while also accommodating emerging trends in building design, sustainability and household makeup. Aesthetic variety is desirable to facilitate a visually rich and interesting pedestrian-oriented physical environment. Emphasis should be placed on ensuring the creation of a public realm that is lively, humane, socially interactive, safe and vibrant.

1

2

1 JOHNSON STREET TOWNHOMES, PORTLAND, OR. SOLOMON | MITHUN.
2 NIA AT GREENBRIDGE, SEATTLE, WA. GGLO.

BUILDING TYPES AND BUILDING FRONTAGE DESIGN

In the interest of promoting diversity and a vibrant mixed use character the Plan permits and encourages a wide range of building types throughout the Town Center.

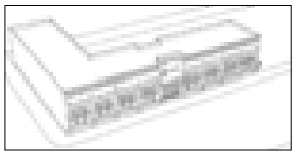
Table B: Building Type and Frontage Type identifies the building types and frontage types permitted (P), or not permitted (-), within each Land Use Plan area. Refer to Land Use Map on page 108. Design standards for Building Types and Frontage Types are included in the City of Alameda Citywide Design Review Manual (page 6), which can be found on the City of Alameda Community Development Department webpage.

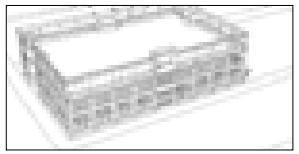
TABLE B-BUILDING TYPE AND FRONTAGE TYPE

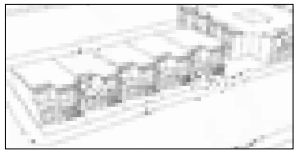
TYPE		RESIDENTIAL MIXED USE	COMMERCIAL MIXED USE	RETAIL, ENTERTAINMENT, FOOD & BEVERAGE	MARITIME	OPEN SPACE
BUILDING TYPE	Commercial Block	P	P	P	P	P
	Workplace	P	P	P	P	P
	Parking Structure	P	P	P	P	P
	Work-Live	P	P	-	-	-
	Stacked Flat	P	P	-	-	-
	Multiplex	P	P	-	-	-
	Row house	P	-	-	-	-
	Courtyard Housing	P	-	-	-	-
	Single Family Detached	-	-	-	-	-
	Carriage House	-	-	-	-	-
	Adaptive Reuse of Existing Buildings	P	P	P	P	P
FRONTAGE TYPE	Storefront	P	P	P	P	P
	Formal Entry	P	P	P	P	P
	Forecourt	P	P	P	P	-
	Stoop	P	P	-	-	-

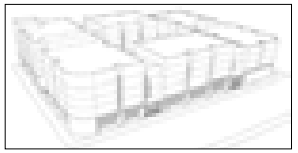
BUILDING TYPES. CITY OF ALAMEDA CITYWIDE DESIGN REVIEW MANUAL (FIGURE 2.2, PAGE 6)

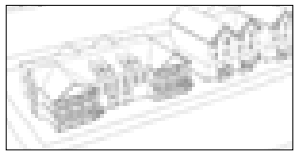

A. Commercial Block

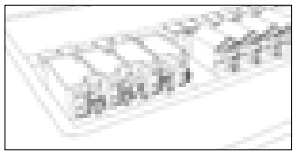

B. Workplace Commercial

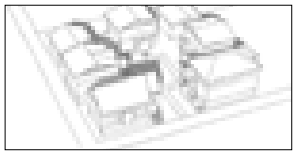

C. Parking Structure

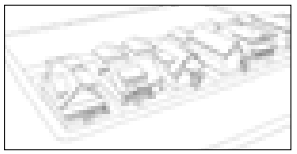

D. Live-work


E. Stacked Flats


F. Multiplex


G. Rowhouse


H. Courtyard Housing

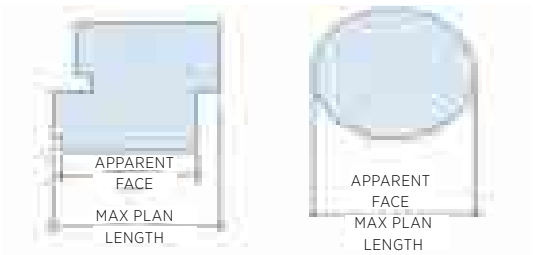

I. Single family Detached

BULK AND MASSING

The objective of Bulk and Massing controls is the creation of buildings that will be pedestrian scaled and visually well proportioned. This is regulated by defining their maximum floor plates, plan lengths and apparent faces.

The maximum Plan Length of any single building shall be 200'. When the Plan Length exceeds 120', the maximum Apparent Face length shall be 75'. Reductions in the Plan Length to achieve the maximum Apparent Face requirement may be achieved by building setbacks or notches with a minimum width of 2' and a minimum depth of 3', a 2' setback of building massing, or a major change in fenestration pattern or material.

PLAN LENGTH AND APPARENT FACE MEASUREMENT



PEDESTRIAN SCALE

The facades of buildings – their pattern of entries and window openings, materials and architectural detailing – determine the degree of visual and tactile interest they provide to the adjacent streetscape. Every building façade facing a street or open space is an important element in the experiential quality of the Town Center.

1 WELL-DEFINED, ARTICULATED STREET WALL
2 CONTEMPORARY ARTICULATED STREET WALL


1


2

BUILDING DESIGN

Façade and Entry Design

Street facing facades should include architectural elements such as canopies, awnings, overhangs, projections, shading devices, recesses, signage, lighting, varying façade element depths, material and surface variety and texture intended to provide interest to the pedestrian environment. Flush and or reflective unrelieved curtain wall type treatments of facades are not appropriate for Alameda Point Town Center.

Building facades exceeding 50' in length should include modulation or articulation to the streetwall. This may be achieved with one or more of: material, texture or fenestration pattern change, recessed building entries, recessed balconies, enclosed building area encroachments and projections, minor setbacks not greater than 2' deep, or other similar devices.

In order to create successful streetscapes of individual buildings that respect the larger public environment – adjacent buildings may share features and architectural character, and need not pursue variety for its own sake.

The scale and rhythm of the façade should express the height and configuration of a residential unit through techniques such as architectural detail, color, massing and fenestration.

Multi unit buildings should be designed with prominent entries that are inviting and clearly visible from adjacent streets from adjacent streets.

Fenestration and Transparency

Fenestration should be simple, human scale, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are discouraged. Operable windows for all building types are encouraged. Glazing should be non reflective. Exterior elements to control solar heat gain such as fins, overhangs and horizontal sun shades are encouraged.

The recommended minimum per centage of transparent façade area is 50% for residential buildings, and 65% for other non-residential uses.
75% of the ground floor facades (between 2' and 8' above grade) of retail frontages should include clear, untinted glass. For office, hotel and convertible ground floor uses this per centage should be a minimum of 50%.

In areas requiring ground floor retail uses the maximum extent of a blank wall (areas without windows or entries) should not exceed 10 linear feet.

Parking and Service Facilities

Trash, recycling and other utility provisions should be designed to be protected and screened from adjacent pedestrian activity. Dedicated off-street loading docks are discouraged. Exposed parking, garage entries, and service, mechanical or loading areas should be placed on the back or side of buildings that do not front along a public right-of-way. If there is no such frontage, these entries and areas should be limited to an aggregate of 50 lineal feet or 20% of a façade's length, whichever is less. Individual townhouse garages facing public streets are prohibited.

Ground Floor Residential Units
All ground floor units facing a public right of way or public open space should provide an individual front entry to those spaces. Primary living space or a private open space that are designed to orient to the adjacent street or open space may serve as substitutes. The frequency of entries will relate to the size of the unit facing the street, and the doors for two entries may be ganged at a single location.

Ground floor residential units should be raised 24 – 36" above the adjacent street grade to provide privacy for building occupants. Residential units included on the ground floor of buildings in zones that require the potential adaptation to retail use must be built at an elevation that would allow direct (step free) access to the adjacent sidewalk.

Each ground floor residential unit facing a public street or open space should address the interface between the public and private space through landscaping or other architectural element. Solid hedges fences or other barriers may not exceed 4' in height.

Materials
Buildings should use "cool" exterior siding, roofing, and paving material with relatively high solar reflective index to minimize solar heat gain.

The use of elements that contribute to environmental sustainability as a façade material, such as building-integrated photovoltaics or green walls, is encouraged.

Glazing should be non-reflective and less than 10% tinted, with a light transmittance of at least 90%.

Due to the marine environment of Alameda Point, materials selected should demonstrate superior performance related to moisture protection, low maintenance requirements, durability, and ultra violet resistance. Ground level facades should be designed with high-quality materials that offer color, variety, wear resistance, and visual interest to the pedestrian (such as stone, tile masonry, brick or terracotta).

Hotels
Hotels should have active frontages with public functions such as restaurants or retail to ensure the continuity of abutting active streets and public open spaces. Unavoidable windowless wall area should be mitigated with landscaping, display space, public art, public seating or similar treatments. Hotels are encouraged to include balconies.

D. HISTORIC DISTRICT INFILL GUIDELINES

INTRODUCTION

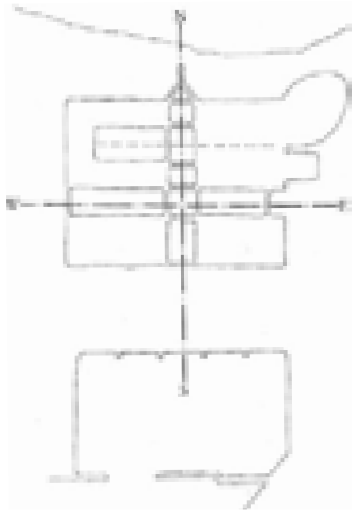
The organizational principles for development within the portion of the Town Center within the Historic District are derived from the Naval Air Station's historic development pattern, as described in Section V of the NAS Alameda Historic District: Historic District Assessment and Preservation Strategy (2005; pages 25-35) and the US Navy's National Register of Historic Places Nomination – NAS Alameda.

The infill guideline are designed to ensure that new infill development and building placement is consistent with the character defining features of the Historic District, and that all new buildings constructed within the Taxiways are consistent with the original "Total Base Design" described in the 2005 Page and Turnbull NAS Historic District Assessment and the NAS Alameda Historic District designation, and shown in the U.S. Navy's 1940 Master Plan for the property.

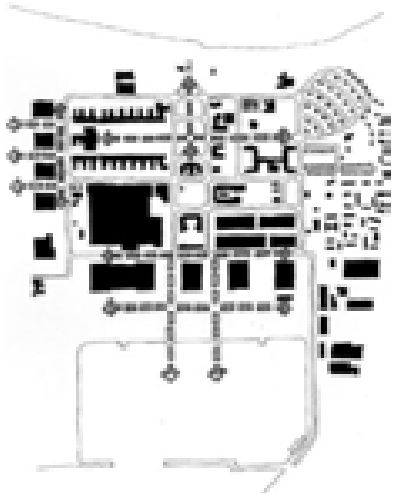
NAVY MASTER PLAN, CIRCA 1940

1941 Map of NAS Alameda

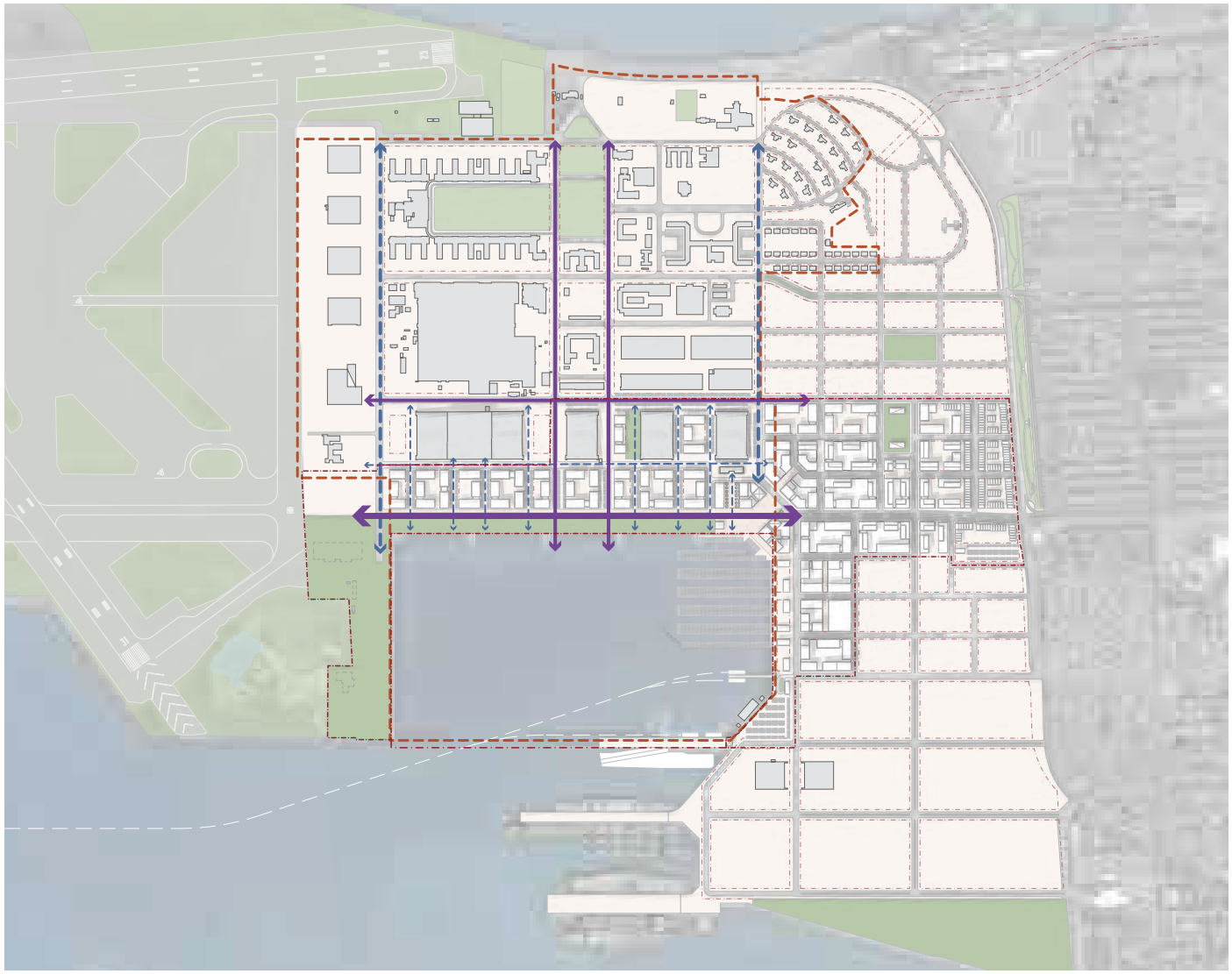
PLAN AXES



PAGE AND TURNBULL, 2005

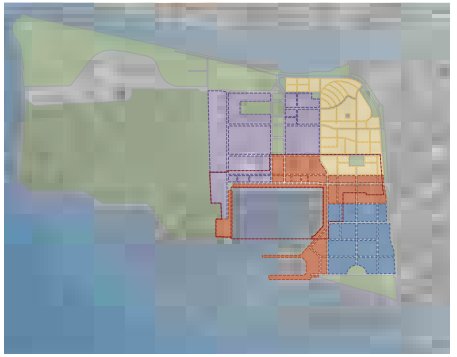


NAS ALAMEDA HISTORIC DISTRICT



NAS ALAMEDA HISTORIC DISTRICT

Approximately 36 percent of the Precise Plan lies within the NAS Alameda Historic District as shown in the adjacent figure. Development within this zone has been anticipated since the NAS Alameda Community Reuse Plan (1996). The Precise Plan infill guidelines ensure that new buildings respect the historic cultural resource, facilitate the introduction of new uses in new and existing buildings, and support the creation of a vibrant waterfront destination.



2013 ALAMEDA POINT PLANNING GUIDE- P. 106

Town Center Boundary
Historic District Boundary
Character Defining View
Other View

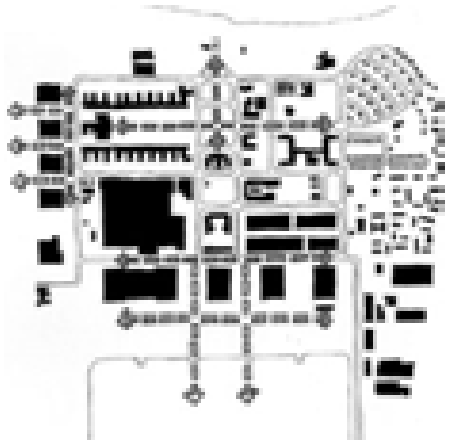
1" = 1000'-0"

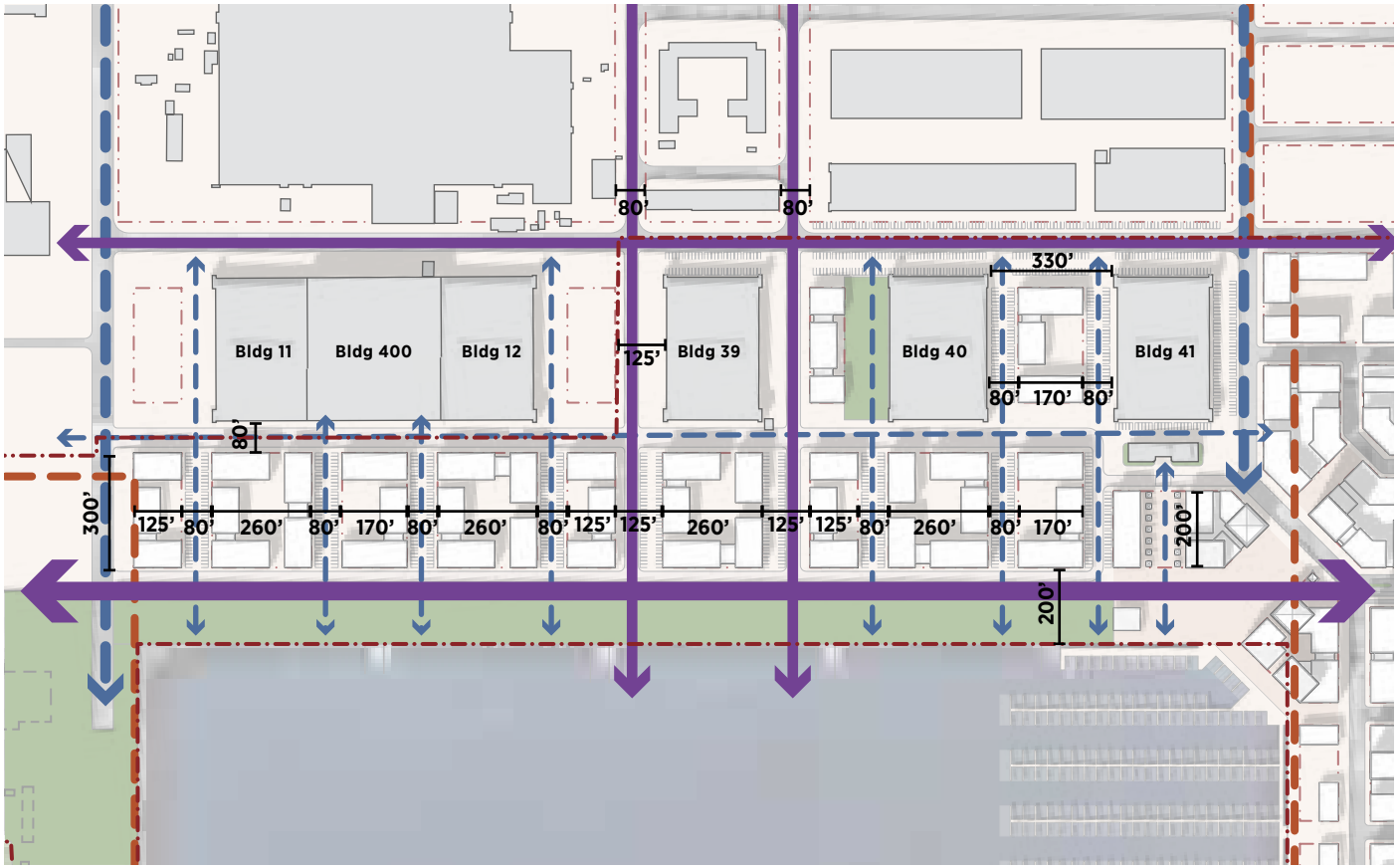
0' 500' 1000' 1500'

VIEW CORRIDORS AND STREET ALIGNMENT

A key concept for plan organization in the Taxiway Sub-Area is the maintenance of view corridors to the Seaplane Lagoon, as well as a continuous view parallel to its northern edge.

PAGE & TURNBULL, 2005





Town Center Boundary
Historic District Boundary
Character Defining View
Other View

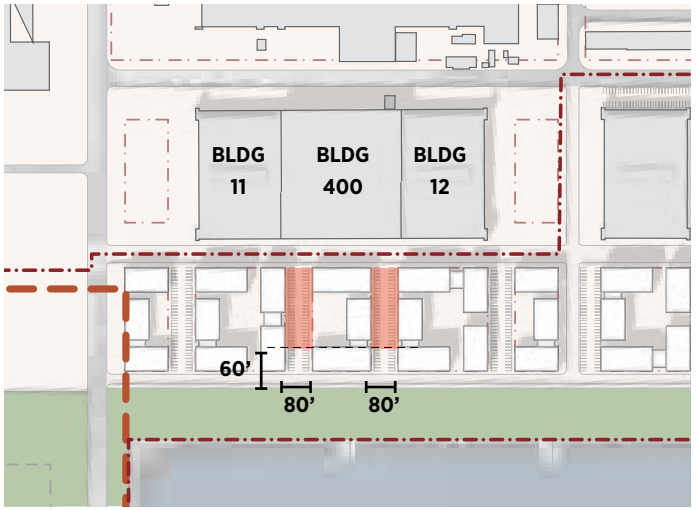
1" = 1000'-0"

0' 500' 1000' 1500'

WESTERN TAXIWAY

The construction of Building 400 (as known as the Avionics Buildings) in 1957 changed the previously existing pattern of a symmetrical spacing of hangars along the waterfront. The Precise Plan recommendation is to restore a sense of this former pattern through building separations and massing, as shown in the adjacent figure. As shown in the diagrams, 80 foot view corridors should be provided between buildings in this area. In the event that the need for a larger uninterrupted floor plate is required to accommodate a manufacturing or employment use, the view corridors may be reduced to a minimum depth of 60 feet.

WESTERN TAXIWAY PREFERRED OPTION



CULTURAL LANDSCAPE GUIDELINES

Landscape:
All new construction and modifications to existing buildings within the NAS Alameda Historic District should be consistent with the Guide to Preserving the Character of the Naval Air Station Alameda Historic District, as amended, and AMC Section 13-21(Preservation of Historical and Cultural Resources). Some additional design consideration for development within the Historic District include:

Trees are not found in this zone of the former NAS Alameda, as they were incompatible with the operational requirements of moving planes and equipment. They are introduced in the Precise Plan in order to make the area more appealing to pedestrians. Locations and geometry should respect the preexisting circulation and building organizational patterns.

Pedestrian/Automobile Interferance:
The design of new vehicular, pedestrian and bicycle circulation, as well as the provision of upgraded storm water facilities should include alternatives that do not incorporate new roadside curb and gutter. Separation of vehicles and pedestrians should be accommodated as much as possible with devices that maintain the existing flat, uninterrupted ground plane that characterizes this portion of the base.

The exception to the maintenance of the existing flat topography is within the development of the park in the 200' setback zone along the Seaplane Lagoon, which is proposed to include topographic change that will allow it to adapt to anticipated sea level rise.

Hanger Infill Buildings:
Buildings introduced between the existing hangars should be set back a minimum of 80' from the existing hangars, and be limited to a maximum of 35' in height. Their north and south extents are limited by the alignment of the existing hangars, and lower buildings (not to exceed 35' in height) to be placed in the spaces between.

This recommendation is included for the area in front of Building 11,12 and 400/400A, even though the latter building interrupted the historic hangar / taxiway relationship, changing the status of Building 11 and 12 to non-contributing. However, because Building 400 interrupts the former view corridors between West Tower Avenue and the Seaplane Lagoon new development in front of it should not be required to include these corridors as long as the massing of the new development reflects the prominence of the hangar Buildings 11 and 12 that existed before the construction of Building 400. This can be achieved by a reduction in height in the central portion of a new block, in combination with setbacks or other devices that would reduce the apparent bulk of the new development from the waterfront.

Building 77:
To maintain this historic seaplane passenger terminal's visual relationship to the Seaplane lagoon the plan recommends that a view corridor of a minimum of 120 feet in width be maintained on the centerline of the building. This view corridor should be developed as a public park or plaza, and may contain small one story pavilions or landscaping that will support public use and enjoyment of the space while allowing the visual connection between the Building 77 and the water to be maintained. The minimum uninterrupted width of this corridor would be 40 feet, symmetrical with the centerline of the building. New development on either side of the view corridor should not exceed 50' in height, and its location is defined on its western edge by the extension of the western edge of the existing hangar Building 41.

TRANSIT VILLAGE CENTER CONFIGURATION

6

PHASING AND IMPLEMENTATION

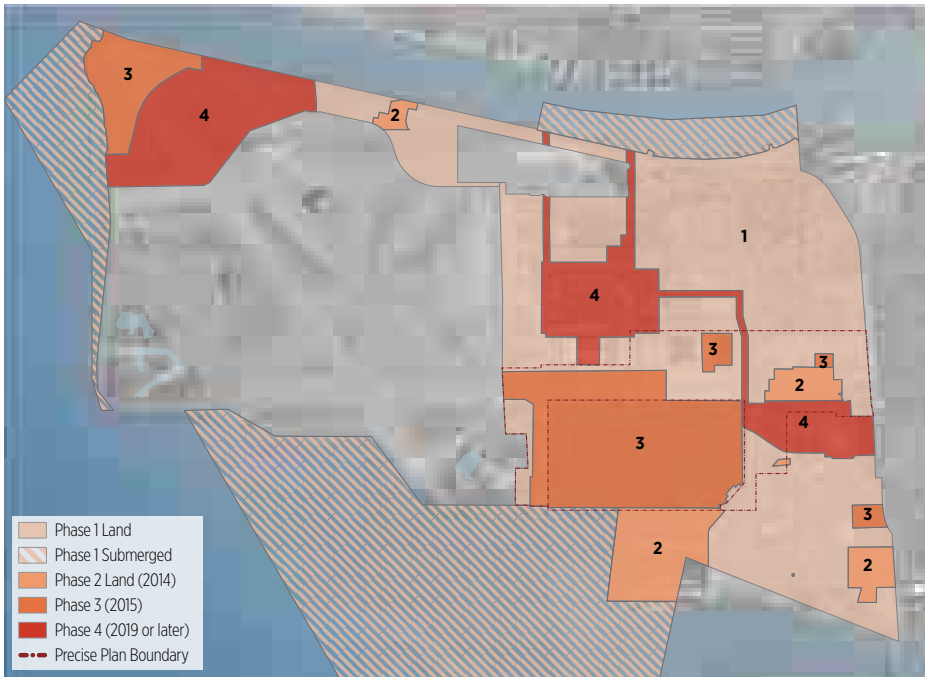
Everyone wants to be on the water, yet the edge represents but a small proportion of the land area.

INTRODUCTION:

All waterfront development faces similar concerns. Everyone wants to be on the water, yet the edge represents but a small proportion of the overall land area. The Precise Plan addresses this concern by proposing an intensity and character of development, and a correspondingly rich and attractive water's edge public realm, that will push the value of appropriate waterfront development deep into the site. The phasing of that development – the order and locations in which it will proceed – is a function of the need to balance a wide range of concerns, many of them unique to Alameda Point. They include the chronology in which certain parcels of land will become available, the desire to minimize initial infrastructure investment, and the need to create a destination that emerges from the earliest moments of the redevelopment. In this sense, phasing is a vital consideration in the successful implementation of the Town Center redevelopment.

To address these physical, financial and experiential concerns and goals the Precise Plan recommends the formulation of a Phase Zero as a component of the overall phasing strategy. Its purpose is to immediately create an inviting and casual destination that will bring people together and begin to establish Alameda Point as a great place to visit, enjoy, eat, shop and relax. Focused on temporary facilities, events, and the assets of existing buildings and tenants Phase Zero can serve as both prelude to and complement of early permanent development projects.

LAND CONVEYANCE SCHEDULE



CONVEYANCE CONSTRAINTS ON TOWN CENTER

LAND CONVEYANCE SCHEDULE

The conveyance of land from the Navy to the City of Alameda is a function of the time necessary to complete the required environmental remediation. This work has been ongoing for many years and has reached the point where a considerable area was conveyed in 2013 (area 1 in the attached figure). The schedule anticipates that a further transfer will take place in 2014 (area 2), and later transfers will occurin 2015 (area 3) and 2019 or after (area 4).

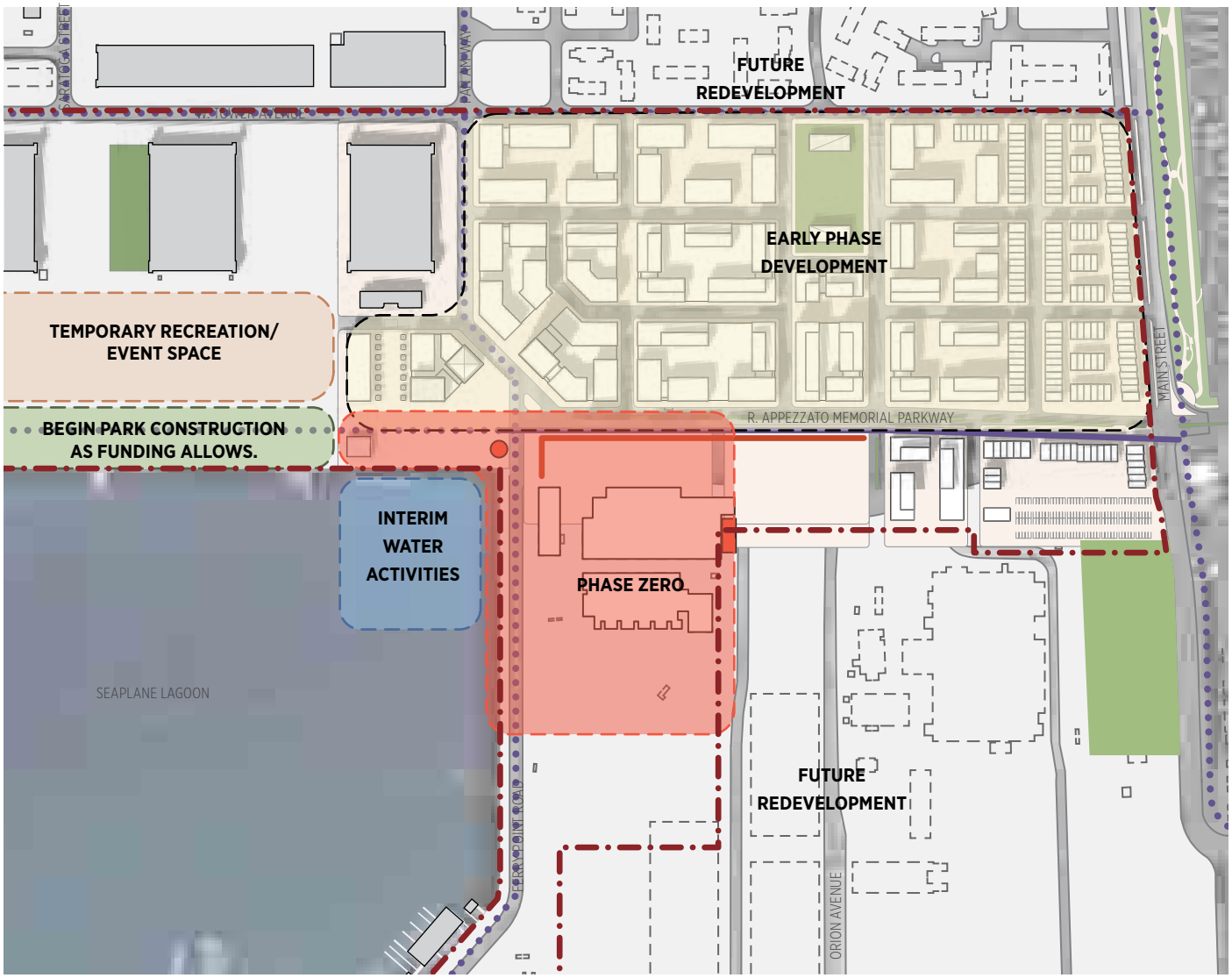
TOWN CENTER CONVEYANCE CONSTRAINTS

A significant area south of West Atlantic Avenue will be constrained by the time required to clean up a subsurface plume, shown in the figure above, and the conveyance of this land is expected to take at least five more years. This conveyance schedule and the complications and costs associated with construction within the plume area suggest a development pattern that limits early phases of new permanent construction to the areas north of Ralph Appezzato Parkway as shown on page 139, Early Phase Construction. Although the taxiway area is outside of this conveyance and remediation constraint, the cost of extending appropriate new infrastructure to serve new development there will also likely constrain permanent development in those areas to later phases. However, it

would be possible to support early phase development with temporary facilities south of Ralph Appezzato, utilizing both existing buildings and open spaces that exist there.

PHASE ZERO

The seemingly constrained development phasing at Alameda Point creates both a need and an opportunity for a new concept to the real estate development industry – Phase Zero. Originally generated by the desire by independent vendors and tenants to try out their products and determine market viability in a cost effective way, Phase Zero-type development has the potential to create public awareness and destinations disproportionately greater than their investment.



1

2

3

4

5

This opportunity is enhanced enormously by the existing building stock at Alameda Point and the diverse group of tenants that occupy it. Rather than constructing new facilities from the ground up, this type of interim use is actually 'fabricated' into temporary facilities and 'placed on the ground,' allowing for very flexible/ changeable tenant and programming solutions.

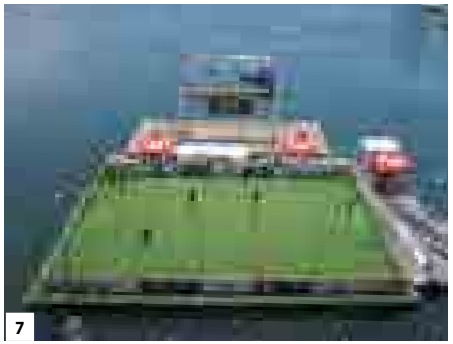
The implementation of Phase Zero can include a wide variety of activities that will reinforce the permanent experience ultimately constructed at Alameda Point. Therefore, Phase Zero programming should include an offering of small retail shops, a collective location for food services, space for outdoor events, sports rental facilities, Maker's Movement space and easy lagoon access. Even things like painting bold bike lanes on the site will signal that the public is welcome, and that there are things to do on the site.

1 OUTDOOR EVENTS
2 ALAMEDA POINT STUDIOS, 1800 FERRY POINT ROAD
3 BIKE RENTAL
4 KAYAK RENTAL
5 LEARNING CENTER / MAKER EXPO

An important element of Phase Zero's success will be quality of placemaking. Phase Zero should include standard town design elements such as a plaza or square, street retail, market hall, etc. These elements can be used for commercial activities such as shopping and dining, but also for gathering purposes which can include concerts, art festivals, people watching and impromptu sporting events.

The prime location for Phase Zero is at a busy intersection that already has significant pedestrian and traffic activity, such as the intersection where the lagoon meets the entry road. This location includes many of the experiences that Alameda Point will someday offer – the lagoon, the water's edge, old factory buildings, quality tenants, space for events, etc. Additionally, the proposed Phase Zero location provides ample space for large-scale events such as summer-night concert series, 'drive-in' movie nights, winter snow festivals, public art exhibits and others.

6 FLORENTIJN HOFMAN'S FLOATING RUBBER DUCK AT VICTORIA HARBOUR
7 SYDNEY FOOTBALL FESTIVAL FLOATING FIELD
8 GUERRILLA BIKE LANES
9 POP UP SHOPPING
10 MARK DI SUVERO EXHIBIT AT CRISSY FIELD


7

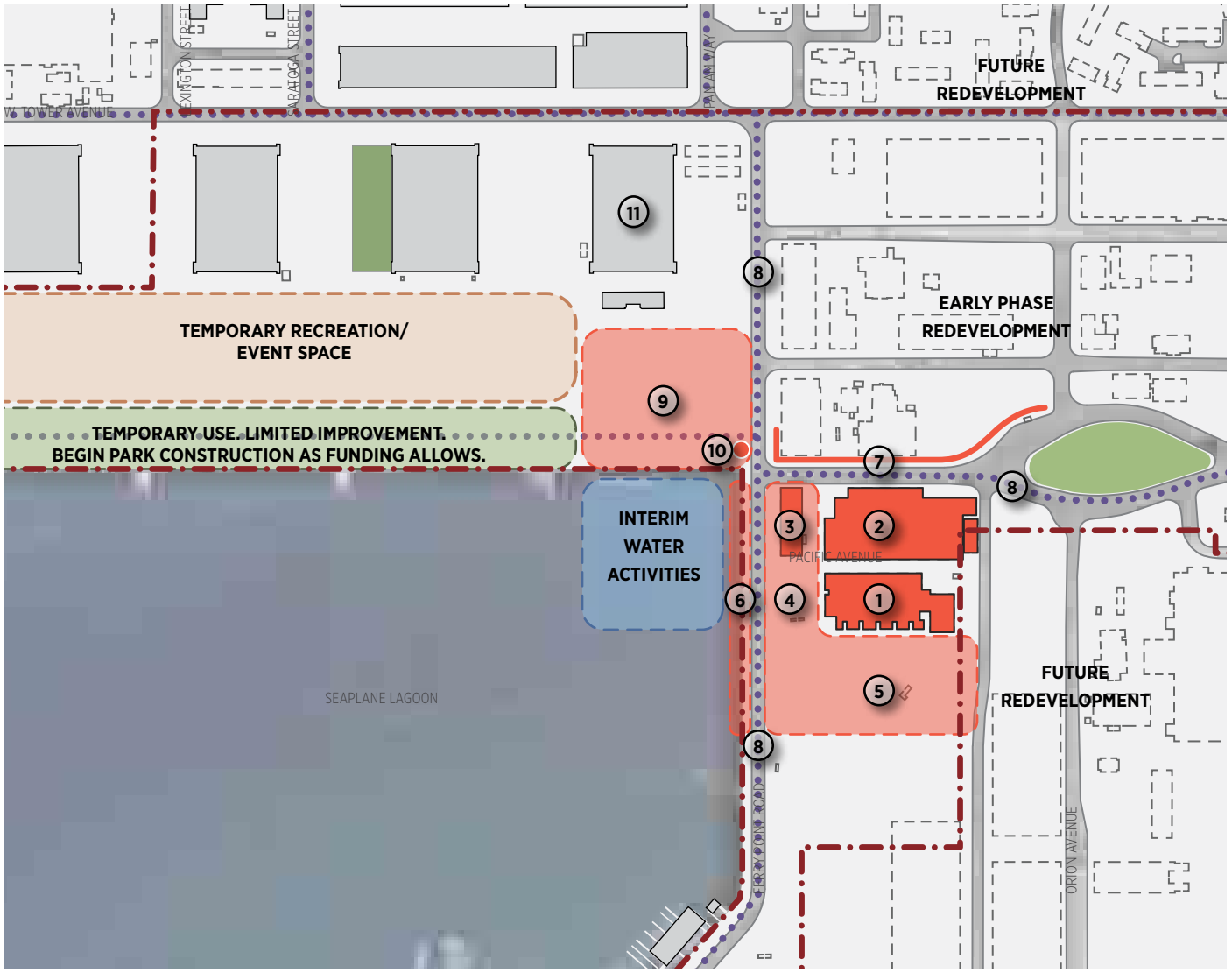

10


6


8

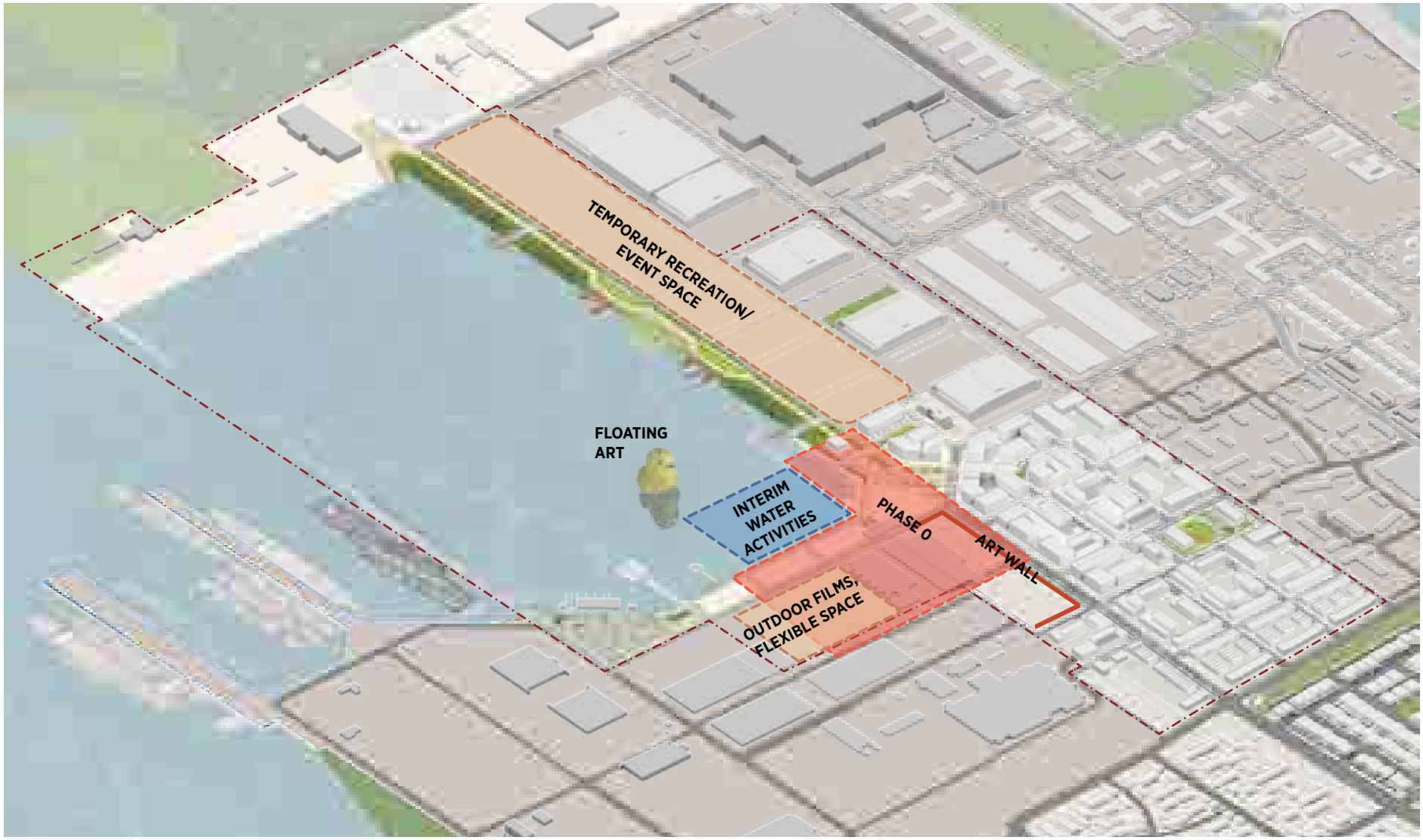

9

Focusing Phase Zero implementation at the southeast corner, located where the main entry road meets the lagoon, allows Phase Zero to operate for the longest potential period of time before permanent construction would displace it, and allows for expansion during the early years of phased construction. The early phases of permanent development for Alameda Point will be located just north of the new main road leading into the site, leaving all the buildings just south of that road untouched for many years. This area can then evolve into a vibrant place with temporary buildings and placemaking elements that encourage gathering and commercial activities which would otherwise not be available to Alameda Point until much later in the development phasing.



1 BLDG. 14 - ALAMEDA POINT STUDIOS
2 BLDG. 162 - INTERIM MAKER EXPO / EVENTS / LEARNING CENTER
3 VILLAGE MARKET - INTERIM REUSE OF BLDG 113 FOR MARKET HALL + DINING
4 VILLAGE MARKET - EXTERIOR MARKET AREA
5 LARGE OPEN AREA / FLEXIBLE EVENT SPACE
6 LAGOON EDGE TEMP. IMPROVEMENTS / SEATING / FOATING ART
7 LARGE ART WALL
8 PAINTED INTERIM BIKE LANES
9 PAN AM INTERIM PLAZA / EVENTS / OFF-THE-GRID
10 BIKE / BOAT / KAYAK RENTAL KIOSK(S)
11 REUSE OF BUILDING 41

0' 250' 500' 750'


TEMPORARY RECREATION/
EVENT SPACE
FLOATING
ART
INTERIM
WATER
ACTIVITIES
PHASE 0
ART WALL
OUTDOOR FILMS,
FLEXIBLE SPACE

7

INFRASTRUCTURE

The proposed backbone utility systems include flood protection measures with consideration for sea level rise, wastewater, potable water, recycled water, electrical, natural gas and telecommunications. The Plan area will also be improved to a geotechnically and seismically stable condition.

INTRODUCTION

This section describes the backbone infrastructure systems that are necessary to support the development of the Plan Area. The existing infrastructure within Alameda Point was installed by the Navy, mostly over 70 years ago and is beyond its service life. The active utility systems include wastewater, stormwater, potable water, electrical, natural gas and telecommunications. The active existing infrastructure is currently operable and services the existing tenants throughout Alameda Point. However, these systems are deteriorated and generally unreliable. Additionally, the existing infrastructure does not meet current codes or standards and does not provide long term protection from the impacts of climate change and sea level rise.

Accordingly, the existing infrastructure will be replaced with new systems. The proposed backbone utility systems include flood protection measures with consideration for sea level rise, wastewater, potable water, recycled water, electrical, natural gas and telecommunications. The Plan Area will also be improved to a geotechnically and seismically stable condition. Additionally, a new network of complete streets will be constructed within the Plan Area that promote all modes of transportation, emphasize walking, bicycling and provide direct and convenient access to high quality transit options. See Chapter 3: Access and Mobility, describing the proposed street, bicycle and transit improvements proposed within the Plan Area.

Additional details regarding the proposed backbone infrastructure systems for Alameda Point, including the Plan Area, are provided in the General Plan, the Alameda Point Master Infrastructure Plan and the Final Environmental Impact Report.

FLOOD AND SEA LEVEL RISE PROTECTION

SEA LEVEL RISE

Development sites along the San Francisco Bay shoreline that are susceptible to future inundation with sea level rise shall be designed to provide protection or be adaptable to address the anticipated impacts of climate change. The Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT) issued a Sea-Level Rise Guidance Document in March 2013. This document provides guidance for incorporating sea-level rise projections into planning for projects within California. The CO-CAT projections are generally recognized as the best science-based sea level rise projections for California. The CO-CAT projected sea levels will rise 1.5 to 12 inches by 2030, 5 to 24 inches by 2050 and 17 to 66 inches by the end of the century.

Generally, up to 2050 there is agreement among the various climate models for the amount of sea level rise that is likely to occur within that timeframe. However after mid-century, the projections of sea level rise become more uncertain, primarily due to the uncertainties associated with future global greenhouse gas emissions and land ice melting rates. Therefore, for projects with timeframes beyond 2050, such as the Plan Area, it is recommended to consider adaptive capacity and adaptive flood protection measures that will allow the ability to adapt to increased amounts of sea level rise and provide long term protection.

Additionally, the San Francisco Bay Conservation and Development Commission (BCDC) updated the San Francisco Bay Plan in October 2011 to address the expected impacts of climate change in San Francisco Bay. The updates to the Bay Plan include similar guidance for addressing future sea level rise when planning projects along the Bay shoreline and recommends adaptive measures be incorporated to the

planning of these types of projects.

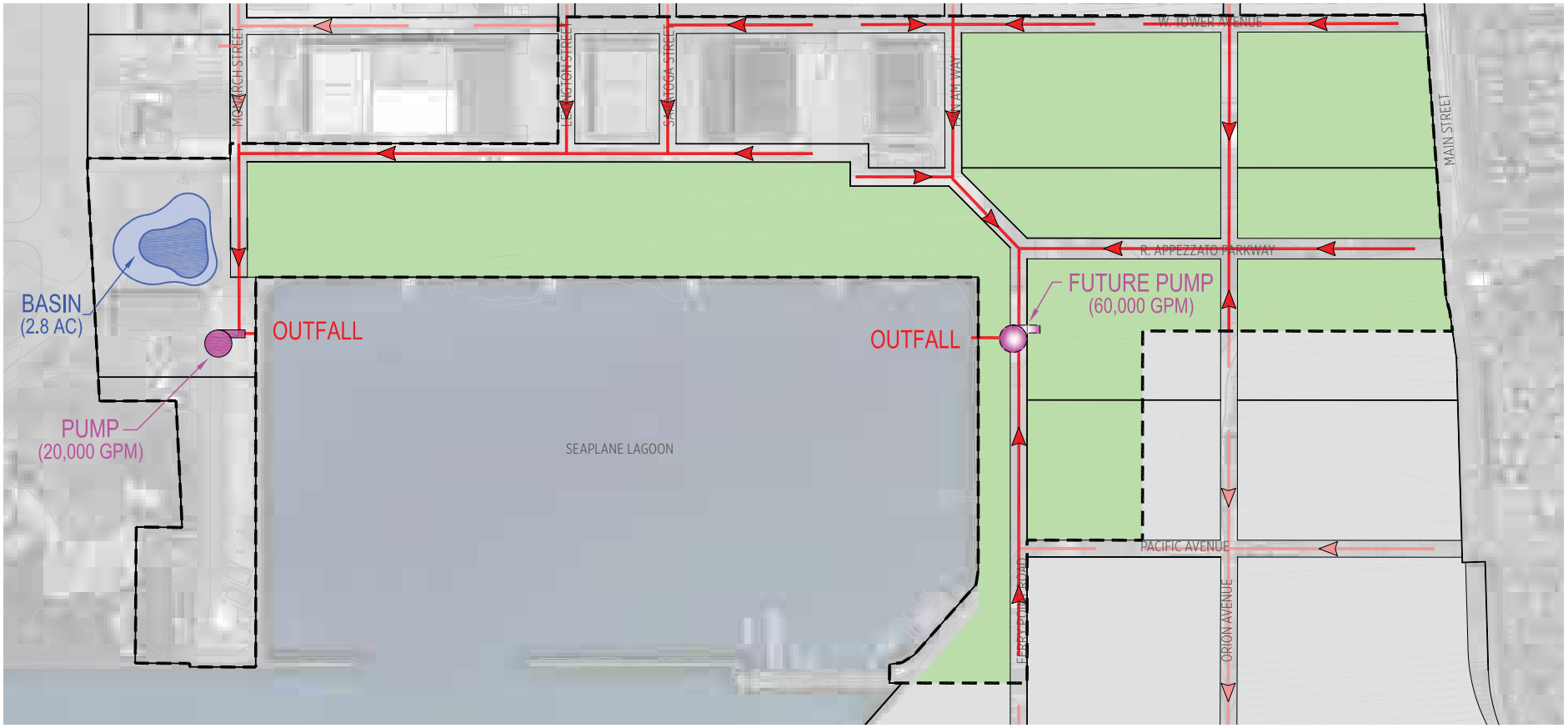
PROPOSED SEA LEVEL RISE PROTECTION MEASURES

For the Plan Area, an Adaptive Management Plan will be implemented with the proposed flood protection system. The flood protection measures, will be constructed with built-in protection against 24-inches of sea level rise. The 24-inches of sea level rise protection will be provided by a system of perimeter levees along the shoreline of the Plan Area. the timing of the construction of the comprehensive levee system for Alameda Point is subject to adequate funds being generated through the Alameda Point Development Impact / Infrastructure Fee Program and other potential public and private sources of funds. It is anticipated that it will take multiple years to accumulate the required funding to construct the levee system. Therefore, to facilitate initial phases of development, the inland areas within the Plan Area will also be raised to an elevation that provides built-in protection from 18-inches of sea level rise. The 24-inches of

sea level rise protection shall be in addition (added to) to other flood protection criteria, including the 100-year tidal elevation and wave/wind run-up.

A hybrid of flood protection measures will be implemented throughout the Plan Area. The shorelines will be constructed as part of the perimeter levee system with elevations above the 100-year tidal elevation, plus consideration for wave/wind run up, plus 24-inches of sea level rise plus 1-foot of additional protection (freeboard consistent with FEMA regulations for coastal levees). New development areas not along the shoreline will be required to establish minimum elevations at or above the expected flood levels plus 18-inches of sea level rise; this is likely to occur before the levee protecting for 24 inches of sea-level rise is constructed. Land and right of way shall be preserved along the shoreline perimeter of the Plan Area to accomodate elevating the shorelines and floodwalls in the future to manage and adapt to sea level

STORM DRAIN IMPROVEMENTS



NOTE: ALIGNMENTS OF UTILITIES IN THIS CHAPTER ARE DIAGRAMMATIC. FINAL ENGINEERING WILL BE COORDINATED WITH THE DETAILED STREET ALIGNMENTS THAT WILL ACCOMPANY SPECIFIC DEVELOPMENT PROPOSALS.

- AP-TC (Town Center) Zoning
- Proposed Storm Drain & Direction of Flow
- Proposed Storm Drain & Direction of Flow (Other Zoning Districts)
- Development Areas (Town Center)
- Development Areas (Other Zoning Districts)

0′ 250′ 500′ 750′ 1000′

rise. The perimeter improvements shall be designed to allow for the future flood protection measures to be widened and support additional height such that no fill is placed in the Bay. Other adaptive measures that may be implemented include a flexible perimeter protection measure that shifts the shoreline inland and allows the out board land to be converted to tidal wetlands. This type of solution is anticipated as an option for the western shoreline of the Seaplane Lagoon. A sea level rise monitoring program and funding mechanism will be established at Alameda Point to implement the adaptive flood protection measures, if necessary.

STORMWATER SYSTEM

Stormwater runoff from the Plan Area is collected and conveyed by the existing system to the Seaplane Lagoon through multiple outfalls along the Lagoon shoreline. The existing stormwater system is owned and operated by the City of Alameda. The system is currently operable, but does not meet current standards in several regards. These include notable capacity limitations and the fact that there is no stormwater quality treatment infrastructure in place. The stormwater management system will be incrementally replaced consistent with the development phasing of the Plan Area.

There are other portions of Alameda Point, inland from the Plan Area, that are also conveyed by the existing system within the Plan Area and discharge to the Seaplane Lagoon. Also, off-site runoff from a small watershed located along Main Street immediately to the north of Ralph Appezzato Memorial Parkway is collected and conveyed to the southwest through the Plan Area where it outfalls the Seaplane Lagoon.

PROPOSED STORMWATER MANAGEMENT SYSTEM

A new stormwater collection system will be installed within the Plan Area. The proposed system will integrate new pipelines, pump stations, multi-purpose basins, and outfalls with water quality treatment features designed to meet current City of Alameda, County of Alameda, and Regional Water Quality Control Board design criteria. The new stormwater management system will also be designed to address the potential impacts of future sea level rise through planning of adaptation strategies and infrastructure.

The proposed stormwater collection system will maintain the existing drainage patterns of the Plan Area and surround areas of Alameda Point. The proposed system will include gravity storm drain pipes ranging in size from 12 to 60 inches in diameter and new outfall structures. These facilities will be installed within all backbone streets in the Plan Area. The proposed system will be designed to maintain conveyance capacity for the additional areas within Alameda Point and the off-site areas currently draining through the Plan Area to the Seaplane Lagoon.

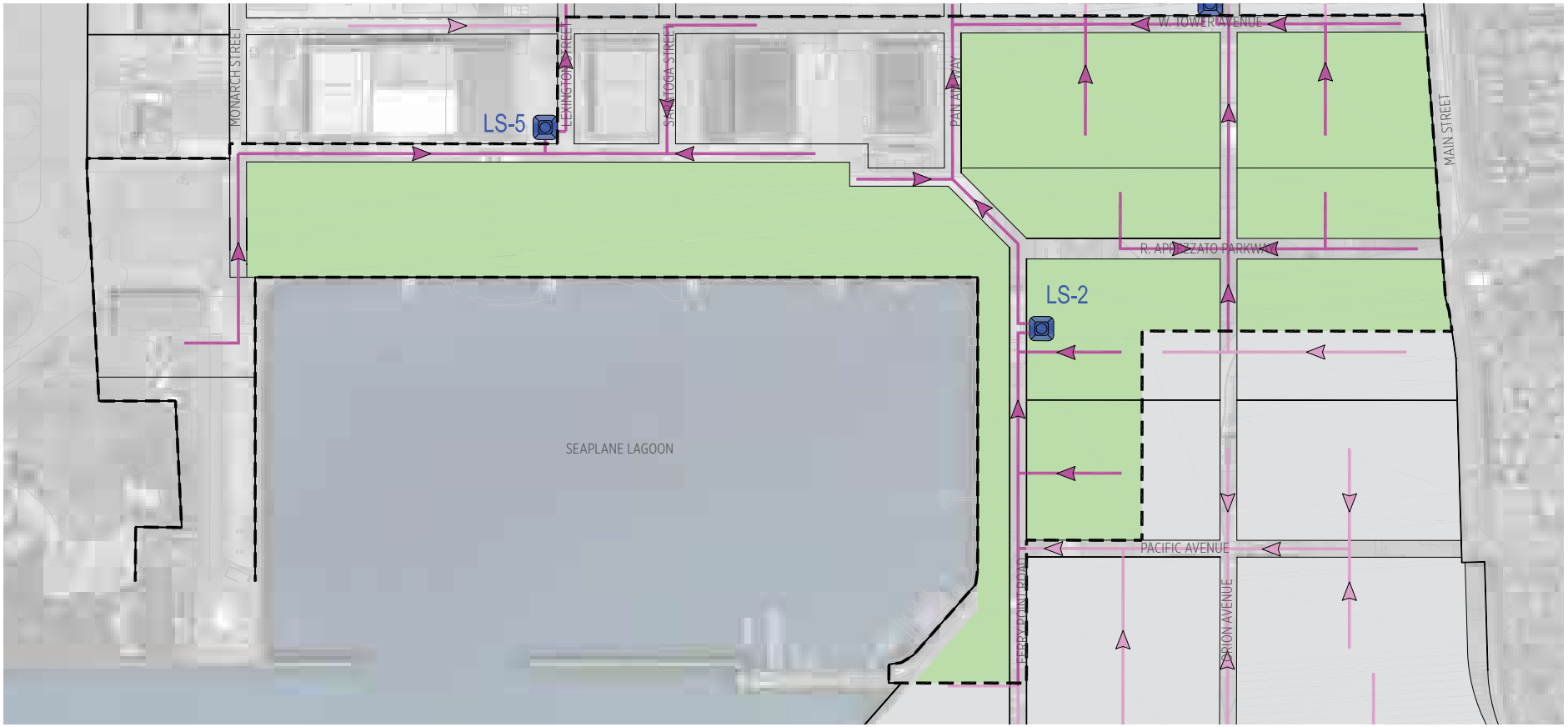
Additionally, the proposed system will reduce the number of outfalls to the surrounding waters in order to facilitate and minimize future maintenance obligations of the City of Alameda. The proposed outfalls will be equipped with flap gates and energy dissipation to control discharge to the receiving waters. Preliminary system design calls for a total of 2 outfalls within the Plan Area, one each at northwest and northeast corners of the Seaplane Lagoon. The proposed outfalls will be constructed at or very near existing outfall locations to minimize potential environmental impacts associated with installation and operation of these facilities. The northwest outfall is planned to be accompanied with a multi-purpose basin and storm drain pump station with near term construction. Whereas at the northeast outfall, a future pump station will only be necessary as part of the adaptive system, if sea level rise exceeds 24-inches. Land will be reserved to accommodate this future pump station. See the diagram on the facing page depicting the proposed stormwater collection system within the Plan Area.

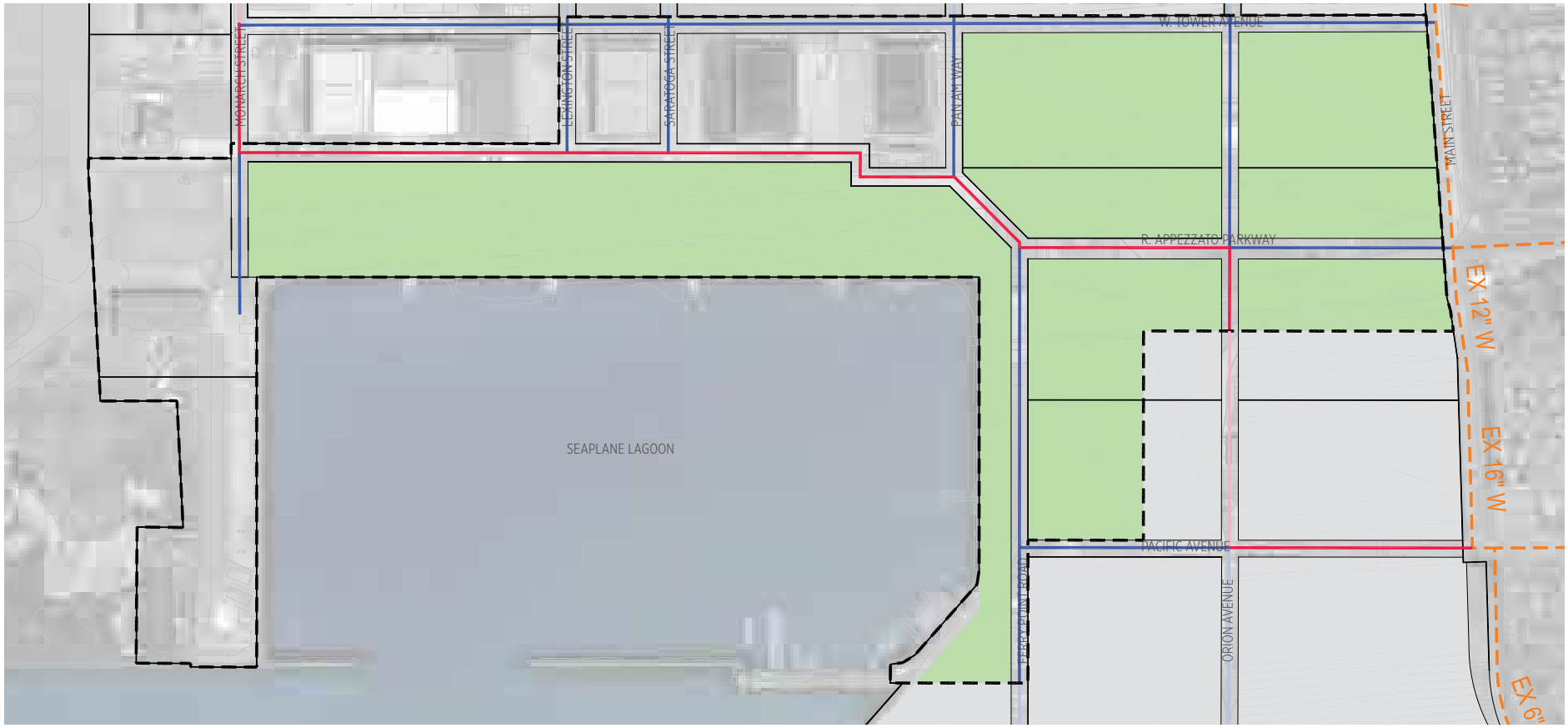
Adaptation strategies for potential sea level rise are an integral part of stormwater management planning for the Plan Area. The stormwater management systems will be designed such that construction accounts for 24-inches of sea level rise. The systems will also be designed to incorporate adaptive measures that include increasing the capacities of or constructing storm drain pump stations to be capable of accommodating up to 55-inches of future sea level rise.

PROPOSED WATER QUALITY TREATMENT MEASURES

The Alameda Countywide Clean Water Program oversees the implementation of the Municipal Regional Stormwater NPDES Permit (MRP) that was issued for urban stormwater discharges from Alameda County, including the City of Alameda. The MRP outlines a number of regulatory goals and requirements for stormwater management for new development and redevelopment sites. The permit provisions require the implementation of Low Impact Development (LID) measures as outlined in Section C.3.c of the MRP. These measures include source control, site design, and treatment requirements to improve the quality of the stormwater runoff.

SANITARY SEWER IMPROVEMENTS





- AP-TC (Town Center) Zoning
- Proposed 12" Waterline
- Proposed 12" Waterline (Other Zoning Districts)
- Proposed 16" Waterline
- Proposed 16" Waterline (Other Zoning Districts)
- Existing Waterline
- Development Areas (Town Center)
- Development Areas (Other Zoning Districts)

0′ 250′ 500′ 750′ 1000′

The LID biotreatment measures that will be implemented throughout Plan Area will include bioretention planters, street planters, bioswales, subgrade infiltration areas, permeable paving and any other treatment measures approved by the City of Alameda and the Regional Water Quality Control Board. The new backbone streets are anticipated to include linear bioretention planters, bioswales, and street planters within the landscape strips of each street cross section. The Development parcels will be required to incorporate biotreatment measures and localized rainwater harvesting, where feasible, to provide pre-treatment of stormwater runoff prior to discharging into the stormwater system.

GEOTECHNICAL

The main geotechnical considerations for Alameda Point are similar to those of other waterfront sites in the Bay Area. The considerations include:

- Shoreline Stability
- Liquefaction
- Compressible soils

Corrective measures will be implemented within the Plan Area to address each of these considerations and improve the seismic stability of the Plan Area. These corrective measures may include deep soil mixing for the shoreline stability, rapid impact compaction or deep dynamic compaction for the liquefiable soils, and a surcharge operation to address the compressible soils, such as Young Bay Mud. These measures will be implemented as part of the site preparation and rough grading operations for the Plan Area.

WASTEWATER

The existing wastewater collection system within the Plan Area will be replaced. The existing on-site collection system collects and conveys the wastewater generated within the Plan Area to an existing pump station (Pump Station R) located near the Main Gate. Additionally, the existing system within the Plan Area conveys the wastewater from the southeastern portion of Alameda Point to Pump Station R. Pump Station R, along with other off-site transmission facilities including a force main, siphons and interceptor trunk mains, are owned and maintained by EBMUD and convey the Project Site wastewater to EBMUD's Main Wastewater Treatment Plant (MWWTP)located at the eastern landing of the Bay Bridge.

A new wastewater collection system will be installed within the Plan Area. The proposed collection system will be design in accordance with the City of Alameda's standards and specifications. The proposed system will include gravity pipelines, ranging in size from 8-inch to 24-inch in diameter, and multiple lift stations. The proposed system will connect to the existing Pump Station R located at the Main Gate. The existing wastewater system, pipelines and pump / lift stations, within the Plan Area will be replaced in phases consistent with the development build-out. The proposed wastewater collection facilities will be installed within all backbone streets within the Plan Area. The proposed system will be designed to maintain conveyance capacity for the additional areas within Alameda Point that are conveyed through the Plan Area, specifically the southeastern areas of the Plan Area. See Figure on page 150 depicting the proposed wastewater collection system for the Plan Area.

EBMUD has adequate dry weather capacity at the MWWTP for the projected wastewater flows from the Plan Area. Over time, the project will replace the existing on-site wastewater system resulting in a reduction in infiltration and inflow entering the system in wet weather conditions. The reduction in infiltration and inflow will provide the required wet weather capacity for the Plan Area.

POTABLE WATER

A new potable water distribution system will be installed within the Plan Area. EBMUD supplies potable water to the Plan Area. The proposed distribution pipelines will connect to the existing EBMUD water facilities in Main Street. The existing water system will be replaced with the new system in phases consistent with the development build-out. The proposed distribution system will be designed in accordance with EBMUD's regulations, standards and specifications. The system will consist of distribution pipelines that will range in size from 8-inch to 16-inch in diameter. The proposed water distribution facilities will be installed within all backbone streets providing reliable potable and fire water to all development parcels within the Plan Area. See Figure on page 151 depicting the proposed potable water system within the Plan Area.

EBMUD's Water Supply Management Program 2040 has included the water demand projections associated with the redevelopment of the Proposed Project, maintaining adequate supply allocation to the Plan Area.

RECYCLED WATER

The Proposed Project will construct a backbone network of recycled water distribution pipelines throughout the Plan Area. Currently, there is not an existing source of recycled water at Alameda Point. EBMUD is implementing the East Bayshore Recycled Water Project, which currently

supplies recycled water to portions of Oakland and Emeryville. EBMUD plans to extend their recycled water service to the City of Alameda, including Alameda Point. The East Bayshore Recycled Water Project will eventually construct a recycled water supply line from West Oakland, across the Oakland - Alameda Estuary, and into the western portions of Alameda. Alameda Point will connect to the existing recycled water facilities constructed within the Bayport development, near the intersection of Stargell Avenue and Coral Sea Street.

A new recycled water distribution system will be installed at Alameda Point. A network of recycled water pipelines will be constructed within the proposed rights of ways of the backbone streets and will range in size from 6 to 12 inches. The recycled water facilities will be designed and constructed in accordance with EBMUD's regulations, standards and specifications.

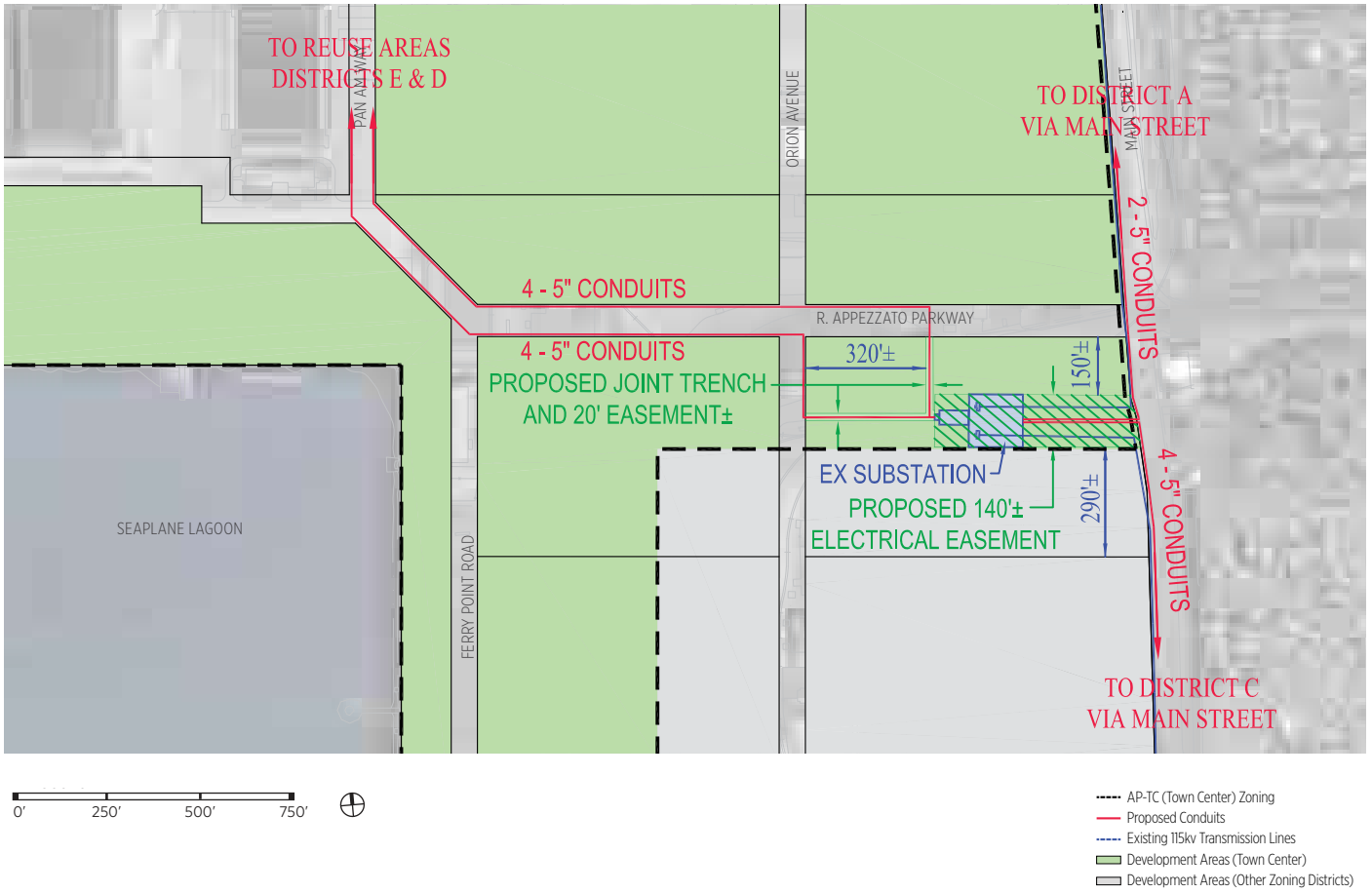
DRY UTILITIES

The dry utilities within the Plan Area include electric power, natural gas, communications and cable television. The existing dry utility systems will be incrementally replace the over time.

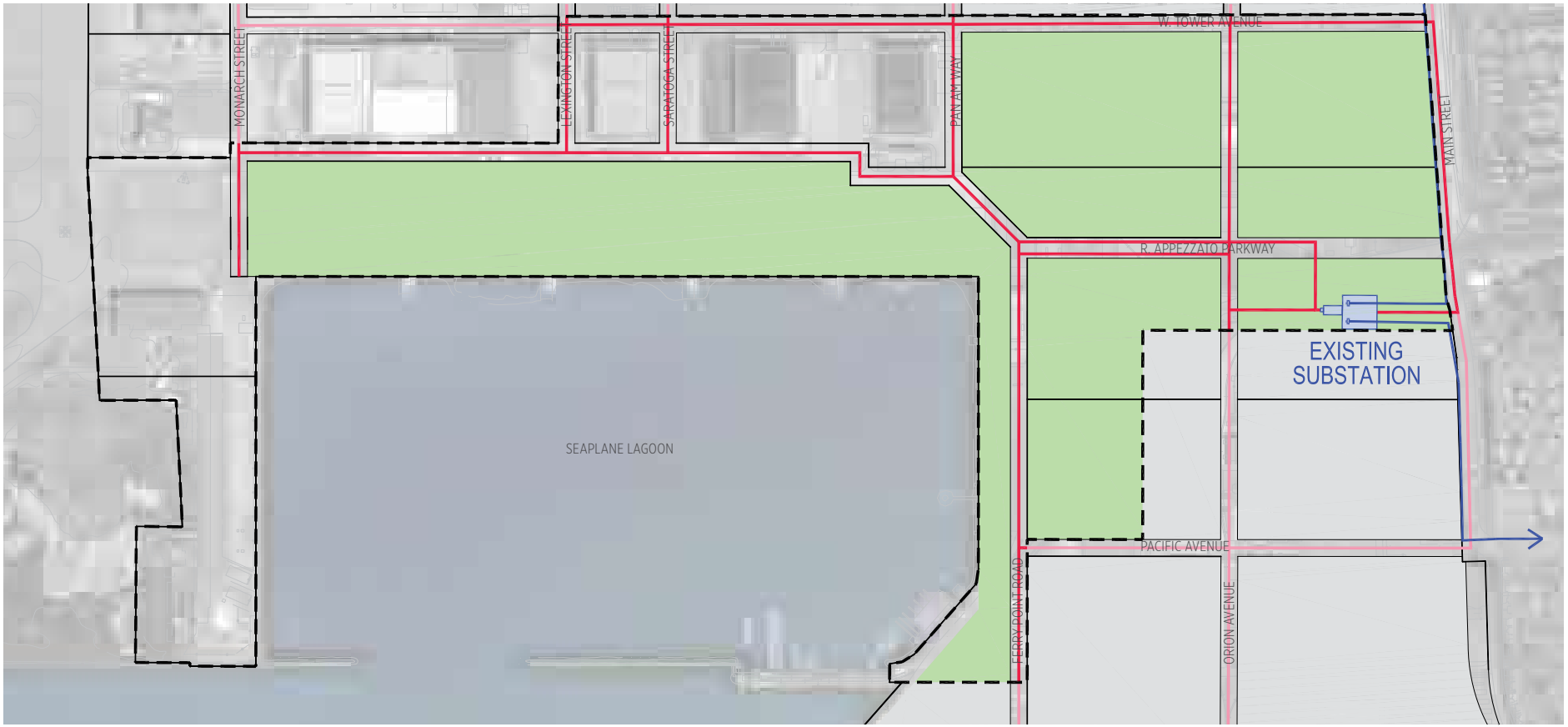
ELECTRIC SYSTEM

Alameda Municipal Power (AMP) owns and operates the existing electric power facilities at the Plan Area and throughout

CARTWRIGHT SUBSTATION



JOINT TRENCH IMPROVEMENTS



the City of Alameda. The existing electric system at Alameda Point consists of 115kV transmission, 12kV and 4kV distribution facilities. The existing distribution facilities will be replaced within the Plan Area. The 115 kV transmission facilities and Cartwright Substation will be preserved. The Cartwright Substation is a critical component of the existing electric system and is intended to remain in service throughout the redevelopment of Alameda Point. Utility corridors and easements will need to be reserved for the electrical facilities entering and emanating from the substation. The existing transmission facilities and Cartwright Substation have adequate capacity for the Project's estimated ultimate electric demand.

From the Cartwright Substation, a new underground electric distribution system will be installed with the Plan Area. This new electric system will replace the existing electric system in phases consistent with the development build-out. The proposed electric distribution system will consist of new underground conduits, vaults, boxes, and pads; which will accommodate 15kV rated cables, transformers, switches and other utility distribution equipment including its supervising control and data acquisition communication monitoring and controls. The electric distribution facilities will be installed within all backbone streets within the Plan Area. The electric conduits and cables will be placed in a joint utility trench. This trench will also accommodate the Pacific Gas & Electric (PG&E) natural gas, telephone, cable television, possible ancillary fiber optic cable systems and street light facilities. The proposed electric system and joint trench will be constructed in accordance with AMP's rules and regulations as outlined in their Material and Installation Criteria for Underground Electric Systems, latest revision. See the diagrams on page 153 and 154 depicting the Cartwright Substation and proposed joint trench system within the Plan Area.

NATURAL GAS

The Proposed Project will incrementally over time replace the entire existing natural gas distribution system within the Project Site. Pacific Gas & Electric (PG&E) supplies natural gas to the Project Site via an existing 8" supply line that enters the Project Site at the intersection of Main Street and W. Atlantic Avenue.

A new natural gas distribution system will be installed throughout the Plan Area. This system will connect to the existing 8-inch steel main near the intersection of Main Street and W. Atlantic Avenue. The proposed gas facilities will be constructed in all backbone streets, providing reliable gas service. The new natural gas system will replace the existing natural gas system in phases consistent with the development build-out. The proposed gas system will be designed in accordance with PG&E's rules and regulations and will be installed in a joint utility trench as previously described.

TELECOMMUNICATIONS AND CABLE TELEVISION

The Proposed Project will incrementally over time replace the entire existing telecommunications and cable television systems within the Plan Area. The existing communication utility systems at Alameda Point are owned and operated by AT&T, AMP and Comcast.

New telecommunications systems will be installed within the Plan Area. These systems will connect to the existing systems east of the Plan Area, near Main Street. The proposed telecommunication facilities will be constructed in all backbone streets. The new telecommunication system will replace the existing systems in phases consistent with the development build-out. The proposed telecommunications systems will be installed in a joint utility trench as previously described.

STREET LIGHT SYSTEM

The Proposed Project will incrementally over time replace the entire existing street light system within the Plan Area. The existing street lighting system at Alameda Point is owned and operated by AMP. The lighting criteria shall also be compliant with the latest Illuminating Engineering Society (IES) standards. The lighting units shall utilize energy efficient luminaires such as light emitting-diode (LED) type luminaires as deemed acceptable by the City of Alameda and AMP.

The proposed lighting system will be designed in accordance and adhere to the lighting mitigation measures defined in the Biological Opinion prepared by the United Stated Fish and Wildlife for Alameda Point.

PHASING AND IMPLEMENTATION

The backbone infrastructure improvements required for the development of Plan Area will be phased to match the development phases as closely as possible. The required improvements for each phase will include demolition, flood protection, corrective geotechnical measures, site grading, utilities, streets and transit improvements. Each phase will construct only that portion of infrastructure required to support the proposed uses and surrounding existing uses to maintain financial feasibility of the project. In some cases, initial phases of development will need to construct components of the backbone infrastructure that will also benefit subsequent phases.

The implementation of the backbone infrastructure will require constant coordination. Certain areas may develop concurrently, while other areas may only develop in smaller phases. Additionally, existing utility service will be maintained to existing tenants within the Plan Area or other areas of Alameda Point. This may require temporary re-routing of utility systems to maintain service to these existing tenants.

It is expected that an Alameda Point Development Impact / Infrastructure Fee will be established to facilitate the infrastructure implementation and provide a mechanism to coordinate adequate funding. The fee program will collect fees to generate a portion of the funds needed to construct infrastructure with site-wide benefits. The fee program will also provide repayments to initial developments that constructed infrastructure improvements that benefit larger areas.

CONCEPTUAL FINANCING PLAN

The projects and associated infrastructure within Alameda Point will develop gradually over time, taking into account long-term needs. The financing plan is designed to be incremental, linking development to infrastructure and ensuring that the right infrastructure is built, in the right amount, as development progresses. The projects and associated infrastructure will develop gradually over time, taking into account long-term needs.

The infrastructure financing strategy requires that:

- Each development site pays for on-site and site-adjacent infrastructure, and
- Each development site contributes its fair share to a fund for backbone infrastructure

This approach ensures that development will have the immediate infrastructure needed adjacent to the site, while also contributing to long term and site-wide costs that will not be incurred until further in the development process, but to which incremental development nevertheless contributes. This linkage of development to infrastructure responsibility allows for flexibility - the development plan can respond to market forces and the infrastructure plan can adapt. Over time, the individual project sites will combine to form the overall plan, with the infrastructure and funding in place.

The plan is organized into phases, which contemplates gradual, incremental development. The phases are not prescribed in any fixed order, however, but are instead organized around geographic proximity, the logic of some infrastructure, and types of development. The phases are intended to provide an organizing principle for development, but individual phases can develop as market and other opportunities arise.

The basic sources of the financing plan will consist of the following:

- Land Sale Proceeds – funds paid to the City by developers and others for site acquisition.
- Community Facilities Districts (CFD) and Assessments – assessments and special taxes paid by land owners for services and facilities.
- Infrastructure Financing District – Special district that collects incremental property tax revenue for finance capital improvements if allowed by updates to state law.
- Infrastructure Fee – fee paid by development at building permit to pay for infrastructure improvements.
- Public Grants and Loans – grants and other special revenues provided by third parties, such as the federal government, including possible funds associated with wetlands mitigation banks, a potential national wildlife refuge, and other creative funding sources for open space and wetlands. These sources of funds may be identified and obtained in concert with local members of the community.
- Developer Equity – developer funding of infrastructure from the anticipated profits of development.
- Other sources as/if they become available.

Assessments and special taxes are funded through property tax, and appear as part of each owner's property tax bill. It is important to note that a number of special taxes and assessments are being contemplated for Alameda Point, including a Geological Hazard Abatement District (GHAD) and a CFD to fund certain City services. Generally the sum of these taxes, plus the ad valorem tax, cannot exceed two percent of the assessed value of the property. Also, commercial uses typically maintain a lower overall tax burden than residentrial uses. This constraint will be taken into account as the financing plan is further refined and balanced against the other needs of the project and the City. As the City finalizes its other studies and analyses, such as the Impact / Infrastructure

Fee Program and the Transportation Demand Management Plan, and is closer to implementing new development, the exact amount of feasible assessment for each type of assessment will need to be analyzed and determined.

As the development plans become firmer and the first tranche of development becomes clearer the City will formulate a financing strategy the combines the needs and requirements of the overall plan with the particular circumstances of each development. The financing plan will include a balance of the above items, and will likely shift over time as the real estate and financial markets shift.

The flexibility and market responsiveness of the plan mean that the overall plan can build on success over time. Completed projects will reduce uncertainty for subsequent projects, reducing uncertainty and thereby increasing land value and reducing financing costs attributable to risk. Based on market conditions, some types of development will commence ahead of others. Although this trend has been sometimes characterized as "cherry picking", in reality it is no different from how development occurs in the normal course of events. Absent a subsidy, either a master developer or the City would have to wait until individual development types and parcels are financially feasible before they could be developed. One concern, however, is that early development might occur on parcels that do not require much infrastructure or other investment to be developable. The financing plan ensures that this will not happen – early development will pay not only for its immediate infrastructure but also its fair share of larger backbone items that may not need to be constructed for several years.

The Town Center is one of the phases of the overall plan, and has been integrated into the overall infrastructure planning. The financing plan will ensure that the Town Center pays its fair share of required infrastructure. It is expected that some aspects of the Town Center, such as the initial retail development, may be difficult to implement from a market perspective. Because the financing plan is flexible, it will allow for the City to subsidize certain uses, through means such as reduced land sales prices, without altering or affecting the overall infrastructure plan or the fair share allocation of the infrastructure burden.

PUBLIC SERVICES

The City's economic consultant has prepared an analysis of the cost of providing municipal services to the project, as well as revenues for the City expected to be generated there. The analysis includes services costs and the cost of maintaining the infrastructure needed for the plan (where the City is the party responsible for providing maintenance). The fiscal analysis includes the regular (weekly, monthly, annual, etc.) maintenance costs, such as chip seal of road surfaces, but not the cost of replacement of infrastructure that is being newly constructed as part of the development of Alameda Point. The City's economic consultant has prepared an estimate of the net fiscal impact of the project (see Master Infrastructure Plan).

In additional to capital improvements, the financing plan for Alameda Point include fiscal mitigation measures, such as a services assessment or special tax if necessary, to ensure that the project does not have a net negative fiscal impact on the City. Not included in the analysis, however, is the cost of replacement at the end of the expected lifespan of the infrastructure. As with any other infrastructure in the City, most infrastructure replacement costs are built into the rates and fees associated with services, such as water, wastewater, and electricity. This approach, in which the users pay for the eventual replacement cost of the facilities they are using, is appropriate and financially sound.

8

ADMINISTRATION AND ENFORCEMENT

The City of Alameda will administer the provisions of the Alameda Point Waterfront Town Center Precise Plan in accordance with the City of Alameda's General Plan, including the Alameda Point Community Plan, and state and federal law.

APPLICABILITY

The Precise Plan implements the General Plan objective and policies for the area, and the Precise Plan fulfills the content requirements of a Specific Plan under Government Code Section 65450-65457. The Plan serves as a regulatory document for the development of the Plan Area and provides guidance for the City, developers and builders for Plan Area development. All private and public investment and improvements in the Plan Area will be required to be consistent with the regulations, standards and guidelines in this Plan.

ADMINISTRATION

The City of Alameda will administer the provisions of the Alameda Point Waterfront Town Center Precise Plan in accordance with the City of Alameda's General Plan, including the Alameda Point Community Plan, and state and federal law. This Precise Plan's chapters, procedures, regulations, standards and specifications shall supersede the relevant provisions of the Alameda Municipal Code (AMC) as they currently exist or may be amended in the future. Topics not covered by the Precise Plan are regulated by the AMC. Where the Precise Plan and the AMC are inconsistent, the Precise Plan shall prevail.

Subsequent to the approval of this Precise Plan, applicants shall submit applications and plans for a Development Plan for each phase of the Project for consideration and approval by the City subject to Section 30-4.13 (j) . Such Development Plans require Planning Board action and shall be reviewed by the Community Development Director to ensure that subsequent phases are designed to substantially conform with the Precise Plan and, as applicable, the AMC. The Development Plan process shall provide for review of detailed site plans, building and landscape treatments as well as compliance with the Precise Plan and CEQA requirements. The Development Plan submitted for approval shall include the final site layout, street design, building design and landscaping. Each building site or combination of sites shall be subject to Design Review. The Design Review process provides for review of architectural design and building facades, building materials, colors, etc. The Development Plan and Design Review process may occur concurrently.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Subsequent discretionary project approvals required by this Precise Plan will require appropriate environmental review under CEQA. Exemptions from CEQA may be applicable to future development in the Plan Area. For example, the Plan Area is subject to Public Resources Code section 21083.3 and CEQA guidelines Section 65457, which provides an additional exemption for certain projects consistent with a Specific Plan for which an environmental impact report has been certified.

REGULATIONS

The regulations in this section are applicable to all properties within the Alameda Point Waterfront Town Center Plan Area. In addition to these regulations, all new construction, alterations, and land use within the Waterfront Town Center plan area must comply with the following permit requirements.

Alameda Municipal Code:
Regulations in the AMC not covered by this section remain applicable to the Plan Area. When the content of this section conflicts with the AMC, this section shall govern.

Development Plan Required for All New Development:
Any proposal that includes construction of new buildings or modifications to the location of an existing building, landscape area, parking area or other physical feature shall include a Development Plan that meets the requirements of AMC 30-4.13 (j) Planned Developments.

Development Plans will be evaluated by their ability to meet the goal of achieving residential and commercial densities that support convenient and frequent transit service.

Design Review Required for Exterior Alteration and New Buildings:
All improvements requiring building permits shall be subject to the requirements of AMC 30-36 Design Review Procedures and AMC 30-37 Design Review Regulations. All design review applications shall be reviewed for conformance with the submittal requirements for a Development Plan as required by AMC 4.13 (j), the regulations of this Section and the applicable sections of the Citywide Design Review Manual.

Biological Regulations and On-Site Lighting:
All new construction projects, alterations to existing buildings and new uses shall comply with the conditions set forth in the Declaration of Restrictions for the Former Naval Air Station (Declaration) consistent with the Biological Opinion issued by the U.S. Fish and Wildlife and Exhibit C (Alameda Point Lighting Mitigation Measures) of the Memorandum of Agreement between the City of Alameda and Department of Veteran's Affairs.

NAS Alameda Historic District Guidelines:
All new construction and modifications to existing buildings within the NAS Alameda Historic District should be consistent with the Guide to Preserving the Character of the Naval Air Station Alameda Historic District, as amended, and AMC Section 13-21(Preservation of Historical and Cultural Resources).

Public Trust Exchange Act and Agreement:
All use of land and existing buildings and new construction shall be reviewed for consistency with Naval Air Station Alameda Public Trust Exchange Act, Chapter 734, Statutes of 2000, as amended by Chapter 429, Statutes of 2011 and Naval Air Station Alameda Exchange Agreement regarding Public Trust Lands at Alameda Point.

Alameda Point Environmental Impact Report Mitigation Monitoring Program:
All new development and uses shall be reviewed for consistency with the 2014 Alameda Point Environmental Impact Report adopted Mitigation Monitoring and Reporting Program.

Alameda Point Master Infrastructure Plan:
All new development and uses shall be reviewed for consistency with the approved Alameda Point Master Infrastructure Plan.

Alameda Point Master Transportation Demand Management Plan:
All new development and uses shall be reviewed for consistency with the approved Alameda Point Transportation Demand Management Plan.

Sustainable Design and Bay Friendly Landscape:
All new building or renovation projects within Alameda Point shall comply with Section 13-19 (Green Building Requirements for City Building Projects, Capital Improvement Projects, and Public-Private Partnerships) of the AMC. Documentation shall be submitted with applicable permits

that demonstrates how the development proposal will acquire the required points to achieve a minimum of LEED certification or equivalent threshold of sustainability. LEED certification is not required. All new landscaping and renovation projects within Alameda Point shall comply with Section 30-58 (Water Conservation and Bay Friendly Landscaping Requirements).

Subdivision Ordinance:
Except as set forth in this Precise Plan, the provisions of the AMC Section 30-73 shall govern the processing and approval of subdivision maps.

Land within the Plan Area may be subdivided and developed pursuant to a tentative map or vesting tentative map for any purpose that is consistent with the California Subdivision Map Act. As used in this section, a "vesting tentative map" shall mean a tentative map for subdivision that shall have printed conspicuously on its face the words "Vesting Tentative Map" at the time it is filed in accordance with the Subdivision Map Act. Maps will be processed in accordance with applicable provisions of the AMC and the Subdivision Map Act at the time the subdivision application is submitted, subject to the terms of any Development Agreement entered between the applicant and the City.

Use Permits:
Any new use of land or existing buildings shall be reviewed for consistency with Table 1: Permitted Use. Table 1 indicates the land uses that are permitted "by right" (P), by conditional use permit (C), or not permitted (-), according to each Land Use category designated on the Land Use Plan, above. The location of these uses is described on the Proposed Town Center Land Use Plan on page 108. Conditional use permits may be granted pursuant to the procedures and standards of AMC-Sections 30-21.3 and .4. Maximum off-street parking ratios are noted.

If a proposed use is not listed in the Permitted and Conditional Use Table it shall not be permitted, unless the Community Development Director or the Planning Board determines that the proposed use is substantially similar to a use specified as a permitted or conditionally permitted. Such determination shall not permit the establishment of any use that would be inconsistent with the statement of purpose for the Waterfont Town Center in the Alameda Point Zoning District and the Precise Plan Framework presented in Chapter 1, and no interpretation shall have the effect of amending, abrogating, or waiving any other standard or requirement established in AP-WTC regulations. Accessory uses customarily incidental to any of the above permitted uses when on the same lot are permitted. Accessory uses customarily incidental to any of the above conditional uses when located on the same lot are conditionally permitted with the granting of a Conditional Use Permit pursuant to AMC, Sections 30-21.4 or .4.

Interim Uses:
Use permits may be issued for interim uses that may not be permitted or conditionally permitted as set out in Table B, provided that Interim Use Permits provide opportunities for short-term uses and activities for a defined period of time, not to exceed five (5) years that are not intended to be permanent uses but are transitional in nature, generally allowing for emergency situations, construction, and remediation activities, or the cultivation and establishment of small, low-overhead businesses and their eventual relocation into permanent structures.

Multifamily Housing:
Proposals to construct multifamily housing or adaptively reuse a non-residential building for multifamily housing shall be accompanied by an application for Density Bonus and a waiver of the multifamily prohibition in AMC 30-53.

Certificate of Approval:
The Historic Preservation Ordinance requires a certificate of approval by the City of Alameda's Historic Advisory Board (HAB) for modifications to contributors and resources within the Historic District. As part of the certificate of approval process, project sponsors shall provide:
a. An analysis of the proposal's conformity with the Guide to Preserving the Character of the Naval Air Station Alameda Historic District as adopted and amended by the City Council;
b.An analysis of the proposal's conformity with general management and design guidelines contained within the NAS Alameda Cultural Landscape Report (JRP, 2012), including application of the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. These include special treatments organized by functional area for such topics as spatial organization, topography, vegetation, views and vistas, circulation, as well as structures, furnishings and objects; and
c.An analysis of impacts to the integrity of the Historic District, as a whole, and an analysis of alternatives to avoid potential impacts on the District as a whole, on an individual resource.

Additional Permits Required:
Depending on the scope and location of the proposed development, one or more of the following permits and approvals may be required for future investments in the Plan Area.

City of Alameda
•Improvement Plans and Subdivision Maps, and Agreements
•Excavation Permits, including Marsh Crust Excavation Permits
•Demolition, Grading and Building Permits
•Electricity Agreements (Alameda Municipal Power)
•Approval of improvement to facilities for distribution of electricity and connection permits (and possibly cable connection)
•Project Financing Districts or other funding mechanism
•Alameda Point Development Impact/Infrastructure Fee Program

San Francisco Bay Conservation and Development Commission (BCDC)
•Approval of any development located within 100 feet of the shoreline

East Bay Municipal Utility District (EBMUD)
•Approval of water line extensions, water hookups and review of water needs
•Approval for sewer treatment capacity

California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)
•National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge
•Approval and oversight of remediation of soil or groundwater contamination
•Clean Water Act Section 401 Certification, if needed

California Department of Toxic Substances Control (DTSC)
•Approval and oversight of hazardous materials remediation

Bay Area Quality Management District (BAAQMD)
•Permitting of asbestos abatement activities
•Authority to construct
•Permit to operate

US Army Corps of Engineers
•Clean Water Act Section 404 Authorization, if needed

US Environmental Protection Agency
•Approval and oversight of remediation of National Priority List (NPL) hazardous substances sites.

Matters of Determination
Every effort has been made to provide policies and regulations that are clear; however, interpretations will be necessary when specific and unusual circumstances arise. Conformance Determinations may be requested by an applicant and subject to approval by the City's Community Development Director, Planning Board or City Council, as described below.
If any situation arises in the implementation of the Precise Plan that is not addressed by specific site development regulations, or, if an issue, condition, or situation arises that is not clearly addressed in the Precise Plan, the Community Development Director shall provide an interpretation based on such City goals, policies, plans, ordinances and requirements as are most closely related to the subject matter of the issue or situation to be interpreted.

The approved Precise Plan is intended to be interpreted and applied in favor of the purposes and intent of this Precise Plan.
If the City nevertheless determines that a conflict exists between the Precise Plan and the AMC, the provisions of the Precise Plan shall take precedence. Administrative interpretations may be appealed by the applicant to the Planning Board.

Amendments to the Precise Plan and Conformance Determinations:
This Precise Plan is being adopted by the City of Alameda. This Precise Plan shall be amended in accordance with the AMC. Conformance Determinations are not amendments.

Hearing Notice:
Any public hearing required by this Chapter shall be noticed in the manner provided in the City's Zoning Ordinance.

SEVERABILITY
If any provision of this Precise Plan is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this Precise Plan which can be implemented without the invalid provision, and, to this end, the provisions of this Precise Plan are declared to be severable.

PRECISE PLAN COMPLIANCE AND ENFORCEMENT
No building permit, grading permit, land use discretionary permit, or other permit for a land use subject to the provisions of the Precise Plan may be approved if it is found to be inconsistent with the Precise Plan. The regulatory elements of the Precise Plan are enforceable pursuant to the enforcement requirements of the AMC.

A

APPENDIX

REFERENCES

Many reference documents related to the redevelopment of Alameda Point can be found online at: http://alamedaca.gov/alameda-point

LIST OF REFERENCE DOCUMENTS

Key Summary Documents

- Community Reuse Plan - 1996
- Community Reuse Plan Amendments
- Preliminary Development Concept for Alameda Point - 2006
- Station Area Planning Study for Alameda Point - 2008
- Alameda Point Transportation Strategy – 2009
- Community Planning Workbook and Summary Report Workbook 2010
- Alameda Point Economic Development Strategy – 2012
- Alameda Point Conceptual Planning Guide - 2013

Planning Documents

- Alameda Point General Plan Amendment - 2003
- City of Alameda Citywide Design Review Manual, 2013
- Station Area Planning Study - 2008
- Park Improvement Assessment - 2012
- Alameda Point Zoning Ordinance – 2013
- Alameda Point Project Environmental Impact Report – 2013
- Conditions for Development on NAS Alameda Community Reuse Plan Area Based on Final Biological Opinion (Paraphrased for Clarification), with Additional Lighting Restrictions.

Historic Preservation

- MOU between Navy, ACHP, & SHPO -1999
- Navy's Draft National Register Nomination - NAS Alameda
- Specific Building Survey & Evaluation Report for NAS Alameda Historic District - 2011
- Page & Turnbull Historic Assessment & Historic Preservation
- Sally Woodbridge Historic Architectural Resources
- Historical Advisory Board Staff Report and Attachments regarding historic resources at Alameda Point - January 2013

Transportation

- Transportation Strategy - 2005
- Transportation Strategy – 2009

State Lands Regulations

- Map of Post State Lands Exchange Area
- Map of Pre State Lands Exchange Area
- State Lands Agreement for NAS Alameda
- Exchange Act of 2000 for NAS Alameda

Navy Transfer

- Map of Conveyance Phases
- Lease in Furtherance of Conveyance (LIFOC) - 2000
- LIFOC Amendment 1 - 2000
- LIFOC Amendment 2 - 2009
- Economic Development Conveyance Memorandum of Agreement (EDC MOA)

Infrastructure

- Map of Historic Fill
- Map of Thickness of Potentially Liquefiable Sand Layer
- Infrastructure Cost Presentation from May 2011
- Preliminary Geotechnical Report
- Master Infrastructure Plan - 2013

PROJECT TEAM

CITY OF ALAMEDA

JENNIFER OTT
CHIEF OPERATING OFFICER - ALAMEDA POINT

ANDREW THOMAS, AICP
CITY PLANNER

ERIC FONSTEIN
DEVELOPMENT MANAGER

SKIDMORE, OWINGS & MERRILL LLP

ELLEN LOU, FAIA, AICP, LEED AP BD+C
DIRECTOR, URBAN DESIGN AND PLANNING

KEITH ORLESKY, AICP
WEST COAST PRACTICE LEADER OF URBAN PLANNING

ANDREA WONG, AICP
ASSOCIATE DIRECTOR, PROJECT MANAGER

ALLISON ALBERICCI, AIA, AICP, LEED AP BD+C
SENIOR URBAN DESIGNER

CLARA LEE, LEED GA
URBAN DESIGNER

SONIA BALLESTEROS
SENIOR GRAPHIC DESIGNER

CMG LANDSCAPE ARCHITECTURE

KEVIN CONGER, PLA
PRINCIPAL

HALEY WATERSON
LANDSCAPE ARCHITECT

KWAN HENMI

DENIS HENMI, FAIA
PRESIDENT

MONA TAMARI, AIA, LEED AP
ARCHITECT

TOWN MAKERS

THOMAS WEIGEL
PRINCIPAL

CARLSON, BARBEE & GIBSON, INC.

UTILITIES AND SERVICE SYSTEMS

ANGELO OBERTELLO, PE
PRINCIPAL

KYLE JOHANNSEN, PE
PROJECT ENGINEER

RUSSELL RESOURCES, INC.

HAZARDS AND HAZARDOUS MATERIALS

PETER RUSSELL, PHD, PE
PRINCIPAL

KIMLEY-HORN AND ASSOCIATES

TRANSPORTATION

JAMES DAISA, PE
SENIOR PROJECT MANAGER

THE PROJECT TEAM ALSO WISHES TO ACKNOWLEDGE THE EFFORTS AND CONTRIBUTIONS OF THE CITY OF ALAMEDA PLANNING BOARD TOWN CENTER SUB-COMMITTEE:

BOARD PRESIDENT DAVID BURTON, AIA

BOARD MEMBER DANIA ALVAREZ-MORRONI

BOARD MEMBER JOHN KNOX WHITE