



ALAMEDA POINT

• AUGUST •

ALAMEDA POINT CONCEPTUAL PLANNING GUIDE

• 2013 •

CITY OF ALAMEDA

ALAMEDA POINT
CONCEPTUAL
PLANNING GUIDE

• AUGUST 20, 2013 •

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1.0

PURPOSE AND INTENT

The purpose of the Planning Guide for Alameda Point is to provide builders, community members and stakeholders a “guide” that synthesizes the overall concepts and development strategies found in the key planning documents that have shaped the future of Alameda Point, including:

- **The City of Alameda General Plan**
- **The NAS Alameda Community Reuse Plan (the “Reuse Plan”)**

It is the intent of this document to provide additional background and the planning framework that describes or “brings to life” the City’s desired

outcomes regarding neighborhood design, redevelopment strategies and development opportunities at Alameda Point. This document should be used hand-in-hand with relevant planning documents to ensure consistency and compliance with current regulatory documents.



TREASURE
ISLAND

OAKLAND

ALAMEDA
POINT

CITY OF
ALAMEDA

SAN
FRANCISCO



2.0

VISION

Alameda Point, the former Naval Air Station Alameda (NAS Alameda) property, located at the most westerly tip of the island of the City of Alameda, offers a rare opportunity for the Alameda community: to create a series of compact, vibrant, transit-oriented neighborhoods and districts that attract residents and businesses that, over time, will be integrated into the City.

Over the past 20 years, the residents of Alameda have participated in scores of planning activities to craft a vision for Alameda Point. While different processes have envisioned different intensities of uses, all have maintained a remarkably consistent framework for growth that continues to guide the transformation of the former federal facilities to civilian use.

» THE COMMUNITY'S VISION FOR ALAMEDA POINT

The community seeks to build on the 1996 NAS Alameda Community Reuse Plan's Vision Statement for Alameda Point.

Alameda Point will share Alameda's characteristic neighborhood centers, open space and street networks, transportation, and water orientation, integrating it within the community while maintaining its unique character and history as the former Naval Air Station Alameda. Constrained by the necessity of fiscal neutrality and significant upfront investments, early, new development will focus on a healthy local economy through economic development, and provide greater flexibility to attract the momentum crucial to realizing Alameda Point's potential of a coordinated, environmentally-sound development with a mix of uses generating thousands of jobs and residences.



THROUGH CAREFUL ATTENTION, MARKET EVALUATION, AND COMMUNITY INPUT, Alameda Point's working waterfront, sweeping views and rich history will contribute to Alameda's desirability as a place to work and live, with recreational, cultural, educational, housing and employment opportunities that meet the needs and reflect the diversity of this island city and the greater Bay Area.

2.1 GUIDING PRINCIPLES

The vision for the revitalization and reuse of Alameda Point includes a set of core values and mutually reinforcing guiding principles. These principles were generated together by the City and the community and are largely based on the planning work conducted in the Reuse Plan.

1. 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.

2. 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.





3. 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.

4. 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 reflect stylistic, technological, and environmental needs of the time.

5. 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.

6. 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, parklets, 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.

7. 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, contributes to reduction of greenhouse gases, and incorporates sustainable building strategies while providing a comprehensive open space strategy that benefits both wildlife and humans.



above photo: Sander van der Borch/Artemis Racing

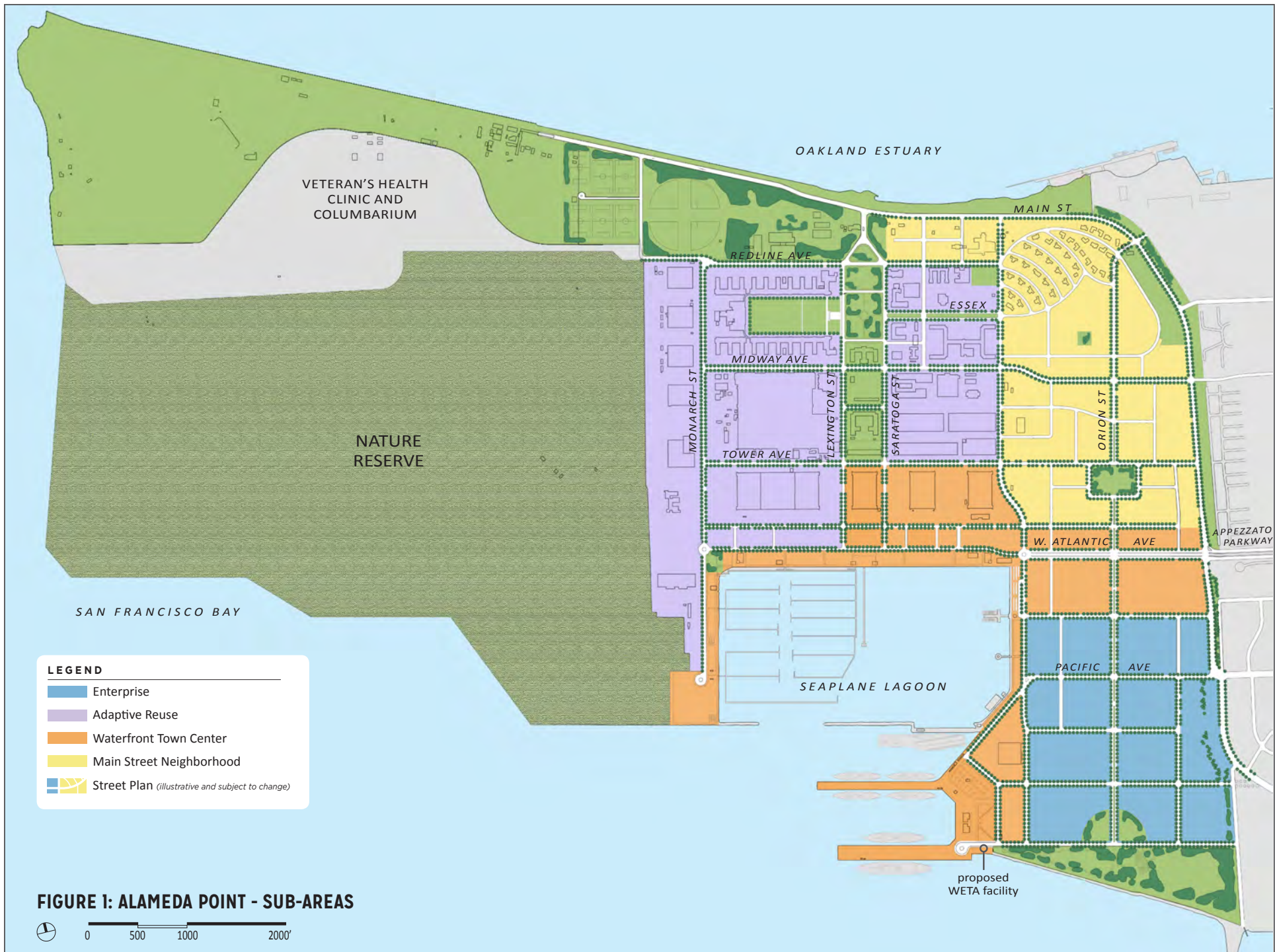


3.0



THE FUTURE OF ALAMEDA POINT

This Section sets forth the physical planning framework for development within Alameda Point. In tandem with the General Plan and the Reuse Plan, this Section describes the overall approach towards realization of the former base that integrates open space, circulation, conservation and land use to create a new, sustainable, Alameda community.



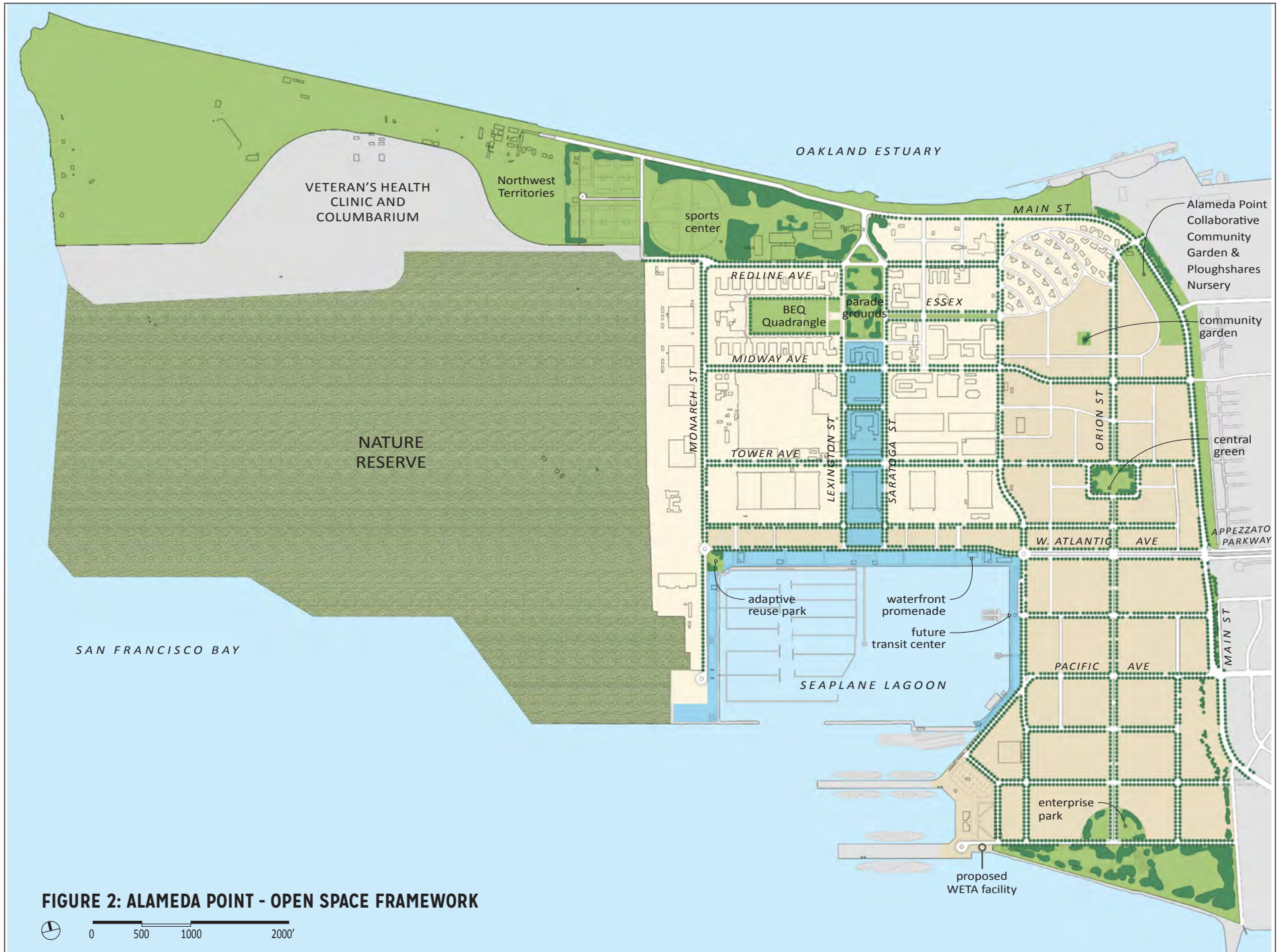


3.1 AN OVERVIEW – PLANNING APPROACH AND CONCEPTS

The information in the following Sections sets out a specific planning approach and concepts for Alameda Point based on interwoven layers of open space, development, and design that aim to facilitate a diverse range of housing, employment, recreational, commercial/mixed-use and other reuse opportunities.

The underlying framework that organizes the planning approach is based on these predominant layers:

- **Open Space, Circulation and Transit Frameworks** - the interconnected network of major public spaces, trails and paths, neighborhood parks and centers, and streets that provides connections within sub-areas and to the existing Alameda community;
- **Focal Points** - the centers of activity within each Alameda Point neighborhood that create opportunities to bring residents, employees and visitors together;
- **Built Environment** - the vertical elements and masses that complete the neighborhoods and strive to create unique places where people want to work and live.



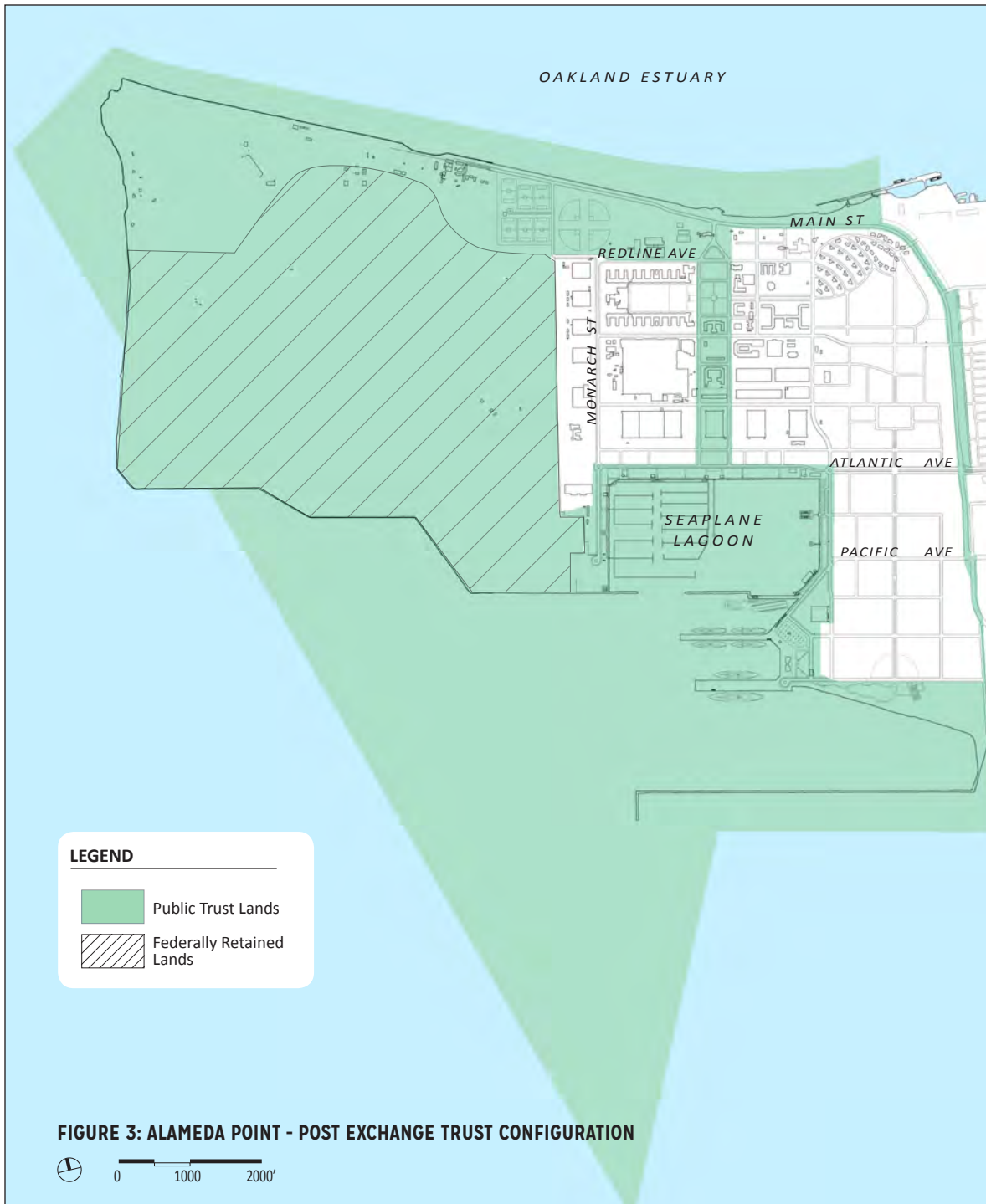


FIGURE 3: ALAMEDA POINT - POST EXCHANGE TRUST CONFIGURATION

3.2 OPEN SPACE, CIRCULATION AND TRANSIT FRAMEWORKS

The open space, circulation and transit frameworks establish networks of major public open spaces, trails and paths, neighborhood parks and centers, and streets and priority transit routes. The networks are comprised of publicly owned land dedicated to public park use, public streets and trails, and visitor serving and maritime uses on waterfront lands.

These frameworks organize and define the redevelopment and reuse plan for Alameda Point. They depict where key public waterfront parklands, streetscapes and greenways could occur to support and organize the redevelopment of Alameda Point (refer to Figures 2, 3 and 4). The primary features of the frameworks are:

- *The San Francisco Bay which surrounds Alameda Point on three sides, including the historic Seaplane Lagoon;*
- *North-south open space and transportation corridors that connect the northern and southern waterfronts;*
- *The Public Trust lands (or State Lands) that preserve public land for commerce, navigation, fisheries, water-oriented recreation, habitat and environmental study (see Figure 3); and*
- *Over 700 acres of former runways to the west of the urban areas of Alameda Point, which are planned for a Nature Reserve, 112 acres of Veterans' facilities, and public park lands;*

- *Historic open space and circulation networks within the NAS Alameda Historic District on the western half of the former base; and*
- *The existing open space and circulation networks in the adjacent neighborhoods to the east of Alameda Point that connect Alameda Point with the existing fabric of the Alameda community.*

The open space, circulation and transit frameworks' main functions are to:

- *Conserve, restore and protect natural ecosystems and biological resources;*
- *Provide recreation amenities that offer associated health and social benefits;*
- *Preserve, sustain and enhance view corridors and connections to the waterfront;*
- *Assure that the Public Trust Lands remain committed to water-oriented use benefiting the greatest number of people; and*
- *Support an integrated water quality protection system, an adaptation to sea-level rise, and flood control.*

The frameworks do not show the location of every minor pocket park, plaza, local street and/or other private open space area. As development proposals are prepared and evaluated, the open space, circulation and transit frameworks presented in this document will inform development plans and help ensure they link into the overall open space and transportation system consistent with the intent and spirit of this document.





FIGURE 4: ALAMEDA POINT - OPEN SPACE FRAMEWORK CLOSE-UP

3.2.1 OPEN SPACE FRAMEWORK

Three levels of Open Lands, “Natural,” “Primary” and “Secondary,” provide a multi-layered system in which natural, managed and built environments are located. These three levels are designated generally by the degree of intensity of use.

The open space framework is comprised of three major components: the Nature Reserve, primary open spaces, and secondary open spaces.

NATURE RESERVE.

The Nature Reserve in the southwestern portions of Alameda Point is owned and managed by the federal government. The Nature Reserve provides long-term protection of habitat primarily for the endangered California Least Tern, but also for other wildlife. Public access within the Nature Reserve will be limited to a seasonal trail along the perimeter of the reserve consistent with federal requirements.

PRIMARY OPEN SPACES.

The primary open spaces provide full public access and focus on visitor, employee, and community serving uses that support active recreational, community and social functions. Often the Primary Open Space lands are also Public Trust lands (See Figure 3) that are to remain committed to public water-oriented uses that benefit the greatest number of people. Those uses include: maritime related, water-oriented commerce, hospitality uses such as hotels, restaurants and other employee and visitor serving facilities, as well as ecological related uses such as wetlands, preserves, habitat, greenways and parks.



These Primary Open Spaces are suitable for more intensive development and use, and should be appropriately located to serve not only the Alameda Point community and emerging employment center but also the larger City of Alameda and Bay Area region. These areas consist of approximately 258 acres of parks and open space, including a waterfront promenade, a continuous Bay Trail, historic open spaces and parade grounds, and a sports complex. These lands are often the “focal points” of each neighborhood. The primary open spaces include:

- **Northwest Territories** - These lands are suitable to provide passive and active recreation and gathering facilities along the Oakland Estuary waterfront, which could include trails, picnic areas, viewing areas, wetlands and parking lots. These parklands complement the adjacent Nature Reserve and will be accessed by a road connecting the main portion of the base with the western waterfront. The Northwest Territories and Nature Reserve are connected by a seasonal pedestrian and bicycle trail and visually by views of the San Francisco Bay and Bay Bridge.

- **Sports Complex** - A 44-acre sports complex is located along the Oakland Estuary. The sports complex may include a gym and skate park, aquatic facility, ballfields, multi-purpose fields, volleyball and basketball courts, tennis courts, picnic areas, recreation buildings, concessions and other comparable active recreational amenities. Parking would also be provided.
- **Parade Grounds and the Bachelor Enlisted Quarters (BEQ) Quadrangle** - The parade grounds are located within the NAS Alameda Historic District and are important to preserving the naval history of the community and incorporating it into the new Alameda Point community. The adjoining BEQ Quadrangle, also within the NAS Alameda Historic District, provides space for active recreational uses, including soccer fields consistent with the Navy’s historic use of these grounds.
- **Seaplane Lagoon Waterfront Promenade**- The Seaplane Lagoon Promenade provides a unique opportunity to create an active and interesting waterfront promenade and/or waterfront park that includes visitor serving, waterfront related uses such as concessions related to maritime activities, boat rentals, hotels and restaurants. Parts of the Promenade may also include more passive waterfront uses.



- **Enterprise Park** - These lands are located along the southern waterfront of Alameda Point with extensive views of the southern San Francisco Bay. Parks, recreational amenities, and trails fronting directly onto the Bay are envisioned here that connect the Bay Trail to the USS Hornet and the Seaplane Lagoon waterfront uses to the north and west.

SECONDARY OPEN SPACES

These areas are park areas of a smaller scale that provide environmental, agricultural and social gathering areas supporting passive recreational, social and transportation uses and provide linkages throughout the new neighborhoods. (i.e., neighborhood and pocket parks, community gardens, urban farms, streetscapes and vegetative buffers). The main secondary open space components include:

- **Waterfront Trails** - Waterfront trails around the perimeter of Alameda Point provide trails for walking, biking, hiking and links to the regional and community trail system.
- **Alameda Point Collaborative Community Gardens** - This is an existing urban farm in the Main Street Neighborhood area with an adjacent commercial nursery that is a key open space component of the neighborhood.
- **Neighborhood and pocket parks, small greens** - These parks are located throughout the community to create neighborhood focal points consisting of small-scale outdoor gathering areas for recreational and social activities, such as picnicking, pick-up games, tot lots, small scale social events, and community gardens. These areas complement other larger neighborhood centers.
- **Streets** - The tree-lined streets that provide shade, sidewalks, and links to the community and greater Alameda are an important part of the overall open space system. Street trees will be planted in strips and/or tree wells so that a dominant street tree environment is established which knits the proposed and existing Alameda neighborhoods together.
- **Plazas, Paseos, Gardens and Paths** - The network of smaller, more private open spaces support employment, commercial and residential uses which connect to the overall open space network.

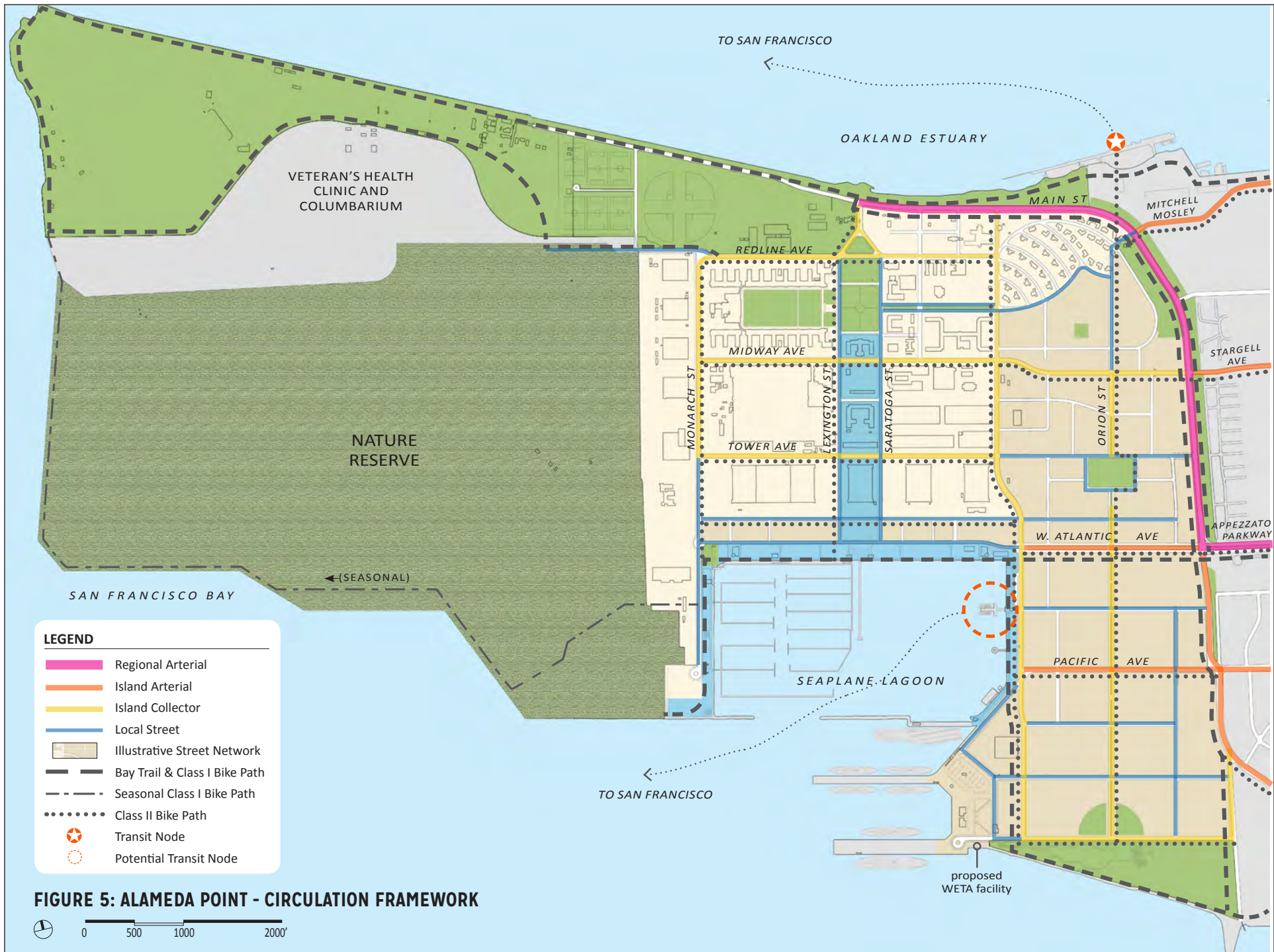


3.2.2 THE CIRCULATION AND TRANSIT FRAMEWORKS

The circulation and transit frameworks support the open space framework and provide a complementary grid of streets, trails, and paths for pedestrians, bikes, transit, trucks and automobiles. The framework incorporates a grid system that builds on the former naval base street system while extending the City's system. This system offers compact blocks with a high degree of connectivity appropriate to creating vibrant, transit oriented, walkable neighborhoods. Additionally, the City is preparing a Transportation Demand Management plan to encourage the use of alternative modes of transportation to and from Alameda Point that all development at Alameda Point will be required to comply with. A hierarchy of arterials, collectors, streets, alleys, bikeways and pathways are envisioned to offer a variety of ways of moving around the community as shown in Figures 5 and 6 - Circulation Framework Plan and Transit Priority Plan.

The defining features of the circulation and transit frameworks are:

- *The 10 miles of trails for bicyclists and pedestrians that encircle Alameda Point and provide access to San Francisco Bay, the Oakland Alameda Estuary, the Seaplane Lagoon, and the Nature Reserve.*
- *The seamless integration and extension of the existing Alameda street grid into Alameda Point that connect with the street grid within the NAS Alameda Historic District.*
- *The 7.5 miles of new bicycle lanes to be provided throughout Alameda Point to facilitate and encourage bicycle use.*
- *Bus, automobile, bicycle and pedestrian access to existing and future transit terminals and transit routes.*
- *Preservation of existing street widths within the NAS Alameda Historic District and retrofitting selected streets to include bike lanes and/or on-street parking.*
- *All new streets will be two lanes of traffic with the exception of West Atlantic as described in the next section.*



The major components of the circulation and transit frameworks include:

I. Bay Trail. The Bay Trail will consist of a Class I separated bicycle and pedestrian path of a minimum of twelve feet in width with a four foot graded area for a jogging path on one side and a three foot graded area on the other side, consistent with the City’s Bicycle Facility Design Standards. The character of the trail will change depending on the location and adjacent land uses. The trail will extend around the edges of Alameda Point adjacent to the water. The Class I trail would also extend along West Atlantic Avenue to the Seaplane Lagoon and along Main Street. The portion of the Class I trail around the southerly and westerly edges of the former base would be limited to the season when the endangered Least Tern is not in residence. In total 5.9 miles of waterfront trail would be provided by the Alameda Point and 1.9 miles of seasonal waterfront trails around the perimeter of the land to be retained by the federal government.



- 2. Bicycle Lanes.** Bicycle lanes, consistent with the City's Bicycle Facility Design Standards, would be striped along all streets shown as Class II facilities on Figure 5. In total, the project includes 7.5 miles of new bicycle lanes.
- 3. NAS Alameda Historic District Streets.** Within the NAS Alameda Historic District existing streets will be rehabilitated to preserve the historic street grid. The existing curb-to-curb dimensions will be maintained, but the street surface will be repaved and restriped. In some cases, existing lane width may need to be reduced and existing on-street parking may need to be removed to accommodate bicycle lanes.
- 4. West Atlantic Avenue.** West Atlantic Avenue will remain as the main "gateway" into Alameda Point. The street will be reconstructed to extend Ralph Appezato Memorial Parkway and the Cross Alameda Trail from Main Street to the Seaplane Lagoon. The street will include lanes for buses, bicycles, automobiles, and trucks, and may include transit only lanes, consistent with its "exclusive transit" General Plan designation. In addition, the Cross Alameda Trail will be extended from Main Street into Alameda Point to the Seaplane Lagoon as a Class I separated bicycle and pedestrian path.
- 5. Complete Streets Network.** In accordance with Resolution 14763, Alameda Point will include a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
- 6. Ferry Terminal and Transit Service Access.** Transit services will access Alameda Point via Ralph Appezato Memorial Parkway, Stargell Avenue, Pacific Avenue, and the future Mitchell Extension. The circulation framework provides convenient transit, automobile, bicycle and pedestrian connections to the existing Ferry Terminal at Main Street and the future planned terminal at the Seaplane Lagoon. The future Seaplane Lagoon ferry terminal will serve as a multi-modal transportation hub at the foot of West Atlantic Avenue, connecting ferry, bus, and shuttle services as well as bicycle and pedestrian facilities with the retail, visitor-serving and residential uses within the Town Center area.

3.3 FOCAL POINTS – THE NEIGHBORHOOD CENTERS

The establishment of distinct focal points are important in creating a vibrant, multi-layered community. In each sub-area, at least one “focal point” is envisioned (civic, recreational, open space or commercial) that strengthens the unique character of that sub-area and contributes to creation of an Alameda Point community. Figure 7 - Alameda Point – Neighborhood and Regional Focal Points illustrates potential types and locations of focal points. Development plans are to support the establishment of these (or other similar) centers to ensure that each sub-area grows into a unique and memorable place. The following is a summary of these illustrative focal points:

Town Center – This sub-area is the mixed-use regional focal point of Alameda Point which offers retail, residential, commercial, and office all focused around views and visitor serving maritime uses at the Seaplane Lagoon waterfront. This focal point includes the Seaplane Lagoon Waterfront Promenade that is envisioned as a diverse mix of maritime visitor uses including retail, hotels, and restaurants all organized along a lively waterfront promenade.

Bladium - This existing recreational hub within the Town Center and Waterfront sub-area draws thousands of visitors a year and provides a potential catalyst for attracting retail and other visitor-serving uses as this area develops.



Illustrative sketch of Future Seaplane Lagoon Ferry Terminal



The Bladium is the existing recreational hub of Alameda Point

Enterprise Park - This area provides a gathering and commercial/visitor serving area connected to the Enterprise employment center.

Central Town Green - this area is a main gathering node for the Main Street Neighborhood which would offer predominately residential buildings arranged around a central green with the potential for complementary neighborhood serving retail.

Adaptive Reuse Park - this is envisioned as the main green space within the Adaptive Reuse sub-area that offers opportunities for employment supporting retail/commercial to occur while providing a strong link between the Waterfront Promenade and Town Center area and the existing wineries, distilleries, and auction houses that attract many visitors to the western edge of Alameda Point.

Alameda Point Collaborative (APC) Neighborhood Center - A small neighborhood-serving node is envisioned here that could act as the gathering point for the Collaborative community and commercial activities and other social enterprise uses.

Main Street Transit Center - this is the existing ferry terminal which anchors the northern edge of the new Alameda Point community and connects Alameda with a northern circulation hub along the Oakland Estuary and with San Francisco. The future circulation framework knits this existing terminal into the future pedestrian, bicycle, street and transit networks.

Parade Grounds - the Parade Grounds provide an important focal point for the Adaptive Reuse sub-area. This area is to be preserved and used as a social gathering and event space that provides the ongoing connection to the naval base legacy.

Sports Complex - The Sports Complex provides the anchor to the northern open space lands along the Oakland Estuary.

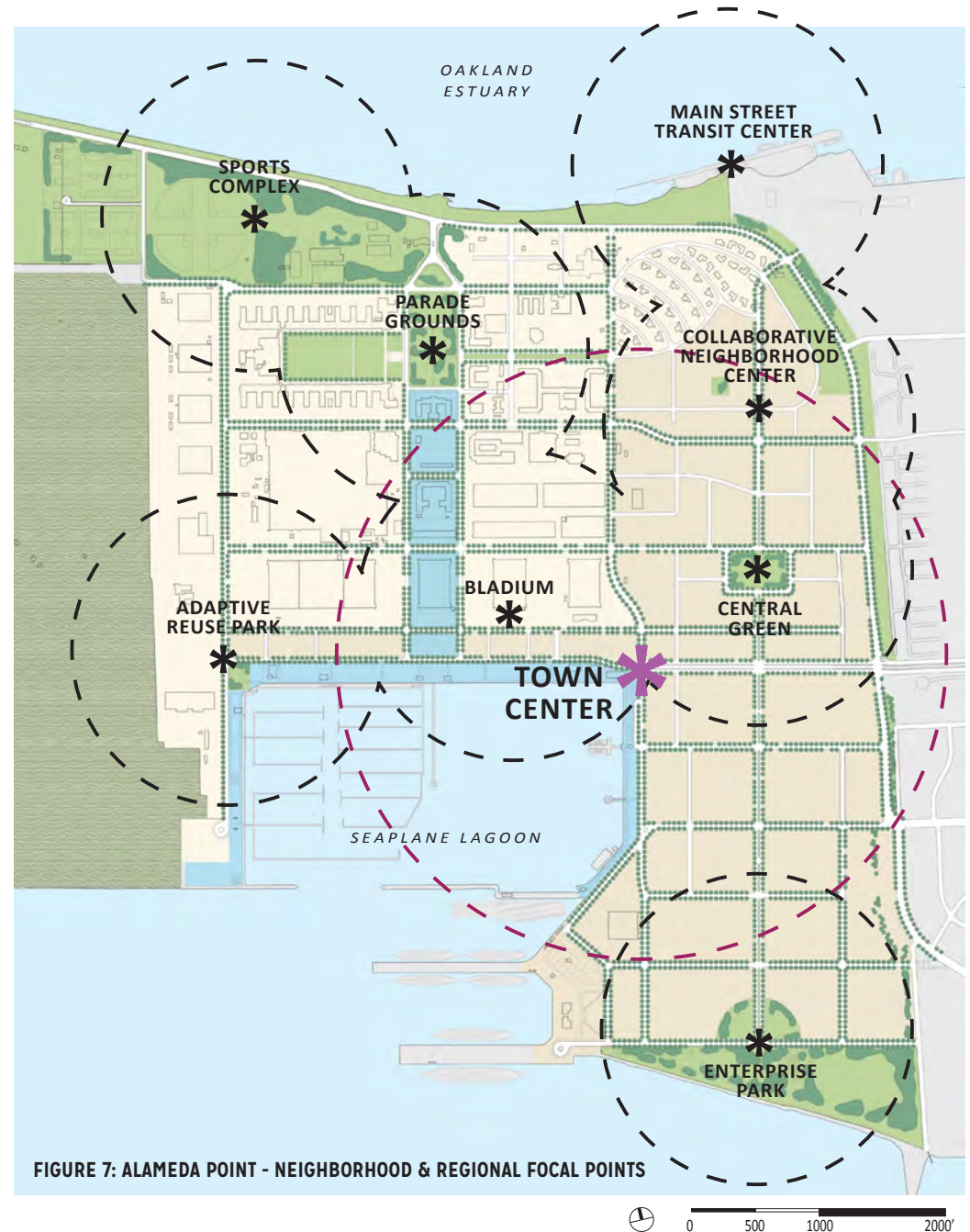
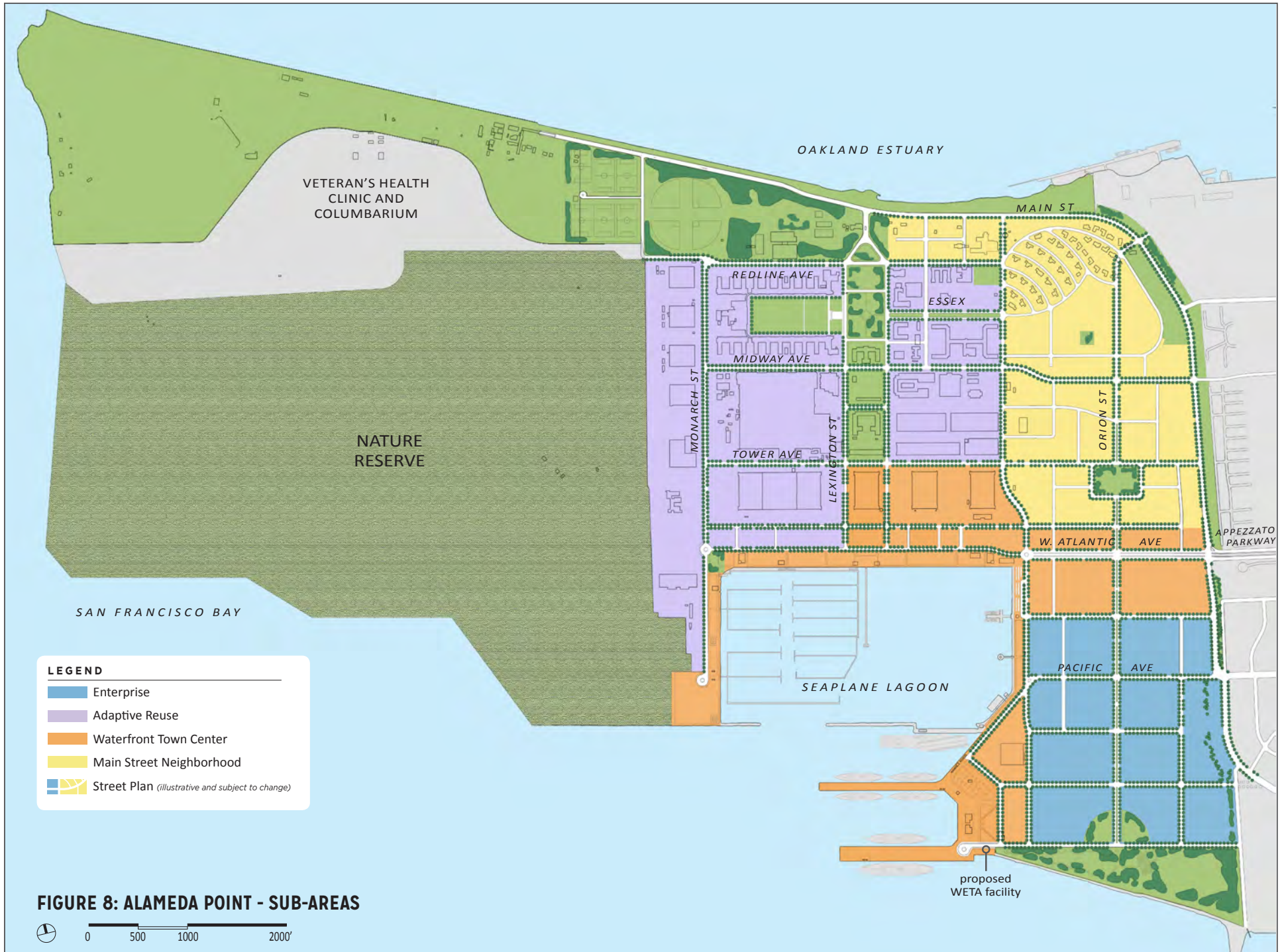


FIGURE 7: ALAMEDA POINT - NEIGHBORHOOD & REGIONAL FOCAL POINTS

0 500 1000 2000'





THE BUILT ENVIRONMENT - LAND USE AND CHARACTER

This is the pattern of vertical elements and massing that, together with the open space and circulation frameworks completes the overall design of the sub-areas and the larger community. The open space and circulation frameworks, as described in earlier sections, provide the “horizontal” organization from which a rich and varied built environment may be realized. The land use and character information in this section describes the fundamental design approach to creating a unique Alameda Point character and how, applied to each sub-area, it generates a multi-layered environment.

4.1 COMMUNITY DESIGN OVERVIEW – ESTABLISHING SMALL TOWN CHARACTER

The vision for Alameda Point describes successful neighborhood design as containing the following key concepts:

- **Establish neighborhood centers** - Establish distinct focal points within each sub-area.
- **Provide mixed use** - Create sub-areas that enable diverse activity.
- **Create walkable environments** - Design pedestrian dominant environments that satisfy the ordinary daily needs of its residents and employees within walking distance.
- **Provide diverse housing options** - Include a full-range of housing opportunities for a range of incomes.
- **Include generous open spaces and waterfront access**- Provide a variety of public open spaces and ensure views and access to the waterfront.
- **Transit-oriented** - Provide varied transit opportunities to residents, employees and visitors oriented within close proximity to a concentration of employment and housing uses.

These concepts are integrated into the Built Environment layer and are outlined in the following sections.



4.2 ALAMEDA POINT SUB-AREAS

The planning approach for Alameda Point creates distinct sub-areas. The following descriptions outline the main planning ideas for the open space, circulation, and design for each sub-areas and how these sub-areas are envisioned to evolve over time and be integrated into the City as a whole.

TOWN CENTER AND WATERFRONT SUB-AREA

The 125-acre Town Center and Waterfront Sub-Area is envisioned as the heart of Alameda Point. The Town Center is the retail, restaurant, recreational, entertainment, and transit center at Alameda Point. The Seaplane Lagoon is the “centerpiece” of the Town Center, and West Atlantic Avenue is the “gateway” to the Town Center and Waterfront Sub-Area and Alameda Point, in general.

Character and Land Uses within the Town Center and Waterfront Sub-Area

- *The Town Center and Waterfront Sub-Area will be supported and enlivened by recreational uses, special events, waterfront restaurants, visitor-serving uses, multi-family housing, and convenient transit connections to and from Oakland and San Francisco by bus and ferry, and pedestrian friendly streets. Uses in this area will also include the existing commercial recreation, light manufacturing, arts and crafts, and maritime uses. The existing Seaplane Hangars (Buildings 39, 40, and 41) may house a mix of uses, including commercial, recreational and multi-family residential.*
- *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.*



Town Center and Waterfront Sub-Area - The heart of Alameda Point

- *Public Trust-compliant uses will front on the edge of the Seaplane Lagoon, including public open spaces, maritime and visitor-serving uses, 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.*
- *The Seaplane Lagoon is the centerpiece of the Town Center and Waterfront Sub-Area and 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 Least Tern.*

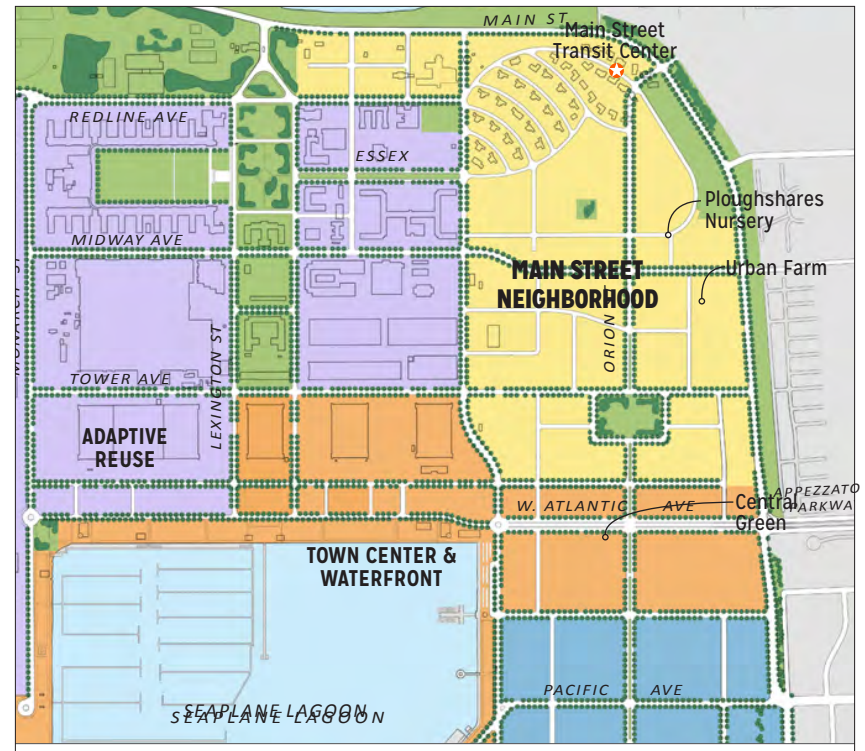
- *A ferry terminal and service connecting the Town Center to San Francisco is planned. The marina would include up to 530 boat slips. The new marina layouts would be in conformance with Department of Boating and Waterways Guidelines. All shoreline edges will be upgraded and lifted to address sea level rise.*
- *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-Area 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 Least Tern.*
- *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-Area will be reviewed for conformance 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 conformance with the character defining features of the NAS Alameda Historic District.*



- *New buildings will include: Commercial Block, Workplace Commercial, Adaptive Reuse, Parking Structures and attached Residential Building Types such as, Work-Live, Stacked Flats, Multiplex and Row Houses. Single family housing is not appropriate for this Sub-Area.*
- *The maximum height of new buildings will be limited by the height of the existing hangars (Buildings 39 through 41) or five stories or sixty feet. Buildings along Main Street will be a maximum of 40 feet to create a transition to the existing Alameda residential neighborhoods on the east side of Main Street.*

Open Space and Circulation Framework within the Town Center and Waterfront Sub-Area

- *A network of 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-areas. Open spaces preserve views of the San Francisco Bay and Peninsula and respect the historic pattern and character of the NAS Alameda Historic District.*
- *Two new streets and several new buildings will be constructed between the Seaplane Hangars and the Seaplane Lagoon to provide opportunities for new waterfront and visitor serving businesses, residents, and services. The streets and new buildings will be designed to complement and support the NAS Alameda Historic District balanced with the transportation needs of the development.*
- *West Atlantic Avenue will provide the main gateway and entrance to the Town Center and Waterfront Sub-Area. Buildings will be designed to face onto West Atlantic to support a pedestrian friendly environment. Ground floor commercial uses with either residential 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 West Atlantic and connect to the waterfront trails that circle the Seaplane Lagoon and the balance of Alameda Point.*



Main Street Neighborhood Sub-Area - A mixed-use residential neighborhood

MAIN STREET NEIGHBORHOOD SUB-AREA

The Main Street Neighborhood Sub-Area will be a mixed-use residential neighborhood with a variety of building types and complementary small-scale, neighborhood-serving commercial, service uses, urban agriculture and parks. This Sub-Area will build upon many of its existing assets and features including the Alameda Point Collaborative and the Ploughshares Nursery, the “O’Club” community center, and the historic “Big White” neighborhood and the distinctive “beehive” street network.



Single Family House Concept Sketch



Main Street Neighborhood Concept Sketch

Character and Land Uses within the Main Street Neighborhood Sub-Area

- *The Main Street Neighborhood will exhibit many of the characteristics that make Alameda’s historic mixed use neighborhoods such great places. The new neighborhoods will be organized around one or more neighborhood centers that include public gathering spaces and parks and /or new neighborhood commercial services such as child care services, car share services, community gardens, and other supportive services.*
- *Neighborhood serving commercial and community uses, such as the “corner store”, day care centers, community centers, and/or places of worship may occur at key intersections or neighborhood centers as this district evolves. Other uses that may occur in this Sub-Area are small office, small grocery stores, art galleries, urban farms, community centers, health clinics and institutional uses, such as a post office.*
- *Rehabilitation of the existing buildings and new infill construction will occur incrementally. Rehabilitation of contributing structures in the NAS Alameda Historic District that overlaps with portions of the Sub-Area will be reviewed for conformance 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 conformance with the character defining features of the NAS Alameda Historic District.*
- *The Main Street Neighborhood will provide for a wide variety of residential building types including single-family detached homes and multi-family buildings such as attached town homes and row houses. The maximum building height in this sub-area will be 40 feet, which is consistent with similar residential neighborhoods in Alameda.*
- *In the northern area near the historic “Big Whites,” lower density, one-, two- and three-story residential single family detached and attached buildings ranging from smaller cottages and in-law units to two and three bedroom homes are likely to be built around these historic homes.*



Historic "Big White" Home



Ploughshares Nursery

- *The existing Alameda Point Collaborative, Building Future for Women and Children, and Operation Dignity supportive housing units may be relocated into a new neighborhood center with multifamily housing, supportive facilities and public gathering spaces.*
- *In the southern areas adjacent to the Town Center and Waterfront Sub-Area, retail services, and transit, residential densities may increase. Building types may include two-, three-, and four-story townhomes and multifamily buildings.*

Open Space and Circulation Framework within the Main Street Neighborhood Sub-Area

- *Urban agriculture, community gardens and a network of parklands space reinforce the historic and small town qualities of the City of Alameda. In the northerly areas of this District, towards the Oakland Estuary, a mix of open spaces and community gardens mingle with the Historic Big Whites and naval housing and the redesigned Alameda Point Collaborative (including their existing nursery and farm).*
- *A new Central Green is envisioned in this area to provide a main gathering and event space. Temporary and/or permanent open-space, agricultural, park uses may be pursued in this sub-area, including the potential for neighborhood park uses, such as a tot lot.*
- *The NAS Alameda Historic District grid of streets will be extended into the area to create an interconnected network of tree lined two-lane streets with on-street parking throughout the neighborhood. Bike lanes, paths and trails will connect this Sub-Area to the comprehensive trail system both within Alameda Point and to adjacent existing neighborhoods to the east. A north-south collector with bicycle lanes and wide sidewalks bisects the neighborhood to create a convenient pedestrian and bicycle route between the neighborhood, the existing ferry terminal, the Town Center, and the parks and open spaces along the southern edge of Alameda Point.*



ADAPTIVE REUSE SUB-AREA

The Adaptive Reuse Sub-Area provides 216 acres of land and over 2 million square feet of existing buildings for a broad range of uses and employment opportunities and is situated entirely within the NAS Alameda Historic District.

Character and Land Uses within the Adaptive Reuse Sub-Area

- *The area will continue to house existing light manufacturing, distilleries and food-related businesses, office, warehousing, institutional, and commercial recreational uses. Existing uses such as St. Georges Spirits, Rockwall Winery, and Delphi Productions will continue in this Sub-Area. New uses may include additional food and beverage manufacturing, maritime wholesaling, concessions related to maritime activities, printing and publishing, research and development, educational, and institutional uses and residential use limited to the former residential buildings.*
- *Although the emphasis in this Sub-Area will be to adapt existing historic buildings for new uses, new construction will also occur in*

the Sub-Area. Rehabilitation of contributing structures in this area will be reviewed for conformance with the Guide to Preserving the Character of the NAS Alameda Historic District. Along the western edge of the Sub-Area, all new construction and new uses will be reviewed for conformance with federal requirements to protect the endangered Least Tern.

- *Rehabilitation of the existing buildings will occur incrementally on a building-by-building basis. New two to four-story commercial block, research and development, and workplace commercial buildings may be constructed to accommodate new businesses. All new buildings will be reviewed for conformance with the NAS Alameda Historic District.*
- *The maximum permitted height for any building in the Adaptive Reuse Sub Area will be 60-feet. Building massing, form and setbacks will be reviewed on a case-by-case basis to ensure that buildings are compatible with adjacent structures and complement the historic character of the Sub-Area.*

Open Space and Circulation Framework within the Adaptive Reuse Sub-Area

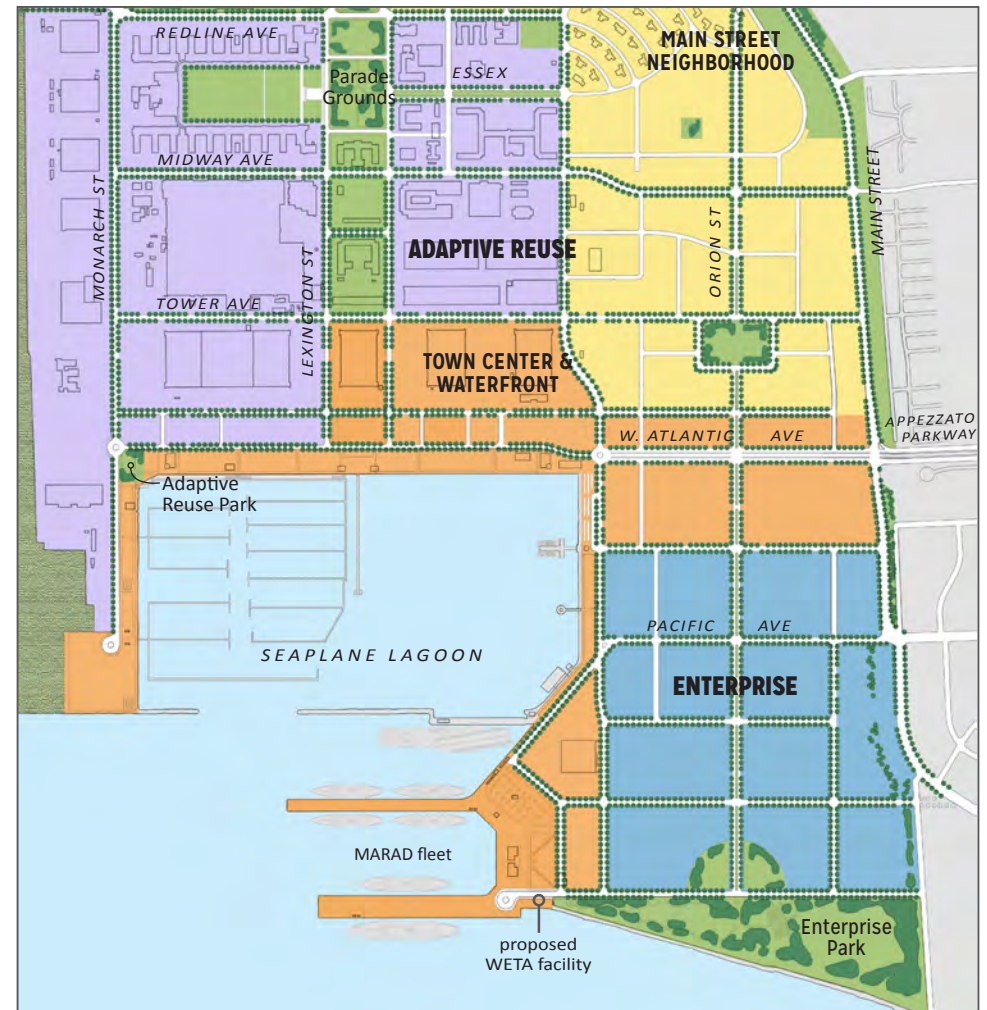
- The open space and street network in this area is determined by the historic landscape and street patterns that are contributing characteristics to the NAS Alameda Historic District.
- The parklands within the Adaptive Reuse Sub-Area include the central parade grounds located generally along the Lexington and Saratoga Street spine. This north-south central spine provides primary view corridors north to the Estuary and south to the Seaplane Lagoon.
- A perpendicular east-west spine is established by the BEQ Quad's central recreational fields and Tower and Midway Streets. The street network in this area will be preserved. Tower and Midway Avenues, both east-west oriented streets, provide the main transit and street corridors that link this area to the City, the transit hub, and waterfront areas.

ENTERPRISE SUB-AREA

The Enterprise Sub-Area provides approximately 107 acres of land for new high-quality research and development, industrial, manufacturing and office uses. Outside the NAS Alameda Historic District and well buffered from the Nature Reserve, the Enterprise Sub-Area provides opportunities for new construction to accommodate modern uses and specialized industry needs in high quality, well-designed buildings.

Character and Land Uses within the Enterprise Sub-Area

- Uses in this area are primarily focused on creating a thriving employment center. Potential uses here range from executive and/or research and development offices to maritime wholesaling and manufacturing to light industrial. Along the southwestern edge of the Sub-Area, research and development, light manufacturing, warehousing, and other maritime related uses that are compatible with the existing maritime uses will occupy the lands adjacent to the MARAD fleet, and future WETA Central Bay Area Maintenance Center.



Adaptive Reuse and Enterprise Sub-Area Close-up



Concept Sketch of Enterprise Sub-Area and Enterprise Park

- *New commercial block, research and development, workplace and industrial buildings will be organized around a grid of tree-lined two-lane streets with on-street parking and a network of parks and civic spaces. Parking will be placed behind buildings that face onto the streets in surface parking lots or in parking structures so that a pedestrian environment is established.*
- *The maximum permitted height for buildings in this Sub-Area will be 100 feet, with the exception of buildings that front along the west side of Main Street which would be a maximum of 40 feet in height in order to provide for a transition to the adjacent residential neighborhood on the east side. These buildings will also be set back behind a new linear park on the west side of Main Street planned for the Public Trust Lands that create a north-south transportation connection along Main Street between the shorelines.*

Open Space and Circulation Framework within the Enterprise Sub-Area

- *The Sub-Area is organized around an open space and circulation grid that is defined by the Seaplane Lagoon, Bay Trail, and public promenade to the west, the Cross Alameda Trail and Town Center to the north, the Main Street Linear park to the east and the 25-acre Enterprise Park and Bay Trail to the south.*
- *The linear park along Main Street will provide Class I bicycle facilities and pedestrian paths separated from on street traffic and a green “buffer” between the Enterprise Sub-Area buildings and the adjacent existing Alameda neighborhood. The Main Street linear park will also provide an important bicycle and pedestrian connection between the Sub-Area and Enterprise Park to the south and the Town Center to the North.*
- *The main circulation corridors in this Sub-Area are Pacific Avenue, Main Street (along the eastern border), and two new primary north-south streets. Pacific Avenue is the main east-west spine that interconnects the existing residential neighborhood to the Enterprise Sub-Area and terminates at the Seaplane Lagoon near the future transit center location. A central north-south spine is planned that would provide bicycle lanes and convenient pedestrian access through the center of the Sub-Area from Enterprise Park in the south to the Ferry Terminal at Main Street to the north.*

4.3 ALAMEDA POINT ZONING DISTRICT

The Alameda Point Zoning District (Article 30-4.23) of the Alameda Municipal Code (AMC) will provide a set of regulations and standards that facilitate and guide the future development of Alameda consistent with this Planning Guide and the goals and objectives of the Reuse Plan, the 2003 General Plan Amendment for Alameda Point and the Biological Opinion (issued by the United States Fish and Wildlife Service).



5.0

IMPLEMENTATION OPPORTUNITIES AND CHALLENGES

Alameda Point presents an unprecedented opportunity for quality development in the Bay Area. As the City and its public and private partners implement the vision for Alameda Point, they will face numerous opportunities and challenges that will require ongoing discussion and debate among community members and stakeholders. While there are no simple answers to resolving these issues, the community recognizes it will need to work together over the next 20 to 30 years to implement a successful vision. The following is a summary of the major implementation opportunities and challenges the City, community and private partners are likely to confront as Alameda Point is built out:

1. FINANCIAL FEASIBILITY AND PHASING.

The successful implementation of new infrastructure and development at Alameda Point will occur in financially realistic phases and will depend on the attraction of both private and public investment. New development will require a balance between costs and revenues that meets private investment criteria over time. The number and timing of required improvements will need to be weighed against the marketability and financial value of new development and the availability of public funding sources.

2. PUBLIC SERVICES AND FISCAL NEUTRALITY. Successful new development at Alameda Point will require adequate public services, and cannot be a fiscal burden on the rest of the City. New development that generates positive tax revenues to the City will be pursued and prioritized; development will need to pay annual assessments to offset adverse fiscal impacts to the City.

3. FLEXIBILITY. The implementation of Alameda Point will occur over the next 20 to 30 years. The vision must be flexible and evolve over time to take advantage of unique and unpredictable opportunities and to respond to changing economic, demographic, technological, and community realities. Interim uses will be crucial to creating a sense of place and financially supporting the community's ultimate long-term vision.

4. TRAFFIC. Successful new development of all types will attract new residents, employees and visitors to Alameda Point. While transit service will be readily available and development will be transit-oriented, many of these people will drive cars. There will be traffic impacts to local streets and intersections. Implementation of transportation programs and improvements to help mitigate these impacts will need to be phased and, in part, will depend on the availability of private and public funding sources.

5. MIXED-USE DEVELOPMENT. Mixed-use development has the potential to confer numerous urban design, transportation, public health and financial benefits to development at Alameda Point. While vertical mixed-use with housing and/or office above ground-floor commercial uses may be feasible in the town center, there may be a need to maintain employment protection zones that focus primarily on industrial, maritime, research and development, and office uses with limited other uses.

6. BUSINESS RETENTION AND ATTRACTION. The retention and attraction of jobs and tax revenue will be crucial to Alameda creating and sustaining a strong local economy. Initially, compromises will need to be made to retain and attract businesses to Alameda Point in terms of financial, transportation, land use, urban design and parking priorities and expectations. As Alameda Point becomes a coveted site for business development, these priorities may change and evolve.

7. HISTORIC PRESERVATION. The preservation of the historic district at Alameda Point, which represents a rich military and architectural legacy, will create a truly unique asset for reuse and development. The need for significant upgrades to deteriorating buildings and infrastructure, however, is unlikely to support the preservation of every building and landscape contributing to the historic district.

8. RETAIL CRITICAL MASS AND SYNERGY. A vibrant and active mixed-use "town center" at the heart of Alameda Point will rely on the successful attraction of retail development. Demand for retail at Alameda Point is likely to be limited due to the City's lack of freeway access and ability to draw customers from other parts of the region. Retail uses will be attracted to a location that offers a critical mass of development and a concentration and synergy of inter-related uses and amenities. As a result, while ancillary retail and services may be allowed in other areas within Alameda Point, the primary and priority area for retail will be the town center.



9. PARKS, RECREATION, AND OPEN SPACE. There are anticipated to be approximately 250 acres of parks, open space, trails, waterfront promenade, and sports and recreational areas at Alameda Point, including a 44-acre sports complex. Significant funds will need to be obtained from public and private sources and partnerships with private and public entities pursued in order to successfully build and maintain these facilities.



10. ENVIRONMENTAL CLEAN-UP. The Navy is responsible for clean-up of environmental contamination at Alameda Point to residential or commercial standards, depending on the area, and for remediation of any unforeseen, environmental issues in perpetuity. The Navy will be cleaning up and conveying property at Alameda Point according to a remediation schedule and available annual appropriations. The phasing and type of development at Alameda Point will need to coordinate and be consistent with the timing and standards of clean-up of the property.

