DRAFT CONCEPTUAL FRAMEWORK OPTIONS

ALAMEDA POINT
TOWN CENTER AND WATERFRONT PRECISE PLAN

PLANNING BOARD MEETING
21 AUGUST 2013

SKIDMORE, OWINGS & MERRILL LLP
CMG LANDSCAPE ARCHITECTURE
KWAN HENMI ARCHITECTURE/PLANNING
TOWN MAKERS

SOM

TODAY

1. **Town Center and Waterfront Context**
2. **Vision + Guiding Principles**
3. **Preliminary Conceptual Framework**
   - Existing Conditions, Constraints + Opportunities
   - Land Use + Program
   - Street Network + Block Structure
   - Public Open Space
4. **Sub-Area Studies + Design Criteria**
   - Building Types, Heights + Massing
   - Historic Preservation
   - Landmark Potential
   - Town Center Core
5. **Implementation Strategies**
6. **Next Steps**

1 TOWN CENTER AND WATERFRONT CONTEXT

PROJECT CONTEXT REGIONAL CONNECTIONS

Alameda Point is located in the heart of the San Francisco Bay, on site of the former Naval Air Station. Proximity to San Francisco, a picturesque waterfront setting, and striking views of the Bay and downtown make this site a prime opportunity for redevelopment.

OVERALL VISION

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.

2013 Alameda Point Planning Guide, 4

PREVIOUS PLANNING EFFORTS AND LESSONS LEARNED

NAS Alameda Community Reuse Plan, As Adopted January 1996
Prepared for: Alameda Reuse & Redevelopment Authority (ARRA)
Prepared by: EDAW, Inc.

The Community Reuse Plan provides the Vision and Roadmap for conversion of NAS Alameda to civilian use over a 20-30 year timeframe. The Reuse Plan integrates both interim and long-range reuse programs, as well as develops the preferred reuse alternative that serves as the blueprint for redevelopment.

> "Between now and 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." (page 8)

Preliminary Development Concept (2006)
Prepared for: ARRA
Prepared by: Roma Design Group

The Alameda Point Preliminary Development Concept was intended to focus community attention and discussion on some of the tradeoffs and compromises that would be necessary to achieve financial feasibility, and to inform future decisions and plans.

Alameda Point Specific Plan (2009)
Prepared for: SunCal Companies and ARRA
Prepared by: Calthorpe Associates

The Alameda Point Specific Plan proposed higher-density redevelopment in the form of a new transit-oriented, mixed use community; with commercial, residential, civic, and open space land uses, organized in compact neighborhoods and workplace clusters within walking distance of a new Ferry Terminal.

PREVIOUS PLANNING EFFORTS AND LESSONS LEARNED

NAS Alameda Community Reuse Plan, As Adopted January 1996
Prepared for: Alameda Reuse & Redevelopment Authority (ARRA)
Prepared by: EDAW, Inc.

- Mixed-use
- Town center vehicle free
- Oval retained, with diagonal "spurs" at Town Center
- Park / civic uses at Town Center
- Varying, shaped basin edge
- Taxiways developed

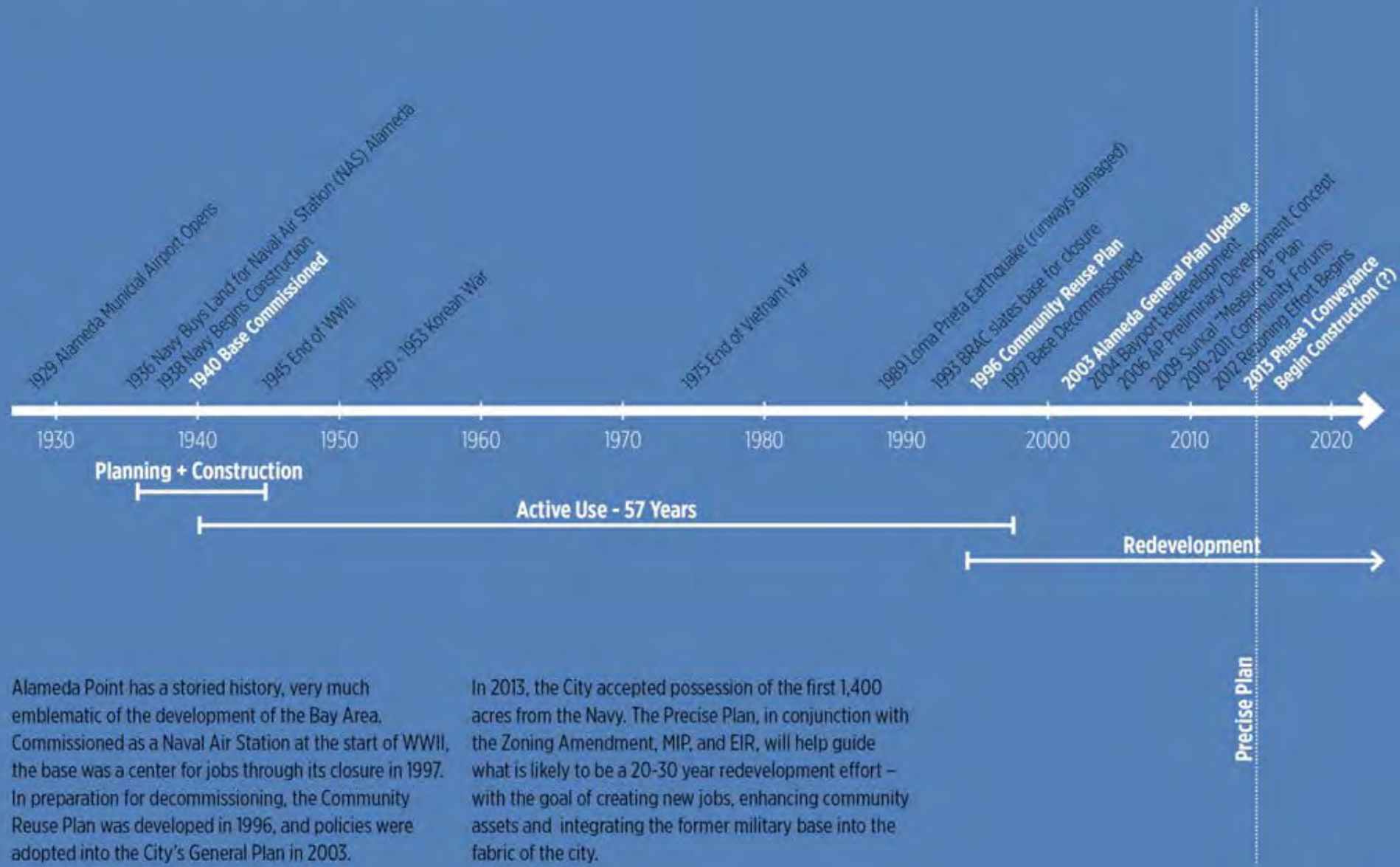
Preliminary Development Concept (2006)
Prepared for: ARRA
Prepared by: Roma Design Group

- Major intersection at Town Center (small roundabout)
- Retail integrated into area of largest residential concentration
- Transit center at water's edge
- Shaped basin open space, with public vehicular access and parking

Alameda Point Specific Plan (2009)
Prepared for: SunCal Companies and ARRA
Prepared by: Calthorpe Associates

- Mannered version of Reuse Plan
- Oval retained with diagonal axes
- Atlantic Avenue as Retail street, focused on traffic circles
- Limited recognition of historic base character
- Shaped waterfront park
- All but one hangar demolished

ALAMEDA POINT TIMELINE

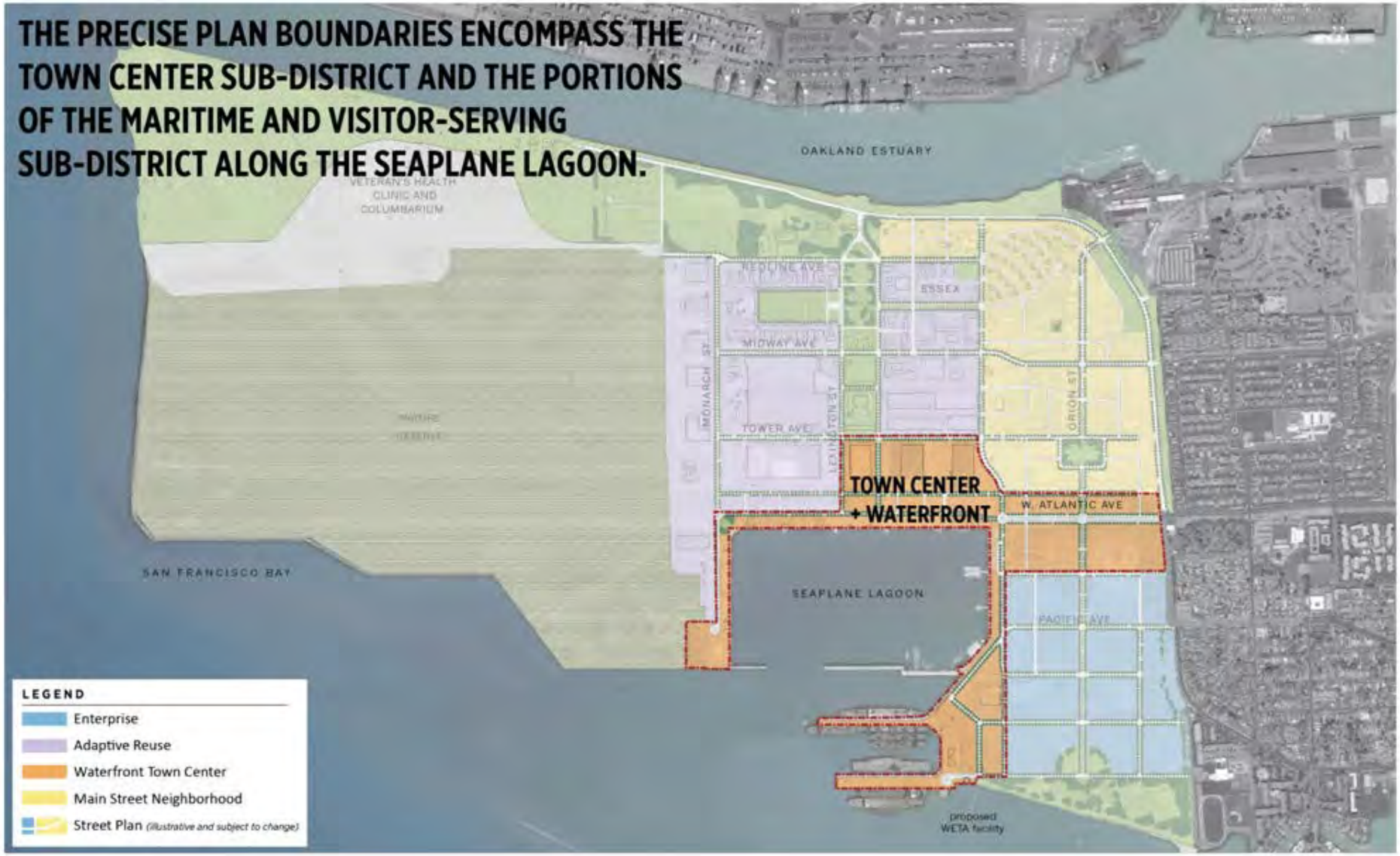


Alameda Point has a storied history, very much emblematic of the development of the Bay Area. Commissioned as a Naval Air Station at the start of WWII, the base was a center for jobs through its closure in 1997. In preparation for decommissioning, the Community Reuse Plan was developed in 1996, and policies were adopted into the City's General Plan in 2003.

In 2013, the City accepted possession of the first 1,400 acres from the Navy. The Precise Plan, in conjunction with the Zoning Amendment, MIP, and EIR, will help guide what is likely to be a 20-30 year redevelopment effort – with the goal of creating new jobs, enhancing community assets and integrating the former military base into the fabric of the city.

THE PURPOSE OF THE PRECISE PLAN IS TO ADOPT **FORM-BASED, TRANSIT SUPPORTIVE STANDARDS AND REGULATIONS FOR** THE ARRANGEMENT OF PUBLIC AND PRIVATE **STREETS, PUBLIC OPEN SPACE AND PARKS, INFRASTRUCTURE, AND ASSOCIATED PRIVATE DEVELOPMENT CONSISTENT WITH** THE CITY OF ALAMEDA'S GOALS AND EXPECTATIONS FOR **A TRANSIT-ORIENTED, WATERFRONT, VISITOR-SERVING, MIXED-USE COMMUNITY.**

PROJECT AREA



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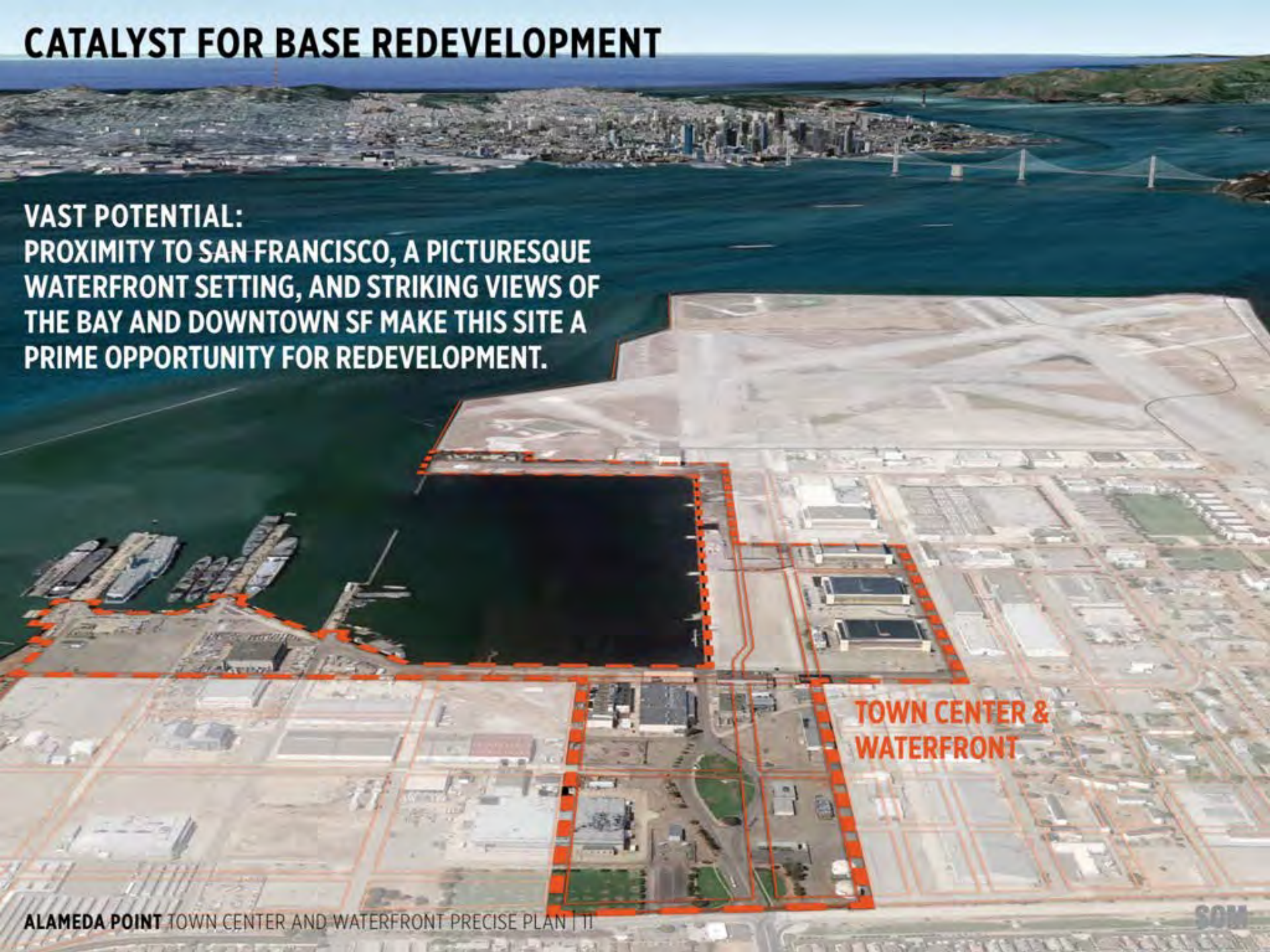
CATALYST FOR BASE REDEVELOPMENT



VAST POTENTIAL:
PROXIMITY TO SAN FRANCISCO, A PICTURESQUE WATERFRONT SETTING, AND STRIKING VIEWS OF THE BAY AND DOWNTOWN SF MAKE THIS SITE A PRIME OPPORTUNITY FOR REDEVELOPMENT.

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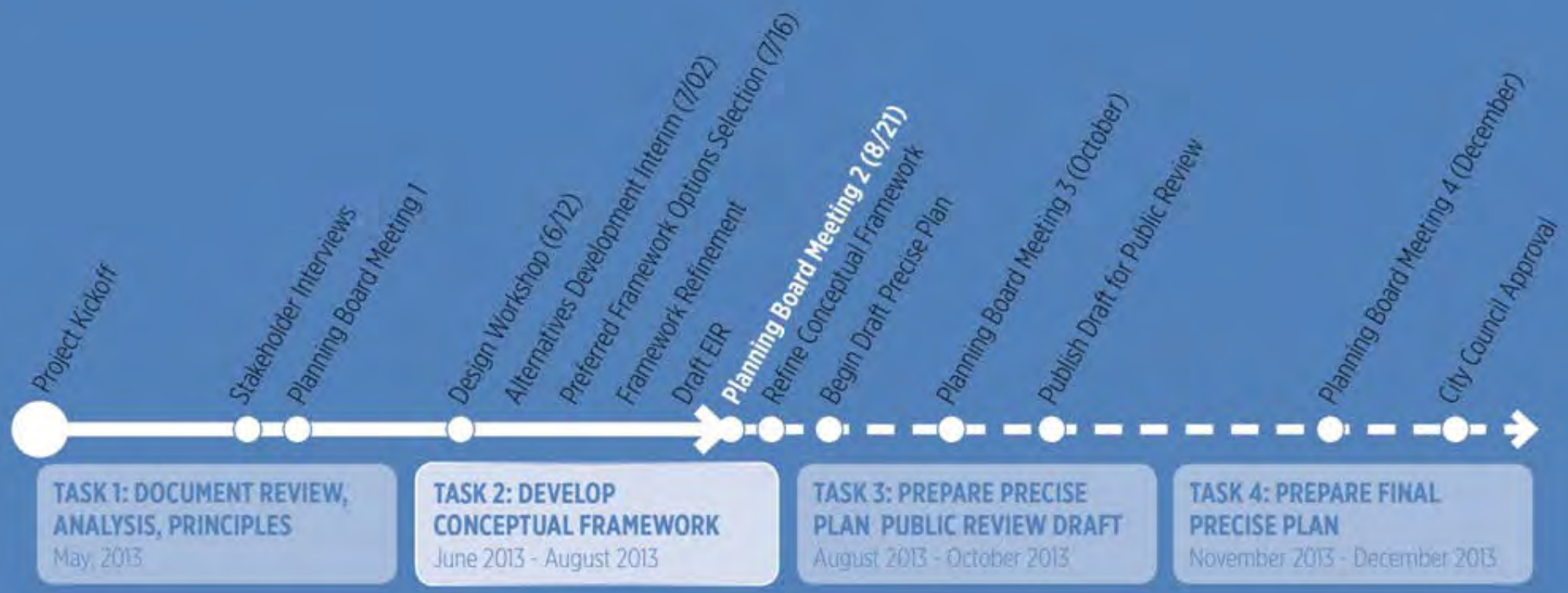
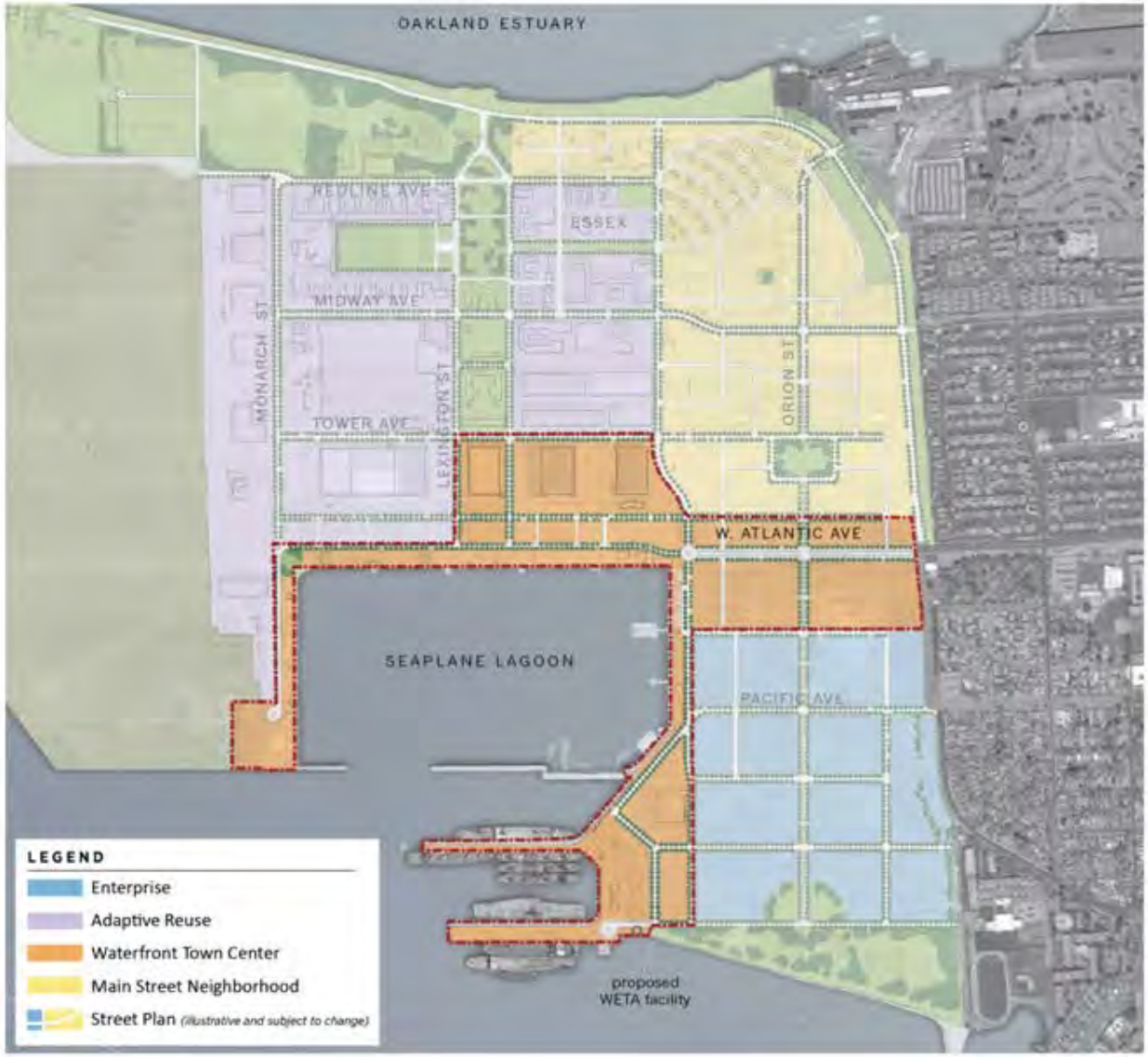
PROCESS


Project Kickoff
Stakeholder Interviews
Planning Board Meeting 1
Design Workshop (6/12)
Alternatives Development Interim (7/02)
Preferred Framework Options Selection (7/16)
Framework Refinement
Draft EIR
Planning Board Meeting 2 (8/21)
Refine Conceptual Framework
Begin Draft Precise Plan
Planning Board Meeting 3 (October)
Publish Draft for Public Review
Planning Board Meeting 4 (December)
City Council Approval
TASK 1: DOCUMENT REVIEW, ANALYSIS, PRINCIPLES
May, 2013
TASK 2: DEVELOP CONCEPTUAL FRAMEWORK
June 2013 - August 2013
TASK 3: PREPARE PRECISE PLAN PUBLIC REVIEW DRAFT
August 2013 - October 2013
TASK 4: PREPARE FINAL PRECISE PLAN
November 2013 - December 2013

2 VISION AND GUIDING PRINCIPLES

OVERALL BASE REDEVELOPMENT GOALS



1. PHYSICAL INTEGRATION WITH ALAMEDA
2. ECONOMIC DEVELOPMENT + JOB CREATION
3. COMMUNITY BENEFITS

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TOWN CENTER AND WATERFRONT VISION

REDEVELOPMENT IN THE TOWN CENTER SUB-AREA WILL CREATE A **COMPACT, TRANSIT-ORIENTED, MIXED-USE URBAN CORE** AND **VIBRANT WATERFRONT EXPERIENCE** THAT WILL LEVERAGE THE **UNIQUE CHARACTER AND EXISTING ASSETS** OF THE DISTRICT, THROUGH INCREMENTAL INTERVENTION, TO CATALYZE TRANSFORMATION OF THE WIDER ALAMEDA POINT AREA.

TOWN CENTER AND WATERFRONT GUIDING PRINICPLES

The following Preliminary Guiding Principles will inform the Precise Plan process.

1. Strengthen Existing Assets + Character

- Support existing tenants and activities
- Build on the Historic District, Maritime Heritage, and Industrial Character
- Maximize Waterfront Use (both public and private)
- Maintain scenic views

2. Design for Strategic Implementation

- Minimize up-front Infrastructure Costs
- Maintain current revenue sources
- Utilize temporary interventions and temporal events to build interest while maintaining flexibility
- Preserve the long-term potential of the site to realize maximum value

TOWN CENTER AND WATERFRONT GUIDING PRINICPLES

3. Cultivate a Sustainable Neighborhood

- Address Climate Change and Sea level Rise issues by integrating flood protection and green infrastructure
- Build compact, mixed-use, transit oriented neighborhoods supportive of enhanced transit
- Incorporate strategies for stormwater management, energy efficiency, adaptive reuse, contaminant remediation and habitat preservation

4. Highlight the Waterfront Experience

- Program a diversity of water-focused recreational experiences for different users
- Build for both Recreational and 'Working' Waterfront uses
- Balance the needs of public access recreational areas with those of secure access industrial areas

5. Create a Unique Destination

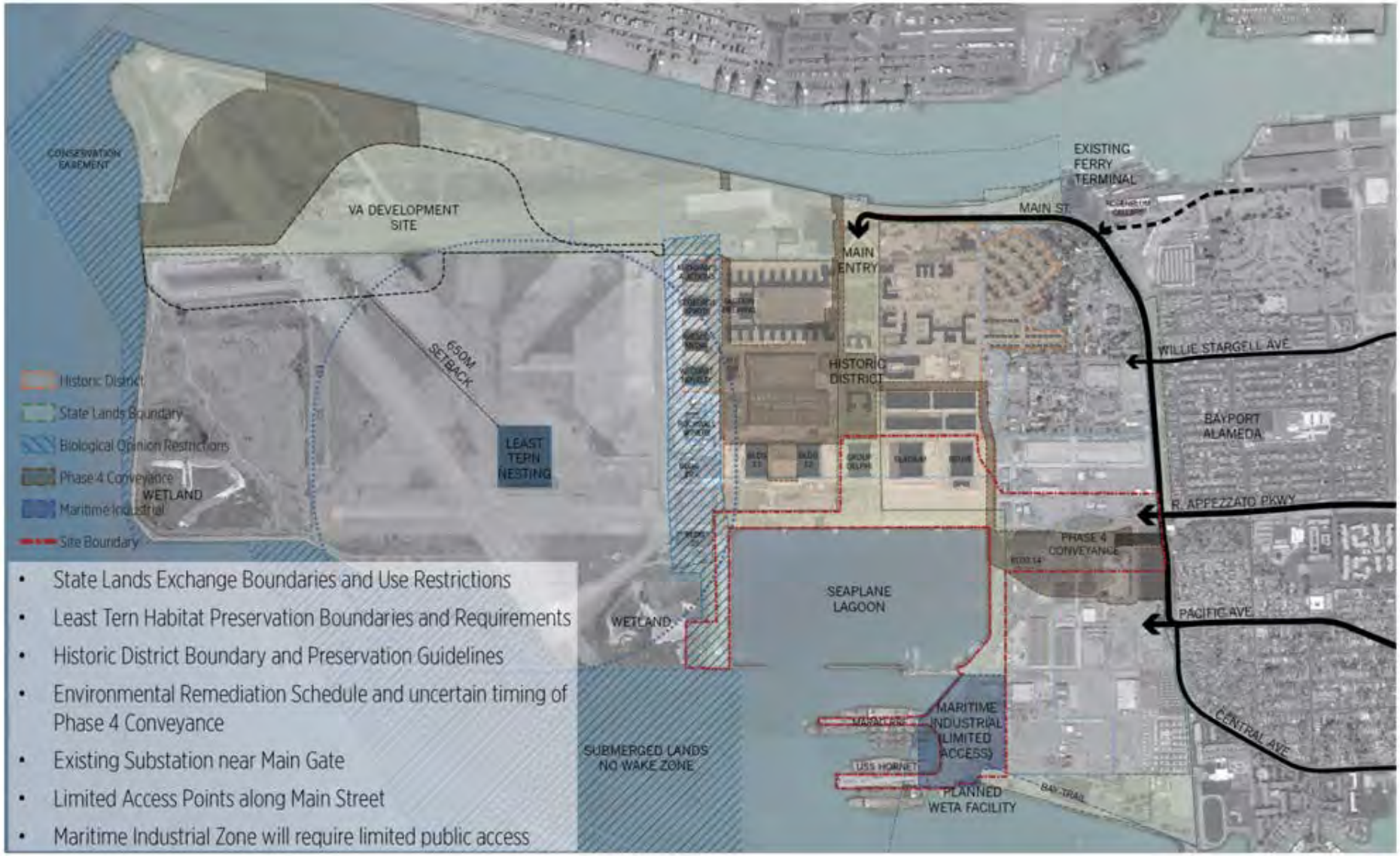
- Create the social heart that will attract people and investment to the rest of the district.
- Make it fun!

3 PRELIMINARY CONCEPTUAL FRAMEWORK

- **EXISTING CONDITIONS, CONSTRAINTS & OPPORTUNITIES**
- LAND USE + PROGRAM
- STREET NETWORK & BLOCK STRUCTURE
- PUBLIC OPEN SPACE

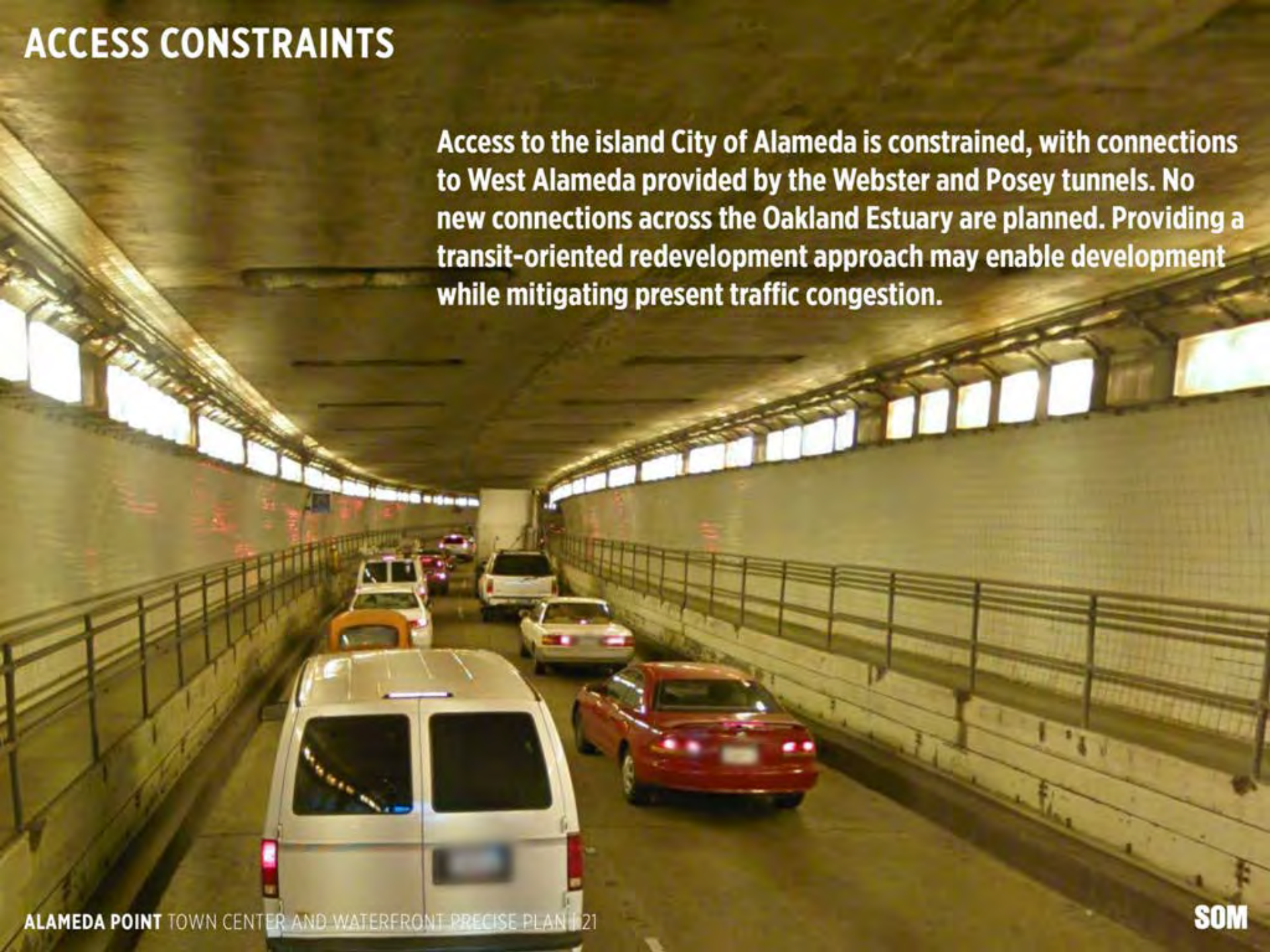
EXISTING CONDITIONS

DEVELOPMENT CONSTRAINTS



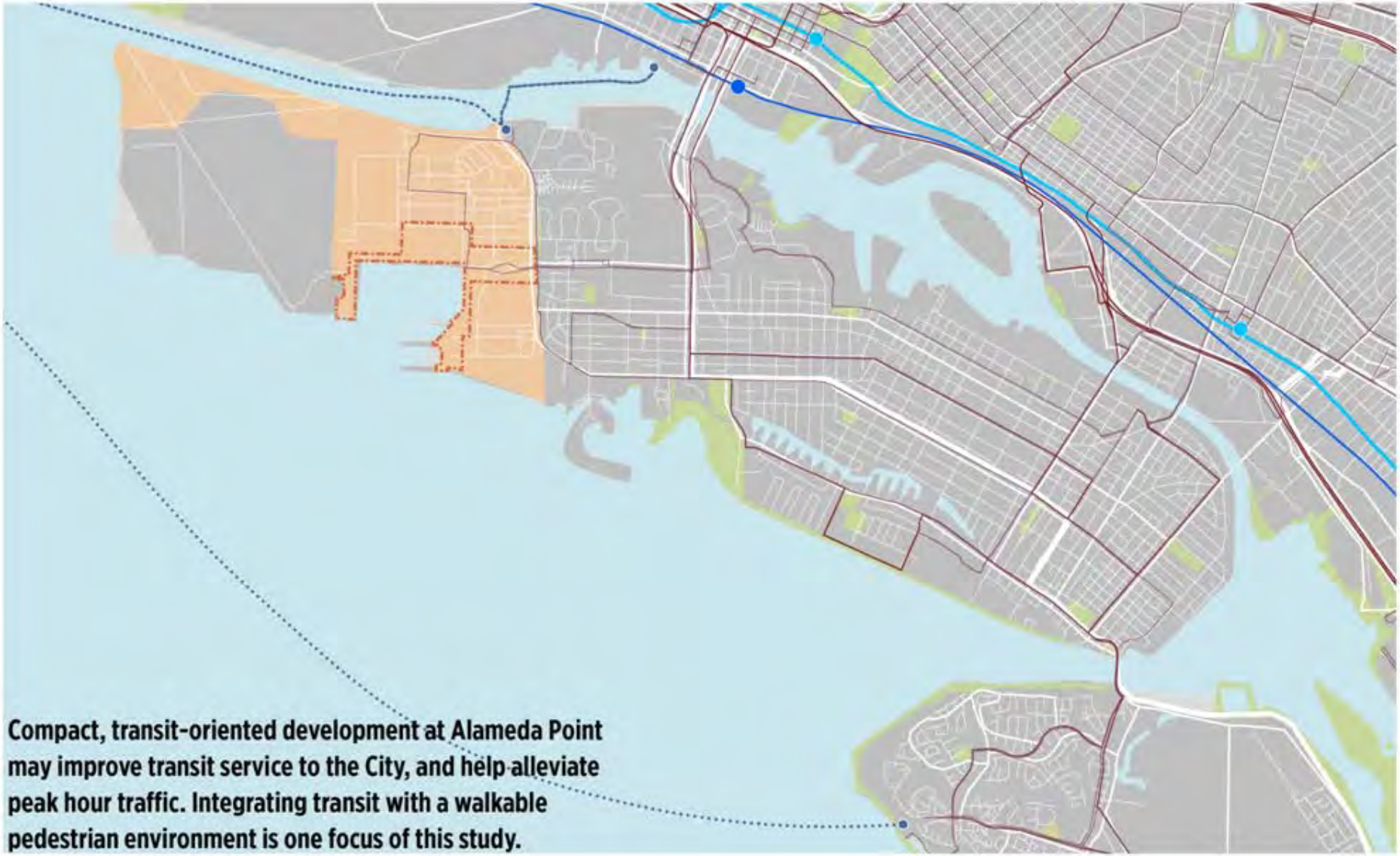
- State Lands Exchange Boundaries and Use Restrictions
- Least Tern Habitat Preservation Boundaries and Requirements
- Historic District Boundary and Preservation Guidelines
- Environmental Remediation Schedule and uncertain timing of Phase 4 Conveyance
- Existing Substation near Main Gate
- Limited Access Points along Main Street
- Maritime Industrial Zone will require limited public access

ACCESS CONSTRAINTS



Access to the island City of Alameda is constrained, with connections to West Alameda provided by the Webster and Posey tunnels. No new connections across the Oakland Estuary are planned. Providing a transit-oriented redevelopment approach may enable development while mitigating present traffic congestion.

ACCESS CONSTRAINTS



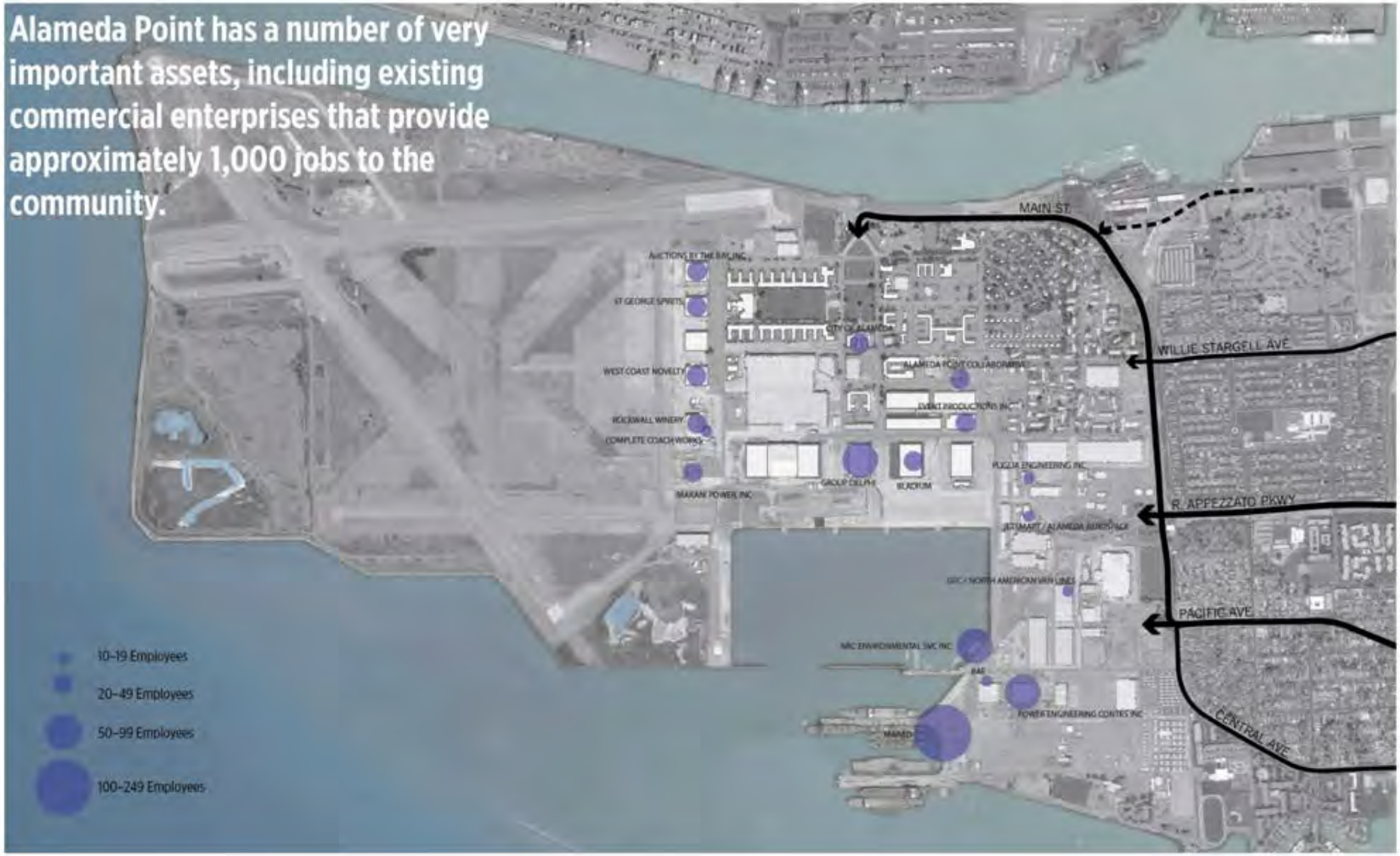
Compact, transit-oriented development at Alameda Point may improve transit service to the City, and help alleviate peak hour traffic. Integrating transit with a walkable pedestrian environment is one focus of this study.

SEA LEVEL RISE CONSTRAINTS

INFRASTRUCTURE CONSTRAINTS

Infrastructure upgrade costs pose a significant challenge to redevelopment. Strategies to reduce cost and phase infrastructure expenditures will be considered.

ASSETS: EXISTING BUSINESSES + EMPLOYMENT OPPORTUNITIES



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ASSETS: URBAN AGRICULTURE, ART, LIGHT INDUSTRY, PRODUCTION

Alameda Point Collaborative

Changing Gears Bike Shop

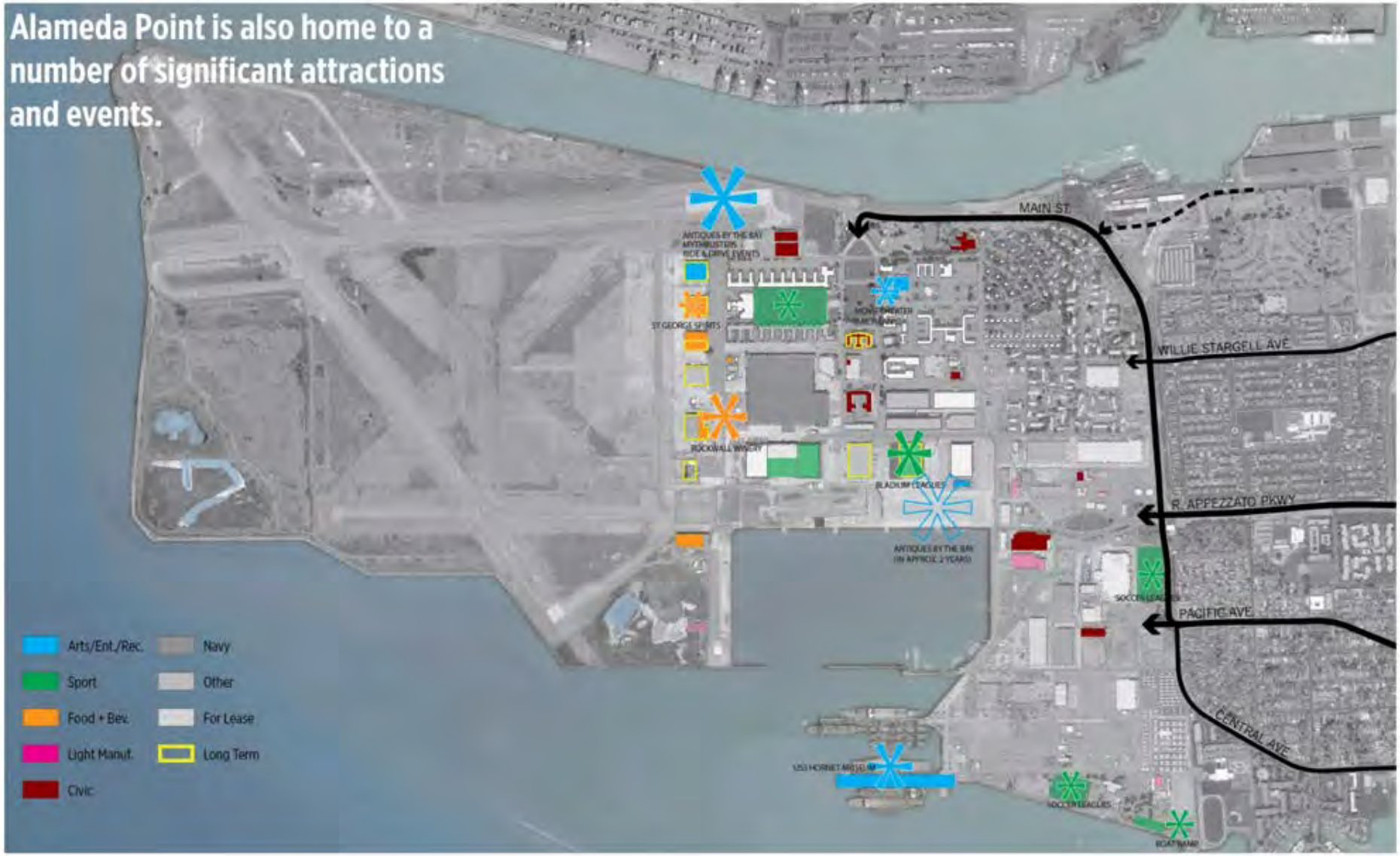
Group Delphi

Studio Roeper

Hangar 1

Wolfgang Brinck Small Boats

ASSETS: ATTRACTIONS



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ASSETS: EVENTS

The Alameda Point Antiques Faire is the largest antiques show in Northern California. Held on the 1st Sunday of every month, it hosts over 800 booths.

ASSETS: SPACE

One of the most important assets Alameda Point features is a vast amount of developable space, including existing building stock with rich opportunity for adaptive reuse.

TOWN CENTER ASSETS + OPPORTUNITIES

- 6000' + of Waterfront Edge
- Views to Bay and San Francisco along Main Entry Axis (W. Atlantic Avenue)
- Existing Tenants in Hangars, and Opportunities for Adaptive Reuse (esp. Bldgs. 41, 77, 19)
- North side of W. Atlantic Ave. available in early phase
- Opportunity to relocate Ferry Terminal and create Intermodal Transit Hub

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3 PRELIMINARY CONCEPTUAL FRAMEWORK

- EXISTING CONDITIONS, CONSTRAINTS & OPPORTUNITIES
- **LAND USE + PROGRAM**
- STREET NETWORK & BLOCK STRUCTURE
- PUBLIC OPEN SPACE

2013 PLANNING GUIDE

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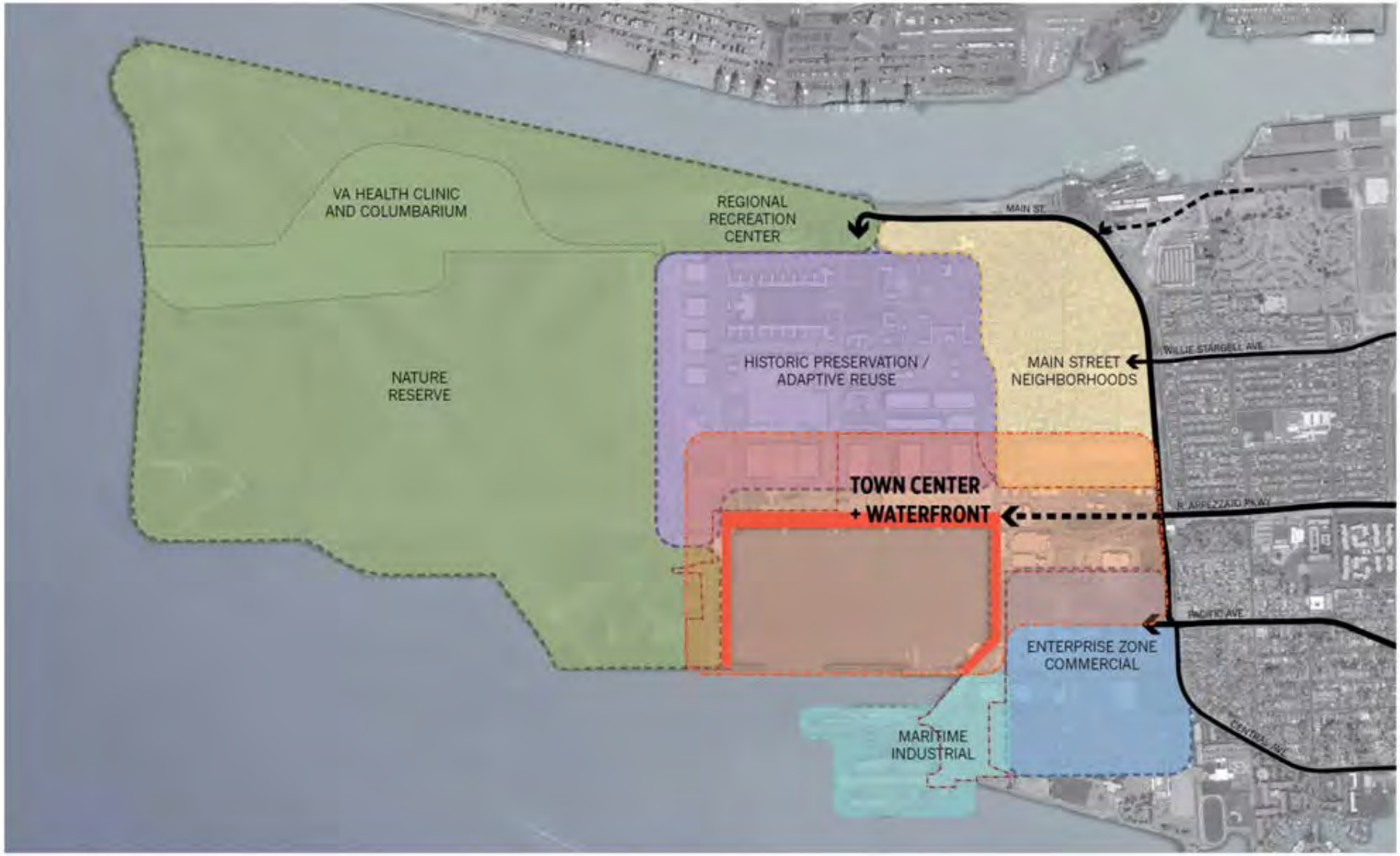
FLEXIBLE FUNCTIONAL BOUNDARY



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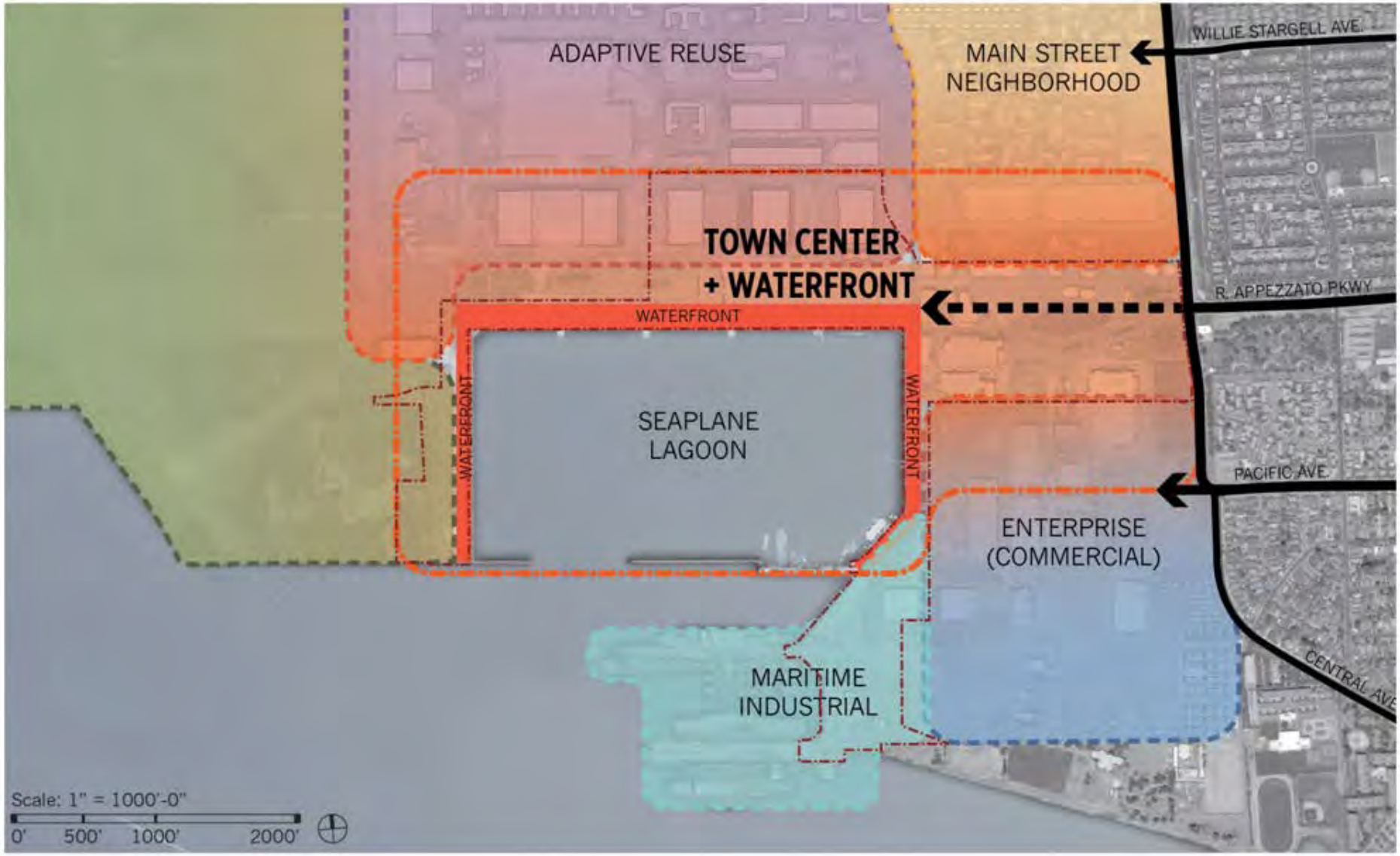
TRANSITION BETWEEN ADJACENT DISTRICTS



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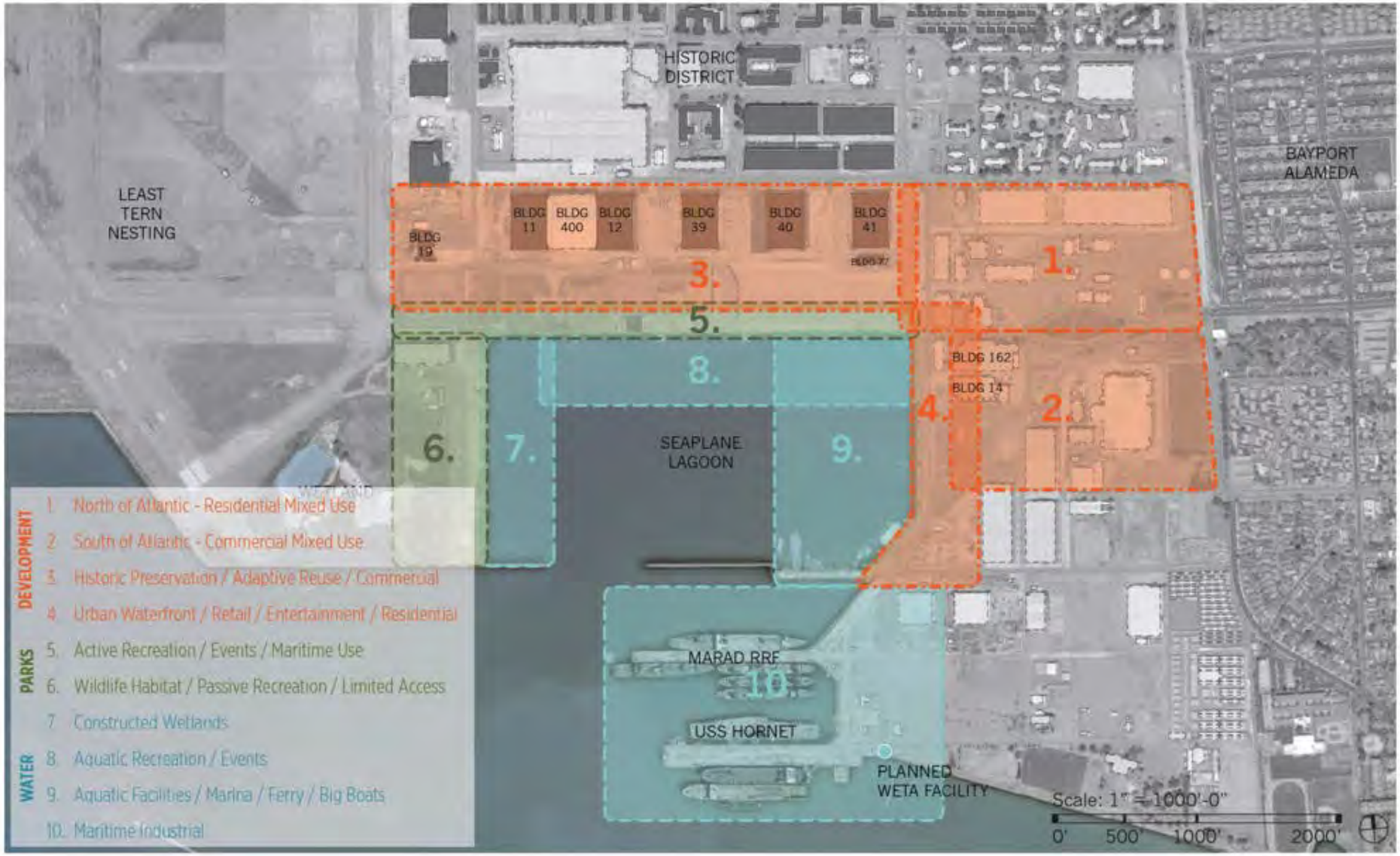
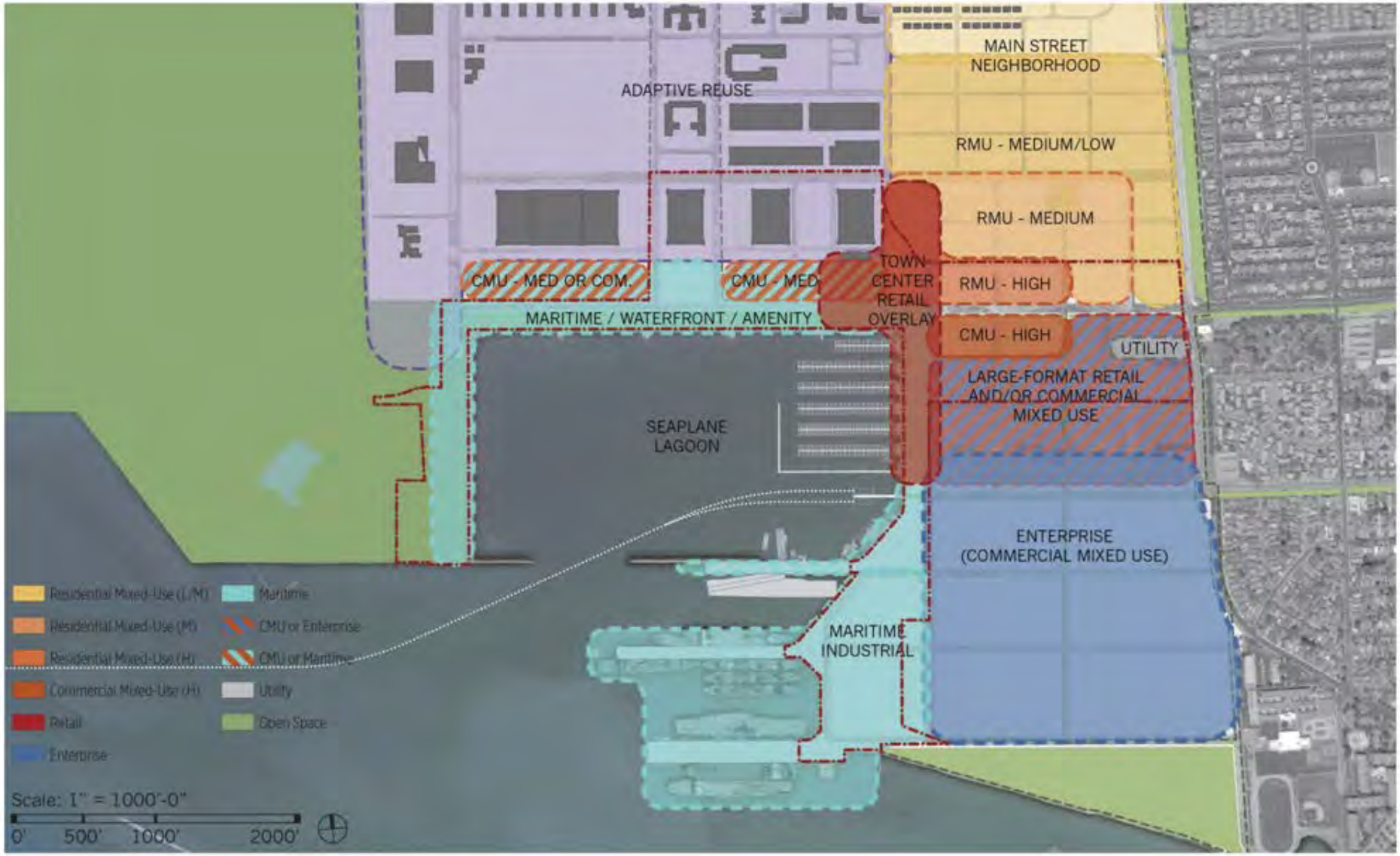
OPPORTUNITY ZONES



USE CONCEPT



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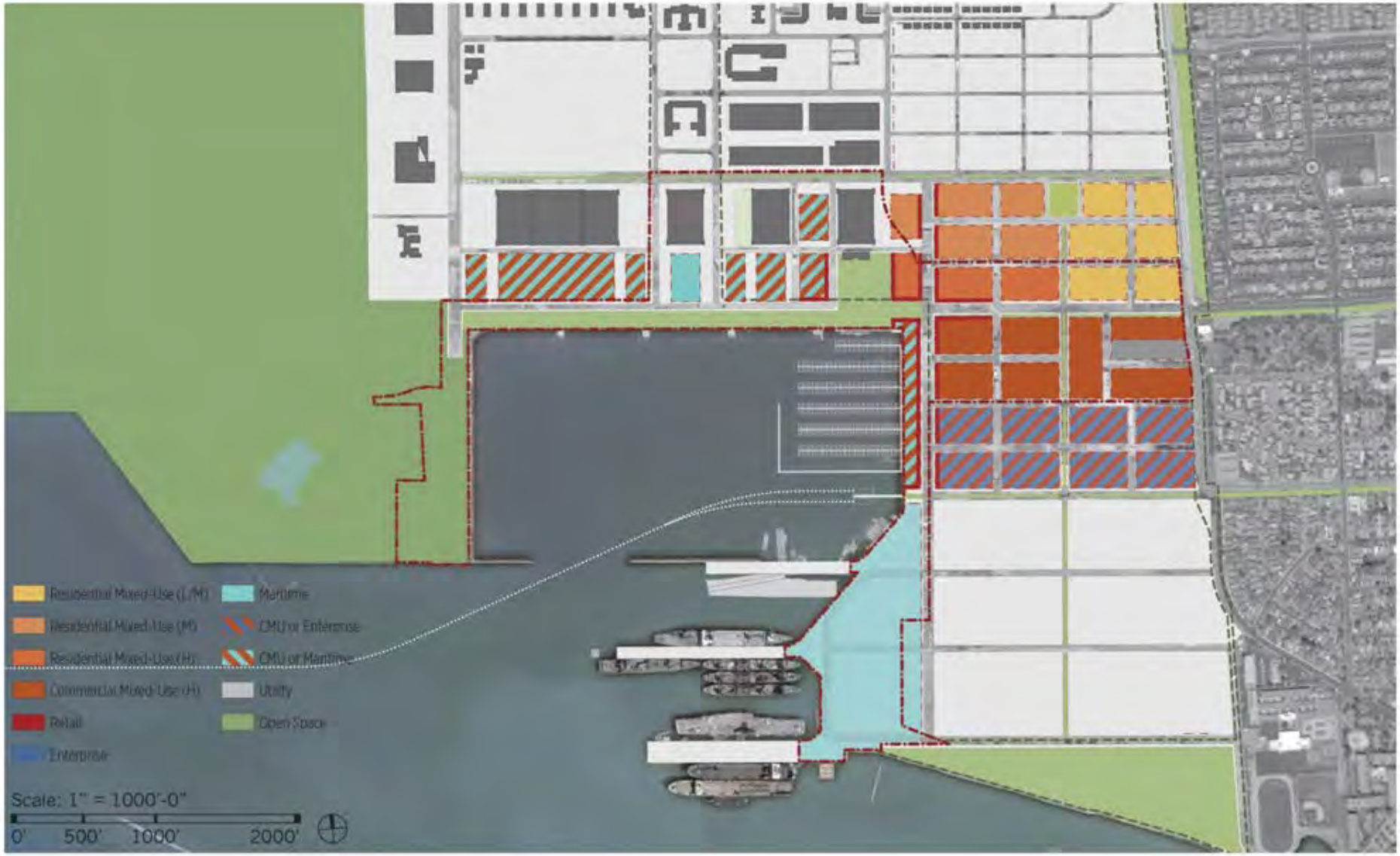
LAND USE


Residential Mixed-Use (L/M)
Residential Mixed-Use (M)
Residential Mixed-Use (H)
Commercial Mixed-Use (H)
Retail
Enterprise
Maritime
CMU or Enterprise
CMU or Maritime
Utility
Open Space
Scale: 1" = 1000'-0"
0'
500'
1000'
2000'

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PRELIMINARY PROGRAM

Public Open Space:

- Regional Open Space Amenities
- Neighborhood Parks
- A Great Waterfront Attraction!

Commercial Space:

- Commercial Space with a range of types and uses

Housing:

- Residential units in a range of densities and typologies
- 35 units/ac minimum average density to support transit

PRELIMINARY PROGRAM

Retail / Services:

- Small scale neighborhood serving street retail
- Limited near-term market demand
- Requires phasing in over long term

Large-Format Retail Option:

- 25-30acres
- A mix of large, medium and smaller size tenants
- May include and support small scale Waterfront Retail + F&B
- Parking (4 spaces/1000sf); strategically located to minimize visual impact from main streets
- Multi-family Residential and/or Commercial may be a component (i.e. East Bay Bridge Shopping Center, Bay Street Center)

PRELIMINARY PROGRAM

Transit Center:

- Bus Terminal
- Shuttle Service
- Bike Station
- Additional Parking

Ferry Terminal:

- 2 slips
- 4.6 acres +/-
- Parking (currently have 457 spaces)
- Limited upland facility (restrooms, vending)
- Requires separation from Marina

Marina*:

- 530 slip marina
- 19 acres of water +/- (based on South Beach Harbor Marina)
- Access, Loading, Parking, and other ancillary facilities
- Requires seperation from Ferry

*530 slips per General Plan

3 PRELIMINARY CONCEPTUAL FRAMEWORK

- EXISTING CONDITIONS, CONSTRAINTS & OPPORTUNITIES
- LAND USE + PROGRAM
- **STREET NETWORK & BLOCK STRUCTURE**
- PUBLIC OPEN SPACE

EXISTING STREET NETWORK

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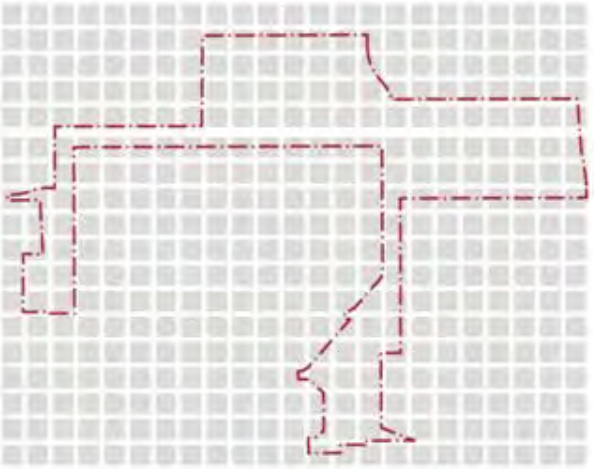
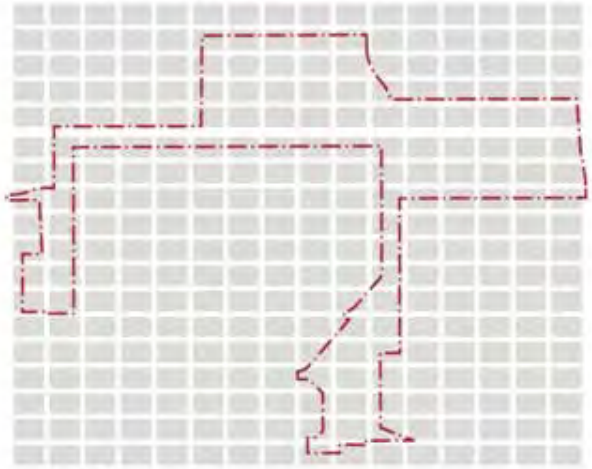
LIMITED OFF-SITE CONNECTIONS

WALKABLE STREET NETWORK

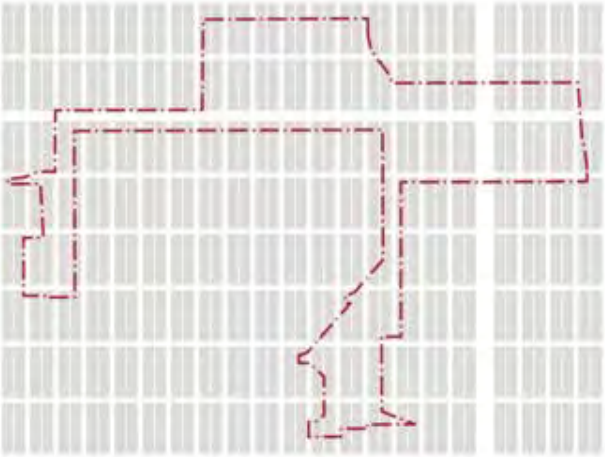


PORTLAND (200' X 200')

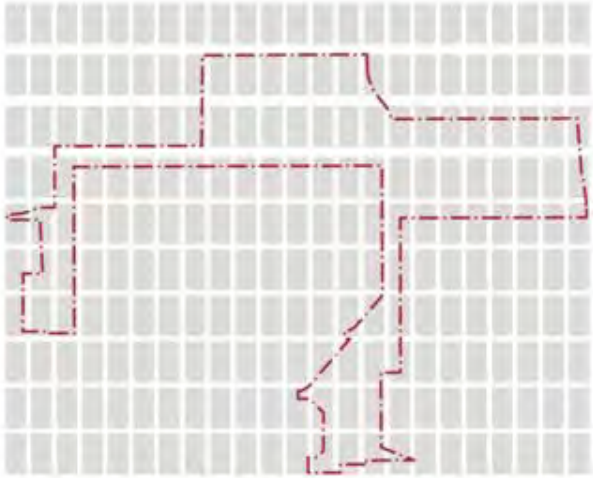


SAN DIEGO (200' X 300')

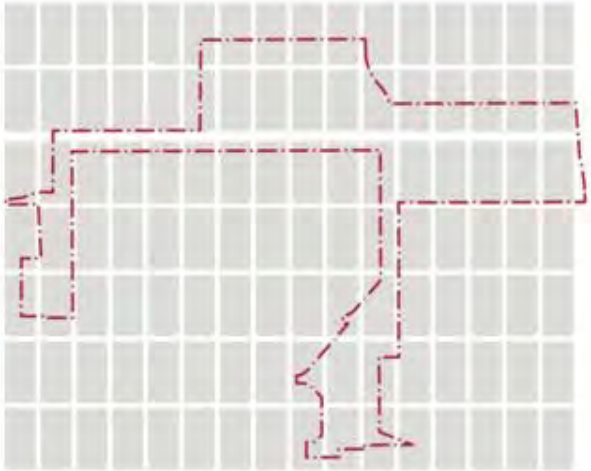
SAN FRANCISCO, NOMA (275' X 400')



BOSTON, BACK BAY (225' X 500')



NEW YORK, GREENWICH + WEST VILLAGE (200' X 400')



DOWNTOWN LA (300' X 600')

WALKABLE STREET NETWORK - ALAMEDA BLOCKS

Guidelines For Walkability:

- Block Length < 600'
- Block Perimeter < 1/4 Mile

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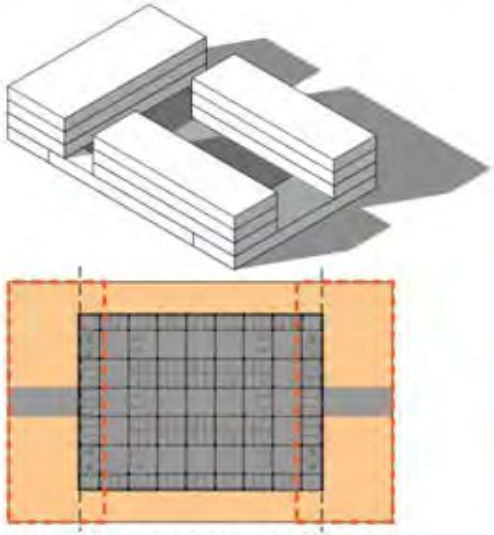
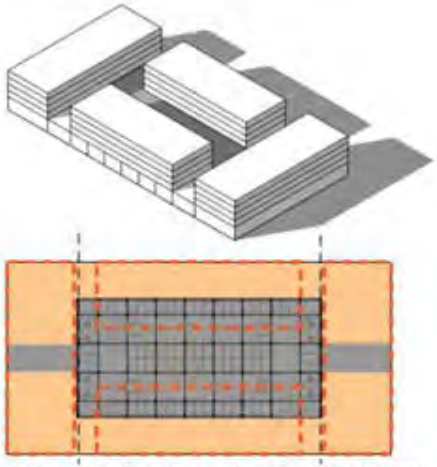
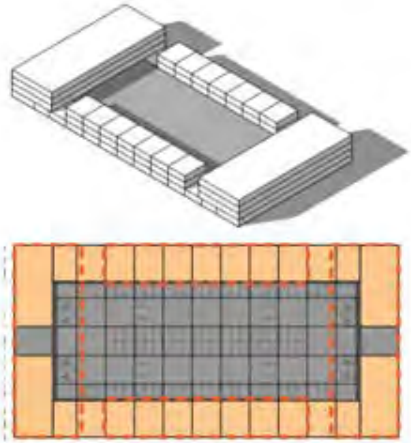
FLEXIBLE BLOCK SIZES - MANY CONFIGURATION OPTIONS



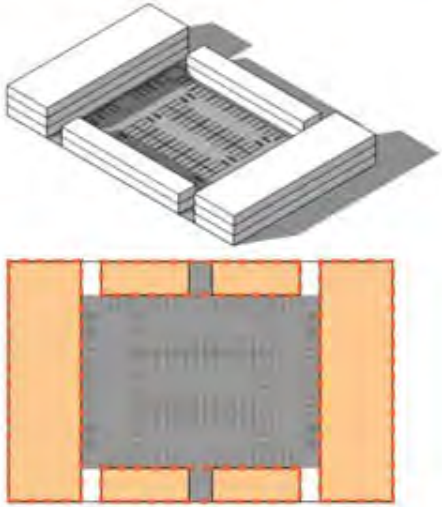
Large Office with Parking Podium



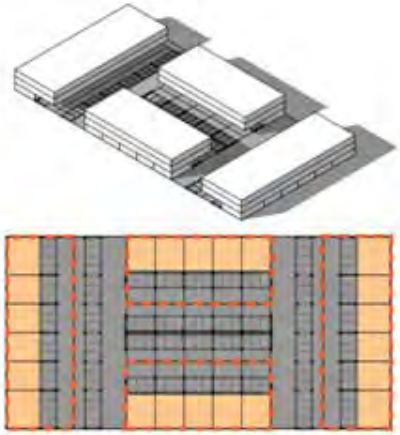
Apartment Building with Parking Podium



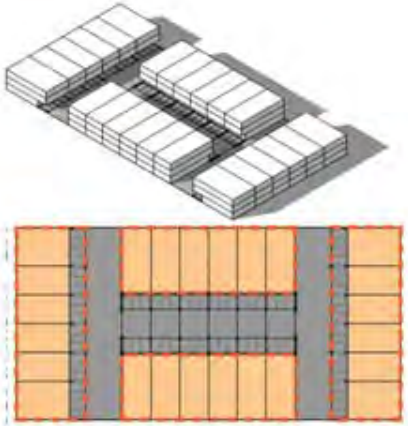
Apartment Building with surface parking (deck-over optional)



Medium and Small Office or Loft with surface parking

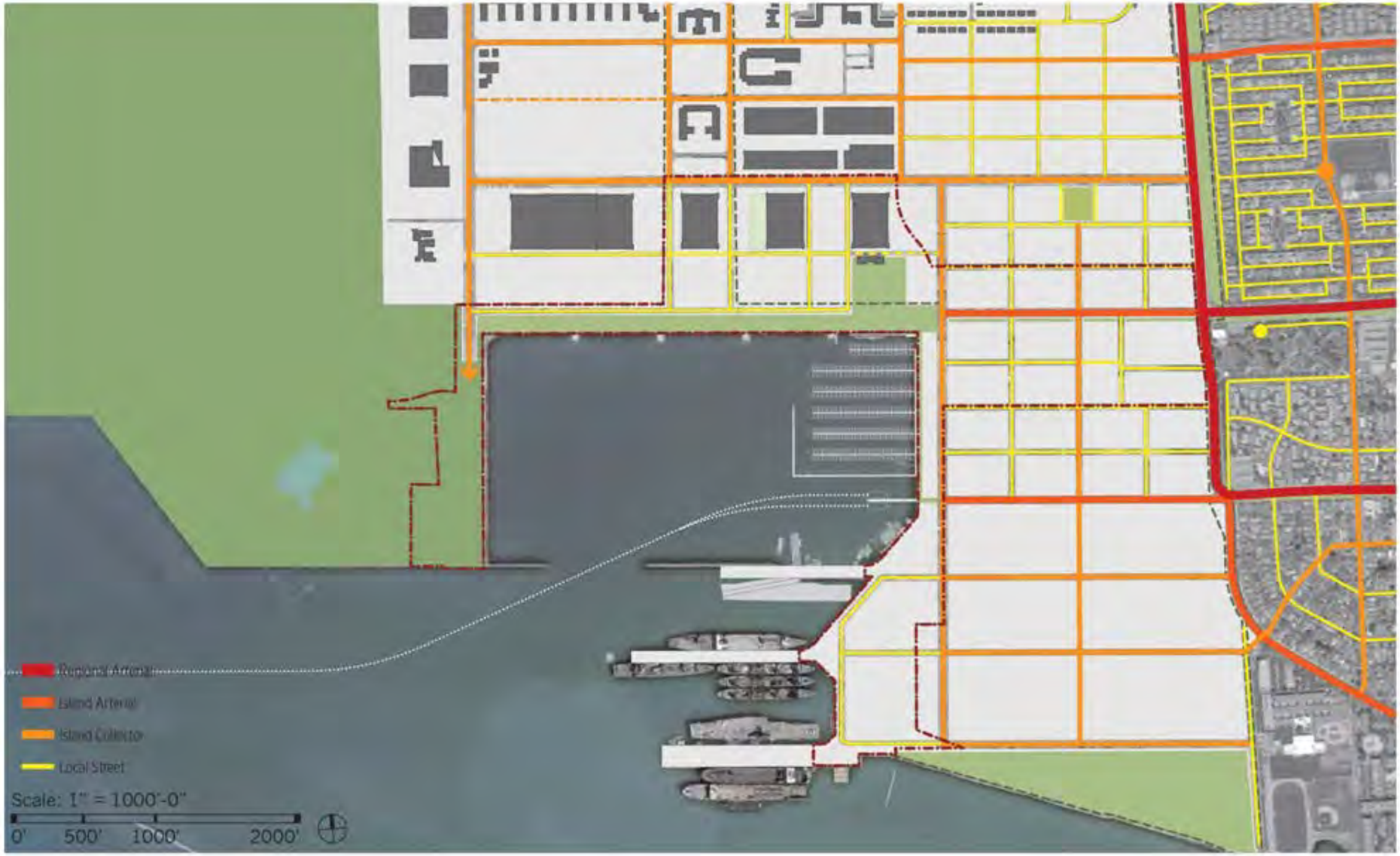


Walk-up Flats with tuck-under surface parking



Townhouse with tuck-under surface parking

PROPOSED STREET HIERARCHY



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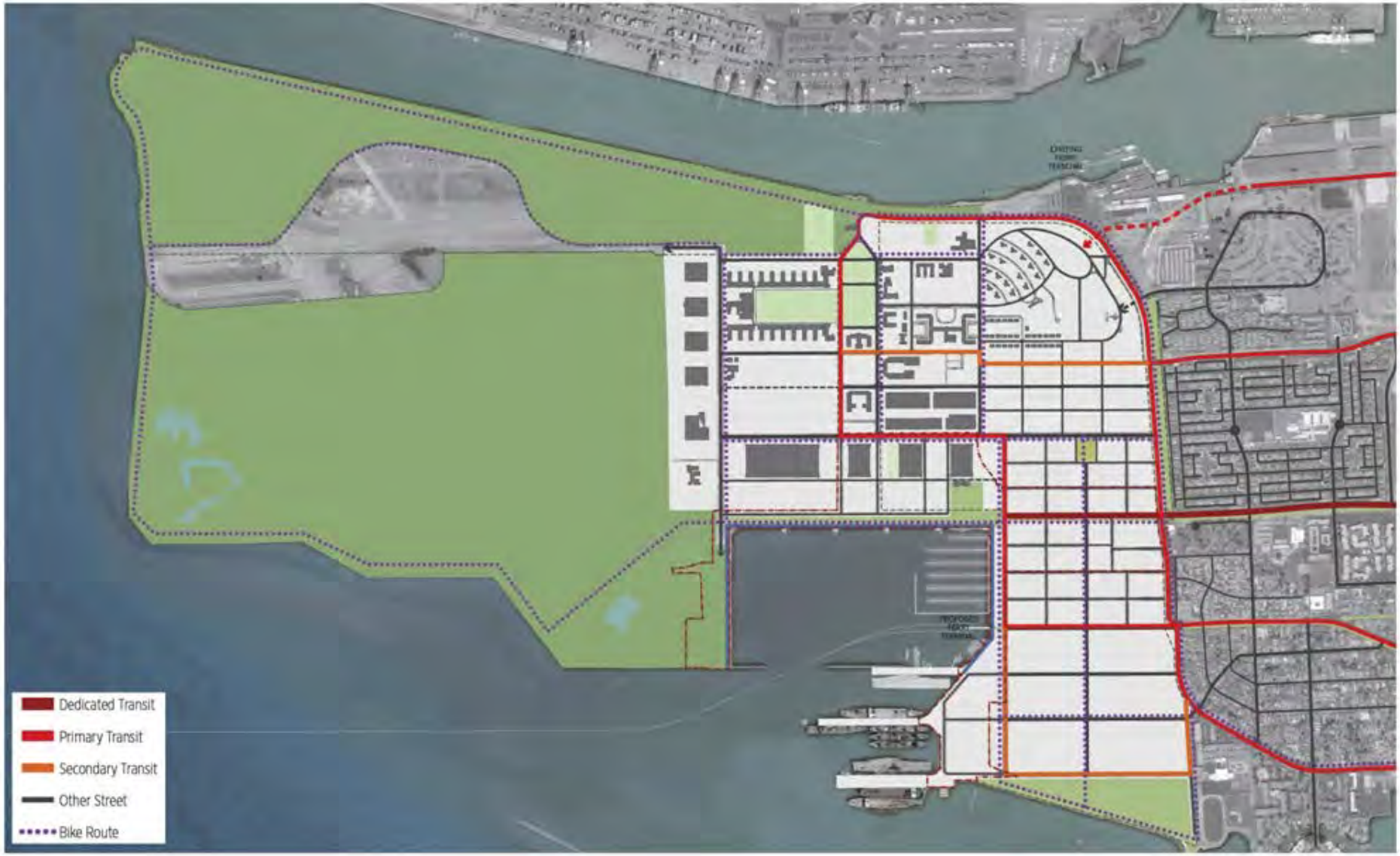
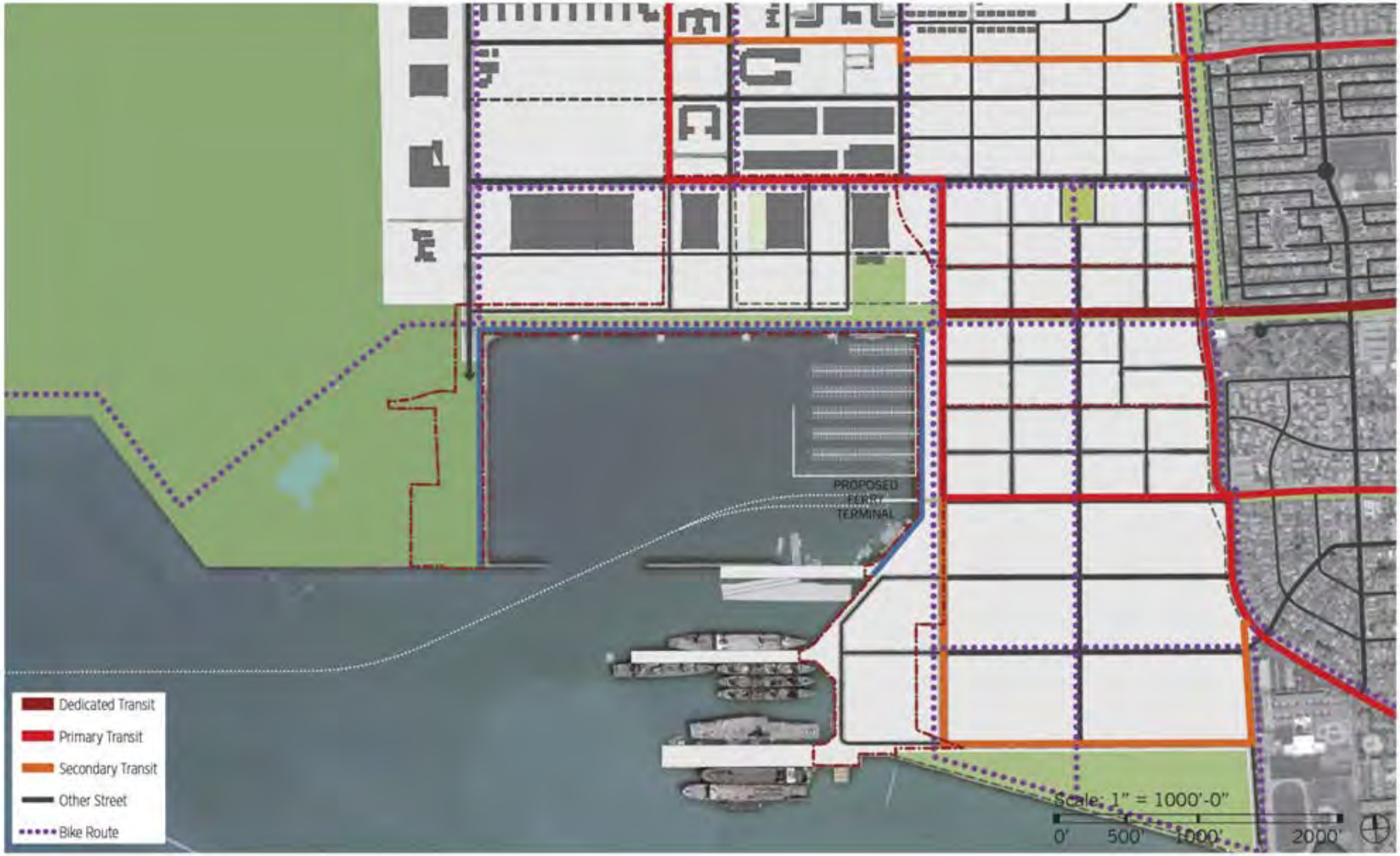
PROPOSED TRANSIT + BIKE ROUTES



PROPOSED TRANSIT + BIKE ROUTES



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BUILDING A BIKE CULTURE

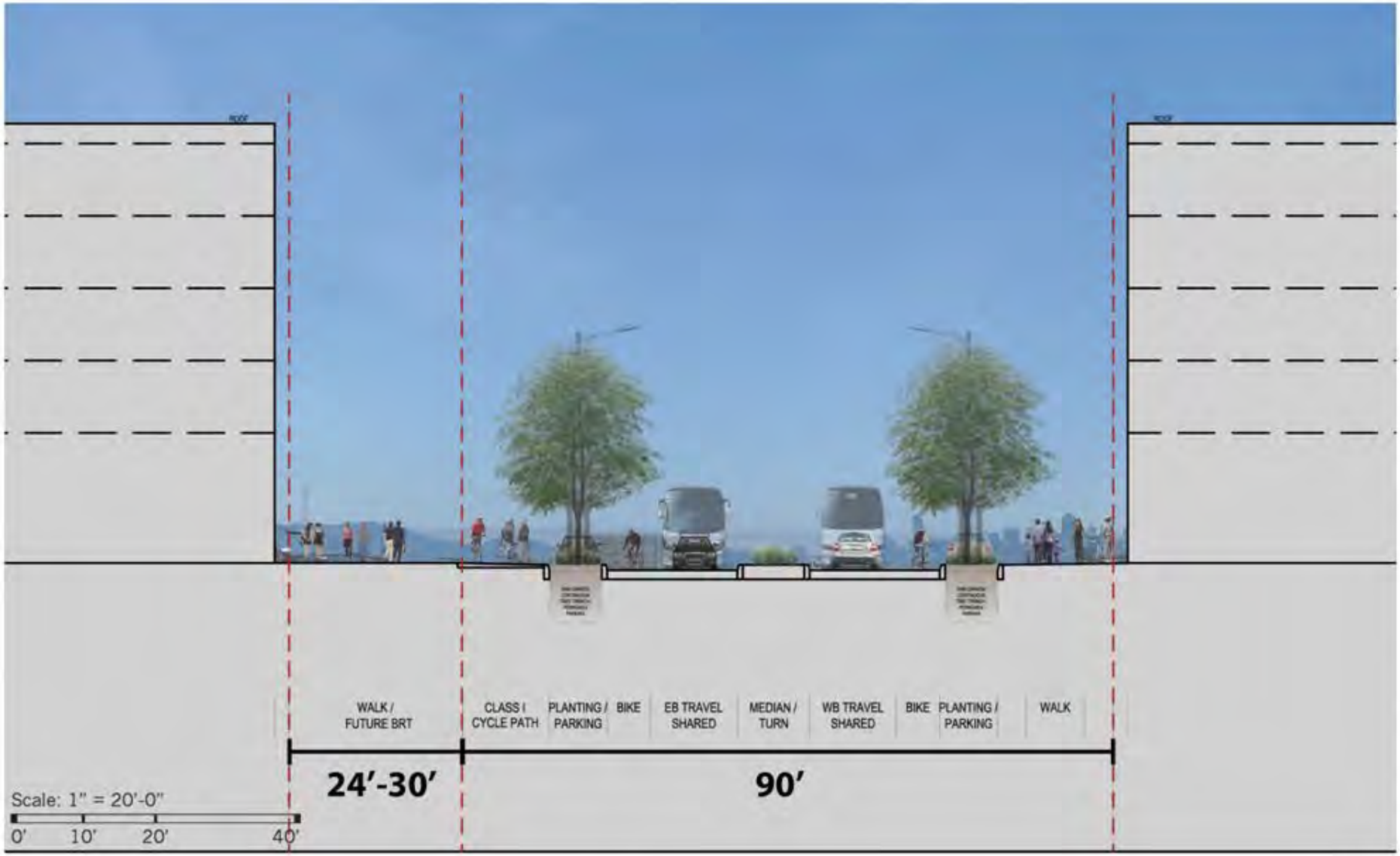
BIKE CORRAL PARKING - PORTLAND, OR

GUERILLA CYCLE LANE - MEXICO CITY

BIKE RENTAL - NICE RIDE MINNEAPOLIS

BIKE BOX - PORTLAND, OR

ATLANTIC AVENUE - NEAR TERM



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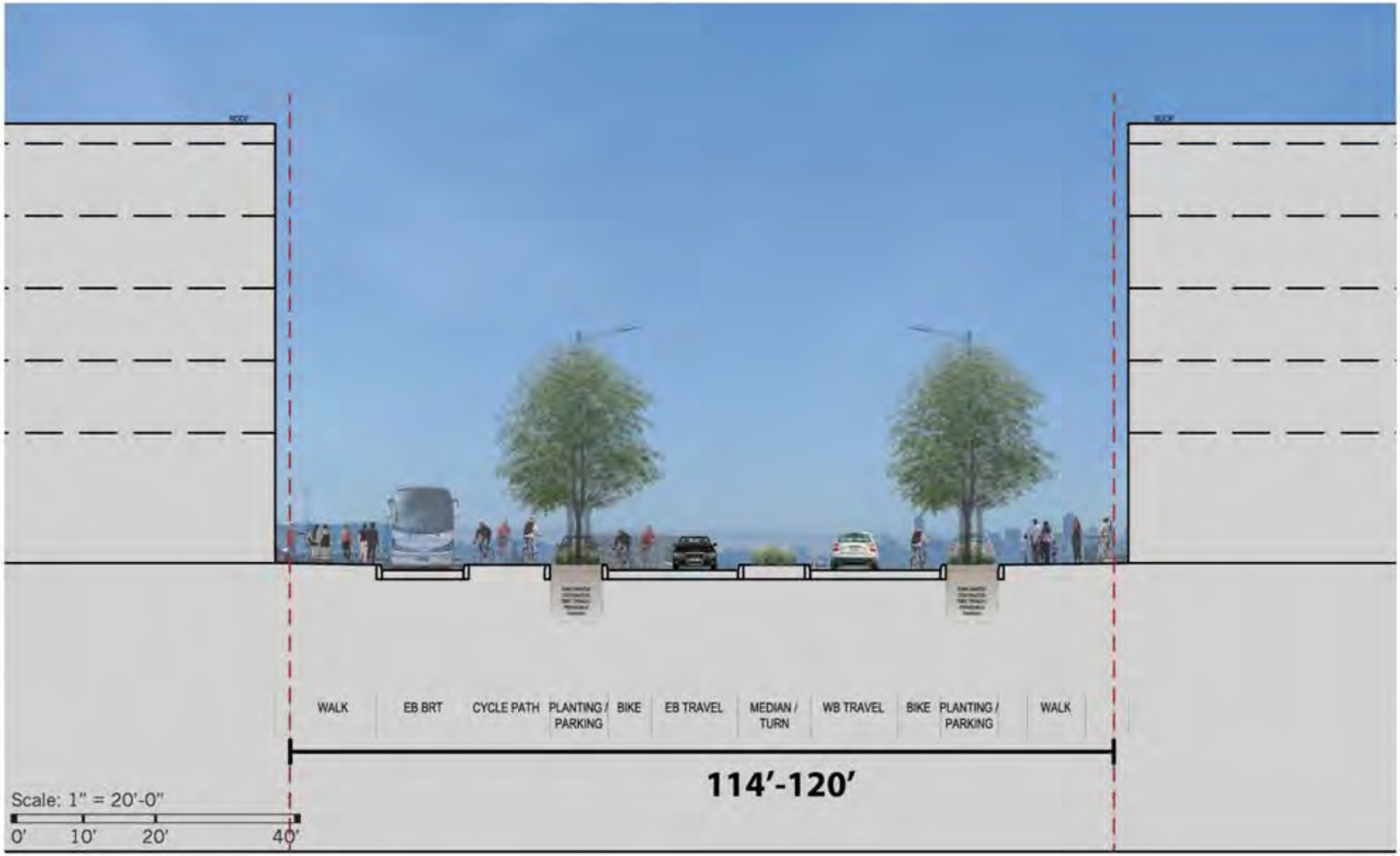
ATLANTIC AVENUE - LONG TERM



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3 PRELIMINARY CONCEPTUAL FRAMEWORK

- EXISTING CONDITIONS, CONSTRAINTS & OPPORTUNITIES
- LAND USE + PROGRAM
- STREET NETWORK & BLOCK STRUCTURE
- **PUBLIC OPEN SPACE**

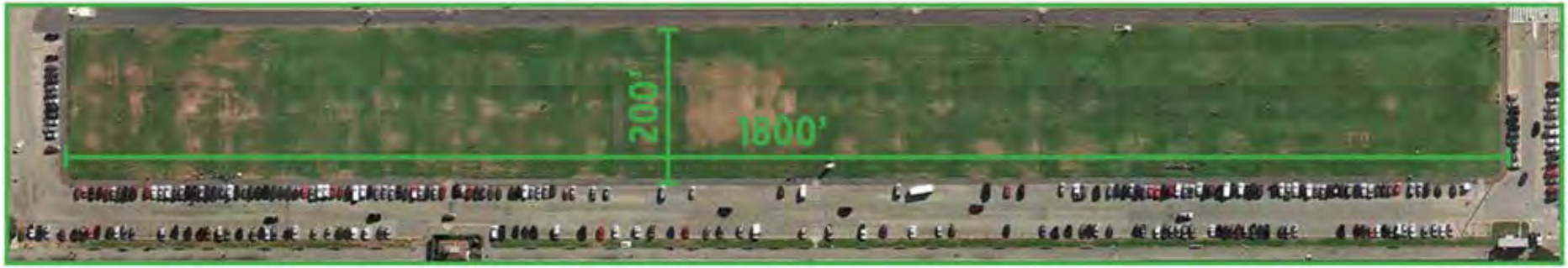
OPEN SPACE SCALE

Bryant Park

Union Square

Pioneer Square

Valencia Park



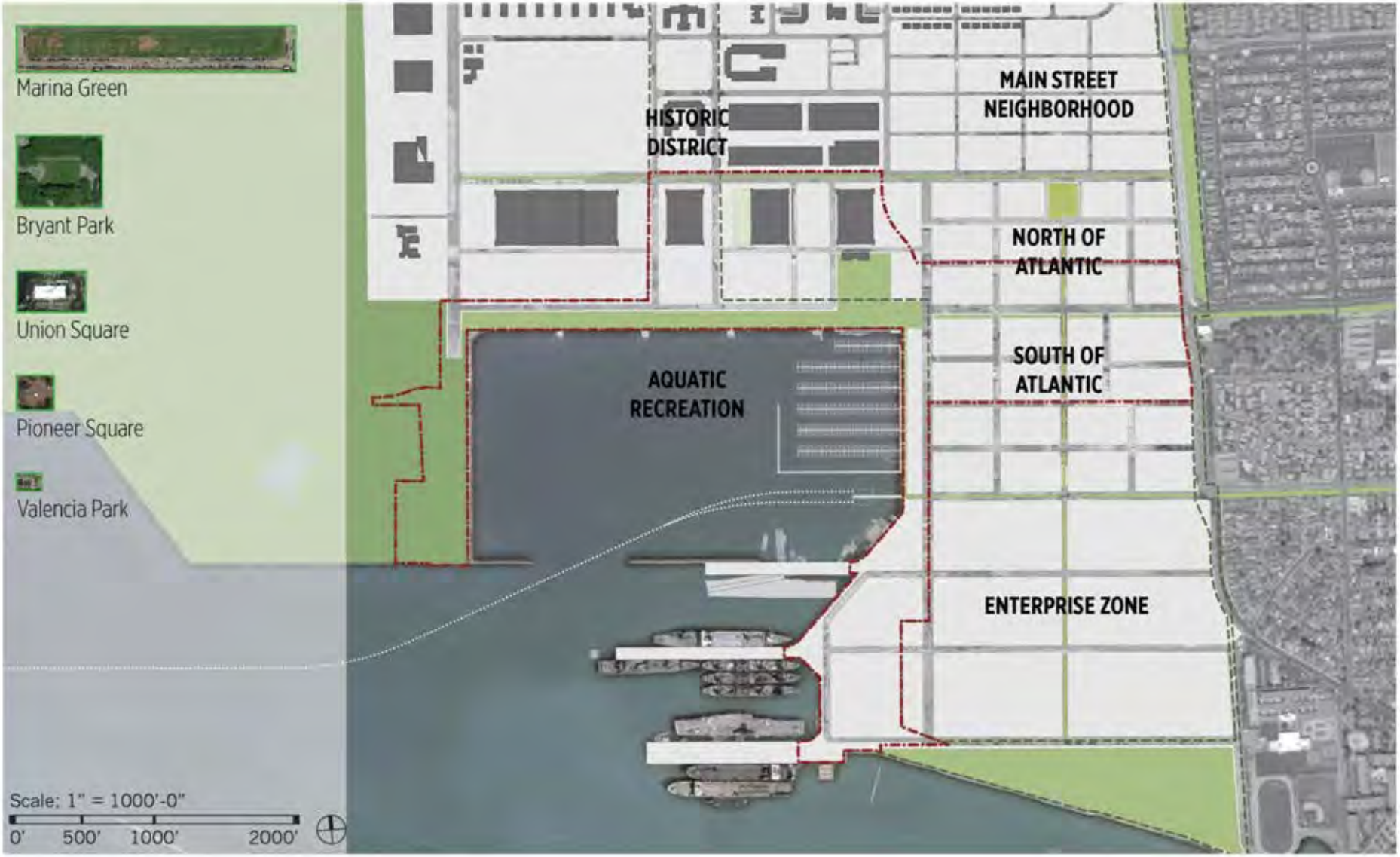
Marina Green

Scale: 1" = 200'-0"

0' 100' 200' 400'

SOM

OPEN SPACE + BLOCKS



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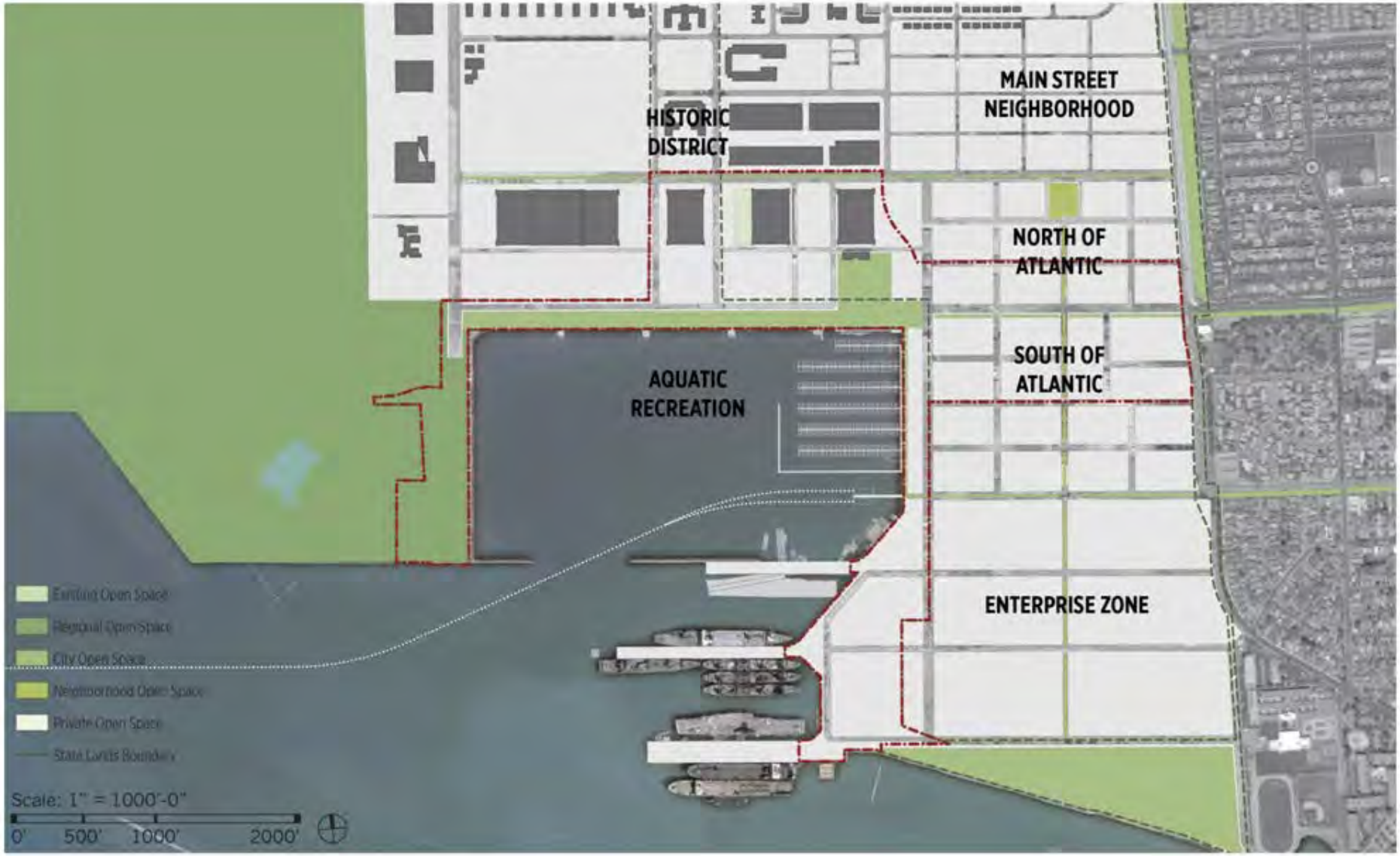
OPEN SPACE + BLOCKS



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OPEN SPACE CONCEPT

VARIED WATERFRONT EXPERIENCES - WEST EDGE

VARIED WATERFRONT EXPERIENCES - NORTH EDGE (EARLY PHASES)

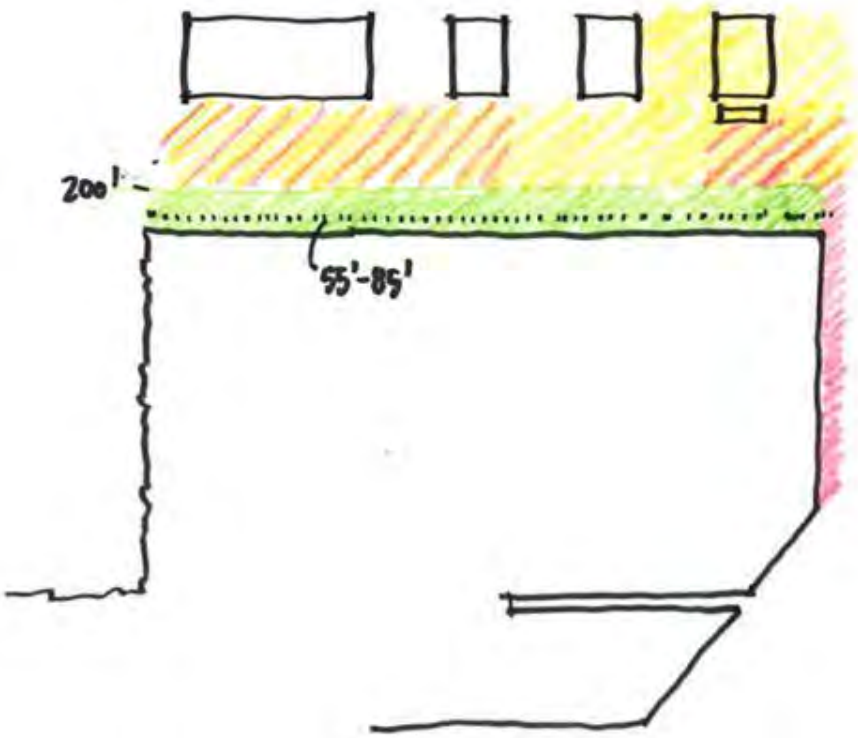
VARIED WATERFRONT EXPERIENCES - NORTH EDGE (LATER PHASES)

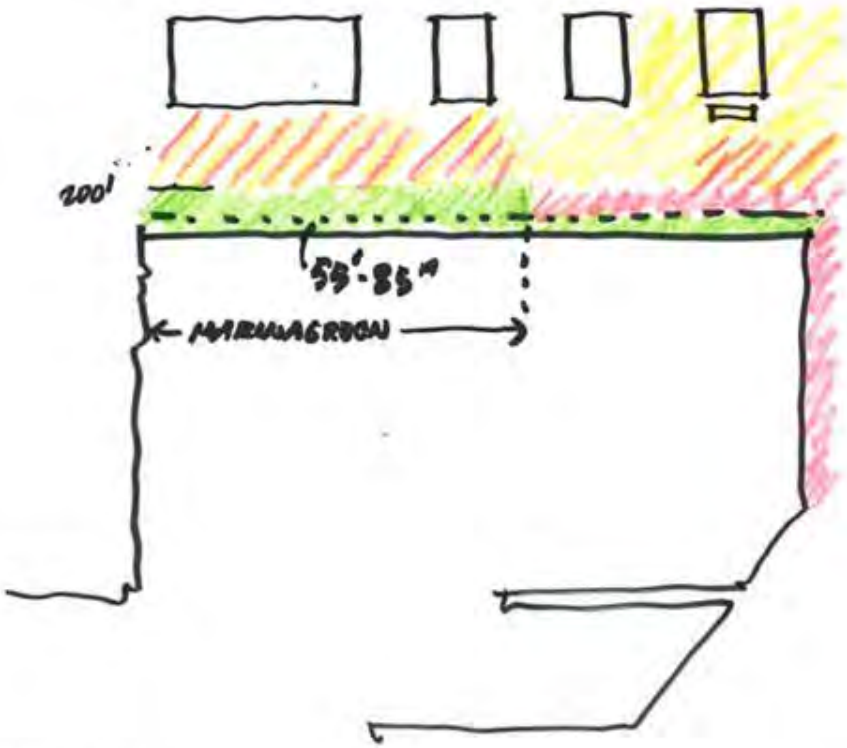
VARIED WATERFRONT EXPERIENCES - EAST EDGE

LANDSCAPE PLAN

SOM

OPEN SPACE SUB-OPTIONS





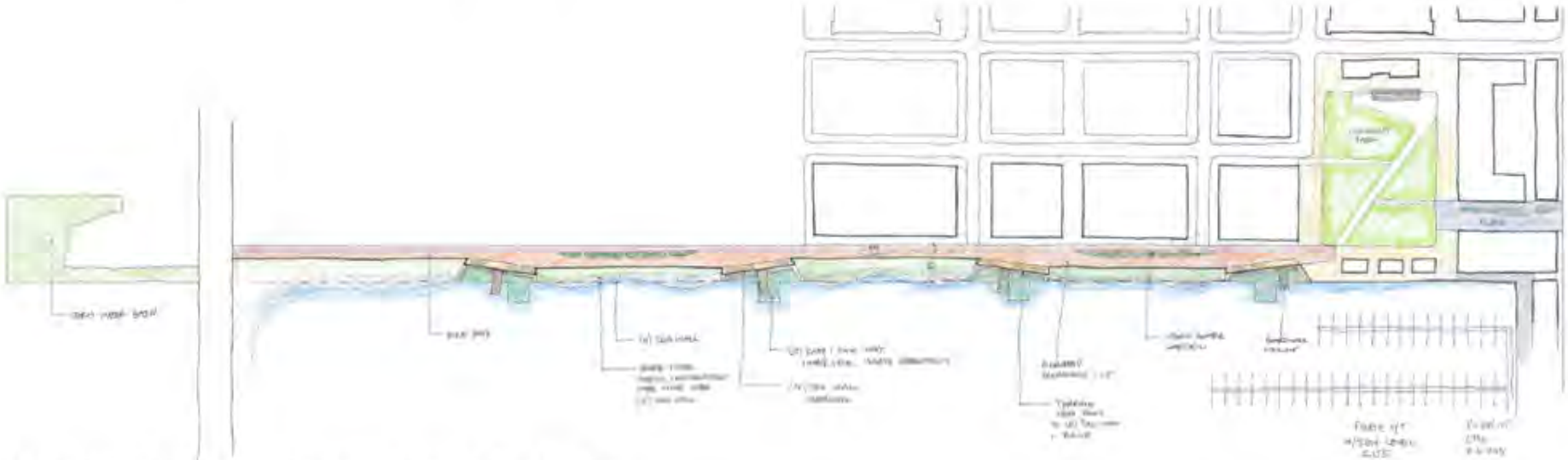
Option A:

- Waterfront Open Space along entire length of North Seaplane Lagoon edge

Option B:

- Waterfront Open Space along western portion of North Seaplane Lagoon edge

OPEN SPACE SUB-OPTION - LONG TERM



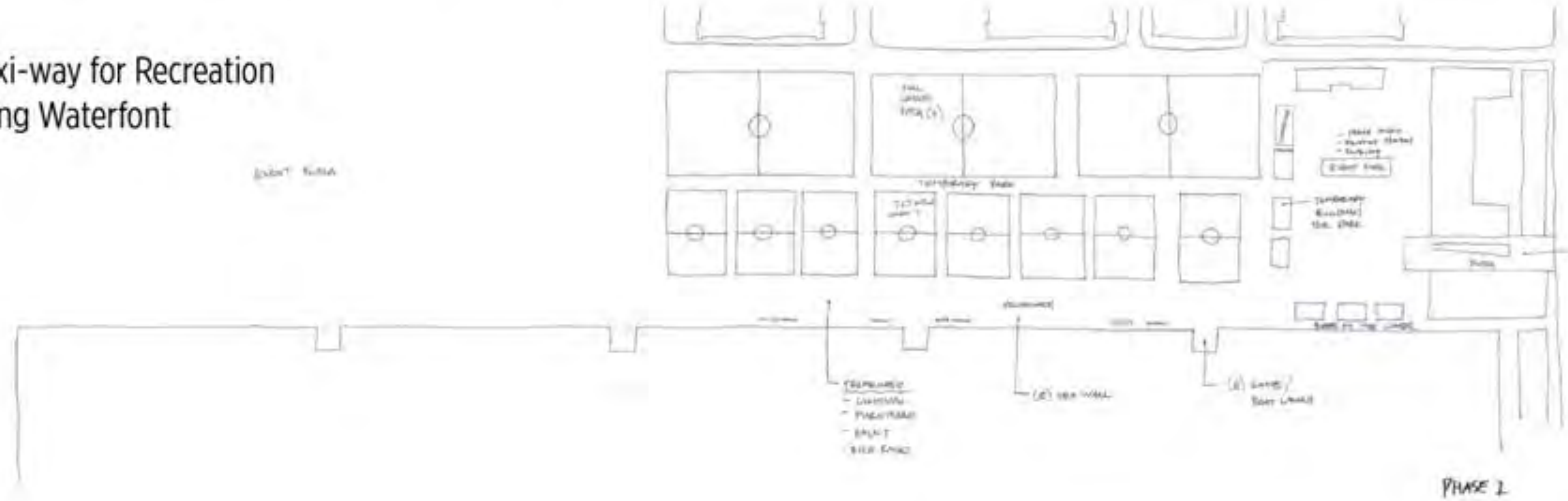
Alternative Option for Seaplane Lagoon North Edge:

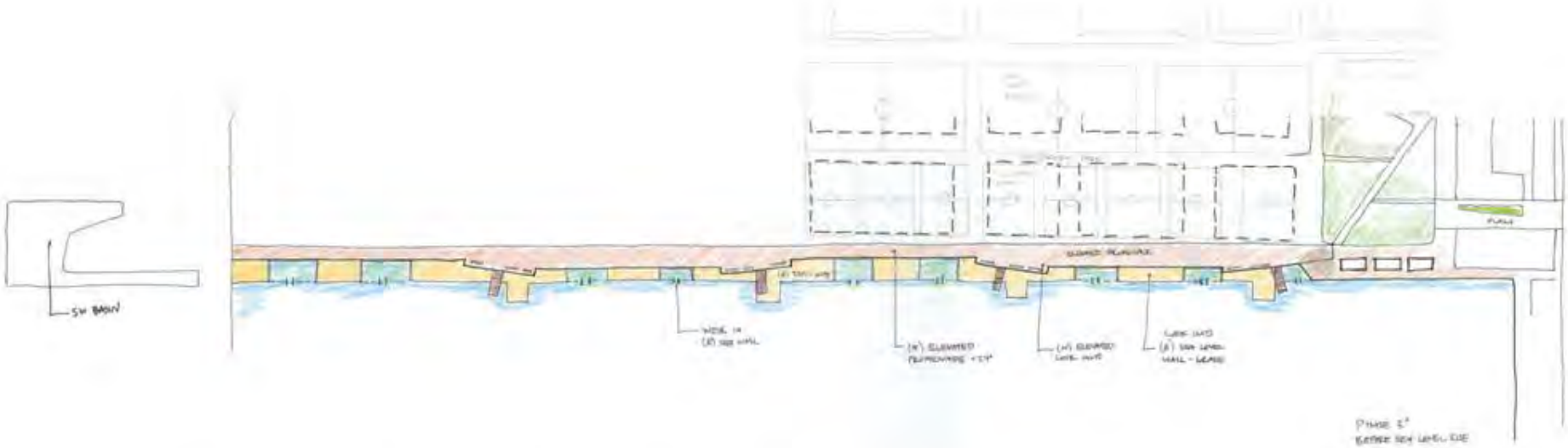
- More urban waterfront with a promenade supported by adjacent commercial uses.
- 85 to 100 feet wide
- Address sea level rise through sea wall (rather than the adaptive berm solution presented in the 200' wide option).
- New sea wall is built atop the existing taxi-way
- Before sea level rise, there will be areas where the historic taxi-way is still accessible and acts as small lowered plazas where people can gather.
- After sea level rise, the lower elevation of the taxi-way becomes an inner-tidal marsh.
- A series of overlooks dot the promenade which view the taxi-way marshes, and lagoon.

OPEN SPACE SUB-OPTION - NEAR TERM

Phasing

- Interim Use of Taxi-way for Recreation
- Development along Waterfont





SOM

FERRY + MARINA LOCATION OPTIONS

Option A:

- Ferry Terminal at Town Center associated with open space
- Smaller Marina along East Edge of Lagoon, with Access from Ferry Point Road

Option B:

- Ferry Terminal along East edge of Lagoon, associated with Waterfront retail and closer to Enterprise zone.
- Marina along north edge of lagoon
- Access? Parking?

Option C:

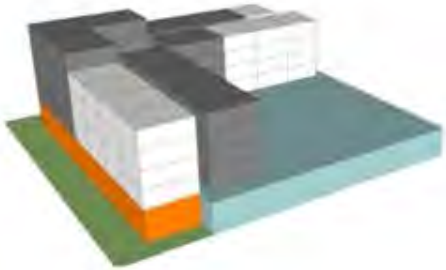
- Ferry Terminal along East edge of Lagoon, associated with Waterfront retail and closer to Enterprise zone.
- Marina along east edge of lagoon with access from Ferry Point Road.

4 SUB-AREA STUDIES + DESIGN CRITERIA

- **BUILDING TYPES, HEIGHTS + MASSING**
- HISTORIC PRESERVATION
- LANDMARK POTENTIAL + CRITERIA
- TOWN CENTER CORE

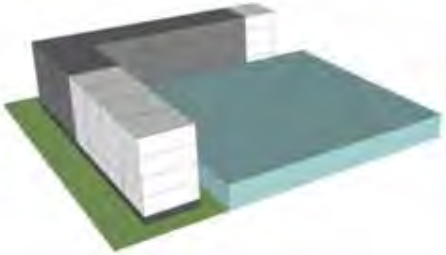
RESIDENTIAL BUILDING TYPES

4-5 STOREYS OVER RETAIL
80 DU/AC
4-5 STORIES HOUSING
1 LEVEL RETAIL/PARKING PODIUM
65-70 FT HEIGHT



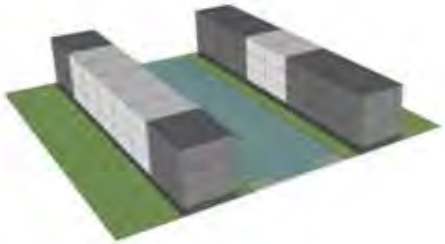
200 Second Street, Oakland
Site Area: 20,000 sf
GFA: 106,925 sf
Units: 74 (148 du/ac)
Parking: 82 spaces (1.11/unit)

3-4 STOREYS OVER PODIUM
40-60 DU/AC
4 STORY HOUSING
1 LEVEL PARKING STRUCTURE
45 FT HEIGHT



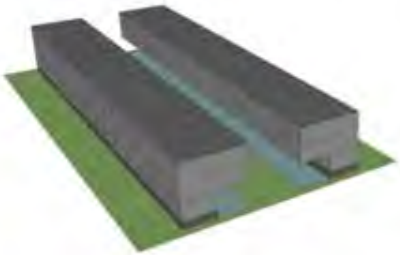
The Potrero Condos, San Francisco
Units: 168
Retail: 35,000 sf Whole Foods

WALKUP FLATS
30-35 DU/AC
3 STORY WALK-UP FLATS
ON-GRADE PARKING
35FT HEIGHT



Gardner 1050, Los Angeles
GFA: 27,000
Units: 10
Density: 40 du/a

TOWNHOUSES
20-25 DU/AC
3 STORY WOOD FRAME
TUCK-UNDER PARKING
35 FT HEIGHT



GE5 Town-homes, Memphis
Site: 0.19 ac
Units: 5
Density: 26 du/ac
Parking: 10 spaces

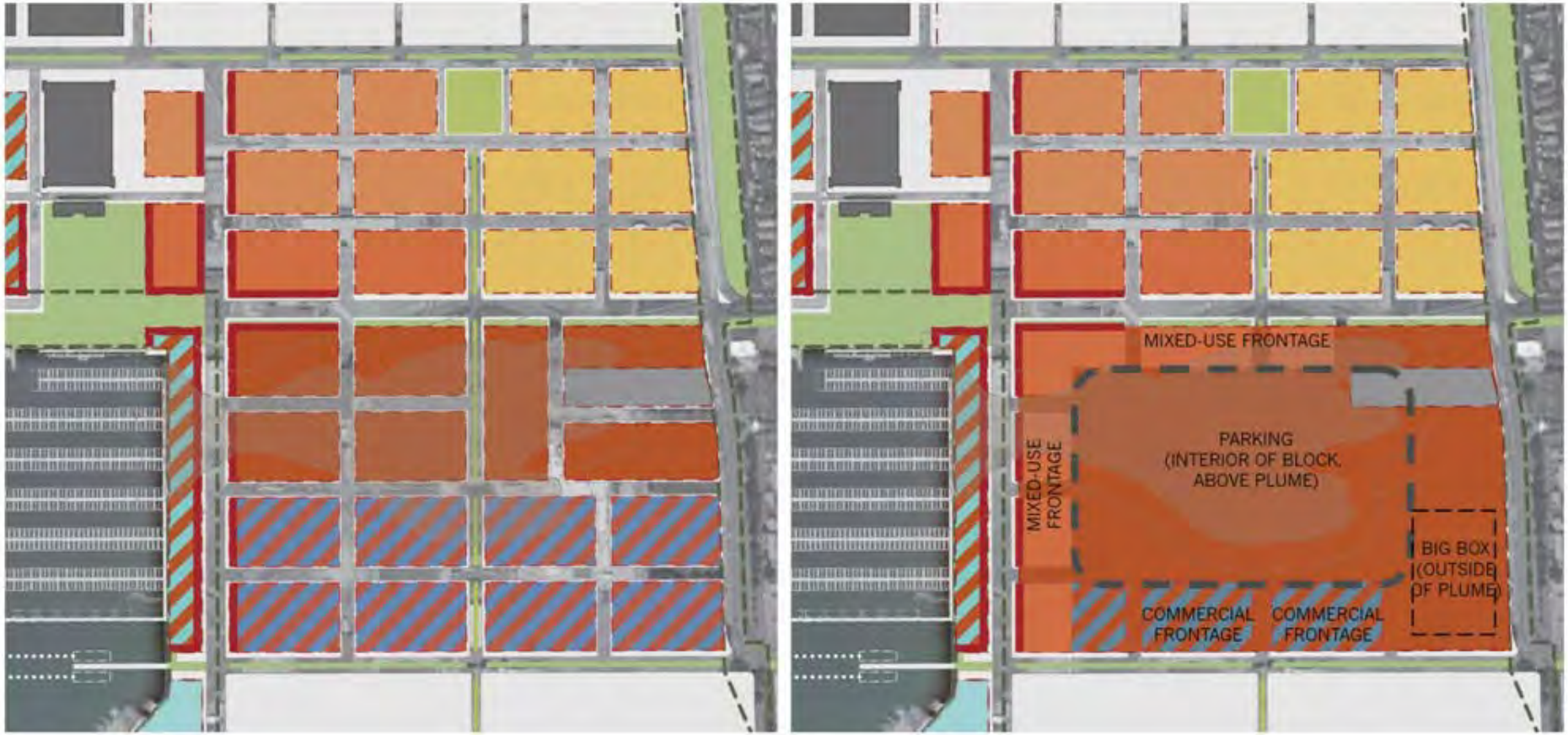
ADAPTIVE REUSE AND URBAN LOFTS

URBAN COMMERCIAL MIXED-USE BUILDING TYPES

RETAIL TYPES - ALAMEDA

SOM

RETAIL OPTIONS



- Residential Mixed-Use (L/M)
- Residential Mixed-Use (M)
- Residential Mixed-Use (H)
- Commercial Mixed-Use (H)
- Retail
- Enterprise
- Maritime
- CMU or Enterprise
- CMU or Maritime
- Utility
- Open Space

SOM

BUILDING HEIGHTS

SOM

4 SUB-AREA STUDIES + DESIGN CRITERIA

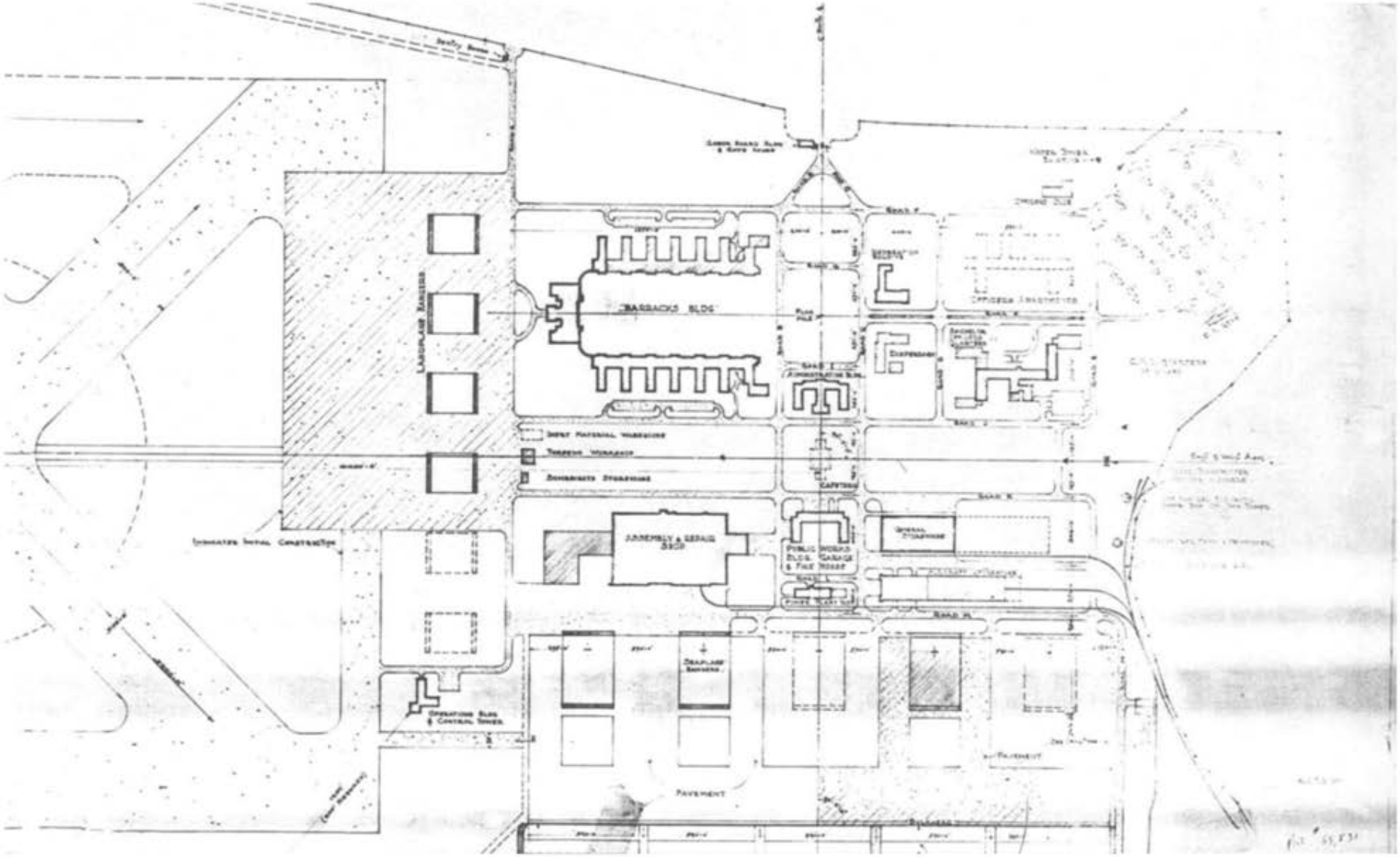
- BUILDING TYPES, HEIGHTS + MASSING
- **HISTORIC PRESERVATION**
- LANDMARK POTENTIAL + CRITERIA
- TOWN CENTER CORE

TAXIWAY DEVELOPMENT AND HISTORIC DISTRICT PRESERVATION

SOM

HISTORIC DISTRICT BUILDINGS

NAS ALAMEDA HISTORIC DISTRICT - 1940 PLAN



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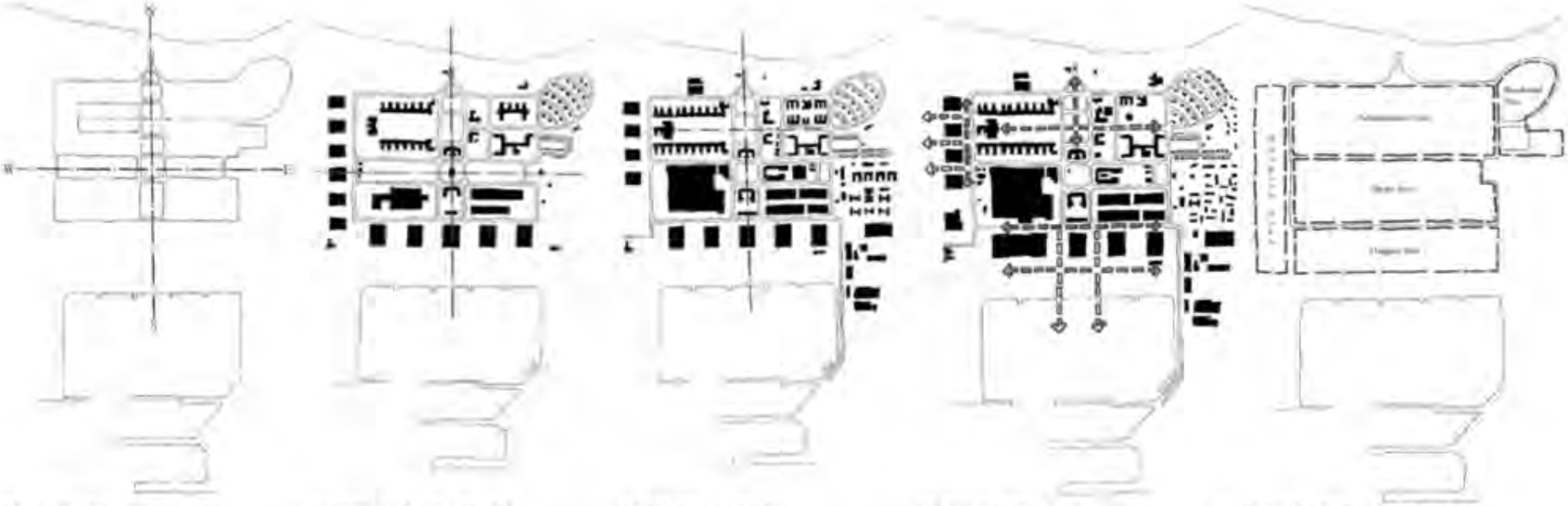
CHARACTER DEFINING FEATURES



Plan Axes | Master Plan, 1940 | Built Plan, 1945 | View Corridors | Functional Sub-Areas

Historic District Infill Development Criteria

- Preserve + Reuse Contributing Buildings
- Preserve Character Defining Axes, Setbacks, and Landscapes
- Maintain View Corridors (along Taxiway toward SF, between buildings)
- Massing in front of Seaplane Hangars matches height of Hangars (60')
- Massing between Seaplane Hangars is visually subordinate (35')

HISTORIC DISTRICT INFILL

SOM

4 SUB-AREA STUDIES + DESIGN CRITERIA

- BUILDING TYPES, HEIGHTS + MASSING
- HISTORIC PRESERVATION
- **LANDMARK POTENTIAL + CRITERIA**
- TOWN CENTER CORE

LOCAL LANDMARKS

Coit Tower - 210' (plus Telegraph Hill)

City Hall - 65' (originally 120')

USS Hornet - 190' (above waterline)

Ferry Building - 235'

Flatiron Building - 120'

Tribune Tower - 305'

LANDMARK CONSIDERATIONS

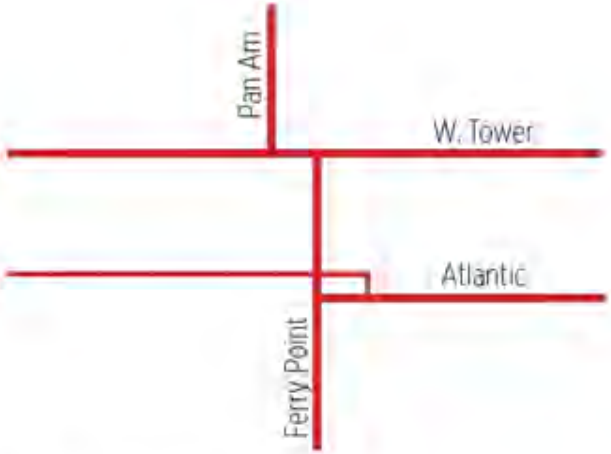
- Location and Visibility
- Placement and Orientation
- Architectural Character and Quality
- Height
- Heritage
- Function (Building, Art, Landscape, other)

4 SUB-AREA STUDIES + DESIGN CRITERIA

- BUILDING TYPES, HEIGHTS + MASSING
- HISTORIC PRESERVATION
- LANDMARK POTENTIAL + CRITERIA
- **TOWN CENTER CORE**

TOWN CENTER CORE OPTIONS

"The Double T"

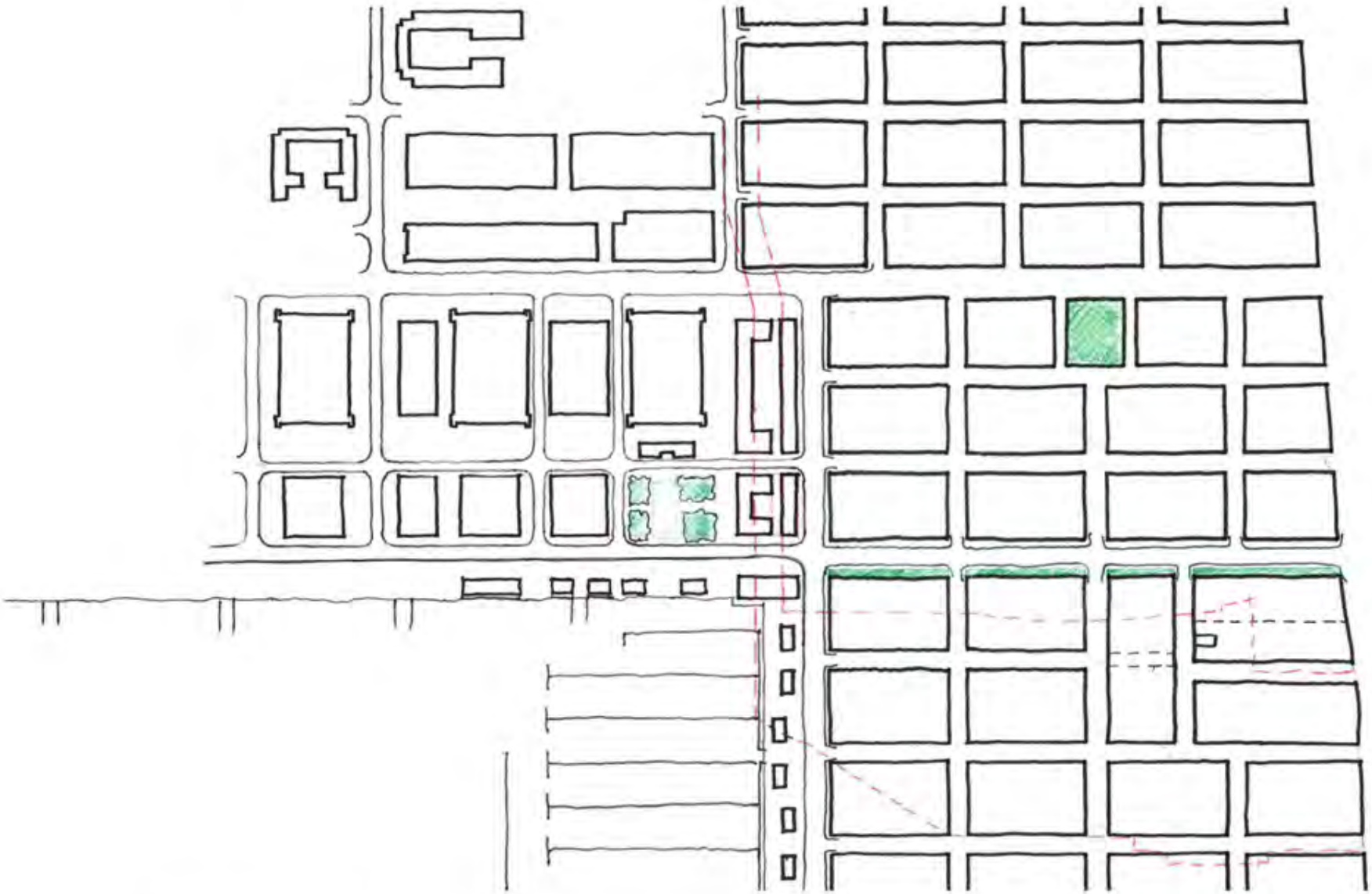


"The Pinwheel"

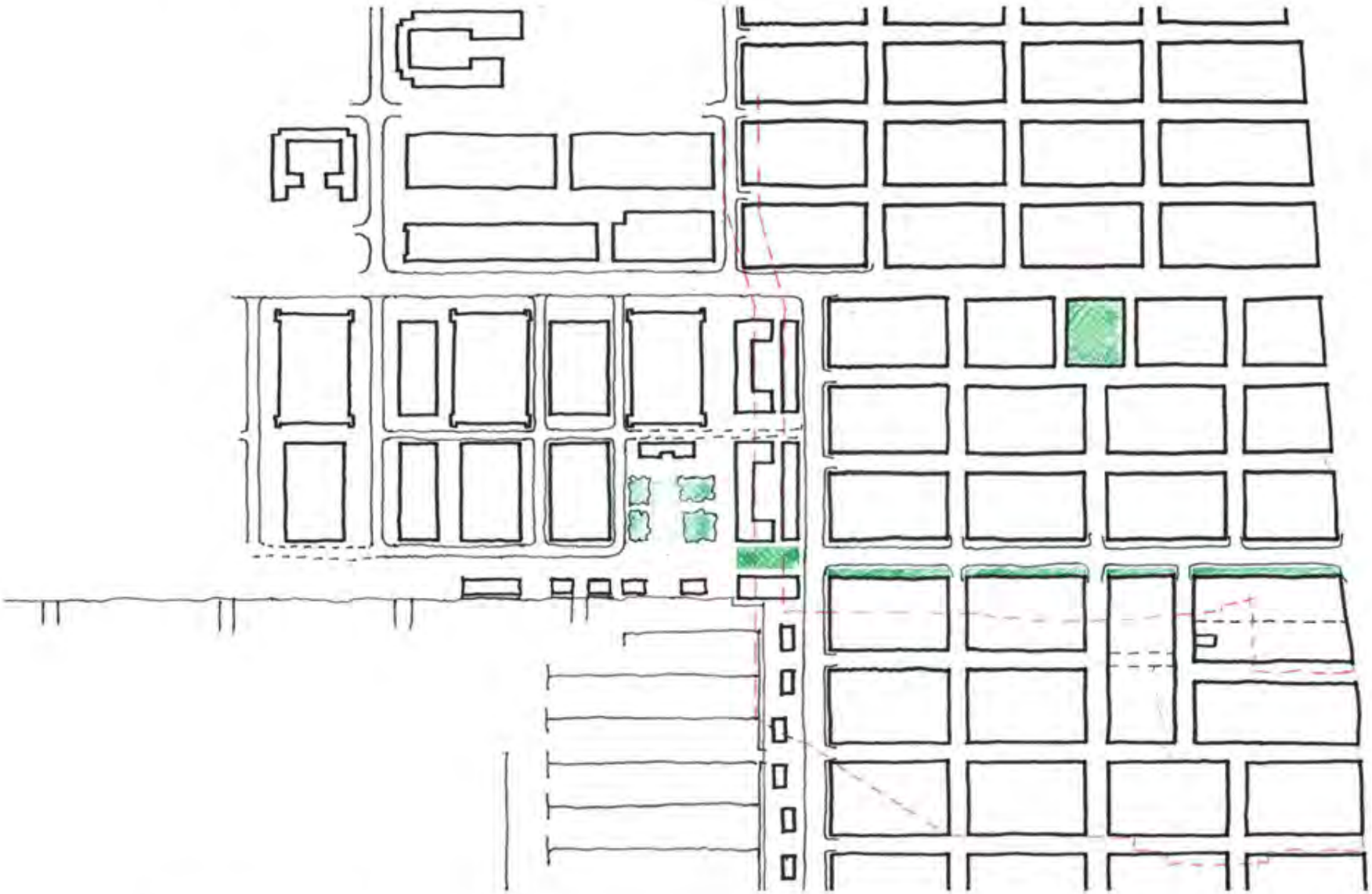
"The Wiggle"

SOM

OPTION A1



OPTION A2 - "THE DOUBLE T"



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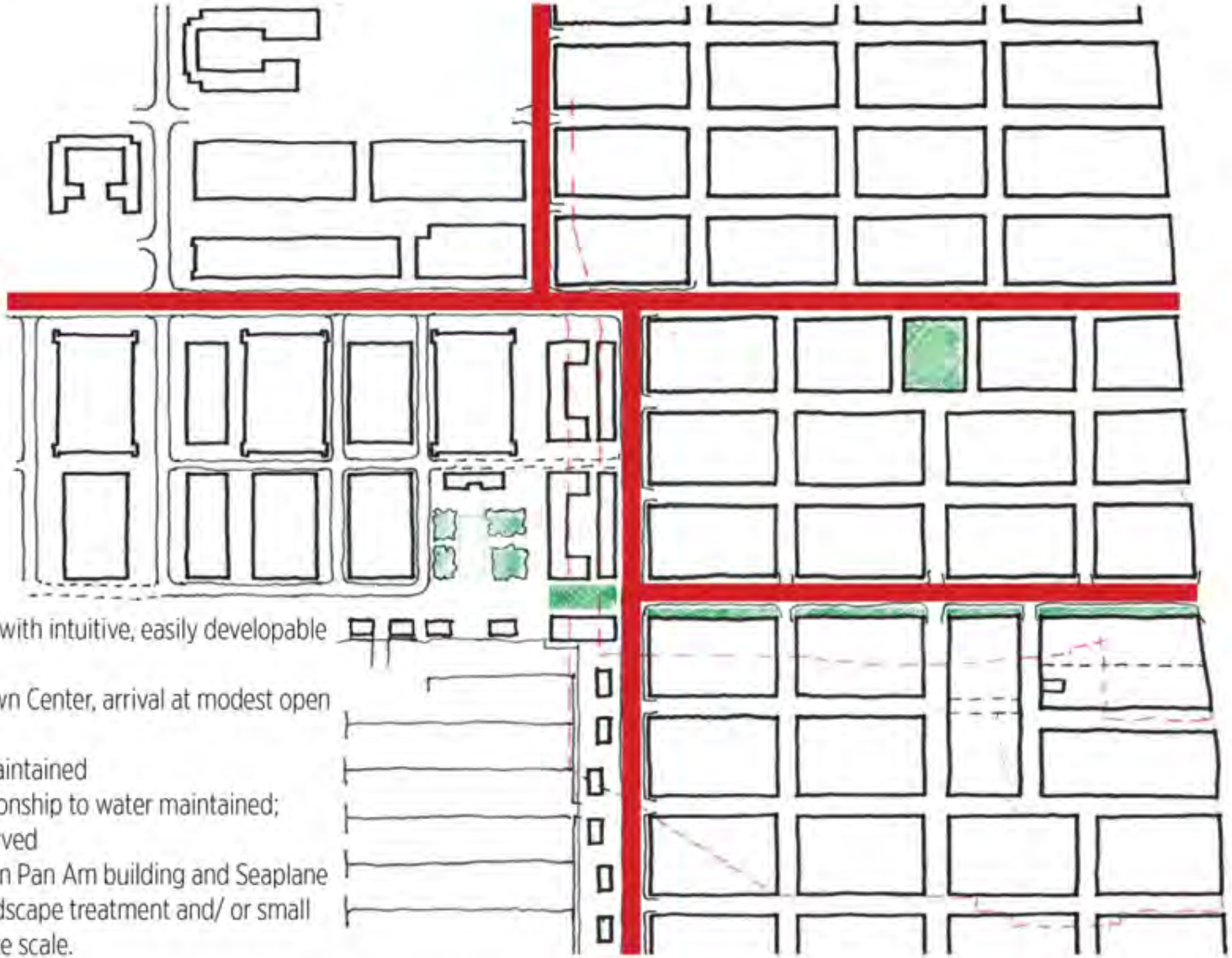
OPTION A2 - "THE DOUBLE T"



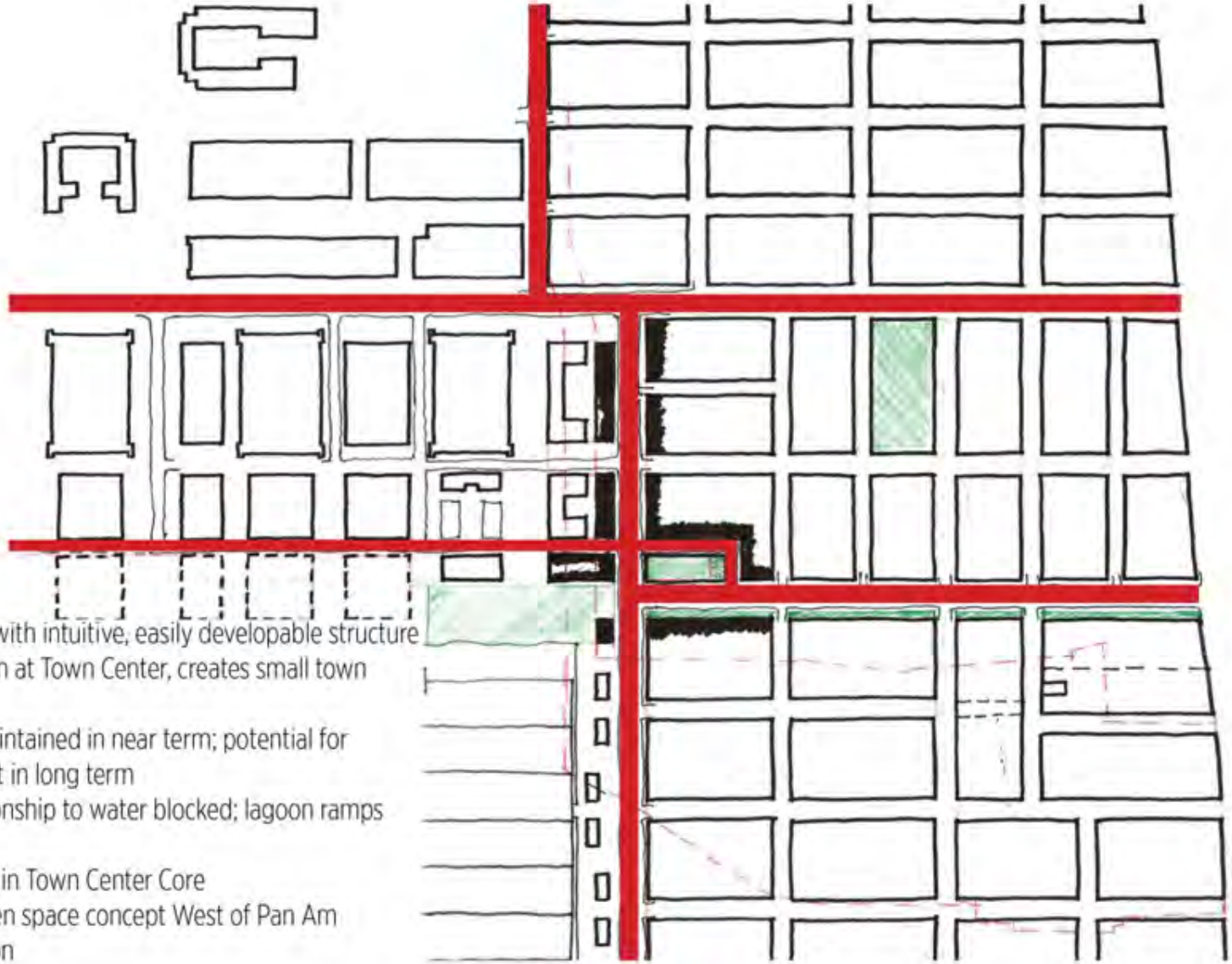
- Regular Street Grid with intuitive, easily developable structure
- T intersection at Town Center, arrival at modest open space
- View towards SF maintained
- Pam Am Bldg relationship to water maintained; lagoon ramps preserved
- Open space between Pan Am building and Seaplane Lagoon requires landscape treatment and/ or small pavilions to moderate scale.

SOM

OPTION B - "THE PINWHEEL"

SOM

OPTION B - "THE PINWHEEL"



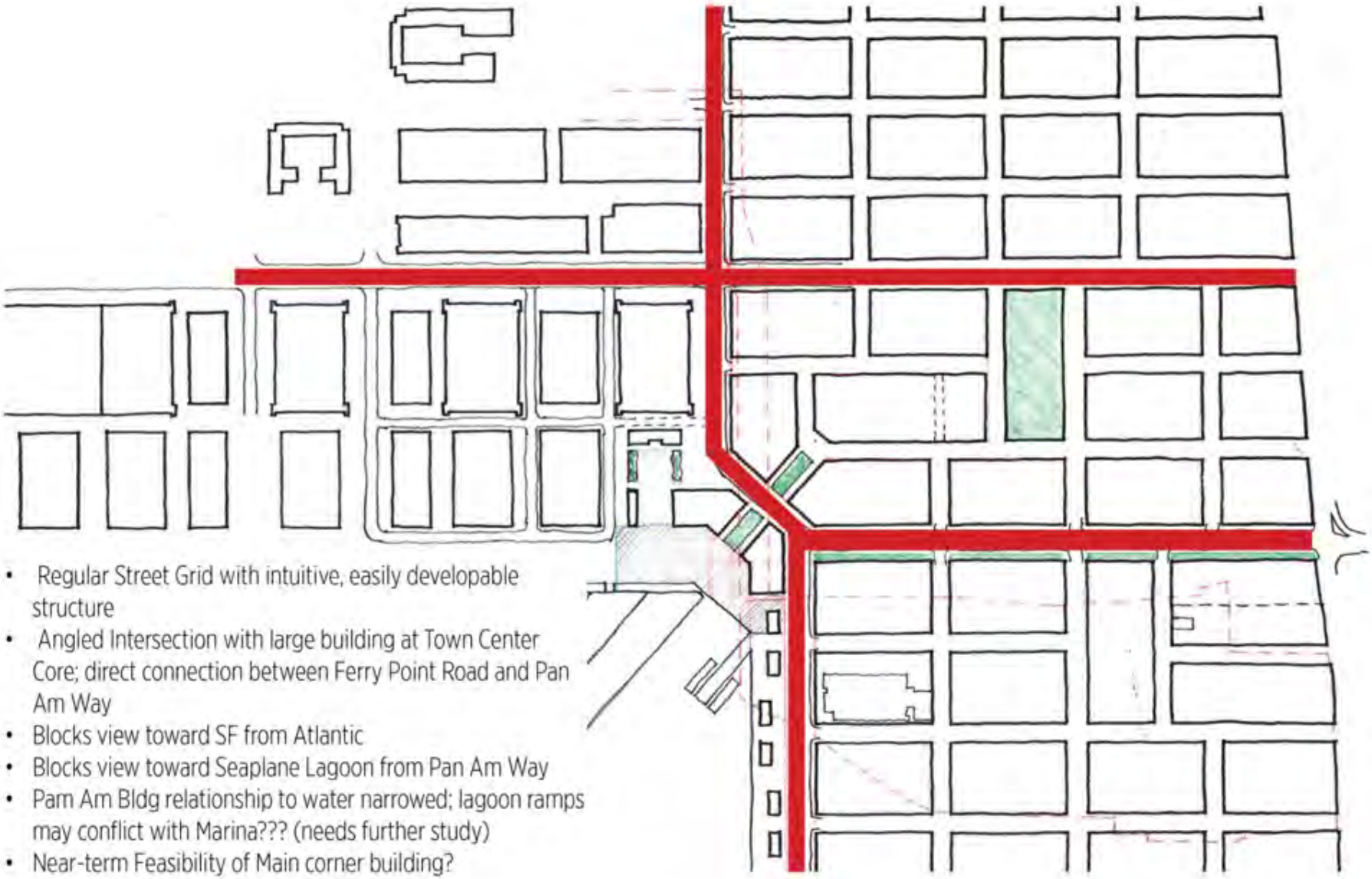
- Regular Street Grid with intuitive, easily developable structure
- Pinwheel intersection at Town Center, creates small town square
- View towards SF maintained in near term; potential for taxiway development in long term
- Pam Am Bldg relationship to water blocked; lagoon ramps preserved
- reduced Open Space in Town Center Core
- Potential Interim Open space concept West of Pan Am Building along Lagoon

SOM

OPTION C - "THE WIGGLE"

SOM

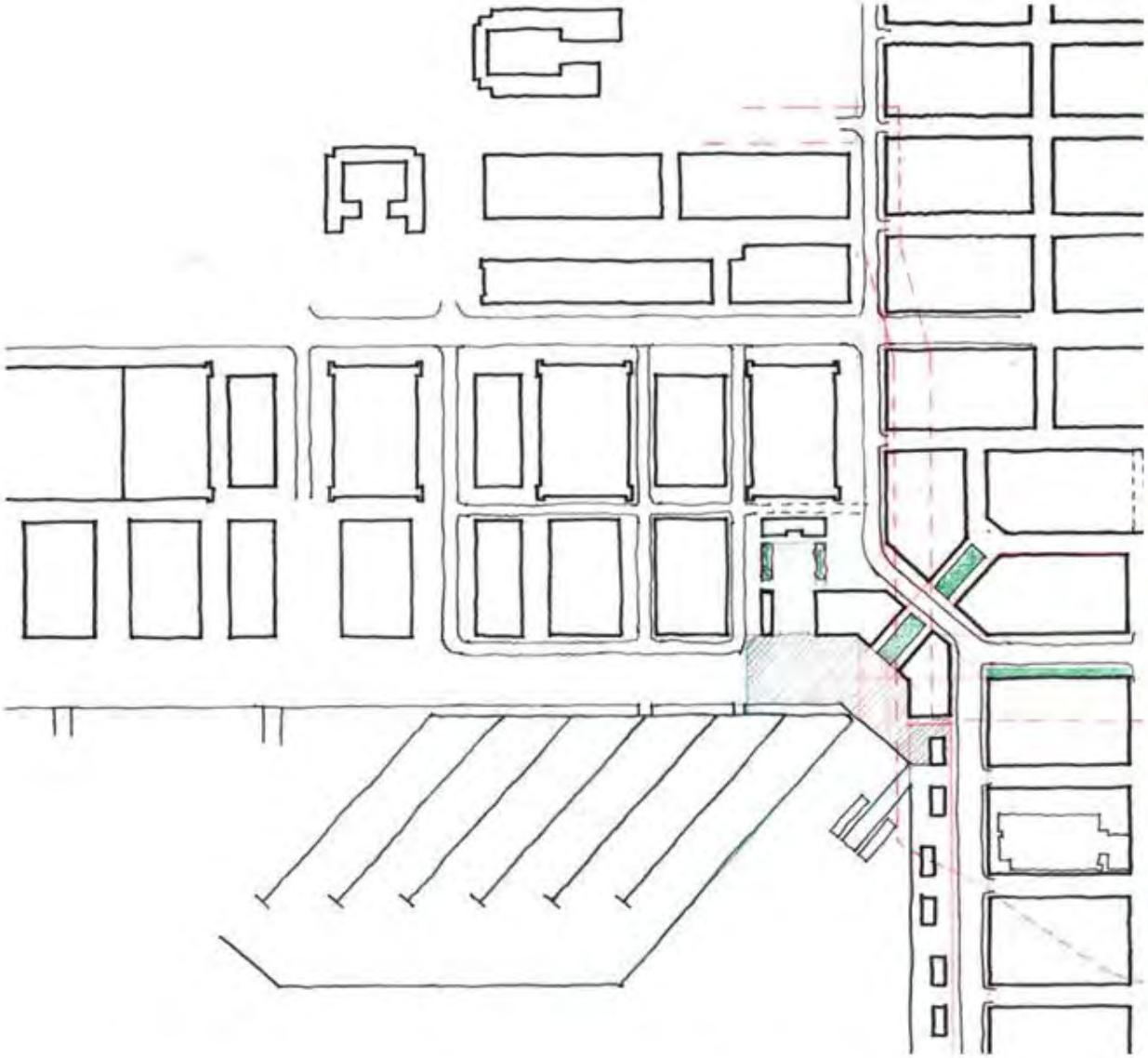
OPTION C - "THE WIGGLE"



- Regular Street Grid with intuitive, easily developable structure
- Angled Intersection with large building at Town Center Core; direct connection between Ferry Point Road and Pan Am Way
- Blocks view toward SF from Atlantic
- Blocks view toward Seaplane Lagoon from Pan Am Way
- Pam Am Bldg relationship to water narrowed; lagoon ramps may conflict with Marina??? (needs further study)
- Near-term Feasibility of Main corner building?

SOM

SCALE COMPARISON: TIBURON



TOWN CENTER CORE PRELIMINARY CRITERIA

Urban Structure

- Walkable Street Network
- Preserves Key View Corridors

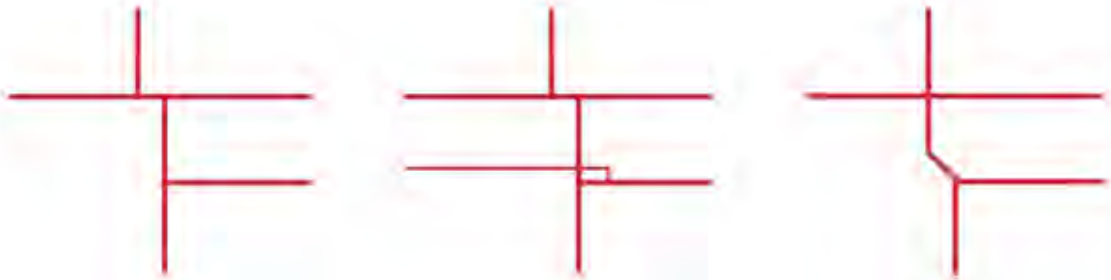
Place-Making

- Unique Sense of Place
- Connection to the Waterfront

Implementation

- Ease of realizing Critical Mass in early stages
- Achieves a Sense of Completion in Phase 1
- Phase 0 Potential

TOWN CENTER CORE PRELIMINARY EVALUATION



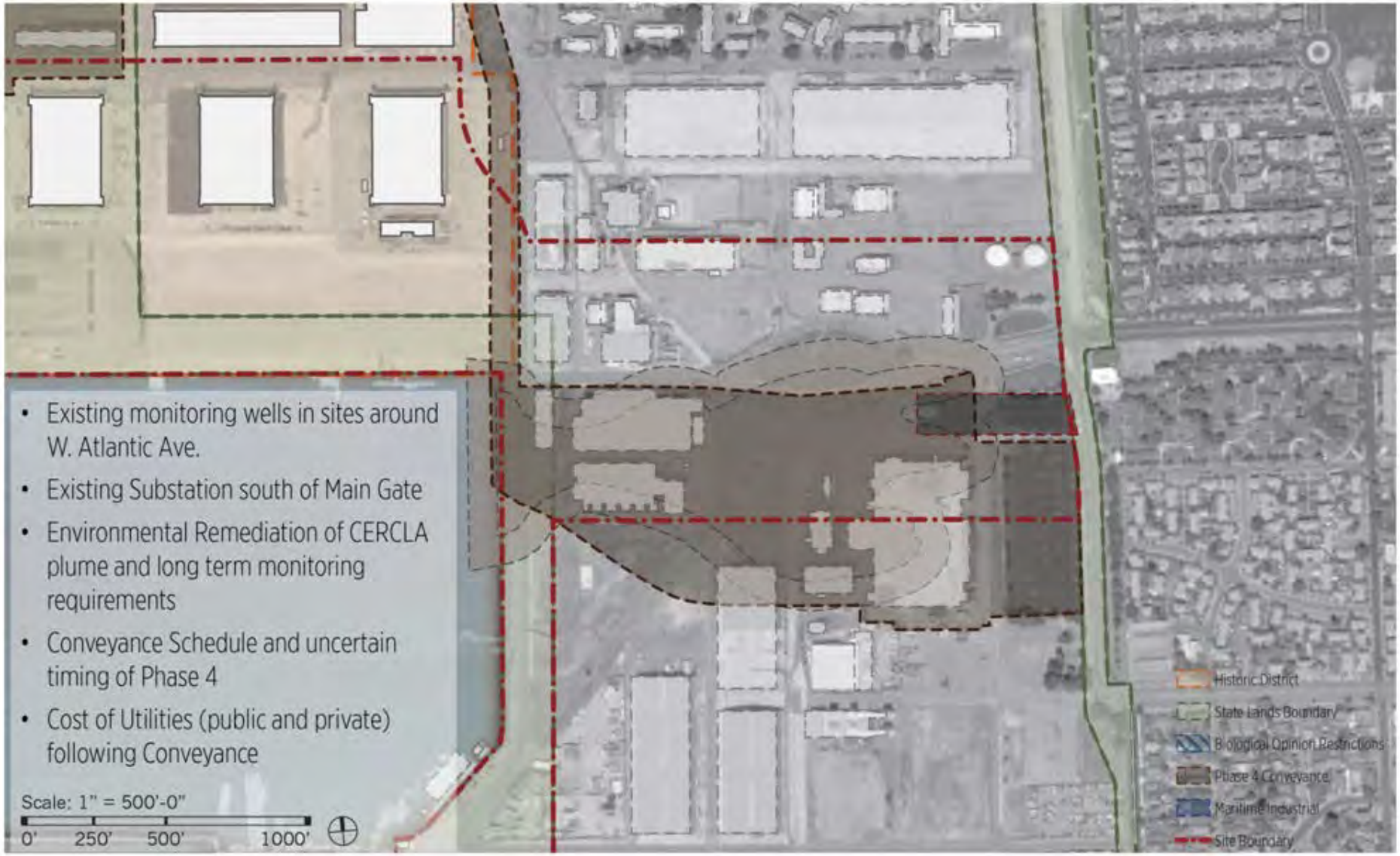
Criteria:	"The Double T"	"The Pinwheel"	"The Wiggle"
Walkable Street Network	+	+	+
"Right-Size" / Quantity of Open Space	TBD	TBD	TBD
Preserves Key View Corridors	+	o	o
Creates a Unique Sense of Place	o	+	+
Town Center Core Connects to Waterfront	o	o	+
Ease of Realizing Critical Mass early on	+	+	-
Sense of Completion in Phase 1	TBD	TBD	TBD
Phase 0 Potential	+	+	+

+ = good
o = ok
- = not as good
TBD = further study needed

SOM

5 IMPLEMENTATION STRATEGY

PHASE 1 CONSIDERATIONS



PHASE 1 OPPORTUNITY ZONES

PHASE 1 GOAL

PHASE 0

"THE PLACE TO BE BEFORE THERE IS A PLACE TO BE"

Prior to Phase 1, which is the first phase of development for Alameda Point, many opportunities exist for interim uses — this phase will be known as Phase 0. The programming of Phase 0 needs to inventory and then incorporate many of the existing tenants and events currently active within Alameda Point. These interim activities can be up and running quickly, and will serve as an introduction to the community and guests as to what they can expect from the ultimate Alameda Point Town Center. These facilities/ activities should include:

1. **Small Batch Village** - very quick interim town center
2. **The Lagoon** - new activity or facility on the water
3. **Large Art** - MIAP needs to be large enough to be seen from SF
4. **Camp Grounds** - ready and willing customers already in place
5. **The Festival** - get 'thinkers' to germinate THE annual event
6. **And Other Ideas** - when there is no Box

PHASE 0

EVENT SPACE
SOCCER FIELDS
8.
7.
9.
6.
7.
3a.
2.
3b.
1.
5.
4.
Phase 0: Components
1. Bldg. 14 - Existing "Maker" Community
2. Bldg. 162 - Maker Community Expo / Events / Learning Center
3a. Village Market - Reuse of Bldg 113 for Market Hall
3b. Village Market - Exterior Market Area
4. Large Open Area / Flexible Event Space
5. Lagoon Edge Temp. Improvements / Seating / Foating Art
6. Large Art Wall
7. Painted Interim Bike Lanes
8. Pan Am Interim Plaza
9. Bike Rental Kiosk
Scale: 1" = 500'-0"
0' 250' 500' 1000'

PROPOSED PHASE 0

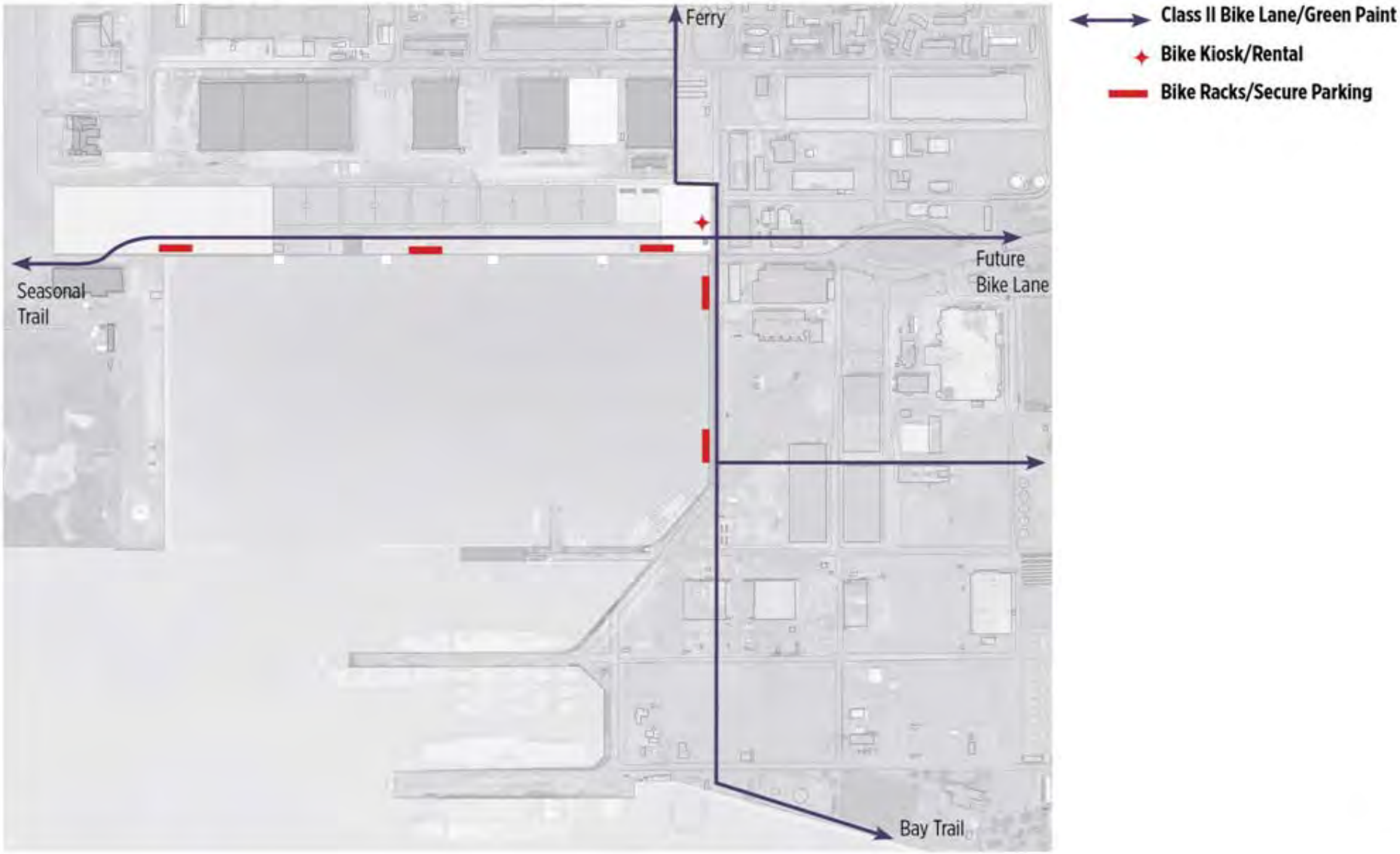
Village Market

Adaptive Reuse of Existing Buildings

Maker's Center

Big Flexible Open Area

BUILDING A BIKE CULTURE



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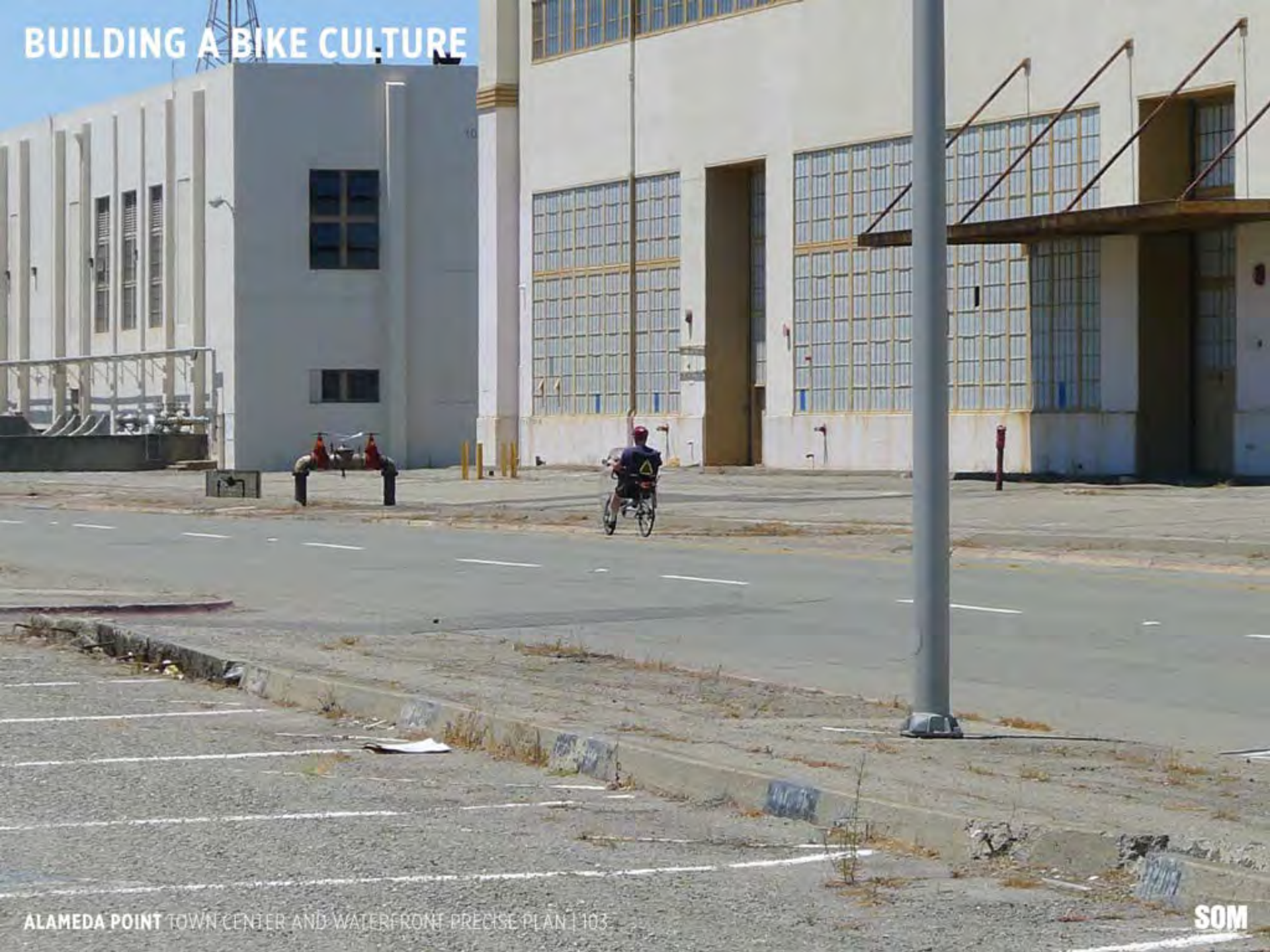
BUILDING A BIKE CULTURE



INSTANT BIKE LANES

6 AREAS FOR FURTHER STUDY + NEXT STEPS

AREAS FOR FURTHER STUDY

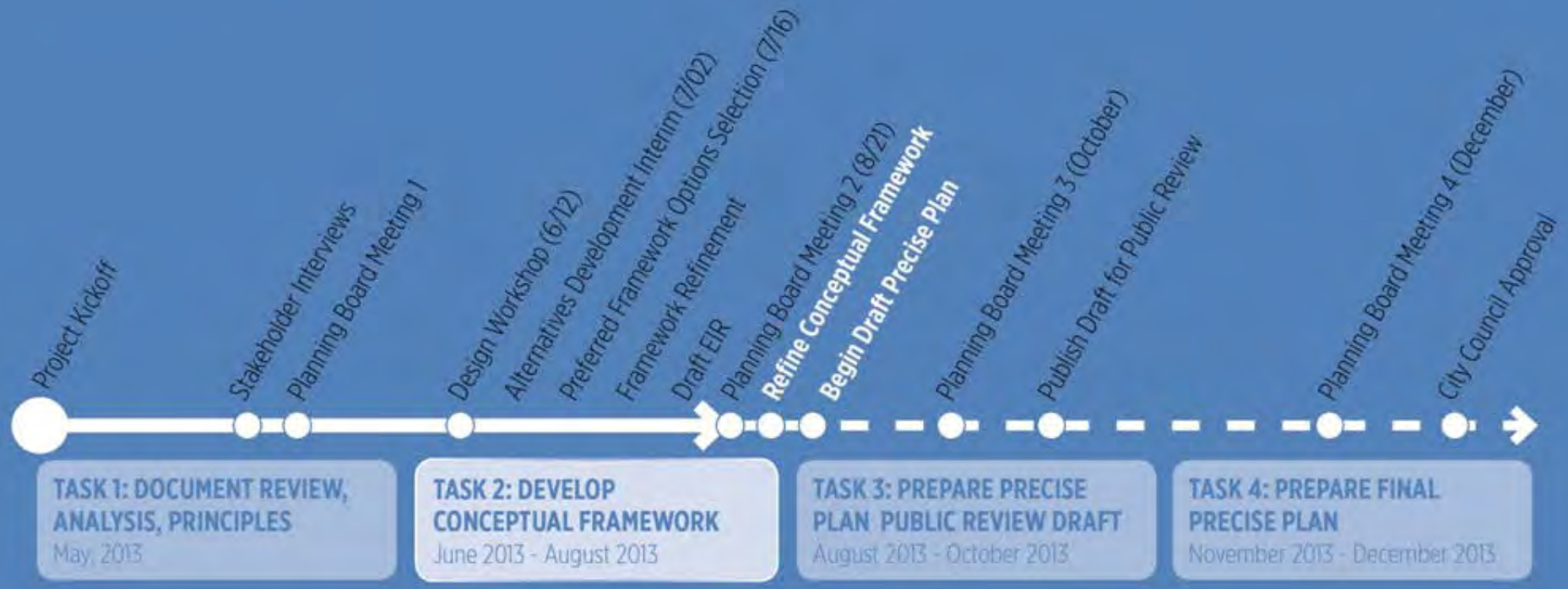
Refine Phasing Strategy
- Locate Phase 1
- Phase 1 Program
- Land-banking Strategy

Integrate strategies for Urban Sustainability
- Stormwater Management
- Water Efficiency
- Energy Efficiency
- District Energy and Water Strategies

Integrate Strategies for Parking
- Access and Transit
- Phasing of Parking
- Unbundled / District Parking

Develop Guidelines
- For Streets and Public Spaces
- For Development

NEXT STEPS


Project Kickoff
Stakeholder Interviews
Planning Board Meeting 1
Design Workshop (6/12)
Alternatives Development Interim (7/02)
Preferred Framework Options Selection (7/16)
Framework Refinement
Draft EIR
Planning Board Meeting 2 (8/21)
Refine Conceptual Framework
Begin Draft Precise Plan
Planning Board Meeting 3 (October)
Publish Draft for Public Review
Planning Board Meeting 4 (December)
City Council Approval
TASK 1: DOCUMENT REVIEW, ANALYSIS, PRINCIPLES
May, 2013
TASK 2: DEVELOP CONCEPTUAL FRAMEWORK
June 2013 - August 2013
TASK 3: PREPARE PRECISE PLAN PUBLIC REVIEW DRAFT
August 2013 - October 2013
TASK 4: PREPARE FINAL PRECISE PLAN
November 2013 - December 2013

DISCUSSION

ALAMEDA POINT
TOWN CENTER AND WATERFRONT PRECISE PLAN

PLANNING BOARD MEETING
21 AUGUST 2013

SKIDMORE, OWINGS & MERRILL LLP
CMG LANDSCAPE ARCHITECTURE
KWAN HENMI ARCHITECTURE/PLANNING
TOWN MAKERS

SOM