

## I. EXECUTIVE SUMMARY

The Master Infrastructure Plan (MIP) establishes the requirements and standards for the backbone infrastructure to support the redevelopment and reuse of Alameda Point. The backbone infrastructure is the major framework of streets and utilities. This framework establishes organization of the site and defines corridors necessary to be reserved for infrastructure improvements and ensure the successful phased implementation of the MIP. The land uses analyzed by the MIP are consistent with the NAS Alameda Community Reuse Plan.

The existing infrastructure within Alameda Point was installed by the Navy, mostly over 70 years ago, and is beyond its service life. Components of the existing infrastructure are currently operable and service the existing tenants at Alameda Point. However, the existing infrastructure is deteriorated, generally unreliable and does not meet current codes or standards. The MIP recommends that the existing infrastructure be incrementally replaced with new systems.

The MIP distinguishes the Project Site as two main areas: Development Areas and Reuse Areas. The infrastructure needs and requirements for each of these areas are unique. Accordingly, the MIP describes the planned backbone infrastructure specific for each of the areas. The Development Areas are those areas within the Project Site that are anticipated to consist of mostly all new construction. New infrastructure will be installed to support the proposed uses within the Development Areas. The Reuse Areas include the historic areas within the Project Site that are largely intended to be preserved and adaptively reused to the extent feasible. The preservation of the historic buildings and landscapes require specific infrastructure considerations and requirements. A sequenced implementation of interim rehabilitation improvements and eventual replacements of the existing street and utility systems is discussed in the MIP. This sequenced implementation will allow development within the Reuse Areas to proceed in the near term without being over-burdened with lengthy extensions of infrastructure replacements, while establishing a program to ensure that the ultimate infrastructure replacements are orderly implemented.

The proposed backbone infrastructure improvements will create a seismically stable site that can adapt to the potential impacts of climate change. The MIP outlines the required corrective geotechnical and flood protection improvements for Alameda Point. Corrective geotechnical measures are necessary to provide seismic stability of the Project's shorelines and underlying soils. Additionally, flood protection improvements are described which include site grading, perimeter improvements and establishing future adaptive measures that are necessary to protect the site from the 100-year tidal event and provide long-term protection for sea-level rise due to climate change.

For Alameda Point, the MIP recommends an Adaptive Management Plan for the flood protection system. The flood protection measures constructed in the near term, with initial development, shall be constructed with built-in protection against 18-inches of sea level rise above the 100-year tidal event. 18-inches of sea level rise is within the range of sea level rise projected to occur by the end of century. The current sea level rise projections by the California Climate Action Team and the Intergovernmental Panel on Climate Change were referenced for the preparation of the MIP. If future sea level rise amounts exceed 18-inches, additional flood protection measures will be implemented. The flood protection system will be adaptively designed to address sea level rise in excess of 18-inches. The adaptive measures will include preserving inland land and right of way along the perimeter of the site such that existing shorelines and floodwalls could be elevated to manage sea level rise. The perimeter improvements shall be designed to allow for the future flood protection measures to be widened and support additional height such that no fill is placed in the Bay. Other adaptive measures that may be implemented include a flexible perimeter protection measure that shifts inland and allows the out board land to be converted to tidal wetlands. A sea level rise monitoring and funding mechanism will be established for the Alameda Point area to ensure the future adaptive measures will be implemented when necessary.

The proposed utility systems described in the MIP include stormwater, wastewater, potable water, recycled water, electrical, natural gas and telecommunication utility systems. Each of these systems will connect to reliable existing facilities surrounding the Project Site. New outfalls will be constructed to the surrounding waters to convey stormwater runoff from Alameda Point. The amount of outfalls surrounding Alameda Point will be reduced and the site runoff will be treated consistent with the Alameda County Clean Water Program prior to discharge to the San Francisco Bay. The new wastewater system will consist of series of pipelines and lift stations that connect to existing transmission facilities along the northwestern waterfront of Alameda. These transmission facilities convey the site wastewater to the EBMUD Main Wastewater Treatment Plant. The proposed potable water, recycled water, natural gas and telecommunications facilities will connect to existing reliable facilities within Main Street, along the eastern edge of the Project Site. The proposed electrical system will connect to the Cartwright Substation, which is intended to be preserved and is located within Alameda Point near the W. Atlantic Ave and Main St intersection.

Additionally, the MIP describes a “complete streets” transportation network to support a variety of modes of transportation. The proposed street system at Alameda Point will de-emphasize the automobile, provide protective bikeways and provide direct, convenient access to high quality transit options, such as bus rapid transit and water-oriented transit (i.e., ferries and water taxis). Proposed street sections for the backbone streets are provided in the MIP, demonstrating the integration of all the various modes of transportation. The proposed street system facilitates bicycles being a viable mode of transportation, providing an extensive network of protected bikeways, cycle tracks, buffered bike lanes and other bike facilities that extend into other areas of Alameda, creating cross-island bicycle access to Alameda Point. The proposed bike facility network is complemented by the proposed parks and open space system. The MIP outlines the proposed open space framework, which includes Nature Reserve Areas, Primary Open Spaces and Secondary Open Spaces. The organization of these components provides an extensive network of parks, open spaces, trails and community facilities proposed at Alameda Point.

The MIP establishes a practical yet comprehensive approach to implementing the proposed backbone infrastructure. The MIP outlines phasing and implementation principles for each proposed infrastructure system. A phased implementation of the backbone infrastructure is critical to maintaining financial feasibility. The improvements required for the redevelopment of Alameda Point will be phased to match the development phases as closely as possible. The required improvements for each phase will include demolition, flood protection, corrective geotechnical measures, site grading, utilities, streets and transit improvements. Each phase will construct the portion of infrastructure required to support the proposed uses and surrounding existing uses, while being balanced to maintain feasibility of the project.

The MIP also includes a cost estimate for backbone infrastructure and City facilities envisioned for the development at Alameda Point. This cost estimate will be updated and refined as development proposals are approved by the City Council and implemented by developers. Additionally, the City is in the process of updating its development impact / infrastructure fee, which will create a fee specific to Alameda Point based primarily on the data included in the MIP. This impact / infrastructure fee process will provide an opportunity for the City Council to evaluate and prioritize the funding of certain public improvements assumed in the MIP.