

XIV. MIP FLEXIBILITY

The Land Use Program is expected to adjust throughout the implementation of the backbone infrastructure. Changes in economic conditions, market factors or other unanticipated changes to the development concept are likely to occur during the course of redevelopment of Alameda Point. Accordingly, it is important to understand the potential adjustments to the backbone infrastructure associated with either increases or decreases in the intensity of land uses. This provides limits to the range of potential infrastructure demands at Alameda Point. The MIP has analyzed the Less Development and Transit Oriented Mixed Use Alternative Land Use Programs consistent with two of the alternatives in the EIR to characterize which components of the backbone infrastructure would require adjustments.

The summary of the land use programs for the Less Development and Transit Oriented Mixed Use Alternatives relative to the Reuse Plan, which the MIP is based upon, are presented in Table 14.

Table 14 - Low and High Density Alternatives Relative to the Reuse Plan

| Land Use | 1996 Reuse Plan | Less Development Alternative | Transit Oriented Mixed Use Alternative |
|----------------------------|------------------|------------------------------|--|
| Residential | 1,354 | 1,000 | 3,400 |
| Office | 1,627,500 | 500,500 | 852,500 |
| Manufacturing / Warehouse | 3,060,500 | 1,224,500 | 2,815,500 |
| Retail | 300,000 | 100,000 | 1,000,000 |
| Service | 512,000 | 285,000 | 642,000 |
| Agricultural | 0 | 190,000 | 190,000 |
| Subtotal Commercial | 5,500,000 | 2,300,000 | 5,500,000 |

A. Less Development

The Less Development Alternative includes decreases in quantities of both the residential and commercial land use designations. The amounts of residential units are slightly decreased, whereas the commercial square footage is decreased by over 50%. As expected, the infrastructure demands are less for this Alternative. However, since the Alternative maintains the same development footprint, the amount of backbone infrastructure required to be constructed for this Alternative remains similar to the Reuse Plan. There are some infrastructure systems that would be reduced in size since the demand has decreased.

Specifically, the wastewater and potable water demands associated with this Alternative decrease from 2.16 MGD to approximately 1.6 MGD and from 2.06 MGD to approximately 1.7 MGD, respectively. Consequently, the sanitary sewer collection and potable water distribution systems can be reduced in size with this Alternative. See Figure 60 and Figure 62 depicting the adjustments to these systems that could be implemented with this Alternative.

The traffic volumes generated by this Alternative decrease from 2,928 total AM trips and 3,294 total PM trips to 1,560 and 1,921 respectively. Accordingly, there are less traffic mitigations associated with this Alternative as outlined in the EIR.

Whereas, the flood protection, storm drain, dry utility and street systems are expected to remain similar for this Alternative as to what is required for the Reuse Plan. This is largely due to the development footprint of this Alternative remaining consistent with the Reuse Plan.

The decreases to the portions of the wastewater and potable water systems and traffic mitigations associated with this Alternative are estimated to reduce the backbone infrastructure construction cost by approximately \$7.6 million.

B. Transit Oriented Mixed Use

The Transit Oriented Mixed Use Alternative includes an increase to the quantity of the residential land use designation. The amounts of residential units are increased to 3,400, whereas the overall commercial square footage is maintained the same as Reuse Plan. However, the retail square footage is increased. The infrastructure demands do increase for this Alternative. There are some components of the infrastructure systems that would be increased in size since the demand has increased.

Specifically, the wastewater and potable water demands associated with this Alternative increase from 2.16 MGD to approximately 2.8 MGD and from 2.06 MGD to approximately 3.4 MGD, respectively. Only portions of the sanitary sewer collection and potable water distribution systems will need to be increased in size with this Alternative. See Figure 59 and Figure 61 depicting the adjustments to these systems that could be implemented with this Alternative.

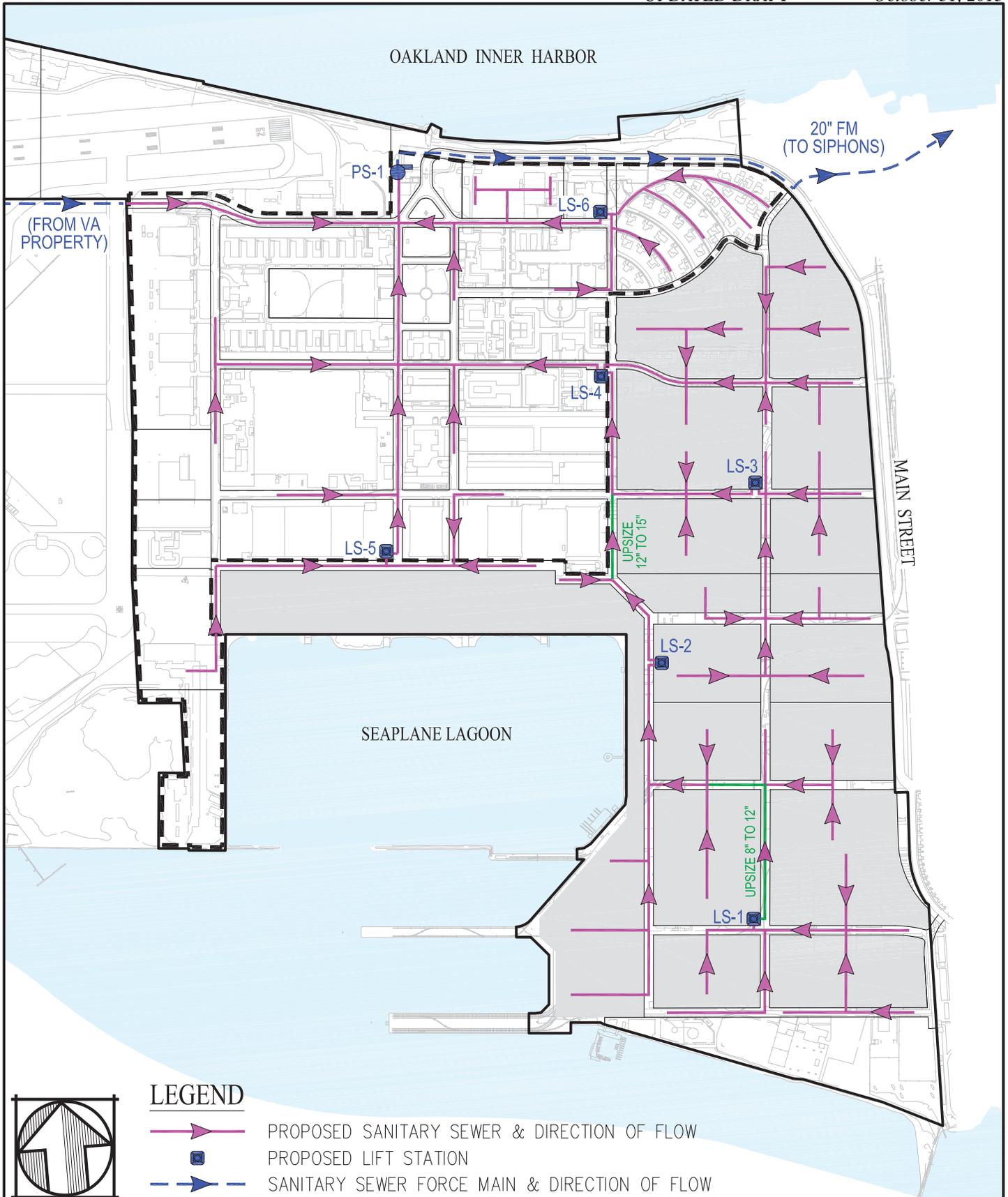
The traffic volumes generated by this Alternative increase from 2,928 total AM trips and 3,294 total PM trips to 3,521 and 4,255 respectively. Accordingly, there are additional traffic mitigations associated with this Alternative as outlined in the EIR.

Whereas, the flood protection, storm drain, dry utility and street systems are expected to remain similar for this Alternative as to what is required for the Reuse Plan.

The increases to portions of the wastewater and potable water systems and traffic mitigations associated with this Alternative are estimated to increase the backbone infrastructure construction costs by approximately \$1.2 million.

C. Implementation

In order to maintain flexibility for future land use changes, the City of Alameda will determine with each sub-phase if any of the backbone infrastructure adjustments described above shall be implemented.



LEGEND



-  PROPOSED SANITARY SEWER & DIRECTION OF FLOW
-  PROPOSED LIFT STATION
-  SANITARY SEWER FORCE MAIN & DIRECTION OF FLOW

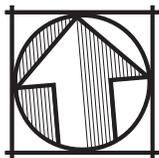
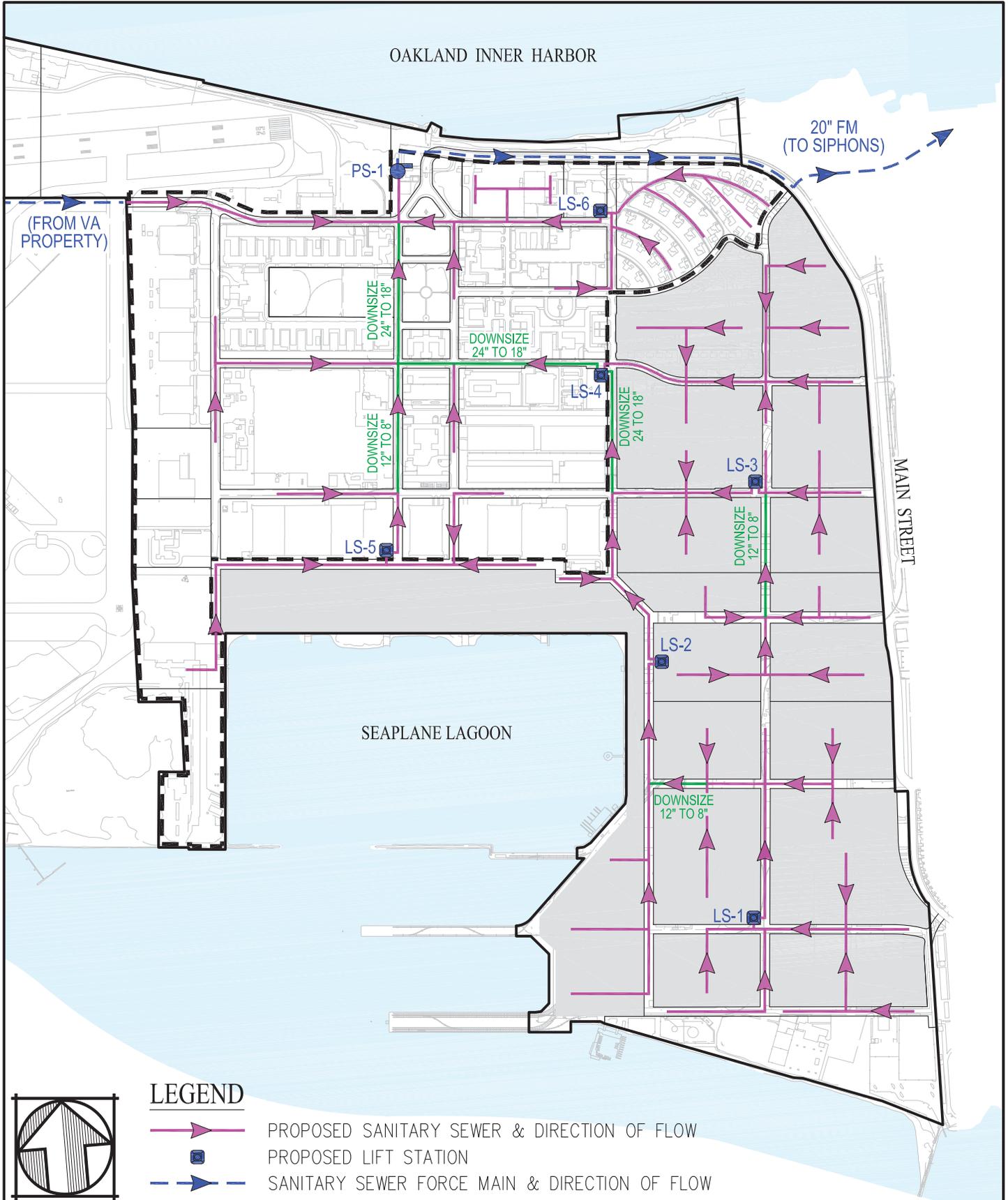
**ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN**

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

DATE: OCTOBER, 2013 SCALE: 1" = 1,000'

Carlson, Barbee, & Gibson, Inc.

**FIGURE 59
PROPOSED ULTIMATE SEWER SYSTEM
HIGH DENSITY ALTERNATIVE**



LEGEND

-  PROPOSED SANITARY SEWER & DIRECTION OF FLOW
-  PROPOSED LIFT STATION
-  SANITARY SEWER FORCE MAIN & DIRECTION OF FLOW

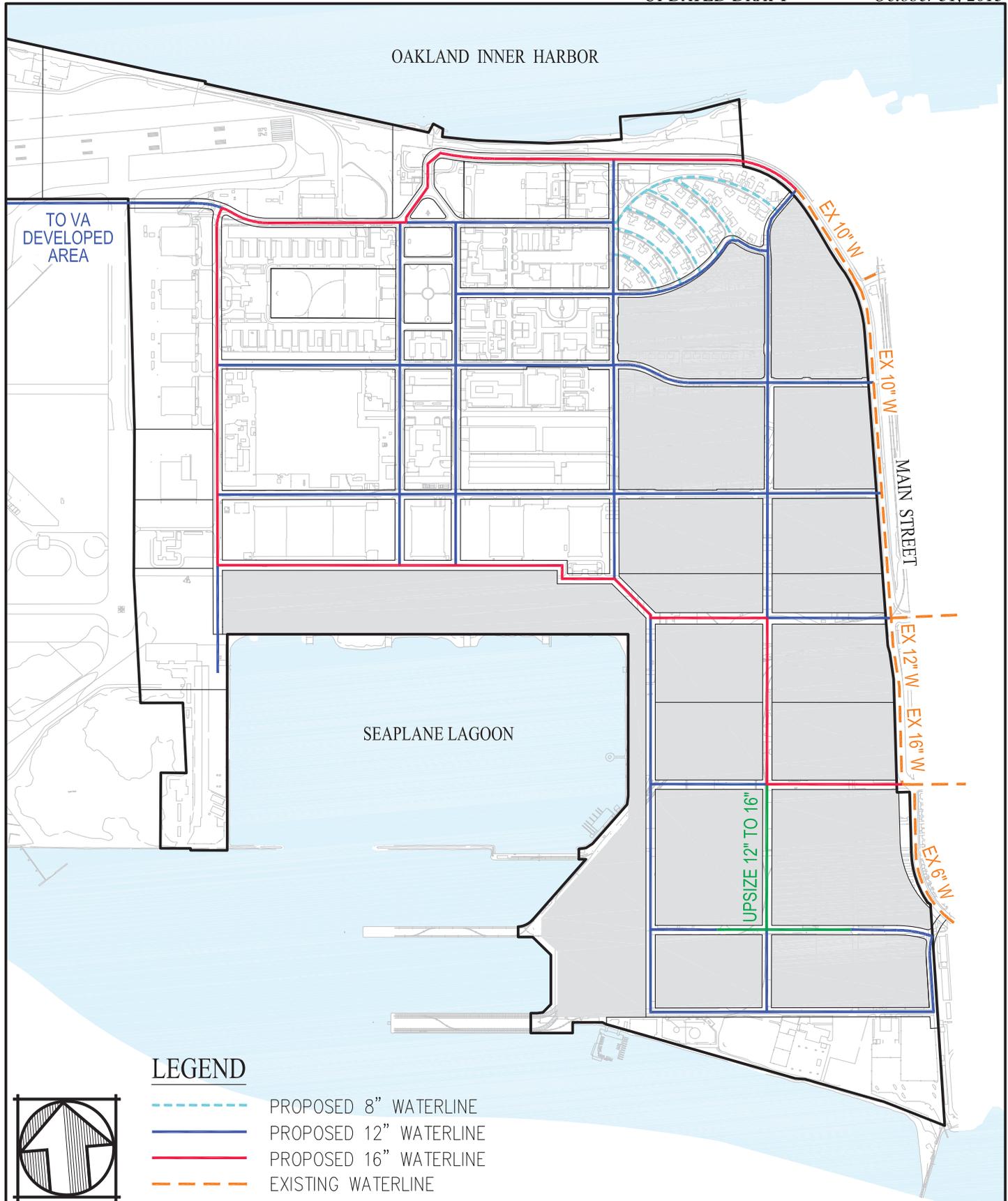
**ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN**

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

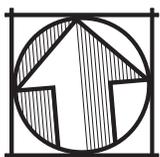
DATE: OCTOBER, 2013 SCALE: 1" = 1,000'

Carlson, Barbee, & Gibson, Inc.

**FIGURE 60
PROPOSED ULTIMATE SEWER SYSTEM
LOW DENSITY ALTERNATIVE**



LEGEND



- PROPOSED 8" WATERLINE
- PROPOSED 12" WATERLINE
- PROPOSED 16" WATERLINE
- EXISTING WATERLINE

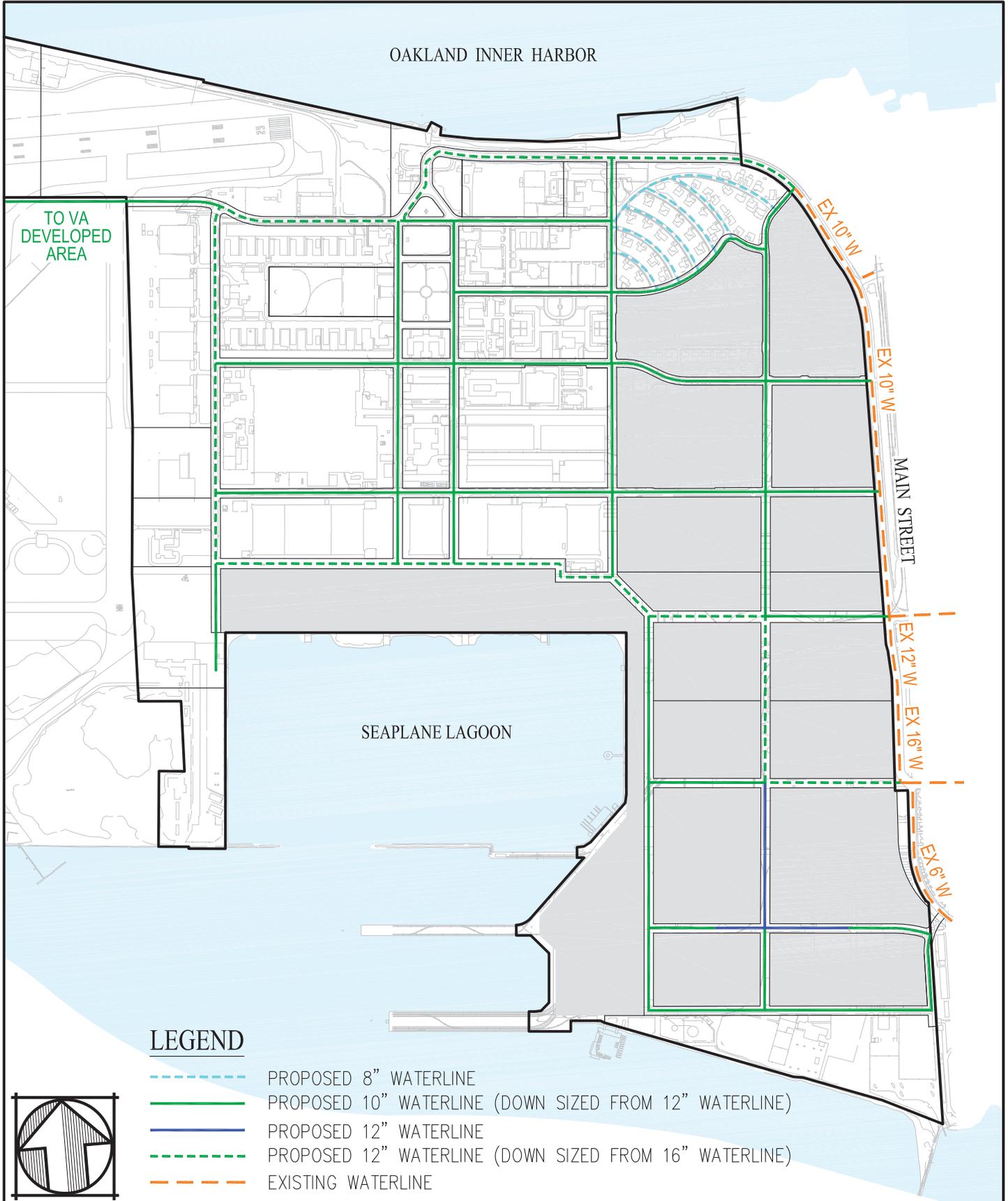
**ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN**

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

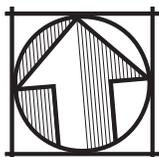
DATE: OCTOBER, 2013 SCALE: 1" = 1,000'

Carlson, Barbee, & Gibson, Inc.

**FIGURE 61
PROPOSED ULTIMATE WATER SYSTEM
HIGH DENSITY ALTERNATIVE**



LEGEND



- PROPOSED 8" WATERLINE
- PROPOSED 10" WATERLINE (DOWN SIZED FROM 12" WATERLINE)
- PROPOSED 12" WATERLINE
- - - PROPOSED 12" WATERLINE (DOWN SIZED FROM 16" WATERLINE)
- - - EXISTING WATERLINE

**ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN**

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

DATE: OCTOBER, 2013 SCALE: 1" = 1,000'

Carlson, Barbee, & Gibson, Inc.

**FIGURE 62
PROPOSED ULTIMATE WATER SYSTEM
LOW DENSITY ALTERNATIVE**