



PRECISE PLAN FRAMEWORK

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

INTRODUCTION:

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

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

PURPOSE

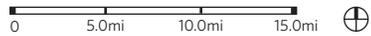
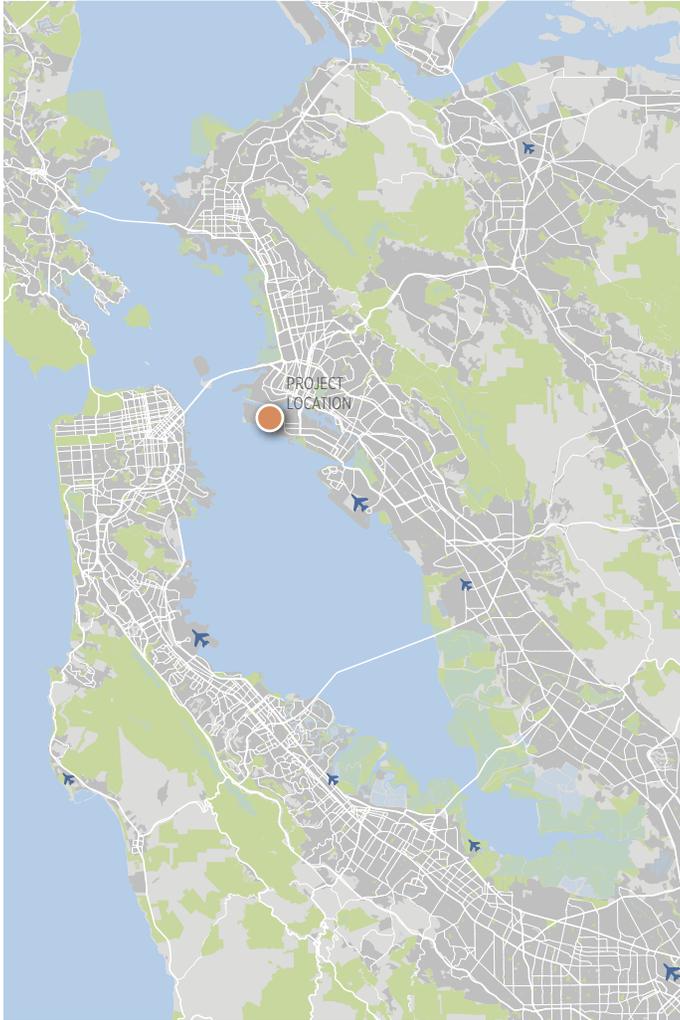
The Alameda Point Town Center and Waterfront Precise Plan (Precise Plan) is a specific plan to implement the City of

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

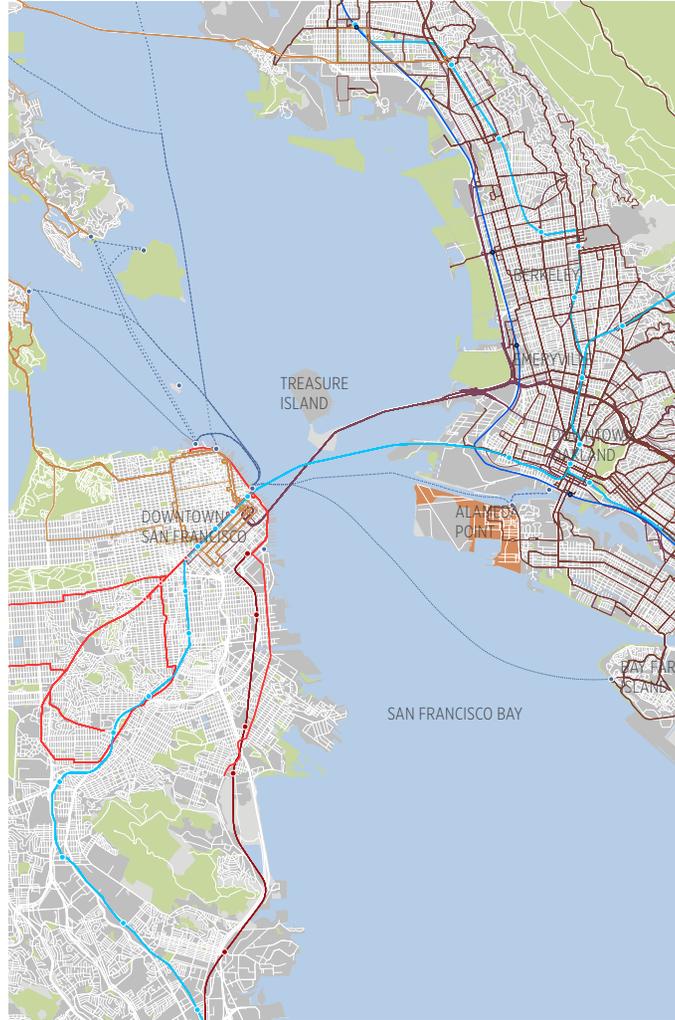
The Precise Plan consists of form and use regulations for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development consistent with community's goals for a transit-oriented, waterfront, visitor serving mixed-use district that is pedestrian-friendly,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

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

REGIONAL CONTEXT



LOCAL CONTEXT



PROJECT LOCATION

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

PLANNING CONTEXT

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

- Enterprise
- Adaptive Reuse
- Waterfront Town Center
- Main Street Neighborhood
- Street Plan (Illustrative and subject to change)
- Open Space
- Natural Reserve
- Precise Plan Boundary



PLANNING FOUNDATION

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

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

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

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

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

ALAMEDA POINT GUIDING PRINCIPLES

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

conducted in the Reuse Plan:

Mixed use districts with distinct focal points:

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

Pedestrian, bike, and transit oriented environments:

Development of Alameda’s streets and neighborhoods follow well established patterns, with neighborhoods clustered around trolley car and transit stops that provide residents with easy pedestrian access to transit and commercial, residential, and recreational uses as well as employment generating uses along the shores. New development at Alameda Point will extend these land use patterns to encourage opportunities to perform day-to-day activities within walking distance of work, home, and transit links. New streets

will extend the traditional grid system of the City and will be seamlessly integrated into the existing street network. The new street system will be pedestrian, bike, and transit oriented, designed to move goods and services for on-site businesses, support transit improvements, ferry service, a contiguous bicycle network as well as safe, easy, comfortable pedestrian access.

Generate new economic development and employment opportunities:

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

Districts with distinct character:

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

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

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

Neighborhoods connected with open space and waterfront access: New neighborhoods at Alameda Point will be woven together by a network of open spaces (parks, greenways, plazas, 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.

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

VISION

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

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

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

open space system and adjacent sub-districts. Open spaces preserve views of the San Francisco Bay and Peninsula and respect the historic pattern and character of the NAS Alameda Historic District.

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

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

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

GENERAL PLAN POLICIES

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

Transit-Oriented Mixed Use Development

1. Achieve human-scale transit-oriented development.
2. In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.

3. Foster development of residential, commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.
4. Create mixed-use development that locates service-oriented uses near residences and offices.
5. Create a district that is well integrated with the surrounding neighborhoods and has a high level of accessibility via a variety of transportation modes.
6. Create neighborhood centers similar to Alameda’s neighborhood business districts, with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.
7. Develop housing to serve workplaces and public and institutional uses anticipated in the Civic Core. Focus residential development adjacent to the Shoreline open space promenade to create opportunities for pedestrian centers and foster a transit orientation.

Transit Orientation

1. Provide water transportation facilities and connections to destinations in Alameda Point that can be reached by walking, bicycles or transit, and reflect the island character and pedestrian-friendly environment of Alameda.
2. Optimize the use of transit and other alternative modes of transportation

in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.

3. Expand water transportation by establishing a water taxi or ferry with potential destinations including San Francisco, Angel Island, Treasure Island, and Alcatraz.
4. Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.
5. Preserve opportunities to develop future transit links including transit exclusive corridors.

Street Design

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

sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda Point.

6. Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.

Architecture

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

Views

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

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

Open Space and Public Facilities

1. Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.
2. Preserve scenic views and cultural landscapes.
3. Integrate parks and plazas into new development at Alameda Point.
4. Provide for community recreation opportunities throughout Alameda Point.
5. Establish a Bay Trail pedestrian- and bicycle-accessible perimeter shoreline trail around Alameda Point. Ensure that this trail is open year round, that the trail meets minimum multi-use trail standards, and that landscape treatment of the open spaces adjacent to the Estuary and the San Francisco

Bay does not block distant views.

6. Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks.

Wildlife Refuge and Protection

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

Historic Preservation

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

PRECISE PLAN VISION AND GUIDING PRINCIPLES

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

EXISTING ASSETS



ENHANCE EXISTING ASSETS AND CHARACTER

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

STRATEGIC IMPLEMENTATION



FACILITATE STRATEGIC IMPLEMENTATION

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

SUSTAINABLE NEIGHBORHOODS



VARIETY OF ATTRACTIVE WATERFRONT EXPERIENCES



UNIQUE DESTINATIONS



CULTIVATE A SUSTAINABLE TRANSIT ORIENTED CENTER

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

HIGHLIGHT THE WATERFRONT EXPERIENCE

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

CREATE A UNIQUE DESTINATION

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

CONCEPTUAL PLANNING SUB-AREAS



PLANNING SUB-AREAS

The Town Center and Waterfront area is comprised of several sub-areas, each defined by uniquely distinguishing characteristics, including: transitions to adjacent neighborhood, the NAS Alameda

Historic District, the natural, recreational and commercial character of the three distinctly different edges of the Seaplane Lagoon (West, North and East Waterfront). The following pages describe the key features of each sub-district.



TRANSIT VILLAGE CENTER SUB-AREA



TRANSIT VILLAGE CENTER

The Town Center is the functional center of activity for Alameda Point and includes its highest density of uses and development, supportive of a vibrant 24/7 environment. The Seaplane Plaza Planning Area at the center of the Town Center is comprised of vertical mixed-use development, with multi-family residential above retail, restaurant, hotel,

office and other commercial amenities, concentrated around the intersection of Ralph Appezato, Ferry Point Road, and Pan Am Way. Ground Floor retail is concentrated around the intersection of Ralph Appezato, Ferry Point Road, and Pan Am Way. The Seaplane Plaza, a civic waterfront plaza fronted by restaurants, museums, cafes and shops, and enclosed by high quality new buildings, provides a

ATLANTIC ENTRY SUB-AREA



distinct sense of arrival at the heart of the Seaplane Plaza Planning Area.

ATLANTIC ENTRY

The entry to the project area is characterized by small-scale blocks and a walkable street network providing multiple connections to and from Main Street. Its recommended uses include 3-5 story multifamily buildings, live-work, grocery, small scale commercial and community

serving uses (such as day care centers). Building height and density increase from the Main Street edge toward the Town Center. Complemented with excellent architectural design the Atlantic Entry will create a seamless and welcoming transition from existing neighborhoods.

EAST WATERFRONT

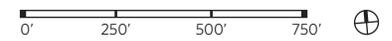


EASTERN WATERFRONT

The Eastern Waterfront provides an active, vibrant edge along the Seaplane Lagoon, between Seaplane Plaza and the Ferry Terminal, lined with low rise restaurants and shops that enliven a continuous waterfront promenade. East of Ferry Point Road taller vertically-mixed use development takes advantage of the extraordinary views to the San Francisco skyline. Uses include free standing and

podium retail and restaurants, commercial office, hotel and multifamily residences and recreational marine support activities. The construction of this area will be subject to land conveyance and environmental remediation schedules that will likely make it a later phase of Town Center development, but the area provides excellent opportunities for Phase 0 activities and businesses.

WEST WATERFRONT



WESTERN WATERFRONT

On the far edge of the Seaplane Lagoon, the Western Waterfront is a low-impact zone of limited development. Due to access constraints and proximity to the endangered Least Tern nesting ground, no new permanent buildings are planned. Instead, the “De-Pave Park” proposes conversion of the existing impervious surfacing to parkland for passive recreation. Habitat-augmenting tidal wetlands may

also be introduced along the edge of the Lagoon. At the northern end of the sub-district, an existing paved area may provide for flexible event space and parking. The facilities currently occupying Buildings 25 and 29 may remain for the foreseeable future; however, this area is not included in Alameda Point’s Master Infrastructure Plan Sea Level Rise protection measures, and may eventually flood.

TAXIWAY AND NORTHERN WATERFRONT



TAXIWAY AND NORTH WATERFRONT

Along the north edge of the Seaplane Lagoon, the Taxiway District provides for infill development compatible with preserving the character of the NAS Alameda Historic District. Redevelopment within this zone is controlled to preserve character-defining view corridors and to relate to the massing and spacing of the historic Hangar structures. Uses in

this area are flexible, with the eastern end transitioning from the adjacent mixed-use multi-family residential in the Town Center towards the commercial and maritime functions of the existing Hangar buildings to the west, although the uses remain flexible to take advantage of evolving market trends. Further details concerning infill in the Historic District are provided in Chapter 6.

On the north edge of the waterfront, a 200-foot wide regional park facilitates access to and active use of the Seaplane Lagoon consistent with the Public Trust. The park provides adaptive sea-level rise protection and an important public amenity. This area may contain modest structures supporting recreational uses, consistent with the requirements governing State Lands. A well designed integration of the Taxiway and the

NorthWaterfront park will help ensure the preservation of the Historic District and the creation of a grand public space. Additional description of the Northern Waterfront park is provided in Chapter 4.