5

LAND USE AND DEVELOPMENT REGULATIONS GUIDELINES

Land use distribution within the town center takes, as a starting point, the previous planning work done for Alameda Point, including the 1996 Community Reuse Plan, the 2003 General Plan element for Alameda Point, and the 2013 Planning Guide, all of which reinforce the Town Center as the mixed-use recreational, retail, entertainment, and amenity core for Alameda Point.

INTRODUCTION

The holistic integration of land use planning with provisions for improved access and mobility are foundational to Alameda Point's designation as a transit village and regional Priority Development Area under Plan Bay Area, and are therefore essential to the Town Center and Waterfront Precise Plan.

Land use distribution within the Town Center takes, as a starting point, the previous planning work done for Alameda Point, including the 1996 Community Reuse Plan, the 2003 General Plan element for Alameda Point, and the 2013 Planning Guide, all of which reinforce the Town Center as the mixed-use recreational, retail, entertainment, and amenity core for Alameda Point. By combining areas of residential and commercial mixed-use and maritime activity – focused around public space – the land use framework for the Town Center works to create a livable, vibrant, transit and pedestrian oriented 24/7 environment.

The land use and development regulations and guidelines ensure that all future private and public investments in the planning area support a walkable, mixed use waterfront environment. The land use and development regulations and guidelines are organized as follows :

A. Land Use Principles, Permitted Uses and Parking Regulations

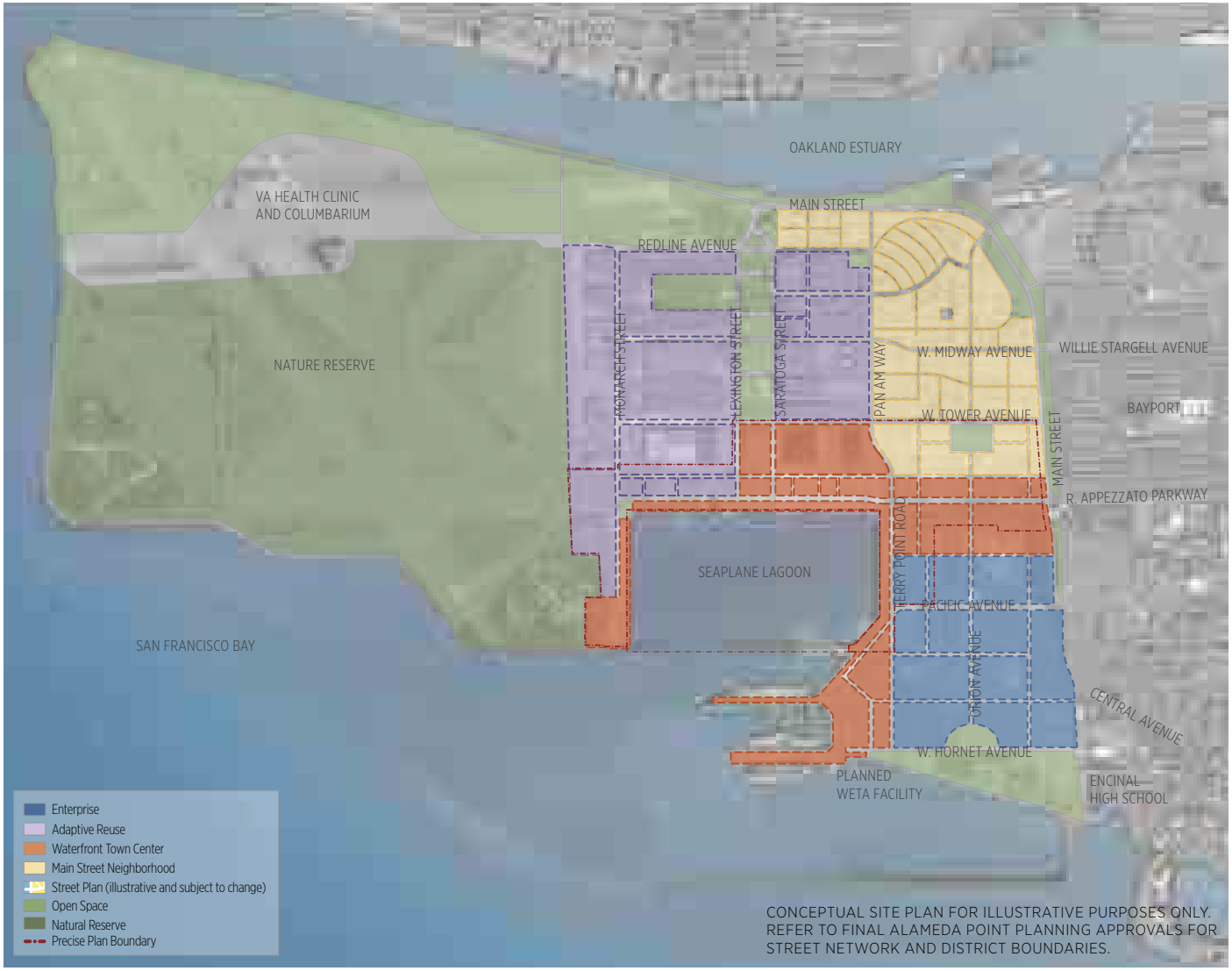
B. Pedestrian Oriented Design Standards and Guidelines
   - Streetwall
   - Setbacks
   - Required Ground Floor Uses
   - Building Height
   - Transit Village Center Concept

C. Building Types, Massing and Design Standards and Guidelines

D. Historic District Infill Guidelines

A. LAND USE PRINCIPLES, PERMITTED USES AND PARKING REGULATIONS

2013 ALAMEDA POINT PLANNING GUIDE



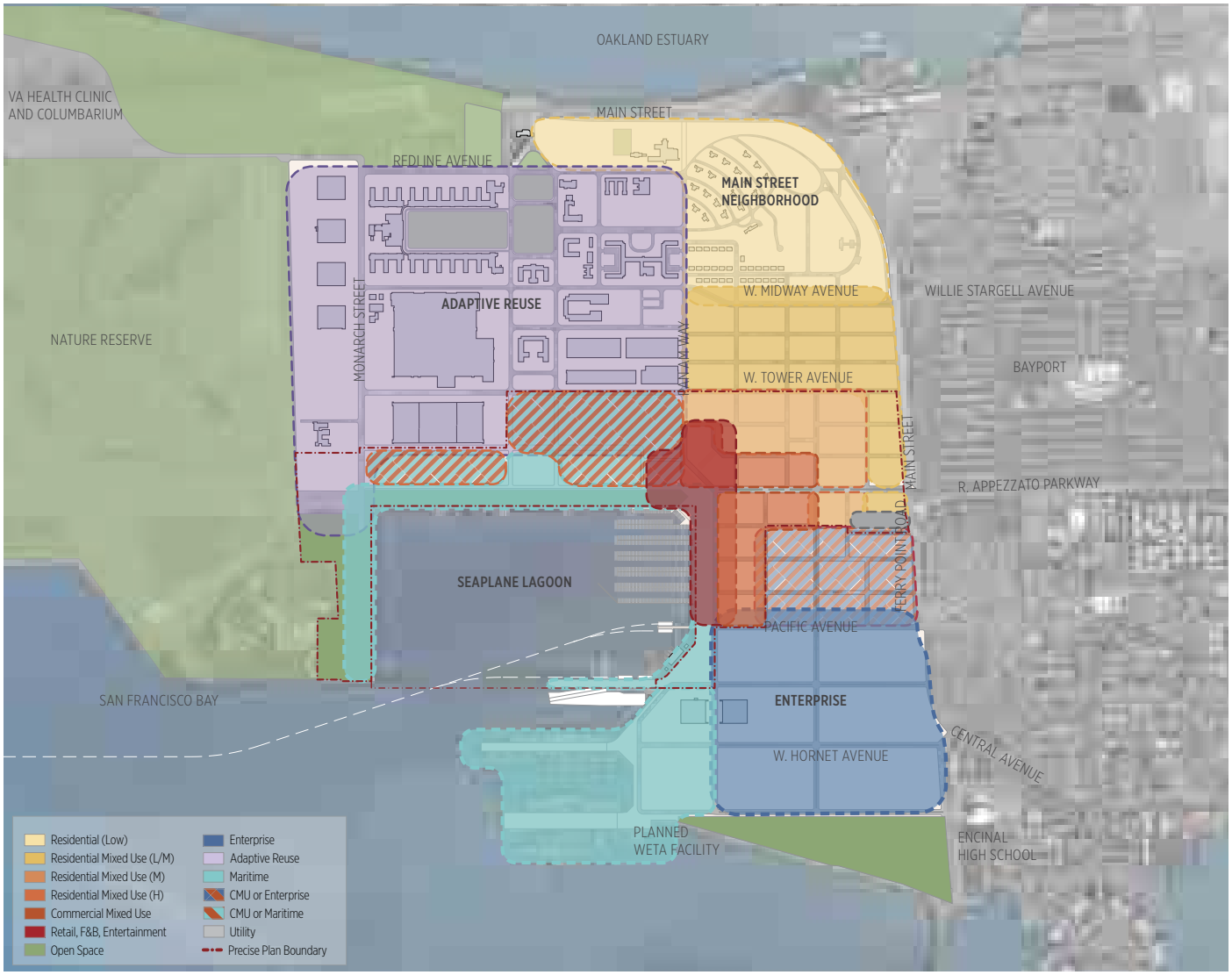
PLANNING GUIDE LAND USES

The starting point for consideration and distribution of Land Uses within the Town Center is the 2013 Planning Guide, which distills the fundamental principles of previous planning and public outreach efforts at Alameda Point. The Planning Guide positions the Town Center as the functional center between the adjacent Bayport and Main Street neighborhoods to the east and northeast, the Adaptive Reuse Sub-District to the north, and the Enterprise Sub-District to the south and southeast. As a result, the Town Center acts as both a locus of activity and a transition zone between the different surrounding use concentrations.

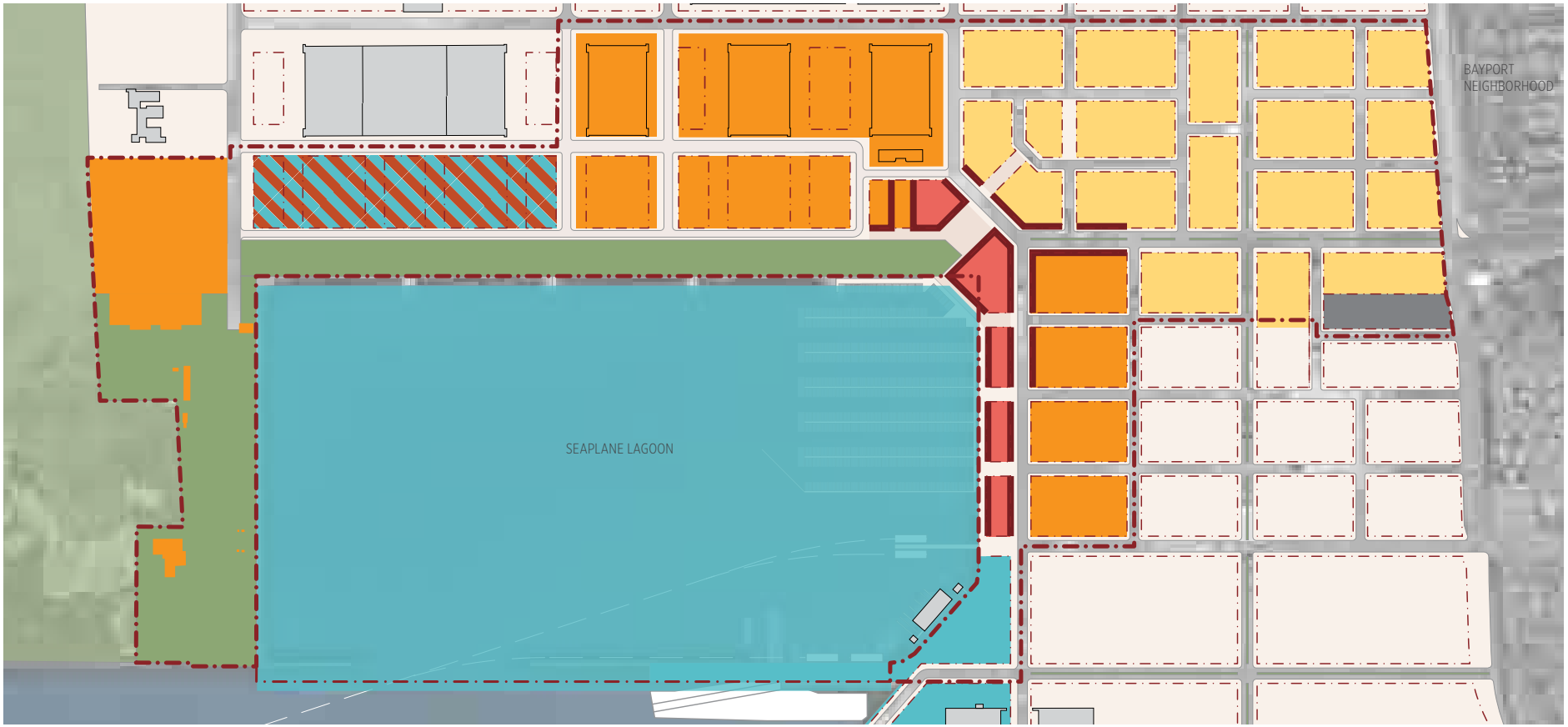
CONCEPT FOR TRANSITION BETWEEN LAND USES

LAND USE TRANSITION CONCEPT

The type and intensity of uses within the Town Center varies to provide transitions to and between the adjacent districts within and adjacent to Alameda Point. Along the edge of Bayport and bordering the Main Street Neighborhoods in the Atlantic Entry District, lower-density multi-family residential use – in the form of 2-3 story townhomes and walk-up flats is proposed. Toward the Seaplane Lagoon, residential density increases, with 3-5 story apartments over parking and/or retail podia. The greatest mix and intensity of uses (including office, residential, hotel and retail) and the site's tallest buildings (5-6 story) are concentrated at the west end of Ralph Appezzato Memorial Parkway and along Ferry Point Road. A zone of retail, entertainment, dining and other visitor-serving uses overlays the Town Center and East Waterfront along Ferry Point Road, connecting residential and commercial centers and providing amenities to both. Along the north edge of the Seaplane Lagoon, maritime and commercial uses provide a transition from the Town Center westward to the more industrial, production-oriented functions currently located along the west side of the Adaptive Reuse Sub-District. Public open space and maritime uses surround the Seaplane Lagoon, providing for enjoyment of the Waterfront.



PROPOSED TOWN CENTER LAND USE PLAN



LAND USE PLAN

The permitted uses and conditionally permitted uses within the Town Center and associated off-street parking regulations are described in the following Table, and on the Land Use Plan above.

TABLE A: PERMITTED AND CONDITIONAL USES

	USE	RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
RESIDENTIAL, OPEN SPACE, LODGING	Dwelling Unit (multi family) (f)	P	P	-	-	-	1.50 (a)
	Dwelling Unit (single family)	-	-	-	-	-	-
	Bed and Breakfast	P	P	-	-	-	0.75 (b)
	Hotel	C	P	P	-	-	0.75 (b)
	Community Garden	P	C	C	-	P	(c)
	Parks, Playgrounds, Sports Fields	P	P	-	-	P	(c)
	Trailheads, Trails, Comfort Stations	P	P	P	P	P	(c)
	Artists Studio	P	P	C	-	C	0.30 (a)
	Work / Live	C	P	-	-	-	1.00 (a)
COMMERCIAL AND RETAIL	Office/ R&D	C	P	C	P	-	2.65
	Large Format Retail	-	C	C	C	-	3.40
	Retail	C (e)	P	P	C	C	3.40
	Grocery	P	P	C	C	-	3.40
	Convenience Store	C	P	P	C	-	3.40
	Art Gallery	P	P	P	C	C	0.50
	Café	P	P	P	P	C	6.90
	Catering Services	C	P	C	-	-	2.00
	Restaurant	C	P	P	C	C	6.90
	Bar / Tavern	C	C	P	C	C	6.90
	Bank and Financial Services	P	P	P	-	-	2.65
	Personal Services	P	P	P	-	-	2.00
	Liquor Store	C	C	C	-	-	2.00
	Urban Farm	C	C	C	-	C	(c)

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT

(b) SPACES PER ROOM

(c) SPACES ALLOWED TO BE DETERMINED BY PARKING DEMAND STUDY

(d) SAME AS SPACES ALLOWED TO DWELLING UNIT

(e) FOR RESIDENTIAL MIXED USE FRONTAGE REQUIRING GROUND FLOOR RETAIL, SUCH USE IS PERMITTED BY RIGHT. FOR OTHER RMU AREAS, RETAIL MAY BE GRANTED A CONDITIONAL USE PERMIT PURSUANT TO THE PROCEDURES AND STANDARDS OF AMC-SECTIONS 30-21.3 AND .4. SEE GUIDELINES FOR GROUND FLOOR USE IN CHAPTER 5

(f) FROM #68

RESIDENTIAL USE SHALL NOT BE PERMITTED BETWEEN LEXINGTON AND SARATOGA STREETS IN ACCORDANCE WITH STATE LANDS RESTRICTIONS. RESIDENTIAL USE WEST OF LEXINGTON SHALL REQUIRE A CONDITIONAL USE PERMIT TO ENSURE COMPATIBILITY WITH THE ENDANGERED SPECIES LOCATED ON LANDS IN THE NATURE PRESERVE WEST OF THE PLAN AREA.

TABLE A: PERMITTED AND CONDITIONAL USES - CONTINUED

USE		RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
EDUCATION AND ASSEMBLY	Clubs, Halls, Conferences Centers	C	P	P	C	-	6.90
	Library	P	P	P	-	-	1.00
	Museum	P	P	P	C	C	1.00
	Theater / Entertainment	C	P	P	-	C	(c)
	Multiple Screen Theater	-	-	-	-	-	(c)
	Religious Assembly	P	C	-	-	-	6.00
	Health and Fitness Facilities	P	P	P	-	C	2.00
	Hospitals	-	C	-	-	-	2.50
	Health Clinic	P	P	P	-	-	2.50
	Veterinary Clinic	C	P	-	-	-	2.00
	Public Safety Facilities	P	P	P	C	-	2.00
	Post Office	P	P	P	-	-	3.40
	Teaching Studios (Art, Dance, Fitness, Music)	P	P	P	-	-	1.50
	College / Vocational School	C	C	-	-	-	1.50
	Schools	C	C	-	-	-	1.50
	Child Care	P	P	P	-	C	1.25
	Family Day Care (7 or more children)	P	P	-	-	-	(d)
	Family Day Care (6 or less children)	P	P	-	-	-	(d)

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT

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(f) FROM #68

TABLE A: PERMITTED AND CONDITIONAL USES-CONTINUED

	USE	RESIDENTIAL MIXED USE (RMU)	COMMERCIAL MIXED USE (CMU)	RETAIL, ENTERTAINMENT, FOOD + BEVERAGE	MARITIME	OPEN SPACE	PARKING RATIOS RESERVED
TRANSPORTATION SERVICES	Transit Station / Ferry Terminal	P	P	P	P	P	(c)
	Car or Bike Sharing Facility	P	P	P	P	P	(c)
	Automobile Sales, Rental and Leasing	C	C	-	-	-	1.25
	Automobile Service and Repair	-	C	-	-	-	2.00
	Gas Station	C	C	-	-	-	2.00
	Parking Garage or Surface Lot	C	C	C	C	C	N/A
	Bus Shed / Maintenance Facility	-	C	-	-	-	2.00
MARITIME	Research	-	P	C	P	P	1.75
	Workplace	-	P	C	P	-	2.00
	Wholesaling	-	C	-	C	-	3.40
	Boat Sales and Repair, Fuel Sales	-	C	C	P	-	1.50
	Concessions	-	C	C	P	C	1.00
	Boating Clubs or Schools	-	C	C	P	C	1.00
	Commercial Marina (f)	-	-	-	-	C	0.40
INDUSTRIAL	Food and Beverage Manufacturing	-	P	C	-	-	0.65
	Industrial, Light	-	C	-	-	-	0.50
	Industrial Arts	-	C	-	-	C	0.65
	Utilities, Large	C	C	-	C	C	0.65
	Utilities, Small	P	P	P	P	C	0.50
	Printing and Publishing	-	C	-	-	-	0.50
	Specialty Trade Contractors	-	C	-	-	-	0.50
	Storage, outdoor	-	C	-	C	-	0.40
	Storage, indoor	-	C	-	-	C	0.40
	Wholesaling and Distribution	-	C	-	-	-	0.50

PERMITTED AND CONDITIONAL USE TABLE NOTES:

(a) SPACES PER RESIDENTIAL UNIT
(b) SPACES PER ROOM
(c) SPACES ALLOWED TO BE DETERMINED BY PARKING DEMAND STUDY
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(f) FROM #68

PARKING REGULATIONS:

Transit Oriented Development Parking Regulations:
Transit Oriented Development Parking Regulations. The off-street parking ratios in the preceding Table and the following parking requirements are intended to:
a. Supplement the supply of shared public parking at Alameda Point that is shared and priced to support the Transportation Demand Management Program trip reduction goals;
b. Limit the supply of privately controlled off-street parking spaces; and
c. Support a walkable, bicycle-friendly, and transit-oriented community.

Off-Street Parking and Loading Regulations:
Applications for the reuse and/or redevelopment of land at Alameda Point shall be reviewed for conformance with the provisions of Alameda Municipal Code Section 30-7 Off Street Parking and Loading and the provisions of this section, including the Table B. When the content of this section conflicts with the AMC, this section shall govern. In Table B, all requirements are enumerated in space s per 1,000 square feet of gross building floor area unless otherwise noted. Shared parking agreements among the City, property owners, and businesses are encouraged.

Reserved Parking:
The Reserved Parking ratios presented in the Table represent the maximum number of off-street parking spaces that may be provided on the subject site for the private use of site occupants and visitors. There are no minimum off-street parking requirements.

Exceeding Reserved Parking Ratio:
The maximum reserved parking allowed may be exceeded only upon issuance of a use permit from the Planning Board, if the Board is able to make, all of the following determinations:
a. Reasonable parking and transportation demand management measures are being implemented to reduce the need for the additional off street parking;
b. The additional parking demand cannot reasonably be accommodated through contract or other arrangement such as shared parking or reciprocal parking agreements making use of other available off-site parking;
c. The additional spaces reflect parking demand that exceeds that which is common for this use as categorized in Table B, owing to unique characteristics of the users or the activity that result in a high level of automobile parking demand; and
d. The additional parking will enable or facilitate positive environmental or other benefits which outweigh adverse effects, such as additional traffic and congestion, danger to public safety or deterioration of travel conditions for pedestrians,cyclists or users of public transit.

In its decision the Planning Board shall cite evidence supporting its determinations, and may impose such conditions as are necessary to mitigate all negative impacts on the neighborhood and the environment which would otherwise result from the increased amount of parking.

Unbundled Parking:
The following rules shall apply to the sale or rental of parking spaces in new multi-unit residential buildings of ten units or more:
a. All off street parking spaces shall be leased or sold separately from the rental or purchase fees for the individual units for the life of the units, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space(s).
b. In cases where there are fewer parking spaces than units, the parking spaces shall be offered to the potential buyers or renters of the largest units first.
c. Potential buyers and renters of affordable residential units have an equal opportunity to buy or rent a parking spaces on the same terms and conditions as offered to the potential buyers and renters of market rate units, at a price proportional to the sale or rental price of their units as compared to comparable market rate units. This stipulation shall be included in any agreement recorded between the City and the developer pertaining to the affordable housing units.
d. Parking spaces shall be offered only to residents and tenants served by the off-street parking, except that any surplus space may be rented out to nonresidents or non-tenants with the provision that such spaces must be vacated on 30 day notice if they become needed by tenants or residents.
e. Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Community Development Director or Planning Board.

Open Space Sub-district Parking Requirements:
Parking requirements for use of Open Space Sub-district lands shall be determined within the context of the Conditional Use Permit process for the proposed use.

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B. PEDESTRIAN ORIENTED DESIGN STANDARDS AND GUIDELINES

INTRODUCTION

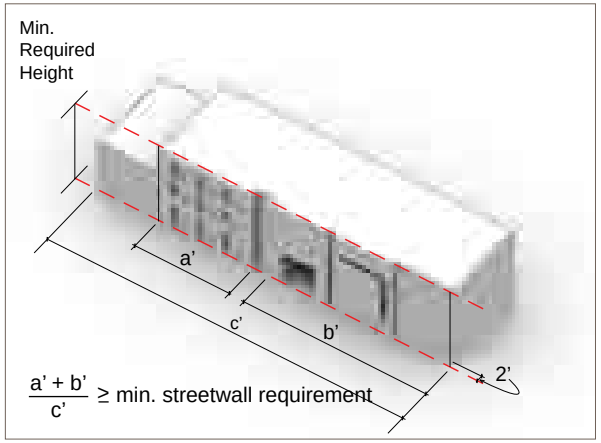
The Design Standards and Guidelines for the Town Center have a singular purpose: to engage and enliven the public realm, the areas that constitute the pedestrian environment. Visibly active ground floor uses, open and accessible ground floor entries, comfortable spatial enclosure and definition, the relationship of public to private space, the articulation of building facades, and the quality and detailing of landscape and building materials are all important to the achievement of this objective.

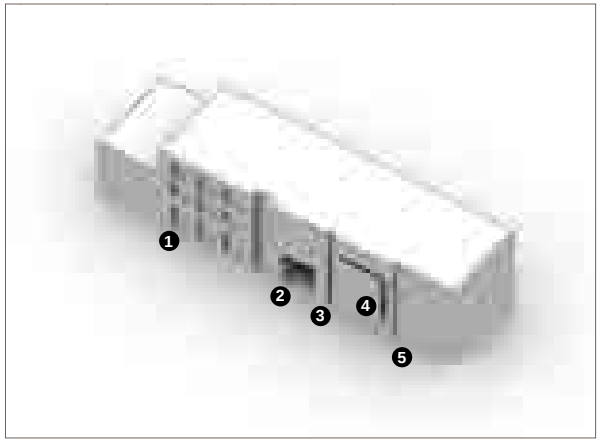
STREETWALL

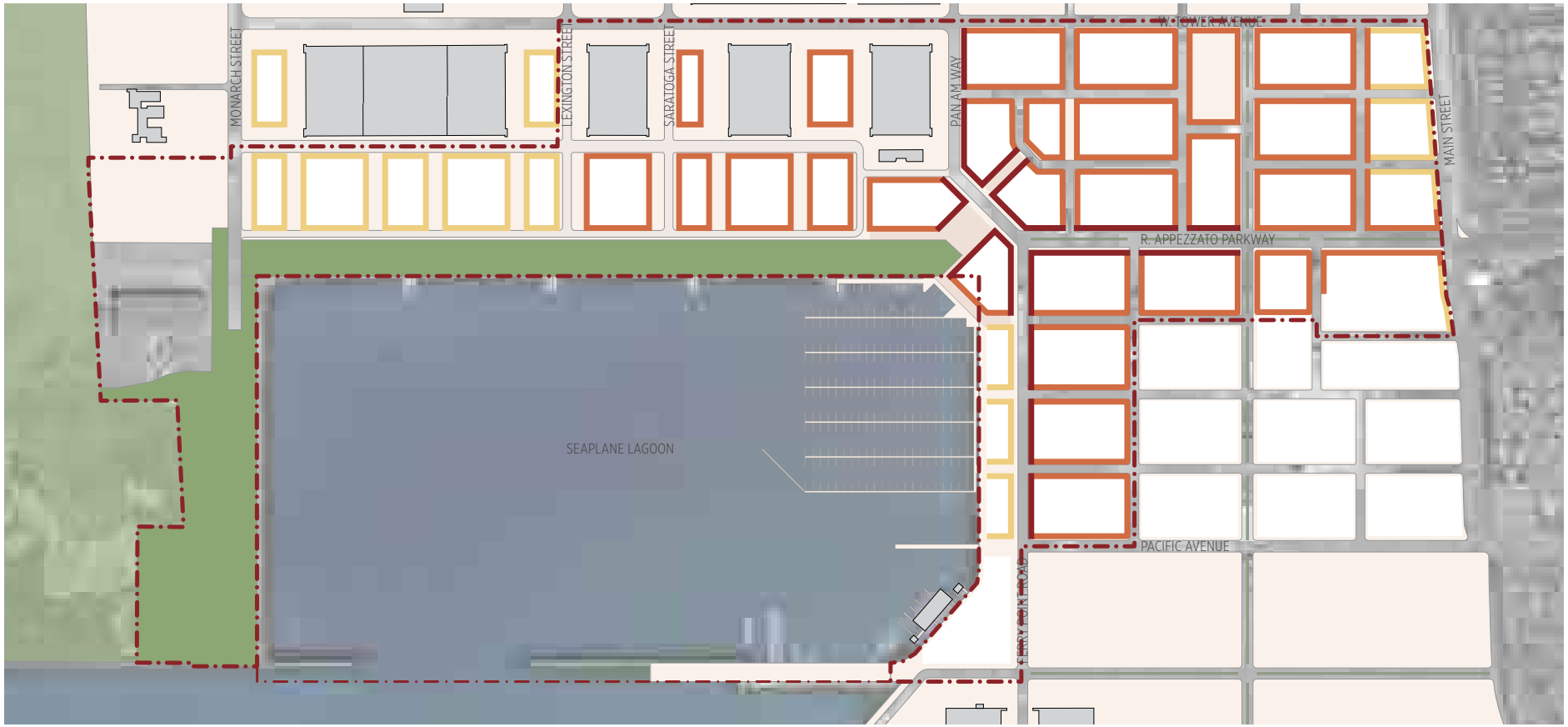
Streetwall requirements define the percentage of the front of a building that must be built a specified distance (defined as a setback line) from a public right of way or open space. They are important because they ensure buildings create clearly defined edges and a sense of spatial enclosure to the public realm, both important characteristics of a comfortable, human scaled pedestrian environment.

The proposed Minimum Streetwall Requirements are described on the streetwall diagram on page 115. These requirements are intended to apply per building, not per block. In order to meet the streetwall requirements buildings must be built up to the setback line at no less than the minimum per centage of street frontage for a minimum of two stories in height. The calculation of the streetwall requirement is shown in the accompanying figure. Minor variations in the streetwall created by building articulation, such as building entries up to two stories in height, recessed balconies, vertical recesses up to 4' wide and 3' deep and building setbacks no further than two feet from the setback line (right lower image) are allowed and count toward the overall streetwall requirement.

❶ RECESSED ENTRIES AND BALCONIES
❷ PASS-THROUGHS (UP TO 2 STORIES)
❸ VERTICAL RECESSES (NO GREATER THAN 3'X4' IN PLAN)
❹ BUILDING PROJECTIONS
❺ MINOR SETBACK (NO FURTHER THAN TWO FEET FROM THE SETBACK LINE)







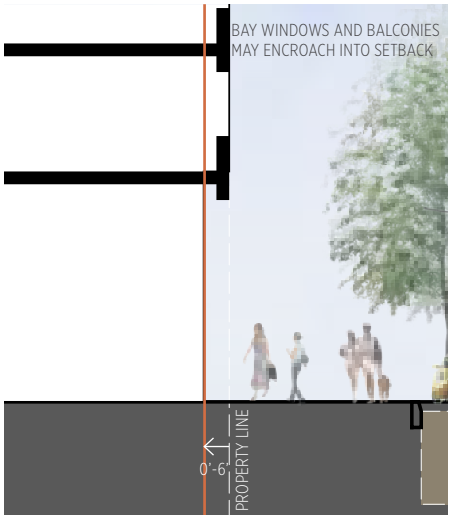
STREETWALL
This figure desribes the Town Center Streetwall Guidelines.

SETBACKS

Setback requirements establish the distance between a building and a property line and are one of the principal ways by which the character of streets and open spaces are differentiated from place to place. Setbacks for residential buildings are intended to provide a comfortable buffer between the street and the interior of ground floor residences and include stairs, stoops, private gardens and patios that will foster use and thus social interaction among neighbors. Setbacks for retail buildings are intended for the expansion of available pedestrian space, the display of goods, and to accommodate outdoor seating for food and beverage establishments.

Setbacks in the core area of the Town Center are provided to allow additional sidewalk width for outdoor dining and merchandise display, but are kept small to ensure there is sufficient enclosure and definition of the street. More flexibility is allowed within the former Taxiway zone to permit a less formal edge to be created against the public park along the waterfront. Modest setbacks are required in the majority of the residential areas to allow the provision of a stoop at entries, with the greatest variation allowed along Main Street that will allow a variety of residential front yard conditions to be developed.

Encroachments into the setback zone for architectural elements such as or similar to bay windows, balconies, signage, lighting or awnings must be a minimum of 9' above sidewalk grade.



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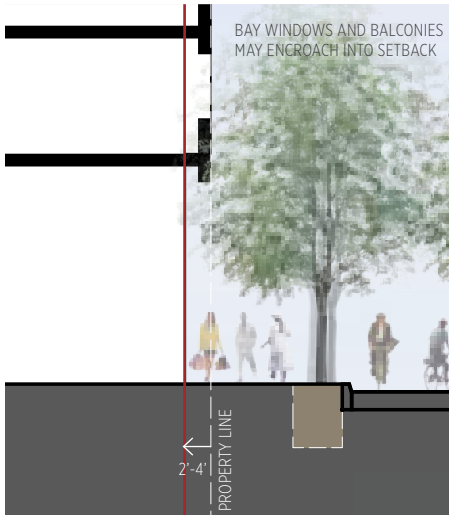

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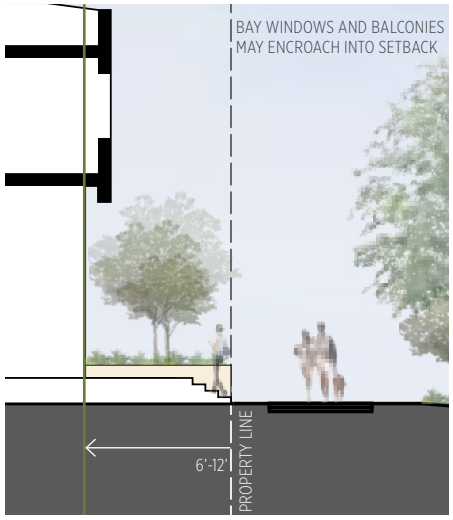

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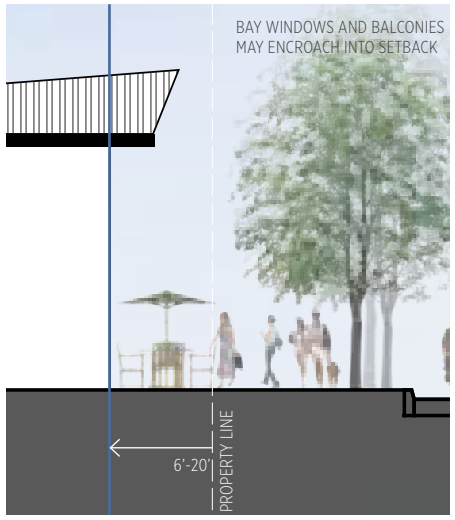

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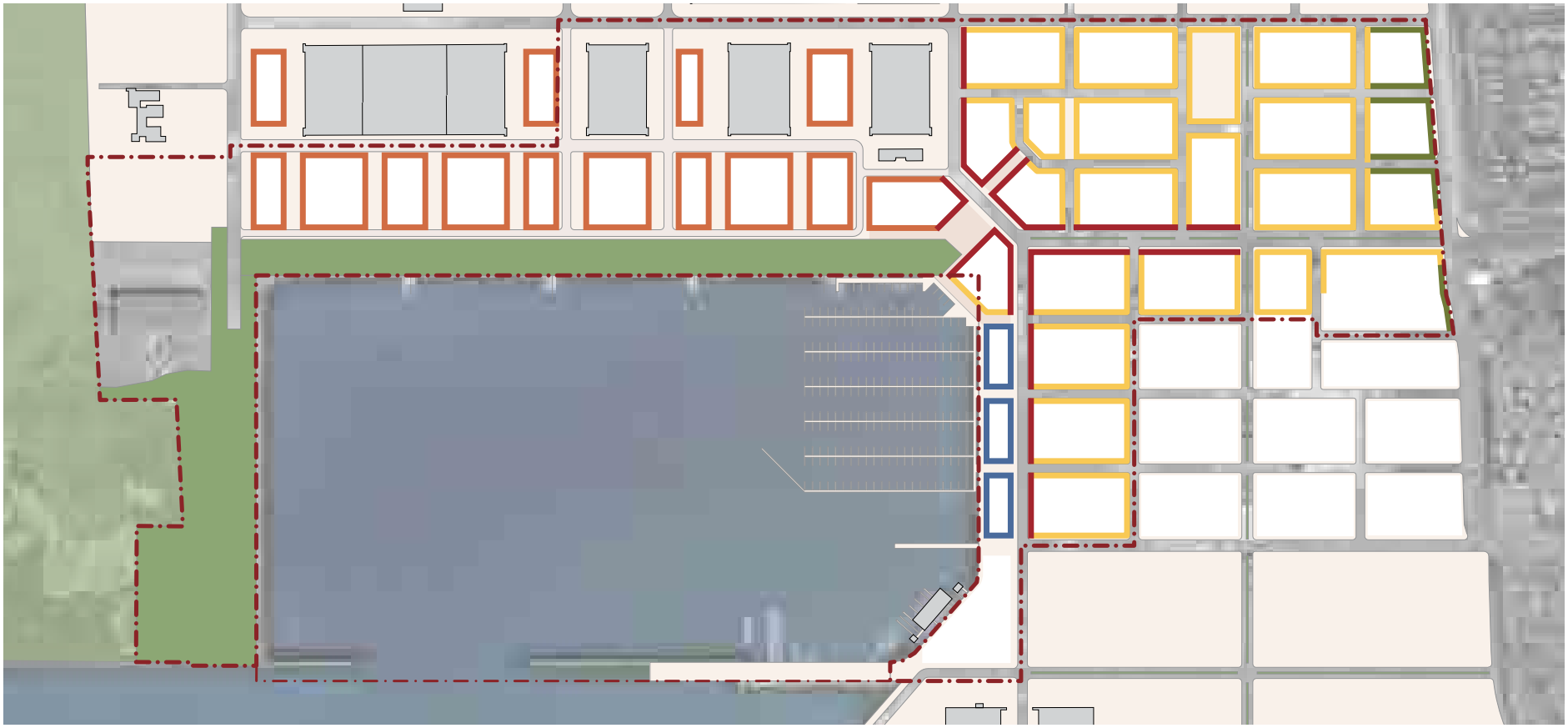


SETBACKS

The proposed setbacks for streets in the Town Center are shown in the figure above.

A 0'-6' (upper levels may encroach into setback)
B 2'-4' (upper levels may encroach into setback)
C 4'-6' (bay windows and balconies may encroach into setback)
D 6'-12' (bay windows and balconies may encroach into setback)
E 6'-20' (bay windows and balconies may encroach into setback)

* Setbacks are measured from the edge of the adjacent right-of-way, or easement, unless otherwise specified.

0' 250' 500' 750' 1000'

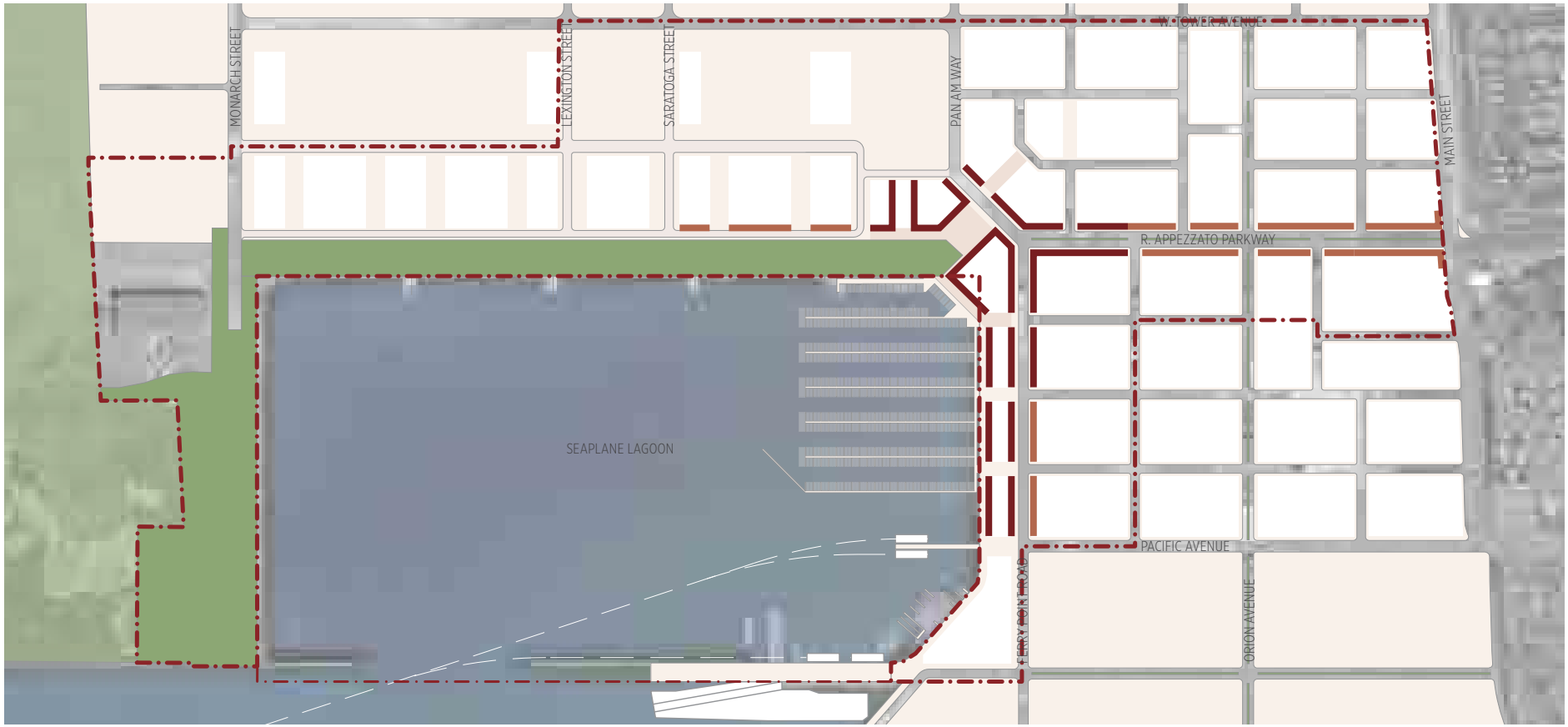
REQUIRED GROUND FLOOR USES

The intention of the plan is to emphasize several streets and places and in particular the major transit corridors, including portions of Ralph Appezzato Memorial Parkway, Ferry Point Road and the waterfront retail core, as centers of activity. To ensure an active and interesting pedestrian environment that provides services for transit users, residents, workers and visitors within these activity areas, this plan requires certain street frontages to have ground floor retail uses or areas to be built that can be adaptable to such use along them, as shown on the Figure on page 119. For the purposes of the ground floor retail requirements, "ground floor retail" spaces may be occupied by any of the uses listed as commercial and retail, education and assembly, maritime, transportation services, hotels, and artists' studios listed on Table B Permitted and Conditional Uses starting on Page 109. Conditionally permitted uses shall be reviewed pursuant to Section 30-21 of the Alameda Municipal Code. The requirement for adaptable ground floor use will be met by providing a minimum clear ground floor to ceiling height of 14', and building the finished floor at an elevation that would allow direct (step free) access to the adjacent sidewalk.

1 GROUND-FLOOR STREET RETAIL
2 CONVERTIBLE STORE FRONTAGE

1

2



GROUND FLOOR REQUIREMENT

The figure above shows the locations where active ground floor uses, or ground floors that can be adapted to active uses, are required.

BUILDING HEIGHT

Allowable heights within the Town Center gradually increase from the eastern edge along Main Street, which is kept intentionally low to respect the adjacent Bayport neighborhood, to their greatest height (up to 65') along the eastern edge of the Seaplane Lagoon. Allowable height within the NAS Alameda Historic District west of Pan Am Way is set in relation to the height of the existing hangars (buildings 39, 40 and 41), and is discussed further in section 5.0 below.

In addition to Maximum Heights certain areas of the Town Center also have required Minimum Heights. These are imposed in order to create the desired scale and intensity of use intended by the plan for the areas at the core of the Town Center.

Six blocks along the eastern edge of the Seaplane Lagoon and the Town Square are identified as being appropriate for buildings taller than 65'. Planning Board approval of a development plan and design review application for a building over 65' in height may be applied for, if the following finding can be made: the building exhibits exceptional architectural design and is transit supportive.

Height shall be measured in accordance with the City of Alameda Zoning Code.

Mechanical enclosures and other rooftop support facilities that occupy less than 20% of the roof top area up to 15' in height above the roof of the last habitable floor are permitted beyond the applicable maximum height.

Components contributing to sustainability, such as renewable power generation, may project above the applicable maximum height provided they do not significantly alter the apparent height of the building from the adjacent streetscape.

MAXIMUM AND MINIMUM BUILDING HEIGHT

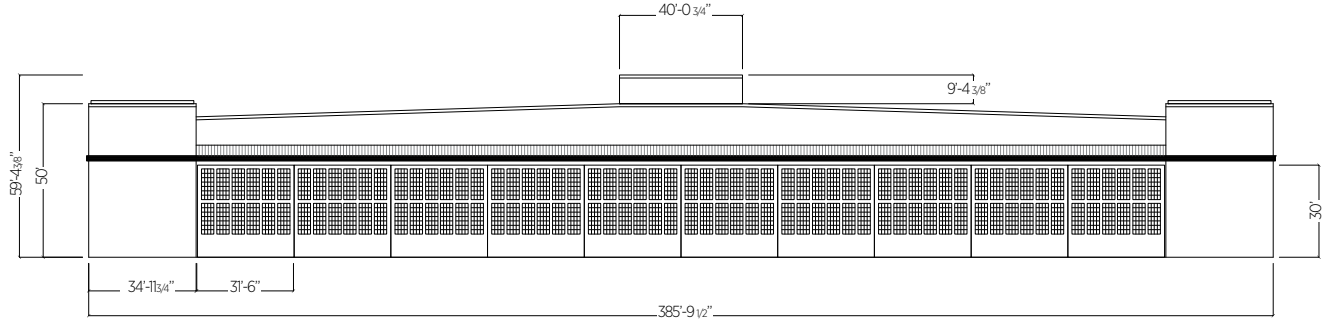
ALLOWABLE DEVELOPMENT IN TAXIWAY

BUILDING HEIGHT WITHIN THE TAXIWAY SUB-AREA

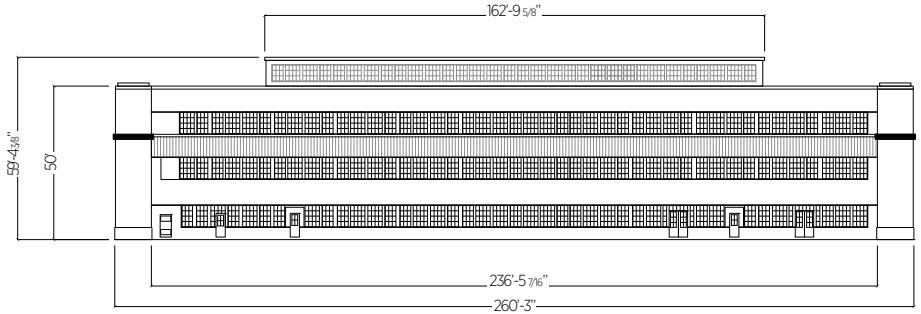
Building height limits within the NAS Alameda Historic District Hanger sub-area is designed to support new infill development that is consistent with the scale and massing of the existing Hangar buildings and provide for new employment and housing opportunities adjacent to the Seaplane Lagoon Park described on page 85.

HISTORIC DISTRICT HEIGHT LIMITS

Proposed height limits within the Historic District are based on the heights of the existing hangar buildings, as shown in the adjacent figure.



SIDE/END ELEVATION



FRONT ELEVATION

TRANSIT VILLAGE CENTER CONCEPT

The precise placement of buildings and open space in the core of the Town Center will be defined through specific development proposals. The illustrative example included in this plan demonstrates principles that should be followed in order to create a focal point for the entire plan that celebrates public access to and enjoyment of this unique waterfront setting. They include:

- The provision of a public plaza a minimum of 1 acre in size that extends from Pan Am Way to the waterfront, with a minimum width of 150'.
- This plaza should be designed as a multipurpose space, and may accommodate periodic use for parking and vehicular access
- Buildings fronting the plaza should all be designed to provide frontages that activate the plaza
- The placement of buildings, including landmark sculptural elements, should ensure that a direct visual connection along the axis of Ralph Appezzato to the public open space along the north side of the Seaplane Lagoon is maintained.
- The placement of buildings along the northwest face of the plaza, adjacent to Building 77 (Pan Am terminal), should ensure that a visual connection between this former Pan Am Clipper terminal and the Seaplane Lagoon is maintained by providing a view corridor of no less than 40' in width between it and the waterfront.

C. BUILDING TYPES, MASSING AND DESIGN STANDARDS AND GUIDELINES

INTRODUCTION

The waterfront setting, the relationship to the historic Alameda Naval Air Station and new commercial and residential development in the adjacent Enterprise sub-district at Alameda Point all support the creation of an eclectic mix of building designs and architectural styles.

The waterfront Town Center is a compact, mixed use community with densities and building types that enliven public space, support transit and amenities, afford housing options reflecting the needs of diverse family types, and proximate employment opportunities – in a form that is reflective of the best qualities of urban Alameda. The plan therefore encourages a wide range of building types, densities and heights to promote the creation of a diverse and vibrant community and to provide the widest possible range of housing options.

Building design at Alameda Point should support distinctive, pedestrian oriented, sustainable neighborhoods that demonstrate time tested virtues while also accommodating emerging trends in building design, sustainability and household makeup. Aesthetic variety is desirable to facilitate a visually rich and interesting pedestrian-oriented physical environment. Emphasis should be placed on ensuring the creation of a public realm that is lively, humane, socially interactive, safe and vibrant.

1

2

1 JOHNSON STREET TOWNHOMES, PORTLAND, OR. SOLOMON | MITHUN.
2 NIA AT GREENBRIDGE, SEATTLE, WA. GGLO.

BUILDING TYPES AND BUILDING FRONTAGE DESIGN

In the interest of promoting diversity and a vibrant mixed use character the Plan permits and encourages a wide range of building types throughout the Town Center.

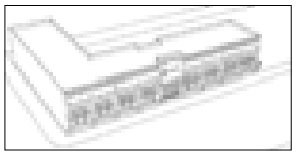
Table B: Building Type and Frontage Type identifies the building types and frontage types permitted (P), or not permitted (-), within each Land Use Plan area. Refer to Land Use Map on page 108. Design standards for Building Types and Frontage Types are included in the City of Alameda Citywide Design Review Manual (page 6), which can be found on the City of Alameda Community Development Department webpage.

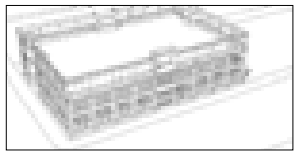
TABLE B-BUILDING TYPE AND FRONTAGE TYPE

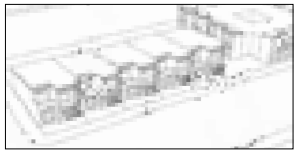
TYPE		RESIDENTIAL MIXED USE	COMMERCIAL MIXED USE	RETAIL, ENTERTAINMENT, FOOD & BEVERAGE	MARITIME	OPEN SPACE
BUILDING TYPE	Commercial Block	P	P	P	P	P
	Workplace	P	P	P	P	P
	Parking Structure	P	P	P	P	P
	Work-Live	P	P	-	-	-
	Stacked Flat	P	P	-	-	-
	Multiplex	P	P	-	-	-
	Row house	P	-	-	-	-
	Courtyard Housing	P	-	-	-	-
	Single Family Detached	-	-	-	-	-
	Carriage House	-	-	-	-	-
	Adaptive Reuse of Existing Buildings	P	P	P	P	P
FRONTAGE TYPE	Storefront	P	P	P	P	P
	Formal Entry	P	P	P	P	P
	Forecourt	P	P	P	P	-
	Stoop	P	P	-	-	-

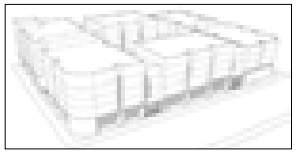
BUILDING TYPES. CITY OF ALAMEDA CITYWIDE DESIGN REVIEW MANUAL (FIGURE 2.2, PAGE 6)

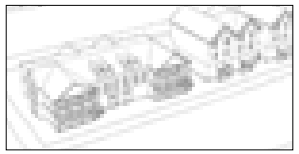

A. Commercial Block

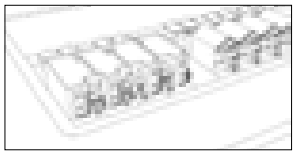

B. Workplace Commercial

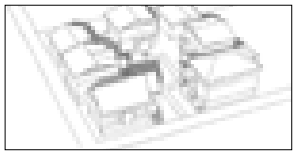

C. Parking Structure

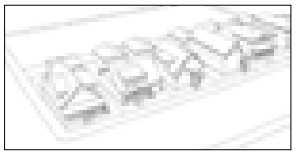

D. Live-work


E. Stacked Flats


F. Multiplex


G. Rowhouse


H. Courtyard Housing

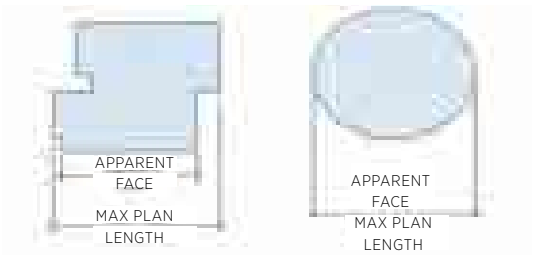

I. Single family Detached

BULK AND MASSING

The objective of Bulk and Massing controls is the creation of buildings that will be pedestrian scaled and visually well proportioned. This is regulated by defining their maximum floor plates, plan lengths and apparent faces.

The maximum Plan Length of any single building shall be 200'. When the Plan Length exceeds 120', the maximum Apparent Face length shall be 75'. Reductions in the Plan Length to achieve the maximum Apparent Face requirement may be achieved by building setbacks or notches with a minimum width of 2' and a minimum depth of 3', a 2' setback of building massing, or a major change in fenestration pattern or material.

PLAN LENGTH AND APPARENT FACE MEASUREMENT



PEDESTRIAN SCALE

The facades of buildings – their pattern of entries and window openings, materials and architectural detailing – determine the degree of visual and tactile interest they provide to the adjacent streetscape. Every building façade facing a street or open space is an important element in the experiential quality of the Town Center.

1 WELL-DEFINED, ARTICULATED STREET WALL
2 CONTEMPORARY ARTICULATED STREET WALL


1


2

BUILDING DESIGN

Façade and Entry Design

Street facing facades should include architectural elements such as canopies, awnings, overhangs, projections, shading devices, recesses, signage, lighting, varying façade element depths, material and surface variety and texture intended to provide interest to the pedestrian environment. Flush and or reflective unrelieved curtain wall type treatments of facades are not appropriate for Alameda Point Town Center.

Building facades exceeding 50' in length should include modulation or articulation to the streetwall. This may be achieved with one or more of: material, texture or fenestration pattern change, recessed building entries, recessed balconies, enclosed building area encroachments and projections, minor setbacks not greater than 2' deep, or other similar devices.

In order to create successful streetscapes of individual buildings that respect the larger public environment – adjacent buildings may share features and architectural character, and need not pursue variety for its own sake.

The scale and rhythm of the façade should express the height and configuration of a residential unit through techniques such as architectural detail, color, massing and fenestration.

Multi unit buildings should be designed with prominent entries that are inviting and clearly visible from adjacent streets from adjacent streets.

Fenestration and Transparency

Fenestration should be simple, human scale, elegantly proportioned and generous. Circular, trapezoidal and triangular windows are discouraged. Operable windows for all building types are encouraged. Glazing should be non reflective. Exterior elements to control solar heat gain such as fins, overhangs and horizontal sun shades are encouraged.

The recommended minimum per centage of transparent façade area is 50% for residential buildings, and 65% for other non-residential uses.
75% of the ground floor facades (between 2' and 8' above grade) of retail frontages should include clear, untinted glass. For office, hotel and convertible ground floor uses this per centage should be a minimum of 50%.

In areas requiring ground floor retail uses the maximum extent of a blank wall (areas without windows or entries) should not exceed 10 linear feet.

Parking and Service Facilities

Trash, recycling and other utility provisions should be designed to be protected and screened from adjacent pedestrian activity. Dedicated off-street loading docks are discouraged. Exposed parking, garage entries, and service, mechanical or loading areas should be placed on the back or side of buildings that do not front along a public right-of-way. If there is no such frontage, these entries and areas should be limited to an aggregate of 50 lineal feet or 20% of a façade's length, whichever is less. Individual townhouse garages facing public streets are prohibited.

Ground Floor Residential Units
All ground floor units facing a public right of way or public open space should provide an individual front entry to those spaces. Primary living space or a private open space that are designed to orient to the adjacent street or open space may serve as substitutes. The frequency of entries will relate to the size of the unit facing the street, and the doors for two entries may be ganged at a single location.

Ground floor residential units should be raised 24 – 36" above the adjacent street grade to provide privacy for building occupants. Residential units included on the ground floor of buildings in zones that require the potential adaptation to retail use must be built at an elevation that would allow direct (step free) access to the adjacent sidewalk.

Each ground floor residential unit facing a public street or open space should address the interface between the public and private space through landscaping or other architectural element. Solid hedges fences or other barriers may not exceed 4' in height.

Materials
Buildings should use "cool" exterior siding, roofing, and paving material with relatively high solar reflective index to minimize solar heat gain.

The use of elements that contribute to environmental sustainability as a façade material, such as building-integrated photovoltaics or green walls, is encouraged.

Glazing should be non-reflective and less than 10% tinted, with a light transmittance of at least 90%.

Due to the marine environment of Alameda Point, materials selected should demonstrate superior performance related to moisture protection, low maintenance requirements, durability, and ultra violet resistance. Ground level facades should be designed with high-quality materials that offer color, variety, wear resistance, and visual interest to the pedestrian (such as stone, tile masonry, brick or terracotta).

Hotels
Hotels should have active frontages with public functions such as restaurants or retail to ensure the continuity of abutting active streets and public open spaces. Unavoidable windowless wall area should be mitigated with landscaping, display space, public art, public seating or similar treatments. Hotels are encouraged to include balconies.

D. HISTORIC DISTRICT INFILL GUIDELINES

INTRODUCTION

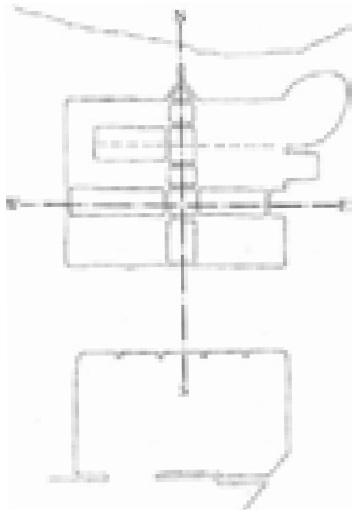
The organizational principles for development within the portion of the Town Center within the Historic District are derived from the Naval Air Station's historic development pattern, as described in Section V of the NAS Alameda Historic District: Historic District Assessment and Preservation Strategy (2005; pages 25-35) and the US Navy's National Register of Historic Places Nomination – NAS Alameda.

The infill guideline are designed to ensure that new infill development and building placement is consistent with the character defining features of the Historic District, and that all new buildings constructed within the Taxiways are consistent with the original "Total Base Design" described in the 2005 Page and Turnbull NAS Historic District Assessment and the NAS Alameda Historic District designation, and shown in the U.S. Navy's 1940 Master Plan for the property.

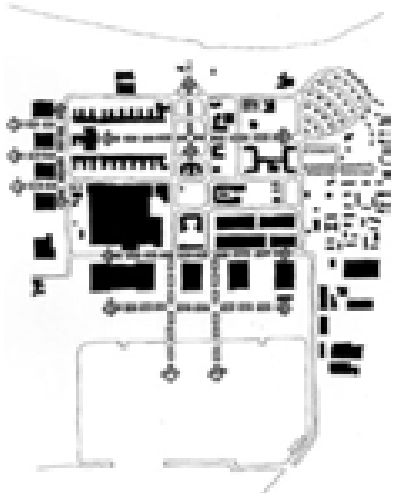
NAVY MASTER PLAN, CIRCA 1940

1941 Map of NAS Alameda

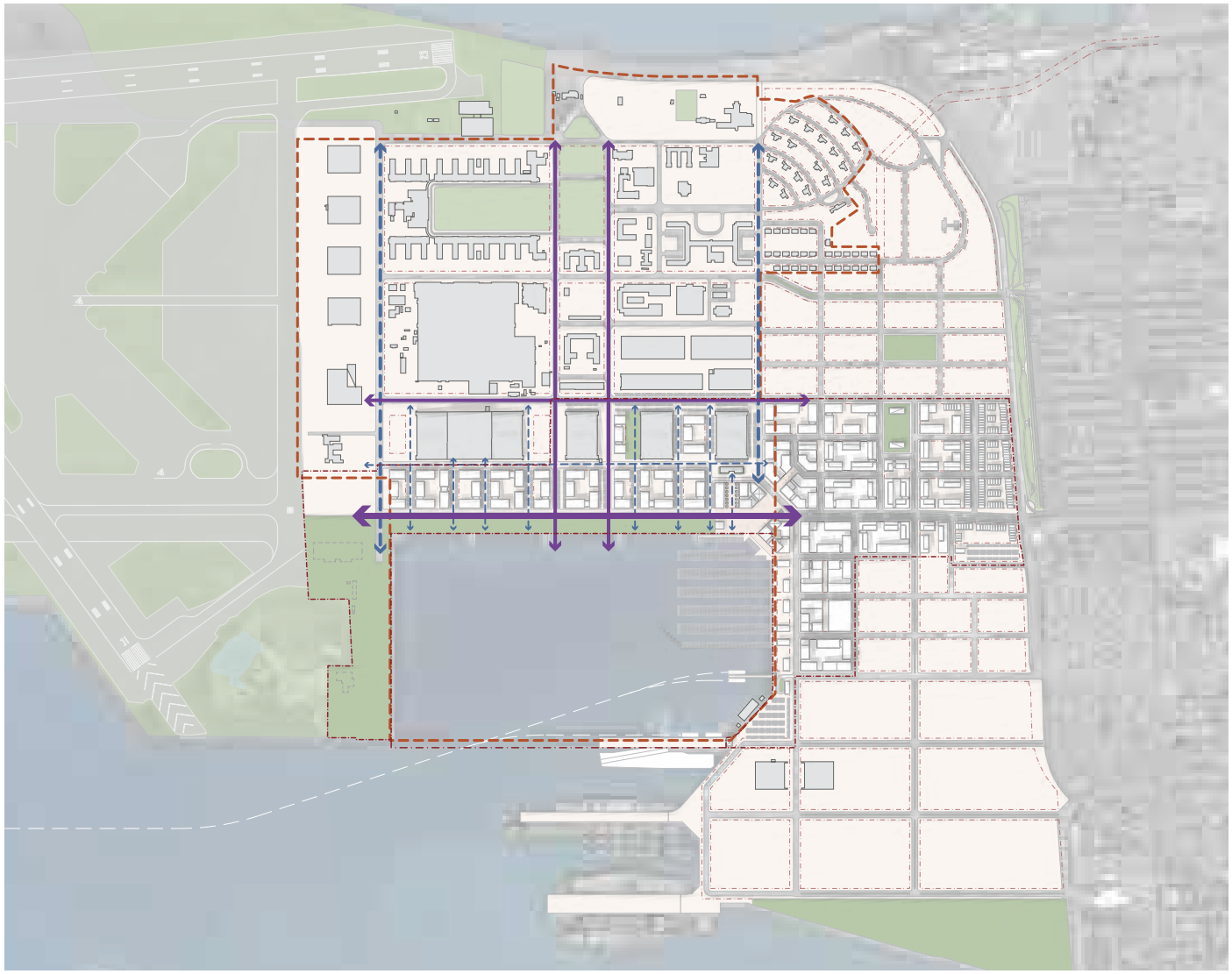
PLAN AXES



PAGE AND TURNBULL, 2005

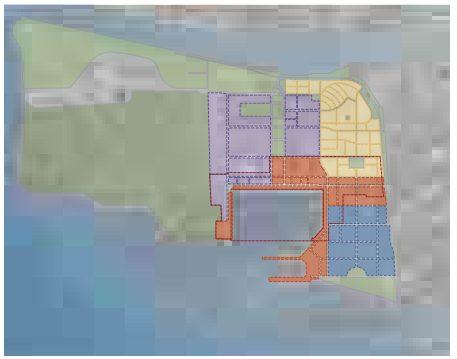


NAS ALAMEDA HISTORIC DISTRICT



NAS ALAMEDA HISTORIC DISTRICT

Approximately 36 percent of the Precise Plan lies within the NAS Alameda Historic District as shown in the adjacent figure. Development within this zone has been anticipated since the NAS Alameda Community Reuse Plan (1996). The Precise Plan infill guidelines ensure that new buildings respect the historic cultural resource, facilitate the introduction of new uses in new and existing buildings, and support the creation of a vibrant waterfront destination.

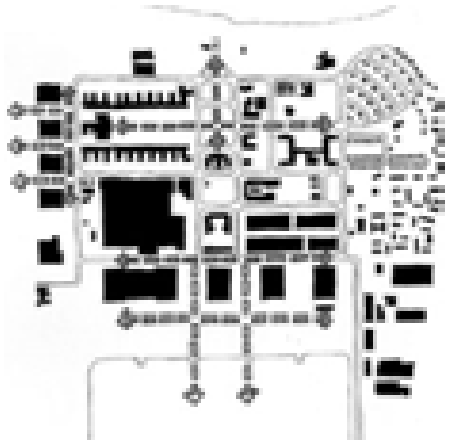


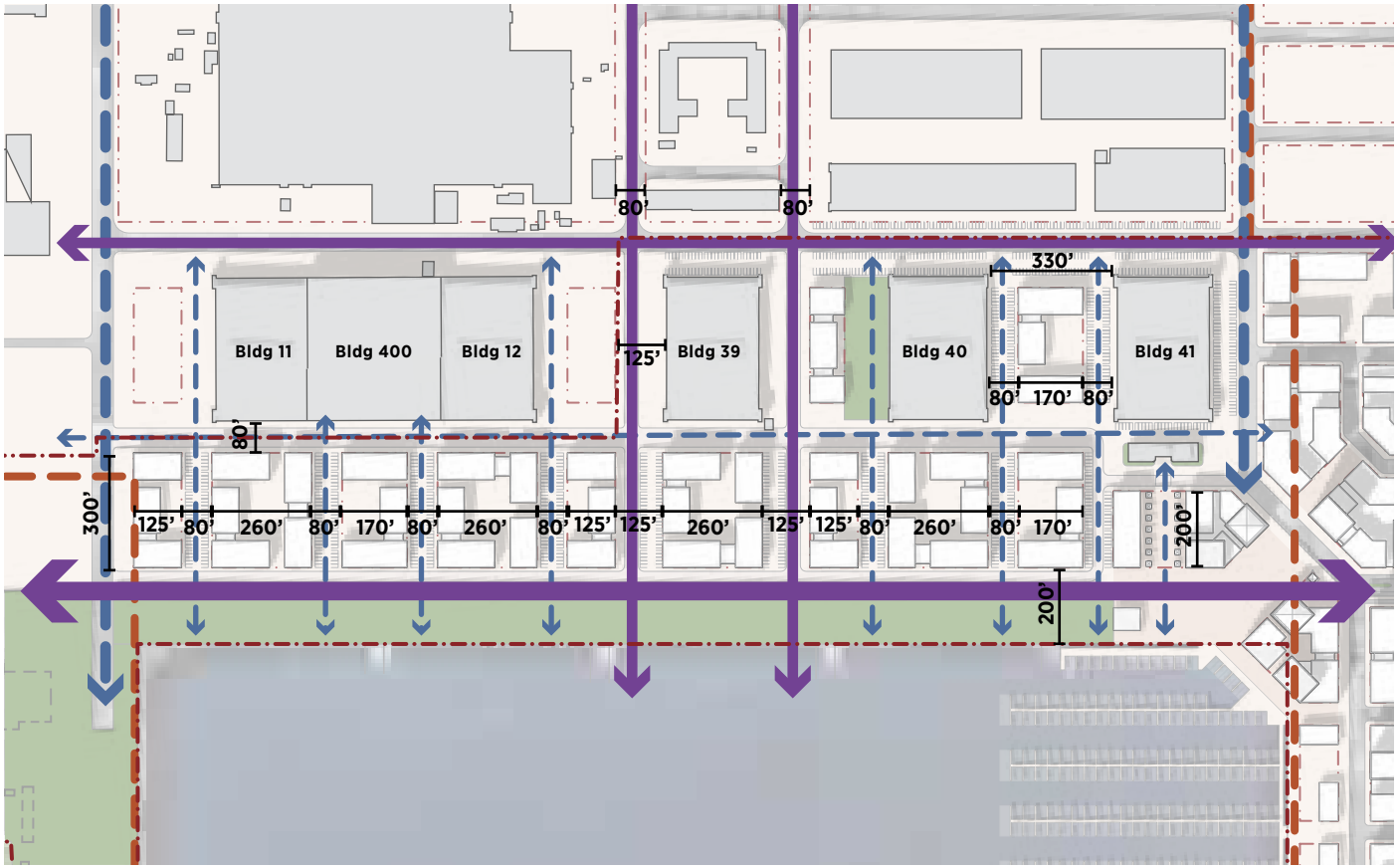
2013 ALAMEDA POINT PLANNING GUIDE- P. 106

VIEW CORRIDORS AND STREET ALIGNMENT

A key concept for plan organization in the Taxiway Sub-Area is the maintenance of view corridors to the Seaplane Lagoon, as well as a continuous view parallel to its northern edge.

PAGE & TURNBULL, 2005





Town Center Boundary
Historic District Boundary
Character Defining View
Other View

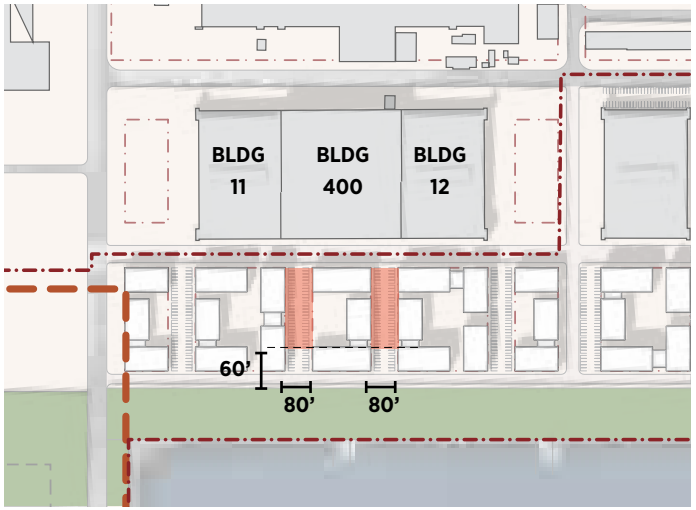
1" = 1000'-0"

0' 500' 1000' 1500'

WESTERN TAXIWAY

The construction of Building 400 (as known as the Avionics Buildings) in 1957 changed the previously existing pattern of a symmetrical spacing of hangars along the waterfront. The Precise Plan recommendation is to restore a sense of this former pattern through building separations and massing, as shown in the adjacent figure. As shown in the diagrams, 80 foot view corridors should be provided between buildings in this area. In the event that the need for a larger uninterrupted floor plate is required to accommodate a manufacturing or employment use, the view corridors may be reduced to a minimum depth of 60 feet.

WESTERN TAXIWAY PREFERRED OPTION



CULTURAL LANDSCAPE GUIDELINES

Landscape:
All new construction and modifications to existing buildings within the NAS Alameda Historic District should be consistent with the Guide to Preserving the Character of the Naval Air Station Alameda Historic District, as amended, and AMC Section 13-21(Preservation of Historical and Cultural Resources). Some additional design consideration for development within the Historic District include:

Trees are not found in this zone of the former NAS Alameda, as they were incompatible with the operational requirements of moving planes and equipment. They are introduced in the Precise Plan in order to make the area more appealing to pedestrians. Locations and geometry should respect the preexisting circulation and building organizational patterns.

Pedestrian/Automobile Interferance:
The design of new vehicular, pedestrian and bicycle circulation, as well as the provision of upgraded storm water facilities should include alternatives that do not incorporate new roadside curb and gutter. Separation of vehicles and pedestrians should be accommodated as much as possible with devices that maintain the existing flat, uninterrupted ground plane that characterizes this portion of the base.

The exception to the maintenance of the existing flat topography is within the development of the park in the 200' setback zone along the Seaplane Lagoon, which is proposed to include topographic change that will allow it to adapt to anticipated sea level rise.

Hanger Infill Buildings:
Buildings introduced between the existing hangars should be set back a minimum of 80' from the existing hangars, and be limited to a maximum of 35' in height. Their north and south extents are limited by the alignment of the existing hangars, and lower buildings (not to exceed 35' in height) to be placed in the spaces between.

This recommendation is included for the area in front of Building 11,12 and 400/400A, even though the latter building interrupted the historic hangar / taxiway relationship, changing the status of Building 11 and 12 to non-contributing. However, because Building 400 interrupts the former view corridors between West Tower Avenue and the Seaplane Lagoon new development in front of it should not be required to include these corridors as long as the massing of the new development reflects the prominence of the hangar Buildings 11 and 12 that existed before the construction of Building 400. This can be achieved by a reduction in height in the central portion of a new block, in combination with setbacks or other devices that would reduce the apparent bulk of the new development from the waterfront.

Building 77:
To maintain this historic seaplane passenger terminal's visual relationship to the Seaplane lagoon the plan recommends that a view corridor of a minimum of 120 feet in width be maintained on the centerline of the building. This view corridor should be developed as a public park or plaza, and may contain small one story pavilions or landscaping that will support public use and enjoyment of the space while allowing the visual connection between the Building 77 and the water to be maintained. The minimum uninterrupted width of this corridor would be 40 feet, symmetrical with the centerline of the building. New development on either side of the view corridor should not exceed 50' in height, and its location is defined on its western edge by the extension of the western edge of the existing hangar Building 41.

TRANSIT VILLAGE CENTER CONFIGURATION