

EXHIBIT G

INFRASTRUCTURE PACKAGE

**ALAMEDA POINT SITE A INFRASTRUCTURE PACKAGE**

EXHIBIT 1: SITE A – DEMOLITION BY PHASE

EXHIBIT 2: NORTHERN BULKHEAD WALL REPAIR CONCEPTUAL DESIGN

EXHIBIT 3: ALAMEDA POINT – BACKBONE ROADWAY INFRASTRUCTURE PHASING

EXHIBIT 4: SITE A – PHASING

EXHIBIT 5: ALAMEDA POINT – UTILITY PHASING (GAS)

EXHIBIT 6: ALAMEDA POINT – UTILITY PHASING (ELECTRICAL DISTRIBUTION)

EXHIBIT 7: ALAMEDA POINT – UTILITY PHASING (WATER)

EXHIBIT 8: ALAMEDA POINT – UTILITY PHASING (RECYCLED WATER)

EXHIBIT 9: ALAMEDA POINT – UTILITY PHASING (STORM DRAIN)

EXHIBIT 10: ALAMEDA POINT – UTILITY PHASING (SANITARY SEWER)

EXHIBIT 11: ALAMEDA POINT – UTILITY PHASING (TEL/DATA)

EXHIBIT 12: SITE A – PARK & OPEN SPACE PHASING

Proposed infrastructure improvements would be consistent with the MIP<sup>1</sup> for the development of Site A. The proposed infrastructure improvements are generally described below. In addition, see the attached illustrative figures that depict the proposed infrastructure improvements. The descriptions and figures are preliminary and subject to change through the Tentative Map process and once detailed designs are completed.

In addition to the proposed improvements described below, the necessary improvements would be installed to maintain access and utility service to the existing tenants and areas within Alameda Point until the development of Site A is complete consistent with the MIP.

### **Streetscape, Circulation, and Parking**

Site A would be developed with a “complete streets” transportation network that would support a variety of modes of transportation, and would provide pedestrian, bicycle, and transit facilities. New roadways would be constructed, and existing roadways would be re-aligned, resulting in a grid street network on the site. West Atlantic Avenue would be realigned and renamed as an extension of RAMP from east of Main Street. RAMP would serve as a gateway to Site A. The project frontage along Main Street would be landscaped, and the portion of the Bay Trail along Main Street from RAMP to West Tower Avenue would be constructed. Intersection improvements would be made at RAMP and Main Street to improve signalization, and vehicular, pedestrian, and bicycle circulation.

The street system would include regional arterials, such as Main Street and RAMP; collector streets, such as Pan Am Way; and a network of local streets with connecting alleys. Sidewalks would be constructed along streets, with widths varying between 6 and 15 feet, based on street right-of-way sections. In addition, bicycle facilities—including separated bicycle paths, shared pedestrian and bicycle paths, and bicycle lanes with painted buffer strips—would be constructed throughout the site. A dedicated bus rapid transit lane would be constructed along a portion of the RAMP extension.

### **Transportation Demand Management Measures**

Site A would implement capital facilities in support of the Site A Transportation Demand Management (TDM) Strategy consistent with the Alameda Point TDM Plan. These capital facilities will include construction of surface parking lots within Site A consistent with the Development Plan, installation of parking meters within Site A, a bike share station and loaner bikes, among other facilities necessary to implement the TDM Compliance Strategy.

### **Utilities and Site Improvements**

The MIP describes the planned backbone infrastructure, anticipated to consist of new infrastructure installed to support the uses in Site A. The backbone infrastructure is the major framework of streets and utilities, generally based on the existing street grid within Site A.

The MIP outlines potential corrective geotechnical and flood protection improvement measures. In addition, the proposed utility systems described in the MIP include stormwater, wastewater, potable water, recycled water, electrical, natural gas, and telecommunication systems. Each of these systems is anticipated to connect to existing reliable public facilities at the perimeter of Site A. The proposed electrical system would connect to the existing Cartwright Substation, which is in Site A near the intersection of West Atlantic Avenue (future RAMP) and Main Street.

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<sup>1</sup> Carlson, Barbee, Gibson, Inc., 2014. Master Infrastructure Plan, Alameda Point, Alameda, California. March 31.

**Flood Protection, Sea-Level Rise Strategy, Soil Improvements, and Site Grading.** Consistent with the EIR and MIP evaluated therein, the proposed project would construct flooding and sea-level rise protection. Perimeter flood protection measures would be constructed for integration with the sea-level rise adaptive management strategy for Alameda Point. Along the northern and eastern perimeter of the Seaplane Lagoon, shoreline flood protection improvements would be installed to a minimum elevation of 7.6 feet (City Datum) along Site A, based on the MIP design criteria 100-year tide, plus 24-inch sea-level rise, plus 1-foot wind/wave run-up, plus 1-foot freeboard. The existing seawall along the northern perimeter of the Seaplane Lagoon would be retrofitted along Site A. Geotechnical corrective measures to address liquefaction potential and stabilize the building sites may include soil improvement techniques such as soil-cement mixed columns, drilled displacement columns, stiffened foundations, and/or piles. In addition, the site would be graded to achieve the minimum required elevations per the MIP. Portions of the site would be raised up to 3 feet above the existing ground level. The existing buildings to be repurposed will remain at their current finished floor elevations.

**Natural Gas.** A new natural-gas-distribution system would be installed throughout Site A, replacing the existing natural gas system in phases consistent with the development build-out. This system would connect to the existing 8-inch main near the intersection of West Atlantic Avenue and Main Street. The proposed gas facilities would be constructed in the backbone streets in a phased implementation. The new natural gas distribution system would be designed and constructed in accordance with Pacific Gas and Electric's regulations, standards, and specifications.

**Electricity.** The existing overhead transmission lines in Site A would be replaced with a new underground electric distribution system from the Cartwright Substation, in phases consistent with the development build-out. The proposed electric distribution system would consist of new underground conduits, vaults, boxes, and pads that can accommodate 15-kV-rated cables, transformers, switches, and other utility distribution equipment, including its supervisory control and data acquisition communication monitoring and controls. The electrical conduits and cables would be placed in a joint utility trench along the backbone streets. This trench would also accommodate the natural gas, telephone, cable television, possible ancillary fiber optic cable systems, and streetlight facilities. The new underground electric distribution system and joint utility trench would be designed and constructed in accordance with Alameda Municipal Power's regulations, standards, and specifications.

**Potable Water Improvements.** The existing water system would be replaced with a new potable water distribution system in phases consistent with the development build-out. The proposed distribution pipelines would connect to the existing East Bay Municipal Utility District (EBMUD) water facilities in Main Street. The proposed distribution system would range in size from 8 inches to potentially 16 inches in diameter. The proposed water distribution facilities would be installed in the backbone streets, providing potable and fire water to the proposed project.

**Recycled Water.** A network of recycled water pipelines is anticipated to be constructed in the proposed rights-of-way of major backbone streets, and would range in size from 6 to 12 inches to serve the open space and public landscaping. The recycled water facilities would be designed and constructed in accordance with EBMUD's regulations, standards, and specifications, should provisions for a permanent source be available.

**Stormwater.** A new stormwater collection system would be constructed, consisting of pipelines, manholes, inlets, pump stations, trash capture devices, and outfalls. The new stormwater system would be designed to convey the 25-year design storm with 6 inches of minimum freeboard. Additionally, the system would accommodate the 100-year storm, with a maximum ponding in the streets of up to the top of curb at low points in the street profiles. A new stormwater outfall would replace an existing outfall toward the northeastern edge of the Seaplane Lagoon. This new outfall would convey stormwater runoff

from Site A into the Bay, and would include tide valves to prevent tidal influences in the system as well as a trash capture device to prevent the discharge of trash to the Bay. Due to high groundwater table, and the limited potential for collecting and reusing stormwater, the proposed project would implement low-impact development principles for the management and treatment of stormwater runoff. Although much of the system would be gravity-based, pumping may be necessary to convey treated flows to bioretention areas.

**Wastewater.** The proposed project would replace the existing wastewater system with a new wastewater collection system that would be owned and operated by the City of Alameda. The proposed collection system would include gravity pipelines ranging in size from 8 inches to 24 inches in diameter, and lift/pump station(s) and force main pipelines. The proposed wastewater collection facilities would be installed in the backbone streets in Site A and extending to connect to EBMUD's existing Pump Station R at the Main Gate. Pump Station R conveys wastewater flows to the EBMUD treatment plant in Oakland.

**New Telecommunications Systems.** New telecommunications systems, including telephone and cable television, would be installed. Additional empty conduits would be installed to accommodate the implementation of fiber optics by other service providers. These systems would connect to the existing systems east of Site A, near Main Street.

### **Parks and Open Space**

Site A would be developed with three distinct park-themed areas or districts; each district would have a unique character and programming intended to create accessible and walkable community open space, as described below. A portion of the Bay Trail would be constructed along the northeastern edge of the Seaplane Lagoon, along the southern edge of RAMP to Main Street, and along the Site A frontage on Main Street, generally from RAMP north to West Tower Avenue. In addition to the public open spaces/parks described below, private open space would be developed for the residential uses.

The Waterfront Park District would include an approximately 7.23-acre park along the shoreline of the Seaplane Lagoon. Amenities would be designed for water-oriented activities and views, and would include pedestrian walks, bicycle paths, vista points, seat/rest areas, flexible plaza space for events, and access to the water.

The Urban Park District would include an approximately 3.05-acre adaptive reuse park, with spaces for retail uses such as cafés, markets, and seating; and would provide pedestrian walks, bicycle paths, and flexible open-space zones. The park would be designed to provide information about the former uses of the base, and salvaged post-industrial materials such as train tracks would be integrated into the design.

The Neighborhood Park District would provide an approximately 1.15-acre park along RAMP, the main entry road, which would retain the existing Corsair II aircraft display and existing Cypress tree along the southern edge of RAMP. In addition, an approximately 1.35-acre linear neighborhood park would be constructed along G Street. Amenities would include areas for informal picnicking, seating, bicycle paths, and areas for active uses such as a crossfit station and a tot-lot area.

### **Phasing and Construction**

Site A would be constructed in three phases, with demolition, grading and flood protection improvements preceding each phase, and utility and street infrastructure constructed prior to completion of vertical construction for each phase. Refer to Exhibits 1 through 12 for diagrams depicting the conceptual phasing of site preparation, utilities, and parks. Temporary improvements would be installed as needed to connect to adjacent facilities and roadways to provide access and utilities to the existing tenants within Alameda Point until future development occurs.

The proposed project infrastructure improvements would be phased to accommodate the scheduled build-out of the residential, retail, commercial, parks, and open space planned for each phase of development. All below-grade utility and street surface improvements that are necessary to comply with the local, state, and federal requirements and applicable law would be completed to deliver a fully functional phase. The phasing of the infrastructure improvements may vary depending on final build-out mix and need. All local in-tract streets (streets within the parcels) necessary to provide access and utility connections would be constructed in the appropriate phase. Each phase would also require interim connections and transitions from the permanent improvements to the existing utilities and roadway sections.

### **Phase 1**

Phase 1 would generally involve the construction of buildings, parks, streets, and utilities between Main Street on the east and Pan Am Way on the west, and between G Street/C Street on the north and RAMP on the south. In addition, existing buildings outside of Phase 1—such as Building 113, Building 117, Building 118, and Building 162—may be occupied with uses consistent with the Town Center Plan during any phase.

Installation of underground utilities and surface street improvements would occur first at the intersection of Main Street and RAMP, and then extend toward the western connection at Pan Am Way. Phase 1 street improvements would include construction of RAMP, A, B, C, and G streets, as well as Orion Street between RAMP and G Street, and Pan AM Way in front of Parcel 11. Main Street frontage improvements, including landscaped parkways and Bay Trail improvements adjacent to the Phase 1 areas described above, would be constructed during Phase 1.

Phase 1 would include the installation of the proposed wastewater system extending to EBMUD's existing Pump Station R located near the Main Gate.

Phase 1 would also include flood protection improvements within and improvements to the waterfront park and shore edge along the Seaplane Lagoon, from the northeastern corner to approximately 500 lineal feet to the west. The approximately 3.05-acre urban park and the approximately 1.35-acre linear neighborhood park along G Street would be constructed during this phase.

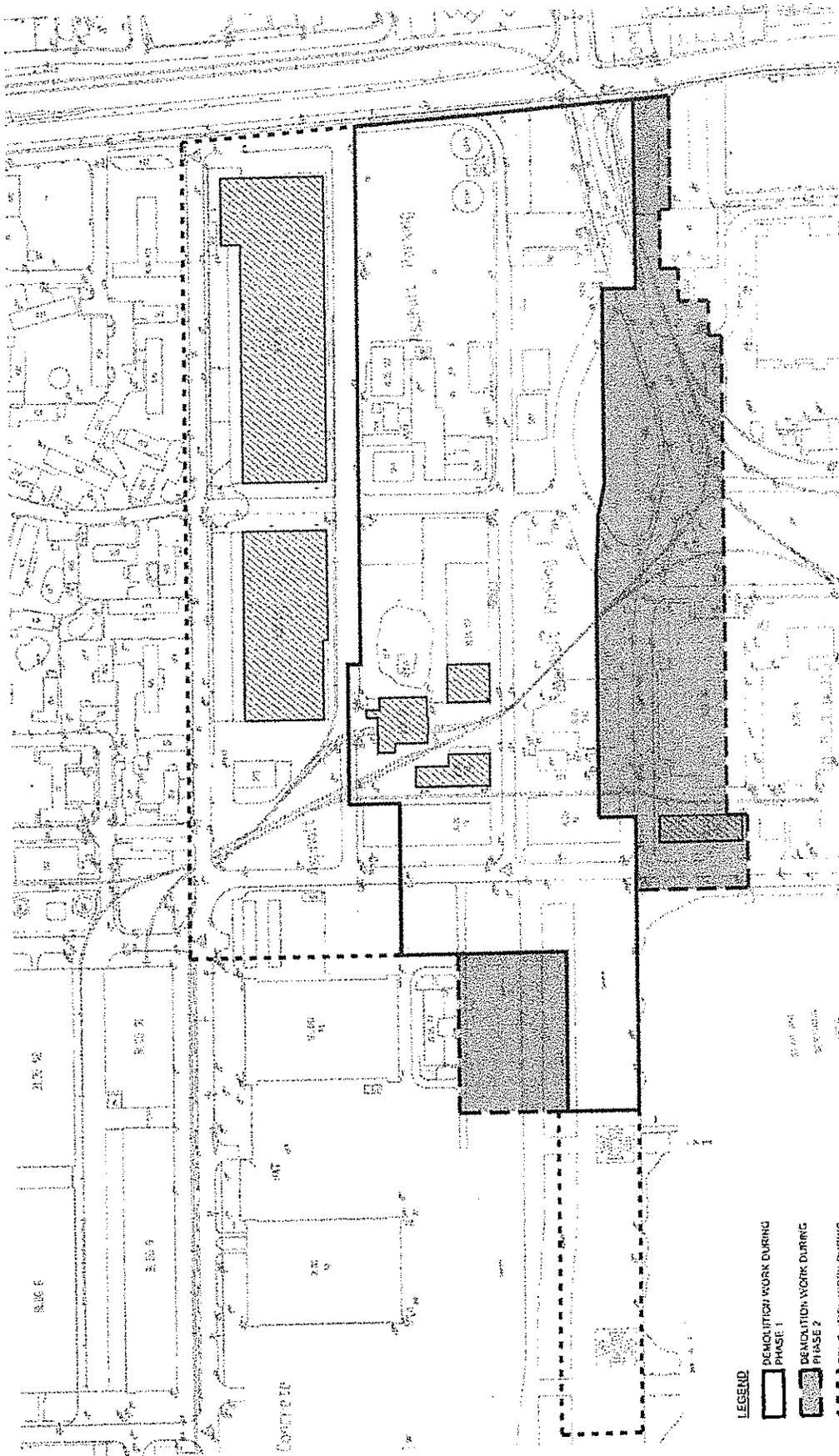
### **Phase 2**

Phase 2 would involve the construction of buildings, parks, streets, and utilities south of RAMP, between Main Street on the east and the Seaplane Lagoon on the west, as well as between Pan Am Way and F Street. Installation of underground utilities and street surface improvements would include Orion and C streets and Ferry Point Way from RAMP to the southern edge of Site A; E Street from Pan Am Way to the west; and F Street.

Phase 2 would also include construction of the flood protection improvements and waterfront park along Seaplane Lagoon, from RAMP to the south of Site A, covering approximately 275 lineal feet; as well as construction of the approximately 0.54-acre park on Parcel 12. In addition, the approximately 1.15-acre neighborhood park space along RAMP would be constructed during this phase.

### **Phase 3**

Phase 3 would involve the construction of buildings, parks, streets, and utilities generally north of G and C streets, and generally from Main Street to Pan Am Way. Phase 3 would also include the extension of Orion Street and Pan Am Way improvements north to West Tower Avenue, and construction of D and C streets. The final Seaplane Lagoon flood protection and park improvements would be installed along the western edge of Site A on Parcel 19.



- LEGEND**
- DEMOLITION WORK DURING PHASE 1
  - ▨ DEMOLITION WORK DURING PHASE 2
  - ▩ DEMOLITION WORK DURING PHASE 3
  - ▧ EXISTING BUILDING TO REMAIN
  - EXISTING BUILDING TO BE DEMOLISHED

# EXHIBIT 1

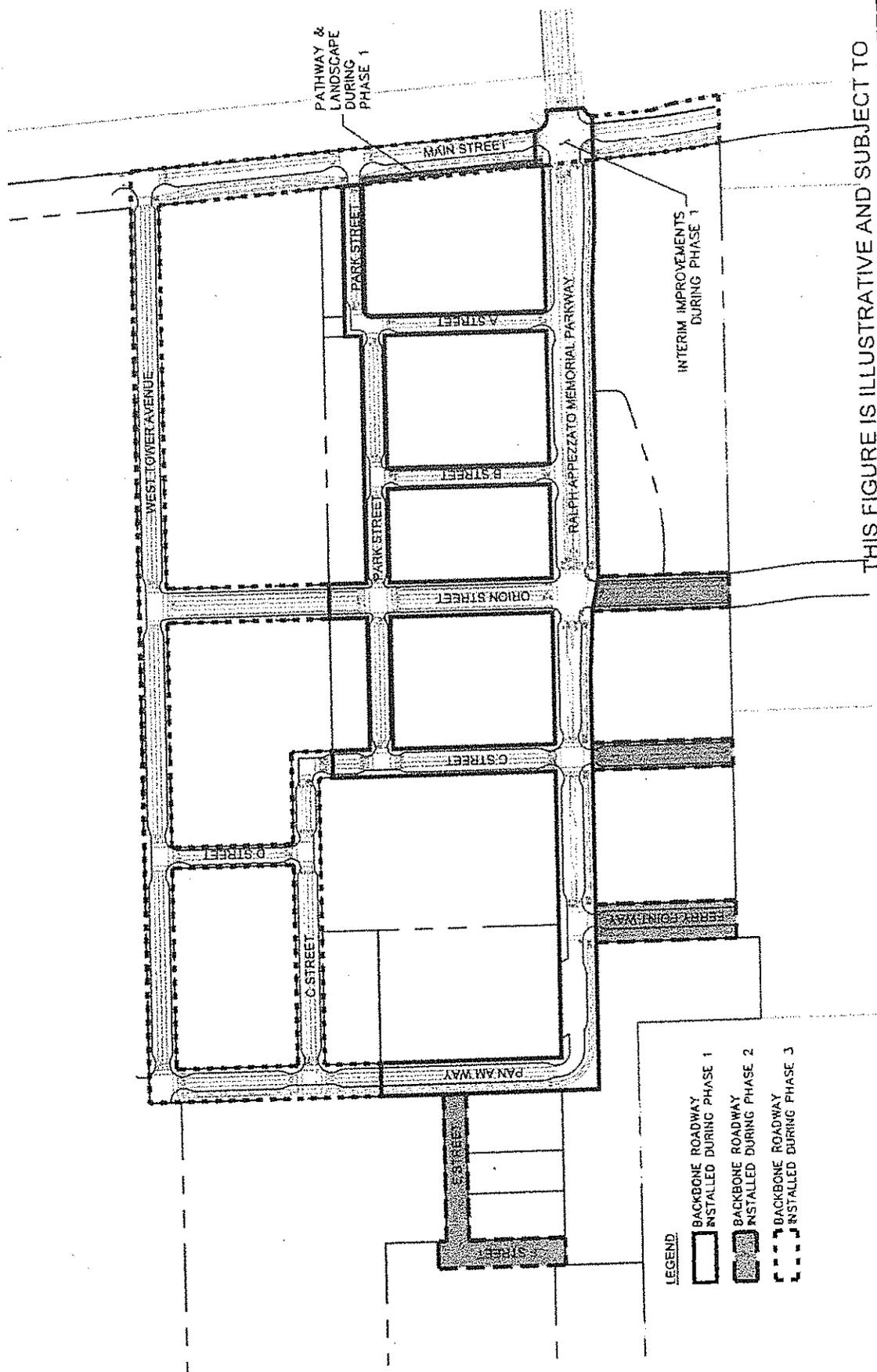
## SITE A - DEMOLITION BY PHASE

04/29/2015

THIS FIGURE IS ILLUSTRATIVE AND SUBJECT TO CHANGE ONCE DETAILED DESIGNS ARE COMPLETE.

NOT TO SCALE



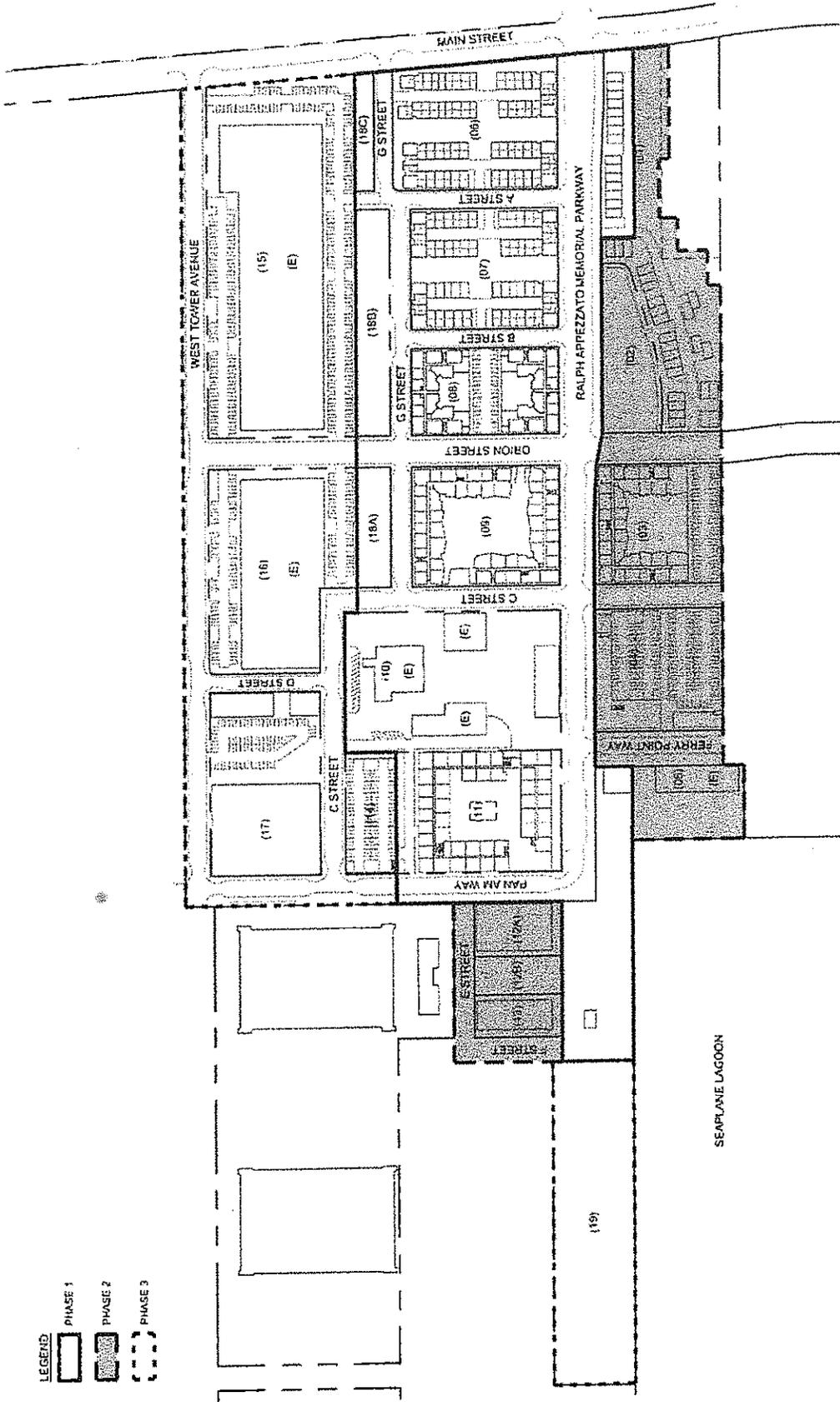


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### EXHIBIT 3 ALAMEDA POINT - BACKBONE ROADWAY INFRASTRUCTURE PHASING

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04/29/2015



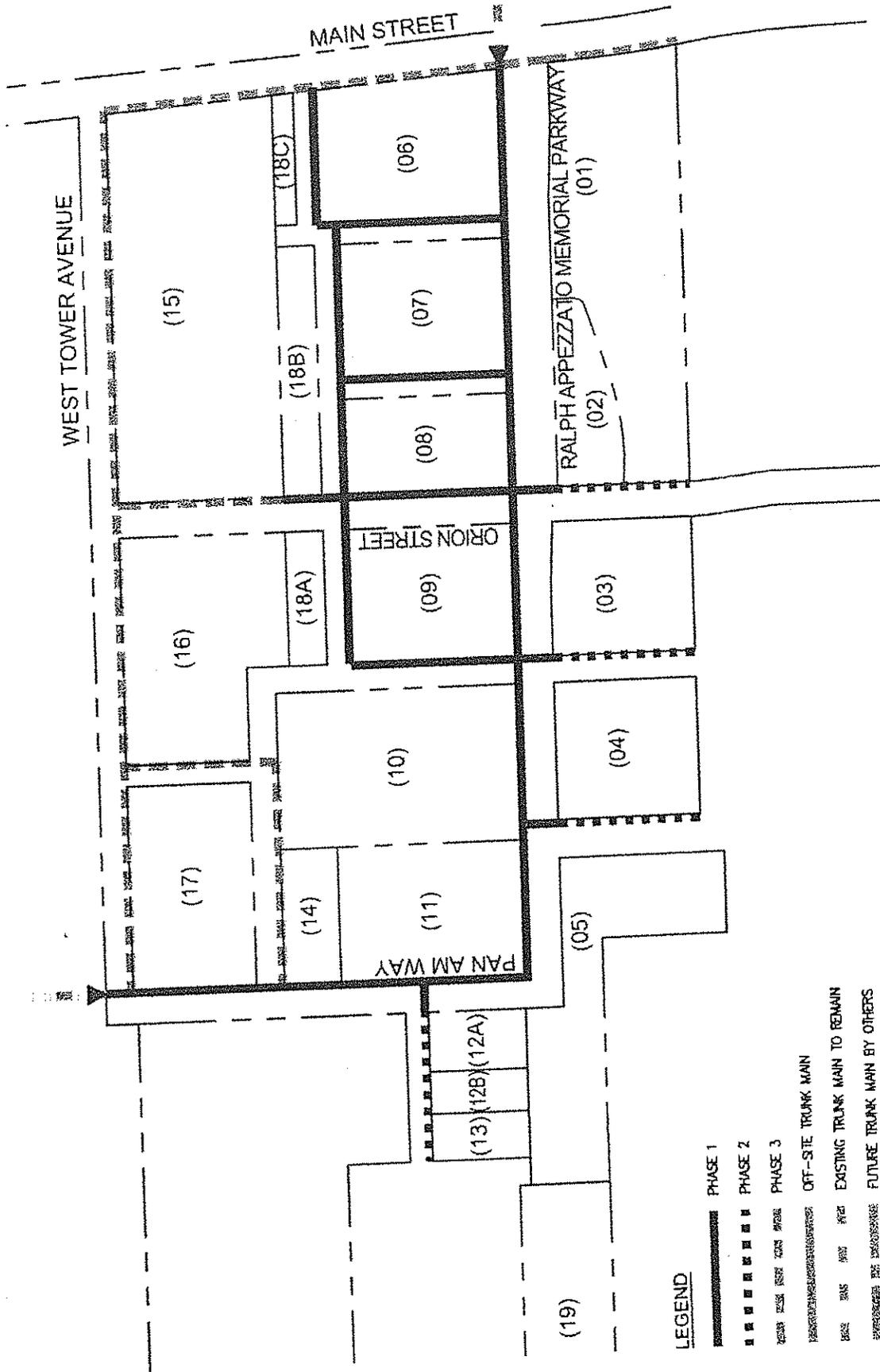
LEGEND  
 PHASE 1  
 PHASE 2  
 PHASE 3

**EXHIBIT 4**  
**SITE A - PHASING**

04/29/2015

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**LEGEND**

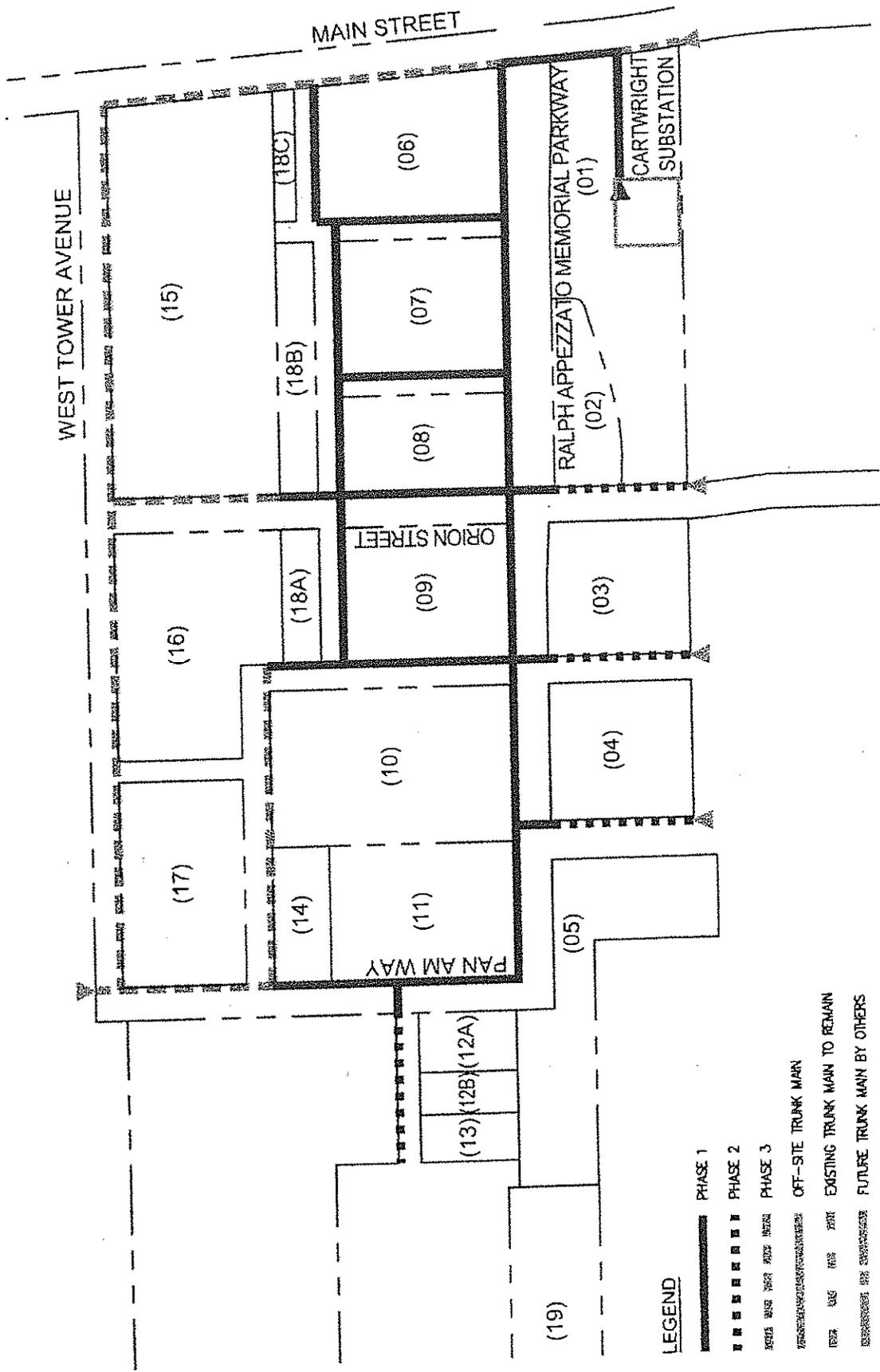
- PHASE 1
- PHASE 2
- PHASE 3
- OFF-SITE TRUNK MAIN
- EXISTING TRUNK MAIN TO REMAIN
- FUTURE TRUNK MAIN BY OTHERS
- POC = NEW POINT OF CONNECTION
- POC = FUTURE POINT OF CONNECTION

THIS FIGURE IS ILLUSTRATIVE AND SUBJECT TO CHANGE ONCE DETAILED DESIGNS ARE COMPLETE.

**EXHIBIT 5  
ALAMEDA POINT - UTILITY PHASING (GAS)**

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04/29/2015



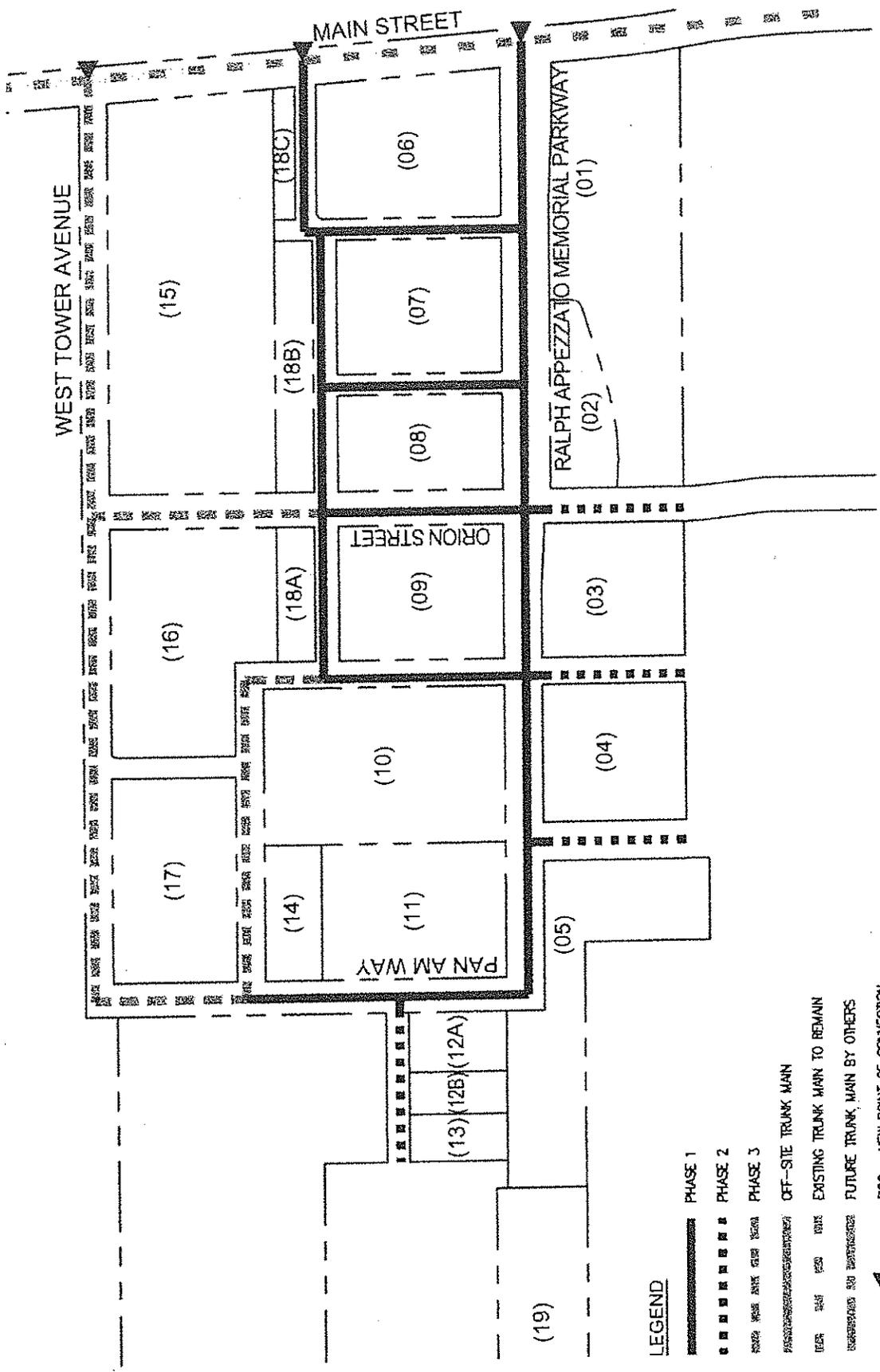
- LEGEND**
- PHASE 1
  - PHASE 2
  - PHASE 3
  - OFF-SITE TRUNK MAIN
  - EXISTING TRUNK MAIN TO REMAIN
  - FUTURE TRUNK MAIN BY OTHERS
  - POC = NEW POINT OF CONNECTION
  - POC = FUTURE POINT OF CONNECTION

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**EXHIBIT 6**  
**ALAMEDA POINT - UTILITY PHASING (ELECTRICAL DISTRIBUTION)**

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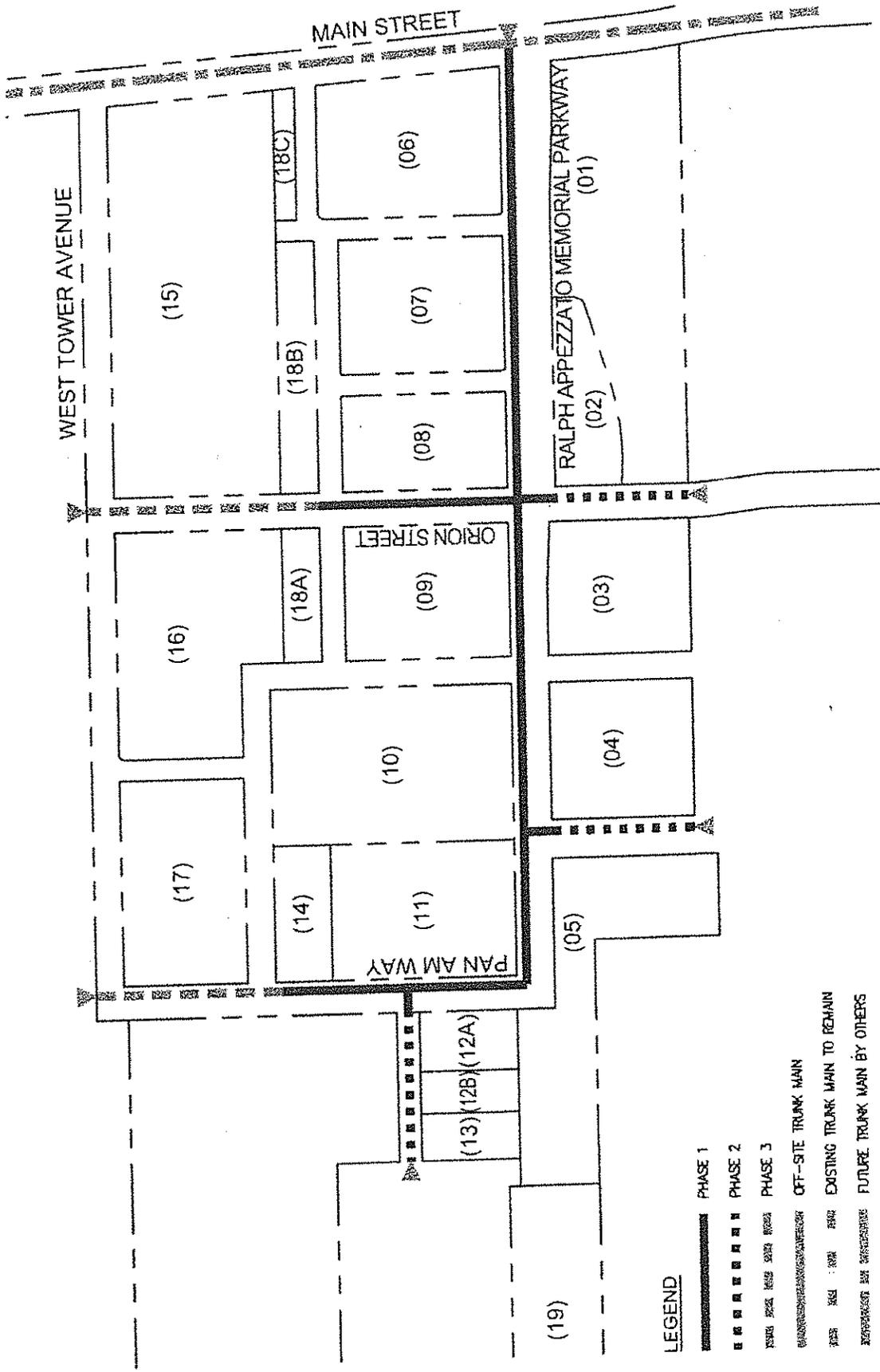


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# EXHIBIT 7 ALAMEDA POINT - UTILITY PHASING (WATER)

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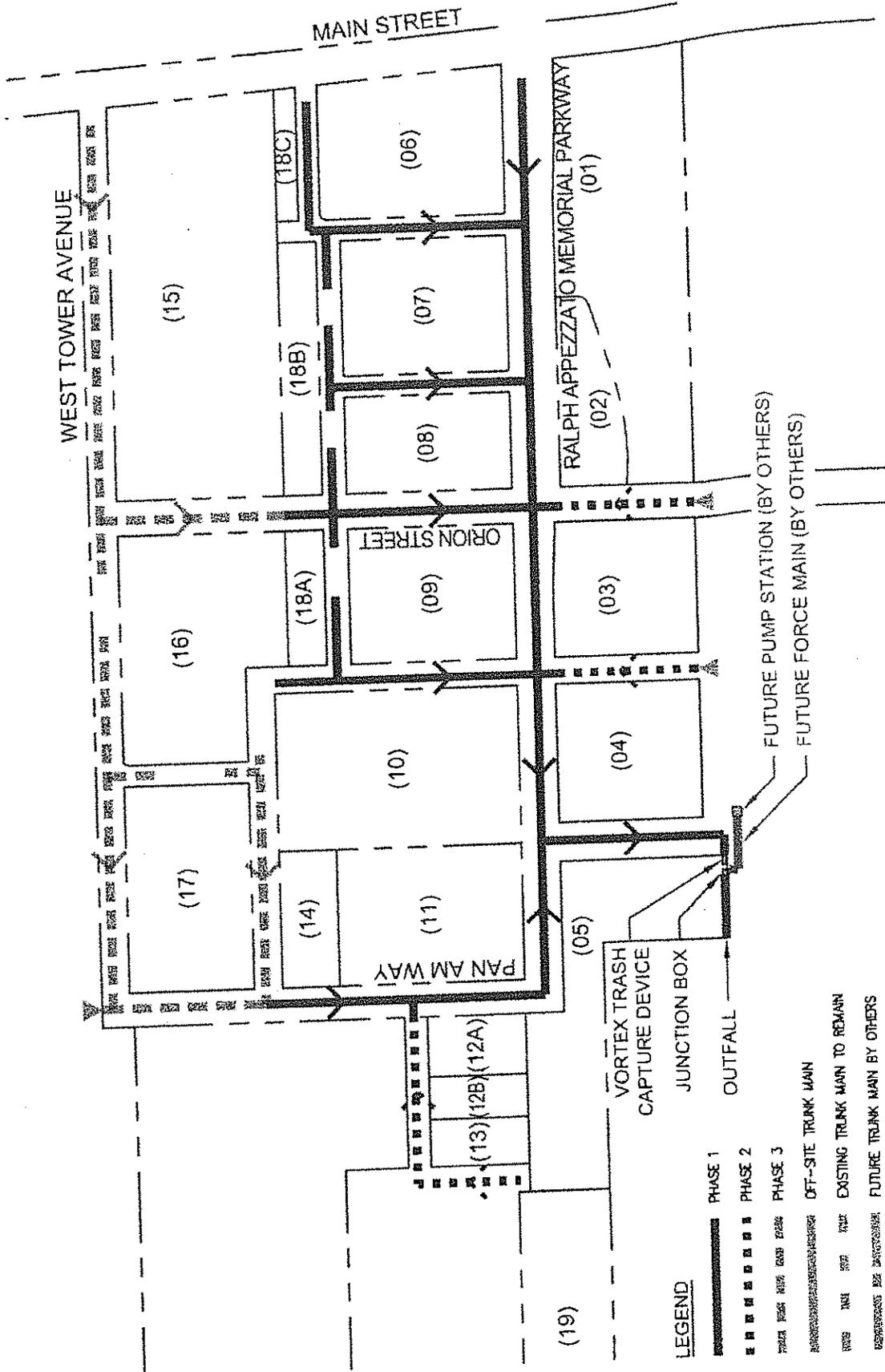


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# EXHIBIT 8 ALAMEDA POINT - UTILITY PHASING (RECYCLED WATER)

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04/29/2015



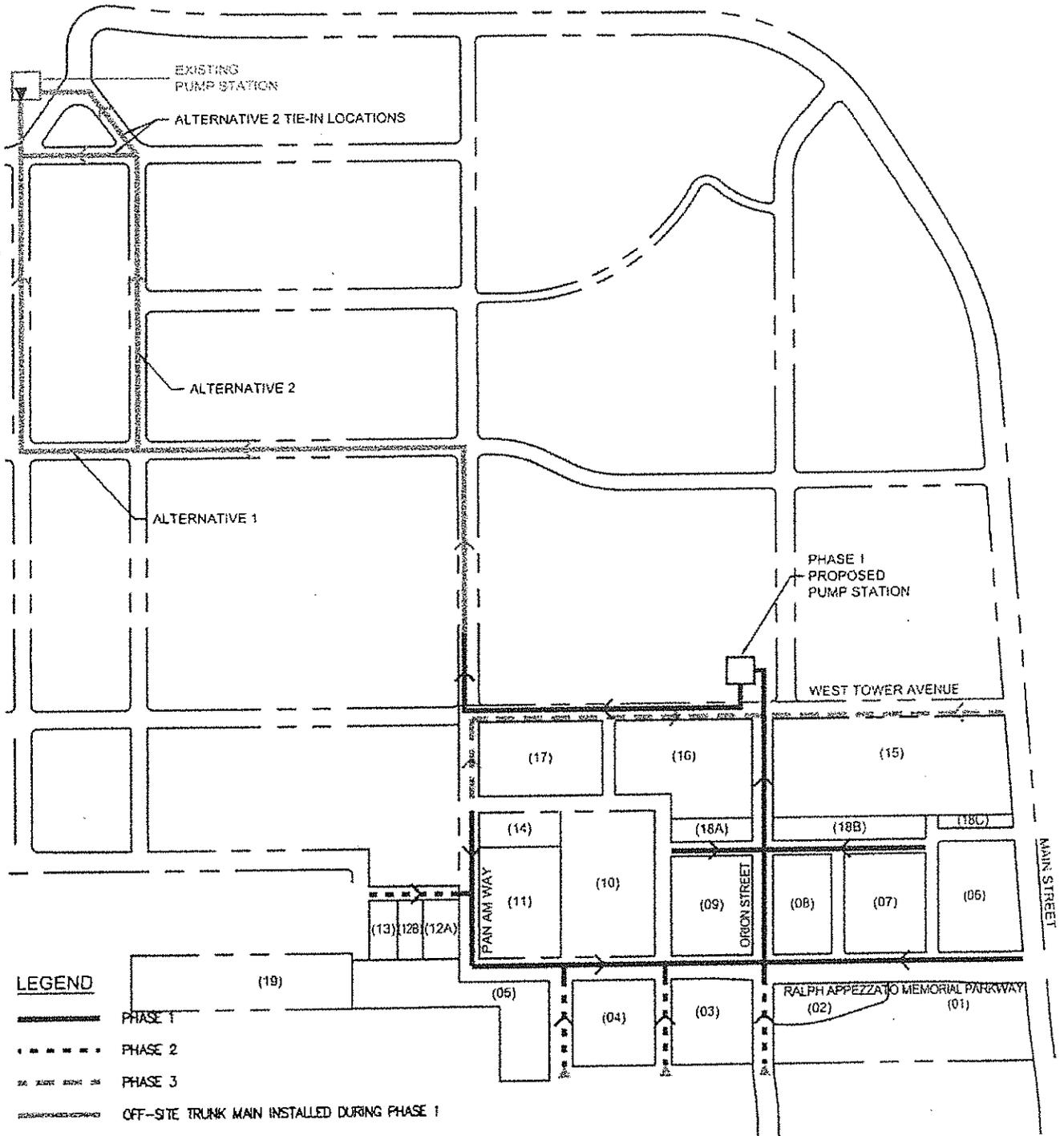
- LEGEND**
- PHASE 1
  - PHASE 2
  - PHASE 3
  - OFF-SITE TRUNK MAIN
  - EXISTING TRUNK MAIN TO REMAIN
  - FUTURE TRUNK MAIN BY OTHERS
  - POC = NEW POINT OF CONNECTION
  - POC = FUTURE POINT OF CONNECTION

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**EXHIBIT 9**  
**ALAMEDA POINT - UTILITY PHASING (STORM DRAIN)**

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**LEGEND**

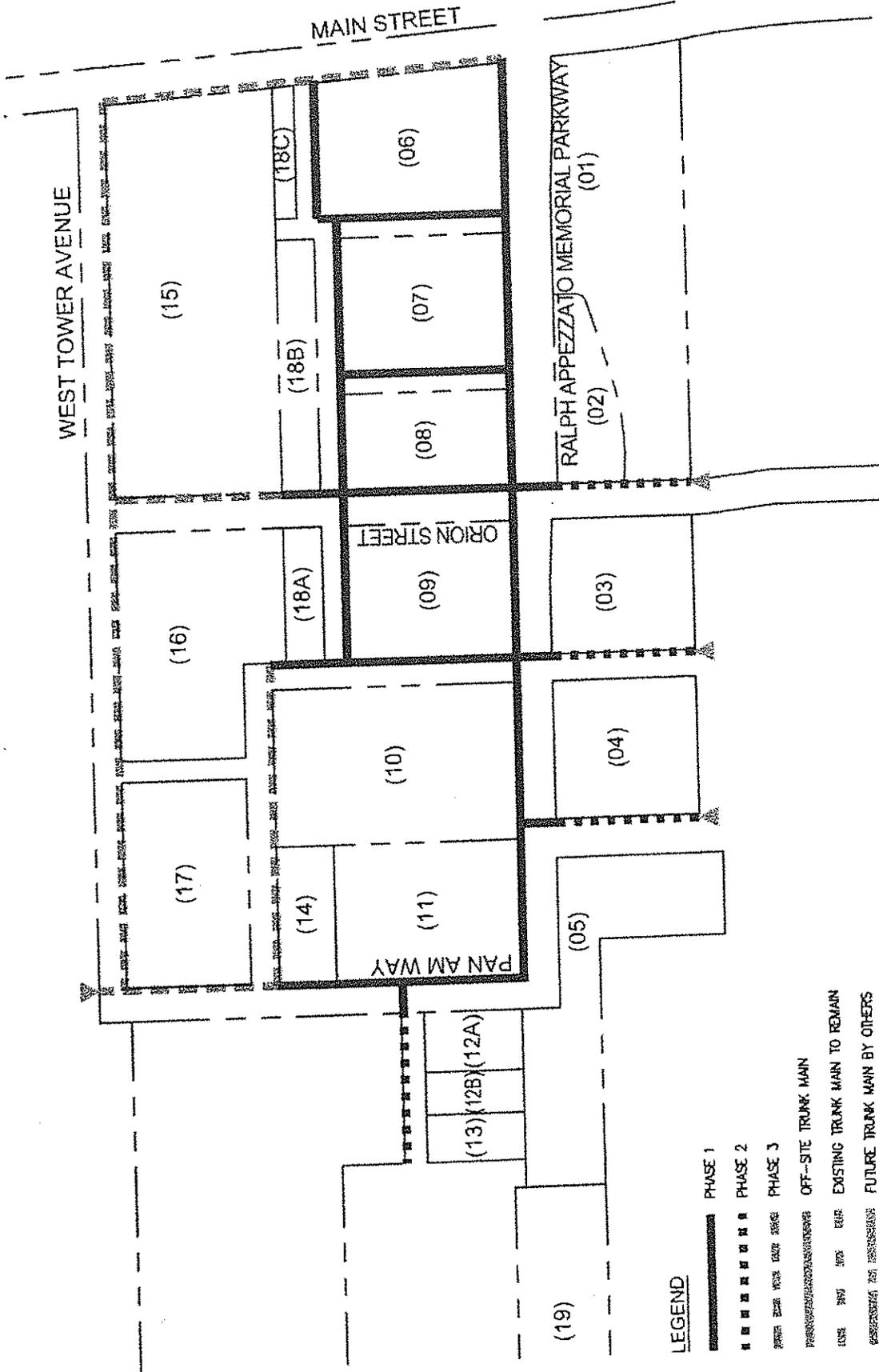
- PHASE 1
- - - - - PHASE 2
- · - · - · PHASE 3
- OFF-SITE TRUNK MAIN INSTALLED DURING PHASE 1
- · — · — · EXISTING TRUNK MAIN TO REMAIN
- · — · — · FUTURE TRUNK MAIN BY OTHERS
- ▲ POC = NEW POINT OF CONNECTION
- ▲ POC = FUTURE POINT OF CONNECTION

**EXHIBIT 10**

**ALAMEDA POINT - UTILITY PHASING (SANITARY SEWER)**

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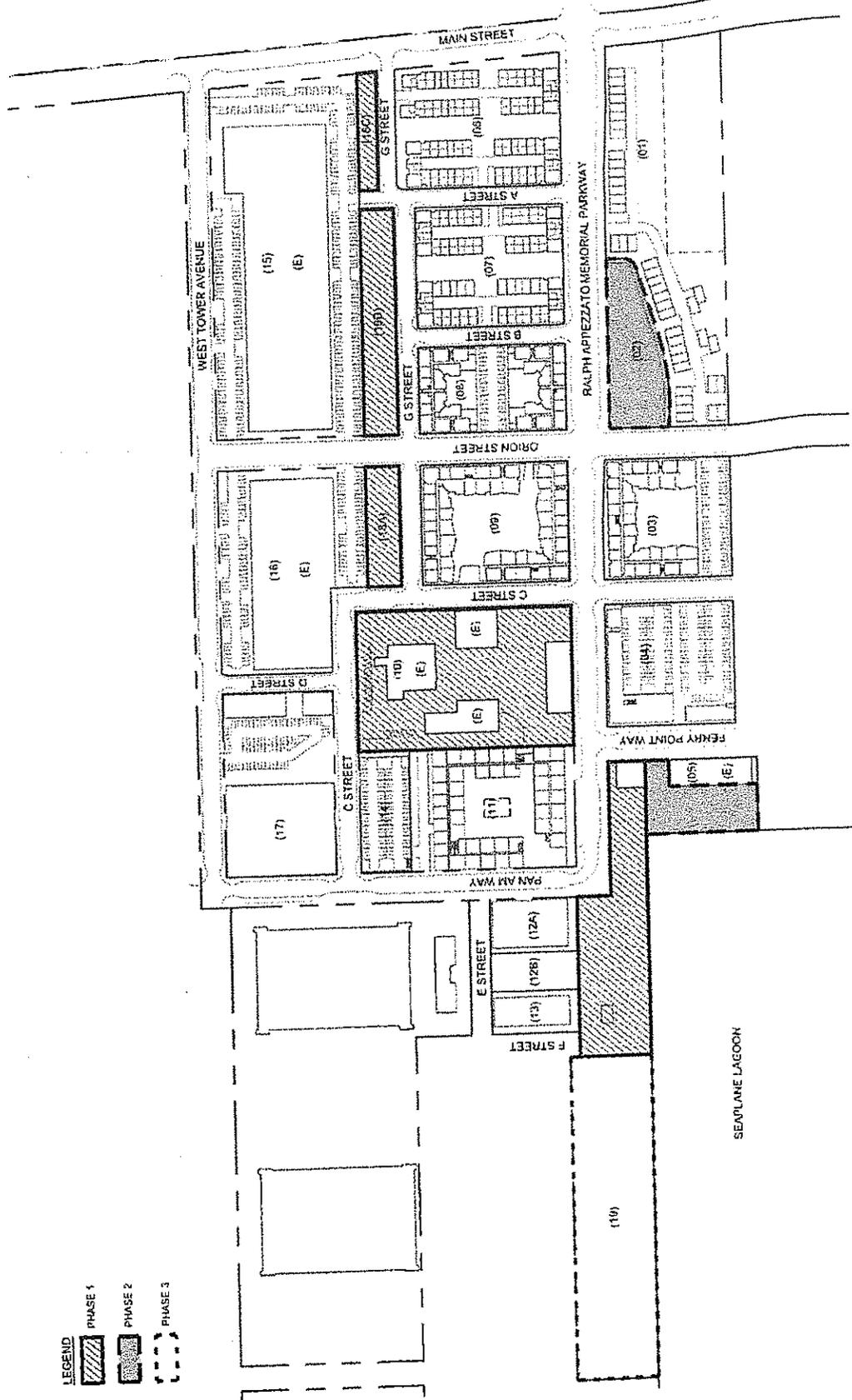


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**EXHIBIT 11**  
**ALAMEDA POINT - UTILITY PHASING (TEL/DATA)**

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**LEGEND**  
 PHASE 1  
 PHASE 2  
 PHASE 3

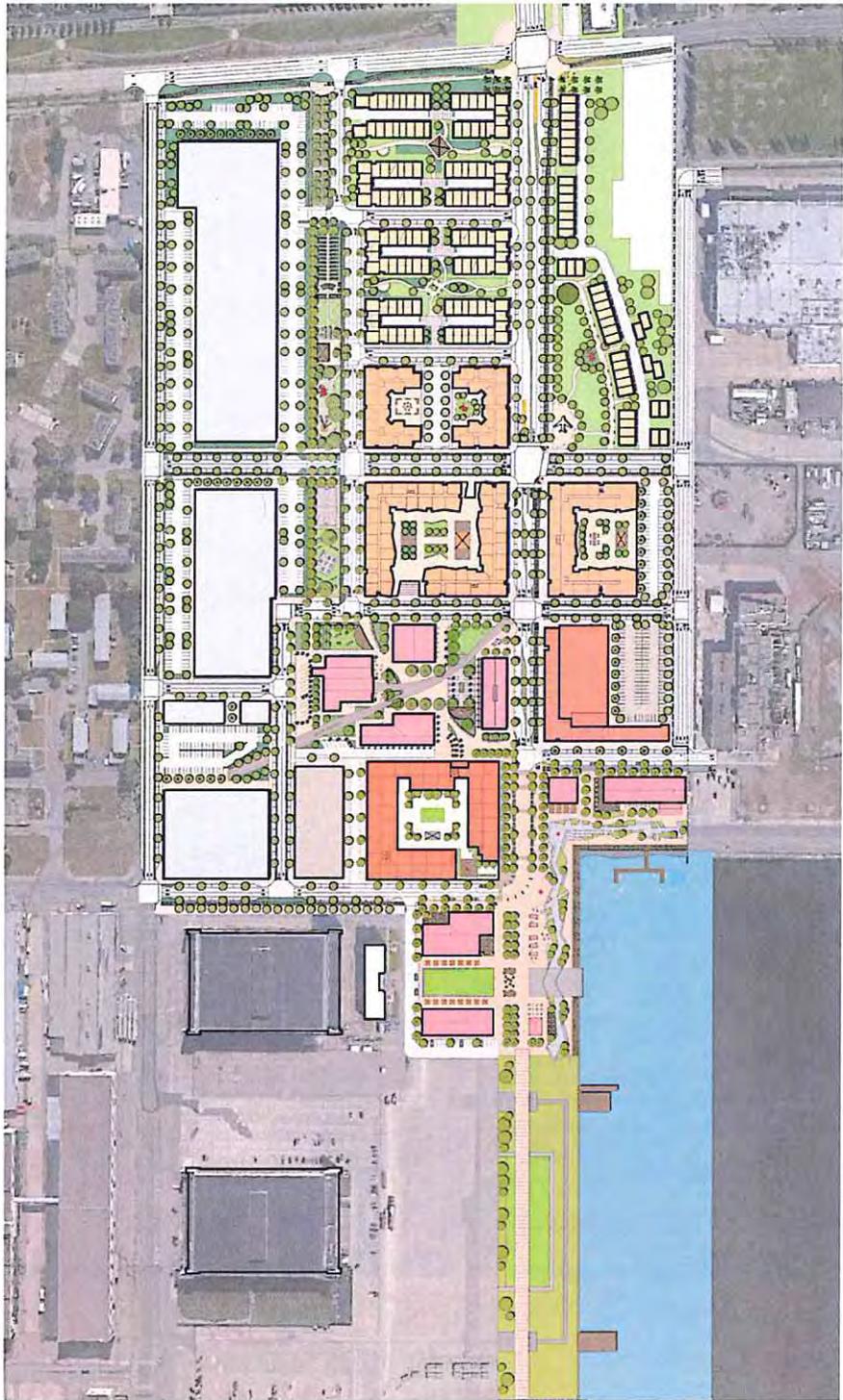
**EXHIBIT 12**  
**SITE A - PARK & OPEN SPACE PHASING**

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EXHIBIT H

DEVELOPMENT PLAN



**ALAMEDA POINT - SITE A - DEVELOPMENT PLAN**

Project Sponsor: Alameda Point Partners  
Prepared by: BAR Architects, April Philips Design Workshop, BKF Engineers  
May 11, 2015

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**ALAMEDA POINT | ALAMEDA, CA**

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**BKF** ignition  
architecture  
interior architecture

**EDEN**  
interiors

**TRICON**  
interiors

**SPANERST**  
interiors

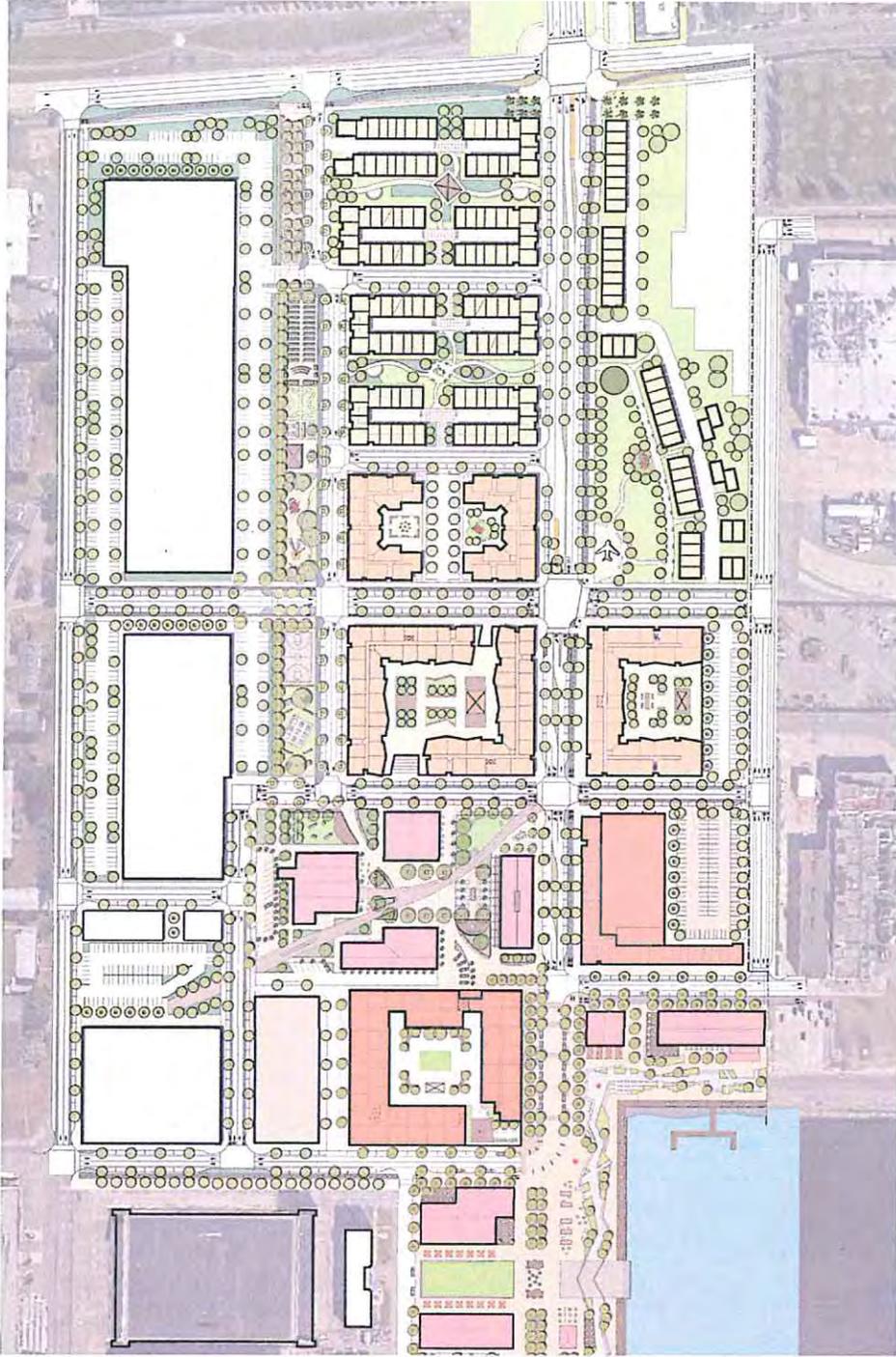
**LANGAN**

**DM**

05.11.15  
14072

# CONTEXT

- Existing Conditions at Site A ..... 03
- Site Photos ..... 04
- Site Photos ..... 05
- Planned Land Use and Open Space ..... 06



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**BKf** ignition  
 architecture

**TRICON**  
 Tabletop

**EDEN**  
 HOUSING

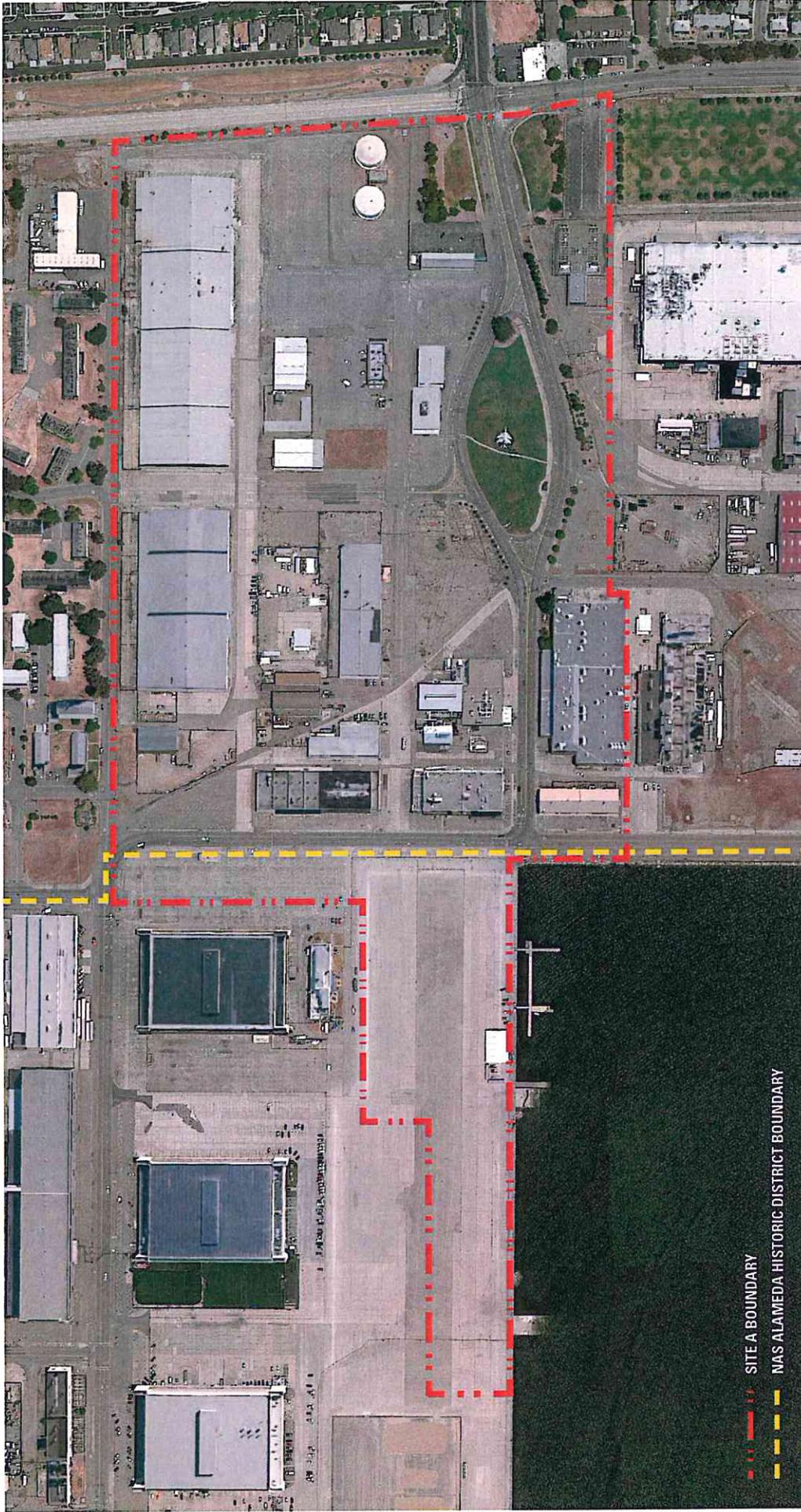
**e-Flu**

**SIRMERNST**  
 Architecture + Planning  
 Madison + Marquette

**FIELD**  
 PAOLI

**A.P.**  
**D.W.**

05.11.15  
 14072



- - - SITE A BOUNDARY  
- - - NAS ALAMEDA HISTORIC DISTRICT BOUNDARY

**EXISTING CONDITIONS AT SITE "A"**

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**TRICON** Technology

**EDEN** HOUSING

**City of Alameda**

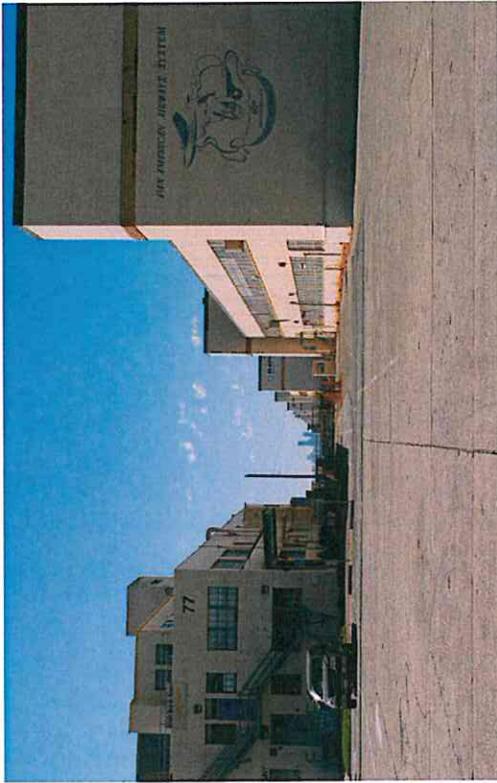
**SRMERNST** Madison Marquette  
**LANGAN**

**KH** Kohn Pedersen Fox Associates

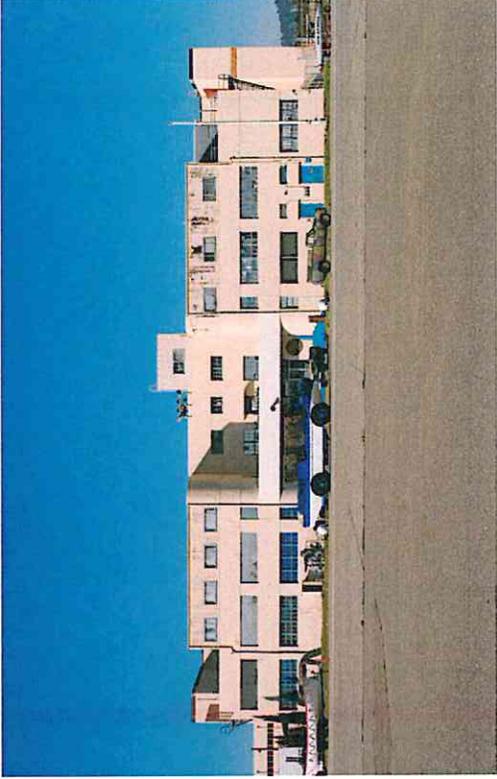
**FIELD PAOLI**

**AP P** | **D W**

05.11.15 | 14072



EXISTING BUILDING 77 (LEFT) AND 41 (RIGHT)



EXISTING BUILDING 77



EXISTING BUILDING 40 (BLADIUM)



EXISTING BUILDING 113

ALAMEDA POINT | ALAMEDA, CA

SITE PHOTOS

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**BKf** ignition  
architecture

**IBH** arch

**TRICON**  
CORPORATION

**EDEN**  
ROSA

**o2u**  
CONSTRUCTION

**SRMERNST**  
Multi-Sector Markets

**LANGAN**

**KI**  
KONSTRUCTION

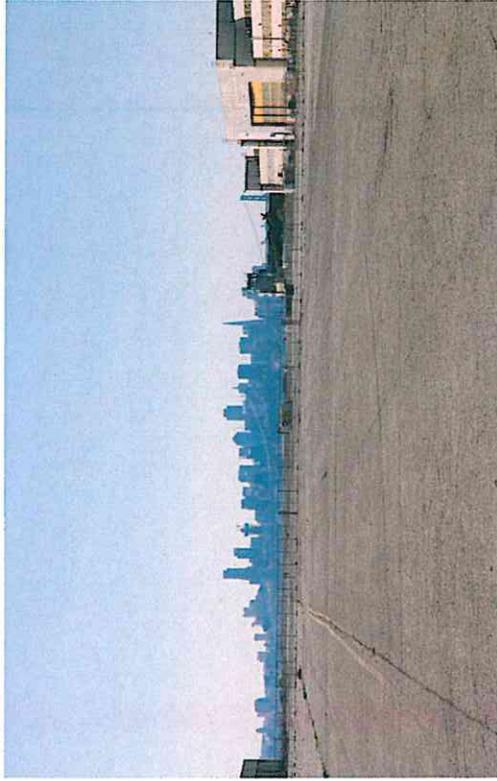
**FIELD**  
PAOLI

**A.P.**  
**D.W.**

05.11.15  
14072



MAIN ENTRY AT RAMP & MAIN STREET



VIEW OF SAN FRANCISCO ACROSS TAXIWAY



EXISTING CORSAIR II DISPLAY



EXISTING CYPRESS TREE

ALAMEDA POINT | ALAMEDA, CA

SITE PHOTOS

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**TRICON**  
LABORATORY

**EDEN**  
FOODS

**WATSON**

**e-Flu**

**SRM HERNST**  
McGraw-Hill Construction Information Group  
McGraw-Hill Construction Information Group

**KH**  
Kaiser Permanente  
**LANGAN**

**FIELD**  
PAOLI

**Ap P**  
**Dh W**

05.11.15  
14072

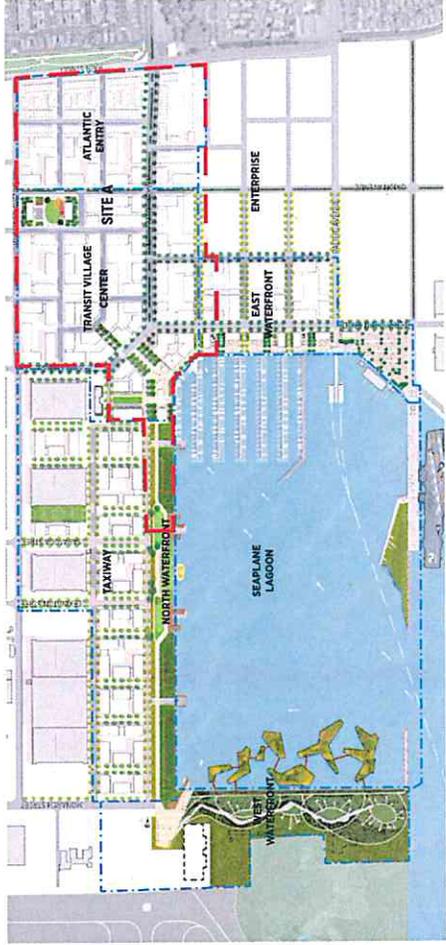


FIGURE 3. ALAMEDA POINT - OPEN SPACE FRAMEWORK

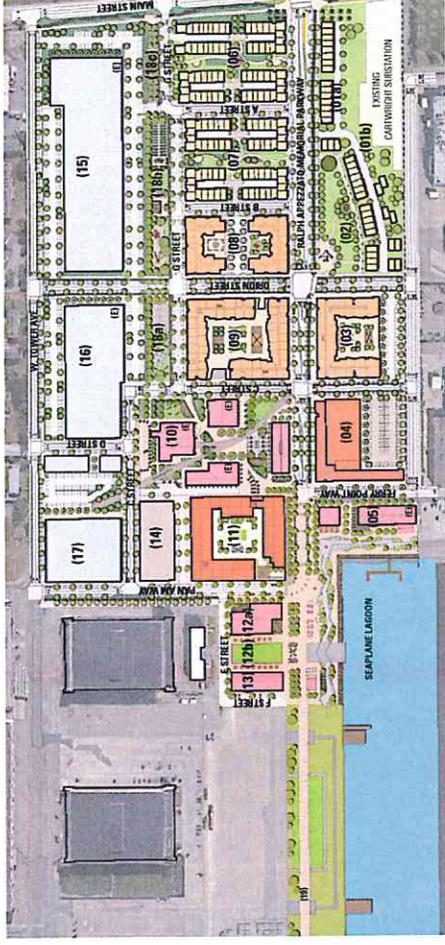
**ALAMEDA POINT PLANNING GUIDE - OPEN SPACE FRAMEWORK**  
 \* DRAWING FROM 9/7/2013 ALAMEDA POINT PLANNING GUIDE



**ALAMEDA POINT - ZONING MAP**  
 \* DRAWING FROM [www.alamedaca.gov](http://www.alamedaca.gov)



**PRECISE PLAN - TOWN CENTER AREA**



**ILLUSTRATIVE SITE PLAN - ALL PHASES**

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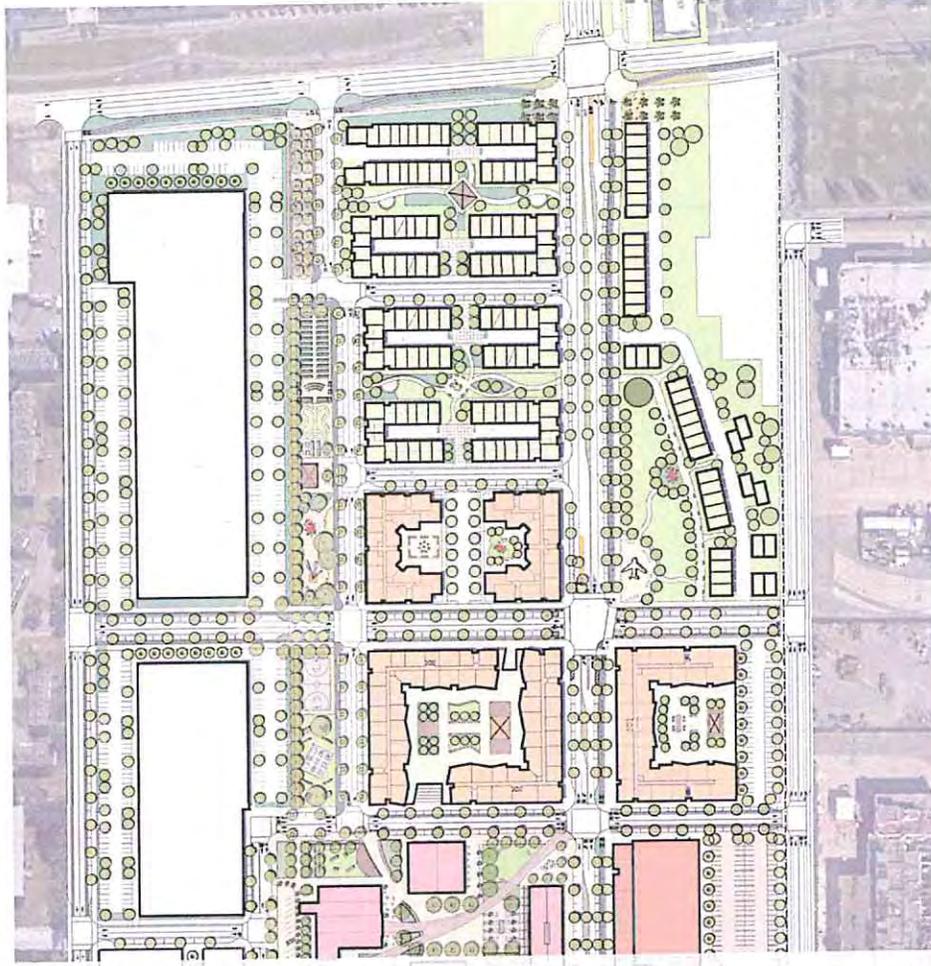
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**D.W.**

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**PLANNED LAND USE AND OPEN SPACE**

# LAND USE & DEVELOPMENT

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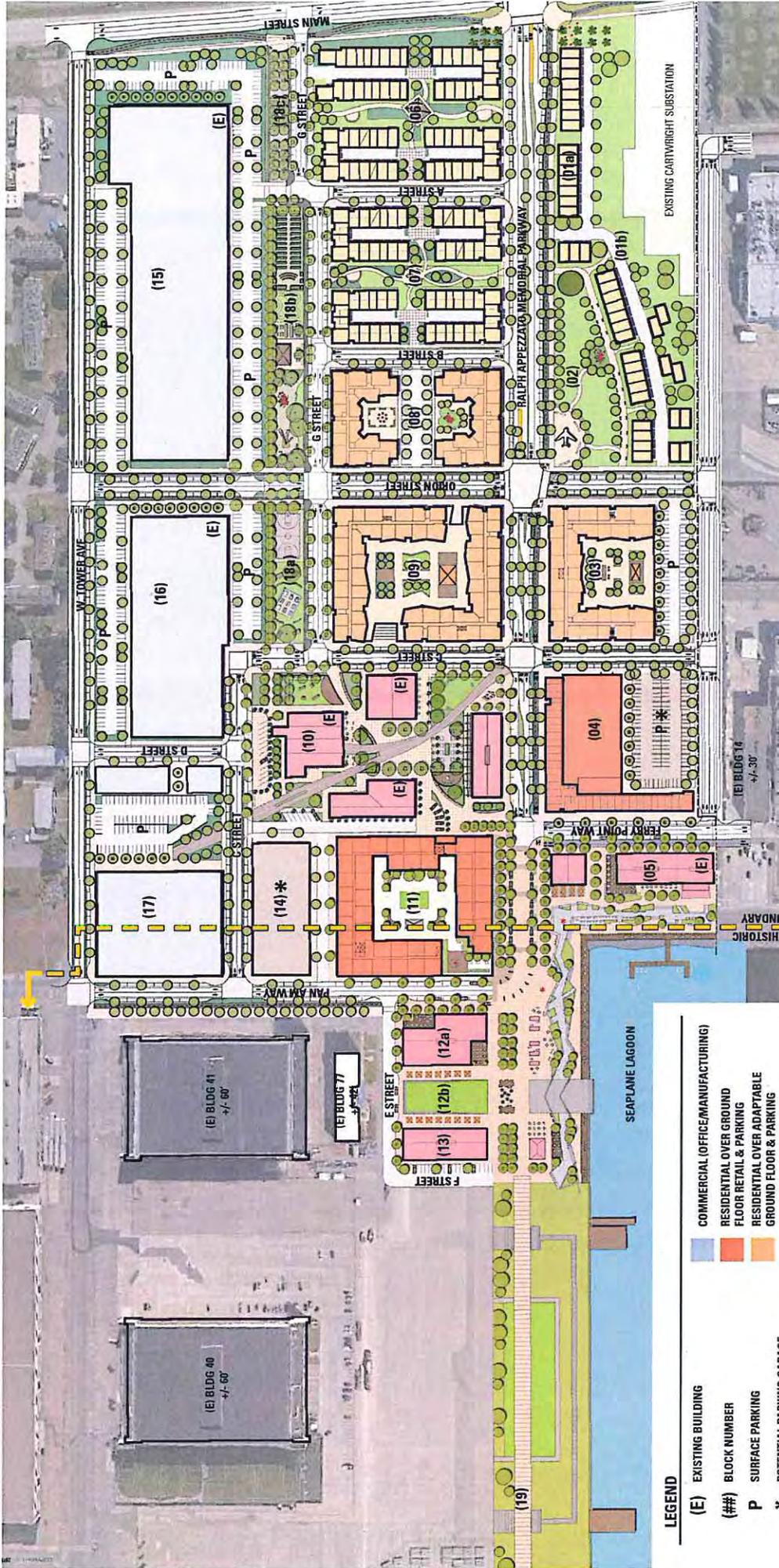
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\*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL

\*EXISTING BUILDINGS AND/OR SITES MAY BE OCCUPIED WITH USES CONSISTENT WITH THIS PLAN DURING ANY PHASE

# ILLUSTRATIVE SITE PLAN - ALL PHASES

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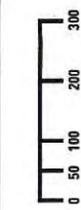
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**SRH ERNST**  
 SRH ERNST

**KI**  
 KI

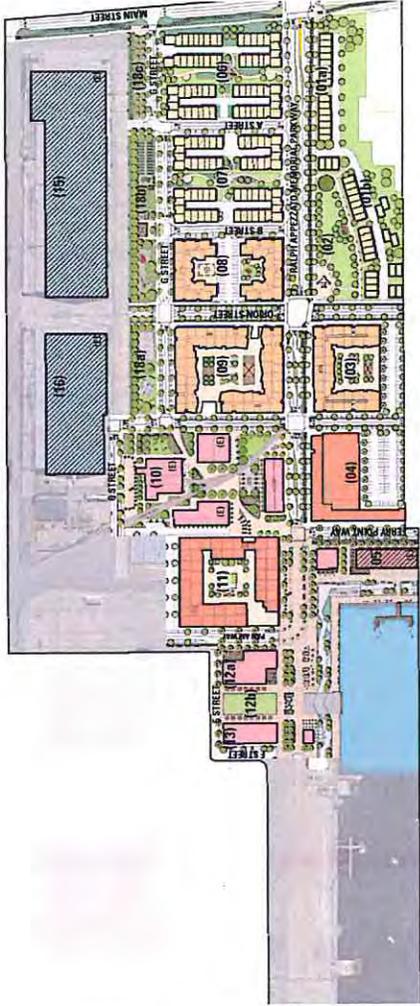
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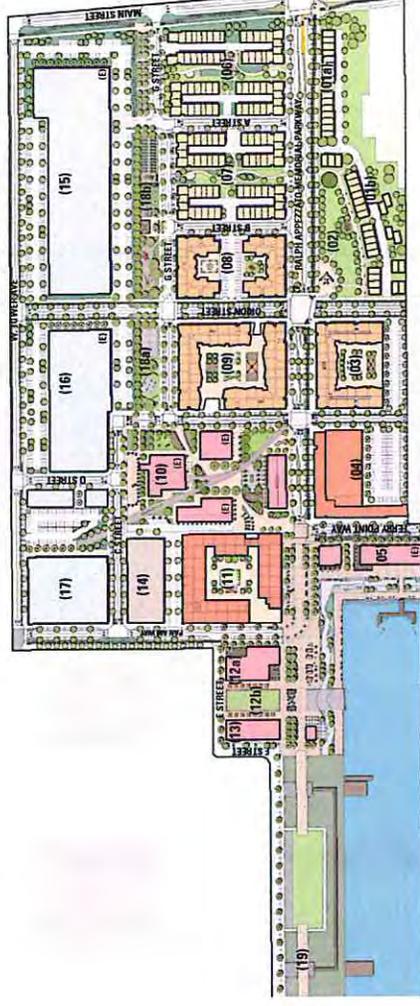




ILLUSTRATIVE SITE PLAN - PHASE 1



ILLUSTRATIVE SITE PLAN - PHASE 2



ILLUSTRATIVE SITE PLAN - PHASE 3

LEGEND

- (E) EXISTING BUILDING
- (##) BLOCK NUMBER
- EXISTING BUILDINGS AND/OR SITES MAY BE OCCUPIED WITH USES CONSISTENT WITH THIS PLAN DURING ANY PHASE
- PUBLIC PARKING
- OPEN SPACE - NEIGHBORHOOD PARK
- COMMERCIAL (OFFICE/MANUFACTURING)
- RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
- RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
- RESIDENTIAL TOWNHOME
- RETAIL (SHOPS & RESTAURANTS)

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ILLUSTRATIVE SITE PLAN - PHASING

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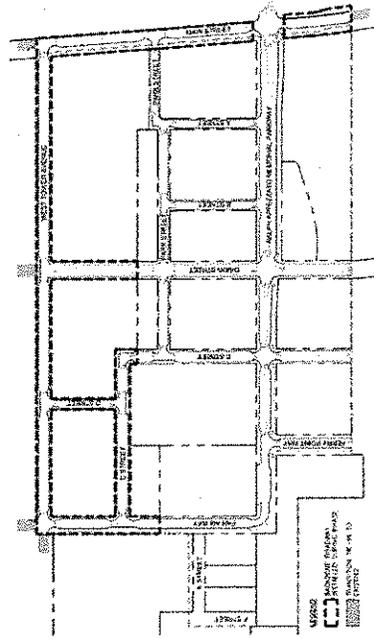
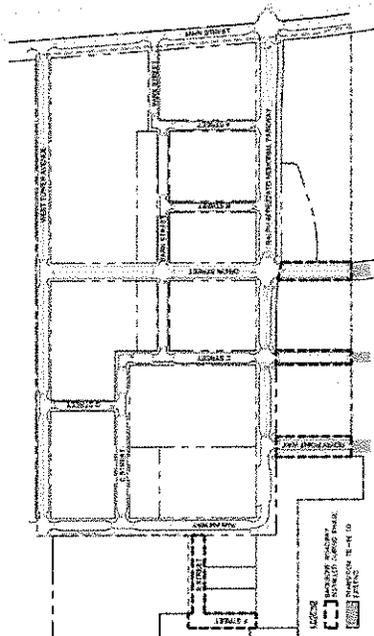
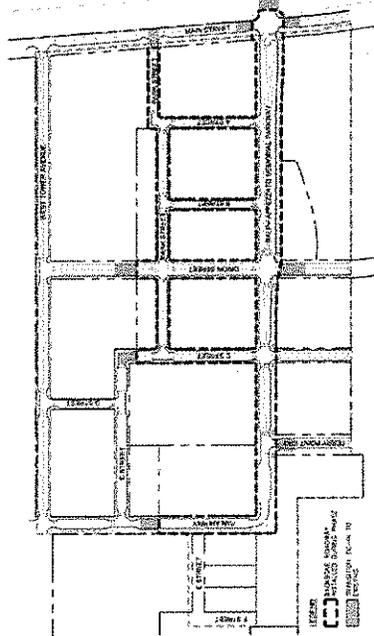
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**SRMERNST**  
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**KH**  
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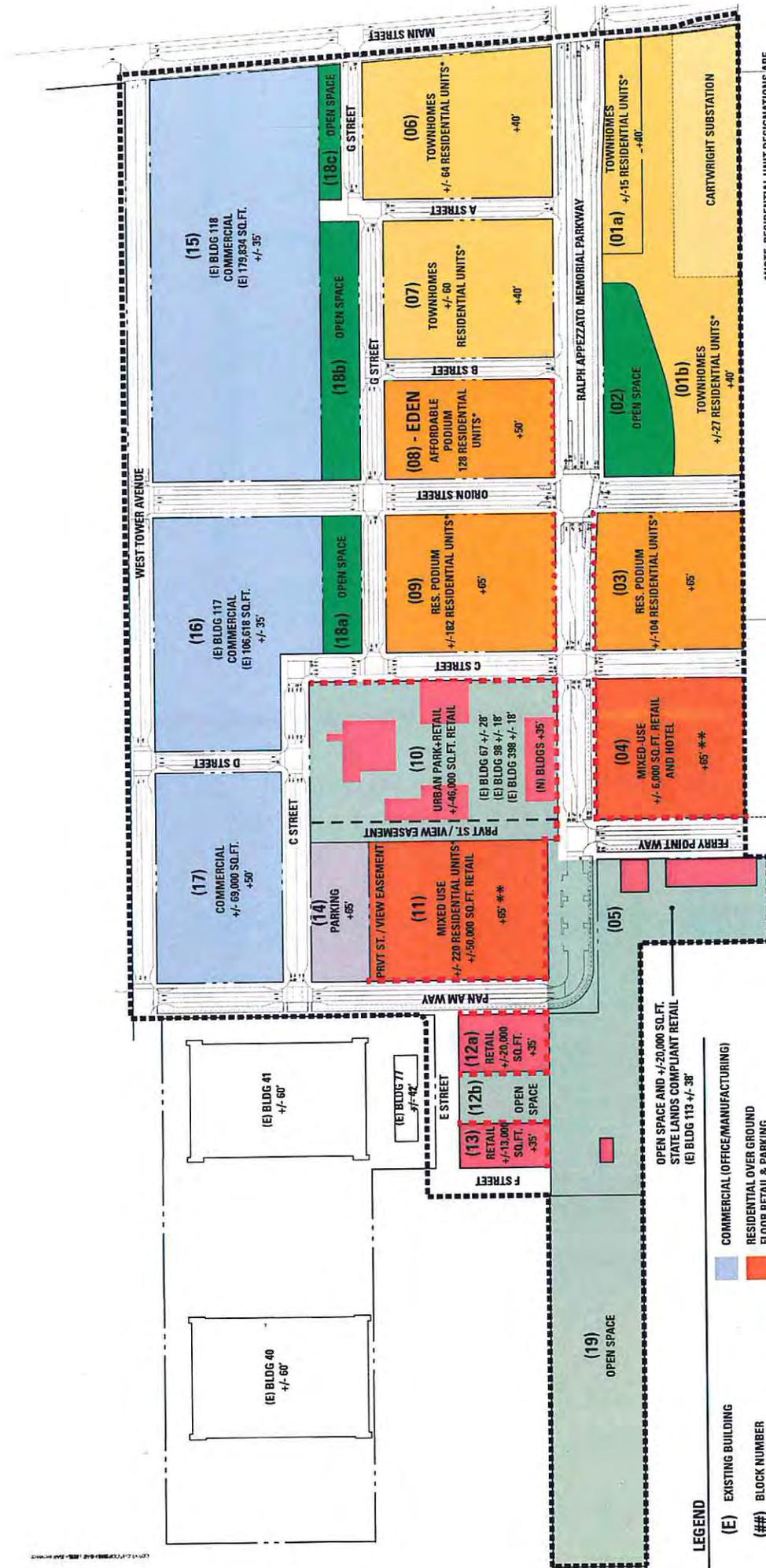


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\*NOTE: RESIDENTIAL UNIT DESIGNATIONS ARE APPROXIMATE, PER BLOCK, BUT TOTAL SHALL NOT EXCEED 800 RESIDENTIAL UNITS ACROSS "SITE A"

\*\* PER PRECISE PLAN, HEIGHT MAY EXCEED 65' WITH SPECIAL CONSIDERATION, IF THE FOLLOWING FINDING CAN BE MADE: THE BUILDING EXHIBITS EXCEPTIONAL ARCHITECTURAL DESIGN AND IS TRANSIT SUPPORTIVE

### LAND USE DIAGRAM

- LEGEND**
- (E) EXISTING BUILDING
  - (##) BLOCK NUMBER
  - GROUND FLOOR RETAIL FRONTAGE
  - ... ADAPTABLE GROUND FLOOR FRONTAGE
  - OPEN SPACE - NEIGHBORHOOD PARK
  - OPEN SPACE - PARK / PLAZA
  - COMMERCIAL (OFFICE/MANUFACTURING)
  - RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
  - RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
  - RESIDENTIAL TOWNHOME
  - RETAIL, FOOD AND BEVERAGE, ENTERTAINMENT
  - PUBLIC PARKING

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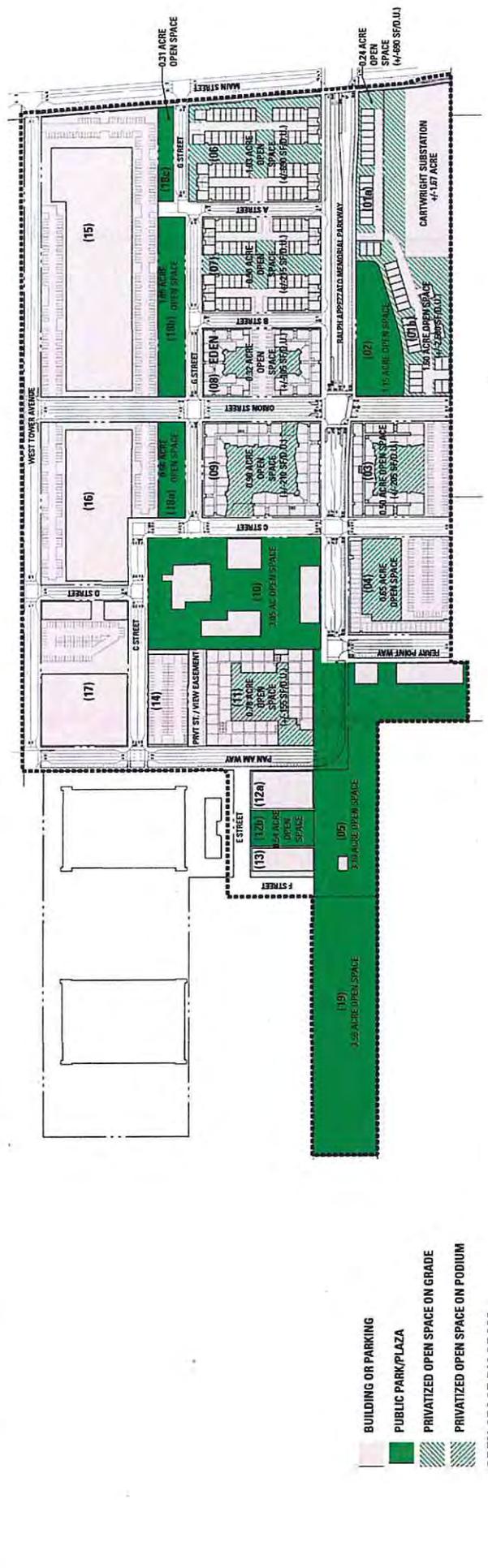
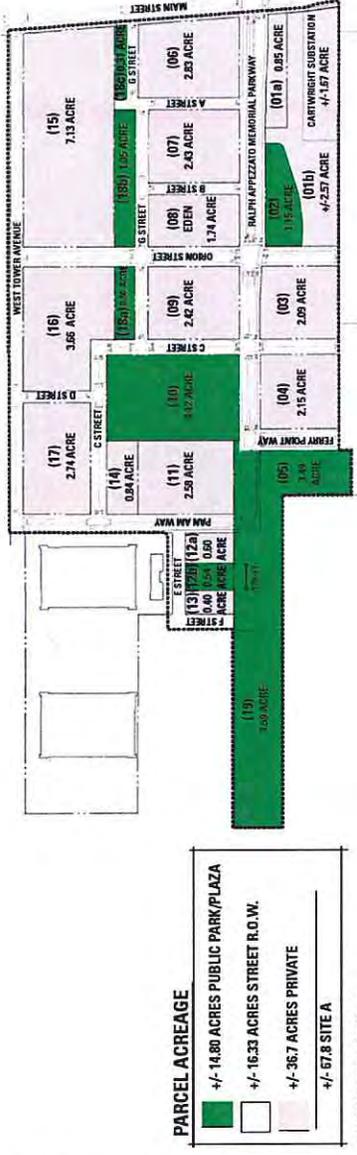
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 Multifamily

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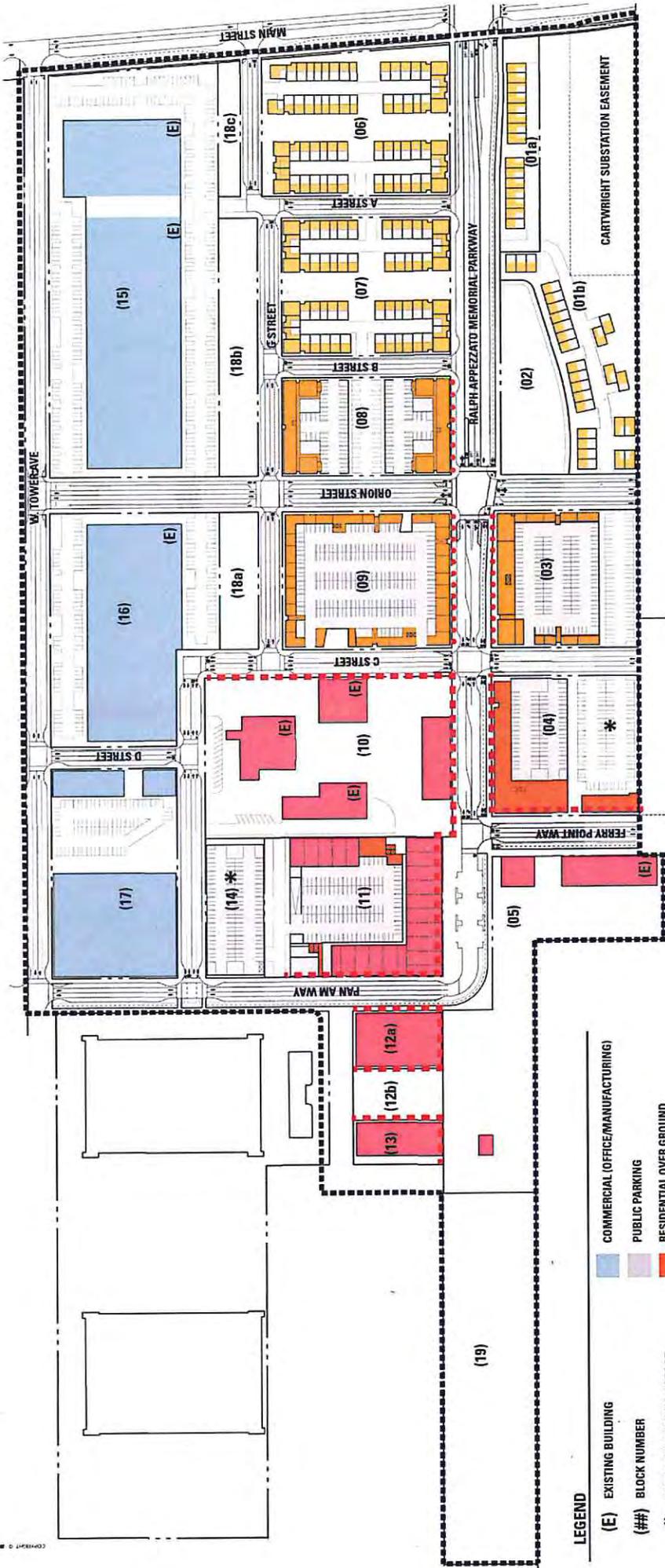
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- LEGEND**
- (E) EXISTING BUILDING
  - (##) BLOCK NUMBER
  - \* POTENTIAL PARKING GARAGE
  - GROUND FLOOR RETAIL FRONTAGE
  - ADAPTABLE GROUND FLOOR FRONTAGE
  - OPEN SPACE - NEIGHBORHOOD PARK
  - COMMERCIAL (OFFICE/MANUFACTURING)
  - PUBLIC PARKING
  - RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
  - RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
  - RESIDENTIAL TOWNHOME
  - RETAIL (SHOPS & RESTAURANTS)

**GROUND FLOOR PLAN**

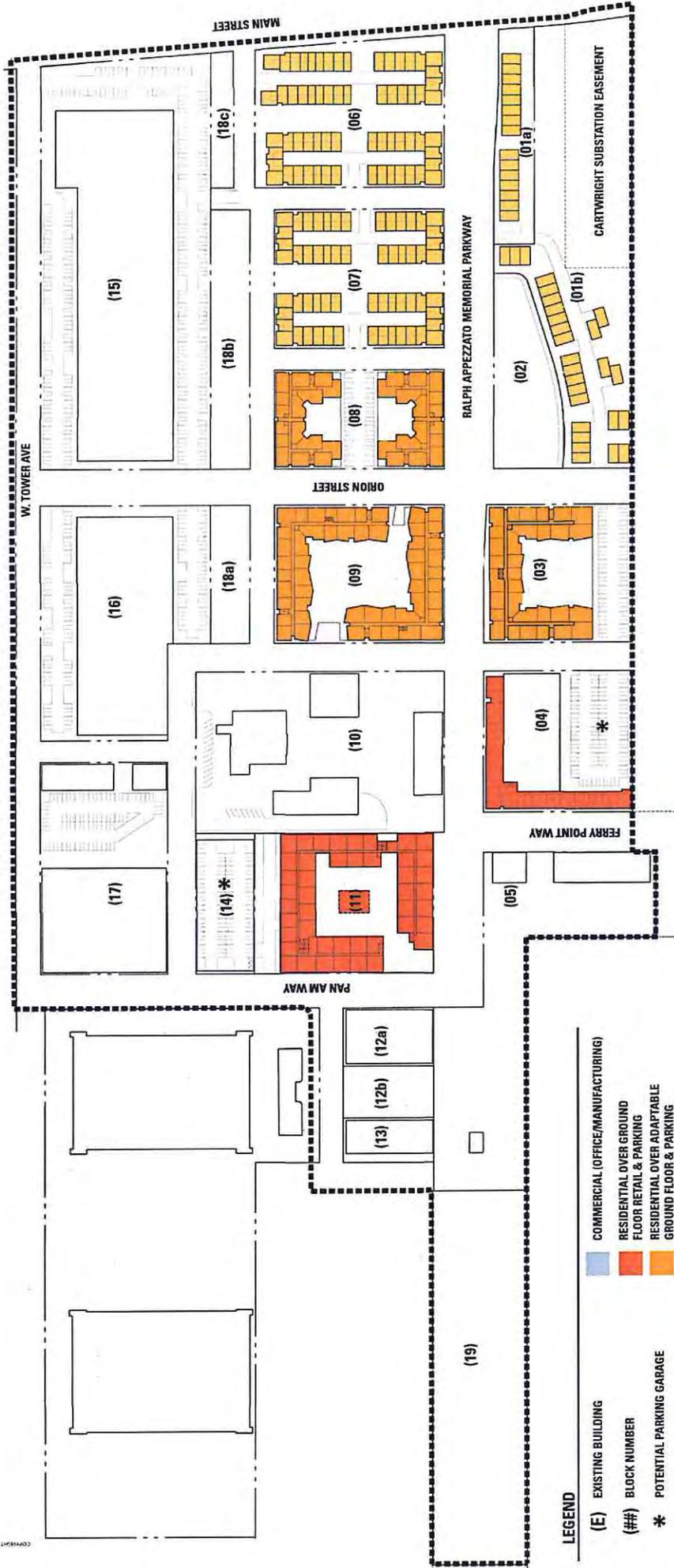
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- LEGEND**
- (E) EXISTING BUILDING
  - (##) BLOCK NUMBER
  - \* POTENTIAL PARKING GARAGE
  - OPEN SPACE - NEIGHBORHOOD PARK
  - PUBLIC PARKING
  - COMMERCIAL (OFFICE/MANUFACTURING)
  - RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
  - RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
  - RESIDENTIAL TOWNHOME
  - RETAIL (SHOPS & RESTAURANTS)

**ALAMEDA POINT | ALAMEDA, CA** **TYPICAL UPPER LEVEL PLAN**

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**14**

**ALAMEDA POINT SITE A – UNIVERSAL DESIGN AND AGING IN PLACE:**

THE GENERAL PLAN HOUSING ELEMENT IDENTIFIES THE NEED FOR HOUSING FOR PEOPLE WITH DISABILITIES AND SENIORS, WHO WISH TO AGE IN PLACE. THE GOAL OF UNIVERSAL DESIGN IS TO BE ACCESSIBLE, FLEXIBLE, SIMPLE, AND DIGNITABLE. THE SITE PLANNING AND ARCHITECTURAL DESIGN OF THIS PROJECT IS TO PROVIDE HOUSING THAT IS ACCESSIBLE, FLEXIBLE, SIMPLE, AND DIGNITABLE. THE PROJECT WILL PROVIDE A VARIETY OF HOUSING TYPES, INCLUDING SINGLE-FAMILY HOMES, TOWNHOMES, AND APARTMENTS. THE PROJECT WILL ALSO PROVIDE A VARIETY OF AMENITIES, INCLUDING PARKS, PLAY AREAS, AND COMMUNITY CENTERS. THE PROJECT WILL BE DESIGNED TO BE ACCESSIBLE TO ALL PEOPLE, REGARDLESS OF THEIR ABILITIES. THE PROJECT WILL ALSO BE DESIGNED TO BE AGING IN PLACE, WHICH MEANS THAT THE PROJECT WILL PROVIDE HOUSING THAT IS ACCESSIBLE TO SENIORS WHO WISH TO AGE IN PLACE. THE PROJECT WILL ALSO PROVIDE A VARIETY OF AMENITIES, INCLUDING PARKS, PLAY AREAS, AND COMMUNITY CENTERS. THE PROJECT WILL BE DESIGNED TO BE ACCESSIBLE TO ALL PEOPLE, REGARDLESS OF THEIR ABILITIES.

ALL SINGLE-STORY RESIDENTIAL FLAT UNITS INCLUDE THE FOLLOWING UNIVERSAL DESIGN ELEMENTS:

- ACCESSIBLE ROUTE OF TRAVEL FROM A PUBLIC SIDEWALK TO THE UNIT'S PRIMARY ENTRANCE.
- STAIRS ARE LOCATED CONVENIENTLY NEAR ELEVATOR LOBBIES, THUS ENSURING CONVENIENT ACCESS TO ONE'S DWELLING UNIT.
- AT LEAST ONE FULL BATHROOM ON ACCESSIBLE ROUTE OF TRAVEL.
- AT LEAST ONE FULL BATHROOM ON ACCESSIBLE ROUTE OF TRAVEL.
- CLEARANCES: HARDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES.
- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE WALKWAY TO ALL BEDROOMS, LIVING ROOM, KITCHEN, AND BATHROOMS.
- LIGHT SWITCHES, ELECTRICAL RECEPTACLES, AND ENVIRONMENTAL CONTROLS ARE MOUNTED AT ACCESSIBLE HEIGHTS.
- MINIMUM REQUIRED WORKTOP CLEARANCE OF 30" X 48" IN FRONT OF STOVE, REFRIGERATOR, DISHWASHER, SINK, AND OVEN.
- UNDER-CABINET LIGHTING.
- STANDARD BATHTUB AND TOILET WITH GRAB BAR REINFORCEMENT.
- ACCESSIBLE MEDICINE CABINET AND INTEGRAL HANGROU, LOWER TOWEL RACKS AND ROBE HOOKS, AND ACCESSIBLE TOILET TISSUE HOLDER.
- ALL RESIDENTIAL AMENITY SPACES AND COMMON OUTDOOR SPACES ARE LOCATED ALONG THE ACCESSIBLE PATH OF TRAVEL THROUGH THE BUILDING.

0% OF ALL TOWNHOME UNITS WILL BE PROVIDED WITH ACCESSIBLE GROUND FLOOR LEVELS WHICH CAN BE CONFIGURED TO ACCOMMODATE A BEDROOM, BATHROOM AND KITCHENETTE ON AN ACCESSIBLE ROUTE OF TRAVEL FROM THE EXTERIOR. ADDITIONALLY, ALL TOWNHOME UNITS WILL BE PROVIDED WITH ACCESSIBLE ROUTES OF TRAVEL FROM THE EXTERIOR TO THE UNIT'S PRIMARY ENTRANCE. ACCESSIBLE ROUTES OF TRAVEL FROM THE EXTERIOR TO THE UNIT'S PRIMARY ENTRANCE SHALL BE DESIGNED TO MEET THE FOLLOWING REQUIREMENTS:

- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE WALKWAY THROUGHOUT THE ACCESSIBLE ENTRY LEVEL.
- A MINIMUM OF ONE POWDERROOM AT THE ENTRY LEVEL, AND ALONG THE ACCESSIBLE ROUTE OF TRAVEL THE POWDERROOM SHALL BE PROVIDED WITH A MINIMUM 42" WIDE WALKWAY THROUGHOUT THE ACCESSIBLE ENTRY LEVEL.
- CODE-REQUIRED MANEUVERING CLEARANCES, HARDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES SHALL BE PROVIDED FOR INTERIOR AND EXTERIOR DOORS AT THE ENTRY LEVEL.

ALL PARKS COMMERCIAL AREAS AND PLAZAS INCLUDE THE FOLLOWING UNIVERSAL DESIGN ELEMENTS:

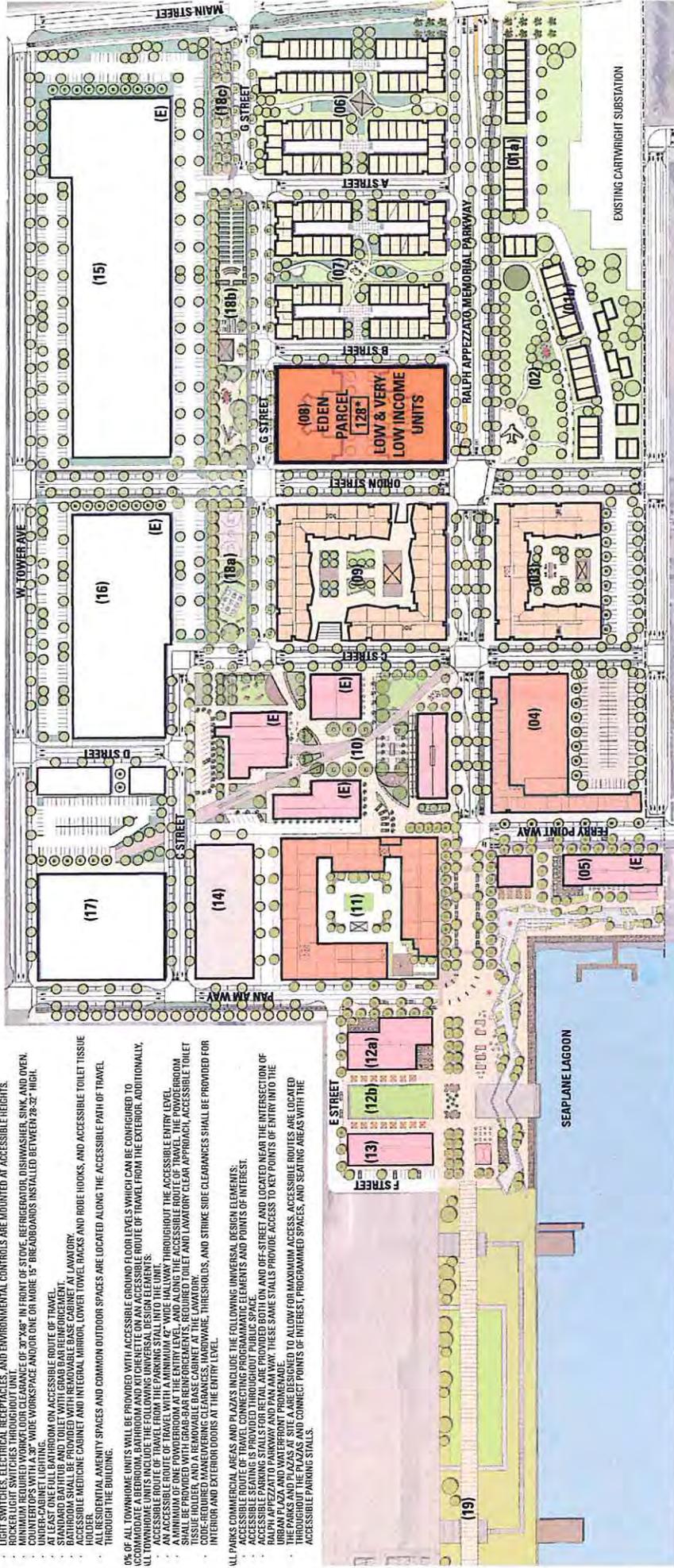
- ACCESSIBLE ROUTE OF TRAVEL CONNECTING PROGRAMMATIC ELEMENTS AND POINTS OF INTEREST.
- ACCESSIBLE SEATING IS PROVIDED THROUGHOUT PUBLIC SPACE.
- ACCESSIBLE PARKING STALLS FOR RETAIL ARE PROVIDED BOTH ON AND OFF-STREET AND LOCATED NEAR THE INTERSECTION OF THE PARKS AND PLAZAS AT SITE A ARE DESIGNED TO ALLOW FOR MAXIMUM ACCESS. ACCESSIBLE ROUTES ARE LOCATED THROUGHOUT THE PLAZAS AND CONNECT POINTS OF INTEREST, PROGRAMMATIC SPACES, AND SEATING AREAS WITH THE ACCESSIBLE PARKING STALLS.

**LEGEND**

- (E) EXISTING BUILDING
- (##) BLOCK NUMBER
- PUBLIC PARKING
- OPEN SPACE - NEIGHBORHOOD PARK
- COMMERCIAL (OFFICE/MANUFACTURING)
- RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
- RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
- RESIDENTIAL TOWNHOME
- RETAIL (SHOPS & RESTAURANTS)

INCOME TYPE	NUMBER OF UNITS	PARCEL LOCATION	*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL.
LOW & VERY LOW	128	08	
MODERATE	72	01, 03, 06, 07, 09, OR 11	
TOTAL	200		

\*ALL MODERATE-INCOME AFFORDABLE HOUSING UNITS (I.E., 72 UNITS) WILL BE INTERSPERSED THROUGHOUT THE MARKET-RATE HOUSING (PARCELS 1, 3, 6, 7, 9 OR 11) AND MAY BE VARIED UNIT AND PRODUCT-TYPE MIX AND OWNERSHIP TYPE (I.E., RENTAL/FOR SALE).



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AFFORDABLE HOUSING PLAN AND UNIVERSAL DESIGN

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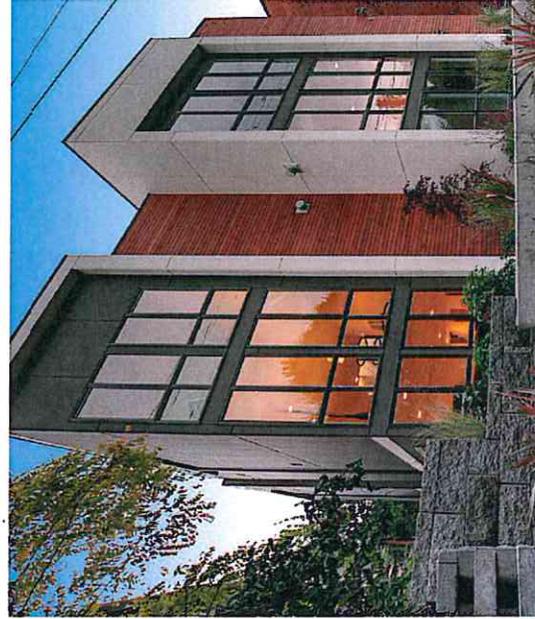
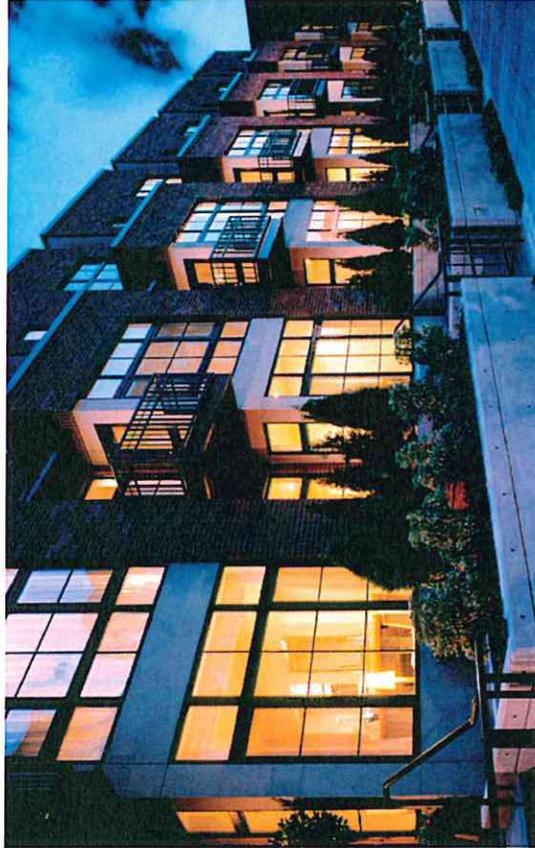
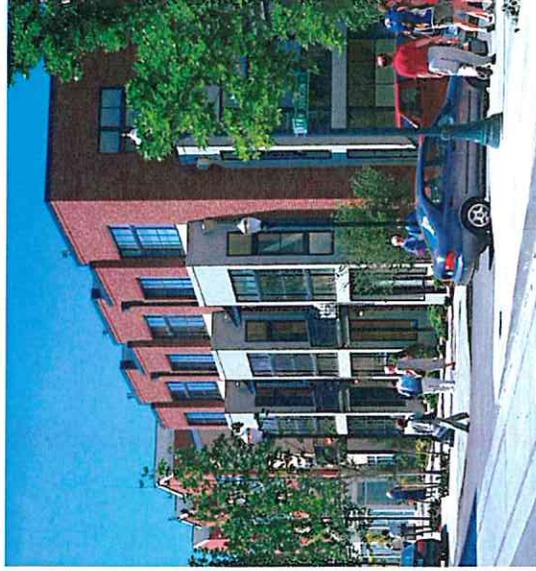
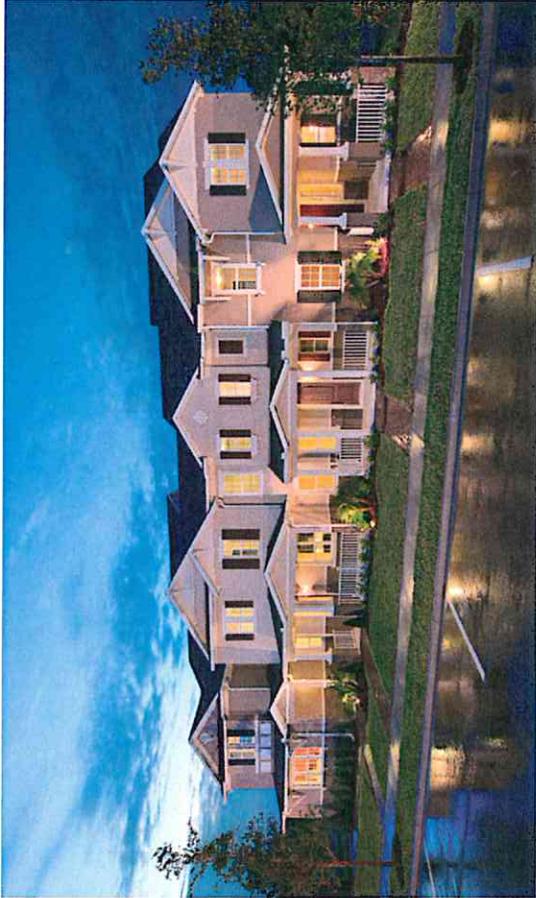
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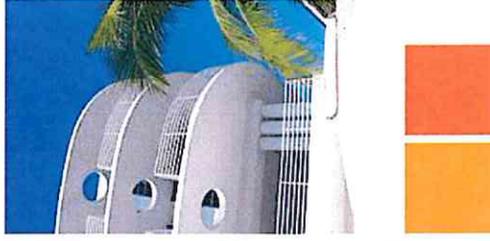
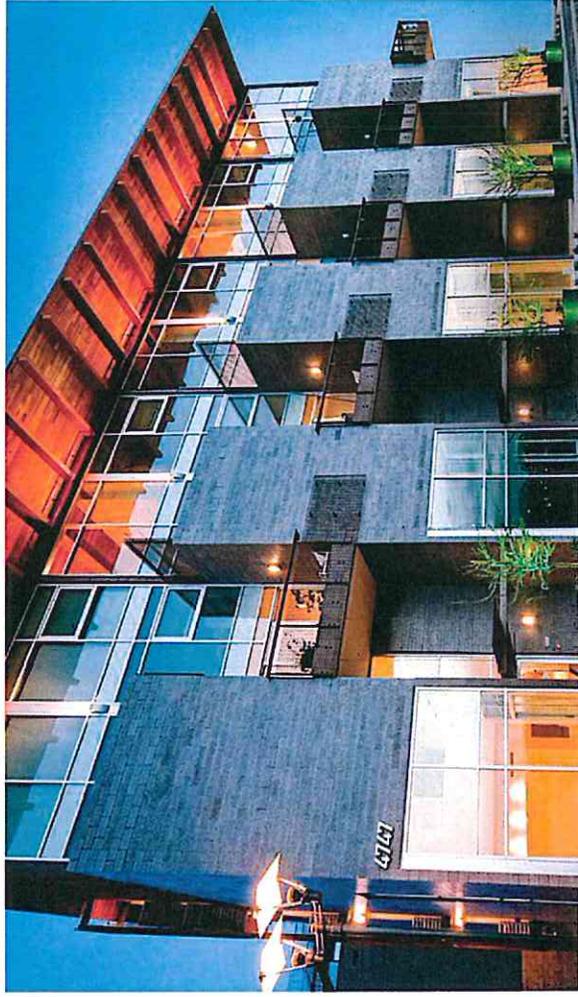
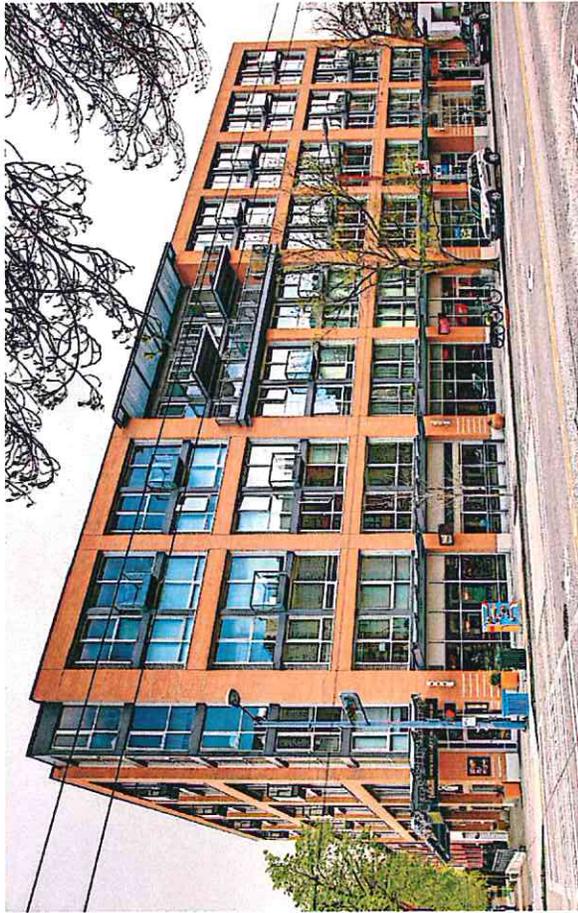
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ARCHITECTURAL CHARACTER IMAGES - MIXED USE & STACKED FLATS

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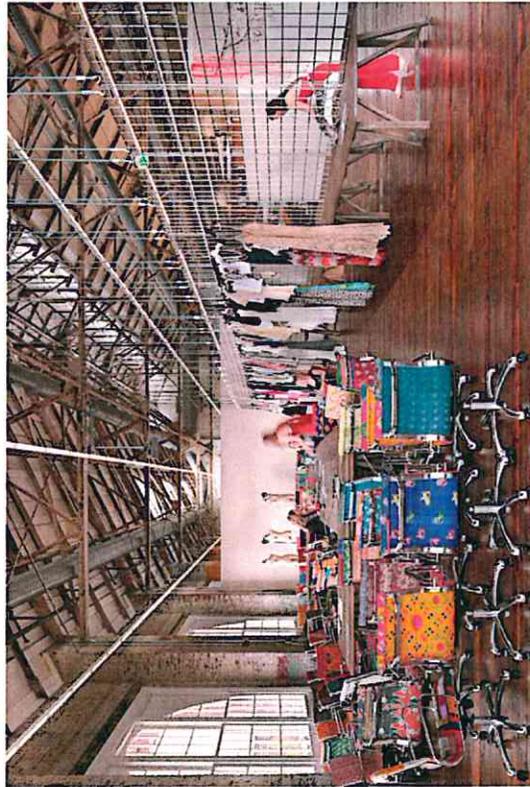
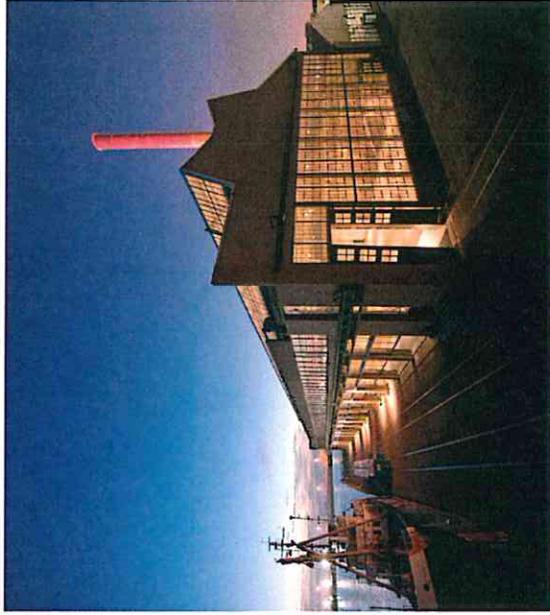
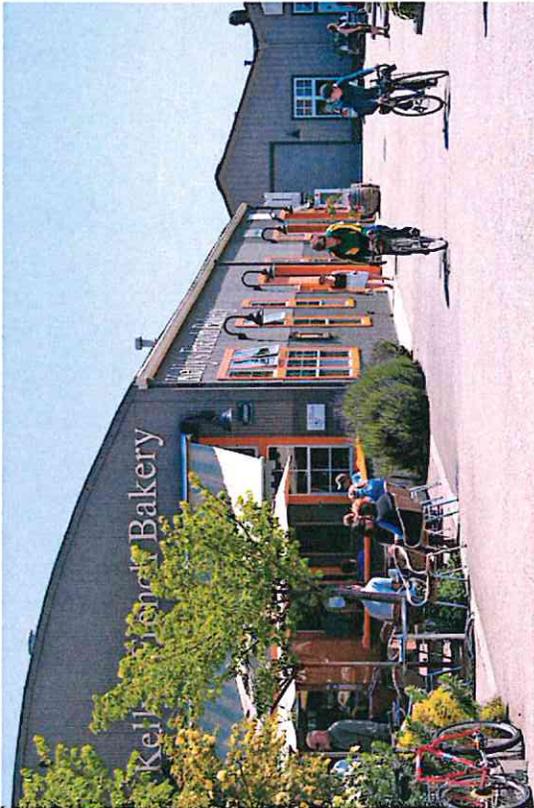
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