

EXHIBIT G

INFRASTRUCTURE PACKAGE

**ALAMEDA POINT SITE A INFRASTRUCTURE PACKAGE**

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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)

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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.

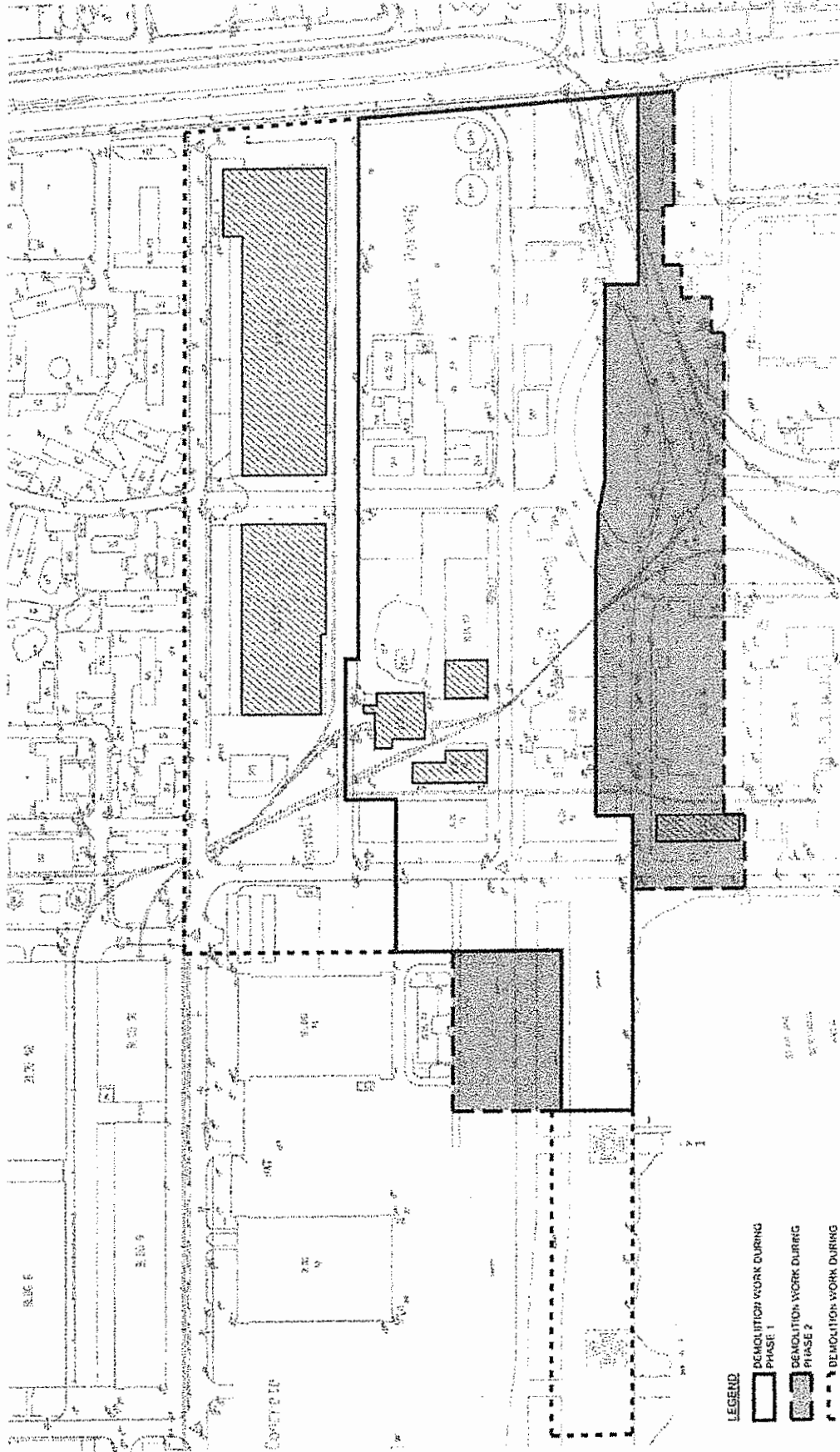
### **Phase 2**

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.



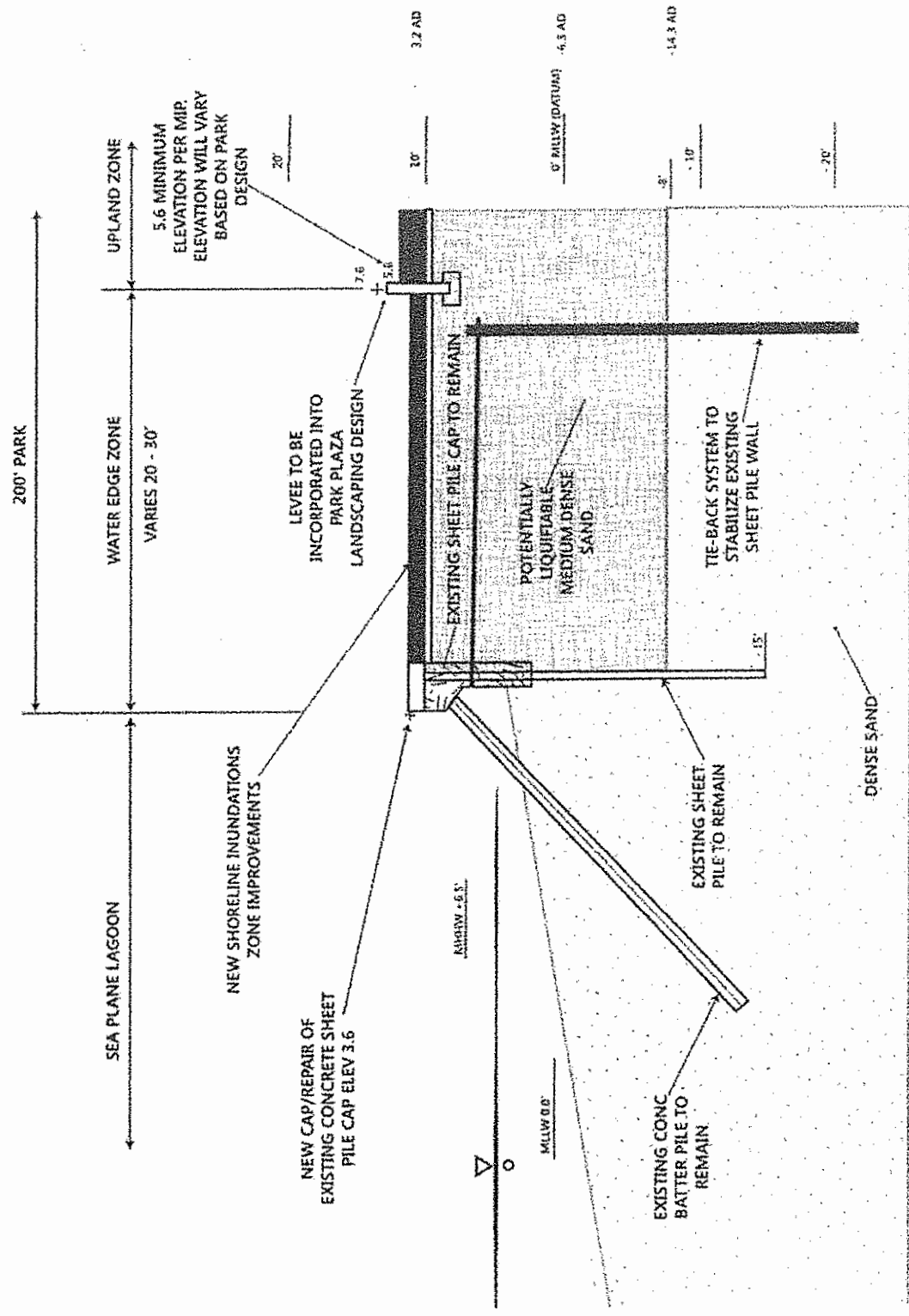
- LEGEND**
- DEMOLITION WORK DURING PHASE 1
  - ▨ DEMOLITION WORK DURING PHASE 2
  - ⋯ DEMOLITION WORK DURING PHASE 3
  - ▩ EXISTING BUILDING TO REPAIR
  - ⋯ EXISTING BUILDING TO BE DEMOLISHED

**EXHIBIT 1**  
**SITE A - DEMOLITION BY PHASE**

04/29/2015

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

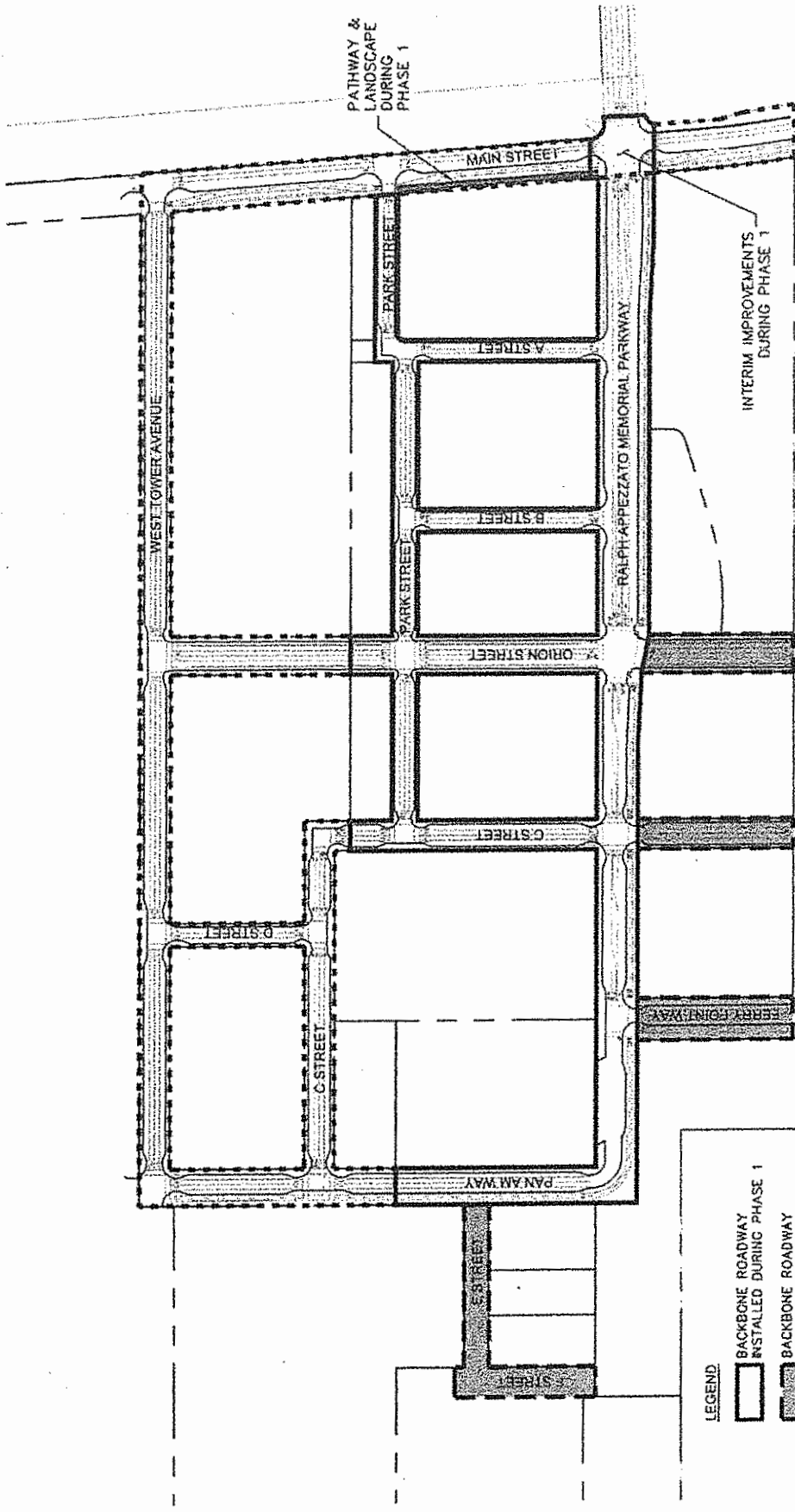
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NORTH BULKHEAD WALL REPAIR CONCEPTUAL DESIGN

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**EXHIBIT 2**  
**CONCEPTUAL GRADING, SEA LEVEL RISE & SHORELINE PROTECTION STRATEGY**





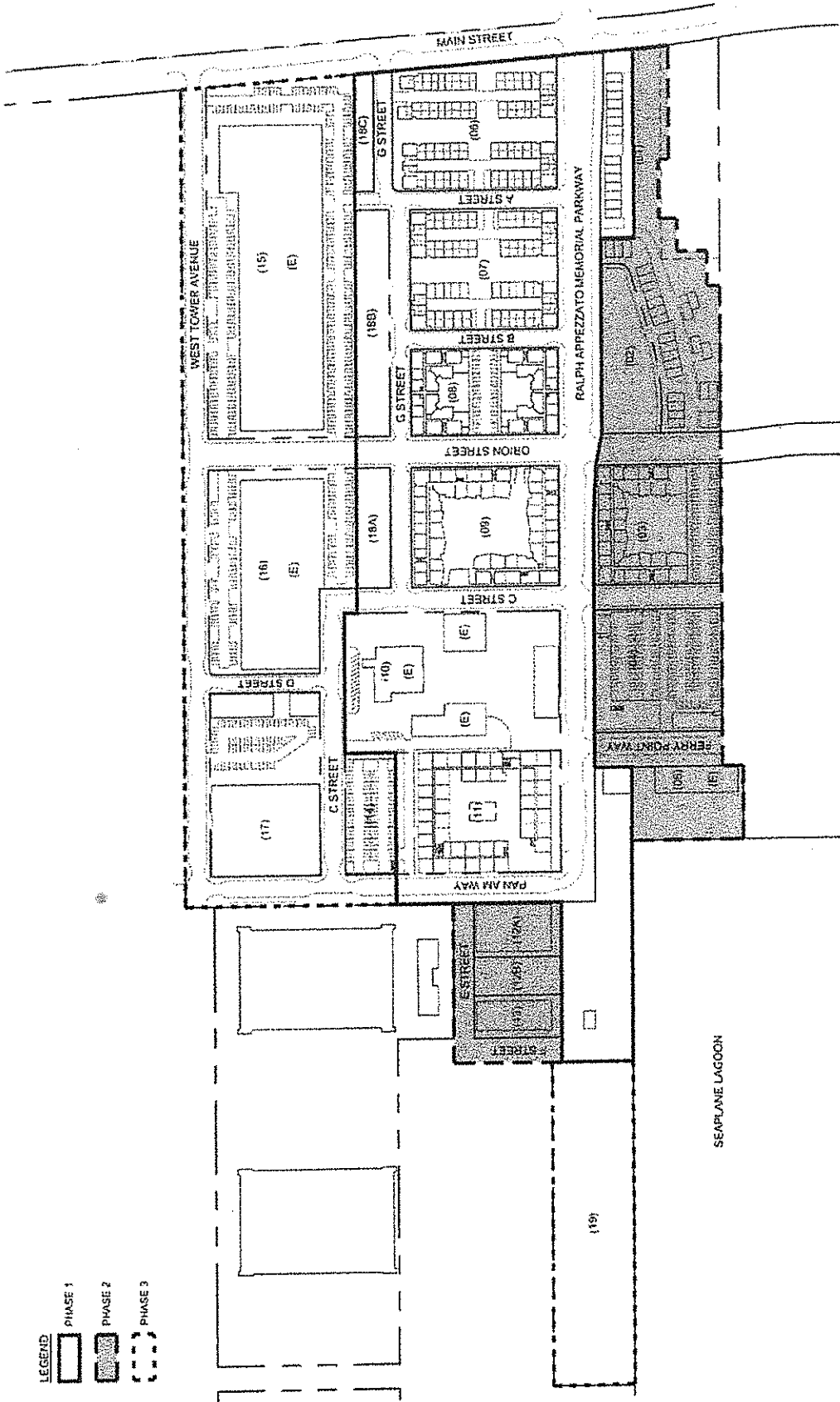
- LEGEND**
- BACKBONE ROADWAY INSTALLED DURING PHASE 1
  - BACKBONE ROADWAY INSTALLED DURING PHASE 2
  - BACKBONE ROADWAY INSTALLED DURING PHASE 3

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

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

04/29/2015

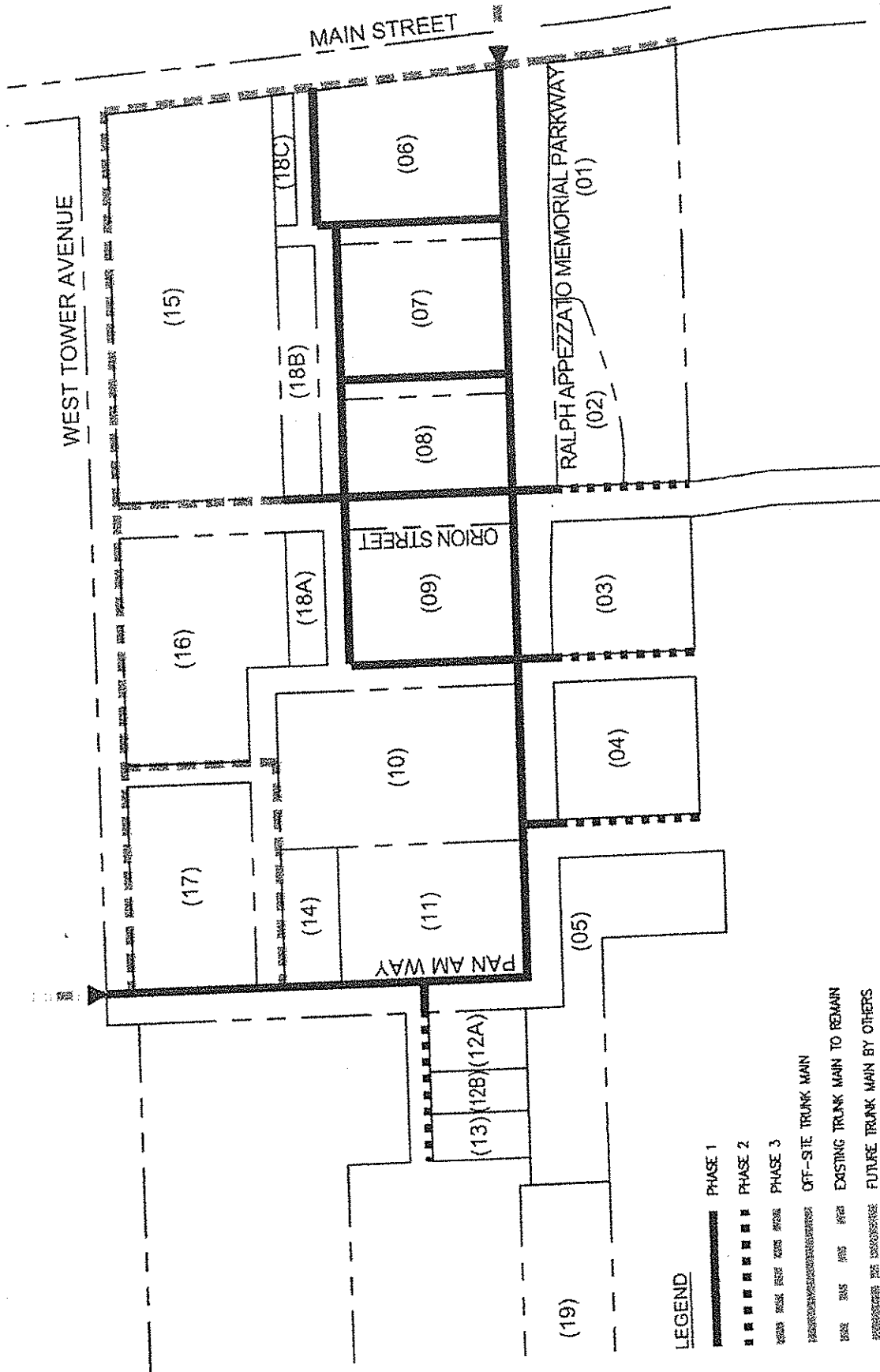
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**EXHIBIT 4**  
**SITE A - PHASING**

04/29/2015

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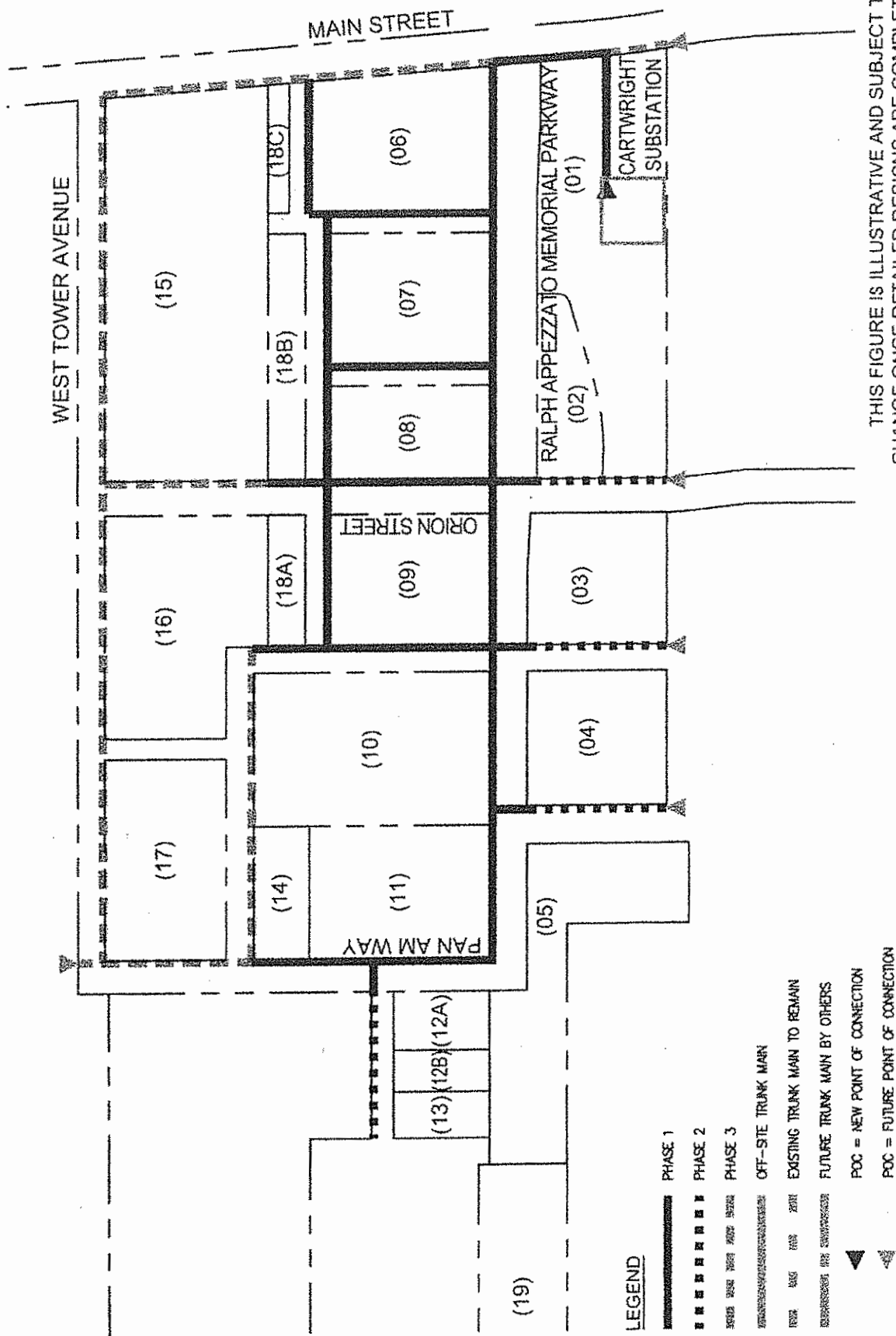


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# EXHIBIT 5 ALAMEDA POINT - UTILITY PHASING (GAS)

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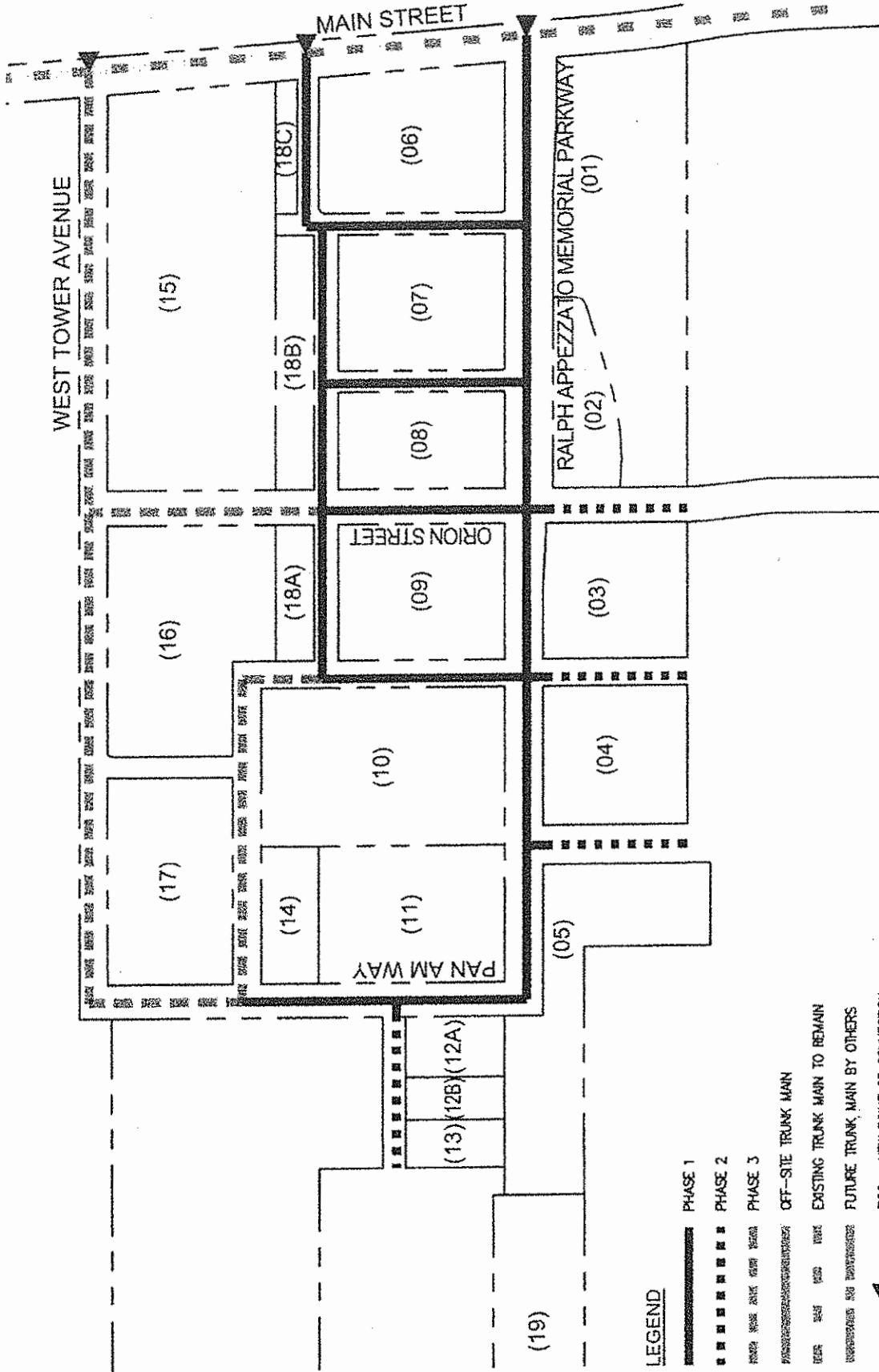


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**EXHIBIT 6**  
**ALAMEDA POINT - UTILITY PHASING (ELECTRICAL DISTRIBUTION)**

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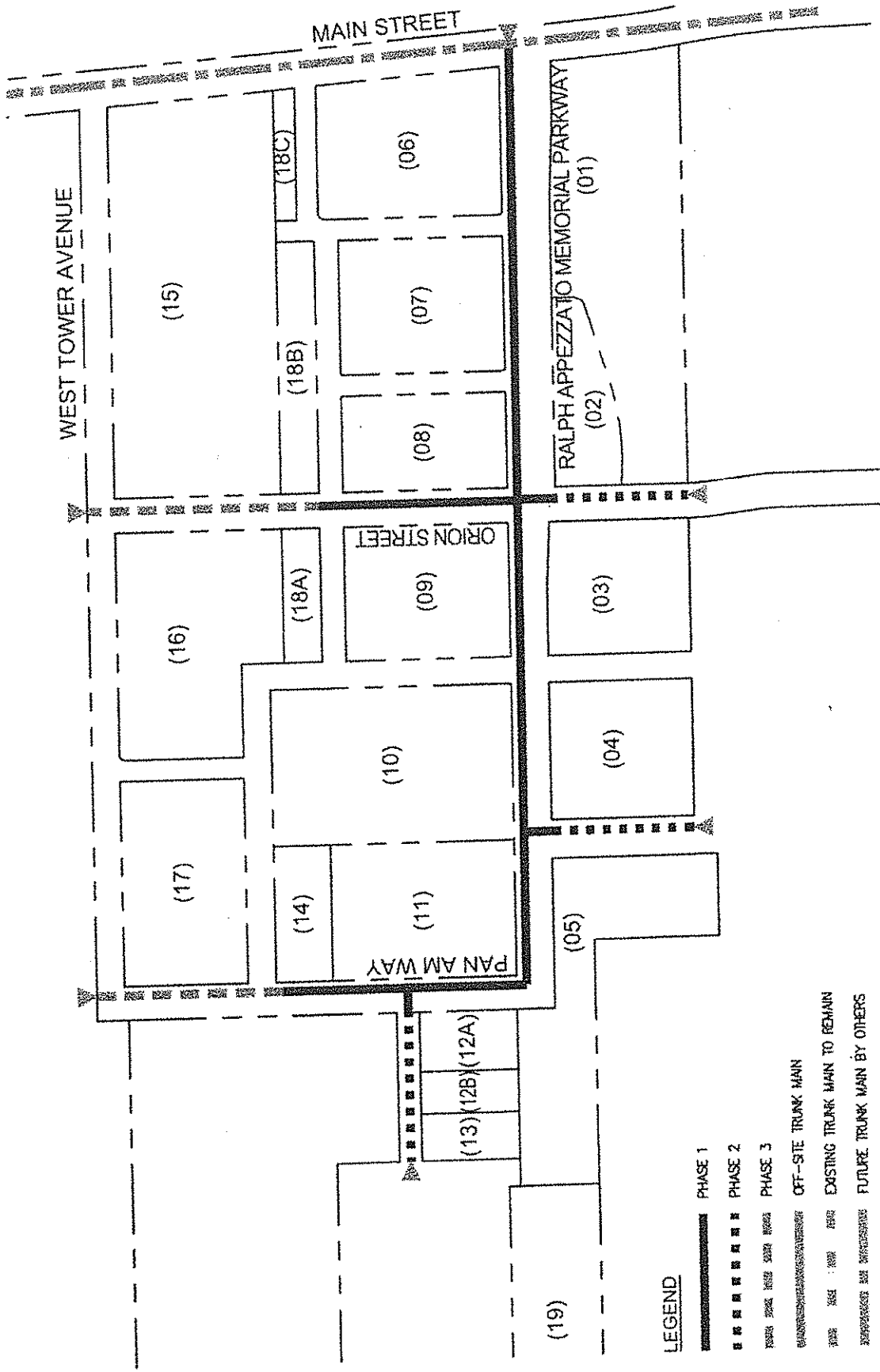


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**EXHIBIT 7**  
**ALAMEDA POINT - UTILITY PHASING (WATER)**

04/29/2015

NOT TO SCALE

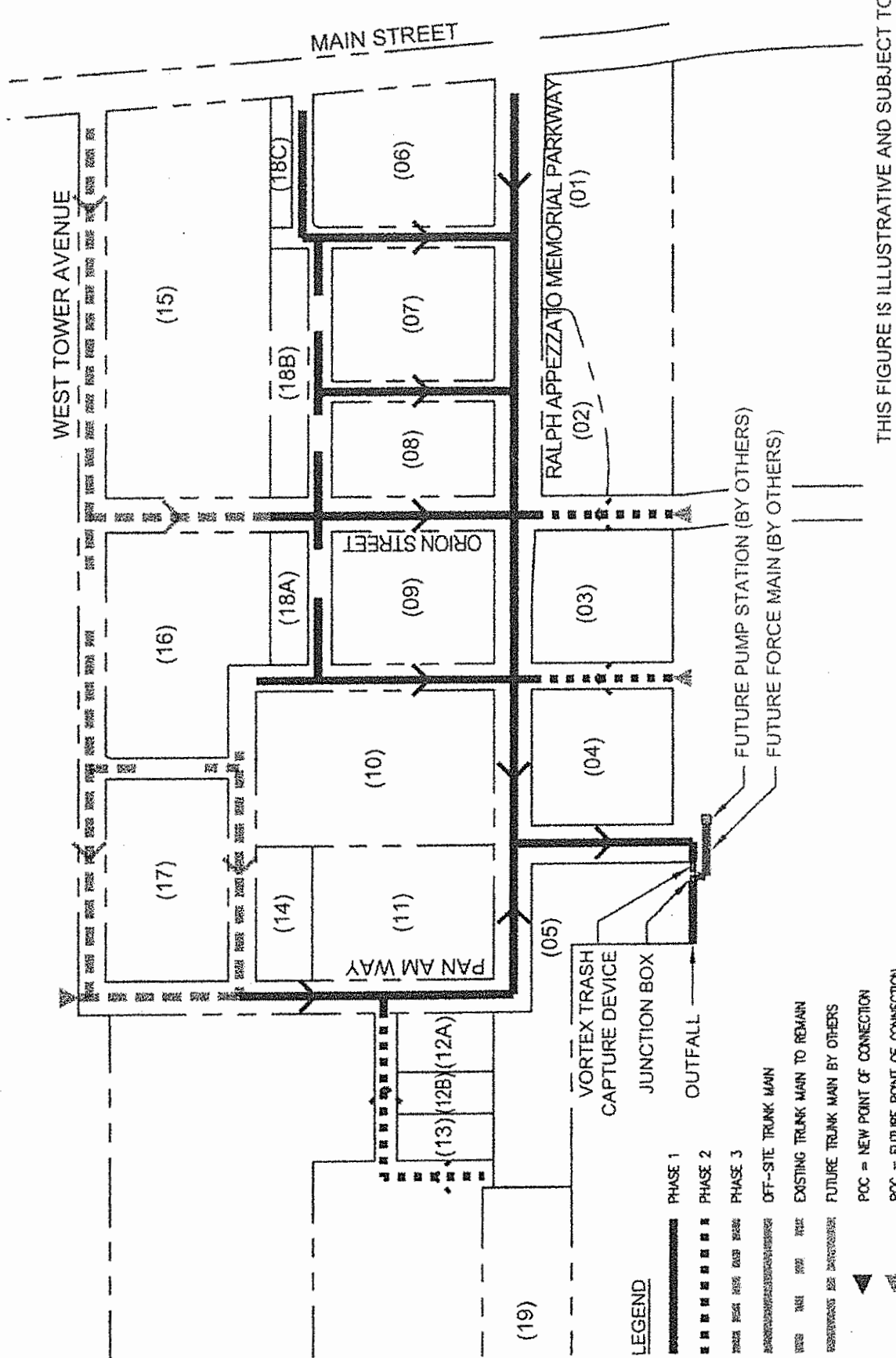


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**EXHIBIT 8  
ALAMEDA POINT - UTILITY PHASING (RECYCLED WATER)**

NOT TO SCALE

04/29/2015



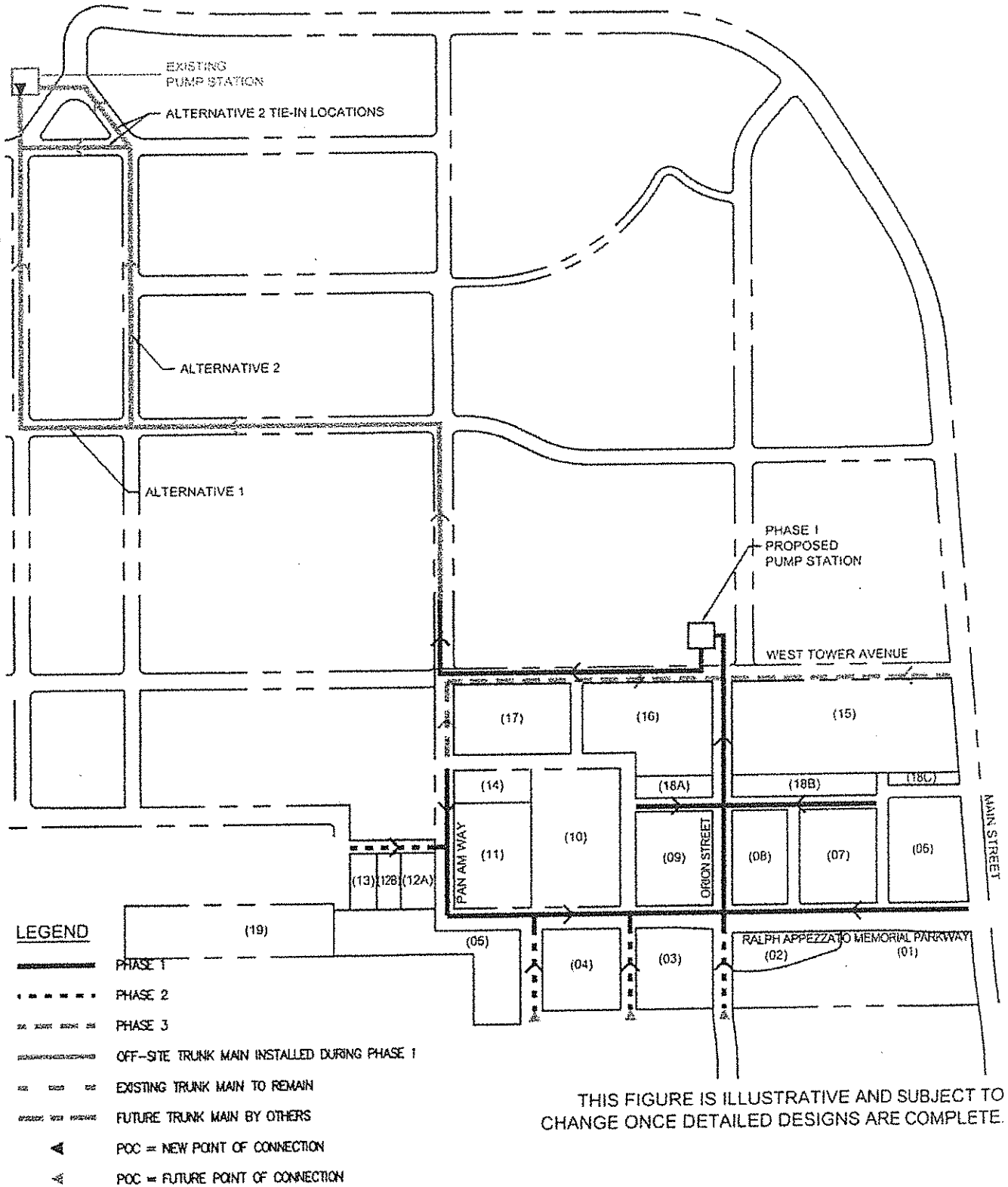
- LEGEND**
- PHASE 1
  - PHASE 2
  - PHASE 3
  - OFF-SITE TRUNK MAIN
  - EXISTING TRUNK MAIN TO REMAIN
  - FUTURE TRUNK MAIN BY OTHERS
  - POC = NEW POINT OF CONNECTION
  - POC = FUTURE POINT OF CONNECTION

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

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NOT TO SCALE



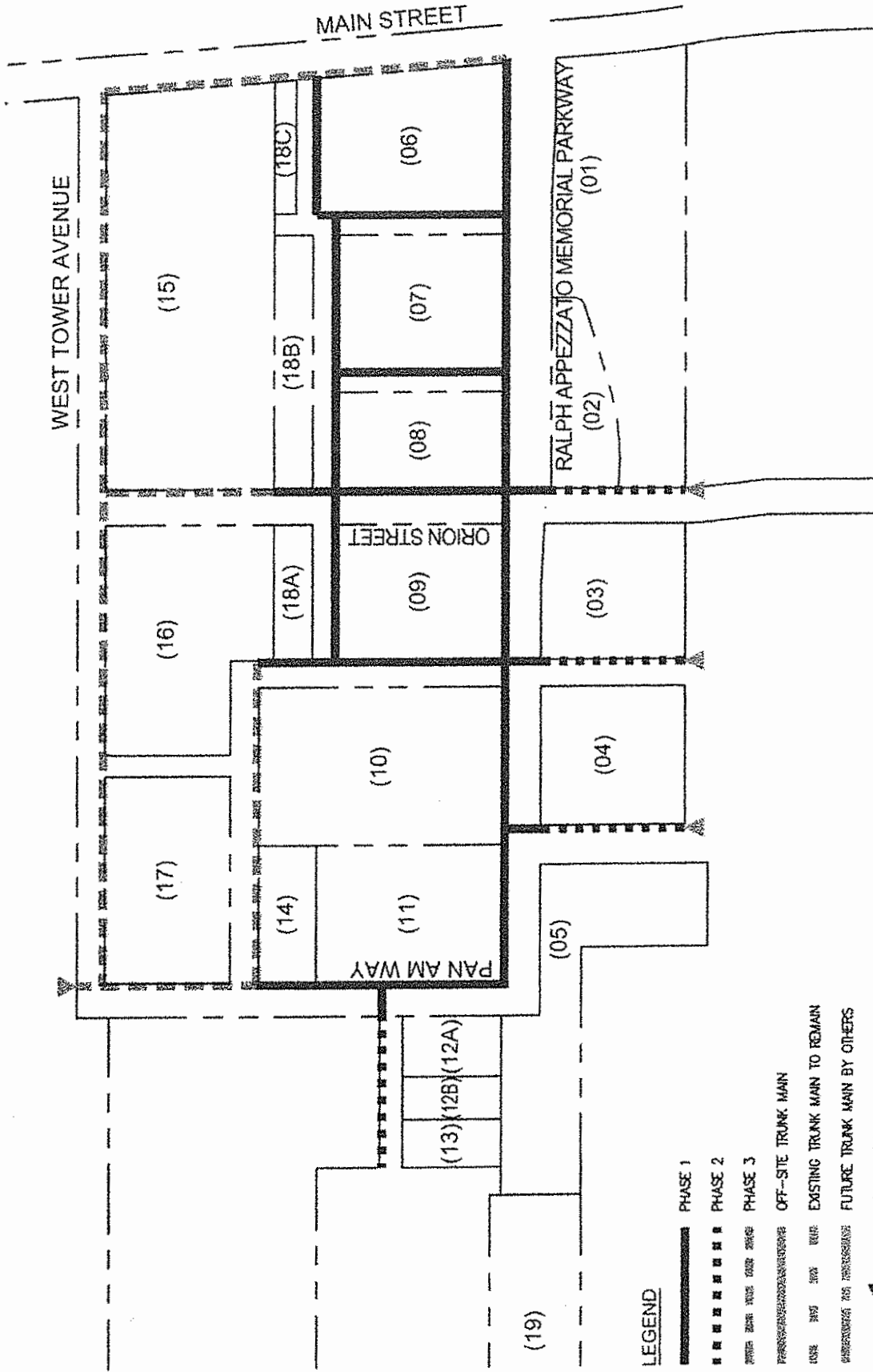
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# EXHIBIT 10 ALAMEDA POINT - UTILITY PHASING (SANITARY SEWER)

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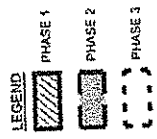
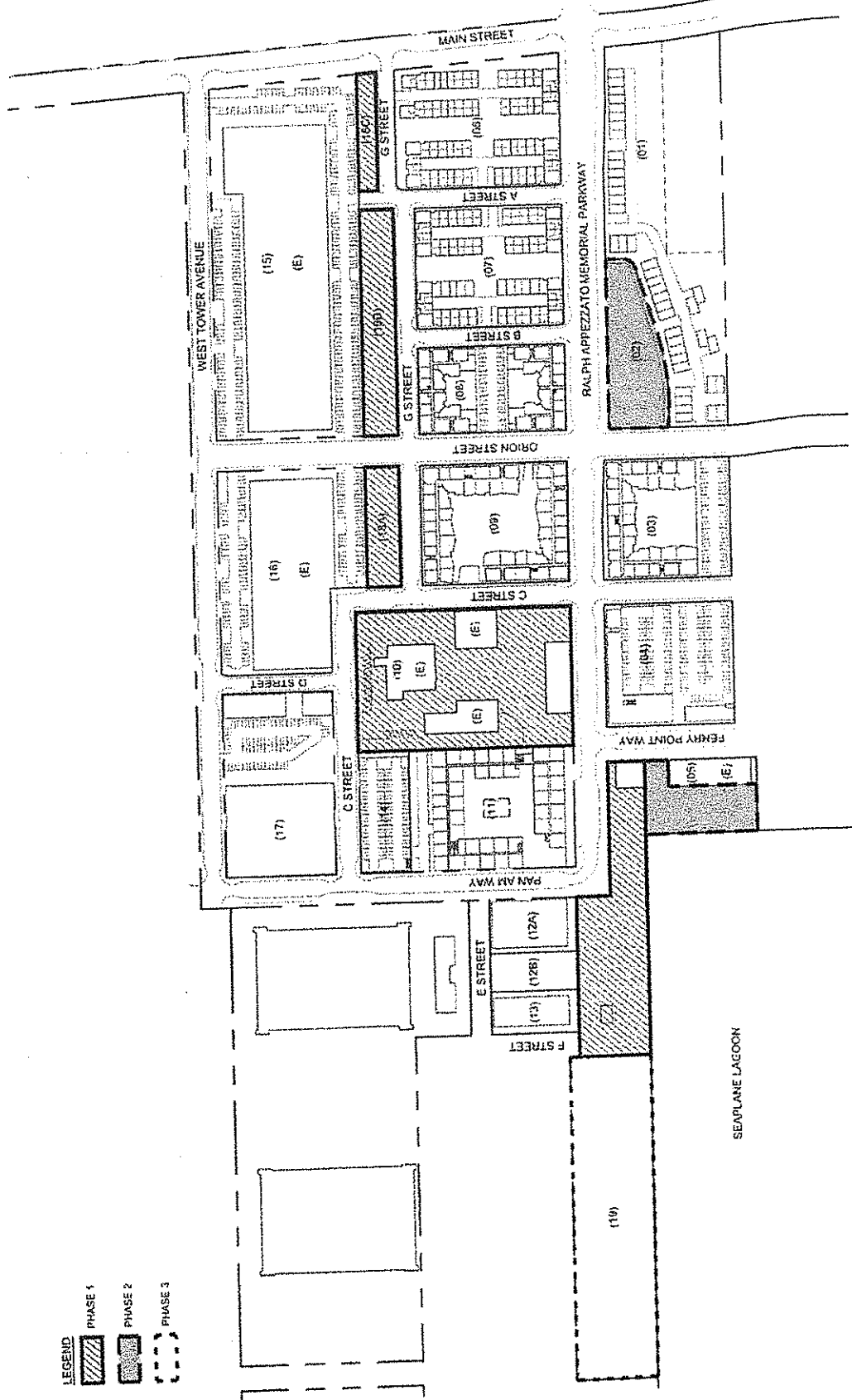


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**EXHIBIT 11**  
**ALAMEDA POINT - UTILITY PHASING (TEL/DATA)**

NOT TO SCALE

04/29/2015



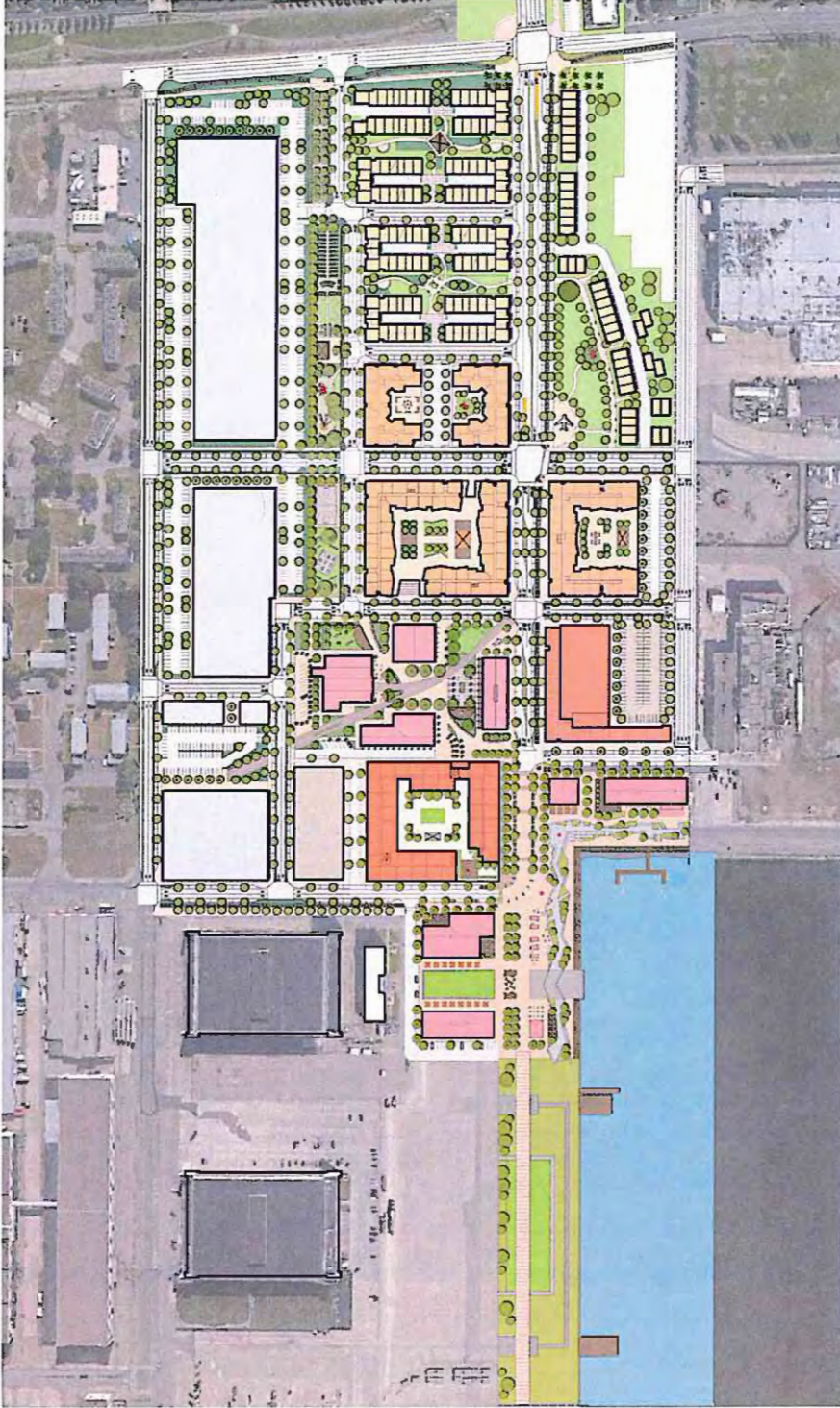
**EXHIBIT 12**  
**SITE A - PARK & OPEN SPACE PHASING**

04/29/2015

NOT TO SCALE

EXHIBIT H

DEVELOPMENT PLAN



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

Project Sponsor: Alameda Point Partners  
Prepared by: BAR Architects, April Phillips Design Workshop, BKF Engineers

May 11, 2015

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**ALAMEDA POINT | ALAMEDA, CA**

**BAR architects**  
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

**BKF** Ignition  
architects

**EDEN**  
ARCHITECTS

**of 50**

**SIRMERNST**  
MasterMarkets

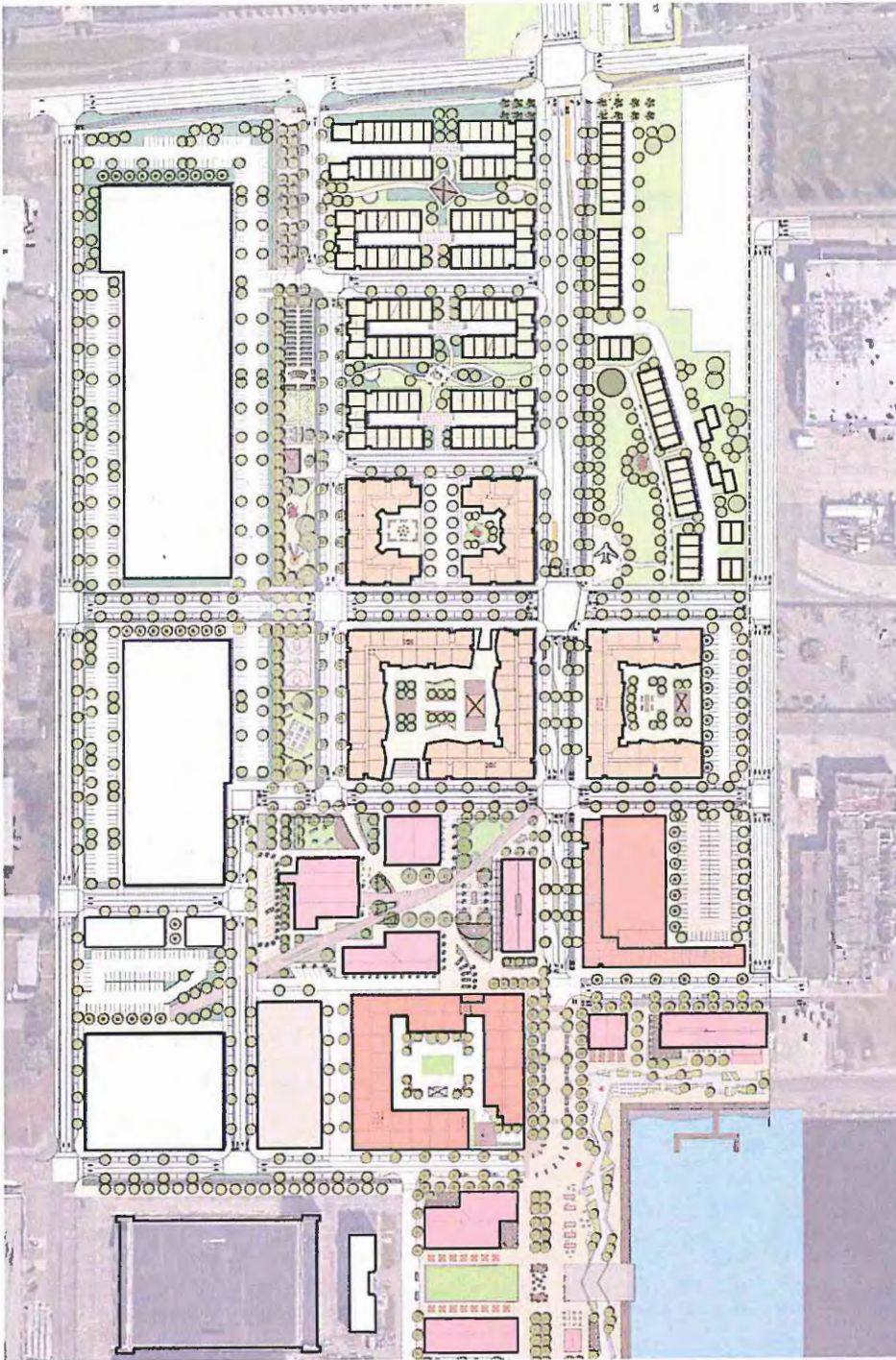
**WIND**  
D.V.M.

**A.P.**  
D.V.M.

05.11.15  
14072

# CONTEXT

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



## ALAMEDA POINT | ALAMEDA, CA

**BAR architects**  
 901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

**BKF** ignition  
 architecture  
 415 293 5700 | www.bararch.com

**TRICON**  
 landscape

**EDU**  
 landscape

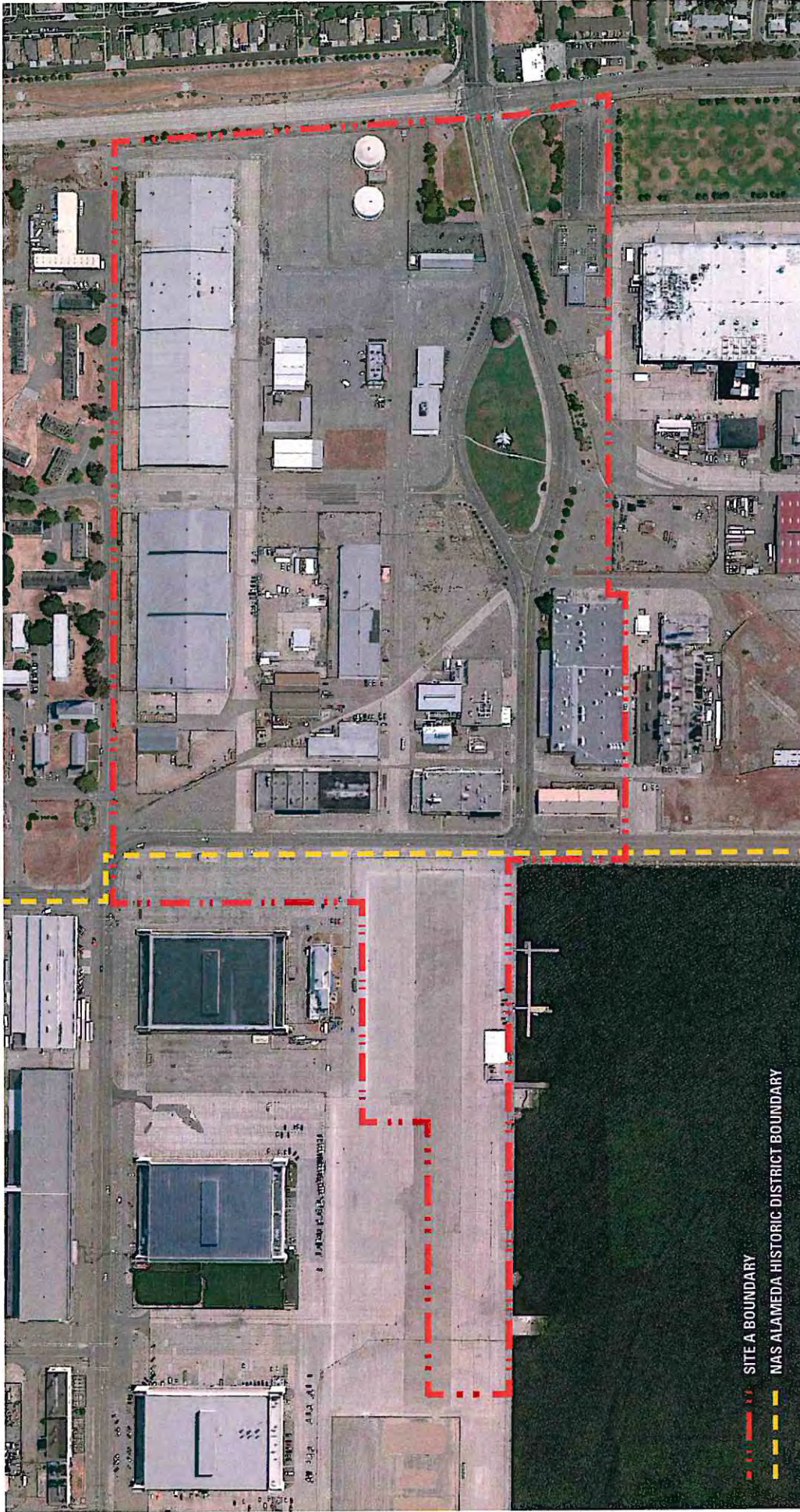
**SRH ERNST**  
 landscape architects  
**LANGAN**

**KH**  
 landscape architects

**FIELD** PAOLI  
 architects

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

05.11.15  
 14072



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

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EXISTING CONDITIONS AT SITE "A"

**BAR architects**  
 901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

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 MBH arch | 415 293 5700 | www.bararch.com

**TRICON**  
 TRICON | www.tricon.com

**EDEN**  
 EDEN | www.eden.com

**SRM ERNST**  
 SRM ERNST | www.srmernst.com

**KH**  
 KH | www.kh.com

**FIELD PAOLI**  
 FIELD PAOLI | www.fieldpaoli.com

**LANGAN**  
 LANGAN | www.langan.com

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

**BAR architects**  
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415.293.5700 | www.bararch.com

**BKf** ignition  
architecture  
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415.293.5700 | www.bararch.com

**TRICON**  
DESIGN

**EDEN**  
ROSA

**EDEN**  
ROSA

**e-ful**

**SIRMERNST**  
Multi-disciplinary  
**LANGAN**

**KI**  
KIMMEL

**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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901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

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architecture  
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**TRICON**  
LABORATORY

**EDEN**  
FOODS

**WILSON**  
JENNIFER

**e-flu**

**SRM-ERNST**  
POLYMER ENGINEERING  
**LANGAN**

**KH**  
KIM HERRON

**FIELD**  
PAOLI

**Ap P**  
**Dr W**

05.11.15  
14072



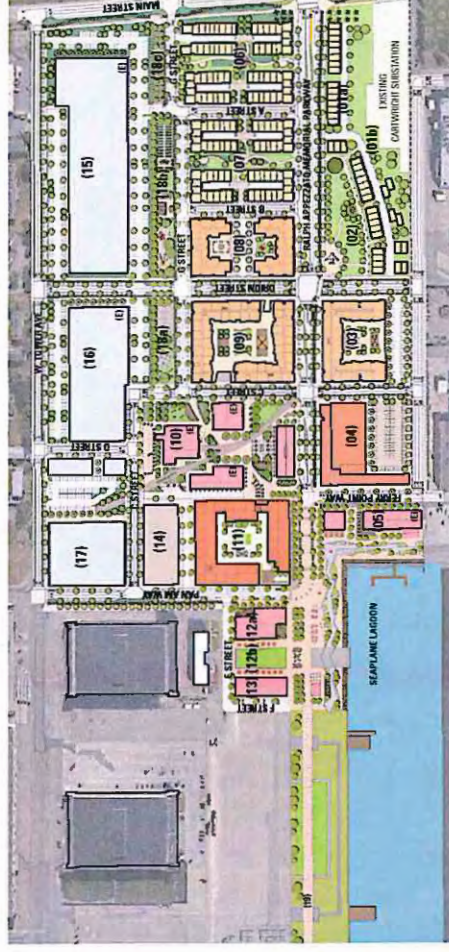
ALAMEDA POINT PLANNING GUIDE - OPEN SPACE FRAMEWORK  
 \* DRAWING FROM 9/72/2013 ALAMEDA POINT PLANNING GUIDE



ALAMEDA POINT - ZONING MAP  
 \* DRAWING FROM www.alameda.ca.gov



PRECISE PLAN - TOWN CENTER AREA



ILLUSTRATIVE SITE PLAN - ALL PHASES

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**BAR architects**  
 901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

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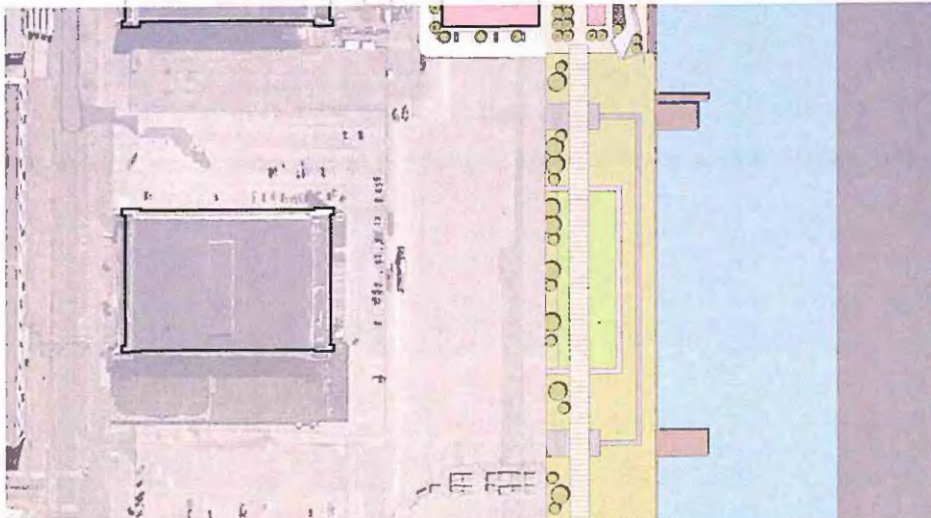
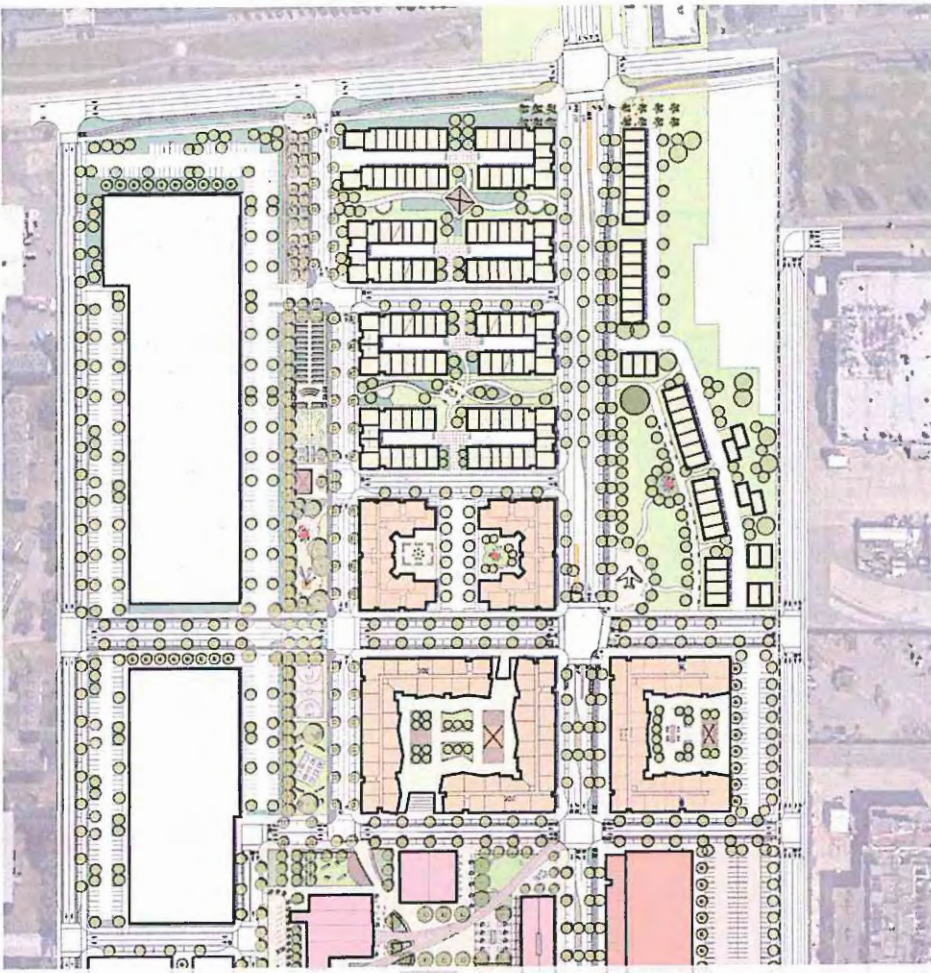
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PLANNED LAND USE AND OPEN SPACE

# LAND USE & DEVELOPMENT

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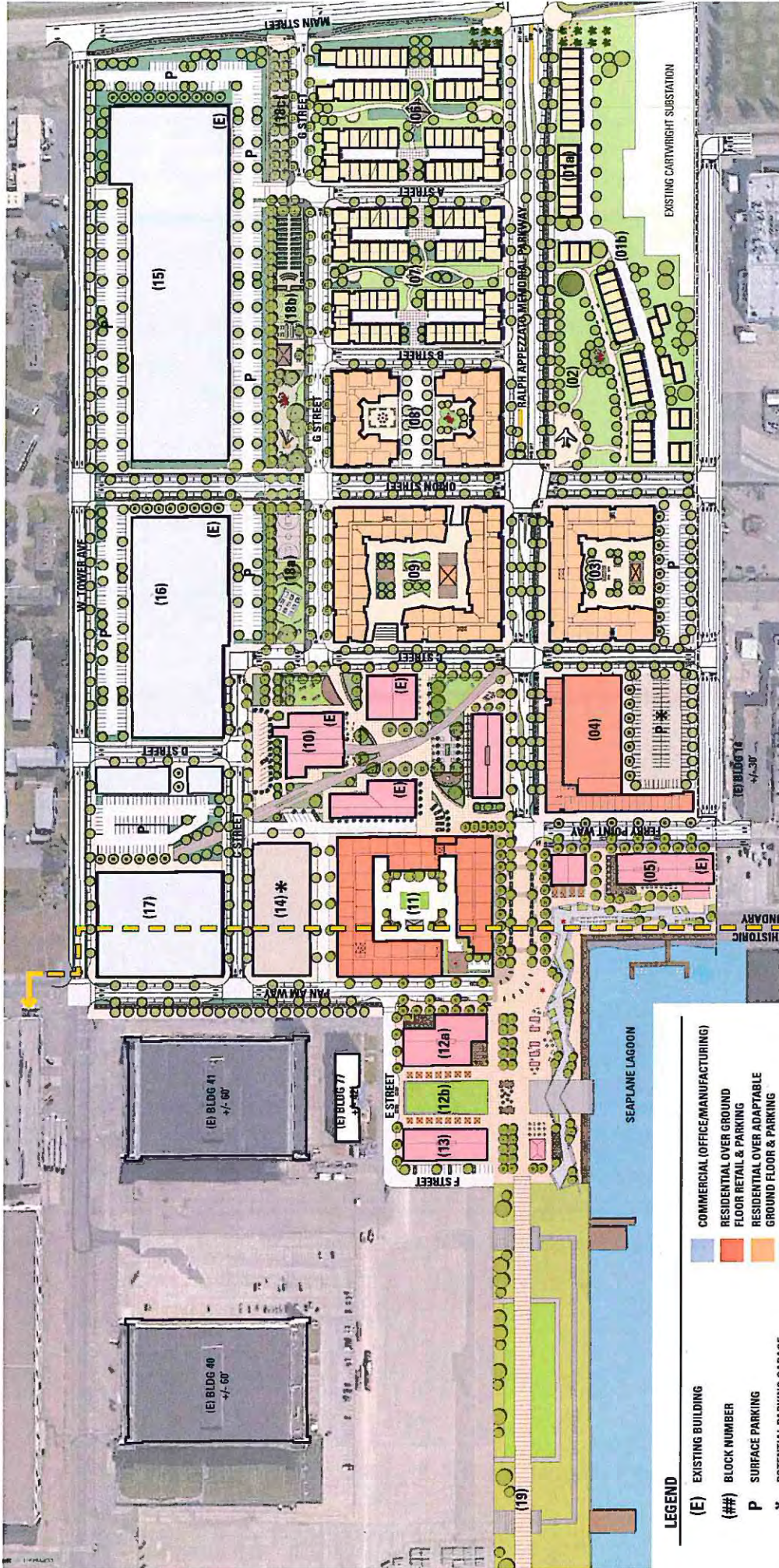
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\*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL

\*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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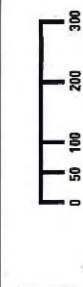
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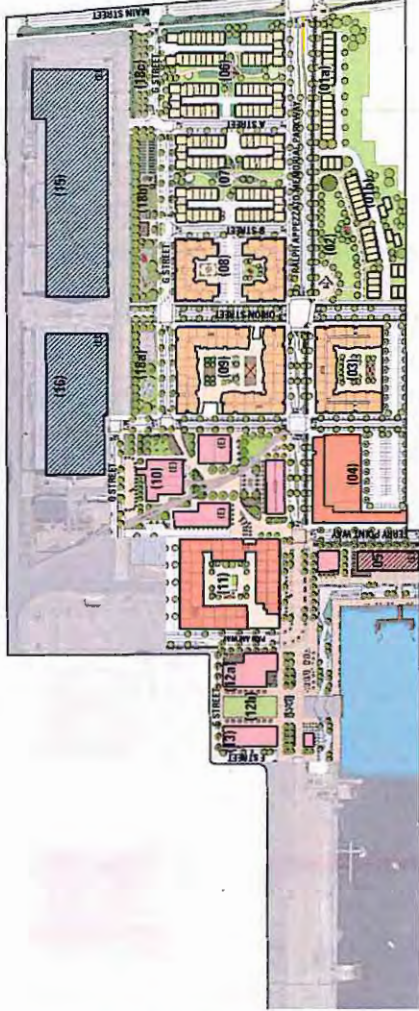
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ILLUSTRATIVE SITE PLAN - PHASE 1



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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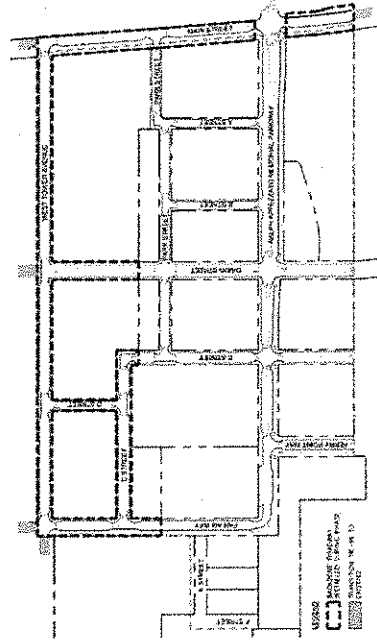
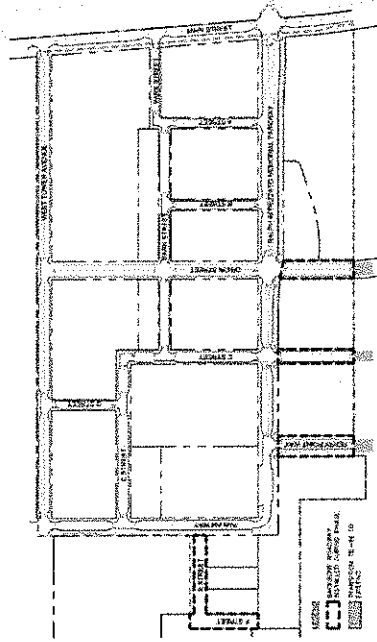
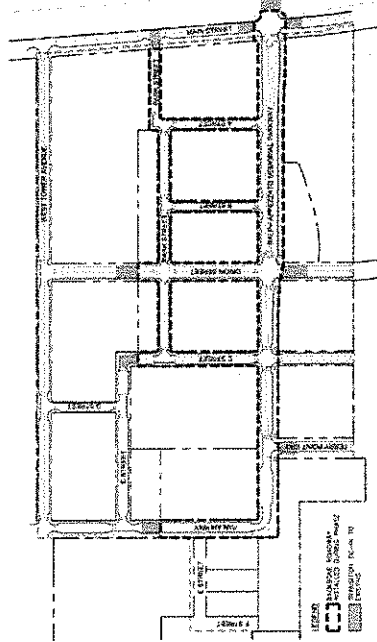
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STREET / SURFACE IMPROVEMENTS PHASING

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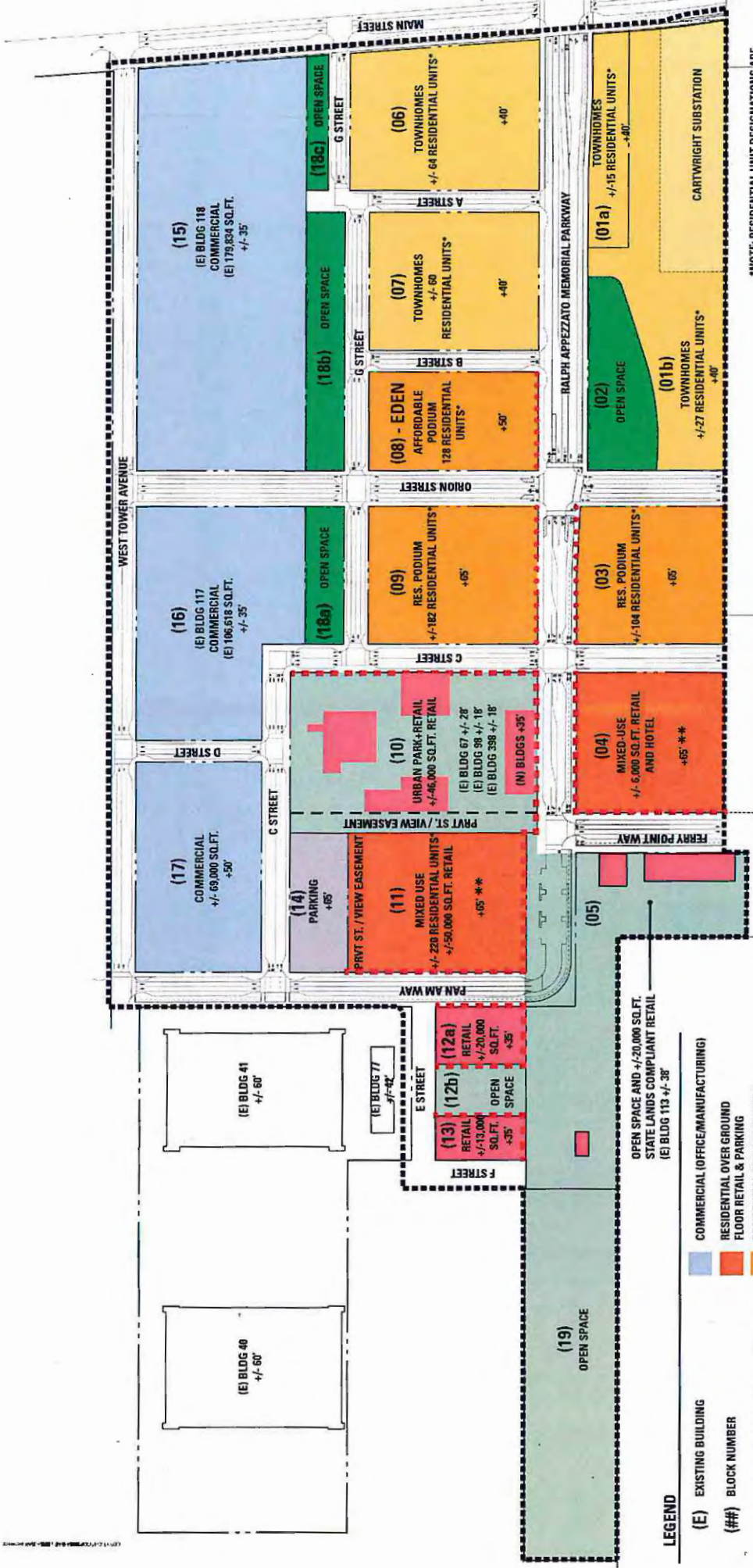
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LANEAN ARCHITECTS

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**DFW**  
DFW ARCHITECTS

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\*NOTE: RESIDENTIAL UNIT DESIGNATIONS ARE APPROXIMATE, PER BLOCK, BUT TOTAL SHALL NOT EXCEED 900 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

- 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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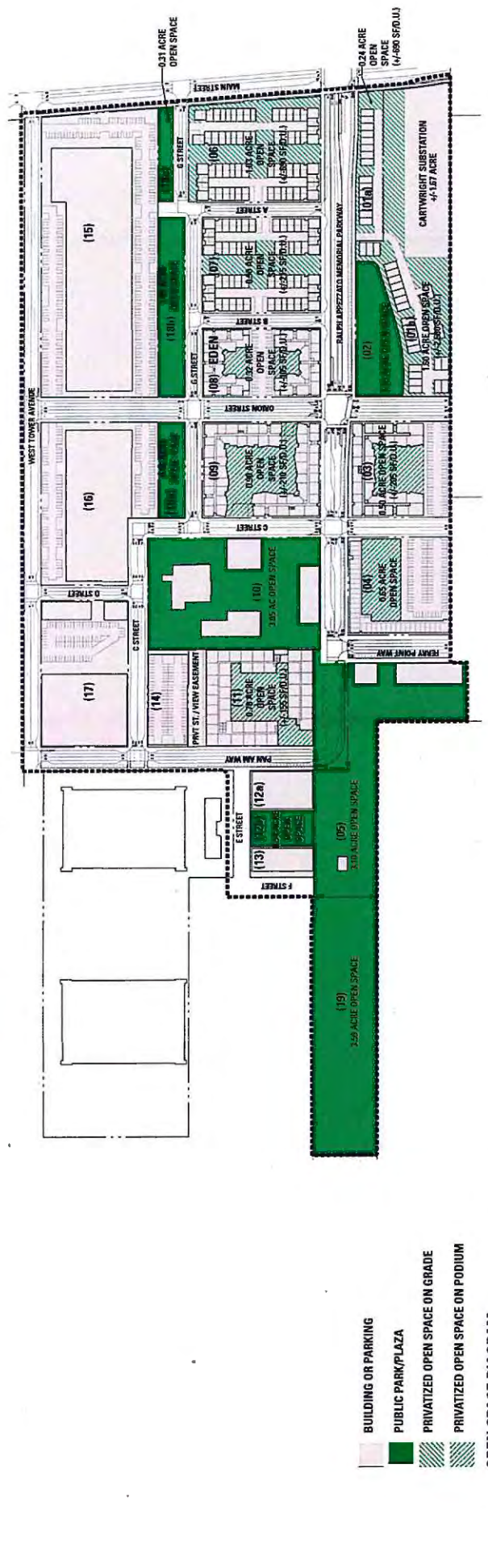
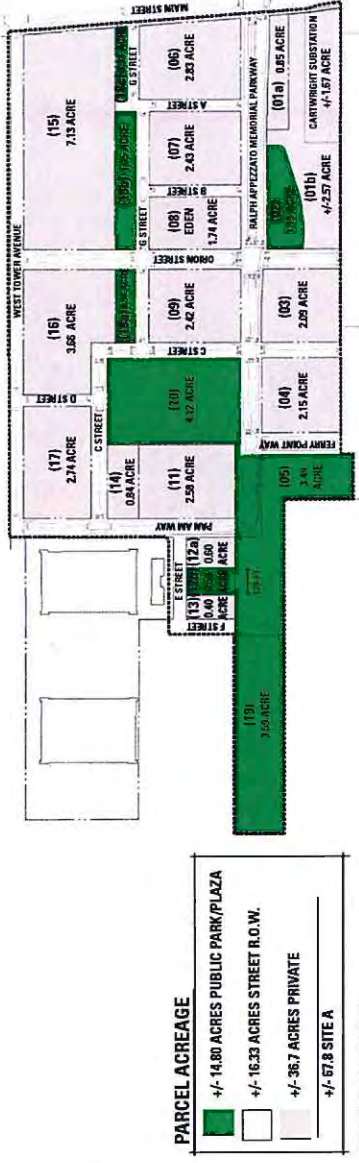
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**LAND USE DIAGRAM**



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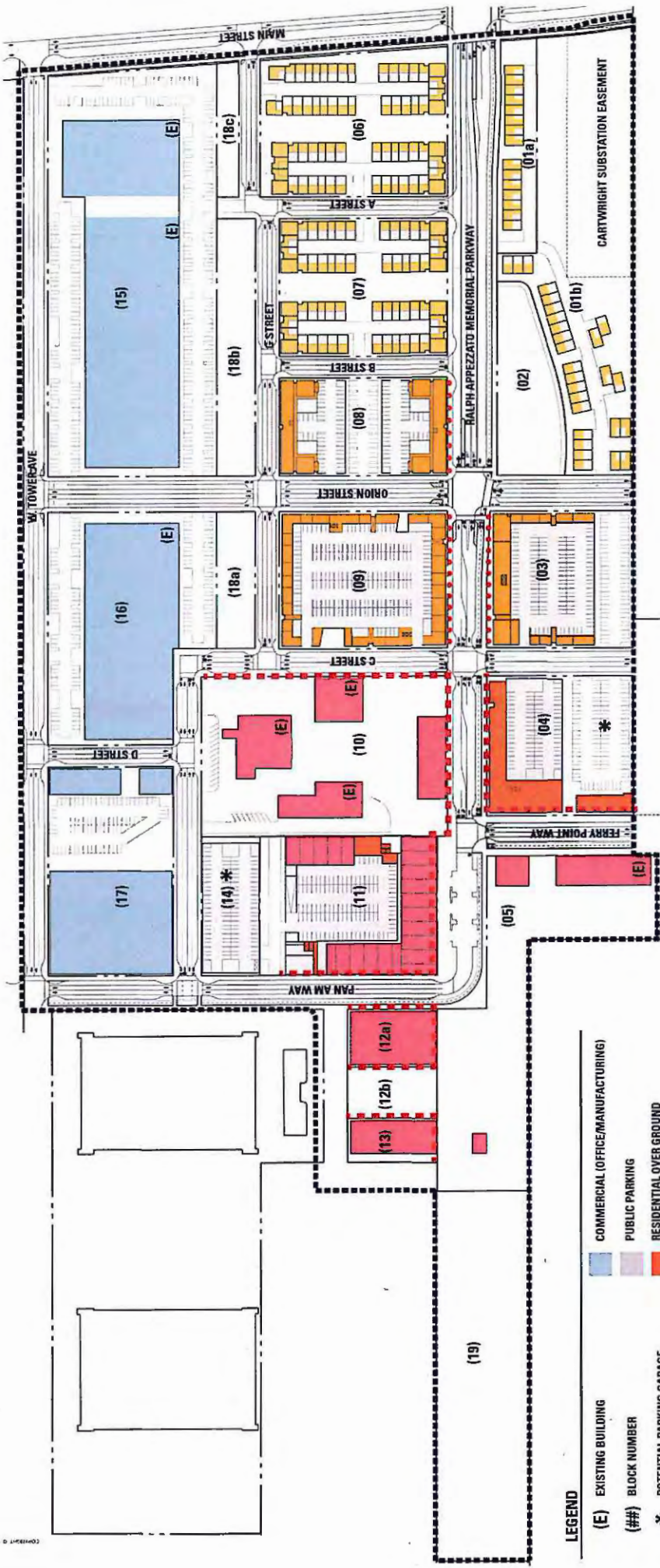
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- LEGEND**
- (E) EXISTING BUILDING
  - (##) BLOCK NUMBER
  - \* POTENTIAL PARKING GARAGE
  - GROUND FLOOR RETAIL FRONTAGE
  - ADAPTABLE GROUND FLOOR FRONTAGE
  - OPEN SPACE - NEIGHBORHOOD PARK
  - COMMERCIAL (OFFICE/MANUFACTURING)
  - PUBLIC PARKING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

**GROUND FLOOR PLAN**

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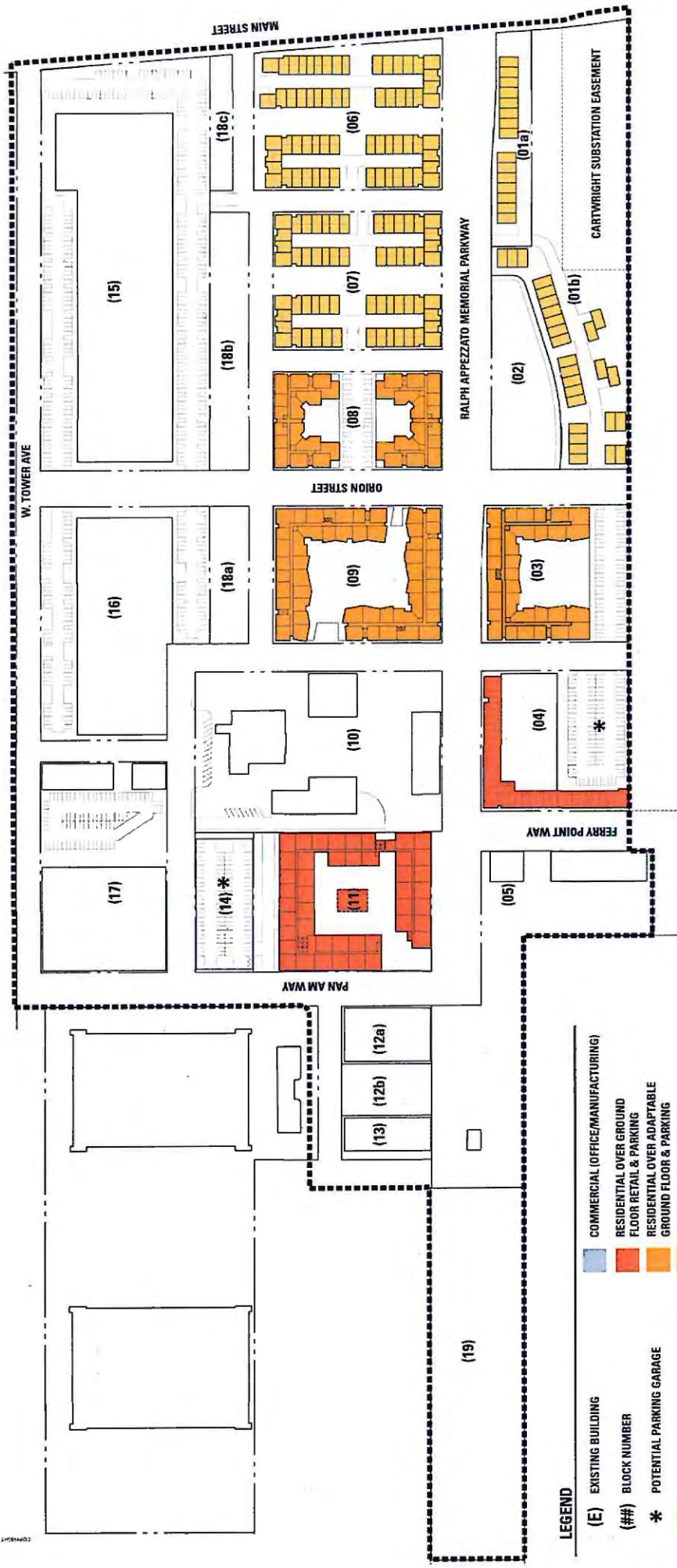
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- LEGEND**
- (E) EXISTING BUILDING
  - (##) BLOCK NUMBER
  - \* POTENTIAL PARKING GARAGE
  - OPEN SPACE - NEIGHBORHOOD PARK
  - PUBLIC PARKING
  - COMMERCIAL (OFFICE/MANUFACTURING)
  - RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
  - RESIDENTIAL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

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

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**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 A DIRECT RESULT OF THE UNIVERSAL DESIGN GOALS. THE DESIGN TEAM HAS CONSIDERED ACCESSIBLE AND ADAPTABLE DESIGN OPTIONS FOR PARKING, A VARIETY OF LANDSCAPED SPACES, AND WIDE SIDEWALKS. ASSORTED UNIT TYPES WITH VARYING ACCESSIBILITY REQUIREMENTS WILL APPEAL TO A WIDE RANGE OF RESIDENTS. PARCELS 04, 06, 07, 09, 10, AND 11 PROVIDE SINGLE-FAMILY RESIDENTIAL UNITS, WHICH SIGNIFICANTLY BOOSTS PROVISION FOR UNIVERSAL DESIGN.

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. ACCESSIBLE PARKING STALLS ARE LOCATED CONVENIENTLY NEAR ELEVATOR LOBBIES, THUS ENSURING CONVENIENT ACCESS TO ONE'S DWELLING UNIT.
- MINIMUM 32" CLEAR PRIMARY ENTRY DOORWAY AND A "NO STEP ENTRY" (1/2" OR LESS THRESHOLD) WITH DUAL PEYPOLE AND DOORBELL.
- ALL EXTERIOR/INTERIOR DOORS SHALL MEET CALIFORNIA BUILDING CODE CHAPTER 11A, CODE-REQUIRED MANEUVERING CLEARANCES, HANDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES.
- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE HALFWAY TO ALL BEDROOMS, LIVING ROOM, KITCHEN, AND BATHROOM.
- LIGHT SWITCHES, ELECTRICAL RECEPTACLES, AND ENVIRONMENTAL CONTROLS ARE MOUNTED AT ACCESSIBLE HEIGHTS.
- MINIMUM REQUIRED WORKTOP CLEARANCE OF 30" X48" IN FRONT OF STOVE, REFRIGERATOR, DISHWASHER, SINK, AND OVEN.
- UNDER-CABINET LIGHTING, WIDE WORKSPACE AND/OR ONE OR MORE 15" BENEATHS INSTALLED BETWEEN 28-32" HIGH.
- AT LEAST ONE FULL BATHROOM ON ACCESSIBLE ROUTE OF TRAVEL.
- STANDARD BATHUB AND TOILET WITH GRAB BAR REINFORCEMENT.
- ACCESSIBLE MEDICINE CABINET AND INTEGRAL HANGAR, 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 COMMON AREAS WILL BE PROVIDED WITH ACCESSIBLE ROUTES OF TRAVEL FROM THE EXTERIOR TO THE COMMON AREAS.

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

- 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 URBAN PLAZA AND WATERFRONT PROMENADE.
- THE PARKS AND PLAZAS AT THIS SITE ARE DESIGNED TO ALLOW FOR MAXIMUM ACCESS, ACCESSIBLE ROUTES ARE LOCATED THROUGHOUT THE PLAZAS AND CONNECT POINTS OF INTEREST, PROGRAMMED SPACES, AND SEATING AREAS WITH THE ACCESSIBLE PARKING STALLS.

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. ACCESSIBLE PARKING STALLS ARE LOCATED CONVENIENTLY NEAR ELEVATOR LOBBIES, THUS ENSURING CONVENIENT ACCESS TO ONE'S DWELLING UNIT.
- MINIMUM 32" CLEAR PRIMARY ENTRY DOORWAY AND A "NO STEP ENTRY" (1/2" OR LESS THRESHOLD) WITH DUAL PEYPOLE AND DOORBELL.
- ALL EXTERIOR/INTERIOR DOORS SHALL MEET CALIFORNIA BUILDING CODE CHAPTER 11A, CODE-REQUIRED MANEUVERING CLEARANCES, HANDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES SHALL BE PROVIDED FOR INTERIOR AND EXTERIOR DOORS AT THE ENTRY LEVEL.
- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE HALFWAY THROUGHOUT THE ACCESSIBLE ENTRY LEVEL.
- MINIMUM OF ONE POWDERROOM AT THE ENTRY LEVEL, AND ALONG THE ACCESSIBLE ROUTE OF TRAVEL, THE POWDERROOM SHALL HOLD A BEHAVIORAL BASE CABINET, REQUARED TOILET AND LAVATORY CLEAR APPROACH, ACCESSIBLE TOILET TISSUE HOLDER, AND INTEGRAL HANGAR, 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.

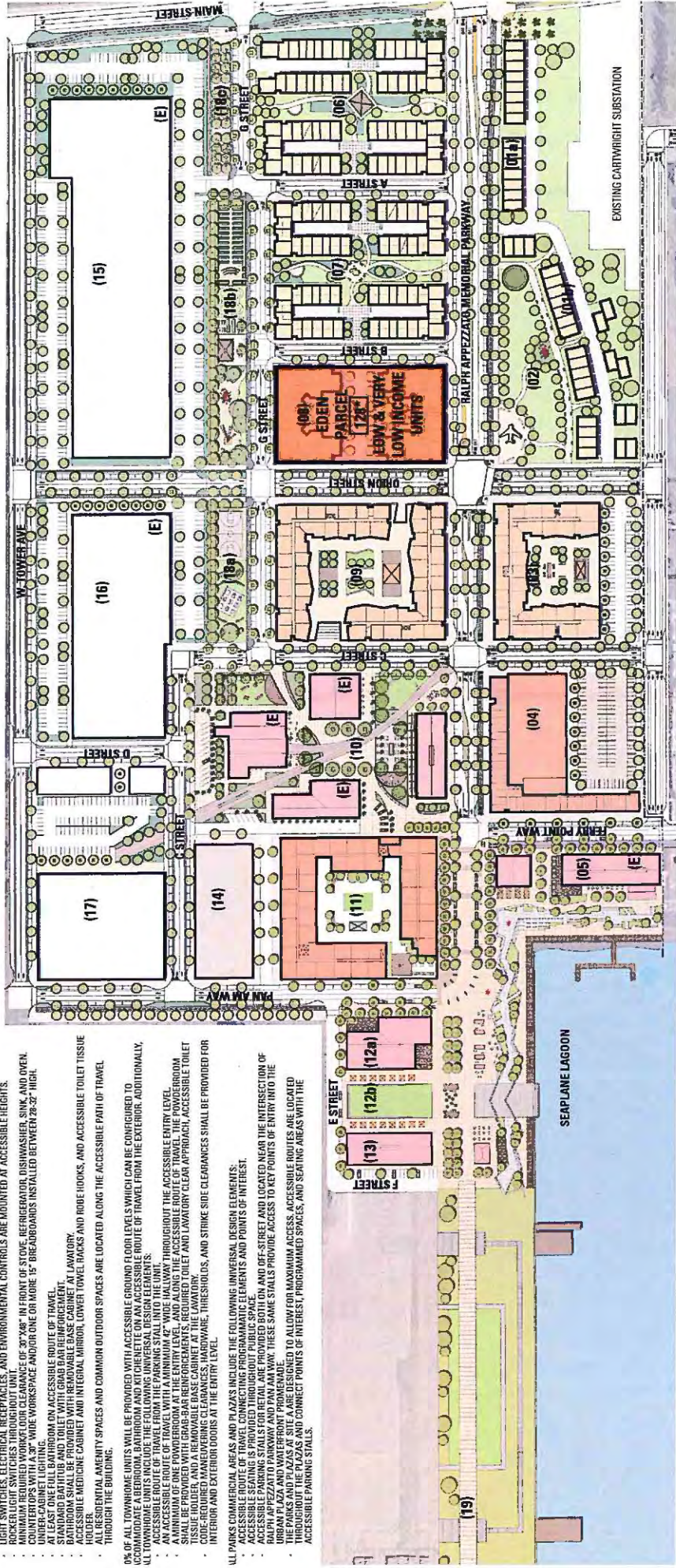
**LEGEND**

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

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

INCOME TYPE	NUMBER OF UNITS	PARCEL LOCATION
LOW & VERY LOW	128	08
MODERATE	72	01, 03, 06, 07, 09, OR 11
<b>TOTAL</b>	<b>200</b>	

\*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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**EDEN** DESIGN

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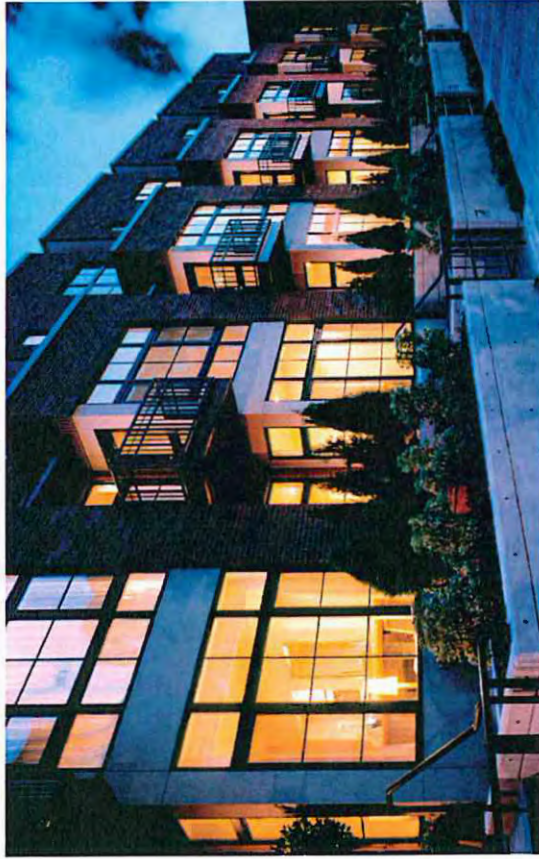
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ARCHITECTURAL CHARACTER IMAGES - TOWN HOMES

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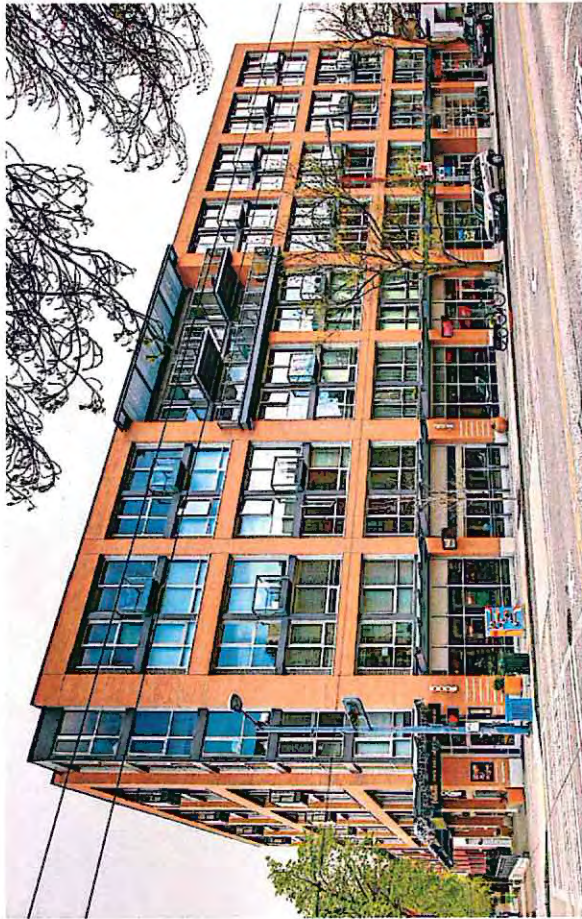
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ARCHITECTURAL CHARACTER IMAGES - MIXED USE & STACKED FLATS



ALAMEDA POINT | ALAMEDA, CA ARCHITECTURAL CHARACTER IMAGES - COMMERCIAL & FREESTANDING RETAIL

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**AERIAL MASSING VIEW LOOKING EAST**

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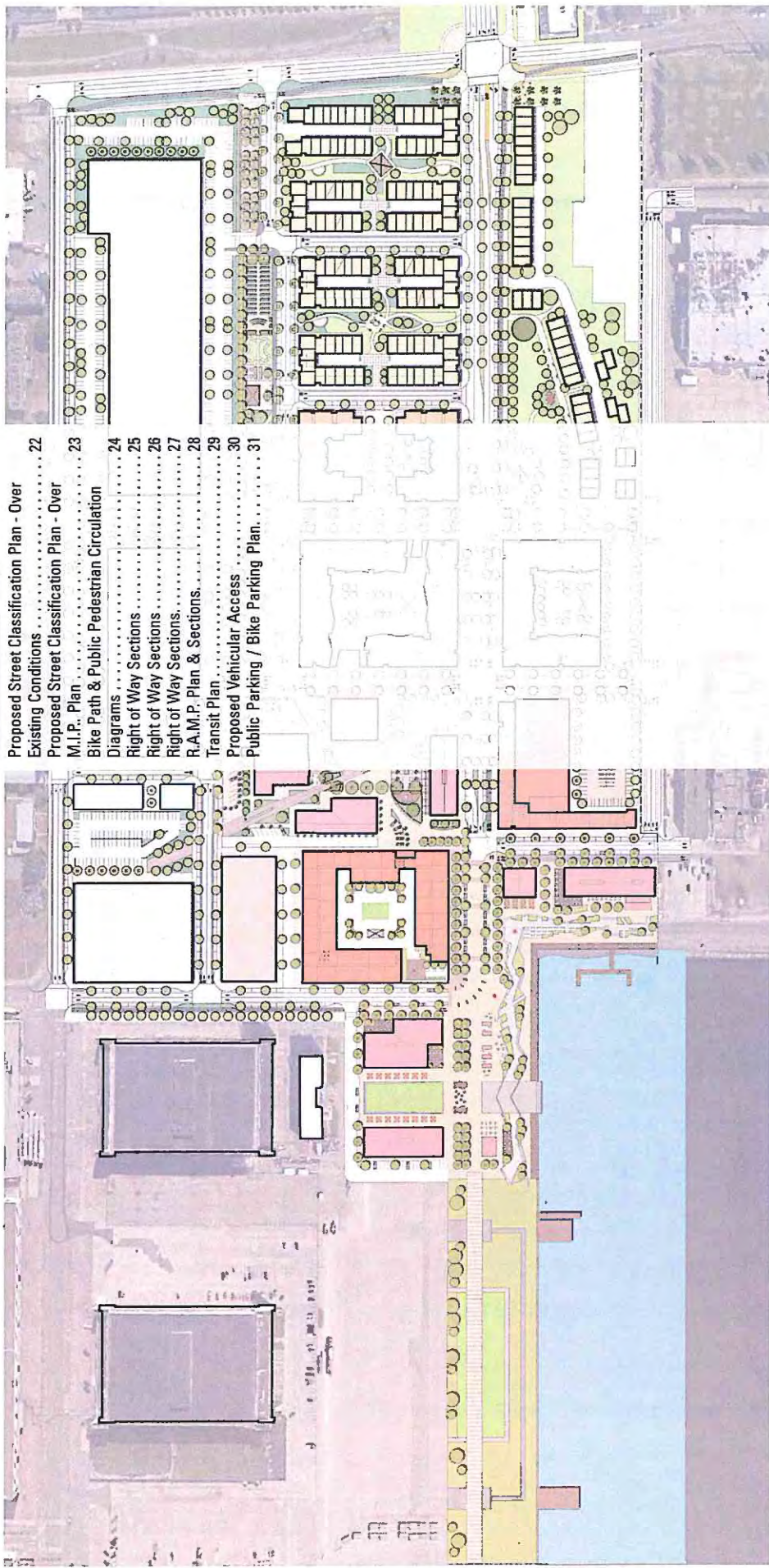
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**LANEAN**



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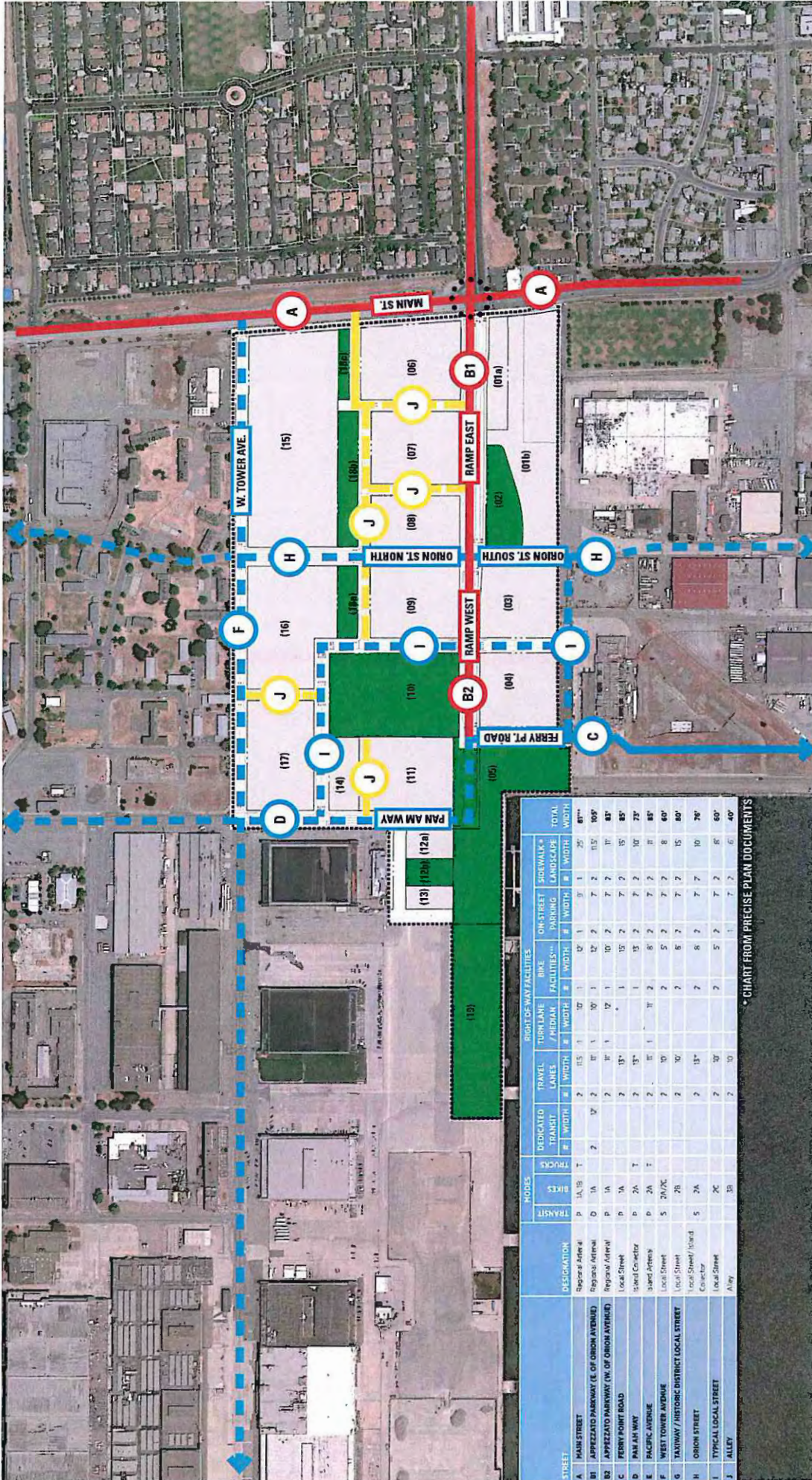
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STREET	DESIGNATION	TRASH		BIKES		TRUCKS		DEDICATED TRANSIT		TRAVEL LANES		TURN LANE / MEDIAN FACILITIES**		BIKE FACILITIES**		LOW STREET PARKING		SIDEWALK + LANDSCAPE		TOTAL	
		#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH
A MAIN STREET	Regional Arterial	2	11.5'	1	10'	1	10'	1	12'	1	9'	1	25'	80''							
B1 APPENZATO PARKWAY (E. OF ORION AVENUE)	Regional Arterial	2	11.5'	1	10'	1	10'	1	12'	2	7'	2	11.5'	100''							
B2 APPENZATO PARKWAY (W. OF ORION AVENUE)	Regional Arterial	2	11.5'	1	10'	1	10'	1	12'	2	7'	2	11.5'	100''							
C FERRY POINT ROAD	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	15'	85''							
D PALM AVENUE	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
E PACIFIC AVENUE	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
F WEST TOWER AVENUE	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
G TAYLOR / HISTORIC DISTRICT LOCAL STREET	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
H ORION STREET	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
I TYPICAL LOCAL STREET	Local Street	2	13'	1	13'	1	13'	1	15'	2	7'	2	10'	75''							
J ALLEY	Alley	2	10'	1	7'	1	7'	1	7'	1	7'	1	7'	40''							

\* CHART FROM PRECISE PLAN DOCUMENTS

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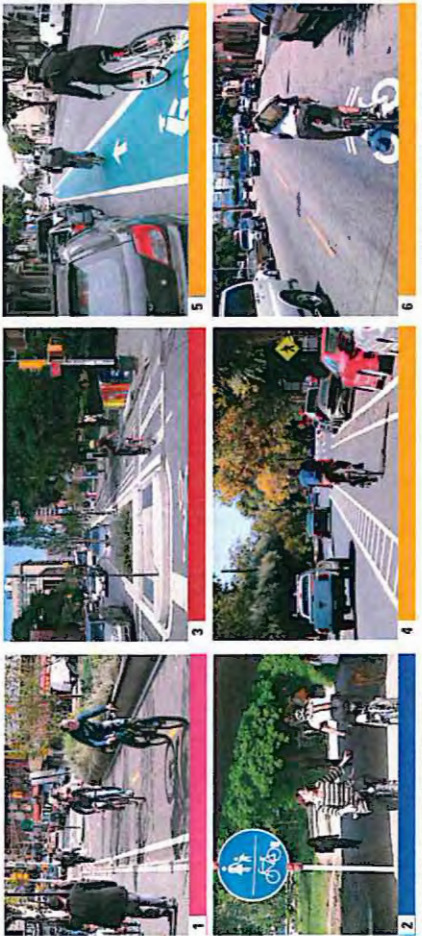
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**FIELD**  
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**PAOLI**  
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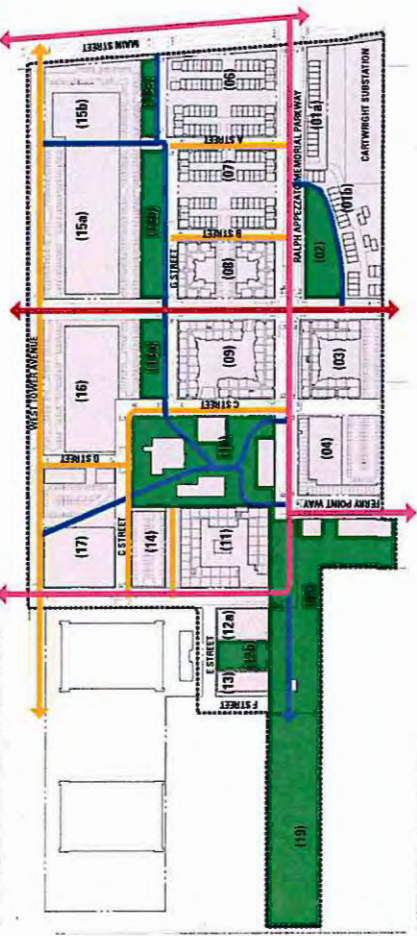
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\*IMAGES FROM JULY ALAMEDA PRECISE PLAN

- 1 TYPE 1A: SEPARATED BIKE TRAIL
- 2 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
- 3 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
- 4 TYPE 2B: BIKE LANES WITH PAINTED BUFFER
- 5 TYPE 2C: BIKE LANES WITH STRIPE ONLY
- 6 TYPE 3B: SHARED ROADWAY (SHARROWS)

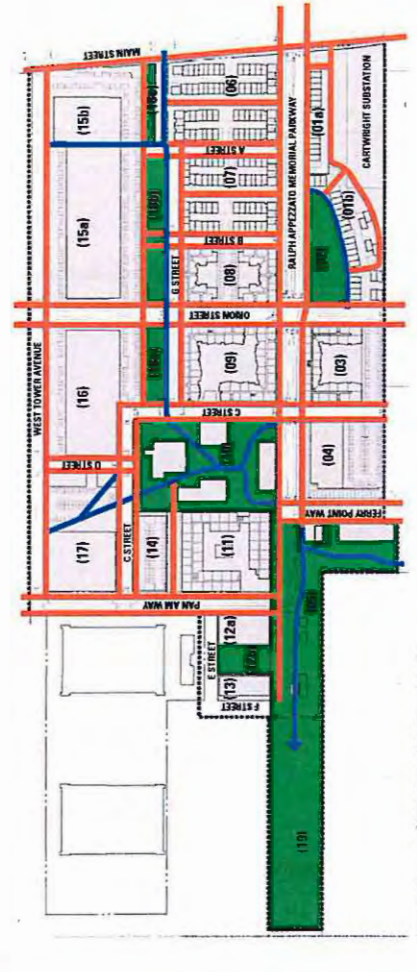


**BIKE PATH CIRCULATION**

- SEPARATED BIKE TRAIL (TYPE 1A)
- SHARED PEDESTRIAN / BIKE TRAIL (TYPE 1B)
- BIKE LANES WITH PHYSICAL BARRIERS (TYPE 2A)
- BIKE LANES WITH PAINTED BUFFER, SHARROWS OR STRIPE ONLY (TYPE 2B, 2C, & 3B)



**NAKED STREET REFERENCE IMAGES**



**PUBLIC PEDESTRIAN CIRCULATION**

- SIDEWALK - PEDESTRIAN ONLY
- SHARED PEDESTRIAN / BIKE TRAIL

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**BIKE PATH AND PUBLIC PEDESTRIAN CIRCULATION DIAGRAMS**

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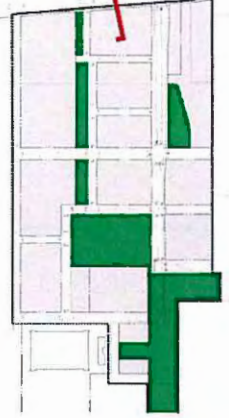
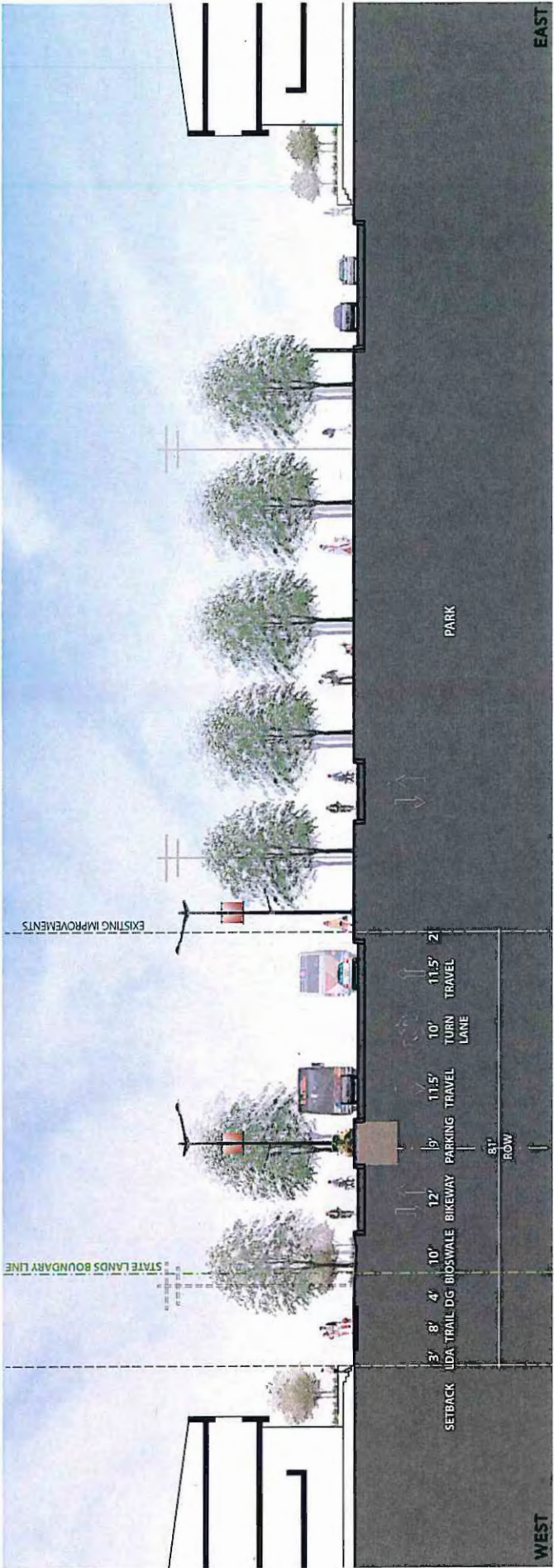
**KH**  
KIMLEY-HORN

**FIELD**  
PAOLI

**Av P**  
**D W**

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KEY PLAN

MAIN STREET R.O.W. SECTION  
 \* SECTION FROM PRECISE PLAN DOCUMENTS

RIGHT OF WAY SECTIONS

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**EDEN** HOLDINGS

**e-50y**

**SRMERNST** Madison+Knappe

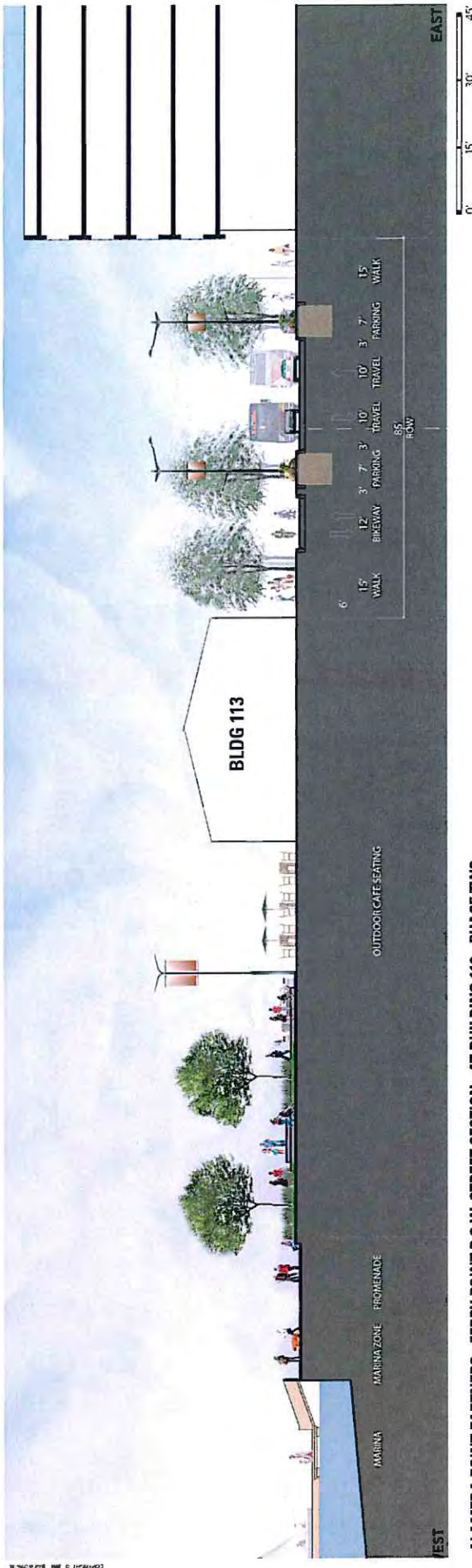
**LANEAM**

**KH** The Kohn Pedersen Fox Group

**FIELD PAOLI**

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ALAMEDA POINT PARTNERS - FERRY POINT R.O.W. STREET SECTION - AT BUILDING 113 - PHASE TWO



AERIAL VIEW OF PROMENADE BETWEEN BUILDING 113 AND SEAPLANE LAGOON

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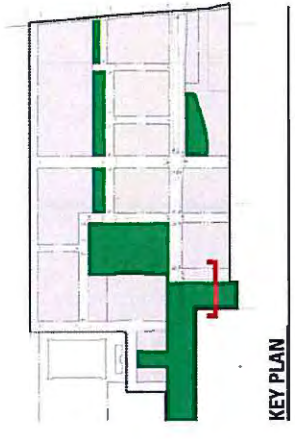
**e-bly**

**SRMERNST** MadiganPartners  
**LANGAN**

**FIELD** PAOLI

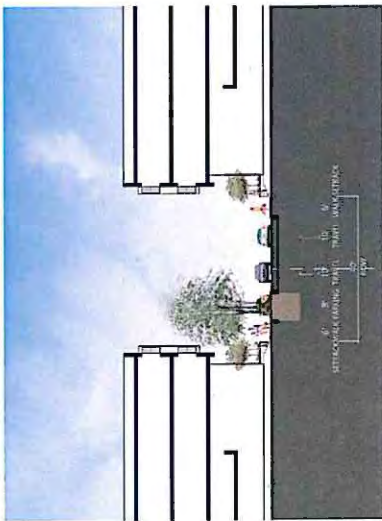
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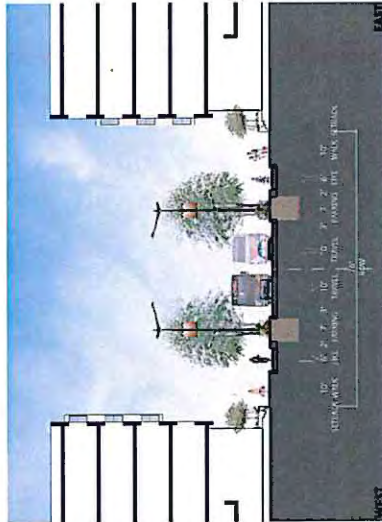
KEY PLAN

\* SECTION ADAPTED FROM PRECISE PLAN DOCUMENTS  
**RIGHT OF WAY SECTIONS**



**A. ALLEY R.O.W. SECTION**

\*NOTE: WHERE ADJACENT BUILDING HEIGHT EXCEEDS 30' PROVIDE 13-FT TRAVEL LANES, STRIPPED AS 10-FT WITH 3-FT BUFFERS

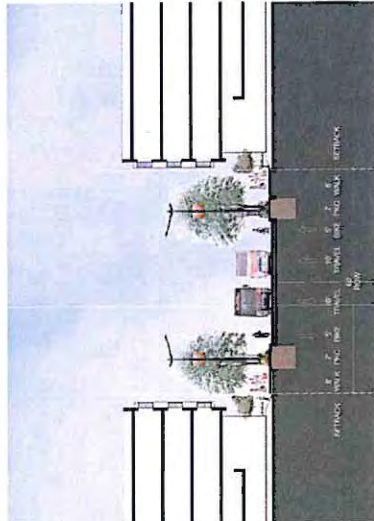


**B. ORION STREET (NORTH) R.O.W. SECTION**

\*NOTE: PROVIDE 13-FT TRAVEL LANES, STRIPPED AS 10-FT WITH 3-FT BUFFERS



**C. PAN AM WAY R.O.W. SECTION**



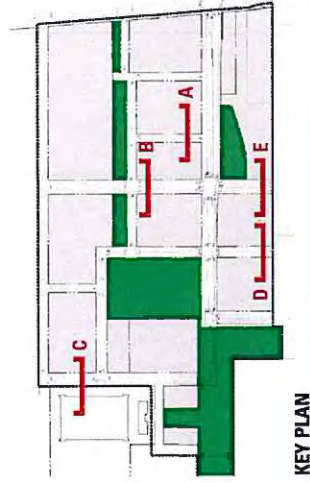
**D. TYPICAL LOCAL STREET R.O.W. SECTION**

\*CONSISTENT WITH TABLE ON PRECISE PLAN PAGE 67



**E. ORION STREET (SOUTH) R.O.W. SECTION**

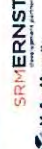
\*NOTE: PROVIDE 13-FT TRAVEL LANES, STRIPPED AS 10-FT WITH 3-FT BUFFERS



\* SECTION FROM PRECISE PLAN DOCUMENTS  
**RIGHT OF WAY SECTIONS**

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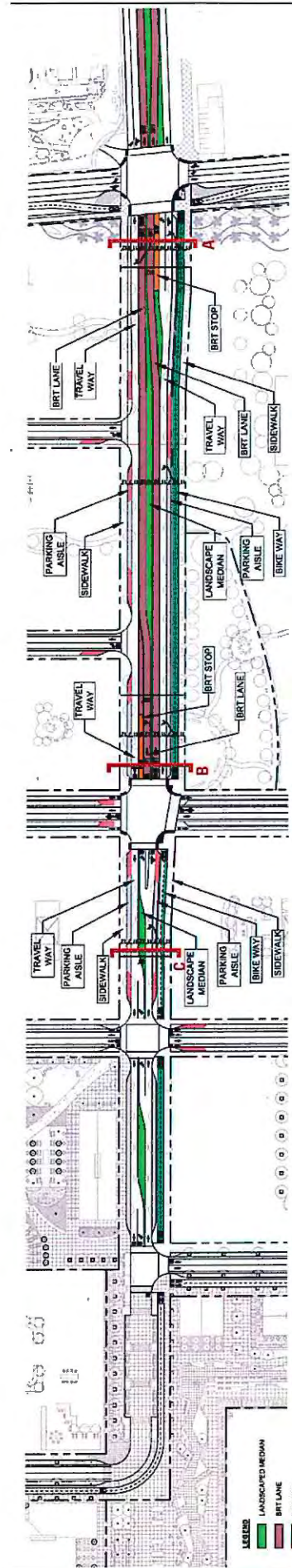
C. RALPH APPEZZATO MEMORIAL PARKWAY - WEST 83' R.O.W. SECTION  
SECTION FROM PRECISE PLAN DOCUMENTS



B. RALPH APPEZZATO MEMORIAL PARKWAY - EAST 105' R.O.W. SECTION  
SECTION REVISSED FROM PRECISE PLAN DOCUMENTS



A. RALPH APPEZZATO MEMORIAL PARKWAY  
EAST 113' R.O.W. SECTION AT MAIN STREET  
SECTION REVISSED FROM PRECISE PLAN DOCUMENTS



**NOTES**  
1. TRAFFIC ANALYSIS TO VERIFY INTERSECTION TRAFFIC STOP CONFIGURATIONS.  
2. R.A.M.P. ALIGNMENT EAST OF MAIN STREET SHOWN DIAGRAMMATICALLY AND WILL REQUIRE ADDITIONAL CONSIDERATION

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R.A.M.P. PLAN & SECTIONS

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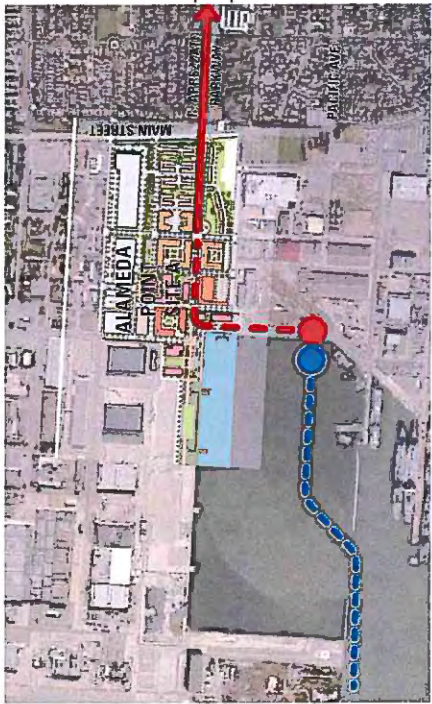
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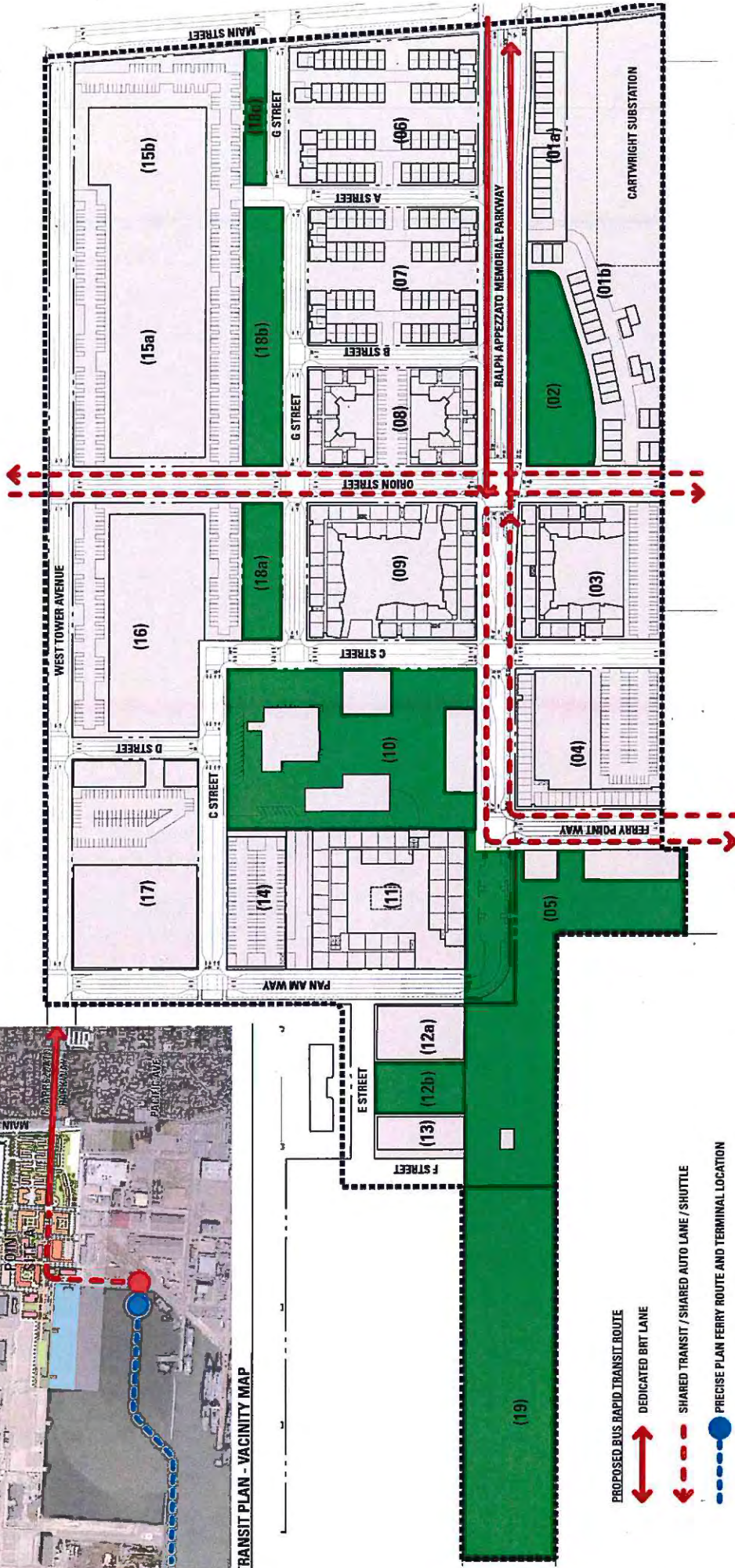
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TRANSIT PLAN - VICINITY MAP



- PROPOSED BUS RAPID TRANSIT ROUTE
- DEDICATED BRT LANE
- SHARED TRANSIT / SHARED AUTO LANE / SHUTTLE
- PRECISE PLAN FERRY ROUTE AND TERMINAL LOCATION

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TRANSIT PLAN

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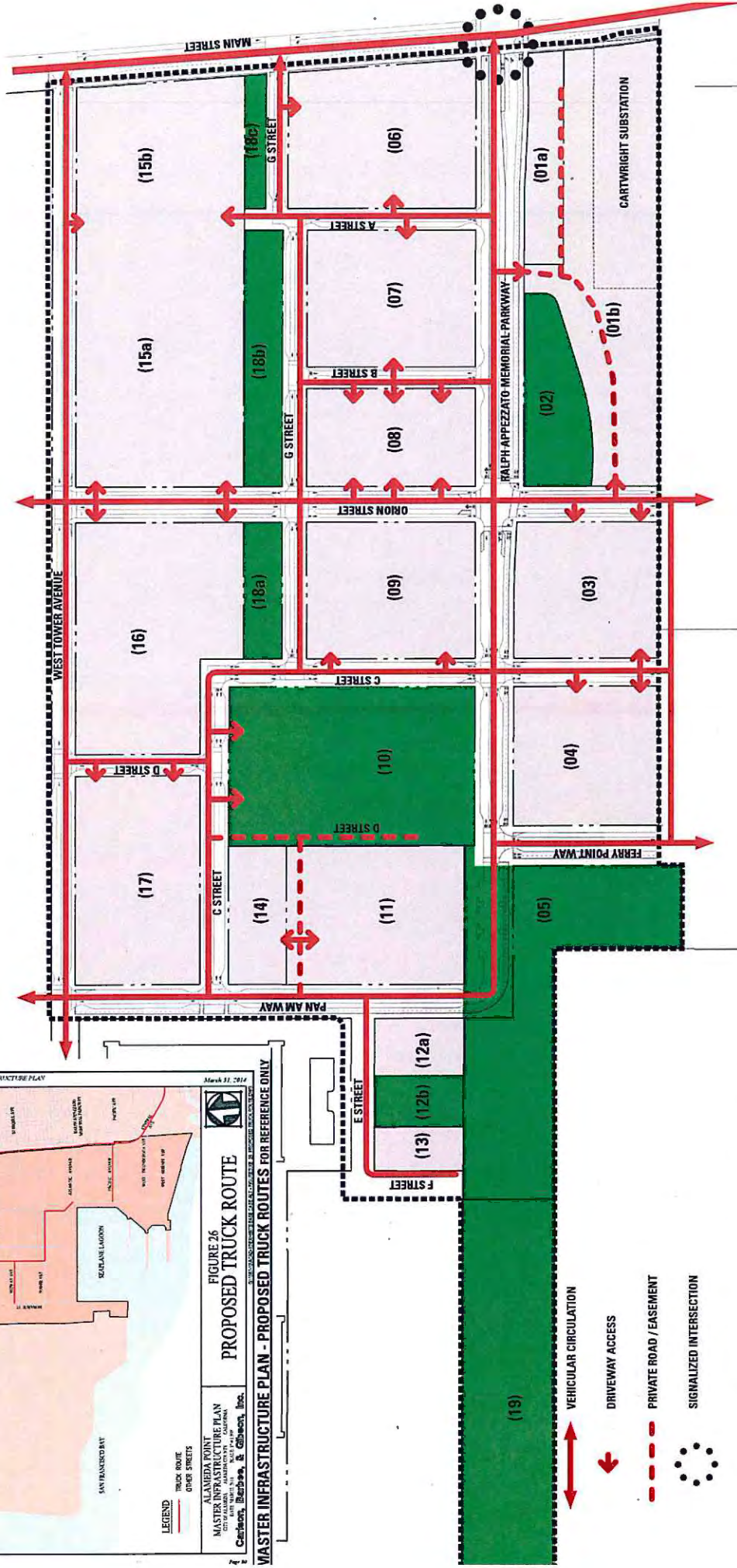
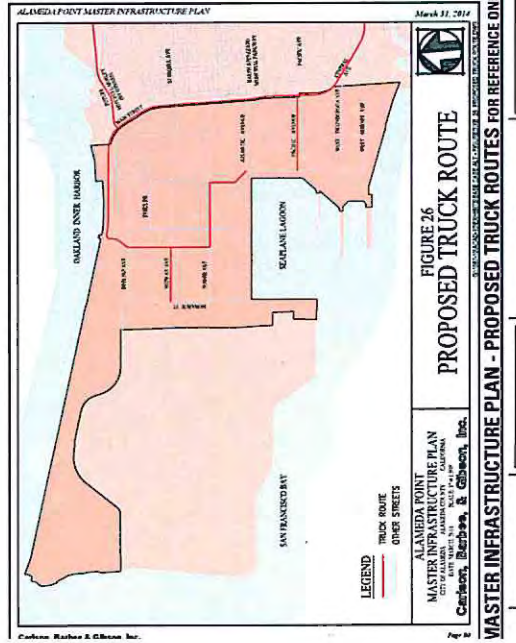
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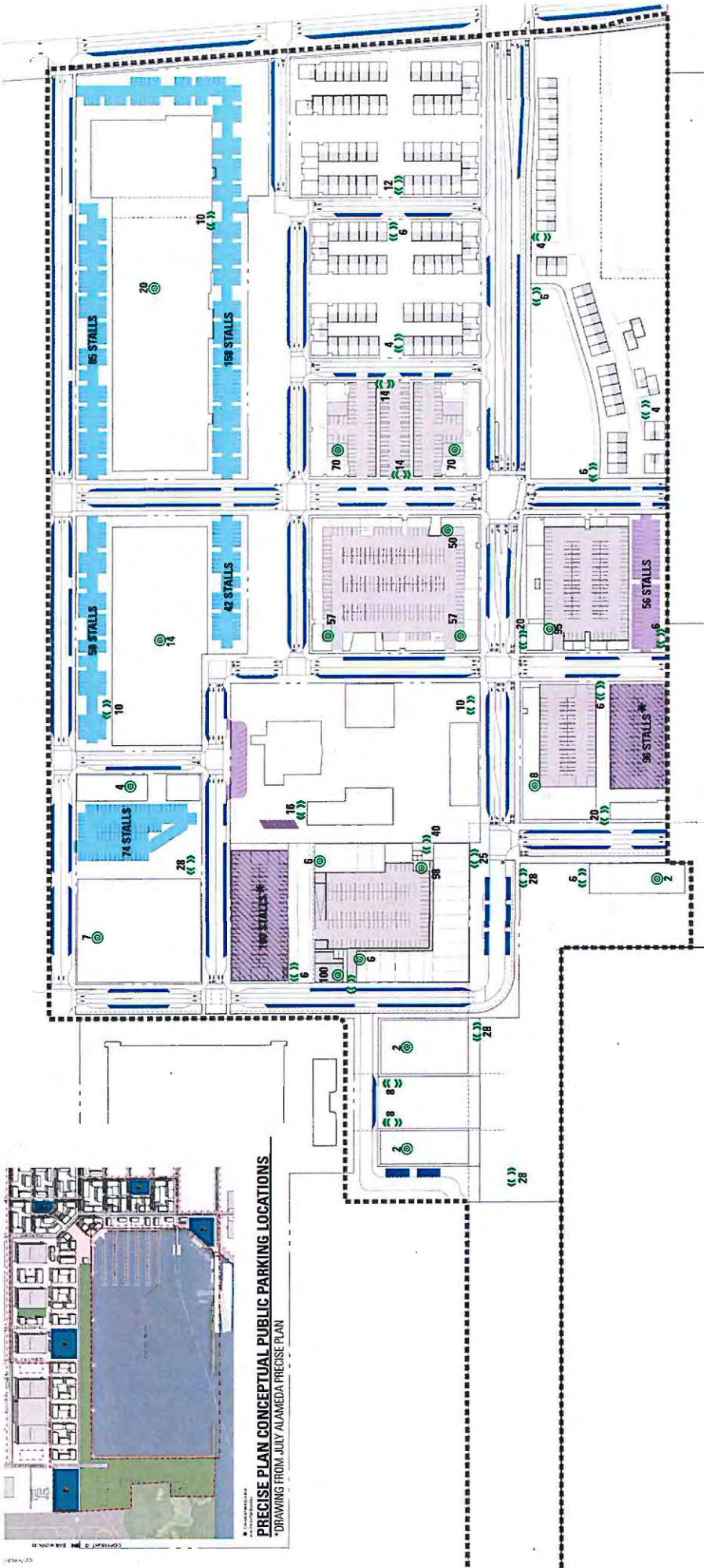


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PROPOSED VEHICULAR ACCESS



**PRECISE PLAN CONCEPTUAL PUBLIC PARKING LOCATIONS**  
 DRAWING FROM JULY ALAMEDA PRECISE PLAN



- PRIVATE - RESIDENTIAL PARKING
- PUBLIC - ON-STREET PARKING (1+/385 STALLS)
- PUBLIC - SURFACE PARKING LOT - RETAIL (294 STALLS)
- PRIVATE - SURFACE PARKING LOT - COMMERCIAL (416 STALLS)
- PUBLIC - RETAIL PARKING - LOCATION OF POSSIBLE FUTURE PARKING STRUCTURE - STALL COUNT PROVIDED ASSUMES SURFACE LOT ONLY
- CODE REQUIRED - "LONG TERM BIKE PARKING" WITH STALL COUNT
- CODE REQUIRED - "SHORT TERM BIKE PARKING" WITH STALL COUNT

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**PUBLIC PARKING / BIKE PARKING PLAN**

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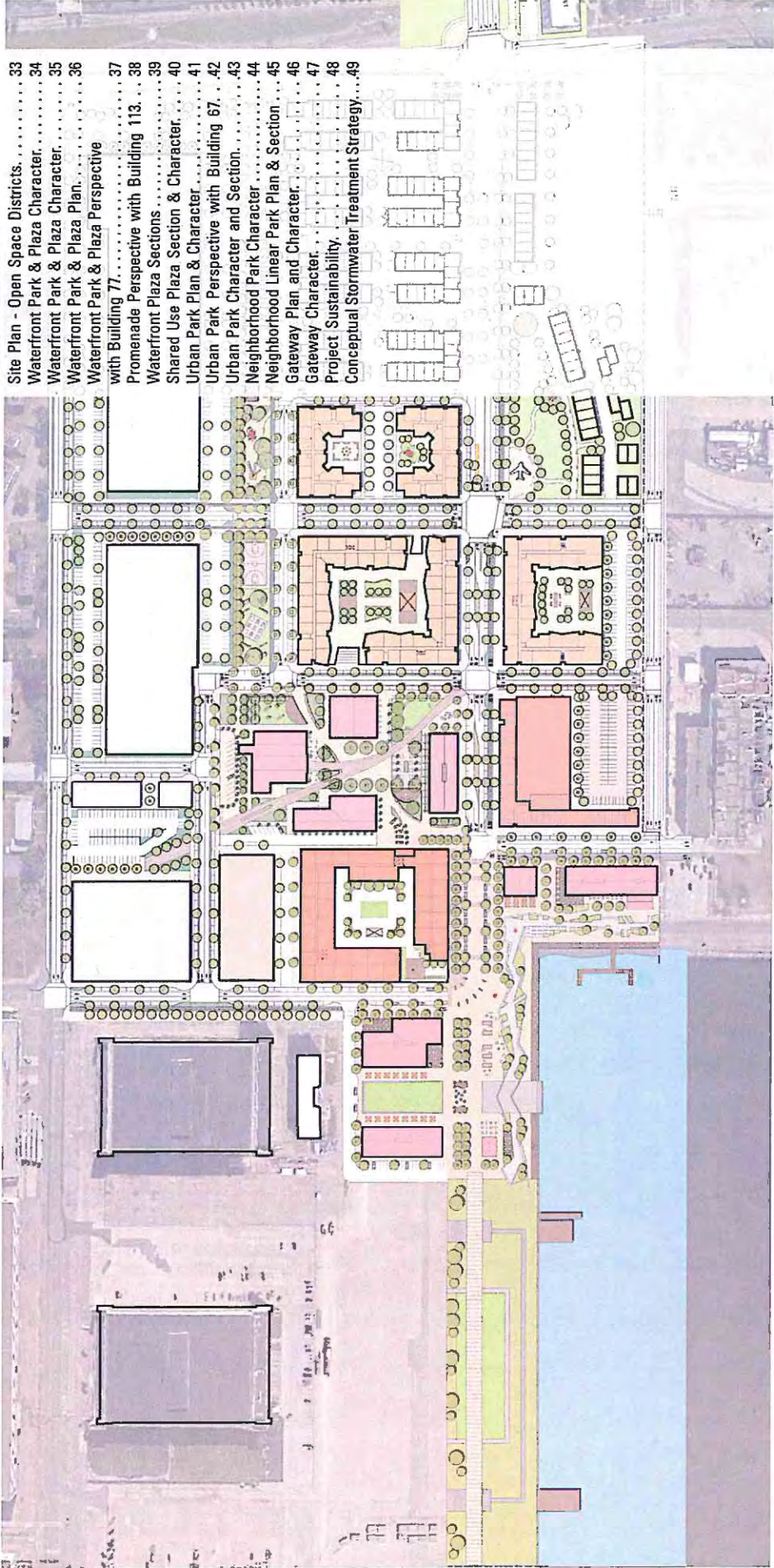
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# OPEN SPACE

- Site Plan - Open Space Districts..... 33
- Waterfront Park & Plaza Character..... 34
- Waterfront Park & Plaza Character..... 35
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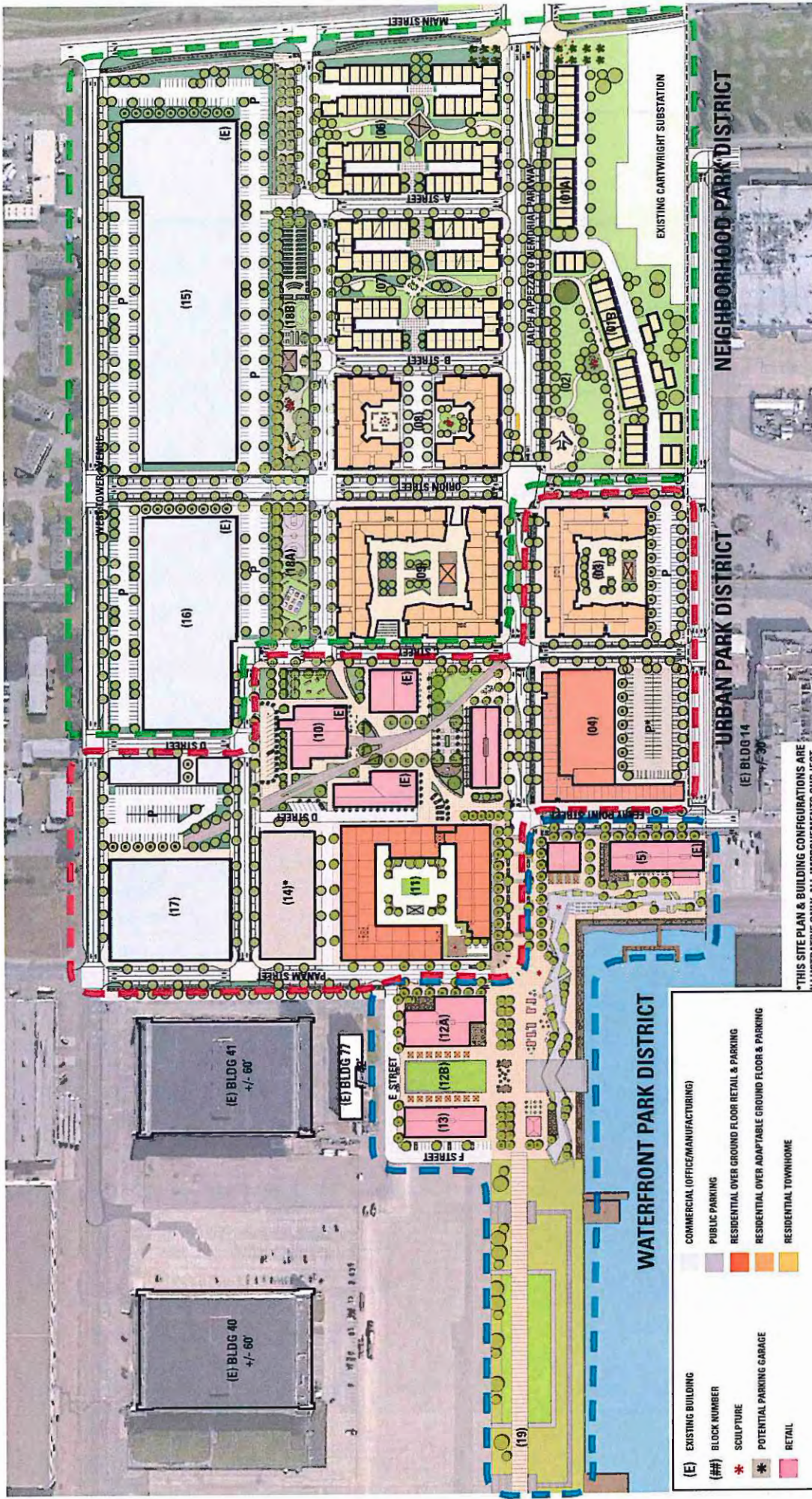
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(E)	EXISTING BUILDING
(##)	BLOCK NUMBER
*	SCULPTURE
**	POTENTIAL PARKING GARAGE
■	RETAIL
■	COMMERCIAL OFFICE/MANUFACTURING
■	PUBLIC PARKING
■	RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
■	RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
■	RESIDENTIAL TOWNHOME

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

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SITE PLAN - OPEN SPACE DISTRICTS

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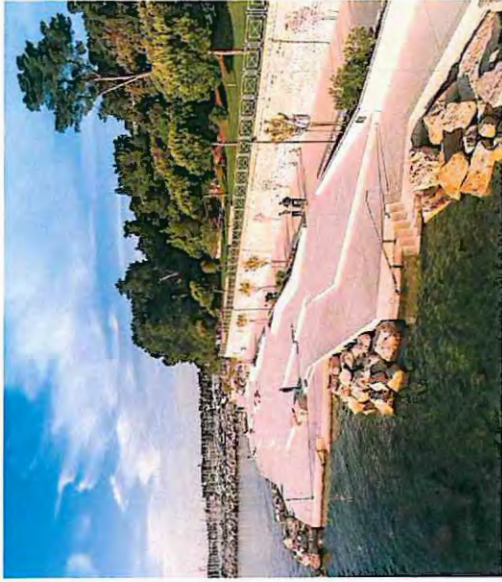
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**WATERFRONT PARK & PLAZA CHARACTER**

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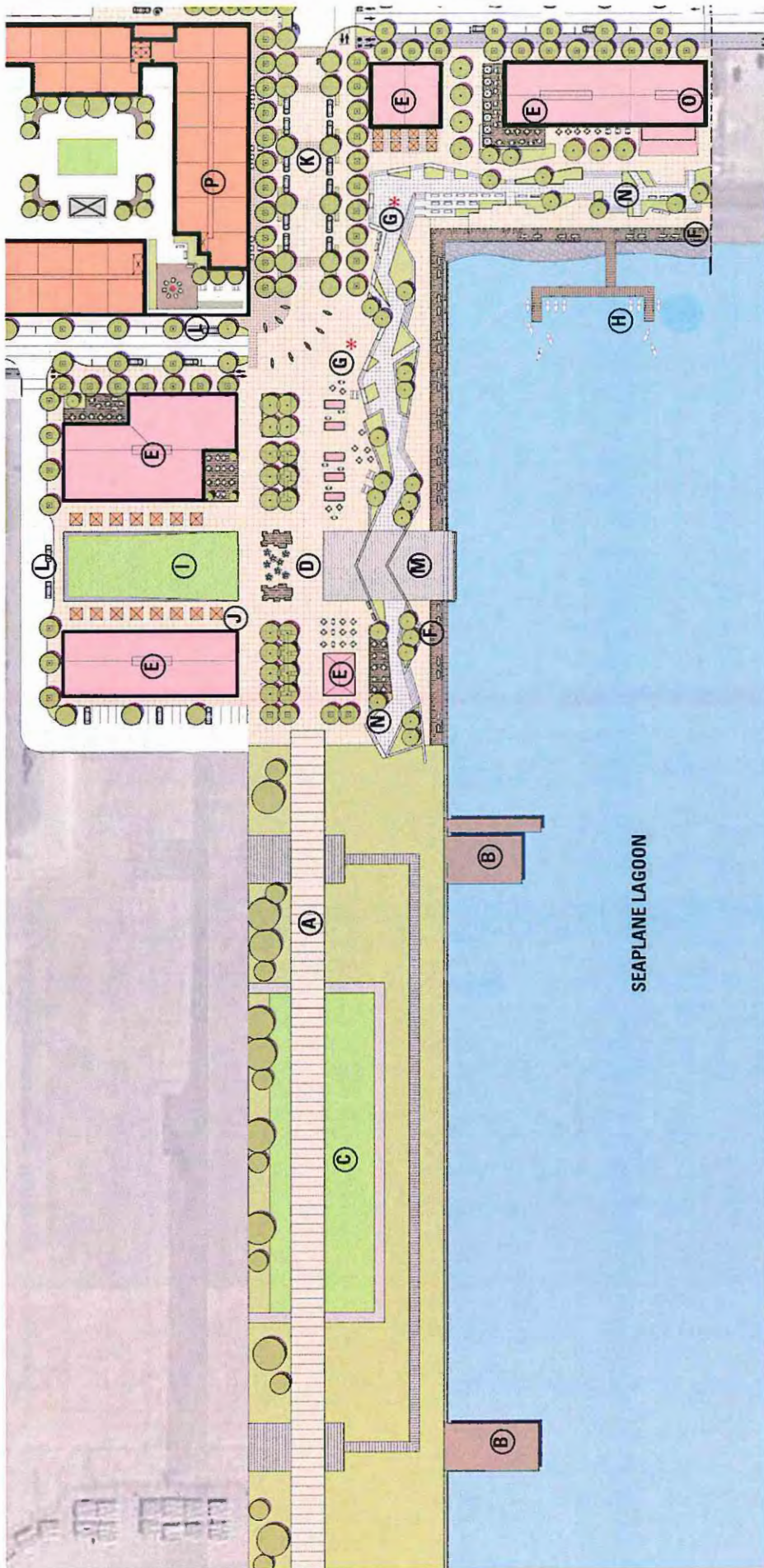
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- A PARK PROMENADE
- B HISTORIC SEAPLANE RAMPS
- C POTENTIAL RECREATION AREA
- D WATERFRONT PLAZA
- E RETAIL
- F WATERFRONT PROMENADE
- G SCULPTURE (\*)
- H FLOATING SMALL CRAFT/KAYAK LAUNCH
- I SLOPED EVENT LAWN
- J POTENTIAL MARKET AREA
- K SHARED USE PLAZA
- L DROP OFF ZONE
- M HISTORIC VIEW CORRIDOR AND WATER ACCESS
- N WATER FRONT VIEWING TERRACE
- O PROPOSED SMALL CRAFT RENTAL FACILITY
- P RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING

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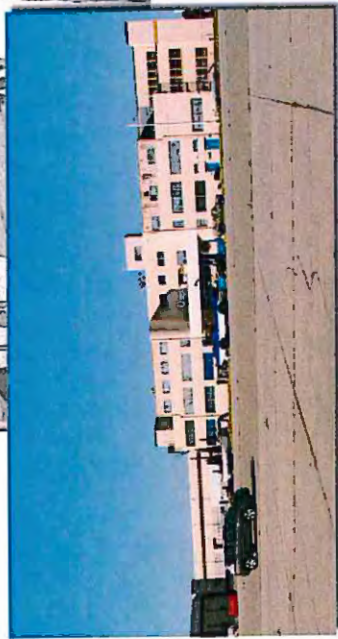
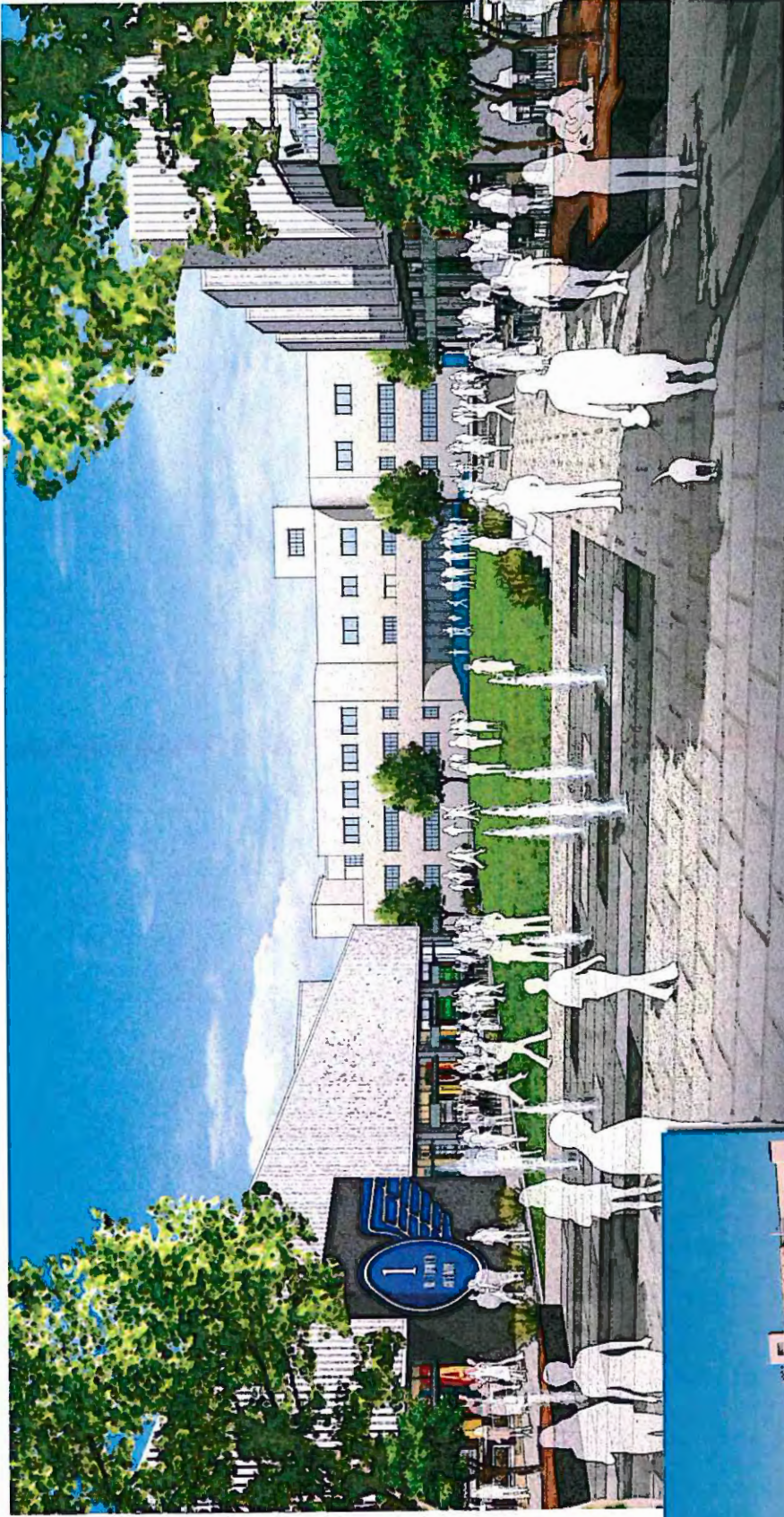
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EXISTING CONDITIONS - BUILDING 77

# ALAMEDA POINT | ALAMEDA, CA | WATERFRONT PARK & PLAZA PERSPECTIVE WITH BUILDING 77



EXISTING CONDITIONS - BUILDING 113



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PROMENADE PERSPECTIVE WITH BUILDING 113

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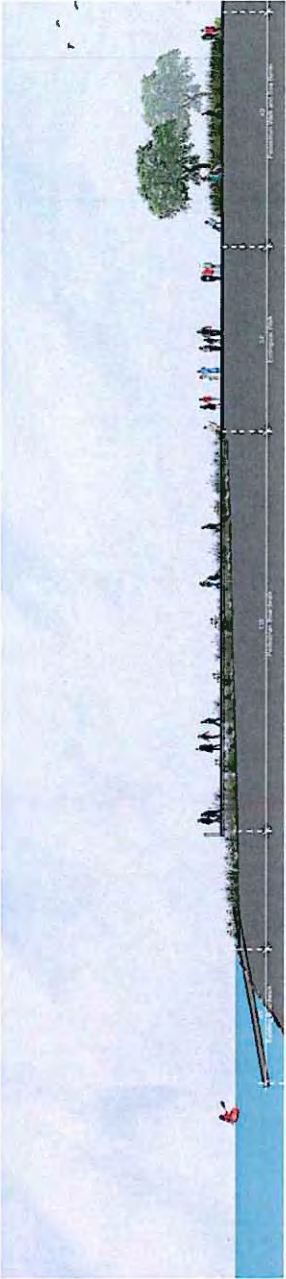
**o-blu**  
LANDSCAPE ARCHITECTURE

**SIRMERNST**  
MEDIANTE MURQUETA  
**LANGAN**

**KI**  
KIDDER PHELPS  
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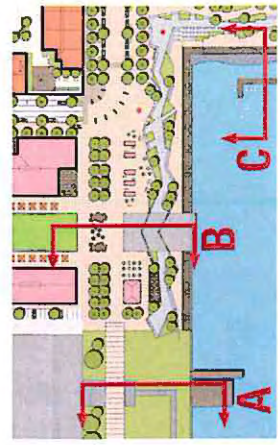
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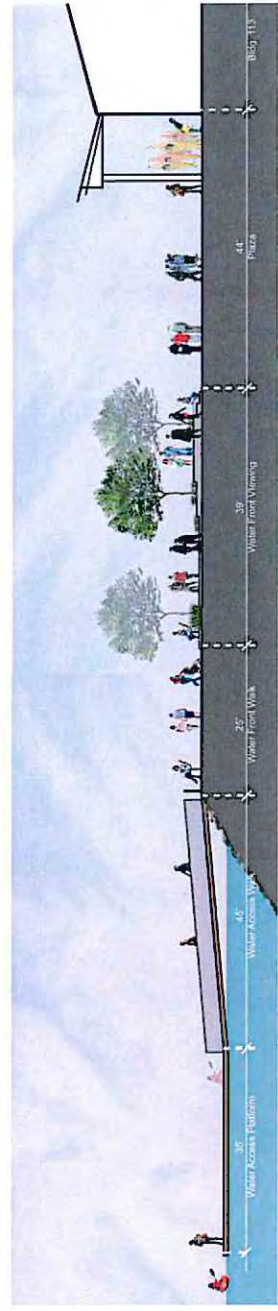
SECTION A AT WATERFRONT PARK



SECTION B AT WATERFRONT PLAZA



KEY PLAN



SECTION C AT WATERFRONT ACCESS

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WATERFRONT PLAZA SECTIONS

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SHARED USE PLAZA SECTION & CHARACTER



SECTION AT SEA PLANE PLAZA AND RAMP

ARCHITECTS  
 A. P. FIELD  
 D. W. PAOLI

SRMERNST  
 Madson+Margolis

EDEN  
 EDEN DESIGN

TRICON  
 Jobicou

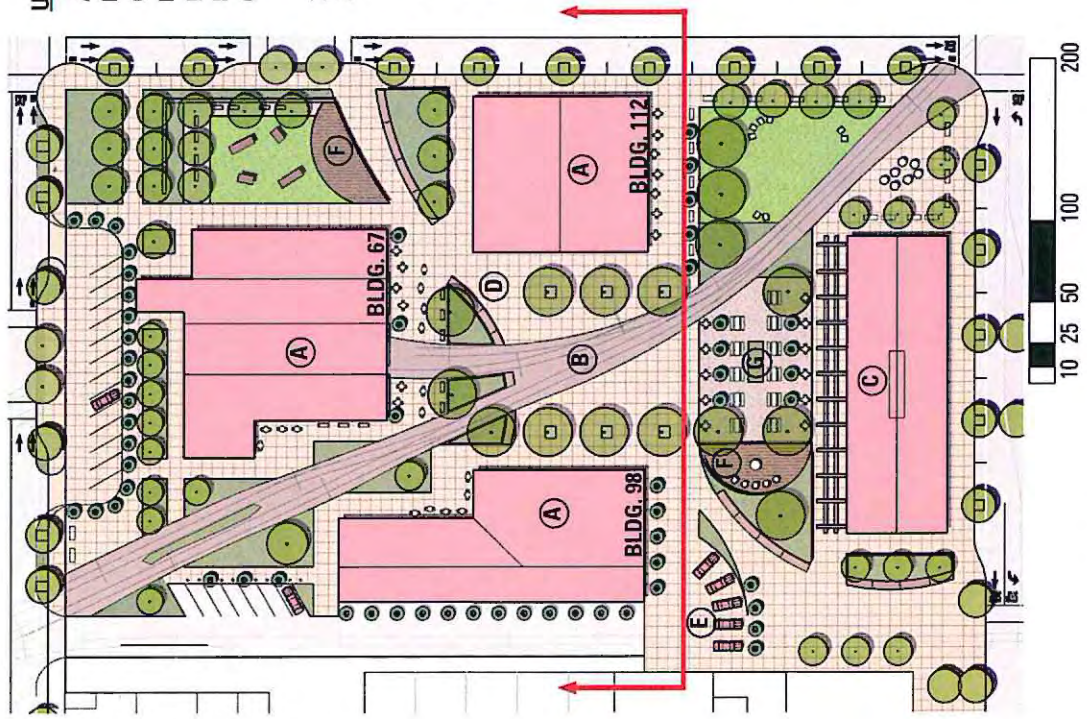
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BKF  
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**URBAN PARK LEGEND**

- A RETROFITTED EXISTING BUILDING
- B TRACKS IN PAVING AND PLANTING
- C CAFE/RETAIL/MAKER FOCUS
- D CENTRAL PLAZA
- E MEWS
- F WOOD DECK
- G BEER GARDEN

**POSSIBLE PROGRAMS ELEMENTS INCLUDE:**

- CAFE
- FAMILY PLAY AREA
- DINING/OUTDOOR EATING VENUES
- ART/SCULPTURE
- INTIMATE AND LARGER GATHERING OPPORTUNITIES



EXISTING BUILDING PHOTOS



PROPOSED CHARACTER  
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EXISTING CONDITIONS - BUILDING 67

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# URBAN PARK PERSPECTIVE WITH BUILDING 67

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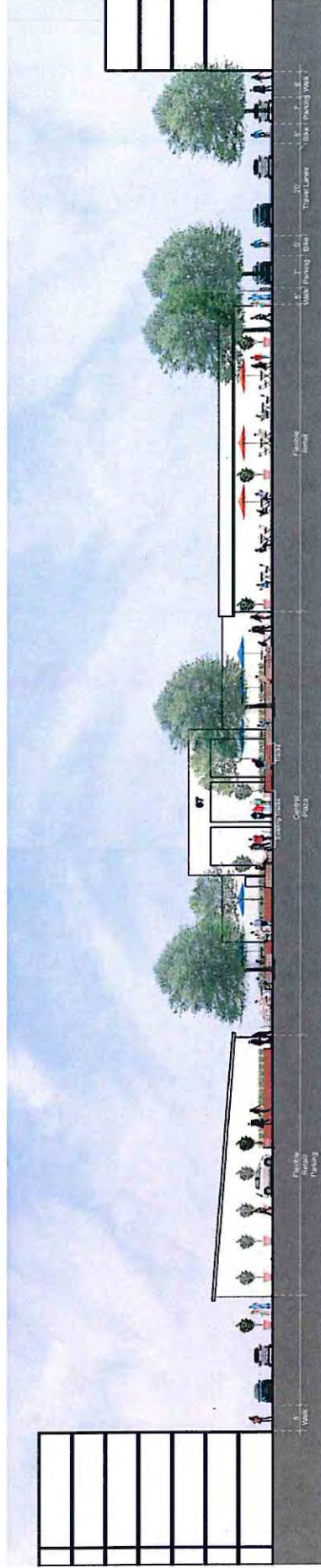
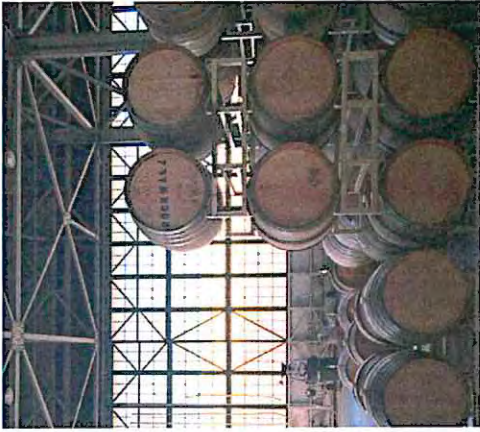
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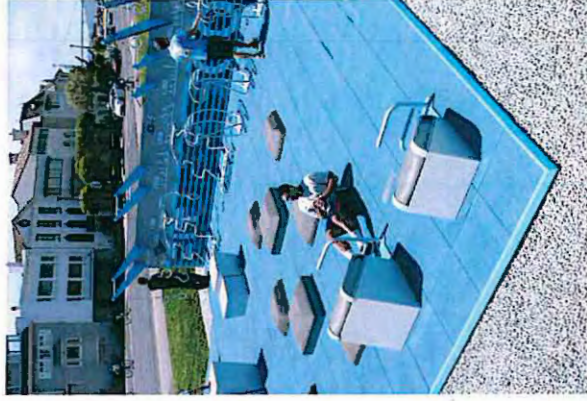
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**BK Ignition architecture** 484 arch | 415 293 5700 | www.bararch.com  
**EDEN POLINA**  
**TRICON**  
**University of California**  
**SRMERNST**  
**LANGAN**  
**KH**  
**FIELD PAOLI**  
**A.P. D.W.**  
 05.11.15  
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NEIGHBORHOOD PARK CHARACTER

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architecture

**MBJ arch**

**TRICON**  
lablancq

**EDEN**  
FOUNDRY

**SRMERNST**  
MedienKampagne

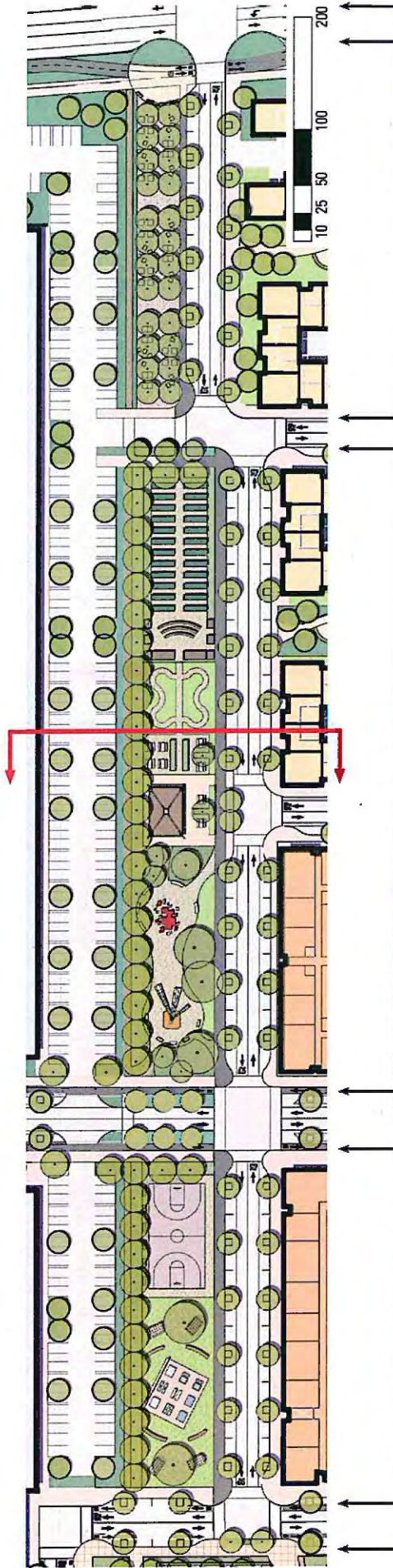
**KH**  
LABORATORY

**FIELD**  
PAOLI

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

05.11.15  
14072





- |  |  |  |                           |
|--|--|--|---------------------------|
| <p><b>C STREET</b></p> <p><b>WEST BLOCK: ACTIVE RECREATION</b></p> <p><b>POSSIBLE PROGRAMS ELEMENTS INCLUDE:</b></p> <ul style="list-style-type: none"> <li>• FITNESS STATION</li> <li>• HAMMOCKS</li> <li>• BASKETBALL COURT</li> </ul> | <p><b>ORION</b></p> <p><b>CENTRAL BLOCK: FAMILY &amp; COMMUNITY ACTIVITIES</b></p> <p><b>POSSIBLE PROGRAMS ELEMENTS INCLUDE:</b></p> <ul style="list-style-type: none"> <li>• DISCOVERY PLAY ZONE</li> <li>• BARBECUE SHELTER &amp; PICNIC AREA</li> <li>• SITTING GARDEN WITH NATIVE PLANTS</li> <li>• OUTDOOR CLASSROOM &amp; UTILITY SHEDS</li> <li>• COMMUNITY GARDEN</li> </ul> | <p><b>B STREET</b></p> <p><b>EAST BLOCK: LEISURE ZONE &amp; ENTRY</b></p> <p><b>POSSIBLE PROGRAMS ELEMENTS INCLUDE:</b></p> <ul style="list-style-type: none"> <li>• GAME TABLES (PING PONG/CHESS/ETC.)</li> <li>• BOCCIE COURT</li> <li>• ENTRY PLAZA</li> <li>• MOVEABLE FURNITURE</li> <li>• SHADE GROVE</li> </ul> | <p><b>MAIN STREET</b></p> |
|--|--|--|---------------------------|

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

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**BKF ignition architecture** 415 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

**TRICON jobleau** 1000 Broadway, Suite 1000 | San Francisco, CA 94133 | 415 774 4444 | www.triconjobleau.com

**EDEN HOMES** 1000 Broadway, Suite 1000 | San Francisco, CA 94133 | 415 774 4444 | www.edenhomes.com

**o2u** 1000 Broadway, Suite 1000 | San Francisco, CA 94133 | 415 774 4444 | www.o2u.com

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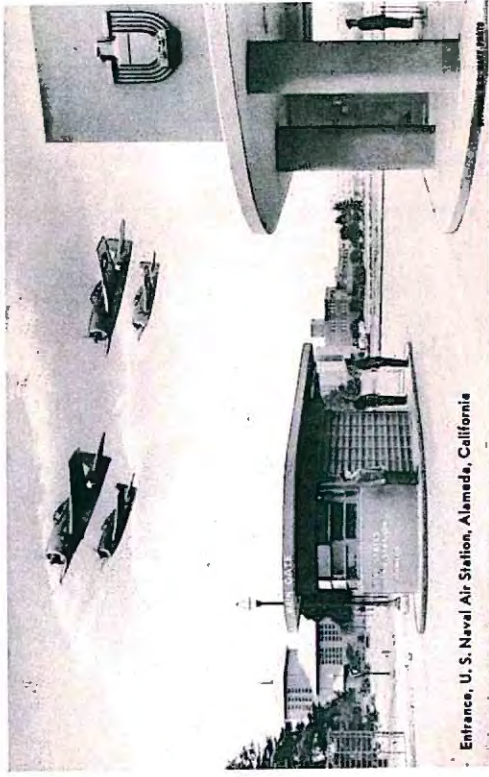
**GATEWAY LEGEND:**

- A HISTORIC ARTIFACT SCULPTURE
- B SENTINEL PALM TREE GRID WITH DRAMATIC LIGHTING
- C BIKE LANE INTERSECTION PAVING
- D PROPOSED MAIN ST. INTERSECTION
- E GATEWAY PLAZA
- F PROPOSED CROSS ALAMEDA TRAIL TERMINUS
- G EXISTING MAIN STREET LINEAR PARK

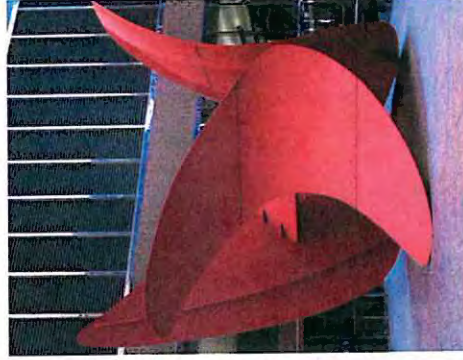
**POSSIBLE ARTIFACT SCULPTURES:**

- ALAMEDA POINT HISTORIC NAVAL BASE ARTIFACTS
- 'FOUND' NAVAL SHIP PROPELLERS
- ABSTRACT STEEL SHIP SCULPTURE
- LOCAL ARTISTS' CREATIONS
- SUSTAINABILITY RECLAIMED ART
- LIGHTING AS ART

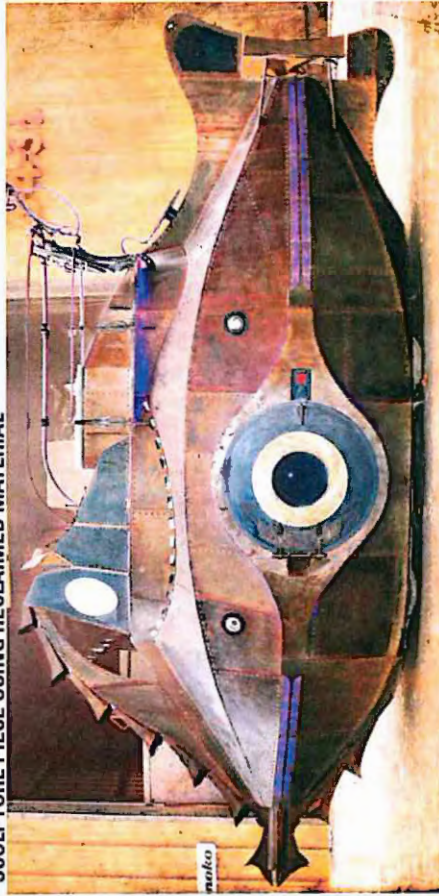
\*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL.



Entrance, U. S. Naval Air Station, Alameda, California



\*SCULPTURE PIECE USING RECLAIMED MATERIAL



\*ALAMEDA POINT NAVAL BASE ARTIFACTS USED AS ART



ALAMEDA POINT | ALAMEDA, CA

GATEWAY CHARACTER

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**e-TOU**

**SRMERNST**  
architects

**LANGAN**  
landscape architects

**KH**  
KIMLEY-HORN

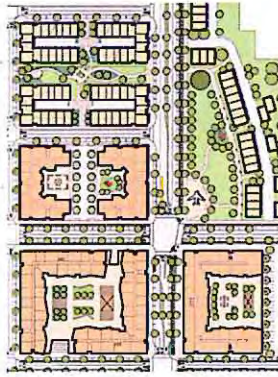
**FIELD**  
PAOLI

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

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**ALAMEDA POINT SITE A – SUSTAINABLE DESIGN.**

- THE FOLLOWING PROJECT FEATURES ARE DESIGNED TO REDUCE GREENHOUSE GAS EMISSIONS AND COMBAT CLIMATE CHANGE:
- PRESERVATION AND REUSE OF EXISTING BUILDINGS REDUCES WASTE, ENERGY USE AND GREENHOUSE GAS EMISSIONS DURING CONSTRUCTION;
  - GREEN ROOFS AND NATIVE PLANTINGS REDUCE WASTEWATER DEMAND AND IMPROVE AIR QUALITY;
  - SITE DESIGN MAXIMIZES PUBLIC OPEN SPACE, INCREASING PERVIOUS SITE AREAS WHICH LEADS TO A REDUCTION IN STORM-WATER RUNOFF AND THE URBAN HEAT ISLAND EFFECT;
  - ON-SITE TRANSPORTATION SERVICES, REDUCED PARKING, ON-SITE BICYCLE SERVICES (E.G., THE ON-SITE "BICYCLE KITCHEN" FOR BICYCLE MAINTENANCE), AND ON-SITE CAR SHARE SERVICES REDUCE GREENHOUSE GAS EMISSIONS FROM AUTOMOBILES;
  - INTEGRATED DESIGN PROCESS THAT ANALYZES AND APPLIES TECHNOLOGIES TO REDUCE GREENHOUSE GAS EMISSIONS;
  - BUILDING DESIGN CONSISTENT WITH A LEED SILVER DESIGNATION OR ITS EQUIVALENT REDUCES GREENHOUSE GAS EMISSIONS FROM BUILDING OPERATIONS;
  - BAY FRIENDLY LANDSCAPE MATERIALS THAT REDUCE GREENHOUSE GAS EMISSION FROM LANDSCAPE MAINTENANCE AND REDUCED WATER USE;
  - ELECTRIC VEHICLE CHARGING STATIONS IN PARKING FACILITIES PROMOTE A REDUCTION IN AUTOMOBILE EMISSIONS.



**SMALL BLOCK SIZES - WALKABLE NEIGHBORHOODS**



**ADAPTIVE REUSE - PRESERVE OUR RESOURCES**



**NATURAL DAYLIGHTING - REDUCE ENERGY USAGE**



**NATIVE, DROUGHT TOLERANT PLANTINGS TO CONSERVE WATER USE**



**STORMWATER CAPTURE FOR A CLEAN BAY**



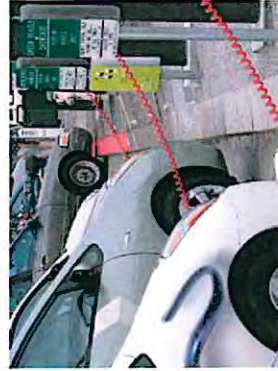
**MAXIMIZE OPEN SPACE/PARKS TO BUILD COMMUNITY**



**DEDICATED BIKE PATHS AND BIKE PARKING - REDUCE VEHICLE DEMAND**



**CAR SHARE PARKING - REDUCE VEHICLE DEMAND & PROMOTE SHARED ECONOMY**



**CAR CHARGING STATIONS - PROMOTE A REDUCTION IN FOSSIL FUEL USE**



**ACCESS TO TRANSIT - BRT / BUS / FERRY REDUCE VEHICLE DEMAND**

**ALAMEDA POINT | ALAMEDA, CA**

**PROJECT SUSTAINABILITY**

**BAR architects**  
901 Battery Street, Suite 300 | San Francisco, CA 94111 | 415 293 5700 | www.bararch.com

**BK Ignition architecture**  
www.bkignition.com

**EDEN CONSULTING**

**e-blu**

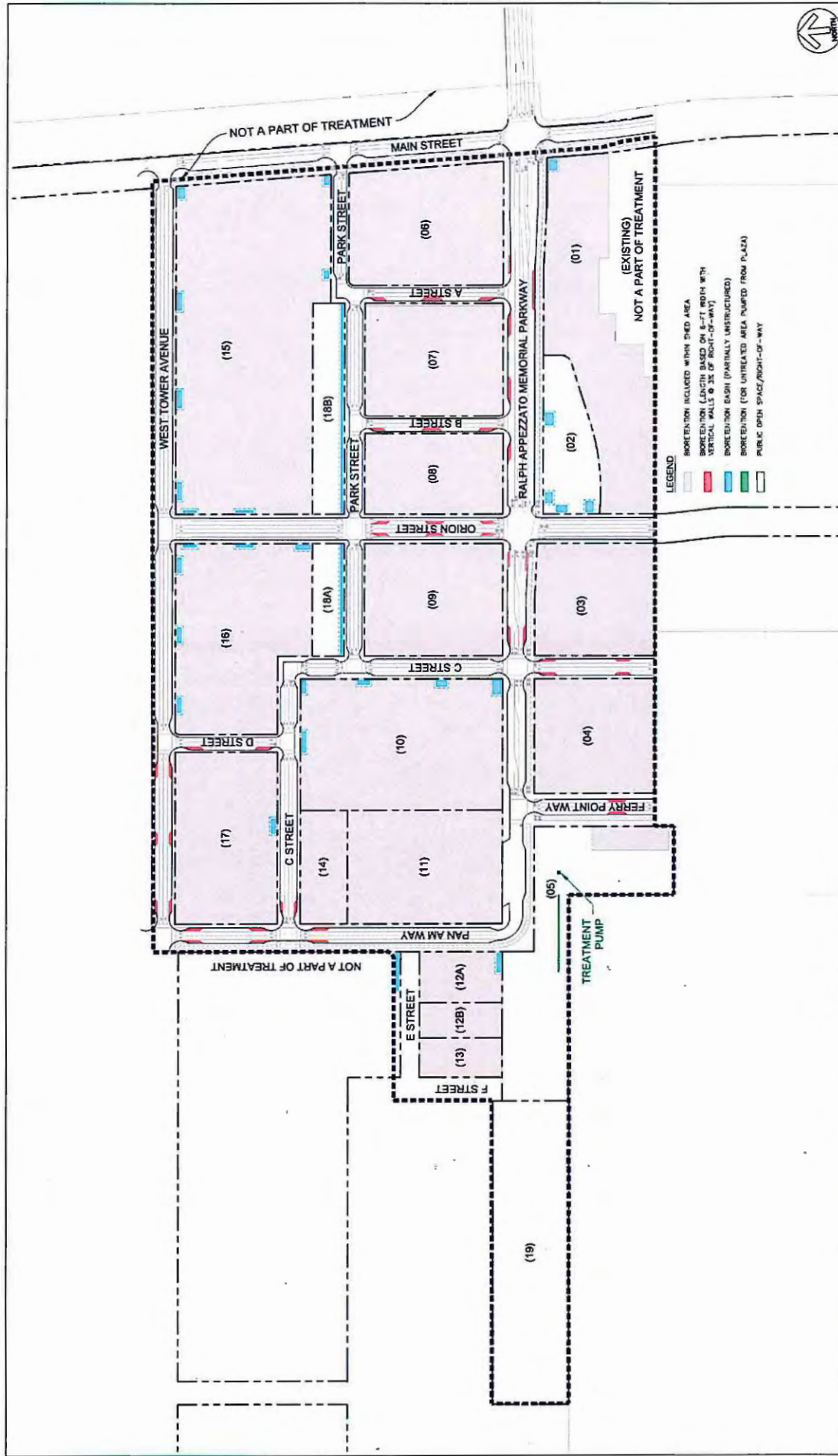
**SRM ERNST**  
McGraw-Hill Construction Analytics  
**LANGAN**

**KH CONSULTING**

**FIELD PAOLI**

**AP DW**

05.11.15  
14072



ALAMEDA POINT | ALAMEDA, CA

CONCEPTUAL STORMWATER TREATMENT STRATEGY

EXHIBIT I

FORM OF QUITCLAIM DEED

RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:

City Attorney  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

No fee for recording pursuant to  
Government Code Section 27383

---

**QUITCLAIM DEED**

For valuable consideration, the receipt of which is hereby acknowledged, the City of Alameda, a municipal corporation (the "Grantor"), hereby grants to Alameda Point Partners, LLC, a Delaware limited liability company (the "Grantee"), the real property (the "Property") more particularly described in Attachment A attached hereto and incorporated into this Quitclaim Deed (this "Quitclaim Deed") by this reference, and all existing improvements existing on the Property.

1. The Property is conveyed subject to the Disposition and Development Agreement entered into by and between Grantor and Grantee dated as of \_\_\_\_\_, 2015 (the "DDA"). Capitalized terms used, but not defined, in this Quitclaim Deed, shall have the meaning set forth in the DDA.

2. The Grantee hereby covenants and agrees, for itself and its successors and assigns, that the Grantee and such successors and assigns shall promptly begin and diligently prosecute to completion the redevelopment of the Property through the construction of the Project on the Property in accordance with the DDA, and that such construction shall be commenced and completed within the times provided in the DDA.

(a) Promptly after completion of the Project on the Property or any Sub-Phase in accordance with the provisions of the DDA, the Grantor will furnish the Grantee with the Estoppel Certificate of Completion as more particularly described in Section 11.7 of the DDA. Except as otherwise provided in DDA Section 11.7, such Estoppel Certificate of Completion by the Grantor shall be a conclusive determination of the satisfaction and termination of the agreements and covenants in the DDA and in this Quitclaim Deed with respect to the obligations of the Grantee and its successors and assigns to construct the development and the dates for the beginning and completion of such construction for the portion of the Property subject to the Estoppel Certificate of Completion.

3. The Grantee hereby covenants and agrees, for itself and its successors and assigns, that during construction of the development and thereafter, the Grantee shall devote the Property only to the uses specified in the DDA, or as otherwise approved in writing by the Grantor.

4. The Grantee covenants and agrees, for itself and its successors and assigns that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sexual orientation, sex, marital status, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property, nor shall the Grantee itself or any person claiming under or through it establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the Property and the Improvements thereon.

5. The Grantee represents and agrees that the Property will be used for the purposes set forth in the DDA. The Grantee further recognizes that in view of the following factors, the qualifications of the Grantee are of particular concern to the community and the Grantor:

(a) The importance of the redevelopment of the Property to the general welfare of the community; and

(b) The fact that a change in ownership or control of the owner of the Property, or of a substantial part thereof, or any other act or transaction involving or resulting in a significant change in ownership or with respect to the identity of the parties in control of the Grantee or the degree thereof is for practical purposes a transfer or disposition of the Property.

(c) For the reasons stated above, the Grantee covenants, for itself and its successors and assigns, that, during the Term of the DDA, there shall be no Transfer in violation of the DDA.

(d) No voluntary or involuntary successor in interest of the Grantee shall acquire any rights or powers under this Quitclaim Deed or the DDA except as expressly set forth in this Quitclaim Deed or the DDA.

6. The covenants contained in this Quitclaim Deed shall remain in effect for the period set forth in the DDA, except for the nondiscrimination covenants contained in Section 5 above which shall run with the land in perpetuity.

7. No violation or breach of the covenants, conditions, restrictions, provisions or limitations contained in this Quitclaim Deed shall defeat or render invalid or in any way impair the lien or charge of any mortgage, deed of trust, or other financing or security instrument permitted by the DDA. However, any successor of Grantee to the Property shall be bound by such remaining covenants, conditions, restrictions, limitations and provisions, whether such successor's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale, or otherwise.

8. The covenants contained in this Quitclaim Deed shall be, without regard to technical classification or designation, legal or otherwise specifically provided in this Quitclaim Deed, to the fullest extent permitted by law and equity, binding for the benefit and in favor of and enforceable by the Grantor, its successor and assigns, and any successor in interest to the

Property or any part thereof, and such covenants shall run in favor of the Grantor and such aforementioned parties for the entire period during which such covenants shall be in force and effect, without regard to whether the Grantor is or remains an owner of any land or interest therein to which such covenants relate. In the event of any breach of any of such covenants, the Grantor and such aforementioned parties shall have the right to exercise all of the rights and remedies, and to maintain any actions at law or suits in equity or other property proceedings to enforce the curing of such breach. The covenants contained in this Quitclaim Deed shall be for the benefit of and shall be enforceable only by the Grantor, its successors, and such aforementioned parties.

9. Subject to any rights or interests provided in the DDA for the protection of the holder of a Security Financing Interest with respect to the Property, the Grantor shall have the right, at its option, to reenter and take possession of the Property and the Project, or any portion thereof not subject to (i) an Estoppel Certificate of Completion or (ii) a current building permit for Vertical Improvements that are subject to a Vertical Improvement Completion Assurance, with all improvements thereon, and revert in the Grantor the estate conveyed to the Grantee, if the DDA is terminated pursuant to Section 17.5 of the DDA prior to recordation of the Estoppel Certificate of Completion for the final Phase of the Project. Upon reverting in the Grantor of title to the Property, the Grantor shall promptly use its best efforts to resell the Property consistent with its obligations under state law. Upon sale the proceeds shall be applied as set forth in Section 17.5 of the DDA. Such right to reenter, repossess and revert shall be subordinate and subject to and be limited by and shall not defeat, render invalid, or limit:

(a) Any mortgage, deed of trust or other security instrument permitted by the DDA; and

(b) Any rights or interest provided in the DDA for the protection of the holder of such mortgages, deeds of trust or other security instruments.

10. Subject to any rights or interests provided in the DDA for the protection of the holder of a Security Financing Interest with respect to the Property, the Grantor shall have the right to institute such actions or proceedings as it may deem desirable for effectuating the purposes of this Section, including also the right to execute and record or file with the Recorder of the County written declaration of the termination of all rights and title of the Grantee, and its successors in interest and assigns, in the portions of the Property not subject to an Estoppel Certificate of Completion or a current building permit for Vertical Improvements that are subject to a Vertical Improvement Completion Assurance, and the reverting of title thereto in the Grantor. Any delay by the Grantor in instituting or prosecuting any such actions or proceedings or otherwise asserting its rights under this Section shall not operate as a waiver of such rights or to deprive it of or limit such rights in any way (it being the intent of this provision that Grantor should not be constrained so as to avoid the risk of being deprived of or limited to the exercise of the remedy provided in this Section because of concepts of waiver, laches, or others), nor shall any waiver in fact made by the Grantor with respect to any specific default by the Grantee, its successors and assigns, be considered or treated as a waiver of the rights of the Grantor with respect to any other defaults by the Grantee, its successors and assigns, or with respect to the particular default except to the extent specifically waived. The Grantor's interest in the Property,



as set forth in this Section, shall be a "power of termination" as defined in California Civil Code Section 885.010.

11. If the DDA is terminated pursuant to Section 17.4 thereof following the Closing on any Phase and prior to the issuance of the Estoppel Certificate of Completion or a building permit for the Vertical Improvements that are subject to a Vertical Improvement Completion Assurance for the Phase, then the Grantor may at its option, in addition to other rights granted in the DDA, and subject to any rights or interests provided in the DDA for the protection of the holder of a Security Financing Interest with respect to the Property, repurchase, reenter and take possession of the Property as set forth in the DDA.

12. Only the Grantor, its successors and assigns, and the Grantee and the successors and assigns of the Grantee in and to all or any part of the fee title to the Property shall have the right to consent and agree to changes or to eliminate in whole or in part any of the covenants contained in this Quitclaim Deed or to subject the Property to additional covenants, easements, or other restrictions. For purposes of this Section, successors and assigns of the Grantee shall be defined to include only those parties who hold all or any part of the Property in fee title, and not to include a tenant, lessee, easement holder, licensee, mortgagee, trustee, beneficiary under deed of trust, or any other person or entity having an interest less than a fee in the Property.

13. In the event there is a conflict between the provisions of this Quitclaim Deed and the DDA, it is the intent of the parties hereto and their successors in interest that the DDA shall control.

14. This Quitclaim Deed may be executed and recorded in two or more counterparts, each of which shall be considered for all purposes a fully binding agreement between the parties.

15. **NAVY QUITCLAIM DEED PROVISIONS** Prior to execution of this Quitclaim Deed, the applicable provisions from the Navy Quitclaim Deed or Deeds conveying the Property subject to this Quitclaim Deed will be incorporated herein.

**[Remainder of this Page Intentionally Left Blank]**

IN WITNESS WHEREOF, the Parties hereto have executed this Quitclaim Deed on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

CITY:

**CITY OF ALAMEDA,**  
a municipal corporation

By: \_\_\_\_\_  
Elizabeth D. Warmerdam, Interim City  
Manager

**Approved as to Form:**

\_\_\_\_\_  
Farimah F. Brown  
Senior Assistant City Attorney

\_\_\_\_\_  
Andrico Q. Penick  
Assistant City Attorney

DEVELOPER:

**ALAMEDA POINT PARTNERS, LLC,**  
a Delaware limited liability company

By: Alameda Point Properties, LLC,  
a California limited liability company,  
its managing member

By: NCCH 100 Alameda, L.P.,  
a Delaware limited partnership,  
its managing member

By: Maple Multi-Family Development,  
L.L.C., a Texas limited liability  
company,  
its General Partner

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**SIGNATURES MUST BE NOTARIZED**

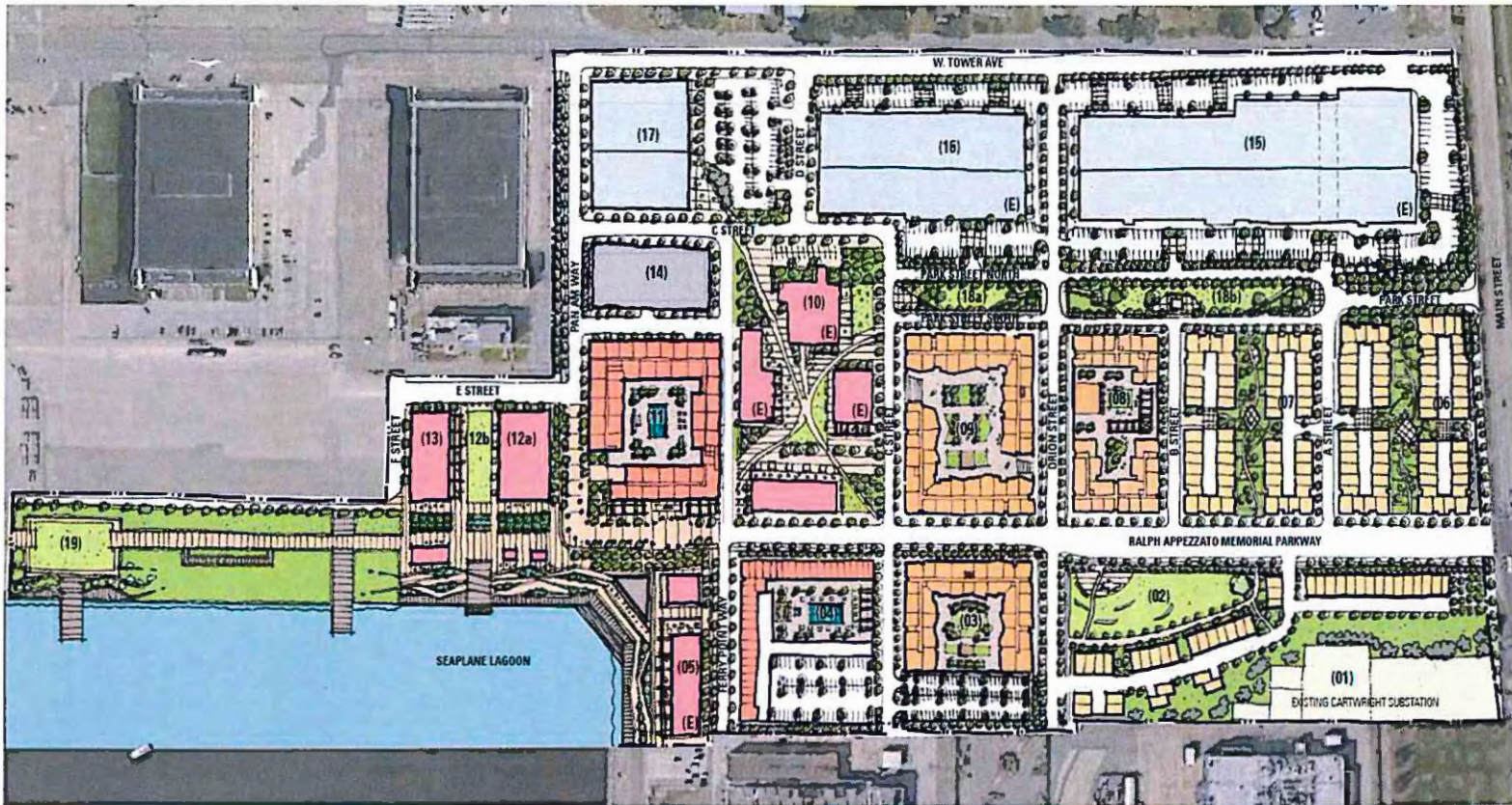
ATTACHMENT 1

PROPERTY DESCRIPTION

The land referred to herein is situated in the State of California, County of Alameda, City of Alameda and is described as follows:

EXHIBIT J

TDM COMPLIANCE STRATEGY



# Alameda Point Site A Transportation Demand Management (TDM) Compliance Strategy Final

May 2015





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# 1 INTRODUCTION

## BACKGROUND

The City of Alameda has adopted a Transportation Demand Management (TDM) Plan<sup>1</sup> for Alameda Point. The purpose of this plan is to serve as a resource and guide for existing and future development on the former Alameda Naval Air Station, known as Alameda Point.

In order to help mitigate traffic issues and reduce environmental impacts, this plan identifies strategies to reduce single-occupant vehicle (SOV) trips generated by development in Alameda Point.

Included in the plan are vehicle trip reduction goals that were established in the City's General Plan. The Plan's trip reduction goals for new development in Alameda Point are the following:

- 30% reduction in peak hour trips for commercial development; and
- 10% reduction in peak hour trips for residential development

The goals are measured against the estimation of automobile trips projected in the 2035 "buildout scenario" in the Alameda Point EIR.

The reduction in vehicle trips will be achieved both through services offered by the Transportation Management Association (TMA) for residents and employees, as well as programs and incentives offered by developers, employers, and resident associations.

## TRANSPORTATION MANAGEMENT ASSOCIATION

The Alameda Point TDM Plan was designed assuming the presence of an active TMA, who will be a key player in helping the area reduce vehicle trips. Alameda Point Partners (APP) is "first in," and will be developing Site A while the role of the TMA is still in its infancy. The City has also indicated the potential for a joint TMA (with an existing Alameda TMA) or a citywide TMA, which would have further implications for TDM implementation at Alameda Point.

APP and all future subsidiaries (collectively referred to as "APP" in the remainder of this document) envisions a strong TDM program at Alameda Point, but recognizes that Alameda's existing and future traffic challenges cannot be solved on a project-by-project basis. Reducing vehicle trips to, from, and within Alameda will take a coordinated, citywide transportation and TDM effort. Alameda Point and its TMA efforts can, and should, be a catalyst project to creating a robust and diverse citywide program for reducing vehicle trips.

---

<sup>1</sup> <http://alamedaca.gov/alameda-point/approved-transportation-demand-management-plan>

## OBLIGATION TO COMPLY

As required by the Mitigation Monitoring and Reporting Program (MMRP) from the Alameda Point EIR, and the Alameda Point Zoning District in Section 30-4.24, all new development at Alameda Point will be required to meet the trip reduction goals and comply with the Alameda Point TDM Plan as part of any Disposition and Development Agreement (DDA) between the City and a developer, and as a condition of approval for any planning approval, including Development Plan, use permit, or design review.

Any DDA and condition of approval will require that all property owners fund the Plan and require through covenants, conditions and restrictions, or other enforceable real property interest, that run with the land that all commercial tenant associations, major employers, residential tenant association, and homeowner's associations join the TMA, file a Compliance Strategy with the TMA consistent with the Alameda Point TDM Plan, implement their Compliance Strategy, and refine it, as necessary.

This plan meets the requirements of the compliance strategy for Site A. APP and all future subsidiaries shall meet the trip reduction requirements and participate in the TMA to provide TDM programs, as outlined above and described in Chapters 4-6.

## MODIFICATIONS TO THE COMPLIANCE STRATEGY

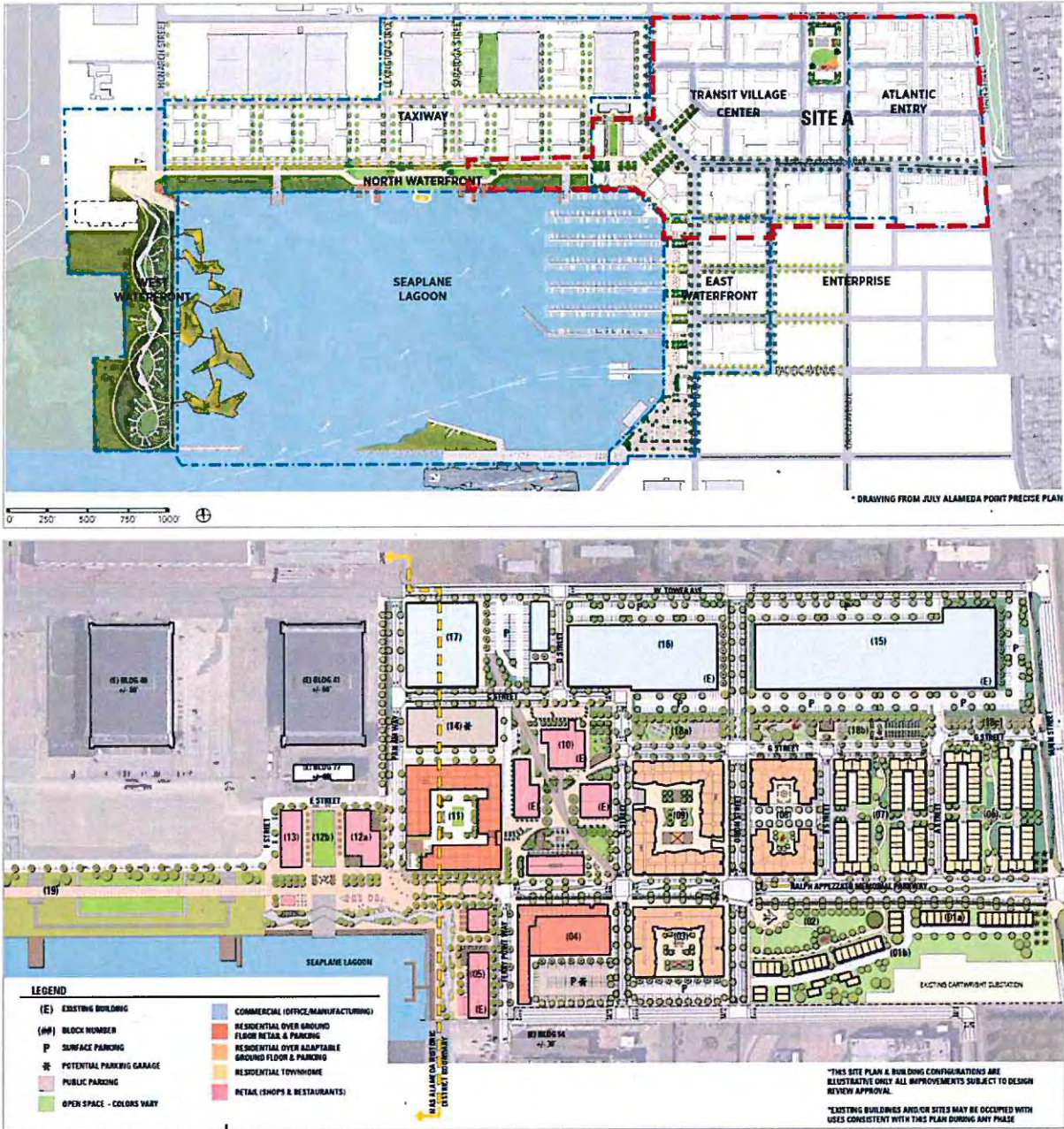
The actual implementation of this Compliance Strategy requires flexibility to respond to evolving development, demographic, market and technological conditions. As a result, it is expected that APP, future subsidiaries, and the TMA make modifications to this Compliance Strategy as new development occurs and more information exists about the type, amount, and location of new development and its associated traffic patterns.

## PROJECT DESCRIPTION

APP will be developing Site A of Alameda Point (Figure 1-1). The proposed development is comprised of multi-family residential, townhomes, commercial and retail space, open space, and an urban park. The site will be constructed over three phases and will result in the construction of 800 residential units, of which 200 units or 25% will be affordable, 155,000 square feet of retail space, 350,000 square feet of commercial-flex space, and a hotel with approximately 125 rooms.

**Alameda Point Site A TDM Compliance Strategy | FINAL**  
Alameda Point Partners

**Figure 1-1 Town Center Area (top) and Illustrative Site Plan for Site A (bottom)**



## 2 TDM VISION

APP has committed to a robust and comprehensive package of strategies for Site A. It is a significant investment and a demonstration of their commitment to meet the city's transportation goals for the site. APP recognizes that they are part of the larger Alameda community and that the Site A development will have significant implications for the future of Alameda. As such, the Compliance Strategy is designed to go beyond the core objective of reducing vehicle trips by also ensuring that the strategies contribute to larger city goals related to environmental sustainability, economic development, and quality of life. It is a plan that benefits not just Alameda Point, but all of Alameda.

### COMPLIANCE STRATEGY GOALS

The primary goals of the Compliance Strategy include:

- Reduce vehicle trips in peak-hours, per city policy
- Provide additional mobility options for residents, employees, and visitors
- Attract residents and employees that use alternative modes of transportation in part to minimize car ownership and project vehicle trips
- Encourage healthy and sustainable travel
- Provide transportation benefits to the whole Alameda community

### FACTORS FOR SUCCESS

In order for the Compliance Strategy to be successful, a number of factors are important. First, the Compliance Strategy must leverage the substantial investment in transportation infrastructure made by APP, particularly the new ferry terminal, transit lanes, and bicycle network. It is these backbone infrastructure investments that will make the TDM programs implementable.

Second, the Compliance Strategy should be actionable. It proposes a set of strategies that are operationally and financially realistic, enabling the plan to get "off the shelf".

Third, an active TMA is essential to effective implementation and management. A collaborative relationship between APP, the TMA, and the City is the only way that the Compliance Strategy can be in place on day one and properly adjusted over time.

Fourth, it is important to consider not just the individual strategies, but how they complement each other in a coordinated package. The Compliance Strategy is designed with the understanding that each component is needed to maximize trip reductions.

Fifth, a comprehensive parking management plan that prioritizes customer convenience and effective utilization of the site's parking supply will be crucial to achieving the City's transportation, economic, and sustainability goals.

Sixth, there should be realistic expectations about the Compliance Strategy. As stated in the Alameda Point TDM Plan, "TDM strategies require time to become established and become fully effective..."

Therefore, the trip reduction goals need to be phased in so that they remain realistic and achievable."<sup>2</sup> No TDM plan is perfect on day one and monitoring of the programs is essential. Adjustments will be made to better tailor programs to actual usage and the evolving demographics of the site.

Finally, Alameda's traffic and transportation challenges are systemic and extend far beyond this project. Vehicle capacity constraints at the city's gateways will be an issue whether Alameda Point is developed or not. Therefore, the Compliance Strategy should be evaluated in the context of the need to develop a coordinated, citywide trip reduction and mobility strategy.

## TDM APPROACH

APP is submitting a Compliance Strategy to mitigate potential traffic and parking impacts and minimize trips to and from Site A. In order to provide the most successful implementation, this Compliance Strategy will outline ways in which APP will work with the TMA and City of Alameda to provide a seamless level of service for residents and employees, while supporting larger City objectives and policies.

The strategies fall into five basic areas that are outlined in the following chapters:

- Multimodal Infrastructure
- Management and Marketing
- Employee and Resident Strategies
- Parking Management
- Monitoring

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<sup>2</sup> Page 53 of Alameda Point TDM Plan.

### 3 MULTIMODAL INFRASTRUCTURE

The development of Site A will not only create new residential housing, office, and commercial/retail space, but also result in unprecedented levels of investment in new bicycle, pedestrian, and transit infrastructure. These investments will significantly improve transportation access and connectivity within Alameda Point, as well as to the rest of Alameda. Most importantly, it is these infrastructure investments which will enable the TDM programs to be successful and achieve the prescribed trip reduction goals.

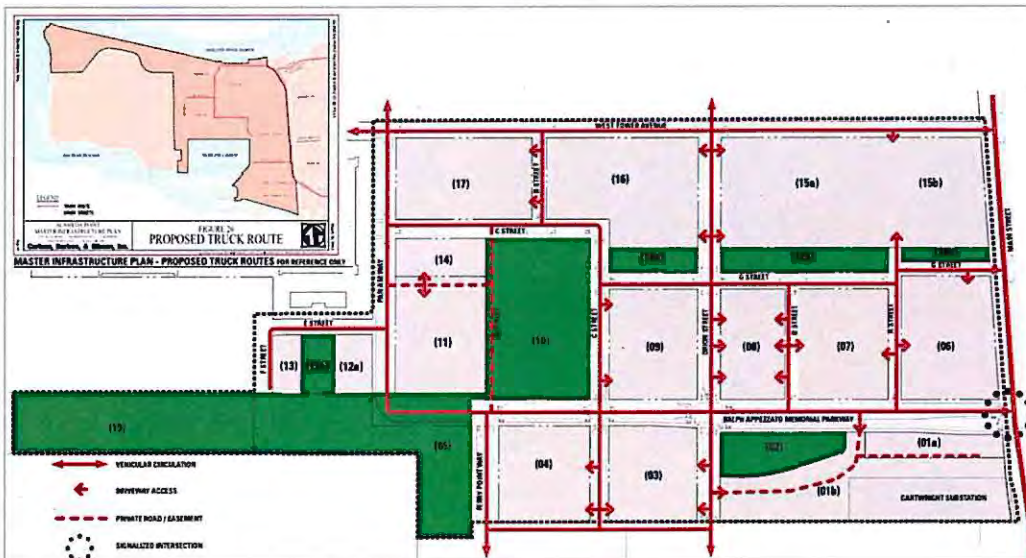
The proposed circulation network will result in a fine-grained street grid that is comfortable for motorists, pedestrians, and bicyclists. APP has pledged \$10 million for a new ferry terminal, which will improve the island's connectivity to San Francisco and the rest of the Bay Area. The site will also be designed to accommodate both new shuttles and existing and future AC Transit bus service. As a result, Alameda Point will no longer be isolated from the rest of the island, but will instead be connected by a new network of multimodal streets.

#### VEHICULAR ACCESS

**Description:** Designing a connected street grid will enhance connectivity and circulation for vehicles. The dense grid will improve navigation through the site and offer a legible environment for motorists.

**Action:** Streets will be designed to not only facilitate vehicle movement, but also maximize safety. Proposed lane widths will reduce vehicle speeds, a key ingredient to creating a safe, attractive, and economically viable mixed-use district. Per the current development plan, the proposed street network and vehicular access is illustrated in Figure 3-1.

Figure 3-1 Proposed Street Network and Vehicle Access



## TRANSIT INFRASTRUCTURE

A fundamental component of reducing vehicle trips is robust and diverse transit services. This can be achieved through improvements to existing transit services, as well as the addition of new bus routes running in mixed-flow travel lanes or by adding new service running in dedicated transit rights-of-way, such as Bus Rapid Transit (BRT).

### Bus Rapid Transit

**Description:** A key element of the project will be connecting the site to transit and encouraging residents and employees to take advantage of existing bus service via incentives such as AC Transit's EasyPass, as well as by enabling transit vehicles to easily access the site and bypass congestion via dedicated transit lanes.

**Action:** In order to accommodate AC Transit's future BRT service to the site, and per the current development plan, Ralph Appezato Memorial Parkway will be designed to provide a dedicated BRT lane (Figure 3-2 and Figure 3-3).

Figure 3-2 Proposed Transit Infrastructure

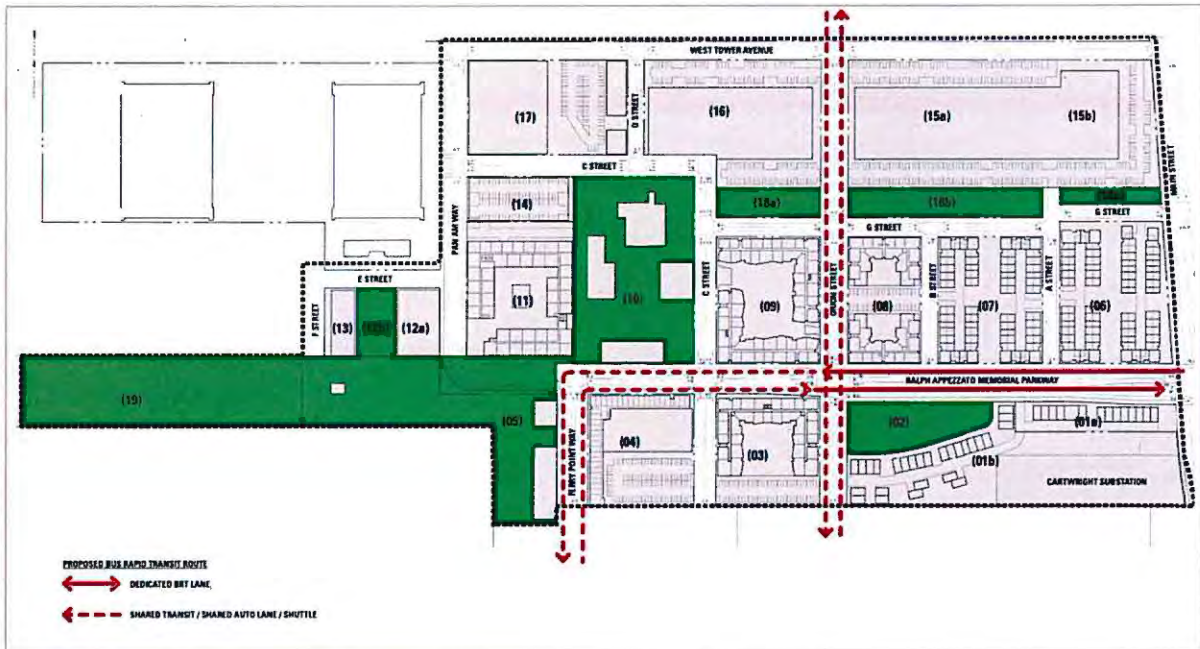
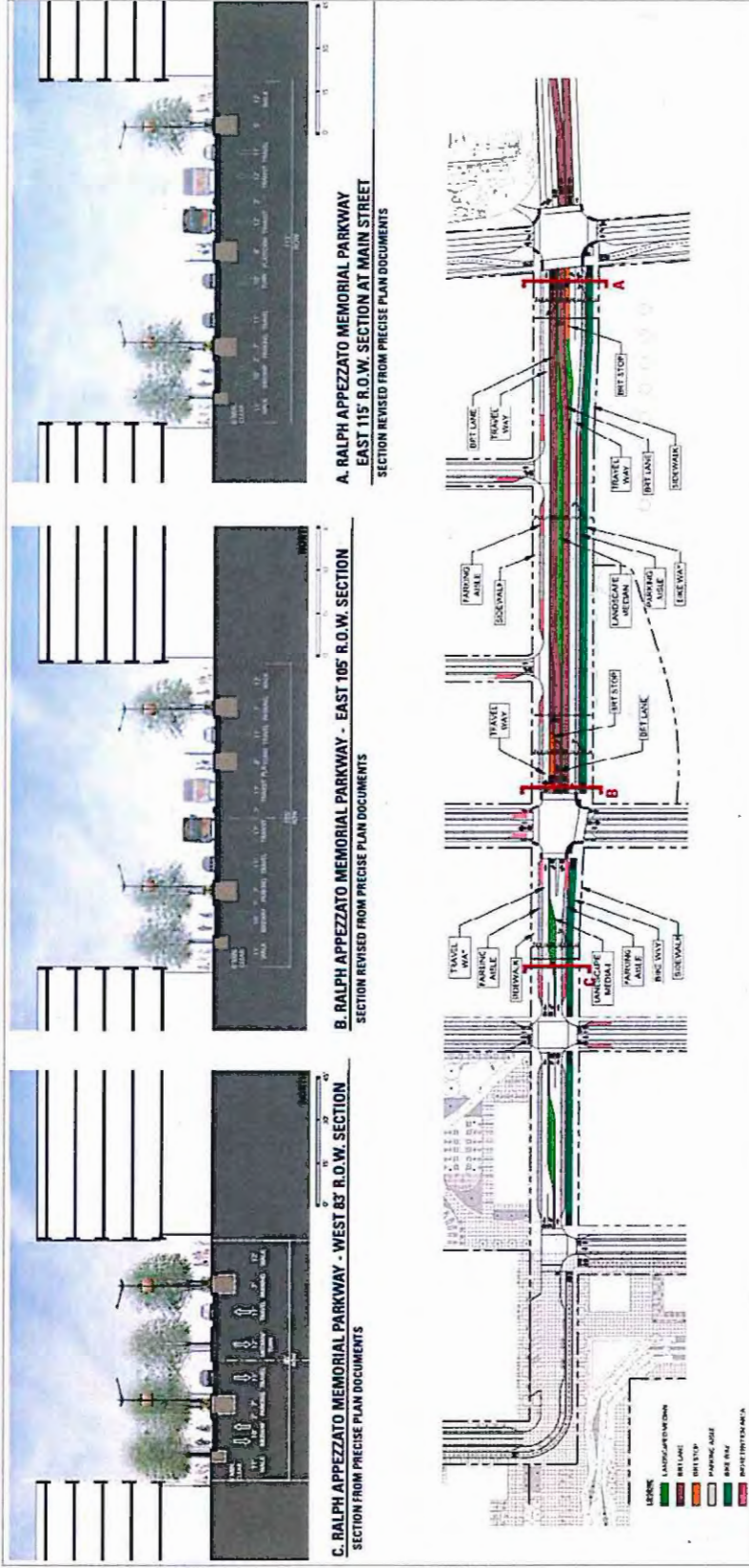


Figure 3-3 Proposed Multimodal Plan for Ralph Appezato Memorial Parkway





## Ferry Service

**Description:** As outlined in the Alameda Point Town Center and Waterfront Precise Plan the existing ferry terminal at Main Street will be supplemented, and possibly replaced, by a new ferry terminal at the Seaplane Lagoon. The existing ferry terminal is more than a 20-minute walk from portions of Site A, reducing its appeal to future residents and employees. By adding a new ferry terminal at the Seaplane Lagoon, the core of Site A will be within a 5-10 minute walk, making it a more attractive commute and recreational option to San Francisco.

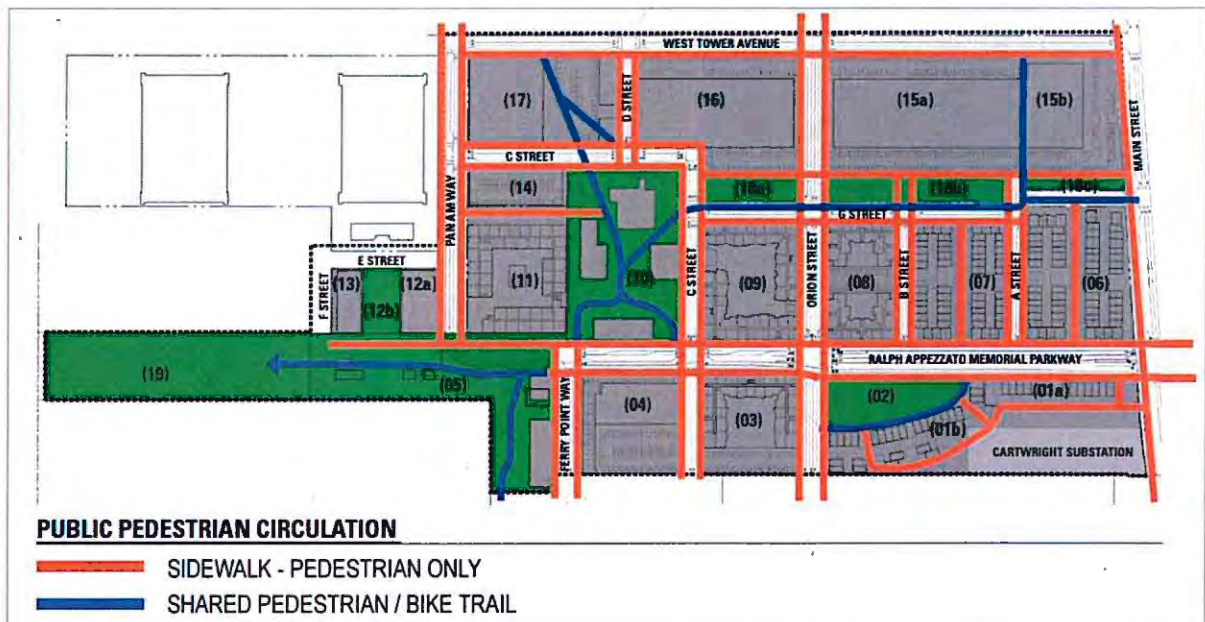
**Action:** APP has committed \$10 million in funding to be used towards the construction of a new ferry terminal at Seaplane Lagoon.

## PEDESTRIAN INFRASTRUCTURE

**Description:** A walkable environment gives people more transportation choices and improves quality of life. A well-designed network of streets and pedestrian amenities is key to improving accessibility. Creating a safe, comfortable, and convenient walking environment is key part of supporting alternative modes of transportation as all types of trips begin and end with a walk trip.

**Action:** Per the current development plan, sidewalks will be provided on all new roadways within Site A (Figure 3-4). In addition, a shared use trail will provide pedestrians and bicyclists with the ability to move through the vast majority of the site completely separated from cars. This facility will also serve as a recreational amenity that connects the site, as well as surrounding neighborhoods to the waterfront.

Figure 3-4 Proposed Pedestrian Facilities



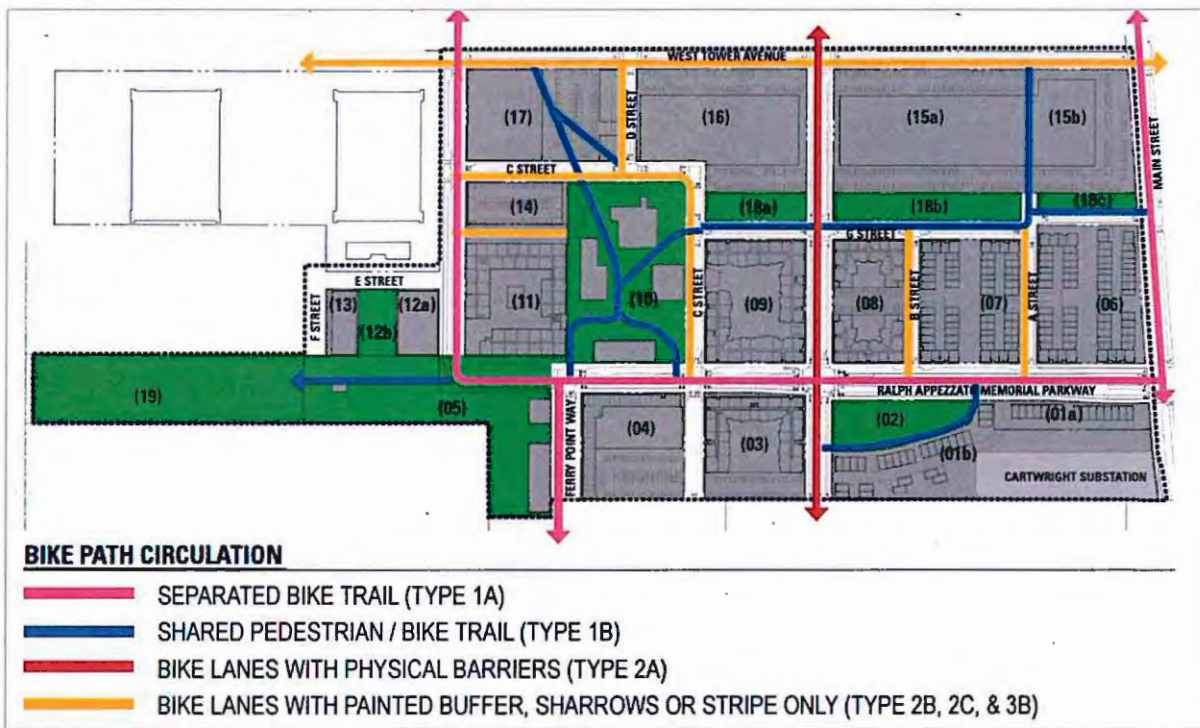
## BICYCLE INFRASTRUCTURE

### Bicycle Facilities

**Description:** Increasing bicycling to, from, and within Alameda Point and Alameda is a key strategy to reducing vehicle trips. The number of people bicycling is directly related to the quality of the bicycling network and presence of bicycling facilities. In particular, the presence of protected bicycle lanes (also known as cycle tracks) is perhaps the biggest predictor of bicycling. Complementary improvements to the larger citywide bicycling network, particularly cross-island routes and access within the tubes, will also be key to determining how many trips can be made by bike.

**Action:** Per the current development plan, Alameda Point Site A will include new bicycling facilities on all roadways as shown in Figure 3-5. Improvements include protected bicycle facilities along Pan Am Way, Ralph Appezato Memorial Parkway, Ferry Point Way, and Main Street. On Orion Street, protected bicycle lanes will also be provided. Pedestrian- and bicycle-only trails will connect the open space components of the site. On the remaining streets, Class II bicycle lanes will be provided. APP will also work with the City work with to ensure that the proposed network connects to the larger bicycle network as envisioned in the City of Alameda Bicycle Master Plan.

Figure 3-5 Proposed Bicycle Facilities and Circulation



## Secure Bicycle Parking

**Description:** Commuting by bike can be a significant financial investment for many. As such, even a small chance of theft can reduce bicycle commuting when all parking options leave bikes exposed to the elements. Sheltered parking and bicycle lockers also offer more protection from theft and vandalism when compared to standard bicycle racks.

This project must provide both short- and long-term bicycle parking for residents and employees, per Section 30-7.15 of the City of Alameda Zoning Code.

**Action:** Short-term bicycle parking for visitors in the form of individual bicycle racks will be provided in front of commercial shops and near recreational areas. Additional bicycle racks should be located throughout the parking garages and made available for residents, employees, visitors and retail shoppers.

In addition, secure long-term bicycle parking will be provided for residents and employees within buildings and future parking garages. This secure bicycle parking could be provided in the form of a centralized bicycle cage or multiple bicycle cages conveniently located near elevators and entrances to each building. In general, long-term bicycle parking should be easy to reach by bicycle from off-site, conveniently located in relation to residences, covered, and secure.

Per the current development plan, the bicycle parking plan includes approximately 660 long-term spaces and 400 short-term spaces, as required by Section 30-7.15 of the City of Alameda Zoning Code. See Figure 6-1 for more detail on the proposed bicycle parking plan.

## 4 MANAGEMENT AND MARKETING

Effective marketing and management of the TDM programs are essential to their success. If residents, employees, and the general public are unaware of the available transportation options and programs, they will not take advantage of them. Ongoing and tailored marketing efforts will be needed to ensure that programs are well utilized. Similarly, active management of the TDM programs by dedicated staff is needed to implement, tailor, and refine the programs and services to best meet the needs of the community.

### INITIATION OF ALAMEDA POINT TMA

**Description:** As Site A is the first to be developed within Alameda Point, APP will be one of the founding members and will work collaboratively with the City and other members (if the TMA is expanded to cover other areas) to develop services and programs that can be adapted to serve the needs of subsequent projects and other geographic areas if appropriate. As needed, initial strategies can be designed and managed in such a way to transition them to the oversight of the TMA at a later date.

**Action:** The project will join the TMA prior to the completion of the first building. As part of membership in the TMA, the project will be required to pay an annual per unit and per square foot assessment.

### SITE-LEVEL TRANSPORTATION COORDINATOR

**Description:** APP, or the relevant property manager, will designate one staff member or a consultant as the Transportation Coordinator. This position will have the authority to implement TDM strategies and oversee the management and marketing of TDM programs. The Transportation Coordinator will be responsible for developing information materials, managing transportation services offered as part of the TDM program, monitoring results, and coordinating with City staff and on-site representatives. Figure 4-1 summarizes the proposed management structure.

**Action:** In the initial implementation stages, a Transportation Coordinator will be hired at a 50% time commitment out of a 40-hour work week. Once the various programs are in place and informational materials have been created the time commitment could be reduced to 25% - 50%. The role of the Transportation Coordinator could also be reduced as the TMA and its staffing capabilities grow and expand.

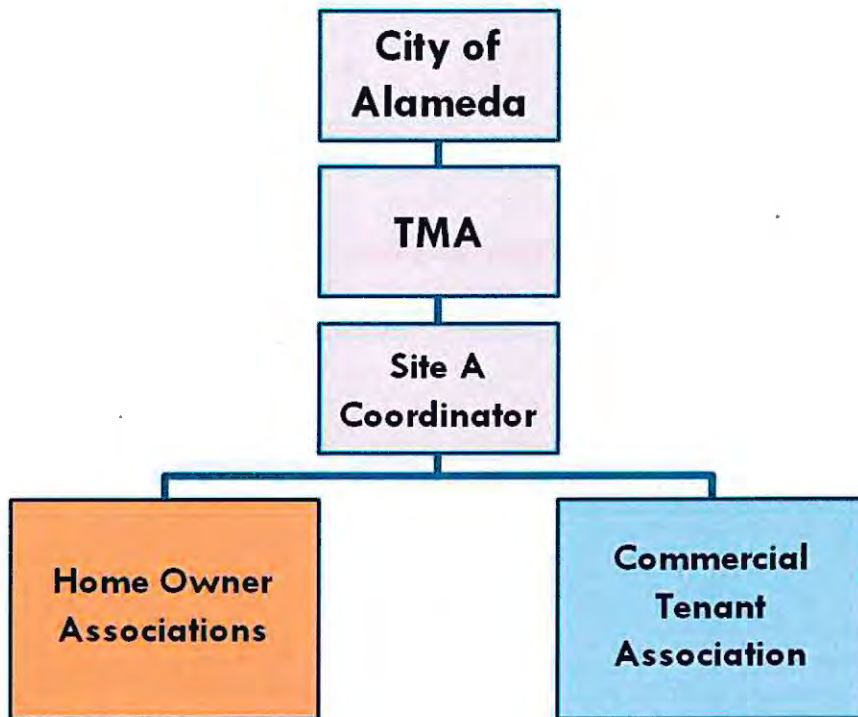
### TRANSPORTATION REPRESENTATIVES

**Description:** For the residential component of the project, an on-site staff member of either the property management team or resident association would be designated as a Transportation Representative. As needed, the representative would work with the Transportation Coordinator to facilitate communications and program implementation with residential tenants.

Since many of the commercial-flex uses at Alameda Point Site A will be small businesses, a commercial tenant association will be created, which would have one representative to coordinate TDM implementation for all tenants. The commercial Transportation Representative will provide employees with a point of contact for any transportation related questions, and will work with employees to find transportation alternatives to driving alone to the site. The TDM Representatives will be responsible for distributing materials to residents/employees, promoting the use of alternative modes of transportation, and interacting with residents/employees.

**Action:** Require as part of any leasing agreement and designate a Transportation Representative for each residential building as they are completed. For all commercial uses, establish a commercial tenant association. As part of any lease agreement each commercial tenant will be required to join the association.

Figure 4-1 Proposed Management Structure for Site A



## TRANSPORTATION INFORMATION

**Description:** Information on transportation options and/or links to the appropriate website will be conveyed to all prospective residential tenants and all prospective employees who receive an offer to work within the development. It will also be included as a component of resident and employee welcome packets or employee orientation. Furthermore, information and/or links will be posted in prominent locations for all residents and employees, such as apartment lobbies or lunchrooms.

The TMA will be developing marketing/informational materials as part of their initial scope of work. Given this, APP will work with the TMA to determine if there are additional supplemental materials that

they should create. Keeping information and materials updated and relevant will also be required on a routine basis to ensure residents and employees are receiving the most up-to-date information.

Relevant information will be distributed in a number of different ways:

### **Resident and Employee Handbook**

At the beginning of the year, an up-to-date transportation handbook will be distributed electronically to all new and existing employees and residents. This information should also be posted on the project website. The handbook or web-based tool should include the following information:

- Transportation Coordinator and Representative contact information
- Commute trip planning information, including links to the 511 Rideshare program
- Subsidies or financial incentives provided through the TDM program
- Walking and biking routes within the area, including estimated walk and bike times to key locations and a link to the East Bay Bike Coalition bike map
- Local transit options and schedules, including links to AC Transit schedule/route maps and the online BART schedule and trip planner app
- Alameda County's Guaranteed Ride Home program

### **Website (initial) and Smartphone App (long-term)**

Creating a website or smartphone app that serves as a comprehensive source of transportation and TDM information has proven highly effective in raising awareness of alternatives to drive-alone mobility and commute options. Such tools can provide specific information on costs, benefits, and multimodal options available to employees and residents as well as links to citywide or regional information.

The TMA has scoped the creation of a website as part of their initial work tasks. APP will share this information to tenants, residents, and employees.

As feasible in the long-term, a smartphone app should be developed by the TMA to provide transportation information for the City of Alameda.

Figure 4-2 Example TMA Website (Mountain View)



www.mvgo.org

### Transportation Information Kiosks

The development should have locations at which both residents and employees can obtain the transportation information. Information posted at these sites could include a link to the website or electronic tool, and contact information for the Transportation Coordinator and Representatives. Information may also include train and bus schedules, information on the 511 Rideshare program, and transit pass programs.

Given the size and layout of the site, information would need to be posted more than one location in order to be easily accessible for both residents and employees. These boards would be maintained and updated as needed by the Transportation Coordinator. Where feasible, this information should be provided on electronic screens to enable updated information to be provided without the need to replace print materials.

**Actions:** APP will work with the TMA to develop informational materials related to transportation. These materials will be disseminated via the employee and resident handbook. APP will also post this information in kiosks or on electronic screens in the lobby of each residential building and in several additional locations throughout the site for employees and visitors. APP will work with the TMA to ensure that materials are kept up-to-date and residents and employees are provided with the most current program information on a routine basis.

## 5 EMPLOYEE AND RESIDENT TDM MEASURES

This chapter describes the TDM measures and policies APP will implement as part of the development of Site A for residents and employees. Since some of these measures will require coordination with and the input of the TMA and City of Alameda, the exact parameters of a given measure may evolve over time or be determined at a later time.

Resident and employee TDM measures and policies are grouped into three categories: 1) those measures that apply to residents and employees; 2) resident-only programs; and 3) employee-only programs. For each measure, an explanation of the policy or program is provided, as well as a detailed description of what APP will provide.

### RESIDENTS AND EMPLOYEES

#### Public Transit Service to BART

**Description:** A key element to encouraging employees and residents to take transit is providing the “last-mile” connections with local or regional transit services, such as BART. A transit service between the site and BART is required in the Alameda Point TDM Plan as a “last-mile” connection for both residents and employees at Site A. This could be in the form of a private shuttle or performance contract with AC Transit.

**Action:** APP will help fund a transit service that will be managed by the TMA via a contract with a private shuttle provider or performance contract with AC Transit. The specific operator will be determined through a competitive bid process. The initial, “day-one” service that will be provided is described below.

- Service to 12th Street BART
- Operates only during the weekday peak periods
  - 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. (6 service hours)
  - 15-minute headways
- Detailed routing and interim stops are to be determined based on demand, connections to the larger transit network (including transbay bus routes), travel conditions, and financial resources
- Service is open to the public
- Fare structure is to be determined, but initial proposal is that the service would be free to Site A employees/residents and charge all other passengers

While this service plan only provides six hours of daily service, the 15-minute frequency will result in a more convenient and attractive option for BART riders. The proposed service would result in



approximately 4,500 annual service hours, or roughly 2.5 times the number of hours described in the 2014 Alameda Point TDM Plan<sup>3</sup>.

APP will work with the TMA and City to determine the exact routing and stop locations for the service. Depending on system performance and demand, as well as financial resources, future service could include an expansion of peak-period service hours, all-day service, or additional stops. In addition, as part of the competitive bid process, the request for proposals will stipulate that transit vehicles provide high-capacity bicycle racks to facilitate bicycle travel on and off Alameda.

## AC Transit EasyPass

**Description:** Universal transit pass programs are different from traditional financial incentives because the employer or property owner purchases a pass for all residents/employees/tenants, regardless of whether they currently ride transit or not. These passes typically provide unlimited transit rides on local or regional transit providers for a low monthly fee; a fee that is lower than the individual cost to purchase a pass as a bulk discount is given. Such programs are highly cost-effective subsidies.

Universal transit pass programs are more effective at reducing vehicle trips than a standard transit subsidy. By providing all employees with this pass, employees who currently do not use transit will often try taking transit since there is no cost barrier to do so. AC Transit currently offers a universal transit pass for both residential developments as well as employers, called the EasyPass<sup>4</sup>. EasyPass will be provided via the regional Clipper Card. The Transportation Coordinator will be responsible for ensuring a registration and sign up process with AC Transit and the Clipper Card.

**Action:** The initial proposal is for APP to provide an AC Transit EasyPass for all employees and all residents, regardless of whether they currently ride transit. Providing the free pass to everyone is the best way to incentivize non-riders to begin using transit. In future years, this program could be revised depending on program performance.

## Car Sharing

**Description:** Car sharing programs allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Car sharing has been shown to significantly reduce vehicle ownership and vehicle miles traveled (VMT). Car sharing provides employees with access to a vehicle for mid-day trips, reducing the need to drive their personal vehicle to work. For residents, car sharing increases the vehicle availability for non-car owners, and reduces the need for households to own more than one vehicle. Two potential operators are City CarShare<sup>5</sup>, which currently operates in Alameda, and Zipcar<sup>6</sup>, which operates throughout the East Bay. Other car share services, such as point-to-point or peer-to-peer, are encouraged by the developer and the City, but their deployment on Alameda or Alameda Point would ultimately be driven by the private vendor.

**Action:** Prior to the completion of the first phase, APP and the TMA will work with a car share operator to locate one or more vehicles on-site. Key program considerations include:

- If parking pricing is implemented (see below), operators should not be charged.

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<sup>3</sup> Page 19 and Table A-2a

<sup>4</sup> [www.actransit.org/rider-info/easypass](http://www.actransit.org/rider-info/easypass)

<sup>5</sup> [www.citycarshare.org](http://www.citycarshare.org)

<sup>6</sup> [www.zipcar.com](http://www.zipcar.com)

- Vehicles should not be reserved for residents or employees, but available to general public. As such, vehicles should only be located in publicly accessible locations.
- Allow car sharing vehicles to be located in both on- and off-street parking spaces to increase their visibility and access. This provision would require revision to the City zoning code.
- Maintain flexibility to increase the number of vehicles as development occurs.

APP and the TMA will continue to work with the private operators to provide additional vehicles as the site is developed and demand warrants additional vehicles. The type of vehicles provided will ultimately be determined by the car share provider; however APP and the TMA will work with the provider(s) to provide a range of vehicle types.

## Bike Sharing

**Description:** Bike share systems provide a network of public bicycles from dispersed self-service bike share stations. Similar to car sharing, members can check out a bicycle, ride to their destination, and return the bicycle to any bike share pod in the system. For convenience, bike share systems typically provide real-time information on the status of available bikes and empty docks through the web, kiosk, and/or mobile applications. In order to increase accessibility and efficiency, bike share programs are typically provided as a dense network of stations across a city, region, or on district-wide level.

A formal bike sharing system may be provided by the TMA at a later point. Bay Area Bike Share<sup>7</sup> is currently exploring expansion into the East Bay, and there may be an opportunity to partner to bring that system to Alameda and Site A by the time of project completion.

**Action:** "Loaner" bikes will be offered free of charge to residents and employees, while also working with the TMA to determine the best location for future bike share pods. Given administrative costs, a loaner bike system would be exclusive to employees or residents, providing a free option to ride throughout Alameda Point and Alameda. Such a system will require a check out procedure to limit theft and damage, as well as providing helmets and locks as part of the rental. Initial size of such a system will be 45 bikes, phased in at 15 bikes per development phase.

## On-site Bicycle Repair Facilities

**Description:** Providing basic tools for keeping bikes in good working order can encourage commuters to try biking to work, and keep them riding. Bicycle repair facilities, such as hand tools and an air compressor for tires, are a small investment that can keep bicycles in circulation and maximize bicycle trips.

**Action:** Do-it-yourself bicycle repair stands will be provided, including tire gauges, air pumps, wrenches and other tools for minor repairs in each secured parking facility that serves residents and employees.

## EMPLOYEES ONLY

### Transit Subsidy

**Description:** While the AC Transit EasyPass will be a viable transit option for commute and recreational trips, BART and the San Francisco Bay Ferry<sup>8</sup> provide additional connections to San Francisco and the larger region outside of the AC Transit service area. The new ferry terminal (assumed to be added to the

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<sup>7</sup> [www.bayareabikeshare.com](http://www.bayareabikeshare.com)

<sup>8</sup> Operated by the Water Emergency Transportation Authority, or WETA. <http://sanfranciscobayferry.com/weta>

Seaplane Lagoon) and proposed BART transit service will provide a direct connection to these regional services, further incentivizing transit trips.

Providing an additional monthly transit subsidy (in addition to the EasyPass) will encourage employees to use transit, particularly for those persons for whom their work or recreational trip cannot be completed on AC Transit service alone.

**Action:** APP will provide employees who take transit with a Clipper Card that will be loaded with \$50 per month<sup>9</sup> to be used on the transit operator of their choice. Employees will need to notify the Transportation Coordinator and sign up to participate in this program.

## Pre-tax Commuter Benefits

**Description:** Pre-tax commuter benefit programs allow employees to pay for transit passes with pre-tax earnings and can help encourage transit use among employees. Employees are given vouchers as a substitute for taxable salary. Employees can redeem vouchers for transit passes at sales offices, retail sales outlets, or online to have passes mailed to them or loaded onto a Clipper Card.<sup>10</sup> By substituting taxable salary for a tax-free voucher, employees can save 40% in after-tax value while the employer can save 10% in payroll-related costs. These benefits are offered at the federal tax level<sup>11</sup> and are available to employers of any size. One example is the Commuter Checks<sup>12</sup> program. Another example is the Federal Bike Commuter Benefit<sup>13</sup> which lets bike commuters receive up to \$20 per month as a tax-free employer subsidy for riding to work. This benefit cannot be used in combination with the pre-tax transit benefit in the same month.

**Action:** Commercial lease agreements will be required to contain language requiring commercial tenants to provide their employees with a pre-tax commuter benefits program. The TMA and Transportation Coordinator can assist employers with set up and implementation of these programs.

## Subsidized Carpools/Vanpools/Car sharing

**Description:** To further encourage carpooling and vanpooling, employers/property owners can offer financial incentives to those persons who carpool or vanpool or establish employee sponsored vanpools. Such a program shall be supported by preferential parking for ridesharing vehicles (described below). If employers/property owners are interested in establishing a vanpool there are several existing services that can assist employers/property owners. 511.org can provide assistance in setting this program up and finding a vendor. One example of an existing vendor in the Bay Area is Enterprise, which offers vanpooling services for both individuals and employers.<sup>14</sup>

In addition, subsidies could cover all or a portion of a car sharing membership.

**Action:** The on-site Transportation Coordinator will work with the TMA to establish carpools and vanpools and to promote carpooling and vanpooling. As TMA funding is available, subsidies will be

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<sup>9</sup> Subsidy amount subject to change based on demand, effectiveness in meeting trip targets, and financial resources.

<sup>10</sup> For more information on how Clipper Card works with Commuter Checks go to <https://www.clippercard.com/ClipperWeb/commutercheck.do>

<sup>11</sup> For more information on federal tax regulations go to <http://www.irs.gov/pub/irs-pdf/p15b.pdf>

<sup>12</sup> Commuter Benefit Solutions <https://www.commutercheckdirect.com/> is a third party vendor than can oversee a commuter checks program

<sup>13</sup> For more information go to <http://transerve.dot.gov/docs/bicyclepolicy.pdf>

<sup>14</sup> For more information on services offered by Enterprise go to <http://www.enterpriserideshare.com/vanpool/en.html>

provided to employees who rideshare or use car sharing. The exact structure and amount of the subsidies would be based on the amount of funding available.

## Parking Cash-out

**Description:** Many employers provide free or reduced price parking for their employees as a fringe benefit. A parking “cash-out” program gives employees the choice of keeping their parking space at work or accepting a cash payment in lieu of the space. This provides a financial incentive to find alternative means of transportation to work, while reducing demand for parking. The cash value of the parking subsidy can be offered in one of three forms:

- A transit/vanpool subsidy equal to the value of the parking subsidy (of which up to \$130 is tax-free for both employer and employee).
- A taxable carpool/walk/bike subsidy equal to the value of the parking subsidy.
- Alternately, employees can be given a general “transportation fringe benefit” equal to the market value of an employee parking space, and all employee parking can simply be priced with a daily fee.

Parking cash-out is a state law in California, but the state law only applies to employers with 50 employees or more who lease their parking and where parking costs can be separated out as a line item on their lease.<sup>15</sup> Employees who choose to participate in the parking cash-out program will not be eligible for on-site parking. However, there may occasionally be times when employees who primarily commute using alternative modes of transportation need to drive to work. A limited number of daily parking passes could be provided to these employees for such occasions. A reasonable maximum could be 20 passes per year or 2 passes per month.

**Action:** Commercial lease agreements will be required to contain language requiring commercial tenants to conform with California's Parking Cash-out law. The TMA will work with commercial tenants to implement parking cash-out programs, as applicable.

## Ridematching Services

**Description:** One of the greatest impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the number of potential matches that can be made.

**Action:** The Transportation Coordinator will work with the TMA to facilitate ridematching for residents and employees. Initially, existing programs such as 511.org can be utilized to facilitate carpooling. However, as Site A and Alameda Point as a whole develop, the TMA should consider developing an “internal” ridematching system that is only open to a given building or employer, as people are hesitant to rideshare with strangers. By creating a pool of rideshare partners that are from the same company or building, people may be more comfortable sharing a ride.

Depending on the system used, it is possible for participants to share information about themselves, which can also help facilitate matches. For example, Hovee ([www.hov.ee](http://www.hov.ee)) ridematching services allows

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<sup>15</sup> For more information on California's parking cash-out law go to <http://www.arb.ca.gov/planning/tsaq/cashout/cashout.htm>

participants to create profiles, that can be viewed by other participants, helping them to determine if this would be a person that they would feel comfortable carpooling with.

## Guaranteed Ride Home Program

**Description:** Guaranteed Ride Home (GRH) is a program that provides a “back-up” ride to employees who use transit, carpool, biking/walking, or other alternative as their commute mode. For example, if that employee needs to leave work for an unexpected need, they will be redeemed for the cost of taxi ride or rental car to get them home. This is an important supportive measure to encourage employees not drive alone to work.

Alameda County currently offers a free GRH program for all employees located in Alameda County. Employees can sign up online to participate in this program.

**Action:** The TMA will promote and encourage employees to sign up for the Alameda County's GRH program<sup>16</sup>. APP will include information on this program in the welcome packets for employees and residents.

## Bike Buddy and Education Program

**Description:** Bicycling to work can be intimidating for commuters considering giving it a try. A Bike Buddy program pairs a beginning or novice bicyclist with an experienced rider who already knows safe routes and riding techniques. The buddies also provide “safety in numbers” on the road. In many cities, “bike trains” have become a popular way for bicyclists to commute, where a large group is organized to bike together on a common commuting route.

**Action:** The Transportation Coordinator will work with the TMA to provide the facilitation necessary to recruit participants and match novice bicyclists with experienced riders. The Transportation Coordinator will work with the TMA and other organizations such as Bike Walk Alameda, East Bay Bicycle Coalition, and/or Cycles of Change to offer bicycle safety and education classes.

## Telecommuting/Flexible Work Schedules

**Description:** Offering employees the opportunity to work from home or travel outside the peak travel periods can help reduce the number of vehicle trips during the peak period and also serve as an employee benefit or perk.

**Action:** Commercial lease agreements will be required to contain language requiring commercial tenants to evaluate the feasibility of telecommuting and flexible work schedules and to offer this option to employees if feasible. The Transportation Coordinator will work with the TMA to help employers design and implement this program.

## Showers and Lockers

**Description:** Showers and lockers for employees is an important supportive measure to encourage bicycling as a commute mode, offering bicyclists a place to shower and change after biking to work.

**Action:** Shower and locker facilities will be provided in new commercial/retail buildings.

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<sup>16</sup> <http://grh.alamedactc.org/>

## 6 PARKING MANAGEMENT

Sufficient automobile parking is necessary for the successful development of Alameda Point. However, too much parking can encourage traffic, limit the ability to meet trip reduction goals, increase project costs, and impact site design and aesthetics. Finding the right balance needed to support the City's goals is critical, particularly given that parking is an expensive resource. The role of parking and parking management is also a key element to helping Alameda Point meet its trip reduction goals. If free and unregulated parking is provided, there is little incentive for many employees and residents to use alternatives modes of transportation.

The parking management strategies presented in this chapter are designed to help ensure there are enough parking spaces to support functioning of the site, while not providing more parking than necessary. Balancing these factors will help achieve trip reduction goals, reduce development costs, and support the success of a pedestrian-friendly district. Since on-street and public off-street parking will be managed by the City of Alameda, APP will work with the TMA and City to develop parking management policies that support the City's trip reduction goals for Alameda Point. A combination of some or all of the strategies below may be appropriate.

### PARKING RATIOS AND SHARED PARKING

**Description:** Alameda Point's zoning provisions eliminates minimum parking requirements and imposes maximum parking ratios. For residential uses the overall parking maximum for the site is 1.5 parking spaces per unit. For offices uses the parking maximum is 2.65 parking spaces per 1,000 square feet and for retail uses the parking maximum is 3.40 parking spaces per 1,000 square feet.

The zoning code also prioritizes the provision of a public pool of shared parking. It is recommended that the site plans provide as limited parking as feasible. Public parking supply should also be included in the initial development and retail/commercial should be "shared" and not reserved to a particular tenant or building.

**Action:** Per the current development plan, approximately 882 parking spaces will be provided for the 800 residential units.

Per the current development plan, off-street parking spaces will be provided in several surface lot facilities with a total of 710 off-street parking spaces for commercial and retail uses. In addition, on-street parking will be provided on all roadways within the site (Figure 6-1), resulting in approximately 375 on-street parking spaces. Two of the surface lots may be converted into parking structures as the site develops and if demand warrants it. Disabled parking will be provided as part of the public supply of parking.

Per the current development plan, the proposed bicycle parking plan includes approximately 660 long-term spaces and 400 short-term spaces dispersed throughout the site, as required by Section 30-7.15 of the City of Alameda Zoning Code. Figure 6-1 shows the proposed layout of bicycle parking.

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Figure 6-1 Proposed On- and Off-Street Parking Supply

