

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

Exhibit 4 4-C  
Planning Board Meeting  
March 9, 2026

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

Second Amendment, July 25, 2022

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## TRANSPORTATION & CIRCULATION

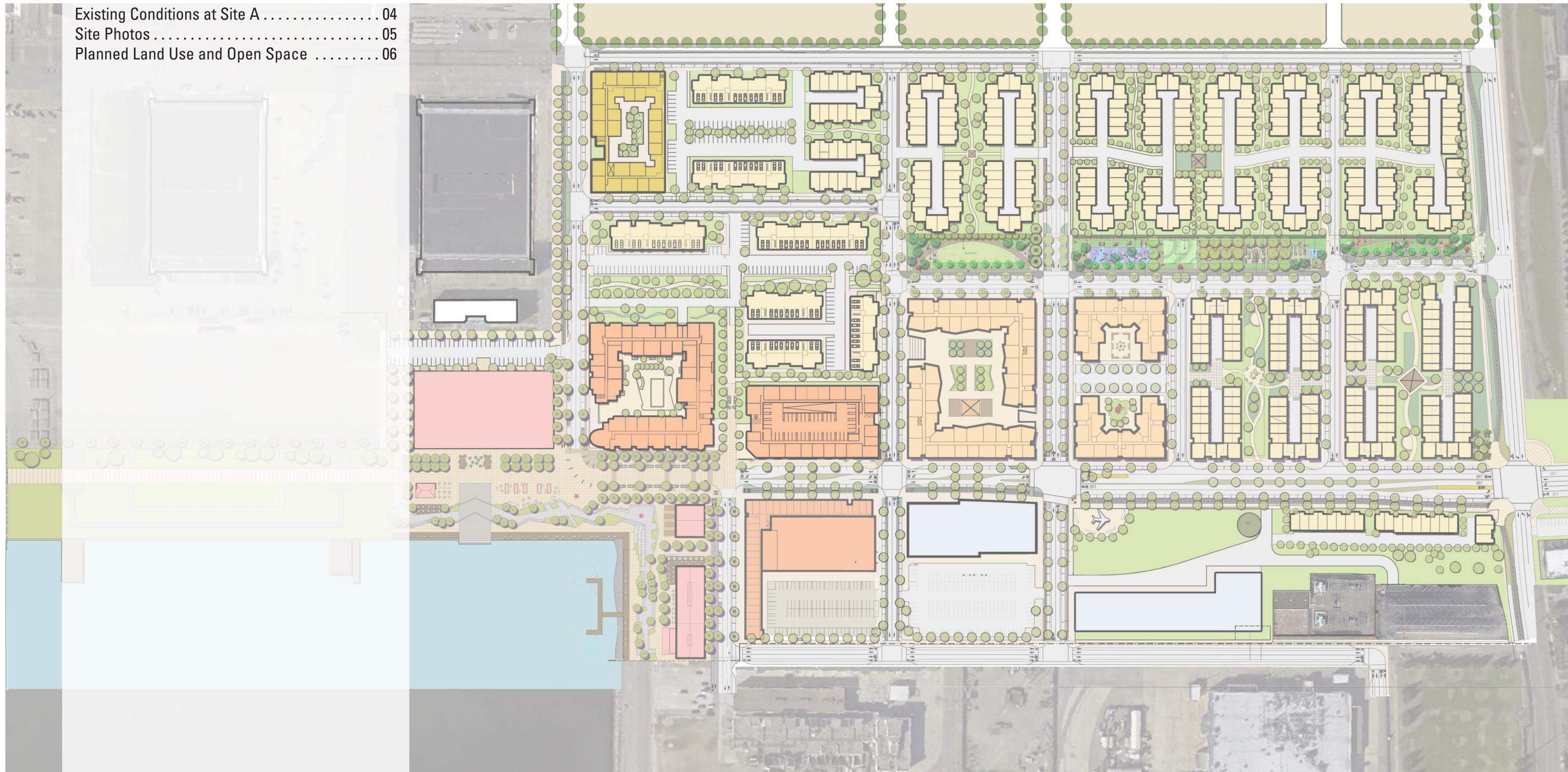
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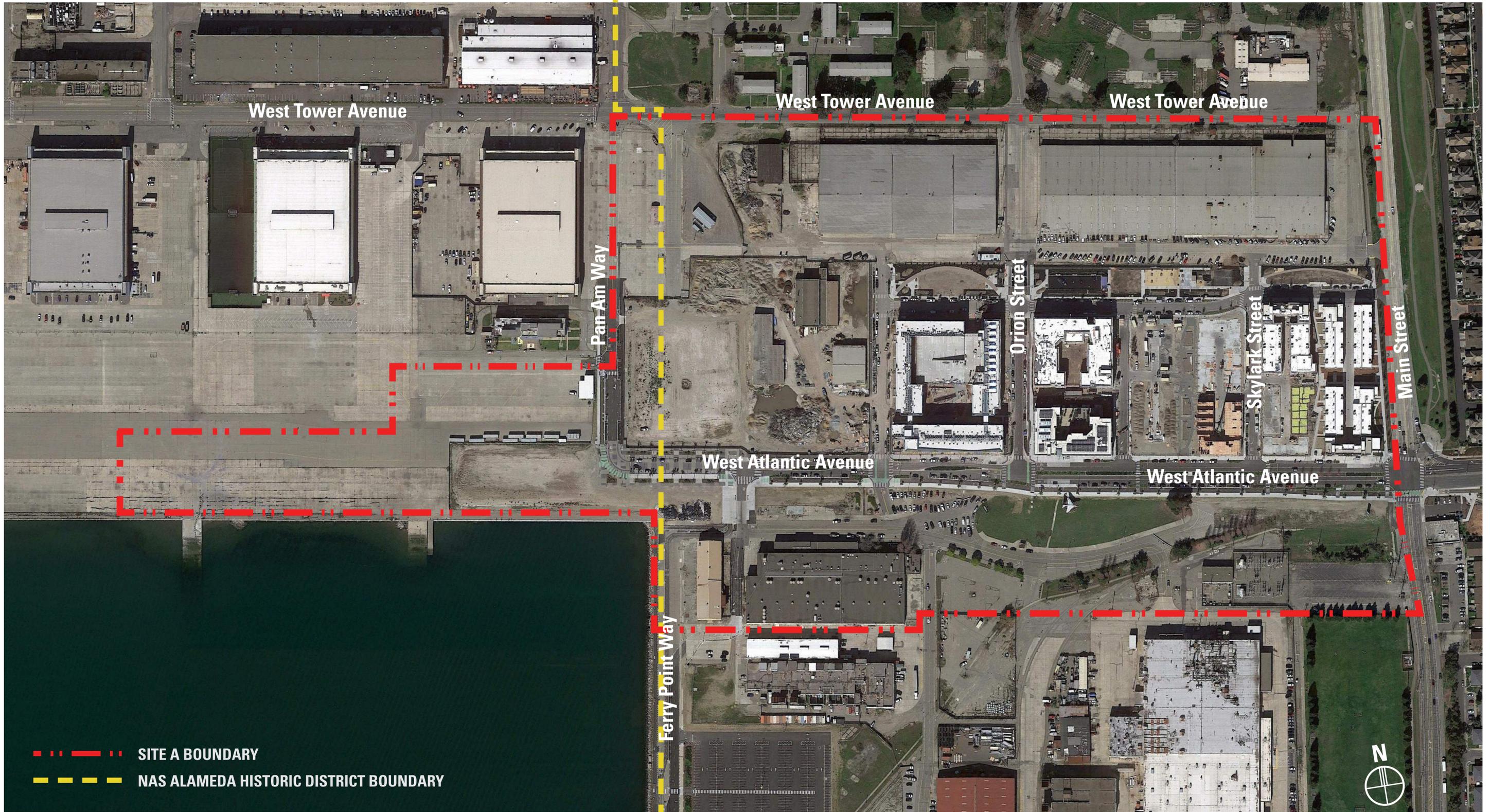
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EXISTING CONDITIONS AT SITE "A"



**EXISTING BUILDING 77 (LEFT) AND 41 (RIGHT)**



**EXISTING BUILDING 77**



**EXISTING BUILDING 40 (BLADIUM)**



**EXISTING BUILDING 113**

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**SITE PHOTOS**

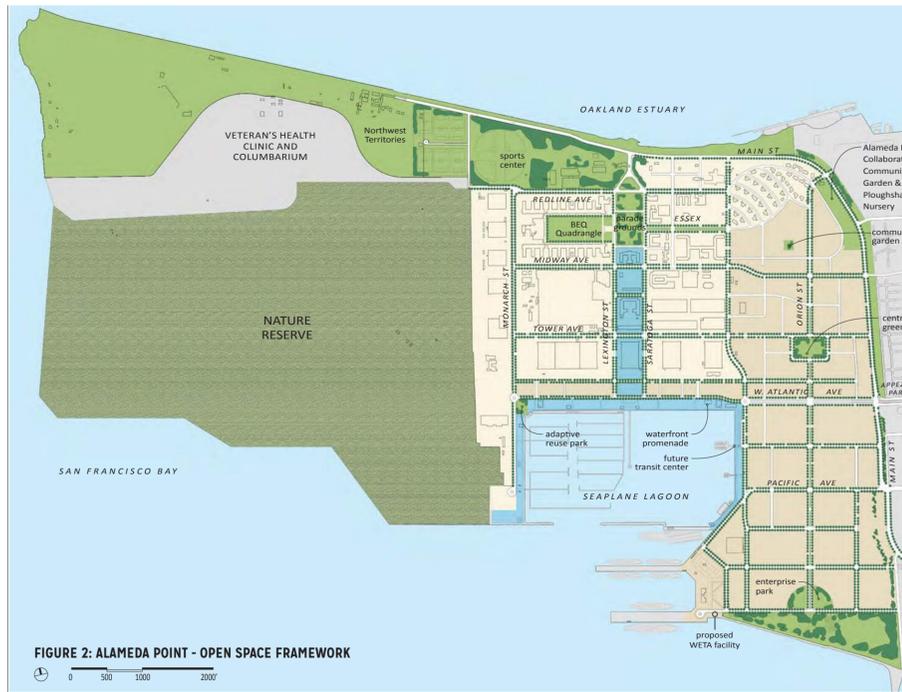
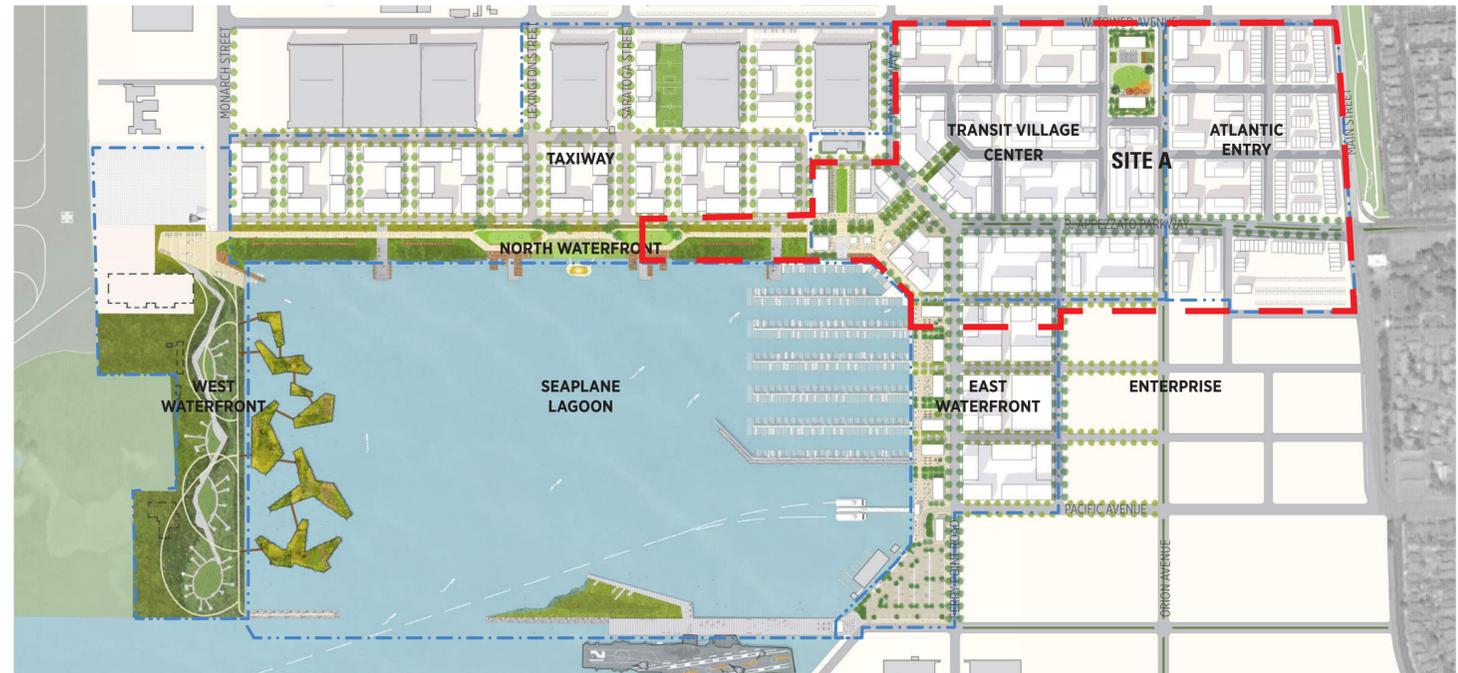


FIGURE 2: ALAMEDA POINT - OPEN SPACE FRAMEWORK

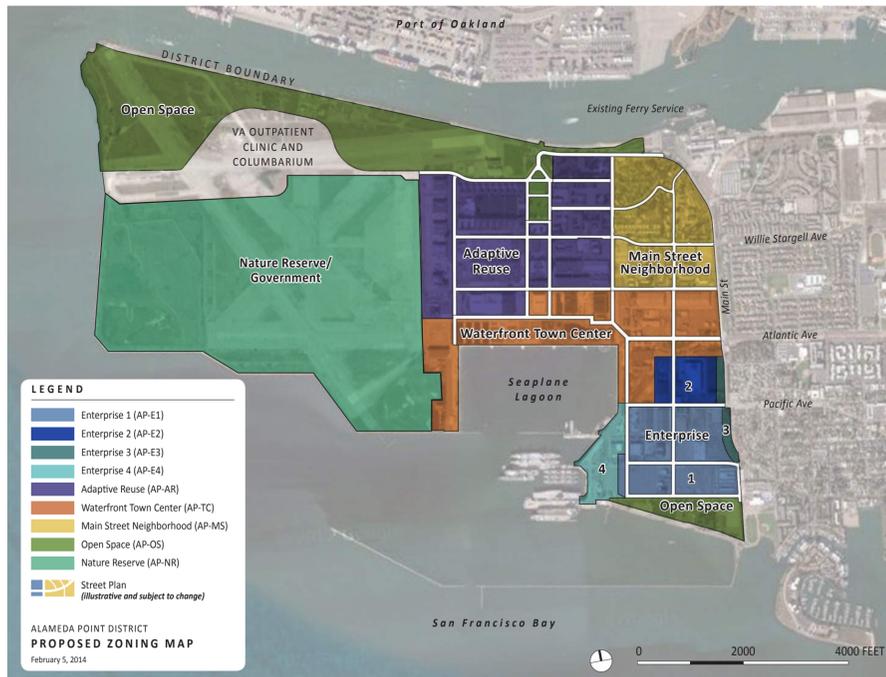
12 ALAMEDA POINT CONCEPTUAL PLANNING GUIDE

### ALAMEDA POINT PLANNING GUIDE - OPEN SPACE FRAMEWORK

\* DRAWING FROM 9/12/2013 ALAMEDA POINT PLANNING GUIDE

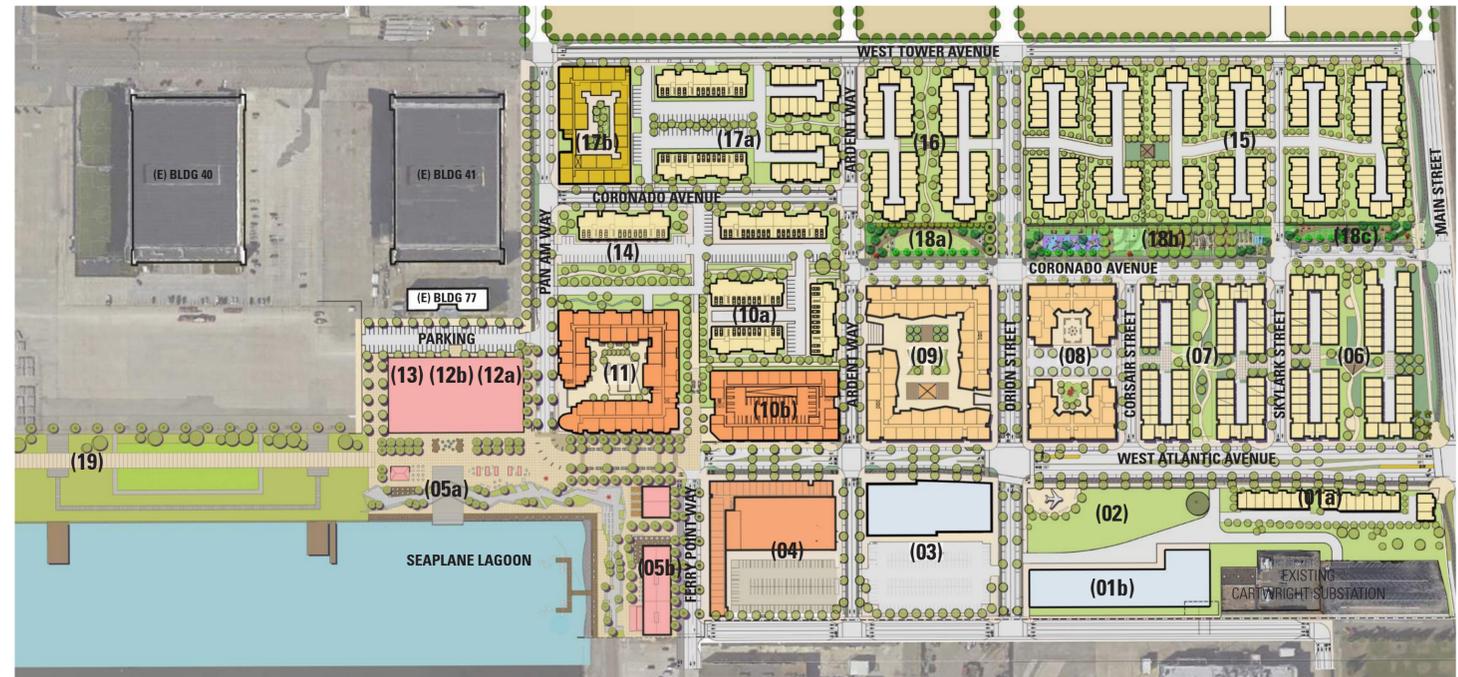


PRECISE PLAN - TOWN CENTER AREA



### ALAMEDA POINT - ZONING MAP

\* DRAWING FROM www.alamedaca.gov



### ILLUSTRATIVE SITE PLAN - ALL PHASES

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# PLANNED LAND USE AND OPEN SPACE

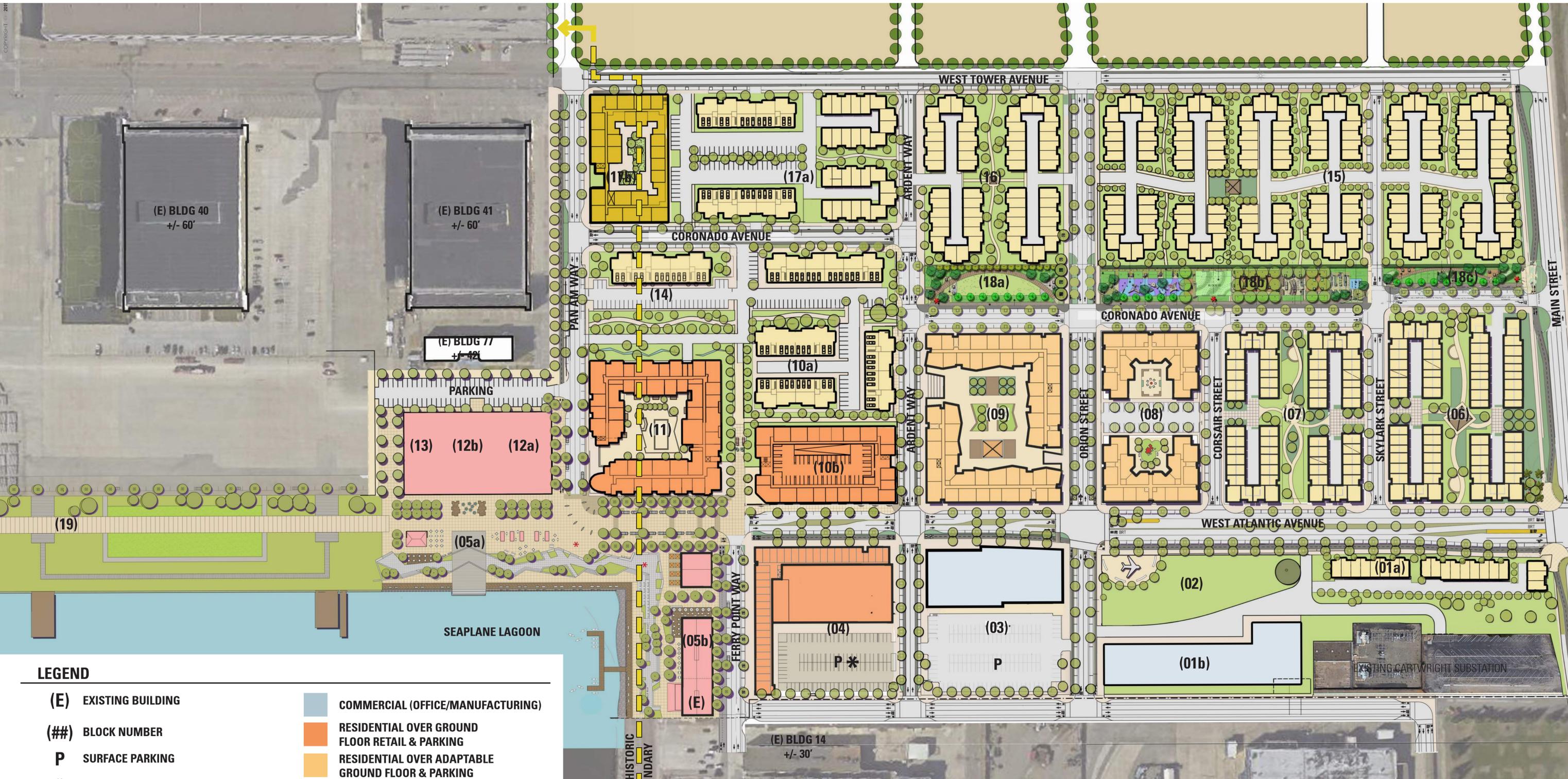
# LAND USE & DEVELOPMENT

- Illustrative Site Plan - All Phases . . . . . 08
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**LEGEND**

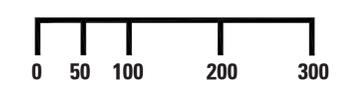
(E) EXISTING BUILDING	COMMERCIAL (OFFICE/MANUFACTURING)
(##) BLOCK NUMBER	RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
P SURFACE PARKING	RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
* POTENTIAL PARKING GARAGE	RESIDENTIAL TOWNHOME & WALK UP
PUBLIC PARKING	RETAIL (SHOPS & RESTAURANTS)
OPEN SPACE - COLORS VARY	

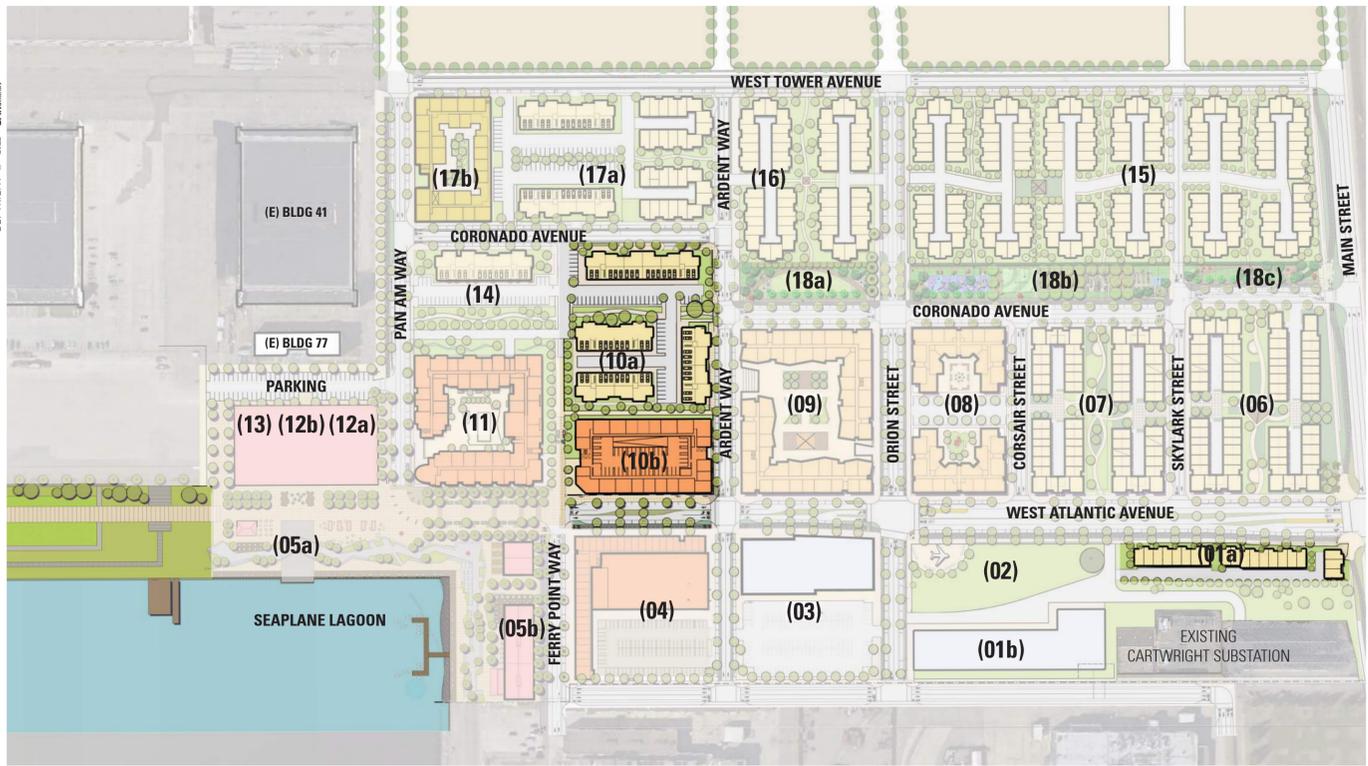
\*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL.

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

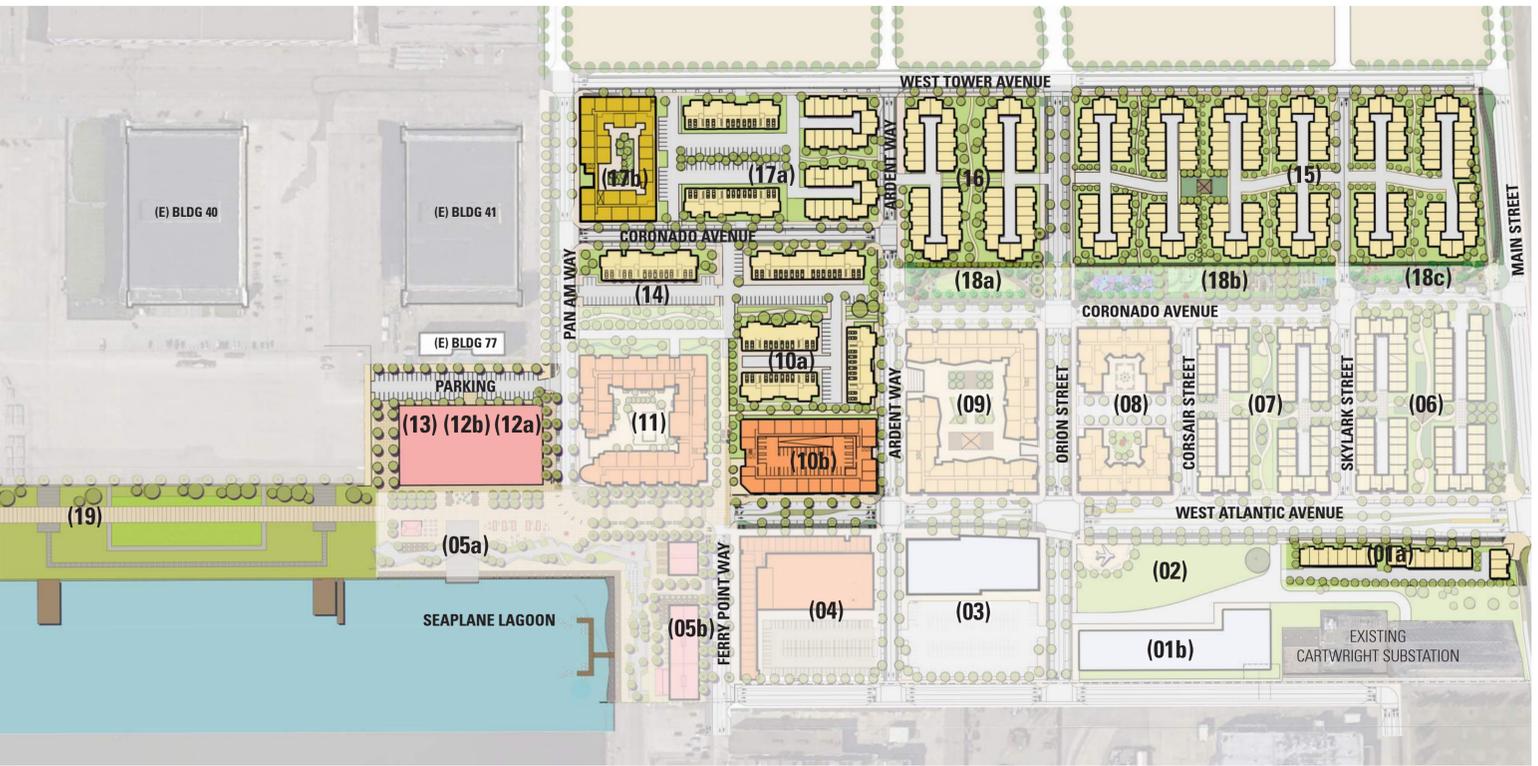
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ILLUSTRATIVE SITE PLAN - ALL PHASES





ILLUSTRATIVE SITE PLAN - PHASE 1

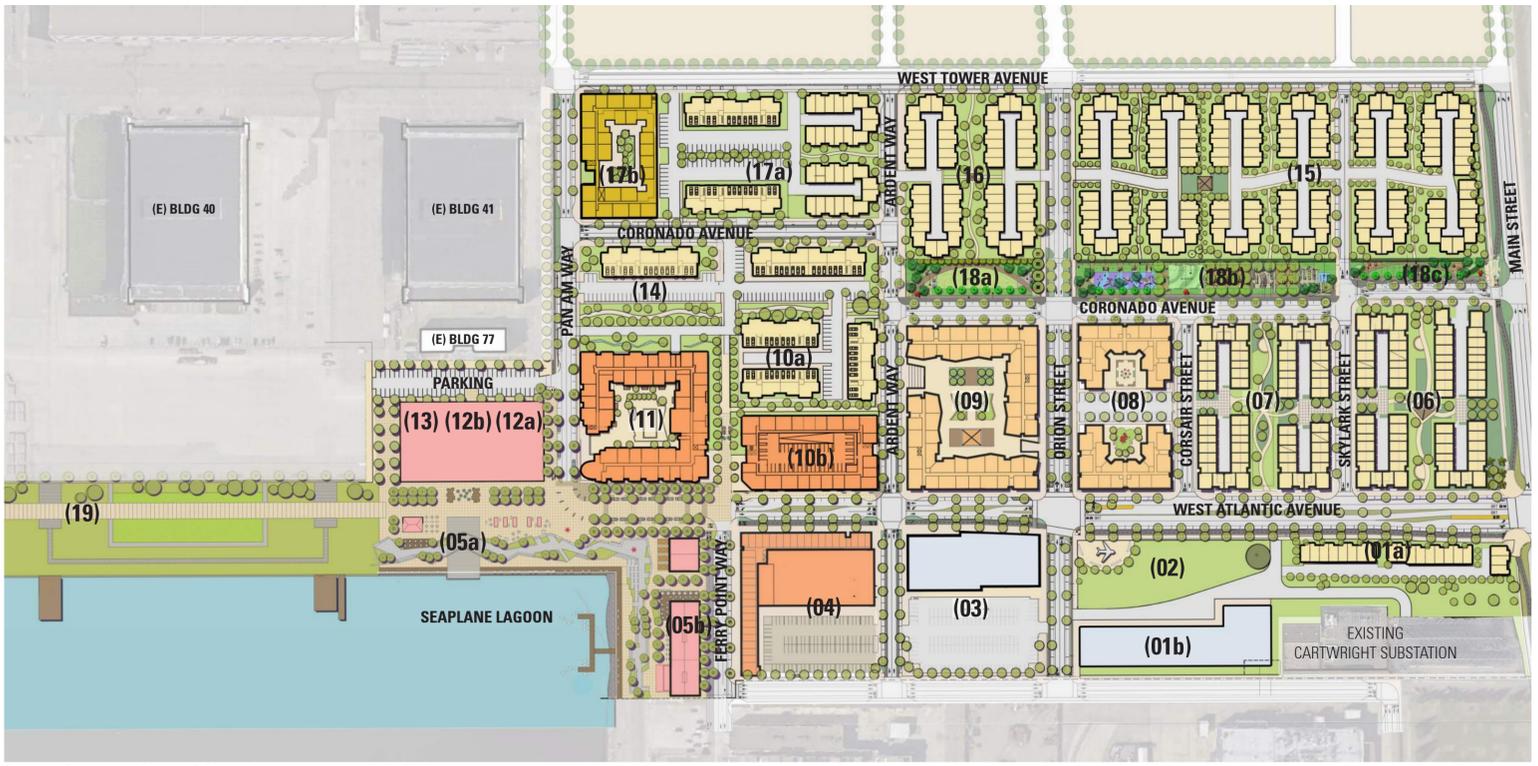


ILLUSTRATIVE SITE PLAN - PHASE 2

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 & WALK UP
- RETAIL (SHOPS & RESTAURANTS)

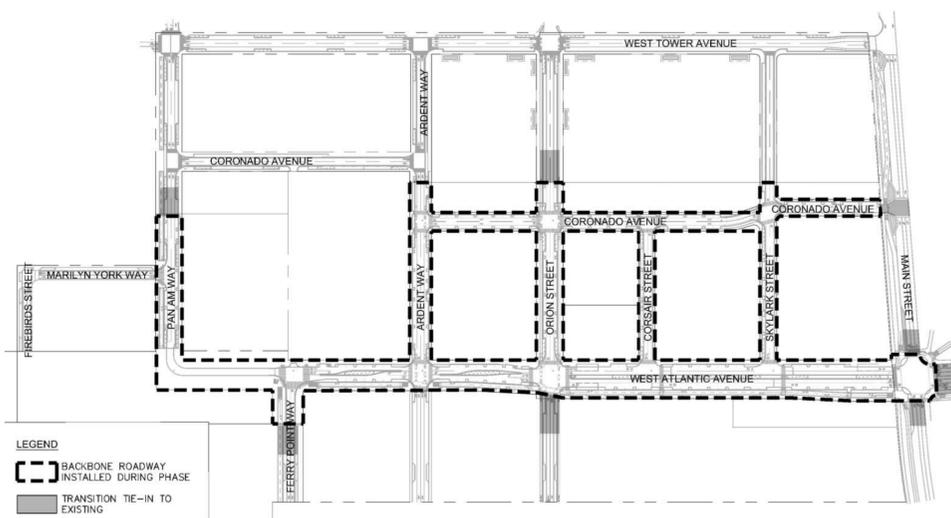
BLOCK	ACRE	DENSITY (DU/AC)	UNITS
<b>PHASE 1B</b>			
1A	0.86	20 to 24	17 to 21
10A	2.93	24 to 30	70 to 88
10B	1.15	79	91
<b>PHASE 2</b>			
14	0.84	24 to 30	20 to 25
15	6.39	20 to 24	128 to 153
16	3.66	20 to 24	73 to 88
17A	1.74	24 to 30	42 to 52
17B	1	103	103
<b>TOTAL SUMMARY</b>			
TOTAL PROPOSED	MR UNITS	AFF UNITS	TOTAL UNITS
PHASE 1 (BUILT/APPROVED)	417	193	610
PHASE 2	546	128	674
TOTAL SITE A	963	321	1284



ILLUSTRATIVE SITE PLAN - PHASE 3

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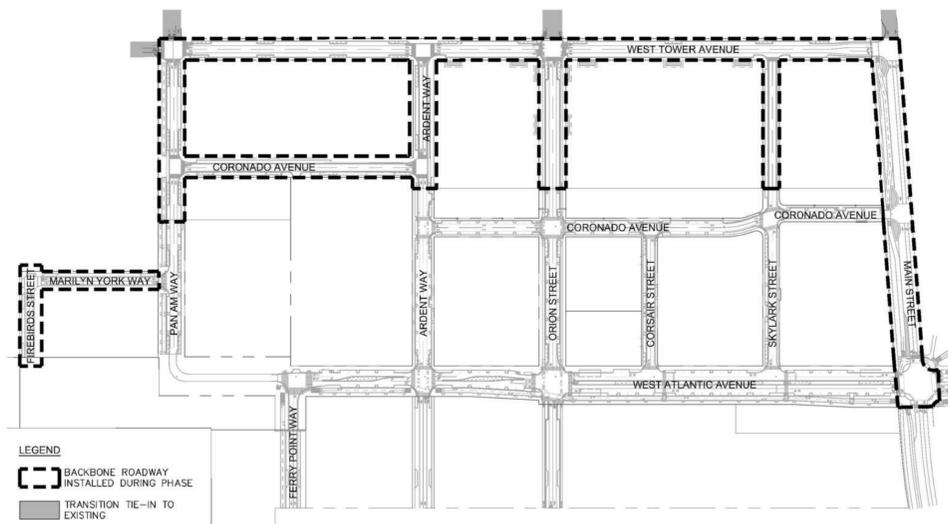
ILLUSTRATIVE SITE PLAN - PHASING



PHASE 1 BACKBONE ROADWAY INFRASTRUCTURE

1 OF 3

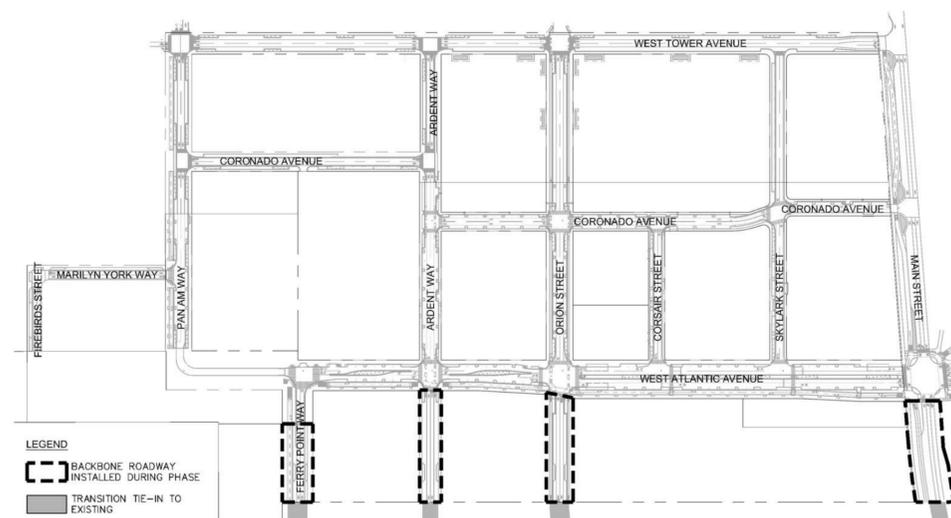
NOT TO SCALE



PHASE 2 BACKBONE ROADWAY INFRASTRUCTURE

2 OF 3

NOT TO SCALE



PHASE 3 BACKBONE ROADWAY INFRASTRUCTURE

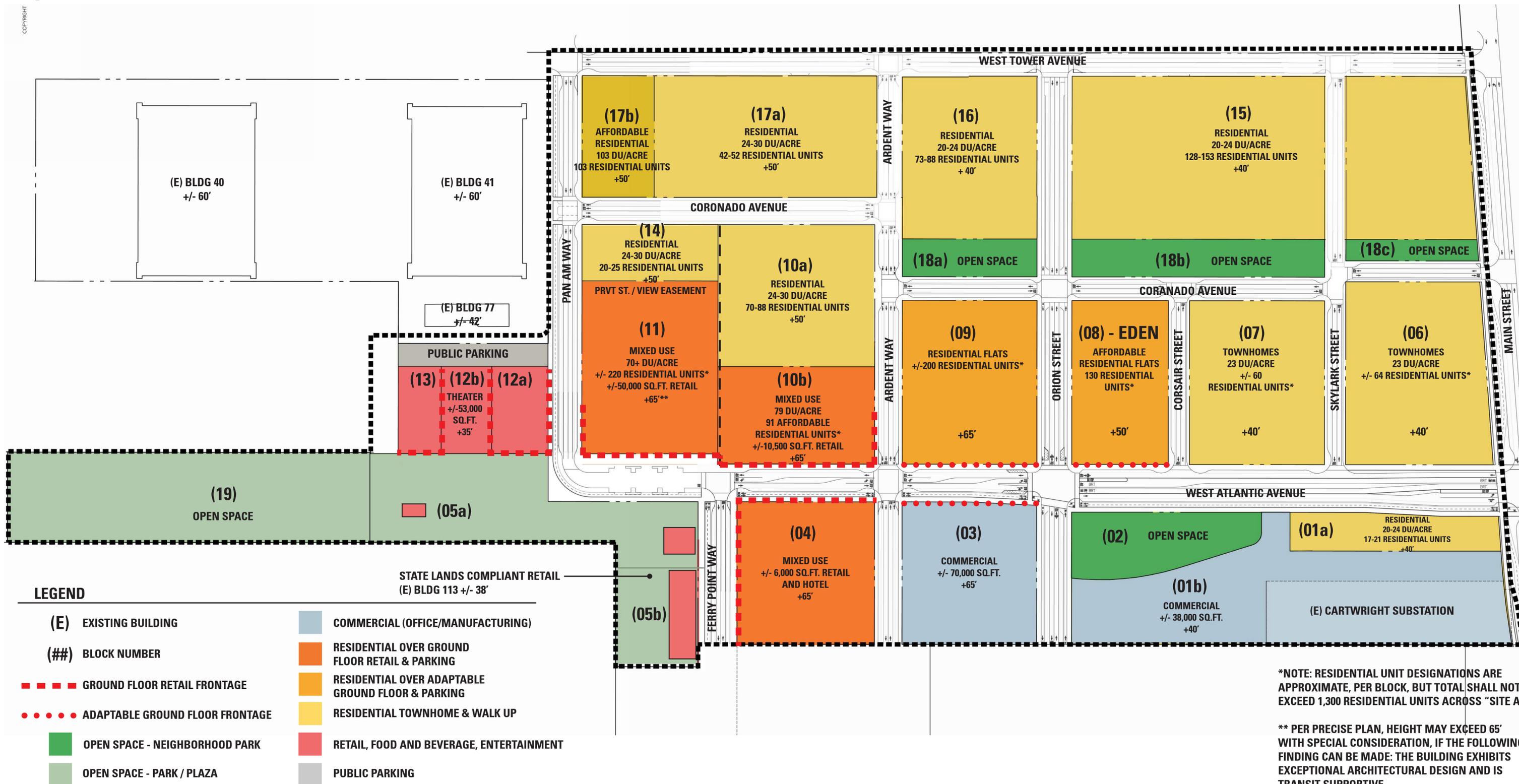
3 OF 3

NOT TO SCALE

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# STREET / SURFACE IMPROVEMENTS PHASING



\*NOTE: RESIDENTIAL UNIT DESIGNATIONS ARE APPROXIMATE, PER BLOCK, BUT TOTAL SHALL NOT EXCEED 1,300 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

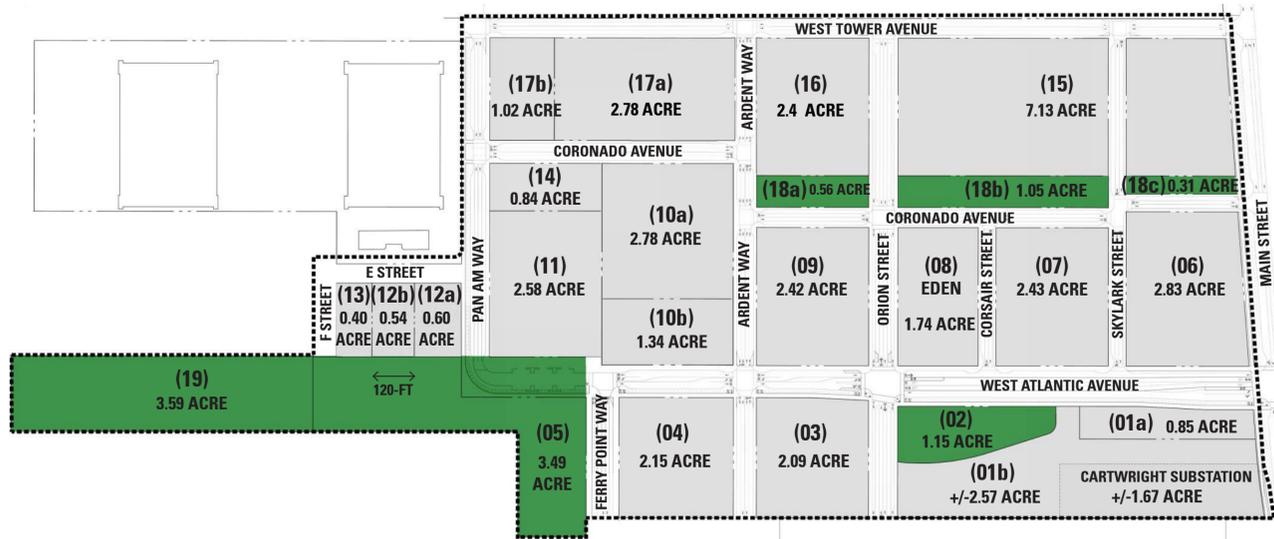
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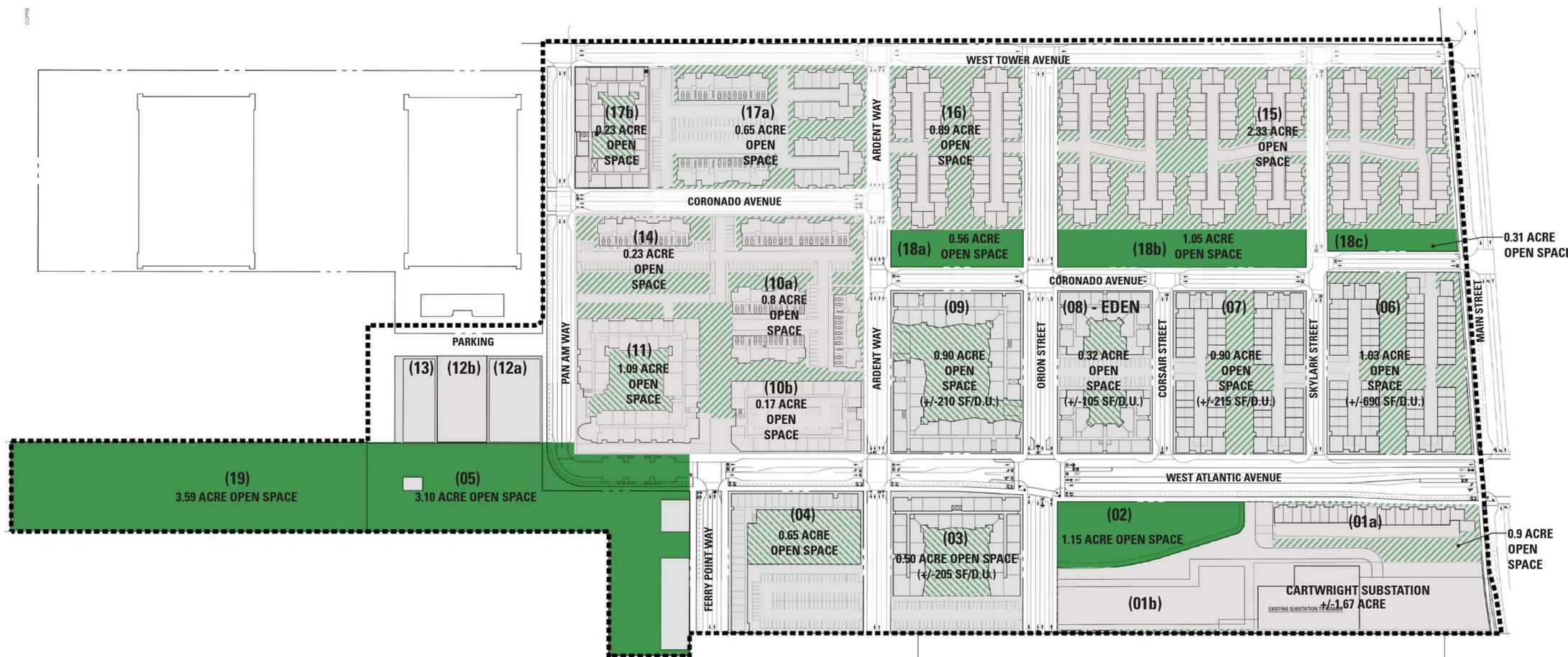
# LAND USE DIAGRAM

**PARCEL ACREAGE**

<span style="display:inline-block; width:15px; height:15px; background-color:#2e8b57;"></span>	+/- 10.14 ACRES PUBLIC PARK/PLAZA
<span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span>	+/- 16.33 ACRES STREET R.O.W.
<span style="display:inline-block; width:15px; height:15px; background-color:#d3d3d3;"></span>	+/- 41.36 ACRES PRIVATE
<hr/>	
+/- 67.8 SITE A	



**PARCEL DIAGRAM**



<span style="display:inline-block; width:15px; height:15px; background-color:#d3d3d3;"></span>	BUILDING OR PARKING
<span style="display:inline-block; width:15px; height:15px; background-color:#2e8b57;"></span>	PUBLIC PARK/PLAZA
<span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #ccc 2px, #ccc 4px);"></span>	PRIVATIZED OPEN SPACE ON GRADE
<span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #ccc 2px, #ccc 4px); border: 1px solid #ccc;"></span>	PRIVATIZED OPEN SPACE ON PODIUM

**OPEN SPACE DIAGRAM**

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OPEN SPACE & PARCEL DIAGRAMS

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

SITE A WILL BE DESIGNED TO SUPPORT UNIVERSAL DESIGN AND THE ABILITY TO AGE IN PLACE FOR FUTURE RESIDENTS.

FIFTY EIGHT PERCENT (58%) OF THE RESIDENTIAL UNITS IN PHASE 1 AND PHASE 2 WILL MEET THE CITY OF ALAMEDA UNIVERSAL DESIGN ORDINANCE REQUIREMENT FOR UNIVERSAL DESIGN AND 70% WILL MEET THE REQUIREMENT FOR VISITABILITY.

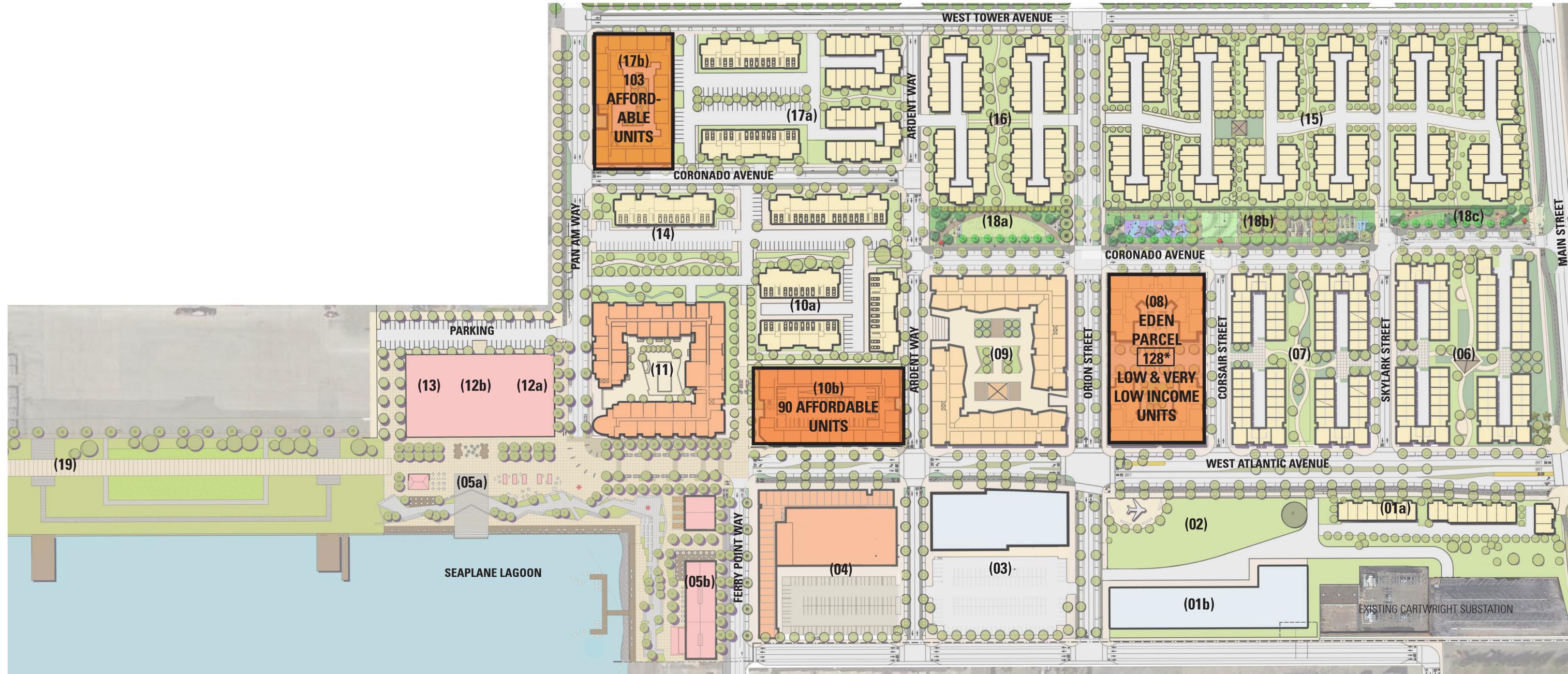
PHASE 3 WILL BE SUBJECT TO REVIEW UPON DESIGN FOR COMPLIANCE WITH THE ORDINANCE.

**LEGEND**

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

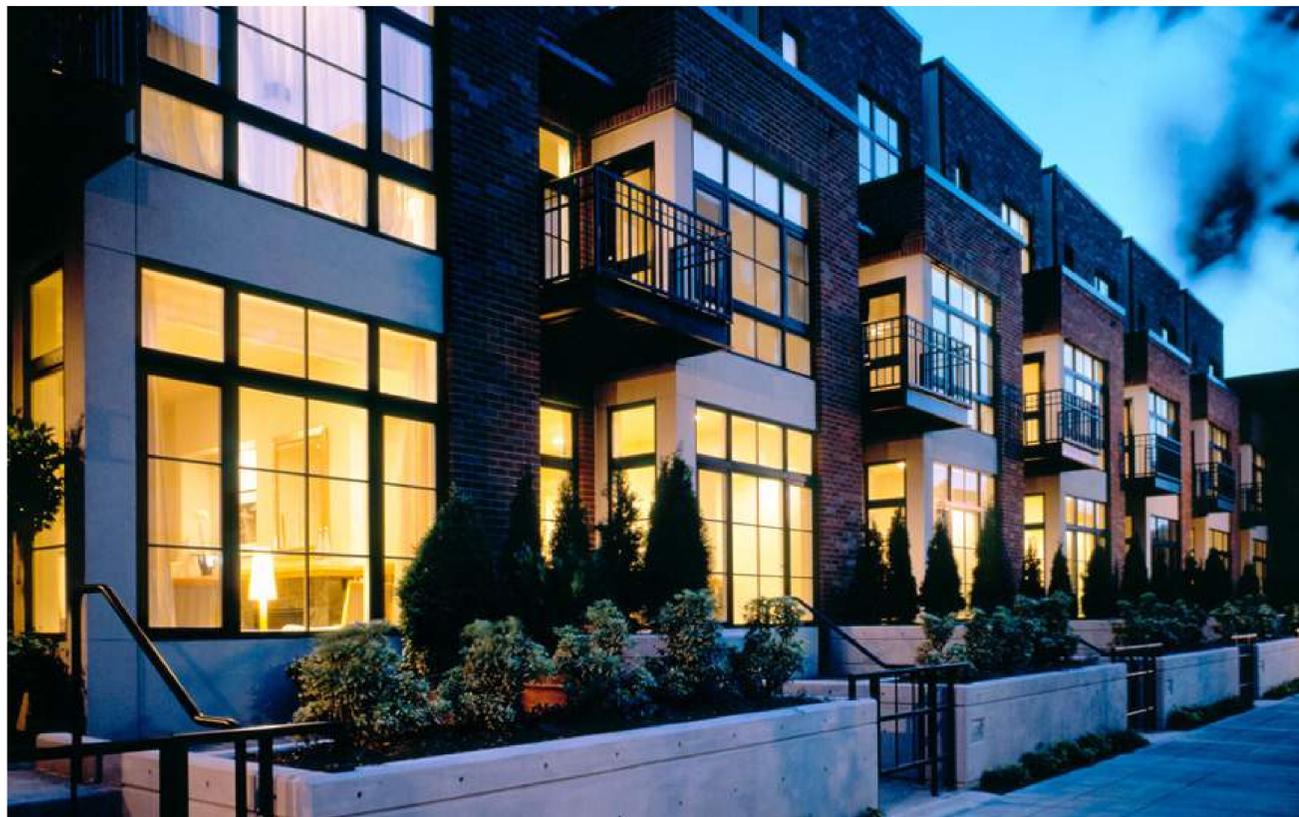
**AFFORDABLE HOUSING**

PHASE	INCOME TYPE	NUMBER OF UNITS	PARCEL LOCATION
1	VERY LOW & LOW	128	08
1B	VERY LOW, LOW & MODERATE	90	10B
2	VERY LOW, LOW & MODERATE	103	17B
<b>TOTAL:</b>		<b>321</b>	



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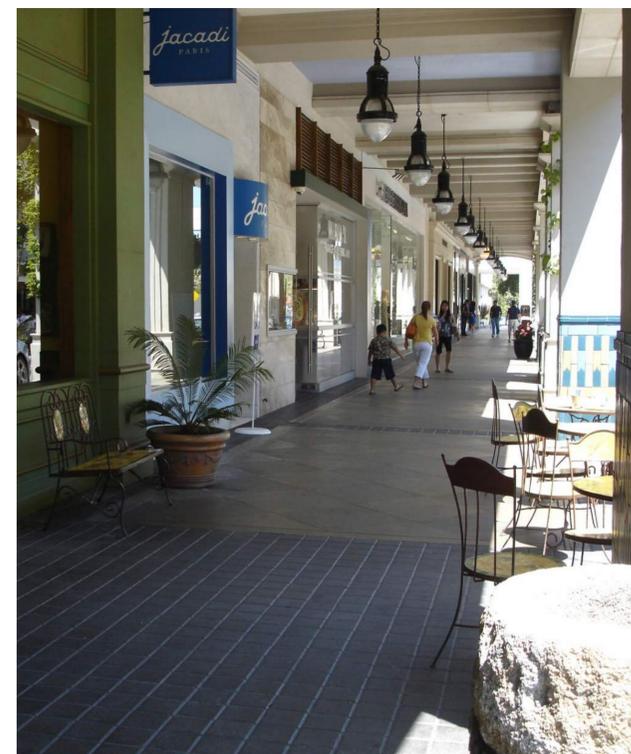
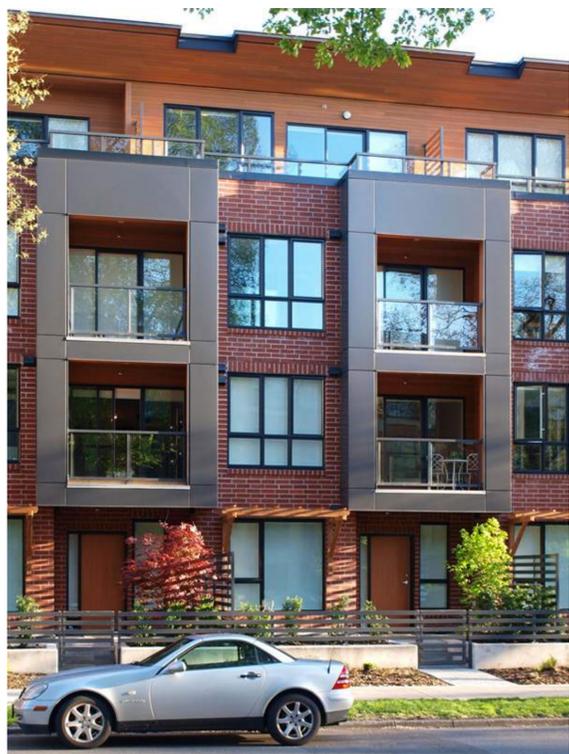
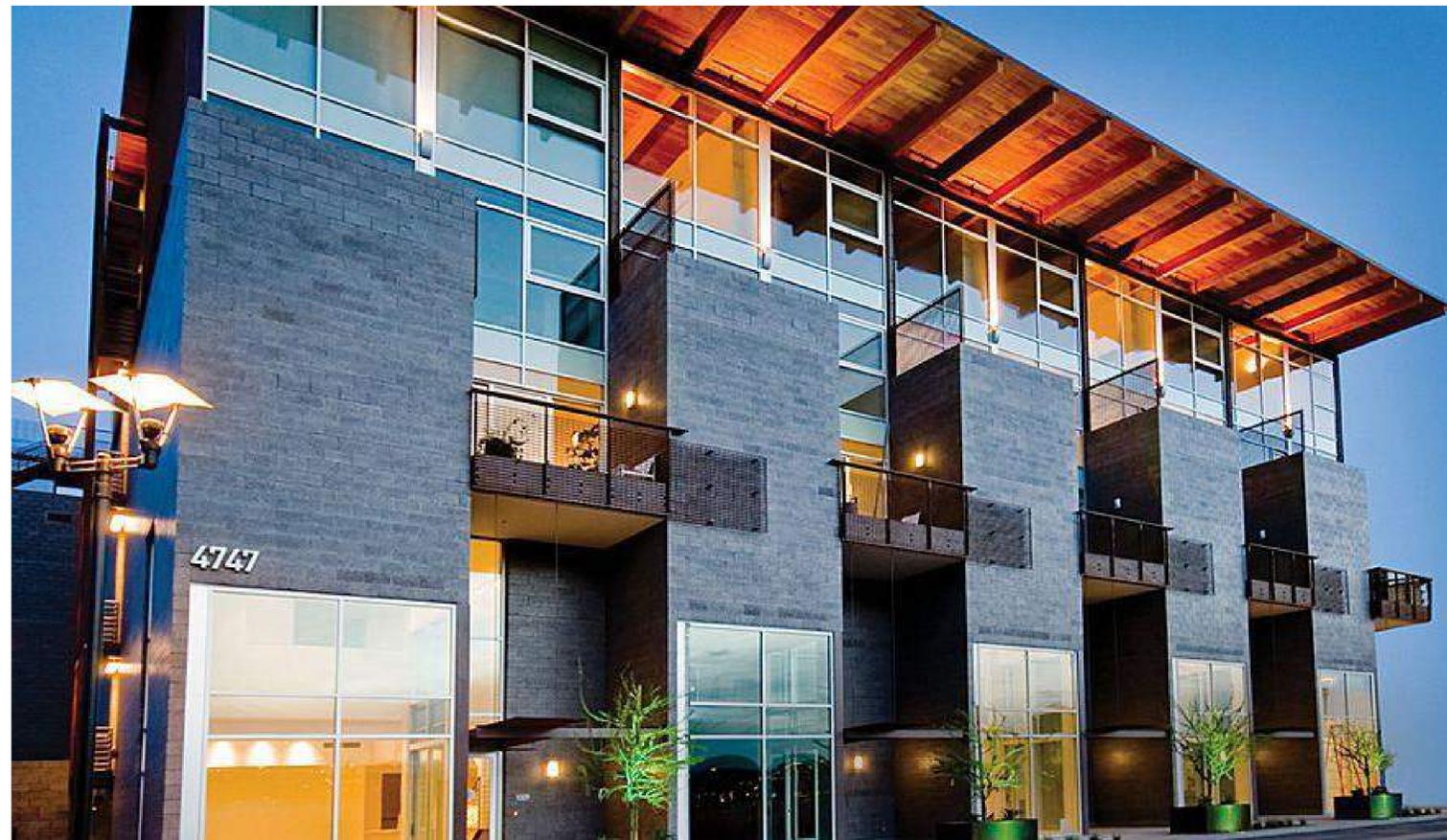
**AFFORDABLE HOUSING PLAN AND UNIVERSAL DESIGN**



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ARCHITECTURAL CHARACTER IMAGES - TOWN HOMES

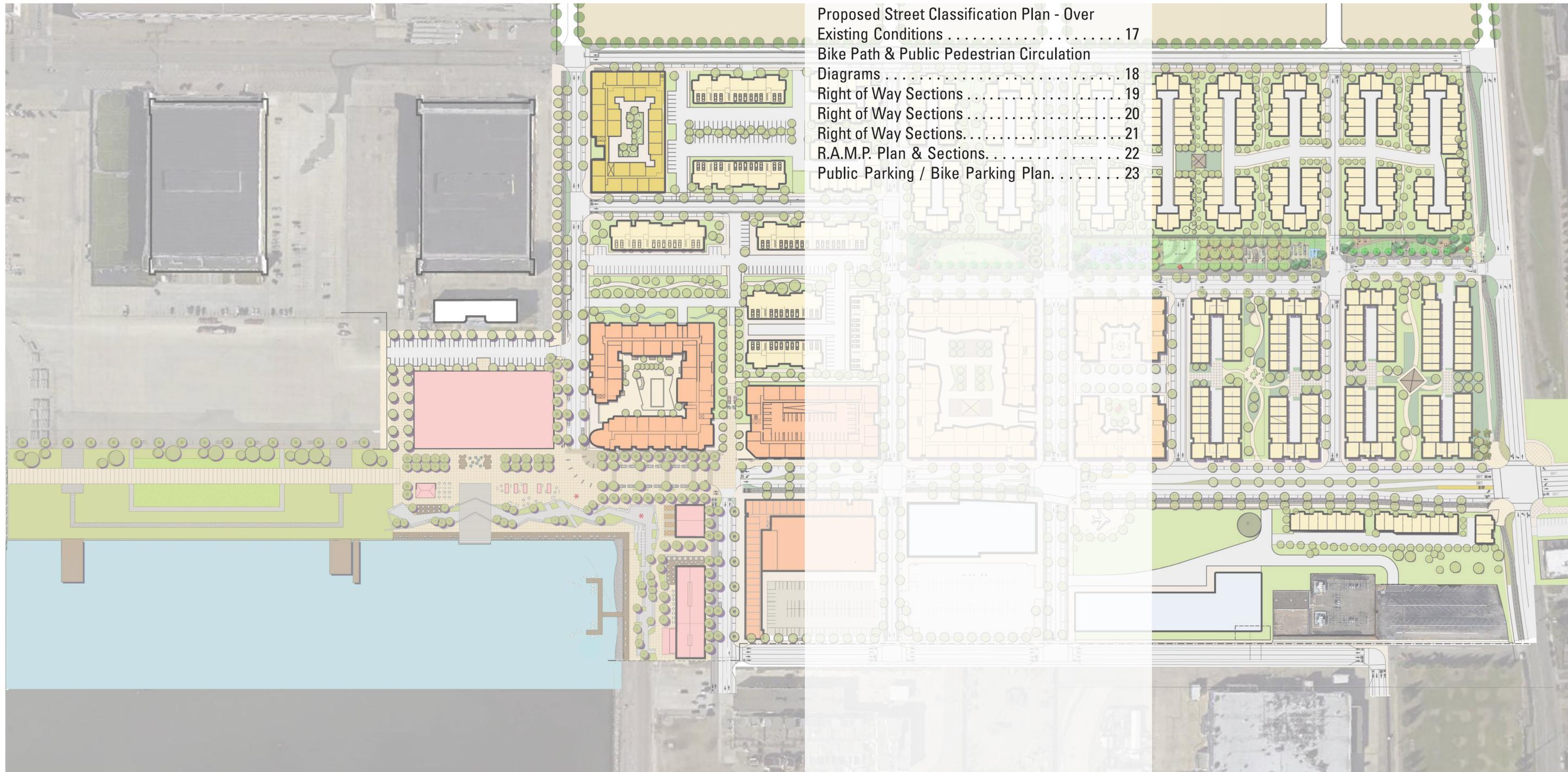


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# ARCHITECTURAL CHARACTER IMAGES - MIXED USE & STACKED FLATS

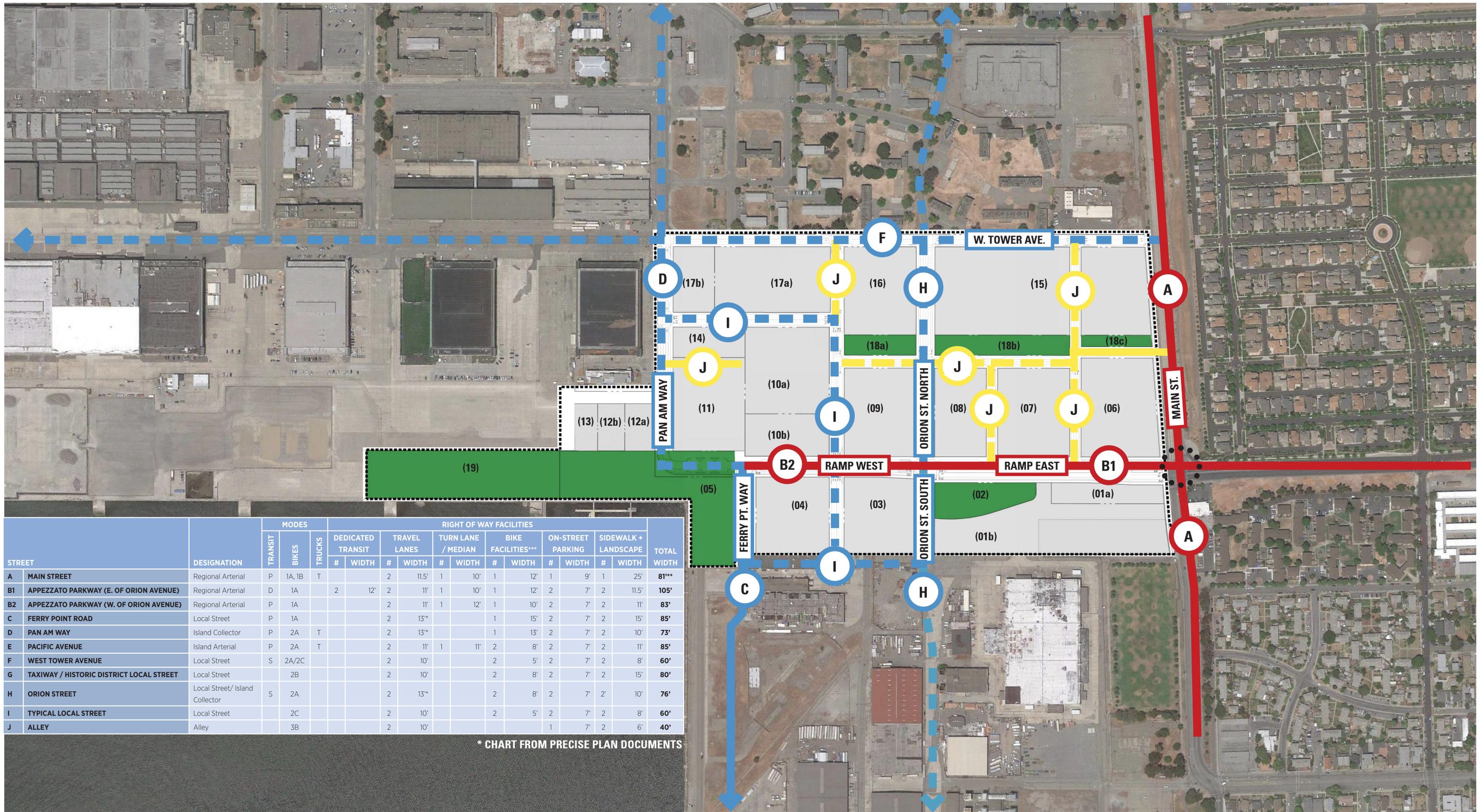
# TRANSPORTATION & CIRCULATION



- Proposed Street Classification Plan - Over Existing Conditions . . . . . 17
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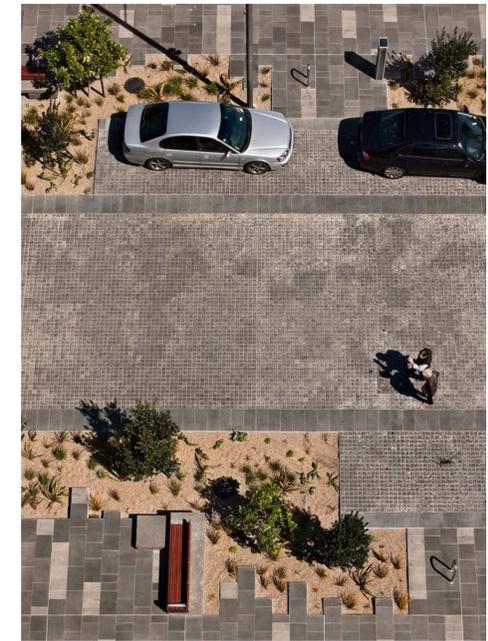
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# PROPOSED STREET CLASSIFICATION PLAN - OVER EXISTING CONDITIONS

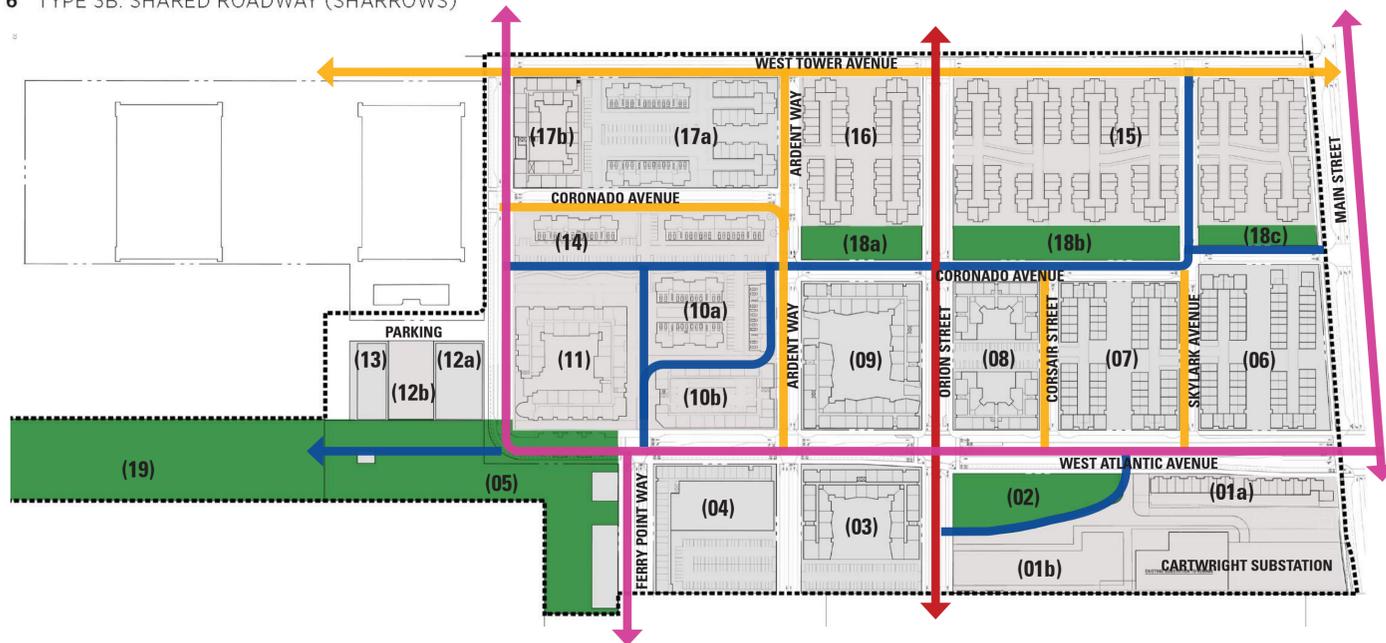


- 1 TYPE 1A: SEPARATED BIKE TRAIL
- 2 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
- 3 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
- 4 TYPE 2B: BIKE LANES WITH PAINTED BUFFER
- 5 TYPE 2C: BIKE LANES WITH STRIPE ONLY
- 6 TYPE 3B: SHARED ROADWAY (SHARROWS)

\*IMAGES FROM JULY ALAMEDA PRECISE PLAN

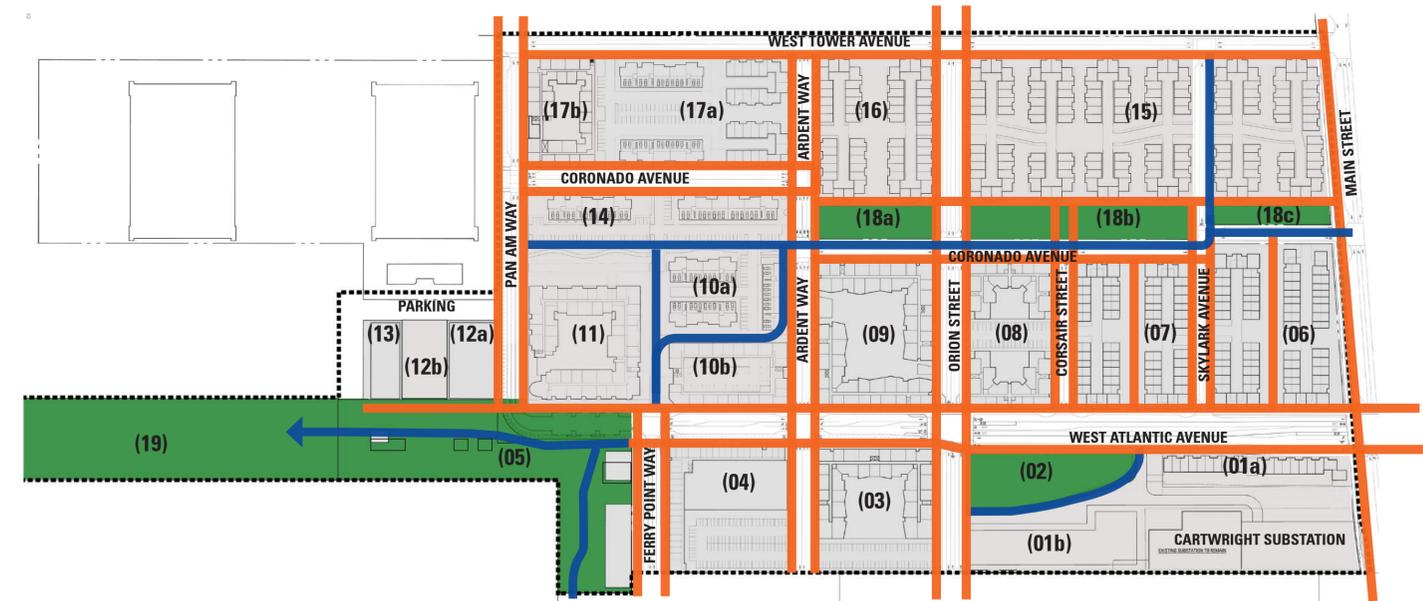


NAKED STREET REFERENCE IMAGES



**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)



**PUBLIC PEDESTRIAN CIRCULATION**

- SIDEWALK - PEDESTRIAN ONLY
- SHARED PEDESTRIAN / BIKE TRAIL

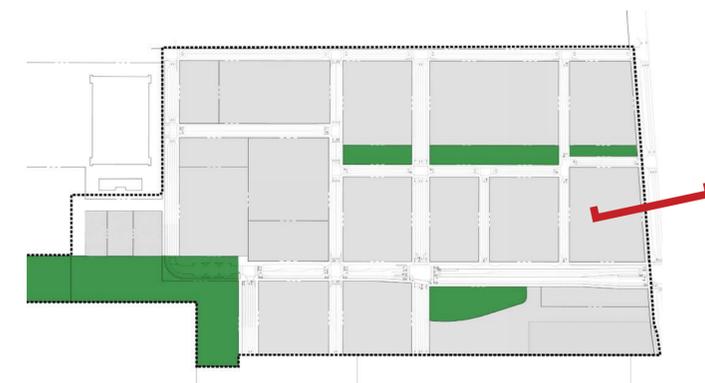
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BIKE PATH AND PUBLIC PEDESTRIAN CIRCULATION DIAGRAMS



**MAIN STREET R.O.W. SECTION**

\* SECTION FROM PRECISE PLAN DOCUMENTS



**KEY PLAN**

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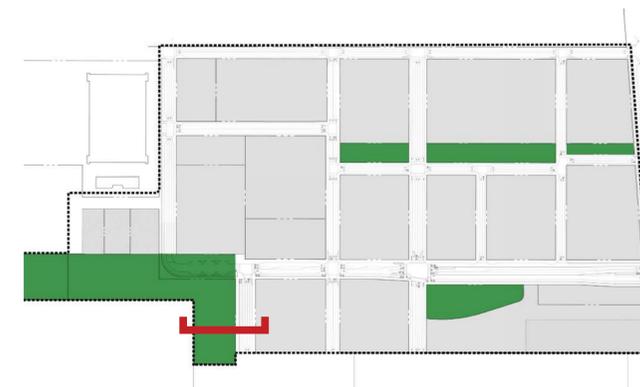
**RIGHT OF WAY SECTIONS**



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

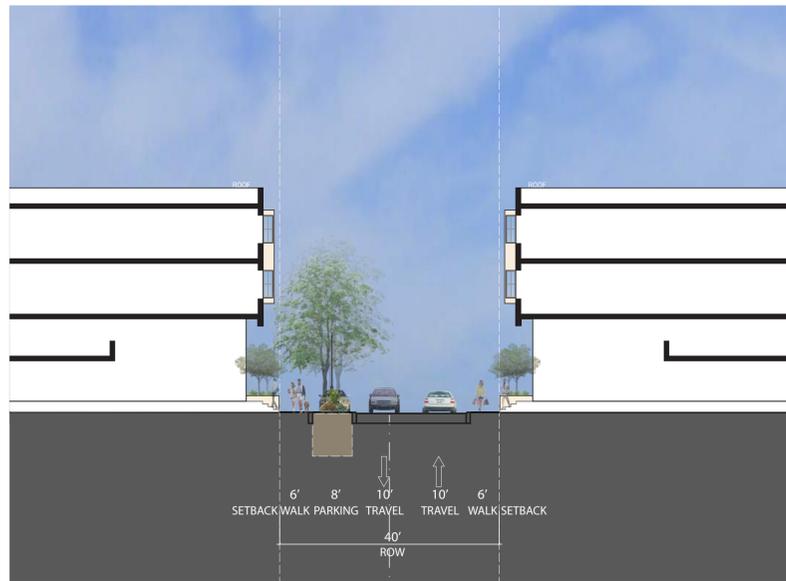


KEY PLAN

\* SECTION ADAPTED FROM PRECISE PLAN DOCUMENTS

RIGHT OF WAY SECTIONS

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**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

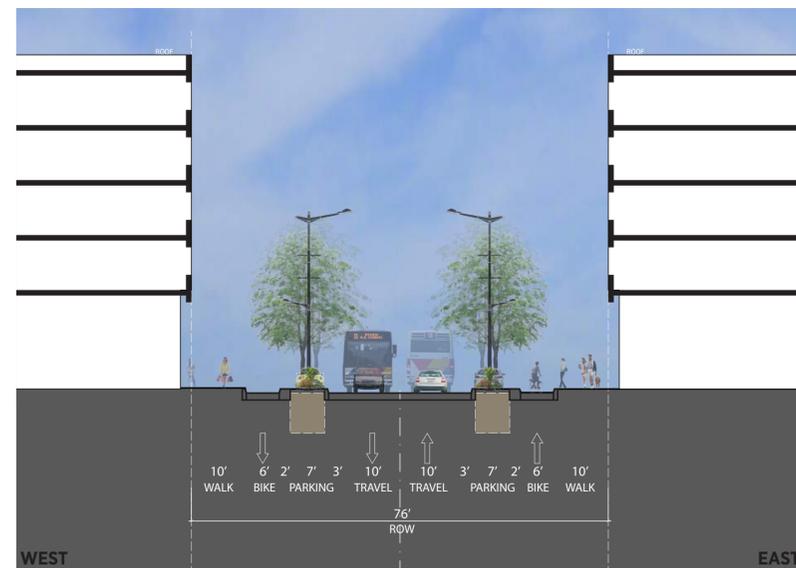


**C. PAN AM WAY R.O.W. SECTION**



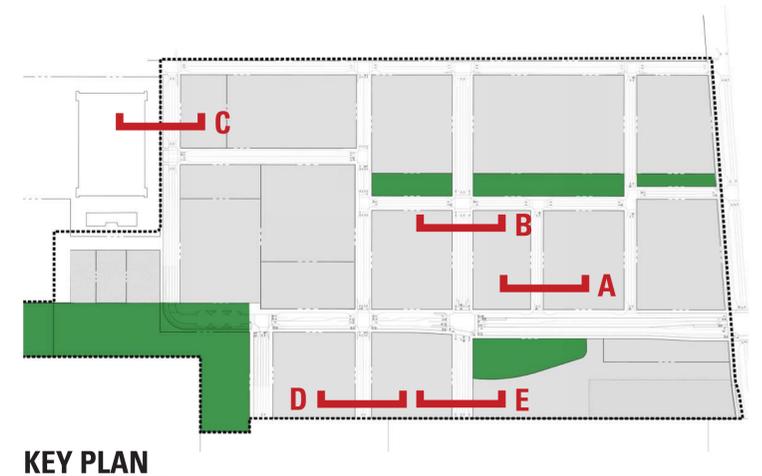
**D. TYPICAL LOCAL STREET R.O.W. SECTION**

\* 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



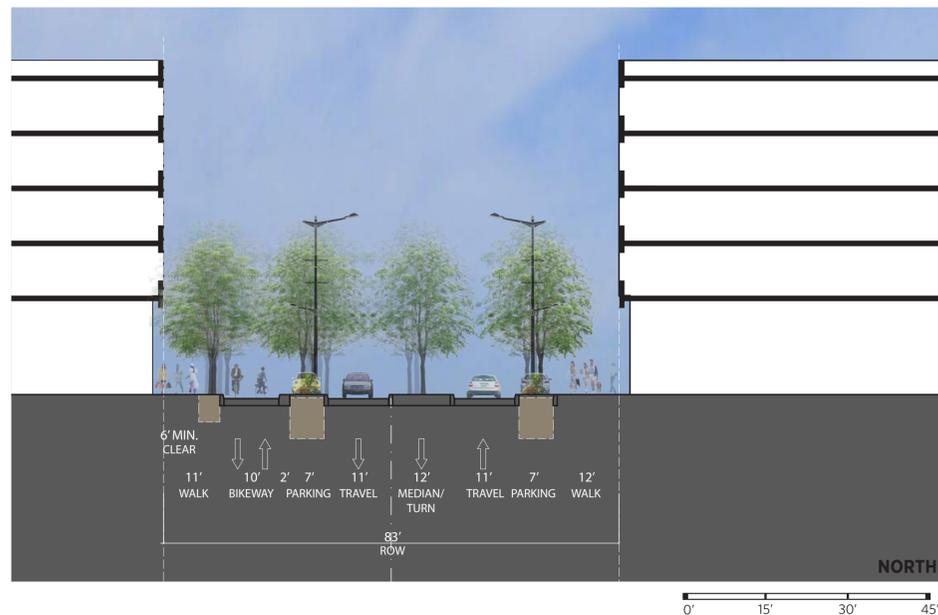
**KEY PLAN**

\* SECTION FROM PRECISE PLAN DOCUMENTS

**RIGHT OF WAY SECTIONS**

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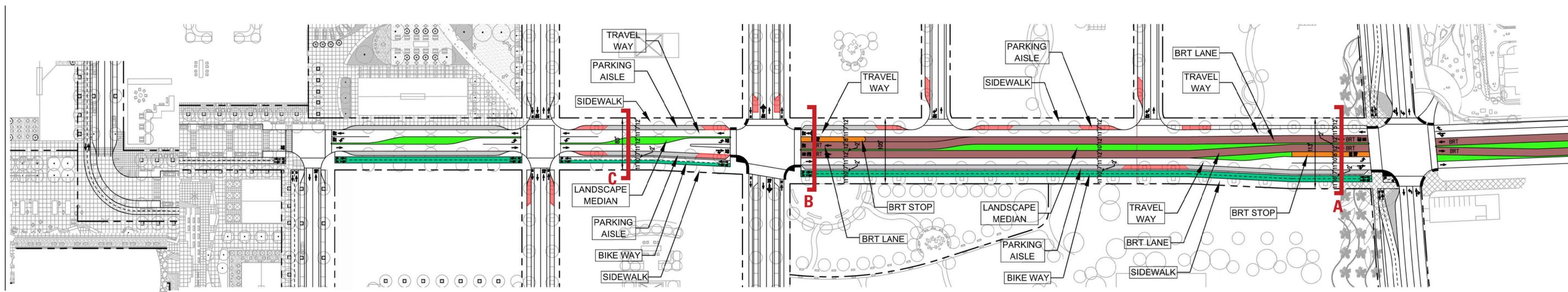
**C. RALPH APPEZZATO MEMORIAL PARKWAY - WEST 83' R.O.W. SECTION**  
SECTION FROM PRECISE PLAN DOCUMENTS



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



**A. RALPH APPEZZATO MEMORIAL PARKWAY**  
**EAST 113' R.O.W. SECTION AT MAIN STREET**  
SECTION REVISED 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

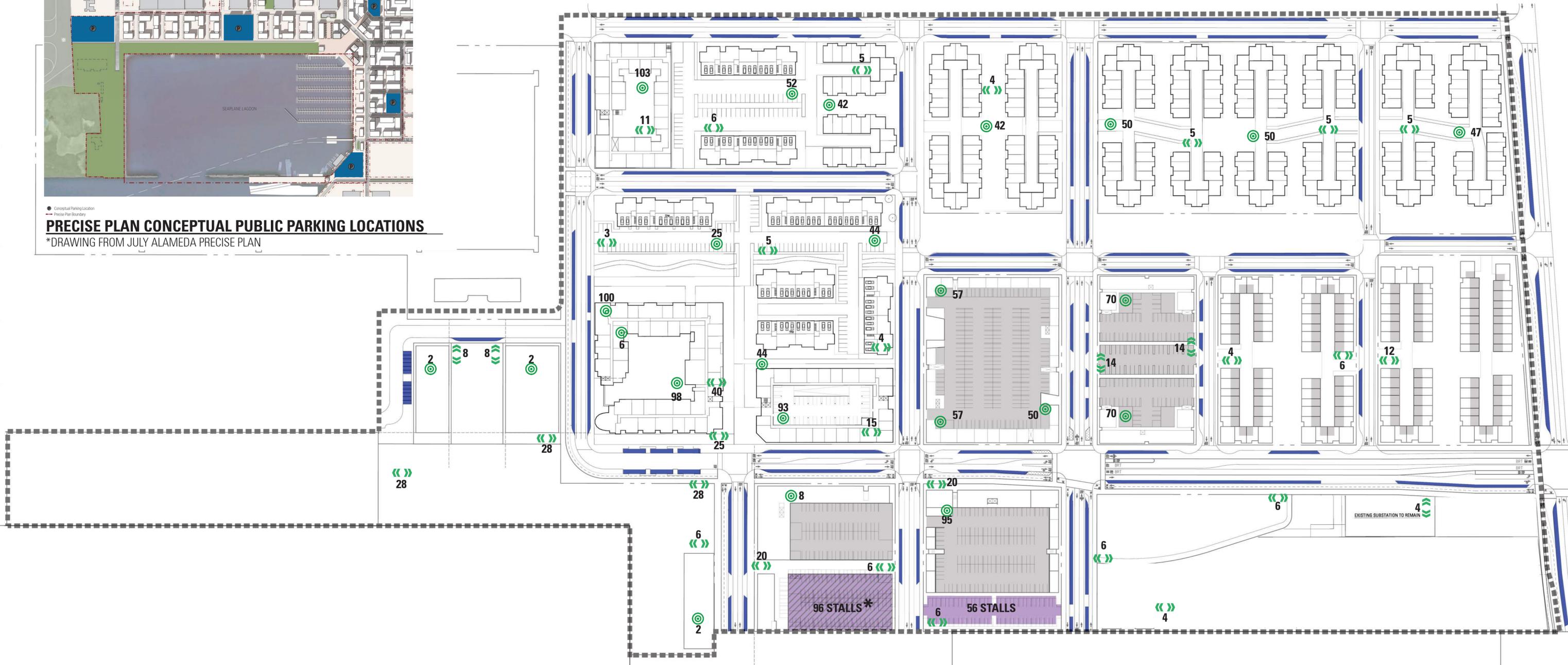
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R.A.M.P. PLAN & SECTIONS



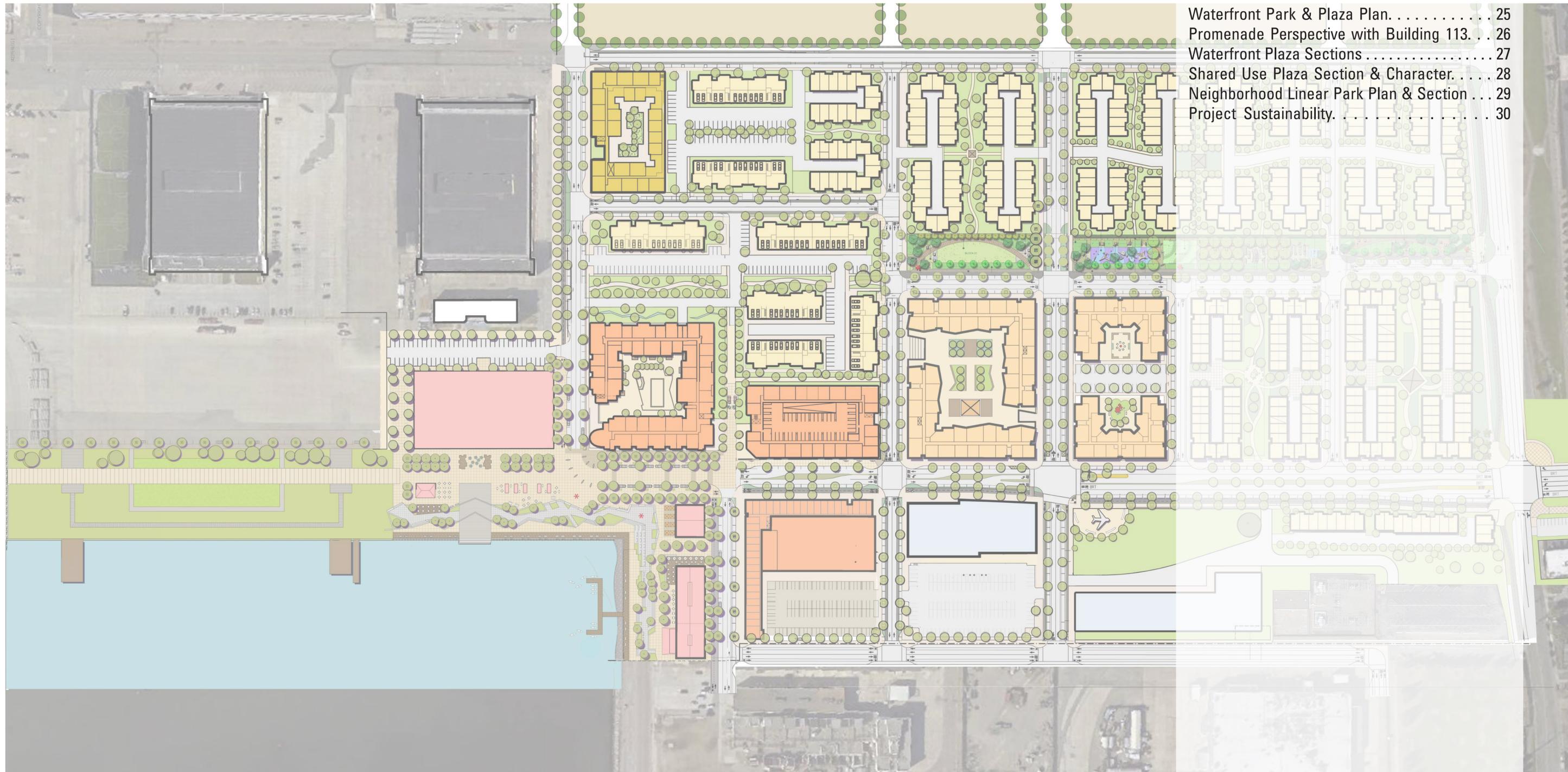
● Conceptual Parking Location  
 --- Precise Plan Boundary  
**PRECISE PLAN CONCEPTUAL PUBLIC PARKING LOCATIONS**  
 \*DRAWING FROM JULY ALAMEDA PRECISE PLAN



- PRIVATE - RESIDENTIAL PARKING
- PUBLIC - ON-STREET PARKING (+/-385 STALLS)
- PUBLIC - RETAIL PARKING - LOCATION OF POSSIBLE FUTURE PARKING STRUCTURE - STALL COUNT PROVIDED ASSUMES SURFACE LOT ONLY
- PUBLIC - SURFACE PARKING LOT - RETAIL (56 STALLS)
- ◎ 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

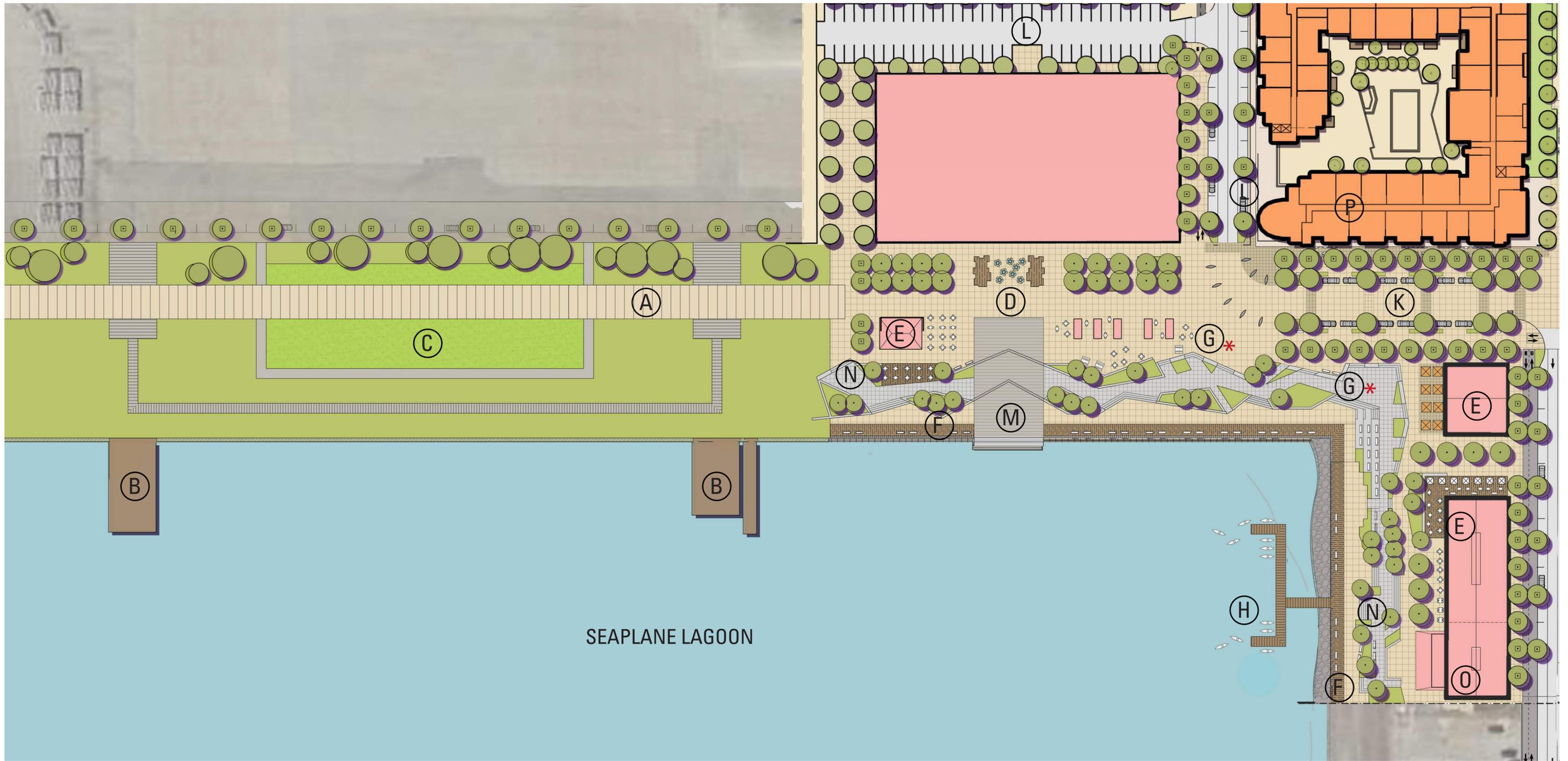


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- |                                    |  |   |
|------------------------------------|--|---|
| <b>A</b> PARK PROMENADE            | <b>E</b> RETAIL                            | <b>M</b> HISTORIC VIEW CORRIDOR AND WATER ACCESS        |
| <b>B</b> HISTORIC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



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

# ALAMEDA POINT

# ALAMEDA, CA

# WATERFRONT PARK & PLAZA PLAN



EXISTING CONDITIONS - BUILDING 113

# ALAMEDA POINT | ALAMEDA, CA

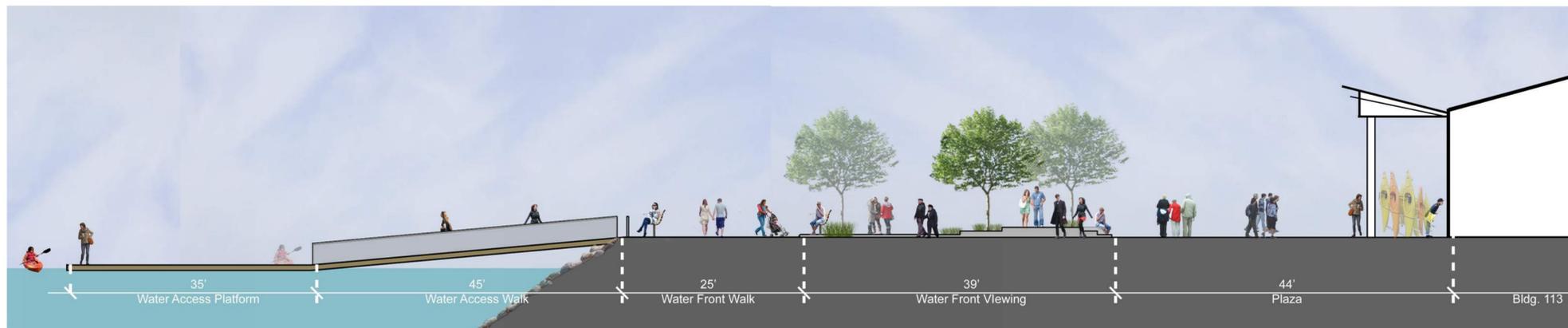
# PROMENADE PERSPECTIVE WITH BUILDING 113



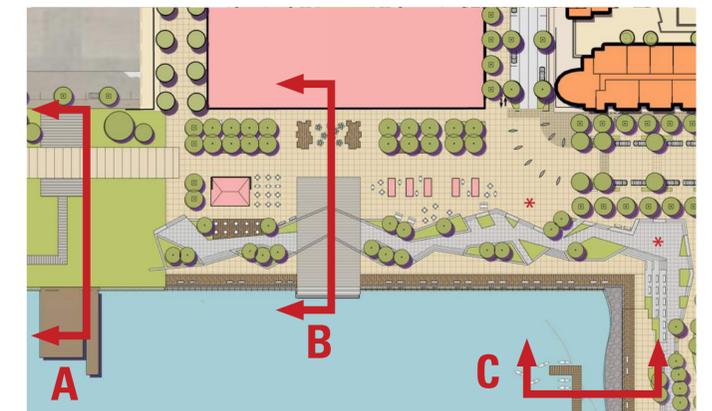
**SECTION A AT WATERFRONT PARK**



**SECTION B AT WATERFRONT PLAZA**



**SECTION C AT WATERFRONT ACCESS**

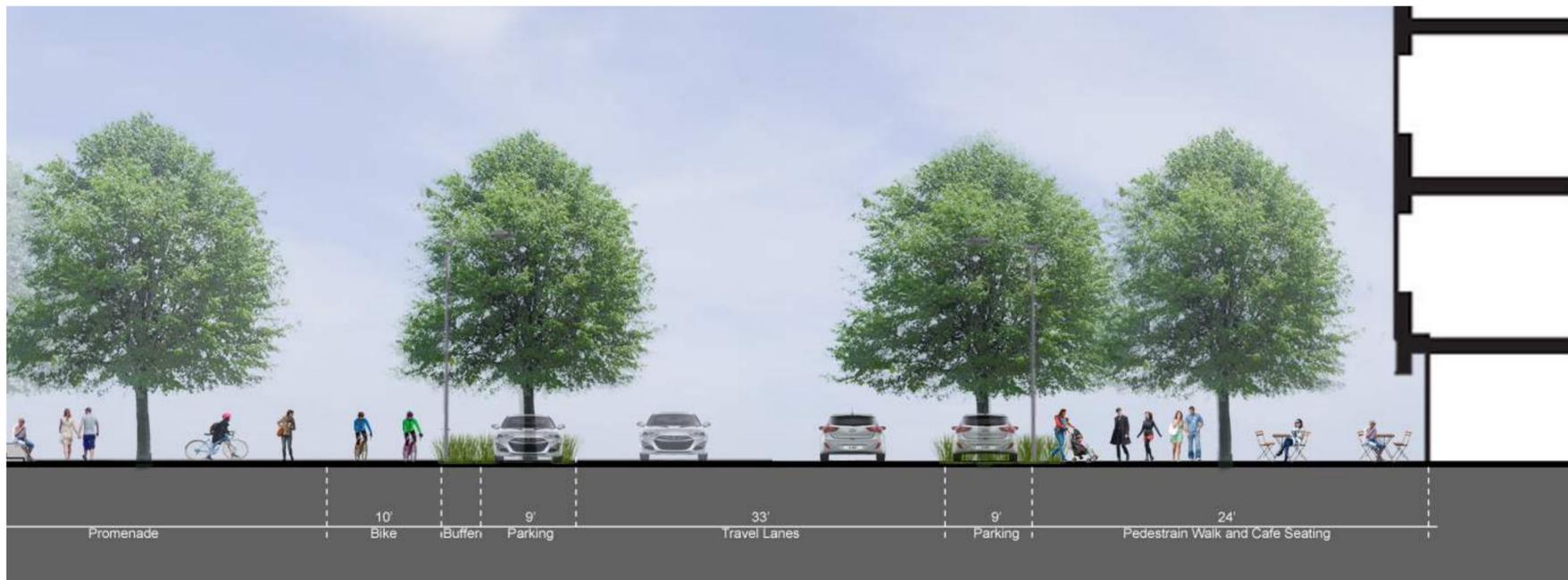


**KEY PLAN**

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ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL.

**ALAMEDA POINT** | **ALAMEDA, CA**

**WATERFRONT PLAZA SECTIONS**



**SECTION AT SEA PLANE PLAZA AND RAMP**



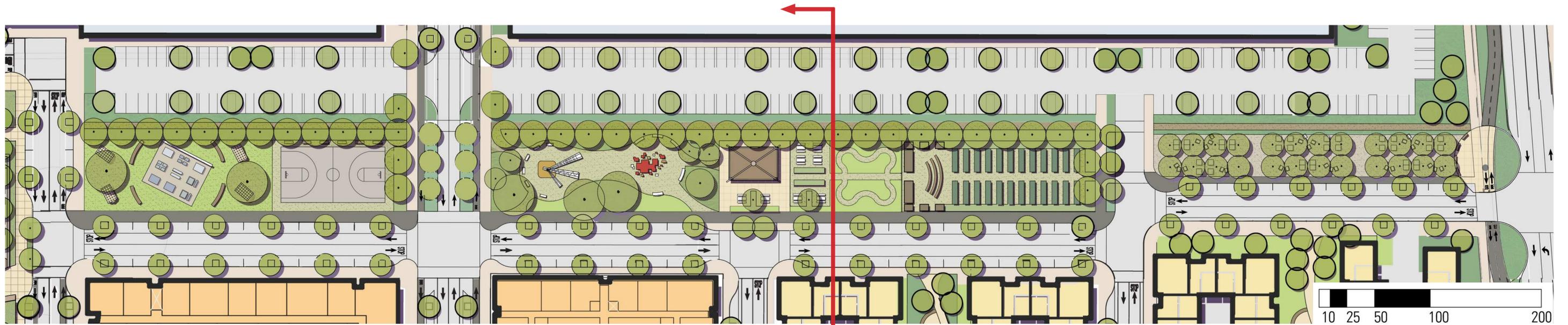
**KEY PLAN**

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**ALAMEDA POINT**

**ALAMEDA, CA**

**SHARED USE PLAZA SECTION & CHARACTER**



C STREET

**WEST BLOCK: ACTIVE RECREATION**

POSSIBLE PROGRAMS ELEMENTS INCLUDE:

- FITNESS STATION
- HAMMOCKS
- BASKETBALL COURT

ORION

**CENTRAL BLOCK: FAMILY & COMMUNITY ACTIVITIES**

POSSIBLE PROGRAMS ELEMENTS INCLUDE:

- DISCOVERY PLAY ZONE
- BARBECUE SHELTER & PICNIC AREA
- SITTING GARDEN WITH NATIVE PLANTS
- OUTDOOR CLASSROOM & UTILITY SHEDS
- COMMUNITY GARDEN

B STREET

**EAST BLOCK: LEISURE ZONE & ENTRY**

POSSIBLE PROGRAMS ELEMENTS INCLUDE:

- GAME TABLES (PING PONG/CHESS/ETC.)
- BOCCE COURT
- ENTRY PLAZA
- MOVEABLE FURNITURE
- SHADE GROVE

MAIN STREET

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ALAMEDA POINT

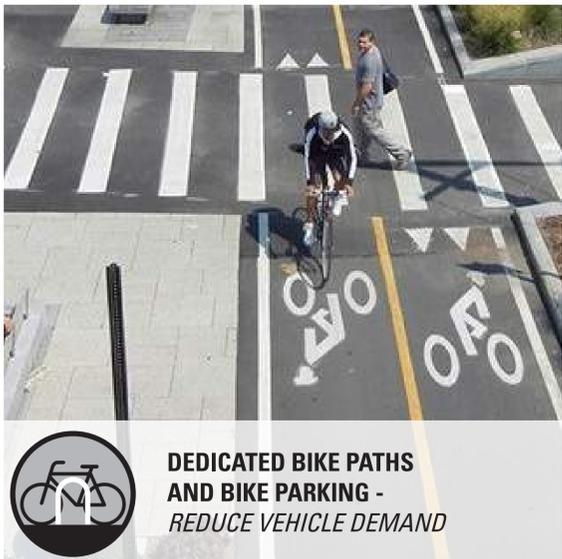
ALAMEDA, CA

**NEIGHBORHOOD LINEAR PARK PLAN & SECTION**

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

THE FOLLOWING PROJECT FEATURES ARE DESIGNED TO REDUCE GREENHOUSE GAS EMISSIONS AND COMBAT CLIMATE CHANGE:

- MIXED USE DEVELOPMENT ENCOURAGES ALTERNATIVE TRANSPORTATION USAGE;
- SITE PLANNING 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 GASES;
- BUILDING DESIGN CONSISTENT WITH A LEED SILVER DESIGNATION OR ITS EQUIVALENT REDUCES GREENHOUSE GAS EMISSIONS FROM BUILDING HEATING, COOLING, AND 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