



October 5, 2022
Job No.: 1087-010

MEMORANDUM

TO: Amy Woolridge, Recreation and Parks Director – City of Alameda

FROM: Angelo Obertello, P.E., LEED AP, QSD, Principal

SUBJECT: BMX Park Site Evaluation
Alameda Point
Alameda, CA

The City of Alameda Recreation and Parks Department is evaluating the feasibility of constructing a BMX Bike Park at Alameda Point within the future Regional Sports Complex Site. The following is a summary of the engineering considerations related to the site being considered for this Park. These considerations include existing conditions, Alameda Point Master Infrastructure Plan coordination, existing utilities, site preparation and utility service. The proposed BMX Bike Park site is located north of the intersection of West Redline Avenue and Monarch Street, just west of the existing Skate Park at Alameda Point. See the enclosed figure depicting the general location of the site being considered for this Park.

Existing Conditions

The potential BMX Bike Park site is located immediately west of the existing Skate Park, south of the existing runway pavement and north of Building 20 lease areas. The site is located within the portion of Alameda Point planned for a future Regional Sports Complex. The existing conditions of the site consist of an existing parking lot within the eastern portions and open field within the western positions. See the enclosed figure depicting a current aerial image of the site and these current conditions.

The existing parking lot areas consist of existing pavement and a few trees. This area is generally at an existing elevation of approximately 3.5 feet (City of Alameda datum). The open field areas consist of gravel areas that have degraded and are now covered with seasonal grasses. The elevations of this area range from approximately 0-2 feet (City of Alameda datum). These elevations are low lying, and this portion of the site would become subject to inundation during King Tide events with the anticipated sea level rise by the year 2050 (24 inches of sea level rise).

Alameda Point Master Infrastructure Plan Coordination

The Alameda Point Master Infrastructure Plan (MIP) established the criteria for the eventual replacement of the aged infrastructure originally constructed by the Navy. The MIP defined backbone infrastructure corridors and streets that would ensure the future replacement infrastructure could be extended to future development and Adaptive Reuse areas. Within the vicinity of the BMX Park Site, the backbone infrastructure corridors included Monarch Street and West Redline Avenue, as well as a corridor for access to the Regional Sports Complex and a storm drain trunk main conveying stormwater to an outfall to the Oakland Estuary.

The reconstruction of West Redline Avenue includes an extension to the VA Property and the VA's proposed Outpatient Clinic and Columbarium project to the west of the site. This extension slightly curves to the north, as it extends westerly from the intersection with Monarch Street. The corridor for this planned extension establishes the southern limits of the BMX Park site.

The access corridor to the Regional Sports Complex, extending north from the intersection of West Redline Avenue and Monarch Street, bisects the BMX Bike Park Site. This corridor will also be utilized for the storm drain trunk line that extends to the northern shoreline of Alameda Point.

These backbone infrastructure corridors bisect the BMX Bike Park Site into two distinct areas, the existing open fields (Option A – 1.4 acres±), and the existing parking lot (Option B – 0.7 acres±). These areas are depicted on the enclosed figure.

Existing Utilities

There are existing utilities within and surrounding the BMX Bike Park Site. These utilities are portions of the utility systems originally constructed by the Navy and are now owned and operated by the City of Alameda. These utilities are active and can serve Adaptive Reuse uses, such as the proposed BMX Bike Park. Eventually, these utilities will be replaced as presented on the MIP, but that is subject to available funding, and not necessary to support the proposed BMX Bike Park.

The existing utilities within the Option A portion of the site include a storm drain pipeline and associated structures along the southern limit. There is also an existing electrical conduit that bisects the eastern portion of the site. Lastly, there is an existing waterline and fire hydrants in the southeast portion of the site. The existing storm drain and electrical conduits should be preserved, as they serve other areas outside of the proposed BMX Bike Park Site.

The existing utilities within the Option B portion of the site include local utilities are likely no longer in use. These include local water and electrical service lines.

The existing sewer and water mains that serve this portion of Alameda Point are located in the Monarch Street and West Redline Avenue corridors, either within these streets or within the parking areas directly adjacent to these streets. See the enclosed existing utility figure depicting the existing utilities based on available records.

Site Preparation

At this time, the BMX Bike Park is understood to include the construction of a bike course with mounding for bikers to do jumps and tricks. The surface is anticipated to be compacted dirt or concrete. The site will have perimeter fencing and a seating / picnic bench area, similar to the adjacent Skate Park facility.

Option A Site Location

The Option A site location will require clearing of existing seasonal grasses and underlying gravel to create a stable surface to construct the BMX Bike Park. It is recommended that the elevations of the proposed BMX Bike Park be raised to be similar to the surround pavement areas, elevation 3.5 feet±, in order to minimize the risk of flooding over the next 25-35 years. This fill should be completed with a lightweight cellular concrete to minimize the potential of long-term settlement of the underlying young bay mud soils. The existing fire hydrants and associated waterline should be removed, whereas the existing storm drain along the southern limits and the existing electrical conduit along the eastern limits of the site should be preserved. Other existing utilities within this site are local, anticipated to be no longer in use, and could either be abandoned in place or removed if in conflict with future construction.

Option B Site Location

The Option B site location will require removal of the existing pavement section to construct the BMX Bike Park. The existing elevations could remain. The existing utilities within this site are local, anticipated to be no longer in use, and could either be abandoned in place or removed if in conflict with future construction.

Utility Service

At this time, the BMX Bike Park is understood to require limited utility service, only site drainage improvements, similar to the adjacent Skate Park. The locations of potential connections to other utilities, sewer, water and electrical, are also described below in the case additional utility services are desired.

Site Drainage

Local drainage inlets will need to be installed within any local depressions within the BMX Bike Park. Storm drain pipelines, 8-12 inches in diameter, will be extended to these new drainage

inlets to convey the stormwater to the larger diameter trunk main that extends to the outfall to the Oakland Estuary. The new pipeline connection to the existing trunk main will be made at either an existing manhole structure or at a new manhole.

If the site includes 5,000 sf of new or replaced impervious surfaces, the runoff will need to be directed to bio-filtration area(s) for treatment prior to discharge to the storm drain.

Sanitary Sewer

In the case sanitary sewer service is desired at the BMX Bike Park, a new sanitary sewer lateral would need to be installed that connects to the existing sewer main located along the south side of West Redline Avenue, in the Building 2 parking lot area. From this main, the lateral would be extended northerly and westerly to the site. This lateral will be required to maintain positive gradient and include clean outs in accordance with the Building Code. This connection will be challenging as it is over 200 feet long and will cross a number of other existing utilities.

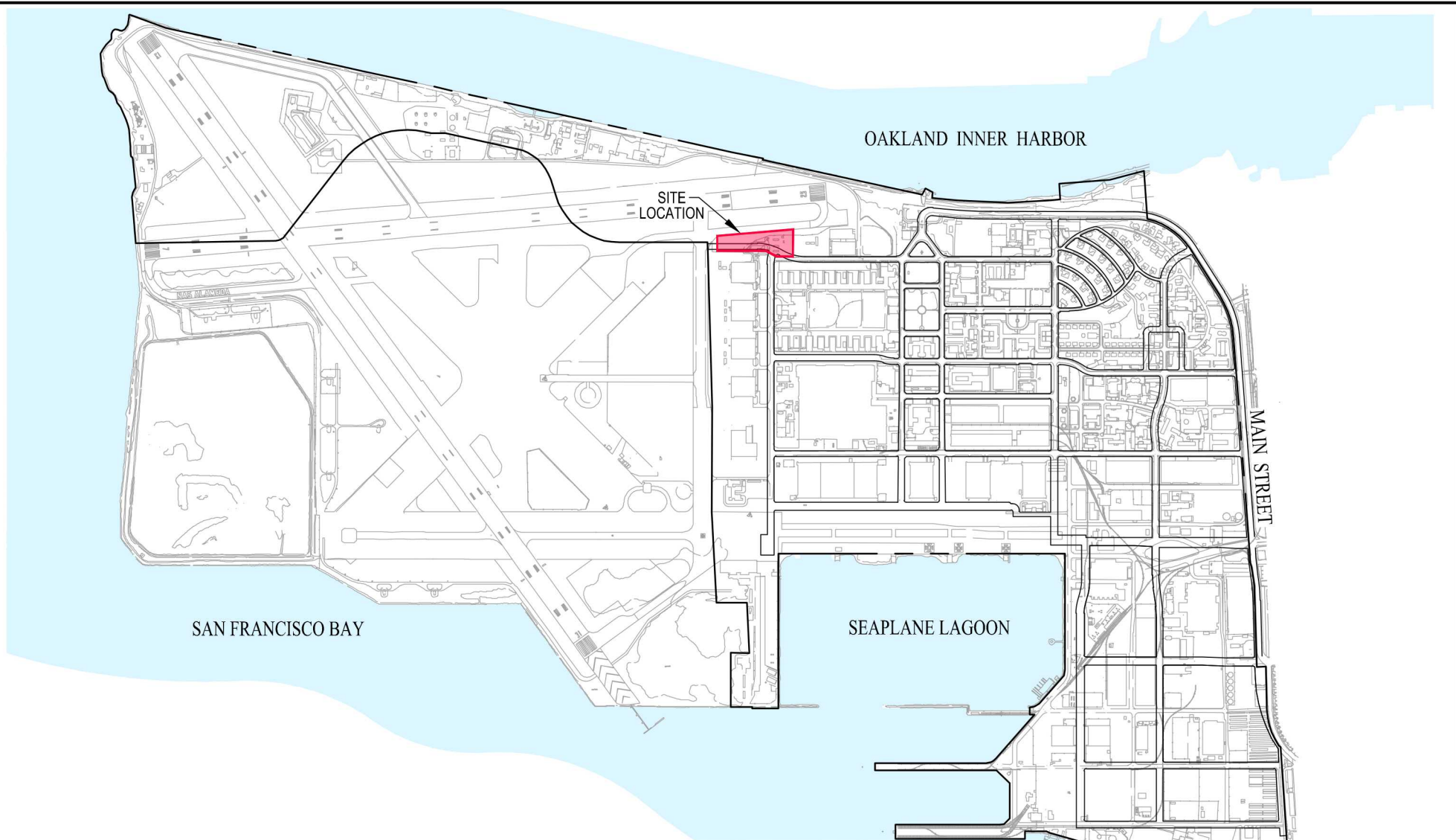
Water

In the case water service is desired at the BMX Bike Park, a new water lateral would need to be installed that connects to the existing water main that is located along West Redline Avenue. From this main, the lateral would be extended northerly and westerly to the site.

The City of Alameda still owns and maintains the water main in this portion of Alameda Point. A new service application would need to be processed with the City of Alameda Public Works Department in order to install the new service, meter, and backflow prevention device.

Electrical

In the case electrical service is desired at the BMX Bike Park, a new electrical service would need to be installed that connects to the existing electrical distribution facilities near the intersection of Monarch Street and West Redline Avenue. Depending on the desired electrical loads, a new transformer may also be required. Once electrical loads of the desired electrical service are known, an application will need to be processed with Alameda Municipal Power to determine the required service size and location.



SITE LOCATION

ALAMEDA POINT BMX PARK

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

DATE: AUGUST 9, 2022 SCALE: 1"=5,000'



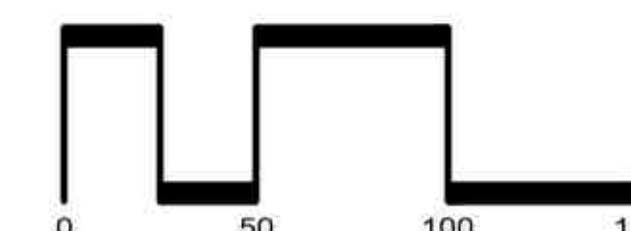
SAN RAMON (925) 866-0322
ROSEVILLE (916) 788-4456
WWW.CBANDG.COM

CIVIL ENGINEERS ■ SURVEYORS ■ PLANNERS

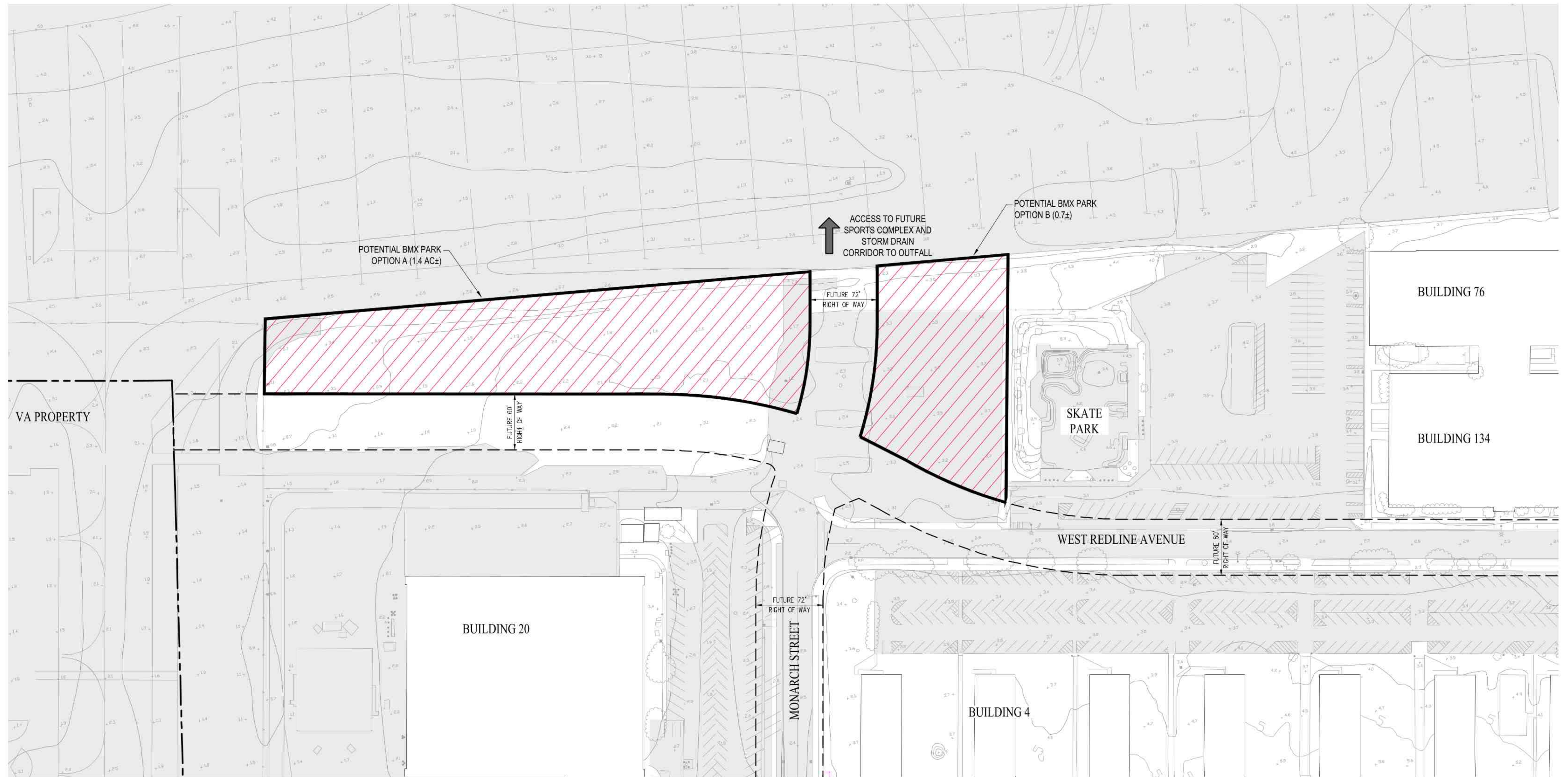


BMX PARK EXISTING CONDITIONS ALAMEDA POINT

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
SCALE: 1"=50' DATE: AUGUST 9, 2022



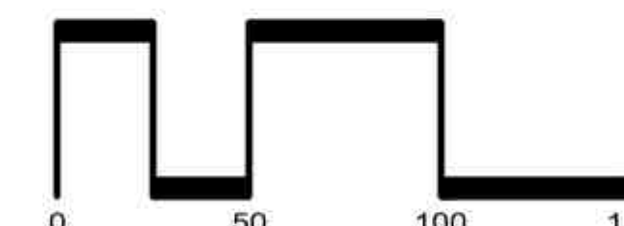
SAN RAMON (925) 866-0322
ROSEVILLE (916) 788-4456
WWW.CBANDG.COM
CIVIL ENGINEERS SURVEYORS PLANNERS



BMX PARK BASE MAP ALAMEDA POINT

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
SCALE: 1"=50' DATE: AUGUST 9, 2022

DRAFT



SAN RAMON (925) 866-0322
ROSEVILLE (916) 788-4456
WWW.CBANDG.COM
CIVIL ENGINEERS SURVEYORS PLANNERS

