

# TOWN CENTER CORE PROGRESS UPDATE



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**ALAMEDA POINT  
TOWN CENTER AND  
WATERFRONT PRECISE PLAN**

PLANNING BOARD MEETING  
14 OCTOBER 2013

SKIDMORE, OWINGS & MERRILL LLP  
CMG LANDSCAPE ARCHITECTURE  
KWAN HENMI ARCHITECTURE/PLANNING  
TOWN MAKERS

**SOM**

**TODAY**



- 1. Town Center Core Land Use,  
Height + Massing**
- 2. Historic District Infill +  
Massing**
- 3. Phasing & Interim  
Placemaking Potential**

# 1 TOWN CENTER CORE LAND USE, HEIGHT + MASSING

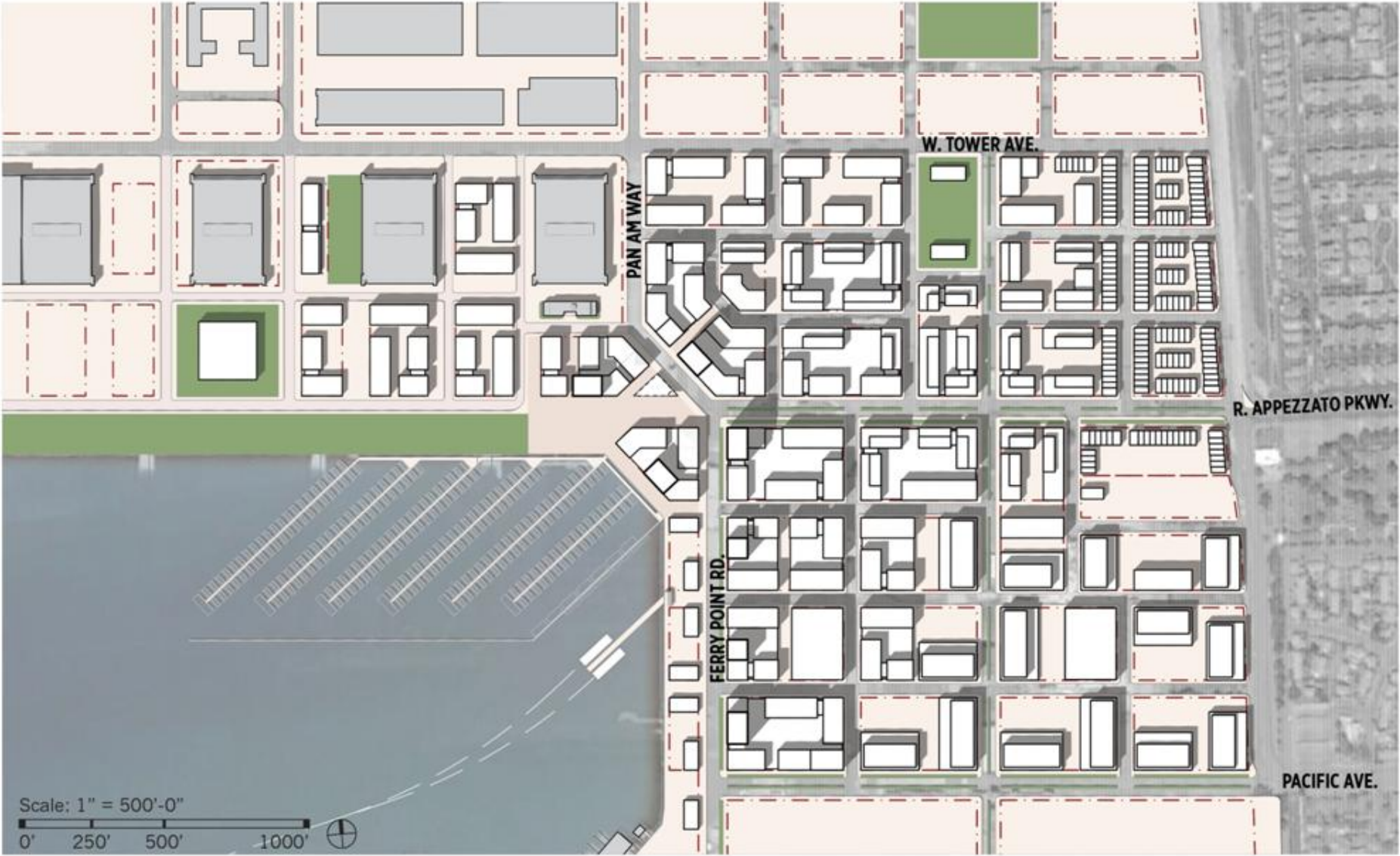


# TOWN CENTER CORE CONSIDERATIONS

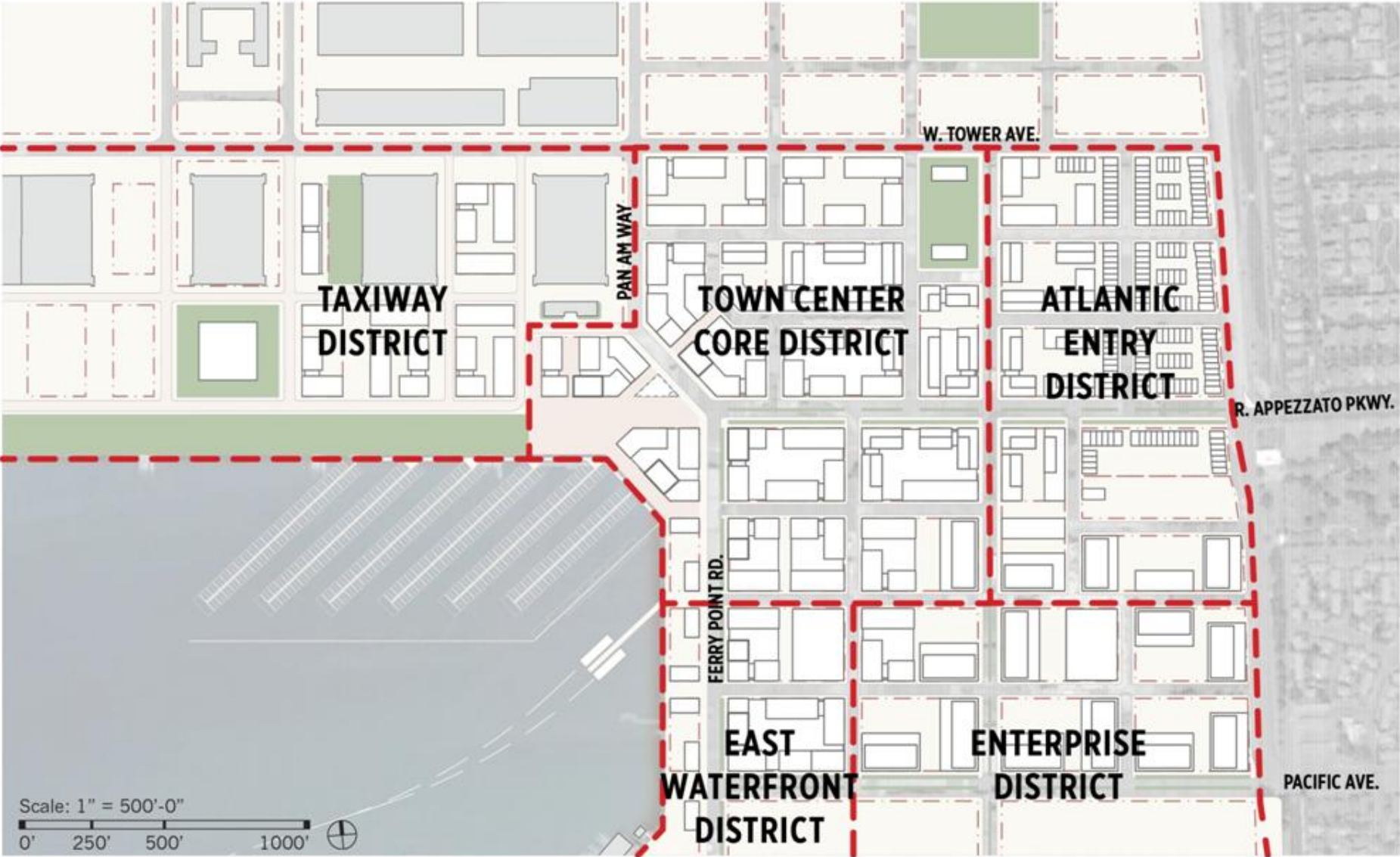
## Criteria for Development in the Town Center Core:

- Sense of arrival
- Relationship to the water
- Preservation of significant view corridors
- Viability of (short) Retail Street
- Orientation towards Pedestrians and Cyclists
- Traffic Flow
- Creation of a vibrant public place
- Feasibility / Sense of Completion of Phase 1, and relationship to Phase 0
- Impact to Historic District Cultural Landscape

# TOWN CENTER CORE - PREFERRED CONFIGURATION

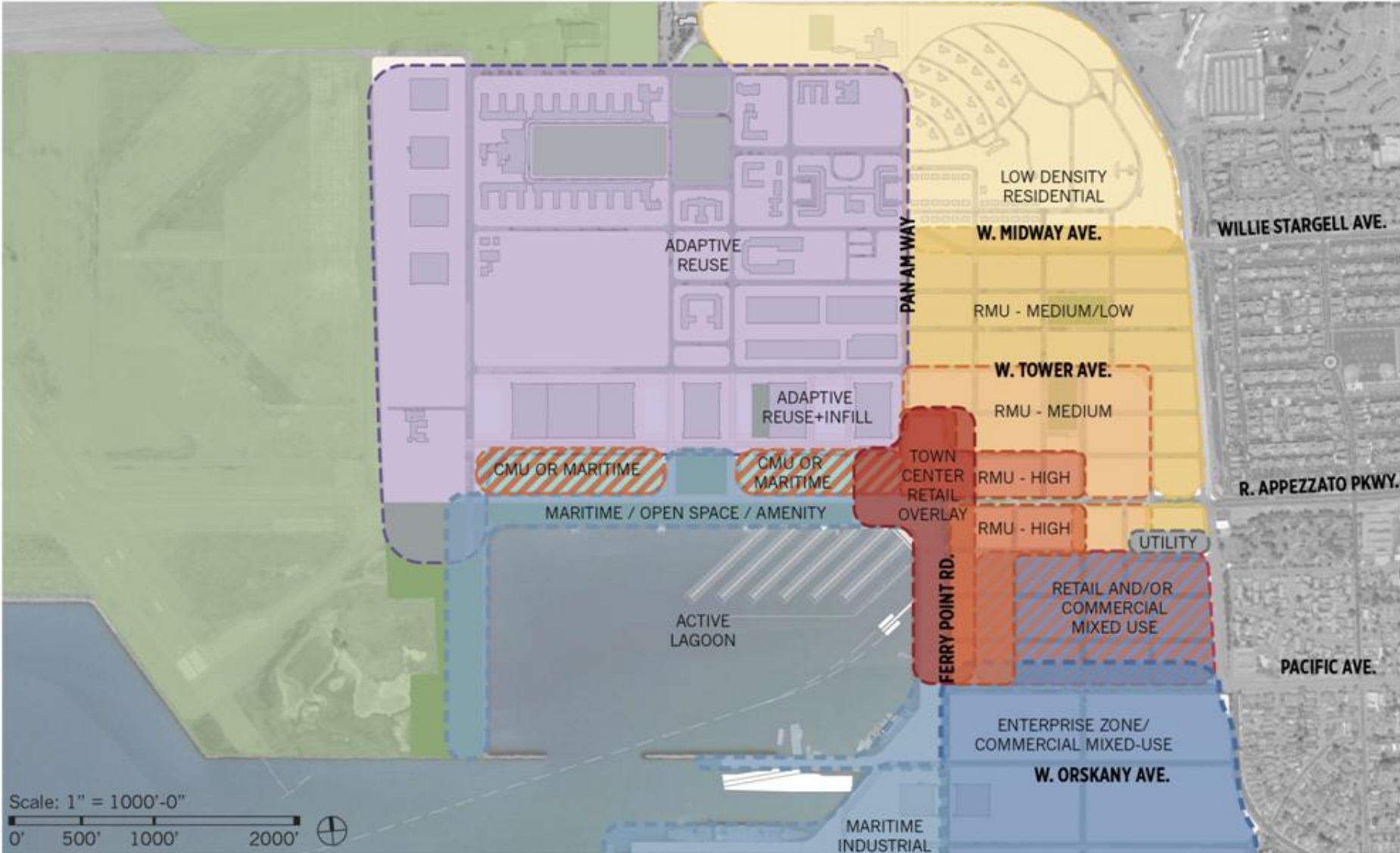


# TOWN CENTER CORE SUB-AREAS





# OVERALL LAND USE CONCEPT



# RESIDENTIAL MIXED-USE



## Medium-Low

- 20-30 du/ac; height up to 35' (3 stories)
- Townhouses, Stacked Townhouses, Walk-up Flats (live-work, small-scale commercial and retail allowable)
- Parking 1.5 spaces/du



## Medium

- 40-60 du/ac; height up to 50'
- Walk-up Flats and 3-4 story apartments (live-work, small-scale commercial and retail allowable)
- Parking 1 spaces/du



## High

- 80-100 du/ac; height up to 65' (> 65' with special consideration)
- 4-5 story apartments (live-work, ground-floor commercial and retail encouraged)
- Parking 1 spaces/du



# COMMERCIAL MIXED-USE + RETAIL



## Commercial Mixed-Use

- FAR 1.5-2.0; height up to 65' (> 65' with special consideration)
- 3-4 story office (residential, live-work and retail allowable)
- Parking 2/1000sf



## Retail, Food + Beverage, Entertainment, Hotel, and other visitor-serving uses

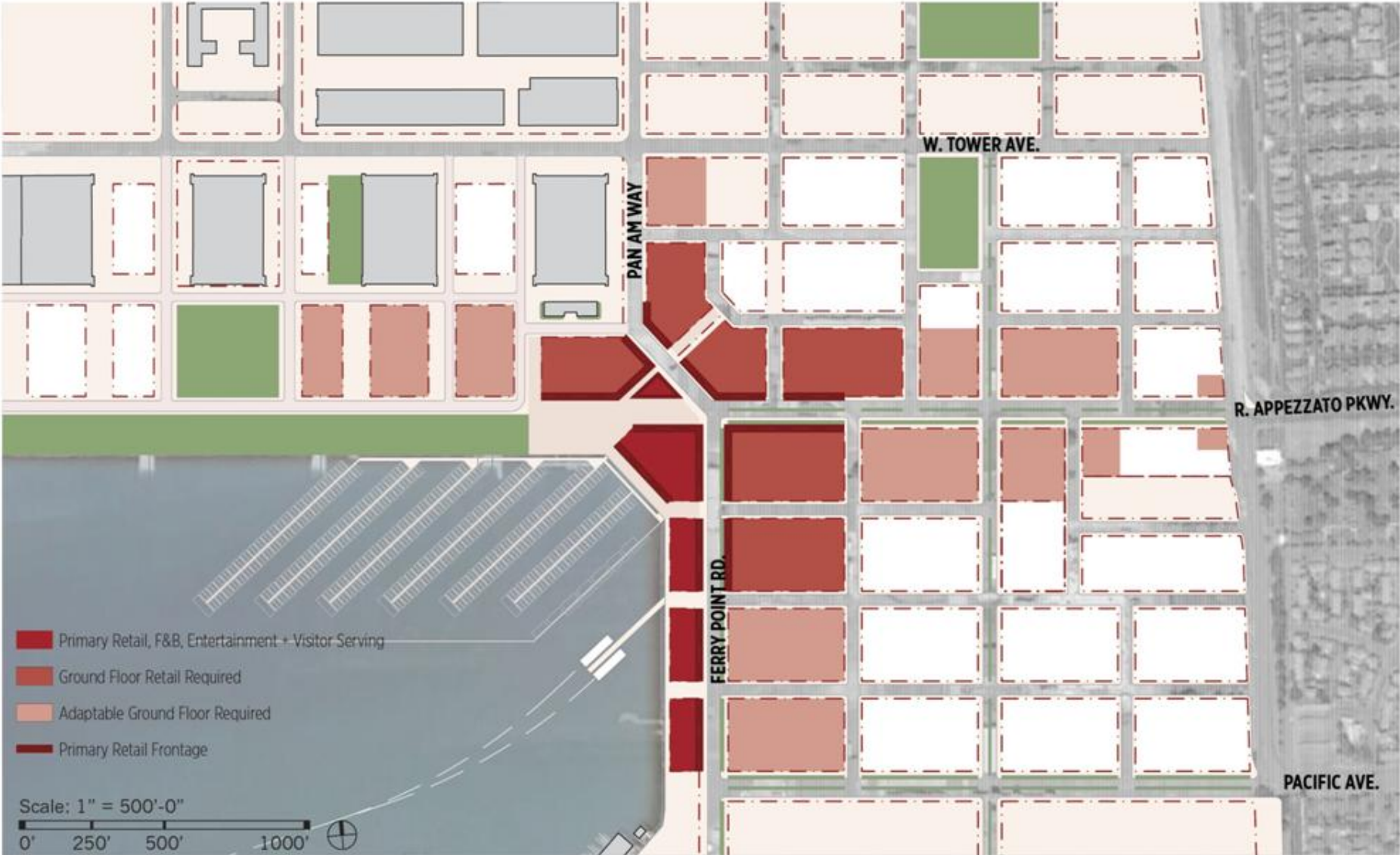
- Street-fronting Ground-level retail
- Parking 2/1000sf (4/1000sf for F&B)
- For small establishments, parking may be accommodated on-street

# LAND USE

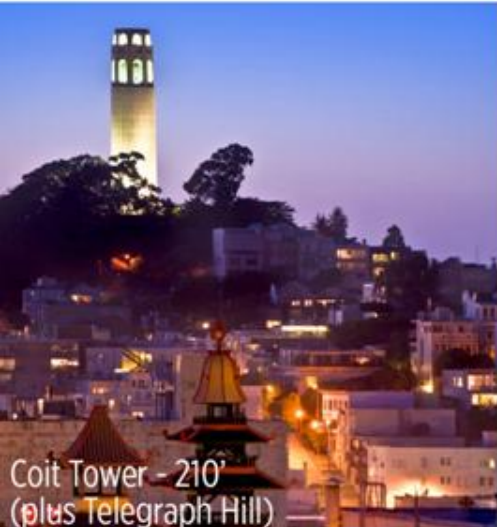




# RETAIL USE + FRONTAGE



# LANDMARKS





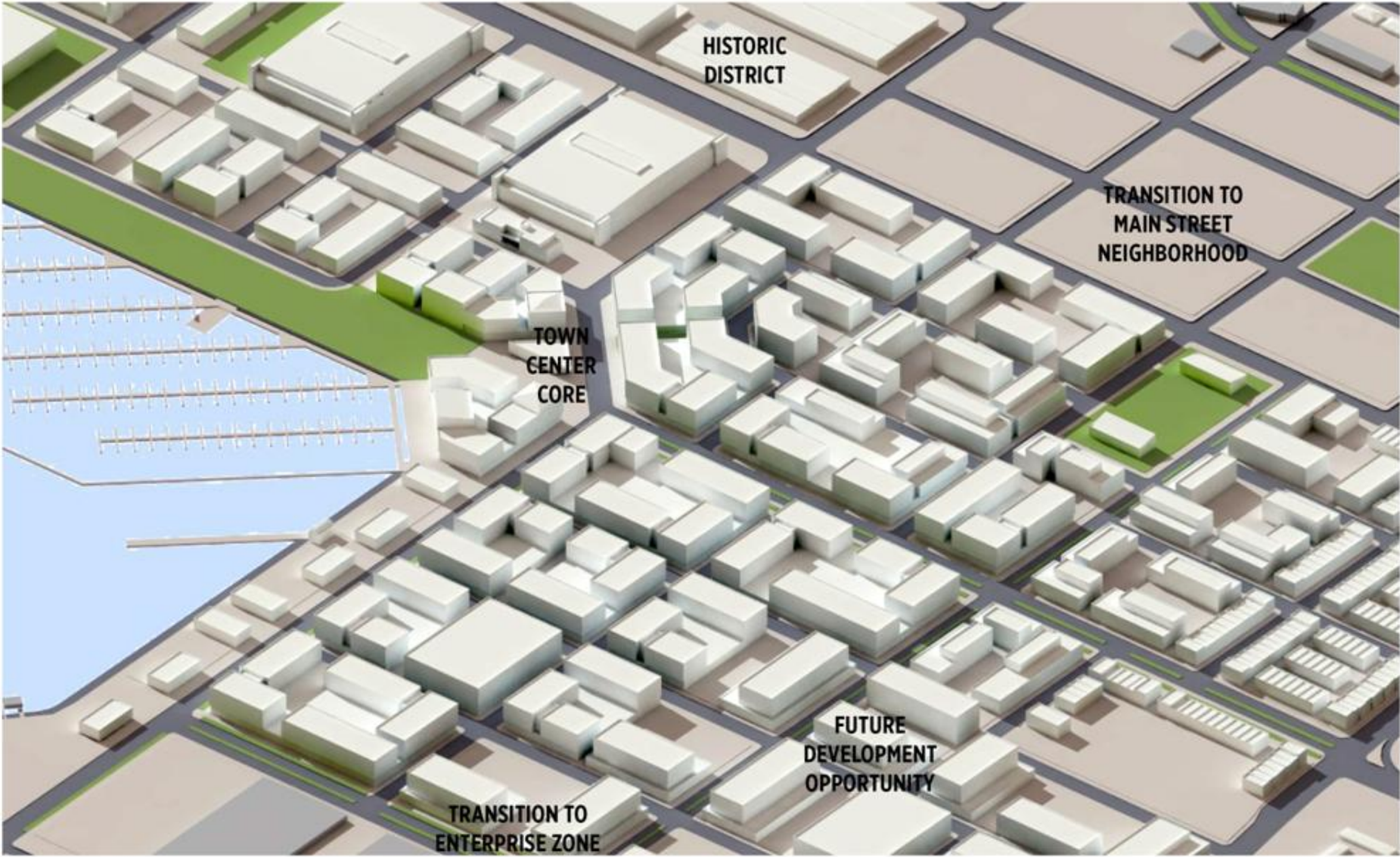
# LANDMARK CONSIDERATIONS

- Location and Visibility
- Placement and Orientation
- Architectural Character and Quality
- Height
- Heritage
- Function (Building, Art, Landscape, other)





# OVERALL MASSING CONCEPT





# CORE MASSING OPTION 1



\* Taller Building(s) allowed with special consideration



# CORE MASSING OPTION 2





# 2 HISTORIC DISTRICT INFILL + MASSING

# HISTORIC DISTRICT BUILDINGS

**BLDG 77  
(PAN AM TERMINAL)**

**HANGAR 41  
(VACANT)**

**HANGAR 40  
(BLADIUM)**

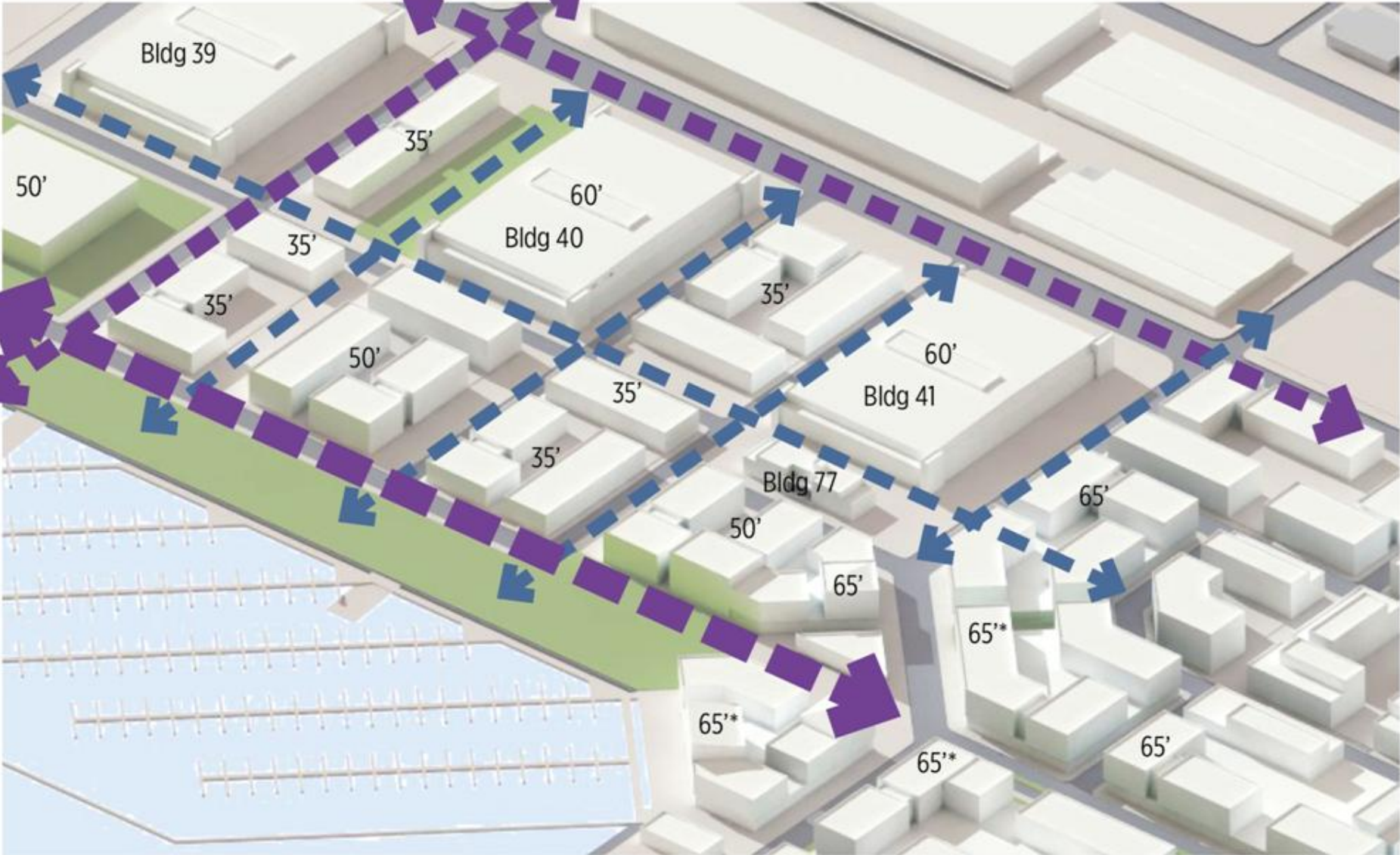




# HISTORIC DISTRICT

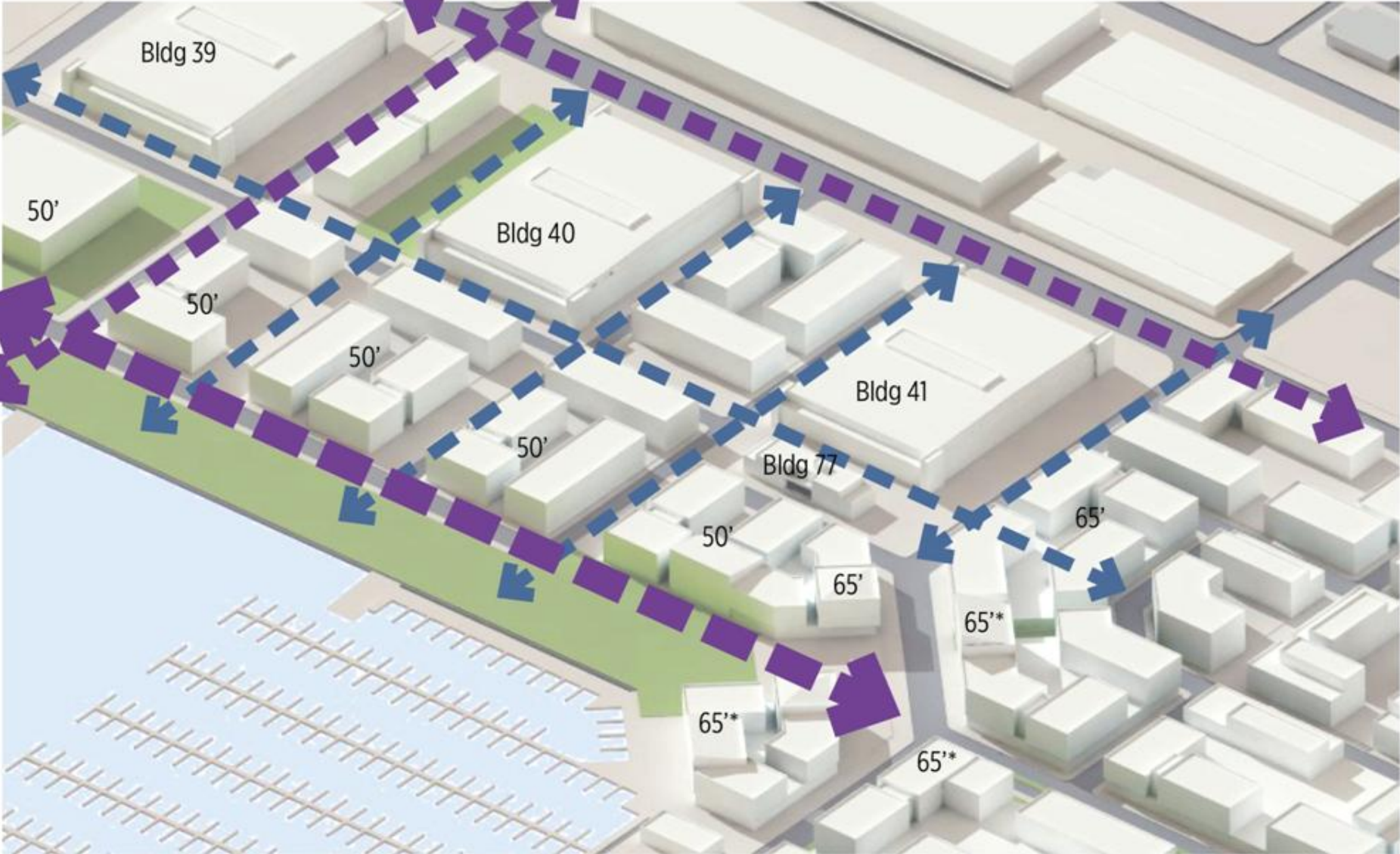


# HISTORIC DISTRICT MASSING OPTION 1





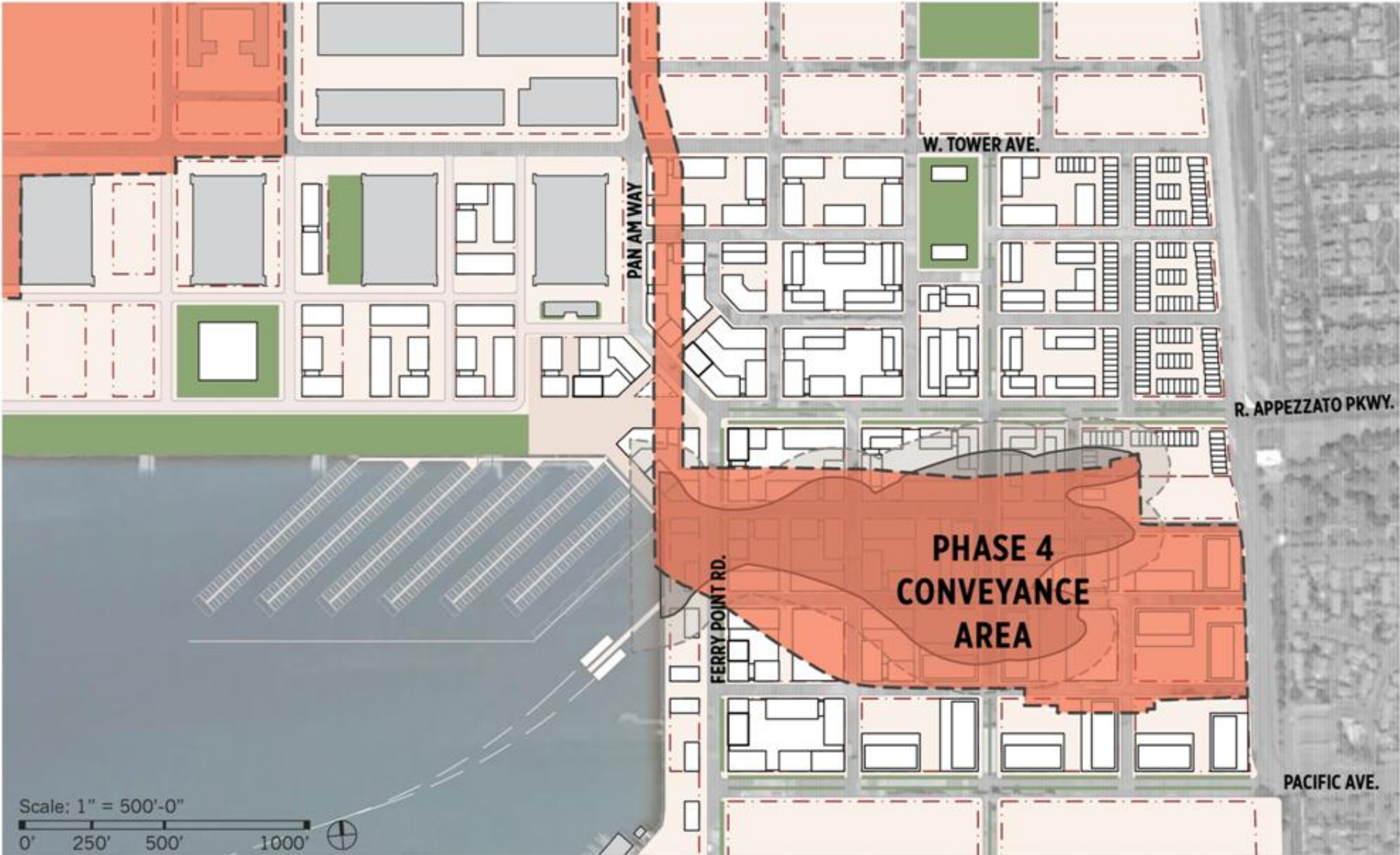
# HISTORIC DISTRICT MASSING OPTION 2



# **3** INTERIM PLACEMAKING POTENTIAL



# PHASING CONSTRAINTS



# INTERIM PLACEMAKING





# INTERIM PLACEMAKING





# INTERIM PLACEMAKING





# DISCUSSION

