

Site B - Pacific Fusion
Infrastructure Package for Phase I (Feb 28, 2025 Draft)

Street Improvements:

New Backbone Streets (public rights-of-way) will be established with a Parcel or Tract Map in the locations generally shown on Exhibit A. All streets within the infrastructure package shall be constructed in substantial conformance with the Alameda Point Master Infrastructure Plan (MIP), the Pacific Fusion Development Plan and the following:

Pacific Avenue improvements shall consist of a 72-foot width right-of-way and extend from the western terminus of the Central Avenue Safety Improvements Project, a City of Alameda project currently under construction, westward to and include full intersection improvements at Orion Street and conform to the existing roadways north and west of the intersection. The new right-of-way will conflict with existing on-site improvements which support Building 360 north of the development area and includes parking, surface storage, and a covered storage area (Building 609). The parking layout for Building 360 parking shall be reasonably modified to maintain access and functionality. Building 609 shall be partially or entirely removed to accommodate the new right-of-way and street improvements.

Orion Street improvements shall consist of a 72-foot width right-of-way and include full intersection improvements from Pacific Avenue to W. Ticonderoga Avenue.

W. Ticonderoga Avenue improvements shall consist of a 72-foot width right-of-way and include full intersection improvements at Orion Street and conform to the existing roadways south and west of the intersection.. The improvements shall extend eastward to the intersection with Skyhawk Street which shall be partially improved with interim improvements.

Each 72-foot width right-of-way shall include one travel lane in each direction, parking lane and/or area for stormwater treatment on both sides of the street, separated and elevated bike lanes, sidewalks, curb and gutter, public utilities including storm drainage, sanitary sewer, water (potable and recycled) improvements, joint trench, street lighting, and landscaping as generally shown on Exhibit A. The work will include the removal/abandonment of all existing improvements within the roadway.

Skyhawk Street and W. Oriskany Avenue shall remain open and passable to the public and consist of a minimum 24-foot width of asphalt pavement in fair to good condition.

The development shall have no responsibility for any surface improvements to Main Street, Central Avenue or W. Ticonderoga east Skyhawk Street.

Storm Drain Improvements:

Storm drain improvements shall be constructed in all new Backbone Streets identified above and consistent with the ultimate storm drain system presented in MIP and generally shown in Exhibit B. Drainage shall generally flow west and south through the development area to the planned future Outfall “O” to San Francisco Bay south of W. Hornet Avenue. All surface and subsurface drainage within the development area shall be directed to the new storm drain system.

The developer may elect to defer construction of Outfall “O” and make an interim connection to the existing storm drain system which flows west, paralleling Oriskany Avenue to an existing outfall in Seaplane Lagoon. The interim connection can consist of a parallel pipe outside of the new right-of-way reversing flow from the Orion / W. Ticonderoga intersection to the north or through a direct connection near Oriskany Avenue. If a direct connection is made at Oriskany Avenue, on-site drainage shall be directed to this connection point and interim connections provided for the southern portion of Orion Street and Ticonderoga Avenue. Regardless of the interim condition, the ultimate storm drain shall be installed in the southern portion of Orion Street and Ticonderoga Avenue. The existing pipe condition is unknown and must be inspected during the design process, spot repairs may be required. An inline “duck-bill” type check valve shall be installed in a new vault located upstream of the outfall to Seaplane Lagoon.

Invert elevations and other critical design information is not known at this time and may affect the ability to complete the interim connection as noted above. If the interim connection is made, the developer would have no further financial obligation related to the ultimate configuration or Outfall “O”. Existing pipe conditions and invert elevations may complicate the design to the point where construction of ultimate configuration and Outfall “O” may be only incrementally more expensive. The City and developer may mutually decide to construct the ultimate storm drain configuration and any additional expense would be credited against the Phase 2 purchase price.

Sanitary Sewer Improvements

Sanitary sewer improvements shall be constructed in all new Backbone Streets identified above and consistent with the ultimate sewer system presented in MIP and generally shown in Exhibit B. Sewage shall generally flow from the development area and Enterprise District to an ultimate connection to the sewer pump station near Orion Street and Trident Avenue recently constructed at part of Site “A”.

The existing sanitary sewer line in Viking Way which flows north to the existing Site “A” pump station may be used as an interim connection. The existing pipe condition is unknown and must be inspected during the design process. It should be expected that this line must be slip-lined or rehabilitated with a cured in place process from Oriskany to the recently replaced sewer main within Site “A”.

Invert elevations and other critical design information is not known at this time and may affect the ability to connect to the existing Viking Way sewer line by gravity. A new interim sewer lift station and/or force main is likely and may be assumed for budgetary purposes. Existing invert elevations and design considerations may result in a situation where construction of the permanent lift station and/or force main may be only incrementally more expensive. The City and developer may mutually decide to construct a permanent pump station and any additional expense would be credited against the Phase 2 purchase price.

Flows from City Sewer Lift Station #8 shall be intercepted and connected, by gravity if possible, to the new sewer in W. Ticonderoga. Ideally, Lift Station #8 will be removed, otherwise it should be assumed to be upgraded.

Water, Gas, Electric (Joint Trench)

Water service will be provided by East Bay Municipal Water District (EBMUD) and new water mains and hydrants will be required within the backbone streets with a looped connection at W. Pacific Ave / Main St and Central Avenue as generally shown in Exhibit B. The developers engineering consultant should coordinate with EBMUD regarding water requirements including any need to upsize the existing 6” water serving in Central Avenue. Existing water connections through the EBMUD water loop shall be maintained to the north, south, and west of the development area. Private fire services shall be provided to hydrants within the water loop.

Gas service will be provided by Pacific Gas and Electric (PG&E) and new gas lines shall be provided within the backbone streets and any off-site connections maintained. The developers engineering consultant should coordinate with PG&E regarding any additional requirements.

Electricity will be provided by Alameda Municipal Power (AMP) and the developer should coordinate directly with AMP regarding power requirements and service. A new joint trench and conduit package for power and communications shall be designed and constructed within the backbone streets constructed with this project as generally shown in Exhibit B.

A joint trench plan shall be developed and constructed along the backbone streets of Pacific Ave, Orion St, and W. Ticonderoga Ave. The joint trench consultant shall coordinate

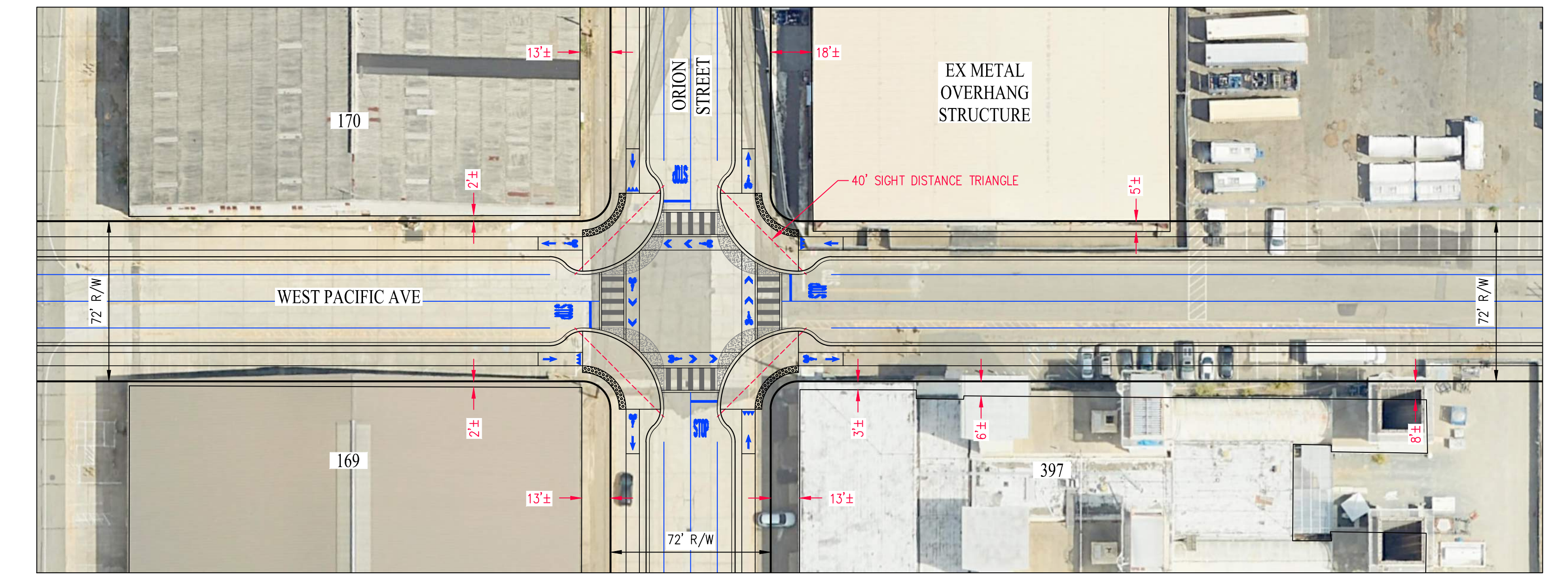
with AMP, PG&E, City of Alameda, and telecommunication providers and accommodate within the conduit package.

Site Preparation

The developer shall assume all responsibility for site investigation, design, and construction for both on-site and backbone infrastructure development. Responsibilities include, but are not limited to, geotechnical investigation and any geotechnical site preparation, identifying and locating all existing utilities, demolition of existing buildings, foundations, and underground utilities to be abandoned, grading including any import or export of fill, and maintaining or rerouting of affected utilities serving adjacent uses.

Site prep, demo, reroute utilities, grading, geotechnical. Phase 1 and backbone streets...

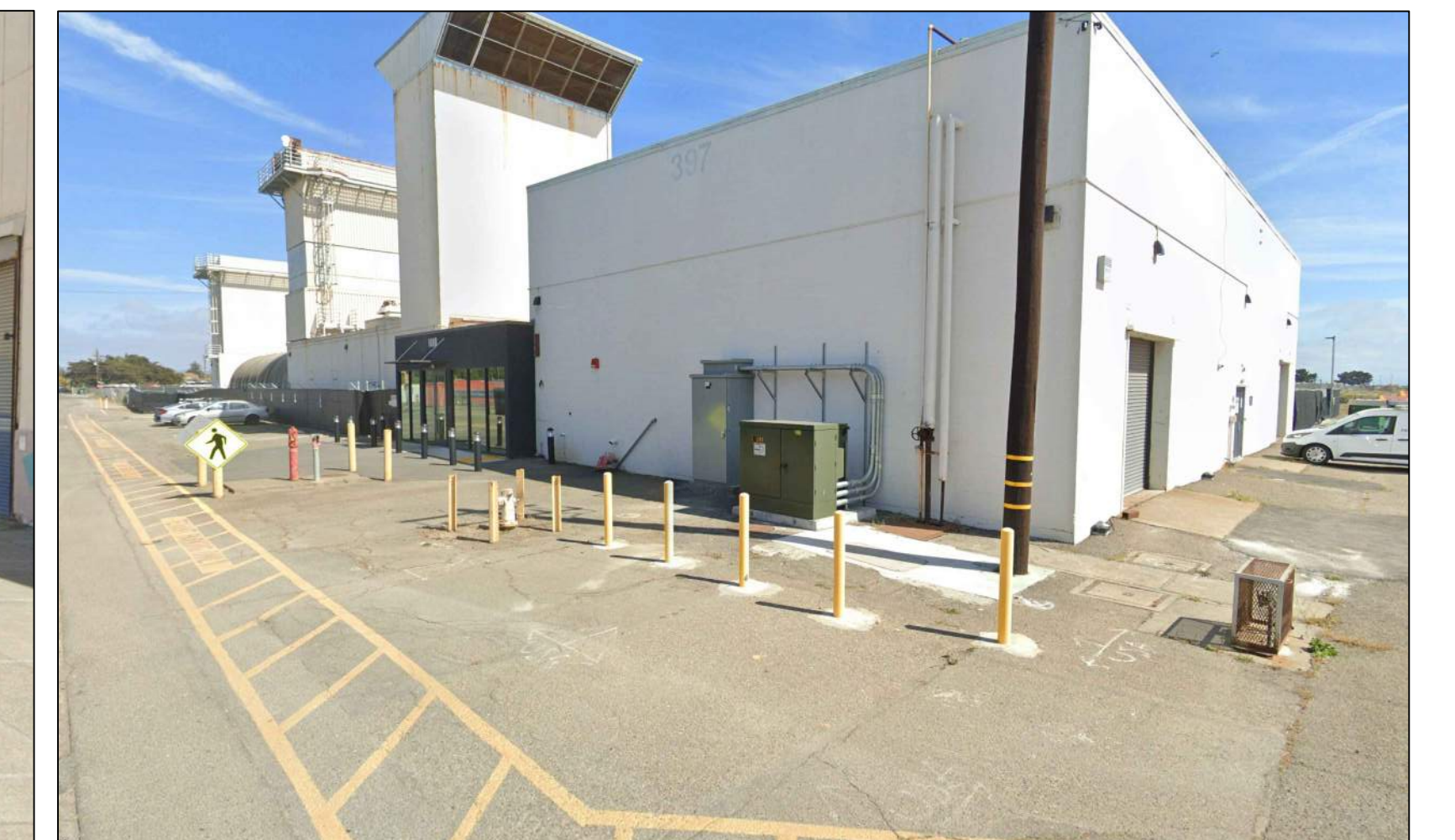
Exhibit A - DRAFT



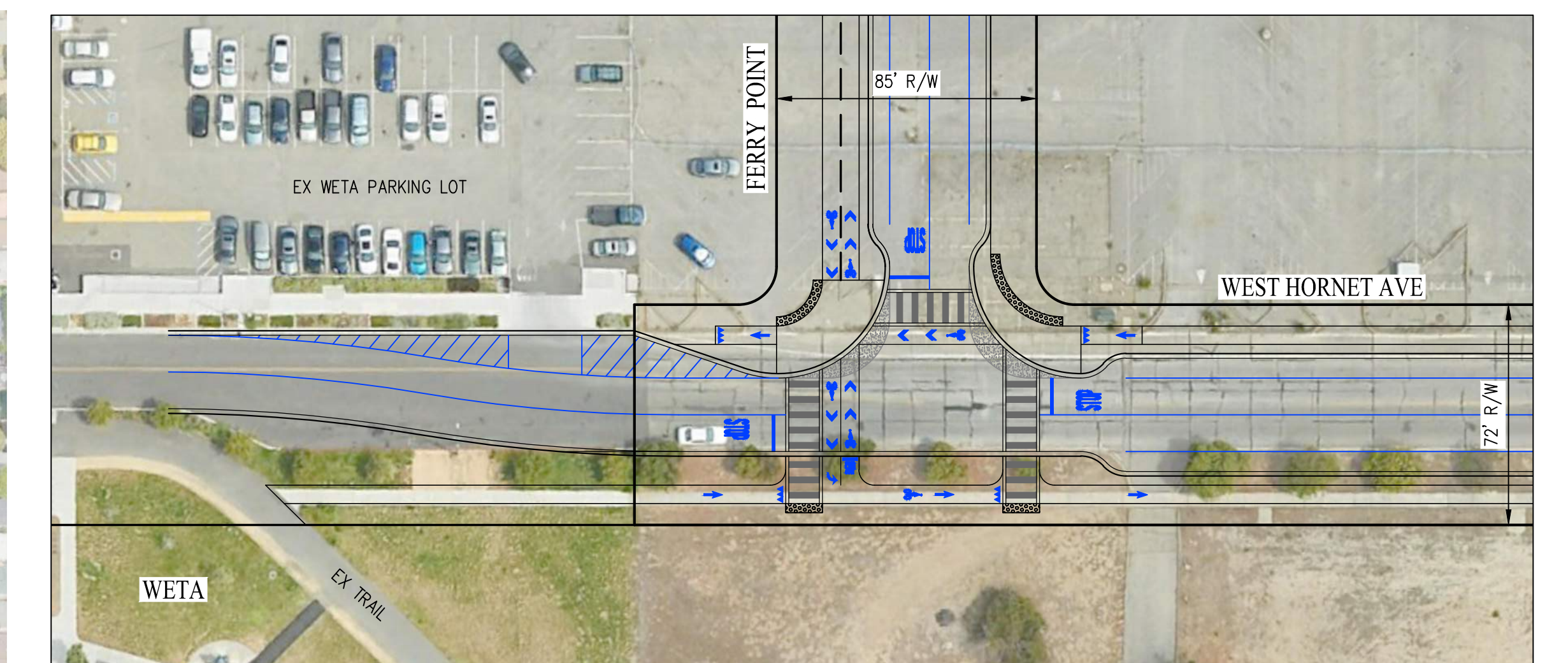
ORION STREET & WEST PACIFIC AVENUE
SCALE: 1" = 40'



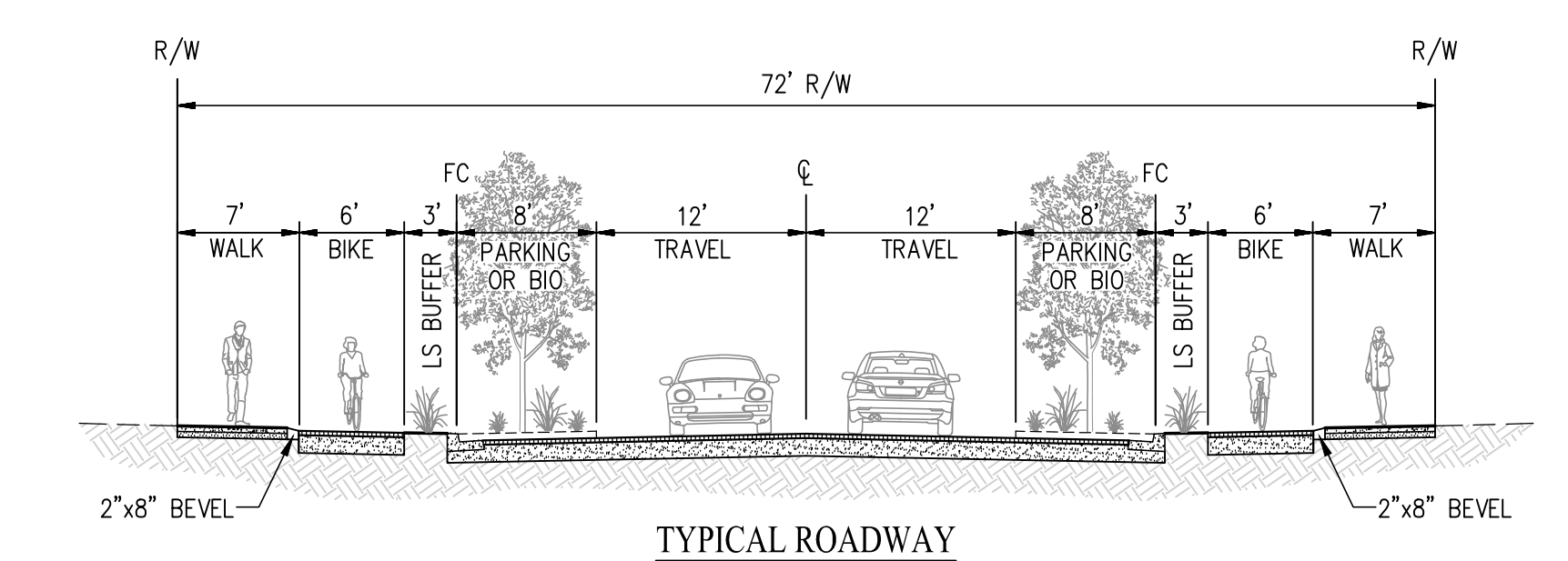
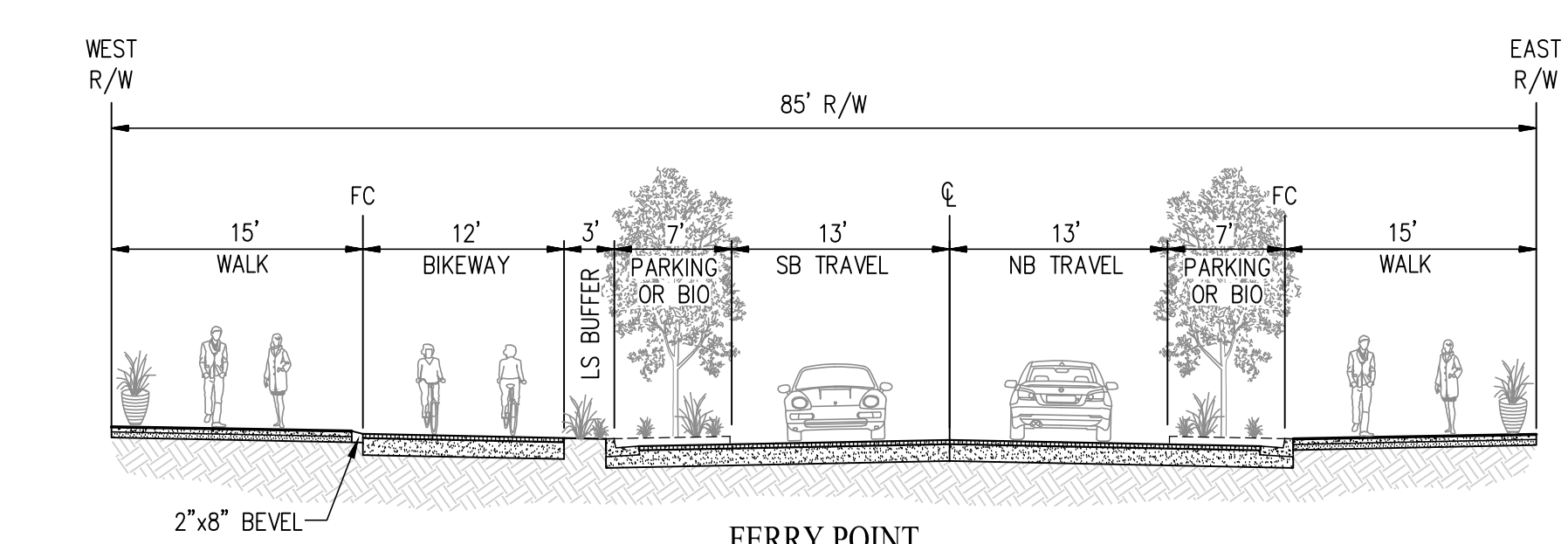
BUILDINGS 169 & 170
STREET VIEW



BUILDING 397
STREET VIEW



FERRY POINT & WEST HORNET AVENUE
SCALE: 1" = 40'

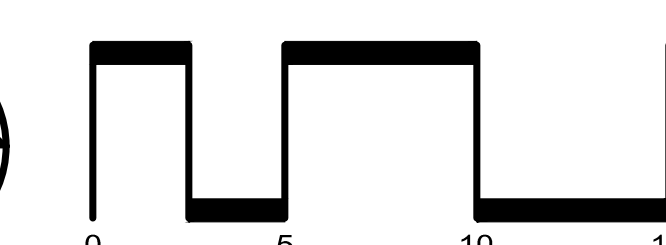
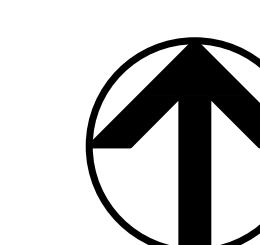


SITE B PROPOSED RIGHT OF WAYS

ALAMEDA POINT

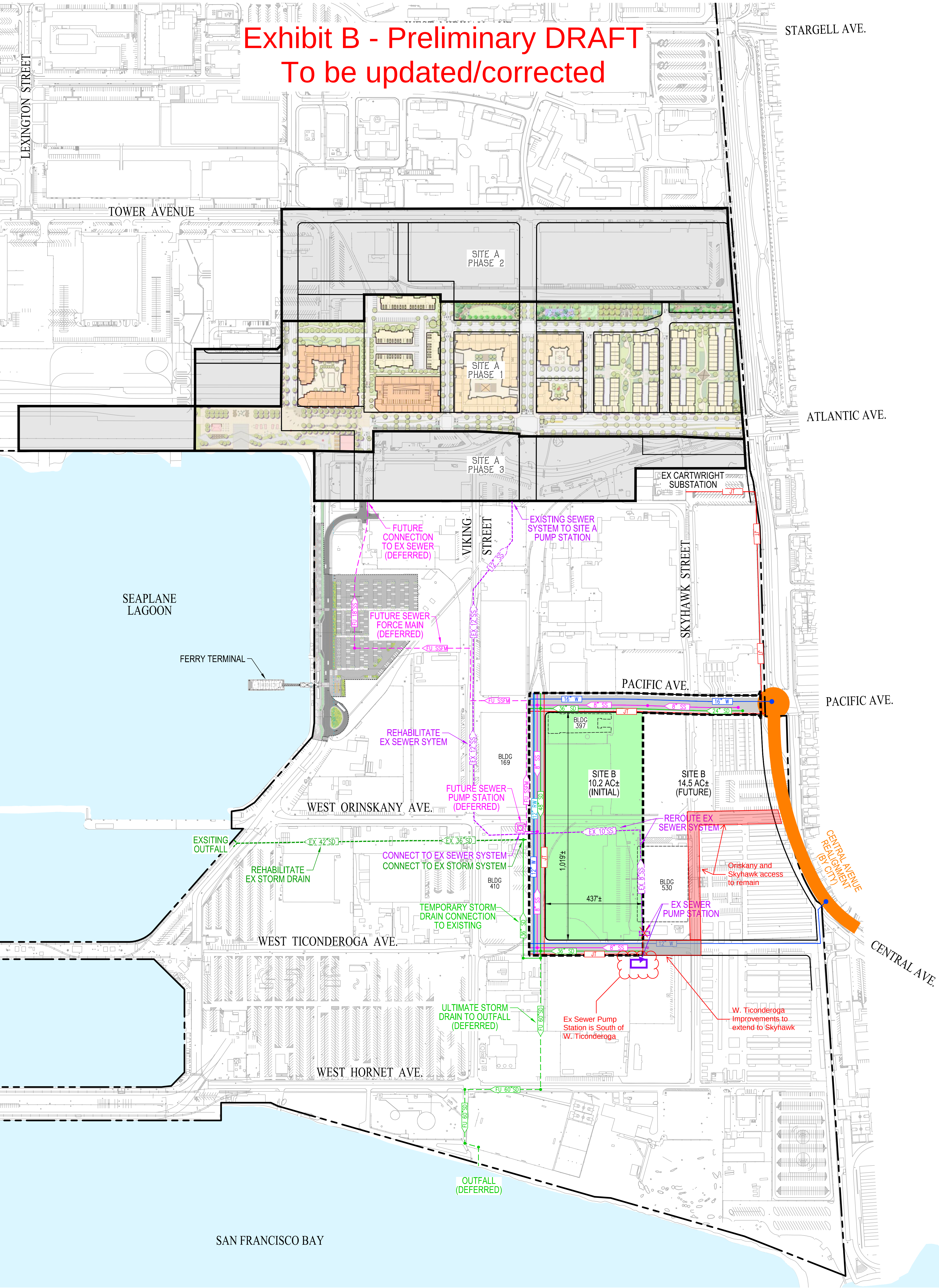
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

SCALE: 1" = 120' DATE: JANUARY, 2025



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Exhibit B - Preliminary DRAFT
To be updated/corrected

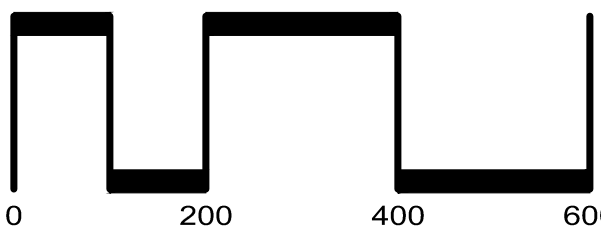
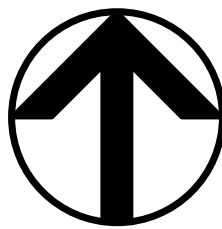


- LEGEND**
- DEVELOPMENT AREAS (NEW CONSTRUCTION)
 - PROPOSED POTABLE WATER
 - PROPOSED RECYCLED WATER
 - PROPOSED JOINT TRENCH
 - PROPOSED STORM DRAIN & DIRECTION OF FLOW
 - FUTURE STORM DRAIN & DIRECTION OF FLOW
 - EXISTING STORM DRAIN & DIRECTION OF FLOW
 - PROPOSED SANITARY SEWER & DIRECTION OF FLOW
 - FUTURE SANITARY SEWER & DIRECTION OF FLOW
 - EXISTING SANITARY SEWER & DIRECTION OF FLOW
 - FUTURE SANITARY SEWER PUMP STATION
 - CONNECT TO EXISTING WATER MAIN
 - SITE A DEVELOPMENT AREAS (PHASE 1 AND FUTURE PHASES 2 & 3)

ALAMEDA POINT
IMPROVEMENT PACKAGE
ENTERPRISE DISTRICT (SITE B)

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
SCALE: 1" = 200' DATE: JUNE, 2024

DRAFT



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