

existing and new commercial, industrial, and multifamily building types will be oriented towards streets and the Seaplane Lagoon and preserve and frame views of the San Francisco skyline and Bay Bridge.

Rehabilitation of existing buildings and new infill construction will occur incrementally on a building-by-building basis. Rehabilitation of contributing structures in the NAS Alameda Historic District that overlaps with portions of the sub-district will be reviewed for consistency with the Guide to Preserving the Character of the NAS Alameda Historic District and all new buildings within the NAS Alameda Historic District will be reviewed for consistency with the character defining features of the NAS Alameda Historic District.

GENERAL PRECISE PLAN POLICIES

~~In addition to the objectives described above, the following Alameda Point General Plan Element policies serve as the primary foundation for this Precise Plan:~~

1. *Transit-Oriented Mixed Use Development*
Achieve human-scale transit-oriented development.
2. In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.
3. Foster development of residential,

commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.

4. Create mixed-use development that locates service-oriented uses near residences and offices.
5. Create a district that is well integrated with the surrounding neighborhoods and has a high level of accessibility via a variety of transportation modes.

6. Create neighborhood centers similar to Alameda's neighborhood business districts, with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers that are acceptable for nearby residents.

7. Develop housing to serve workplaces and public and institutional uses anticipated in the Civic Core. Focus residential development adjacent to the Shoreline open space promenade to create opportunities for pedestrian centers and foster a transit orientation.

1. *Transit Orientation*
Emphasize the design of water taxi and ferry terminals and entrances at both the north and south waterfronts to facilitate and establish connections to destinations in Alameda Point that can be reached by walking, bicycles or transit, reflect the island character and pedestrian-friendly environment of Alameda.

2. Optimize the use of transit and other alternative modes of transportation in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.

3. Expand water transportation by establishing a water taxi or ferry service at the Marina district with potential destinations including San Francisco, Angel Island, Treasure Island, and Alcatraz.

4. Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.

5. Preserve opportunities to develop future transit links including transit exclusive corridors.

1. *Street Design*
Continue the existing primary grid of the City of Alameda in all new development.

2. Promote street connectivity within Alameda Point and with the surrounding neighborhoods.
3. Redesign Atlantic Avenue to include a landscaped transit corridor for buses, jitneys, or future light-rail development.
4. Integrate pedestrian and bicycle uses into the design of the roadway

5.

system and fabric. Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda Point.

5. Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.

1. *Architecture*
Provide diverse and creative development and architectural styles to achieve distinctive neighborhoods.

2. Encourage architecture and design in Alameda Point that is compatible with existing neighborhoods east of Main Street, and that do not divide the neighborhoods with the use of physical barriers.

1. *Views*
Create entryways that maximize views, create connections to surrounding uses, and reflect Alameda's island

Ralph Appazzato Mendocino Parkway

22 The WATERFRONT TOUR CENTER PLAN serves as a specific plan to implement General Plans Policies for the plan area. The General Plans policy objectives are summarized below.

character.

2. Preserve scenic views from the district and the area's cultural landscape.
3. Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.
4. Where possible, align roadways to frame important views.
5. As part of the development or landscaping approval process, define view corridors and develop criteria so that views may be preserved.

Open Space and Public Facilities

1. Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.
2. Provide open space and recreational opportunities to serve new residents and employees of Alameda Point.
3. Integrate parks and plazas into new development at Alameda Point.
4. Provide for community recreation opportunities throughout Alameda Point.
5. Establish a pedestrian- and bicycle-accessible perimeter shoreline trail throughout Alameda Point. Ensure that this trail is open year round, that the trail meets minimum multi-use trail standards, and that landscape treatment of the open spaces adjacent to the Estuary and the San Francisco

Bay does not block distant views.

6. Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks to provide a sense of center and unique character.

Wildlife Refuge and Protection

1. Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area.
2. Create a mixed-use area that is sensitive to the restrictions and recommendations regarding the neighboring Wildlife Refuge.
3. Limit housing development to the Marina district to the eastern and northeastern portions of the marina to avoid proximity to the Wildlife Refuge.
4. On the western shore of the marina, encourage industrial and marine-related industrial uses that are consistent with the Public Trust and sensitive to the Wildlife Refuge.
5. Prepare and adopt development regulations that implement the Biological Opinion (1999) prepared by the U.S. Fish and Wildlife Service to guide development within the Wildlife Refuge Impact Area.

Historic Preservation

1. Preserve Alameda Point's Historic District buildings, development patterns, and open spaces.
2. Preserve to the greatest extent possible buildings within the Alameda Point Historic District to maintain the neighborhood and historic character.
3. Preserve the historic sense of place of the Historic District by preserving the historic pattern of streets and open spaces in the area.
4. Prepare design guidelines and specifications for new construction within and adjacent to the Historic District that ensures compatibility of new construction with the character of the Historic District.

East and northeast waterfront area to

Marina district to the eastern and northeastern portions of the marina to avoid proximity to the Wildlife Refuge.

WATERFRONT

BAY TAIL

AROUND

PRECISE PLAN VISION AND GUIDING PRINCIPLES

The primary goal of redevelopment within the Town Center and Waterfront Sub-District is to create a compact, transit-oriented, mixed-use urban core and vibrant waterfront experience that will leverage the unique character and existing assets of the sub-district, through incremental intervention, to catalyze transformation of the wider Alameda Point area. To realize this vision, the Precise Plan is guided by the following core principles:

EXISTING ASSETS



STRATEGIC IMPLEMENTATION



EXPAND ENHANCE EXISTING ASSETS AND CHARACTER

- Support existing tenants and activities
- Build on the Historic District, maritime heritage, and industrial character
- Maximize waterfront use (both public and private)
- Maintain scenic views

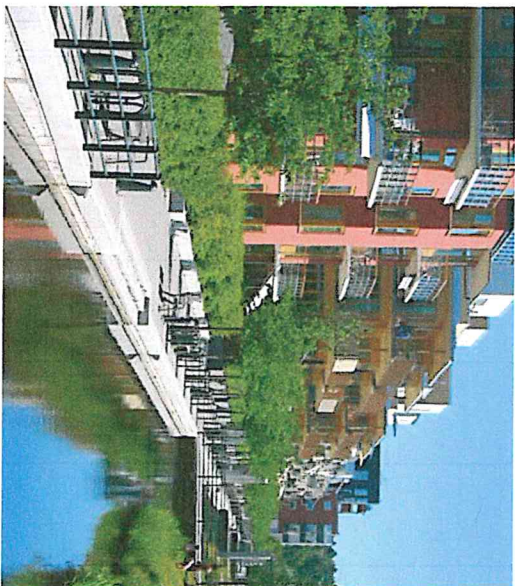
FACILITATE DESIGN-FOR-STRATEGIC IMPLEMENTATION

- Minimize up-front infrastructure costs
- Maintain or expand current revenue sources, to the extent feasible
- Utilize temporary interventions and temporal events to build interest while maintaining flexibility
- Preserve the long-term potential of the site to realize maximum value

PROCEED INCREMENTALLY AND

Phase development strategically to ensure higher density transit supported development occurs in early phases that preserves longer term development and preservation of waterfront area.

SUSTAINABLE NEIGHBORHOODS



VARIETY OF ATTRACTIVE WATERFRONT EXPERIENCES



UNIQUE DESTINATIONS



Establish focal points or neighborhoods in each of the planning sub-area, with public plazas and parks, extend architectural design and a mix of user and activities.

TRANSIT ORIENTED

CULTIVATE A SUSTAINABLE NEIGHBORHOOD CENTER

- Build compact, mixed-use, transit oriented sub-districts at densities sufficient to support enhanced transit service, frequent and convenient
- Address climate change and sea level rise issues through the integration of flood protection and green infrastructure
- Incorporate strategies for stormwater management, energy efficiency, adaptive reuse, contaminant remediation and habitat preservation

HIGHLIGHT THE WATERFRONT EXPERIENCE

- Program a diversity of water-focused recreational experiences for different users
- Structure open space and recreational facilities to underscore the prominence of the Seaplane Lagoon. Work with local community groups to provide waterfront recreation facilities
- Build for both recreational and 'working' waterfront uses
- Balance the needs of public access recreational areas with those of secure access industrial areas

CREATE A UNIQUE DESTINATION

- Create the social heart that will attract people and investment to the wider Alameda Point redevelopment area.
- Provide attractions of both local and regional interest
- Incorporate visitor-serving facilities and amenities
- Make it fun

Prioritizing the creation of

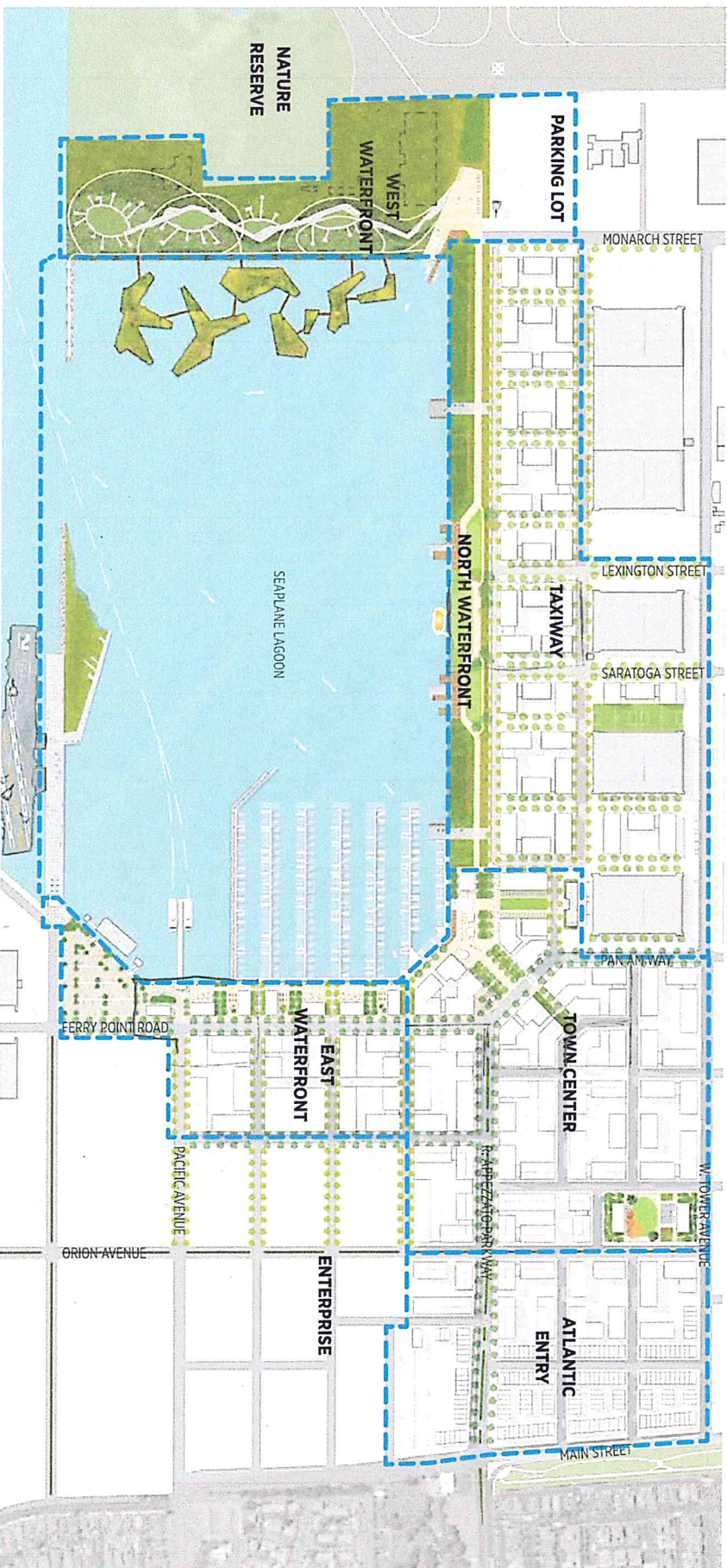
Seaplane plaza (page 89) at the heart of the

Town Center

and reduce single occupancy residential trips by 10% and commercial trips by 30% consistent with General Plan Policy.

Build streets and infrastructure designed for pedestrian, bicycle, and transit trips.

CONCEPTUAL PLANNING SUB-AREAS



CONCEPTUAL PLANNING AREAS

The Town Center and Waterfront area is comprised of several sub-areas, each defined by uniquely distinguishing characteristics, including: transitions to adjacent neighborhood, the NAS Alameda

Historic District, the natural, recreational and commercial character of the three distinctly different edges of the Seaplane Lagoon (West, North and East Waterfront). The following pages describe the key features of each sub-district.

Each sub-area is

Add Graphic from page 89?

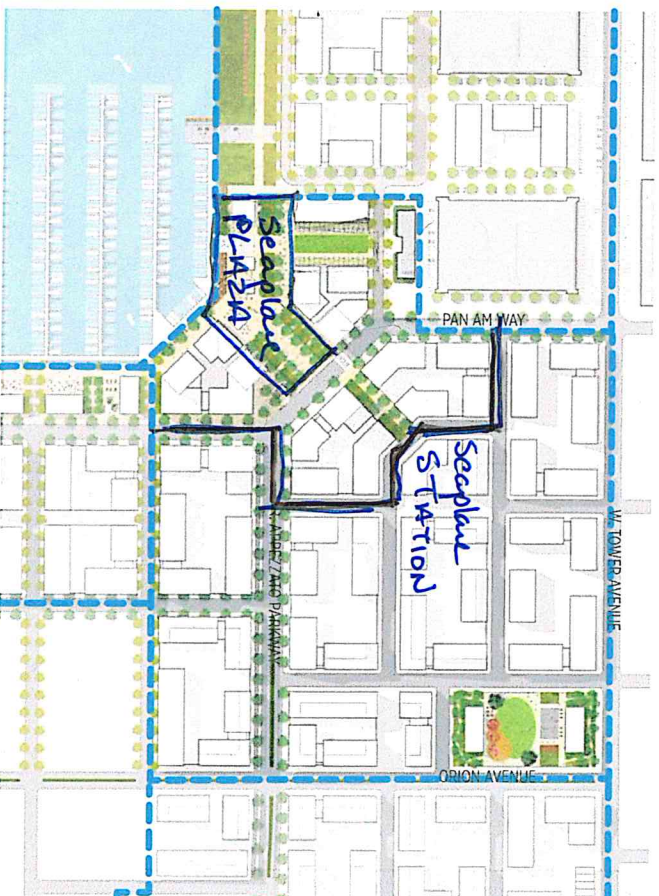
DRAFT

Reverse Order

ATLANTIC ENTRY SUB-DISTRICT



TOWN CENTER CORE SUB-DISTRICT - SEAPLANE STATION



ATLANTIC ENTRY

This residential neighborhood is intended to transform the image of the former Naval Air Station from private precinct to an integral part of the greater Alameda community. Its townhouse style residences – compatible in height and massing with the single family residences in the adjacent Bayport neighborhood – are intended to give Alameda Point a domestic and

welcoming presence to Main Street. Small-scale blocks and a walkable street network

provide multiple connections to and from the project area. Recommended uses in this sub-district include 3-5 story multifamily buildings, live-work, grocery, small scale commercial and community-serving uses (such as daycare centers). From the eastern edge along Main Street, this area transitions in terms of building height and densities toward the Town Center. The entry to Alameda Point should

TOWN CENTER CORE

Bordered by residential neighborhoods to the east and north, the Taxiway District to the west and the East Waterfront and Enterprise Sub-Districts to the South, the Town Center is intended as the functional center of activity for Alameda Point and includes its highest density of uses and development. This district features a rich and dense variety of uses supportive of a vibrant 24/7 environment. The

Seaplane Station at the center of the Alameda Point Town and Waterfront Precise Plan | CHAPTER 1 PRECISE PLAN FRAMEWORK

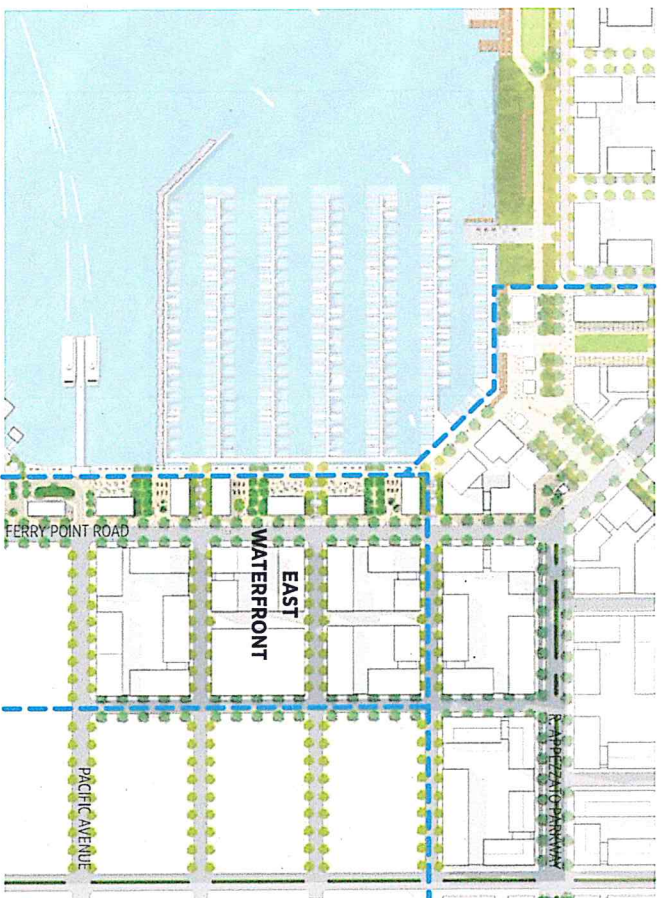
Town Center is comprised of mixed-use development, with multi-family residential above retail, restaurant, hotel, office and other commercial amenities. Ground-floor retail is concentrated around the intersection of R. Appenzato, Ferry Point Road, and Pan Am Way. At this critical intersection, in the north-east corner of the Seaplane Station, a civic waterfront plaza provides a distinct sense of arrival at the heart of Seaplane Station.

enclosed by landmark quality non-building as

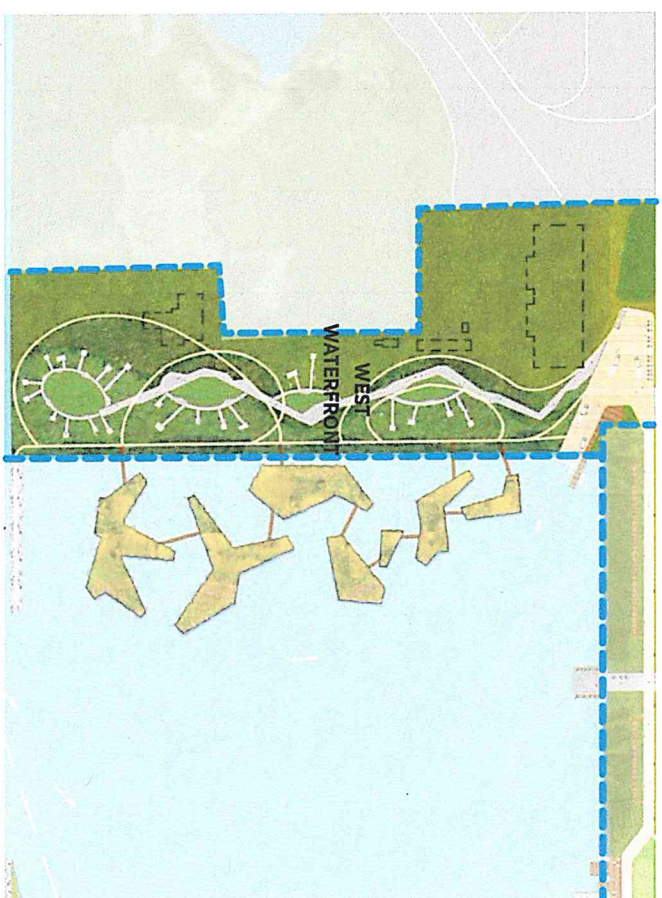
maintaining a seaplane underpinning with own in neighborhoods.

enclosed by landmark quality non-building as

EAST WATERFRONT



WEST WATERFRONT



EASTERN WATERFRONT

South of the Town Center and bordering the Enterprise Sub-District, the Eastern Waterfront provides an active, vibrant edge along the Seaplane Lagoon, overlooking a new Ferry Terminal. The waterfront-west of Ferry Point Road is lined with low rise restaurants and shops that enliven a contiguous waterfront promenade, while to the west of Ferry Point Road taller vertically-mixed use development takes

between Seaplane station and the

advantage of the extraordinary views to the San Francisco skyline. Proposed uses include free standing and podium retail and restaurants, commercial office, hotel and multifamily residences and recreational marine support activities. The construction of this area will be subject to land conveyance and environmental remediation schedules that will likely make it a later phase of Town Center development, interim-phase-making strategies for the Eastern Waterfront are discussed in Chapter 6.

but the area provides excellent opportunities for passive activities and businesses

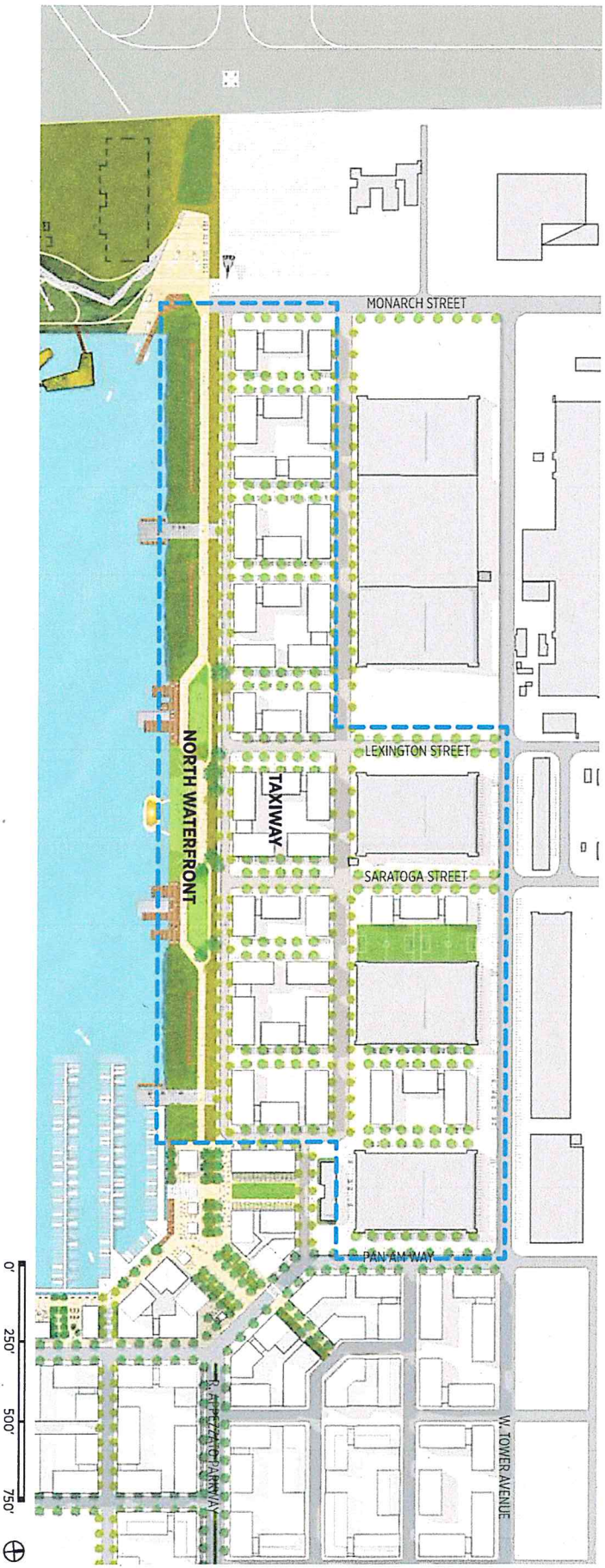
WESTERN WATERFRONT

On the far edge of the Seaplane Lagoon, the Western Waterfront is a low-impact zone of limited development. Due to access constraints and proximity to the endangered Least Tern nesting ground, no new permanent buildings are planned. Instead, the "De-Pave Park" proposes conversion of the existing impervious surfacing to parkland for passive recreation. Habitat-augmenting tidal wetlands may

also be introduced along the edge of the Lagoon. At the northern end of the sub-district, an existing paved area may provide for flexible event space and parking. The facilities currently occupying Buildings 25 and 29 may remain for the foreseeable future; however, this area is not included in Alameda Point's proposed Sea Level Rise protection measures, and may eventually flood.

MASTERS PLAN

TAXIWAY AND NORTHERN WATERFRONT



TAXIWAY AND NORTH WATERFRONT

Along the north edge of the Seaplane Lagoon, the Taxiway District provides for infill development compatible with preserving the character of the NAs Alameda Historic District. Redevelopment within this zone is controlled to preserve character-defining view corridors and to relate to the massing and spacing of the historic Hangar structures. Uses in

this area are flexible, with the eastern end transitioning from the adjacent mixed-use multi-family residential in the Town Center towards the commercial and maritime functions of the existing Hangar buildings to the west, although the uses remain flexible to take advantage of evolving market trends. Further details concerning infill in the Historic District are provided in Chapter 6.

Northern Waterfront park is provided in Chapter 4.

On the north edge of the waterfront, a 200-foot wide regional park facilitates access to and active use of the Seaplane Lagoon consistent with the Public Trust. The park provides both adaptive sea-level rise protection and an important public amenity. This area may contain modest structures supporting recreational uses, consistent with the requirements governing State Lands. Additional description of the

A well designed interpretation of the taxiway developments and the North Waterfront park will ensure the preservation of the historic district and creation of a grand public space.