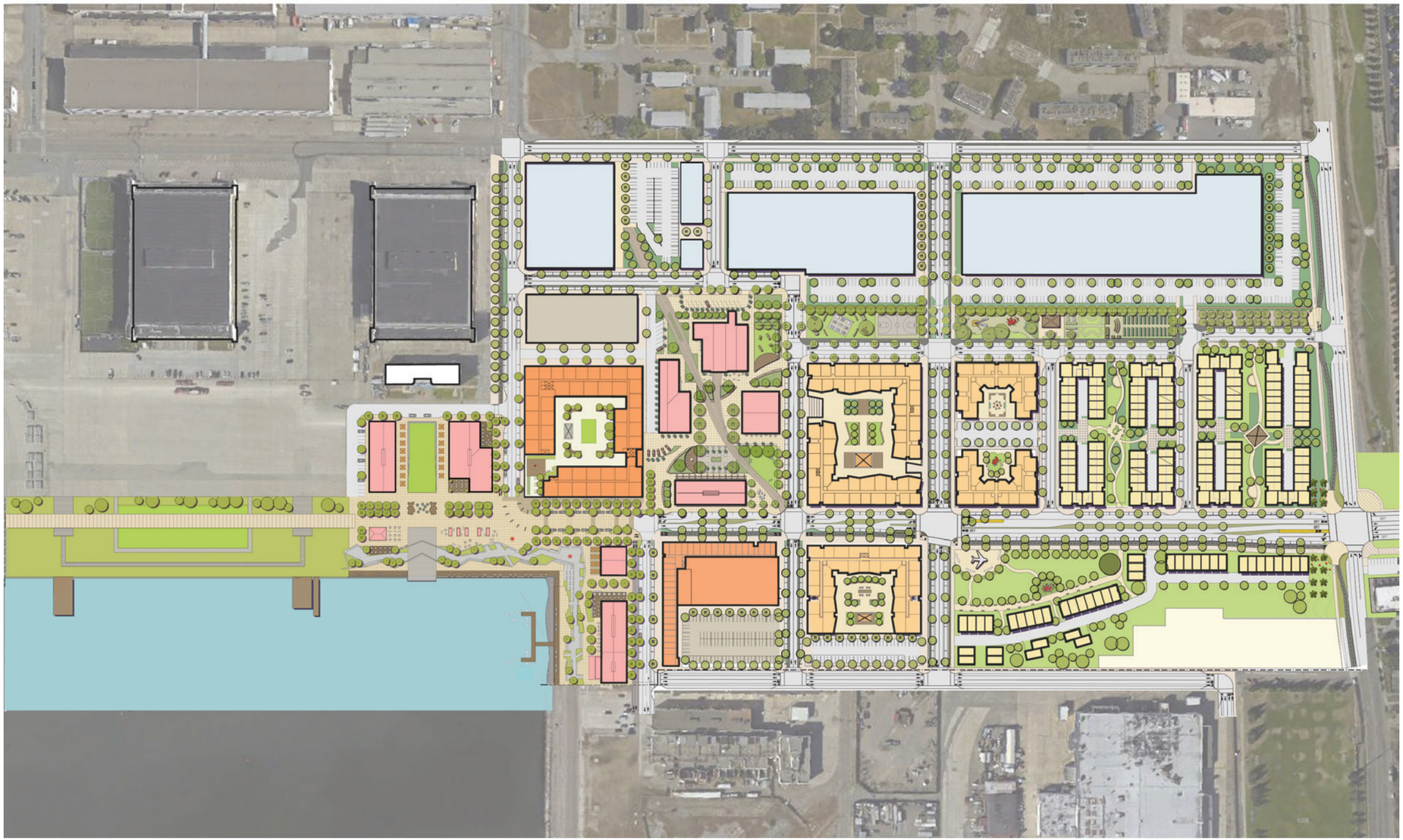
Exhibit 1



ALAMEDA POINT - SITE A - DEVELOPMENT PLAN

Project Sponsor: Alameda Point Partners

Prepared by: BAR Architects, April Philips Design Workshop, BKF Engineers

May 11, 2015

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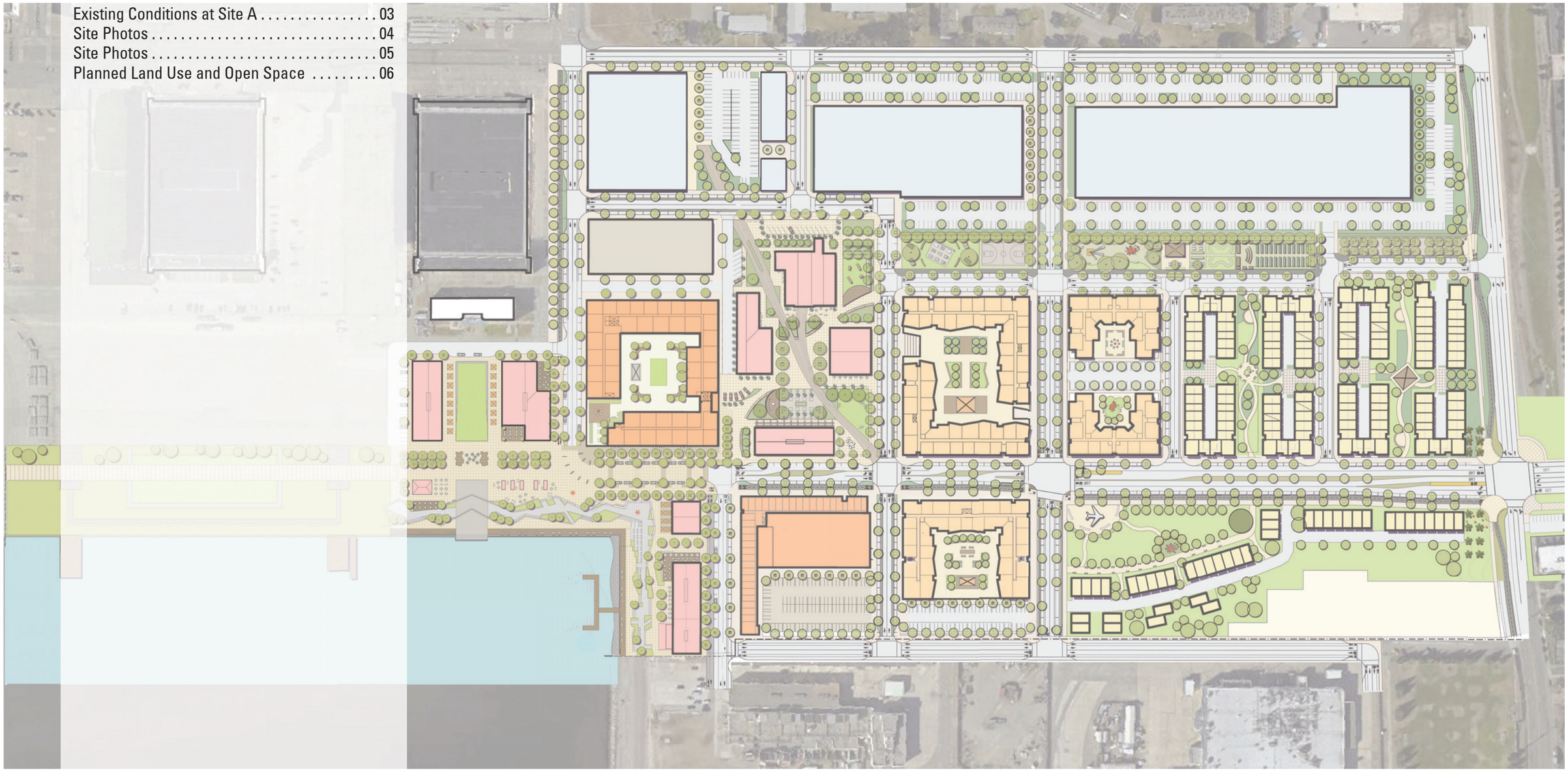
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CONTEXT

Existing Conditions at Site A 03
Site Photos 04
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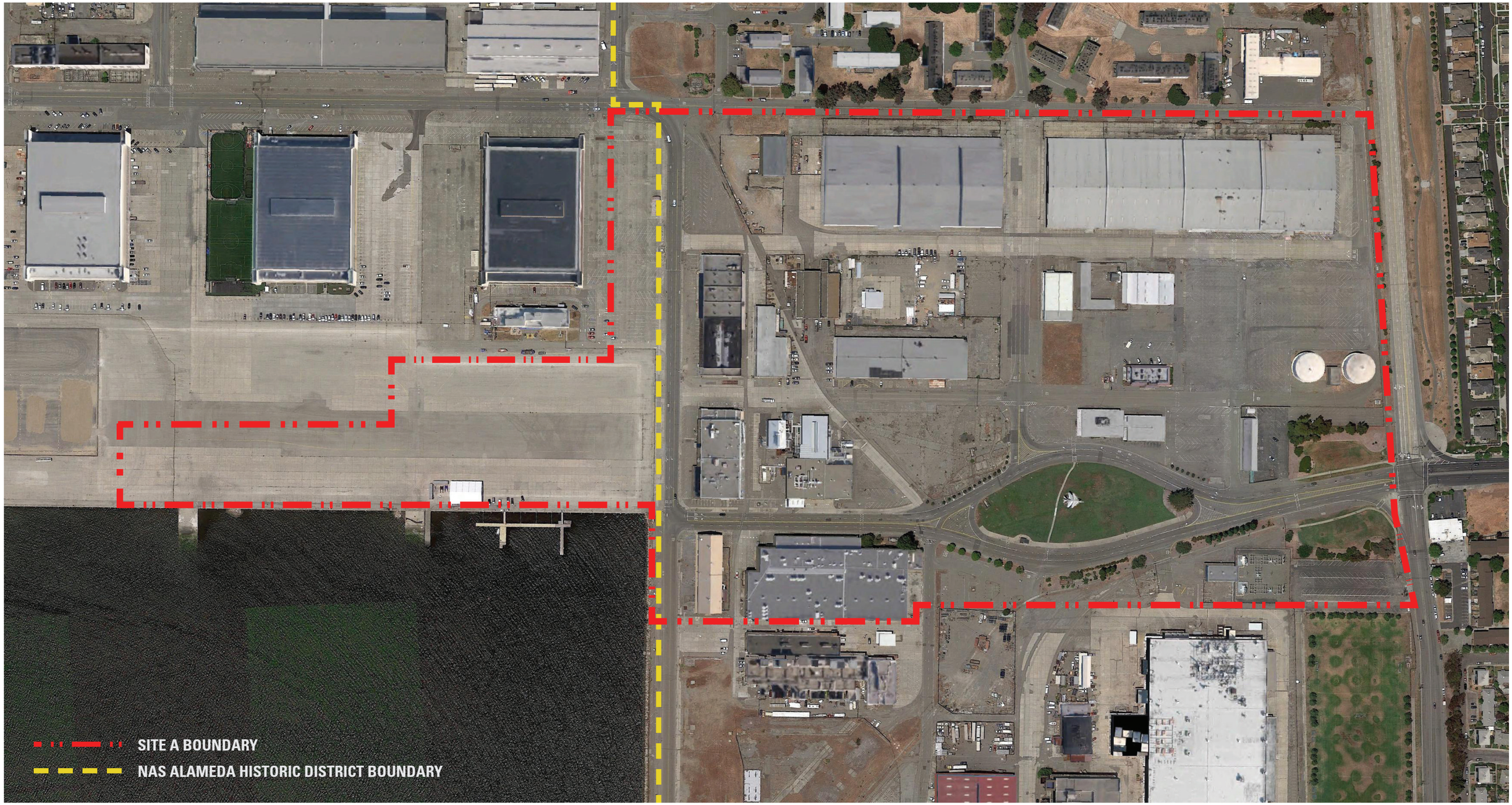
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EXISTING CONDITIONS AT SITE "A"

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EXISTING BUILDING 77 (LEFT) AND 41 (RIGHT)



EXISTING BUILDING 77



EXISTING BUILDING 40 (BLADIUM)



EXISTING BUILDING 113

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MAIN ENTRY AT RAMP & MAIN STREET



VIEW OF SAN FRANCISCO ACROSS TAXIWAY



EXISTING CORSAIR II DISPLAY



EXISTING CYPRESS TREE

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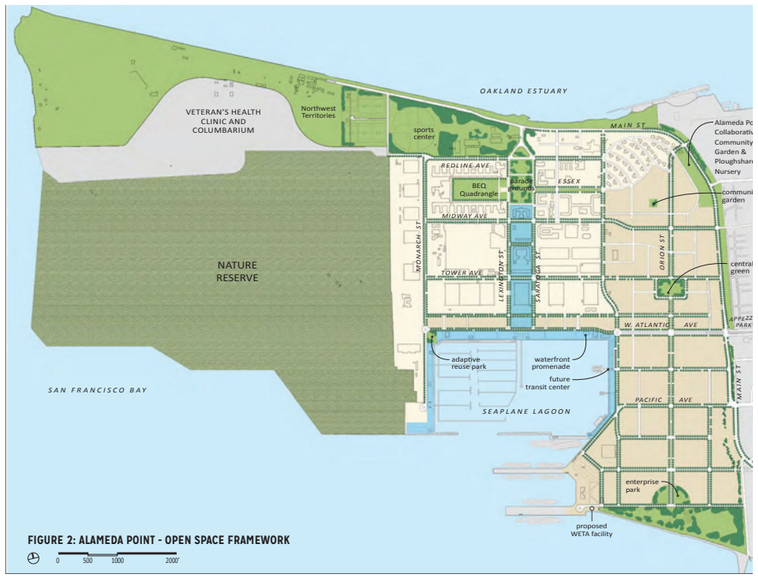
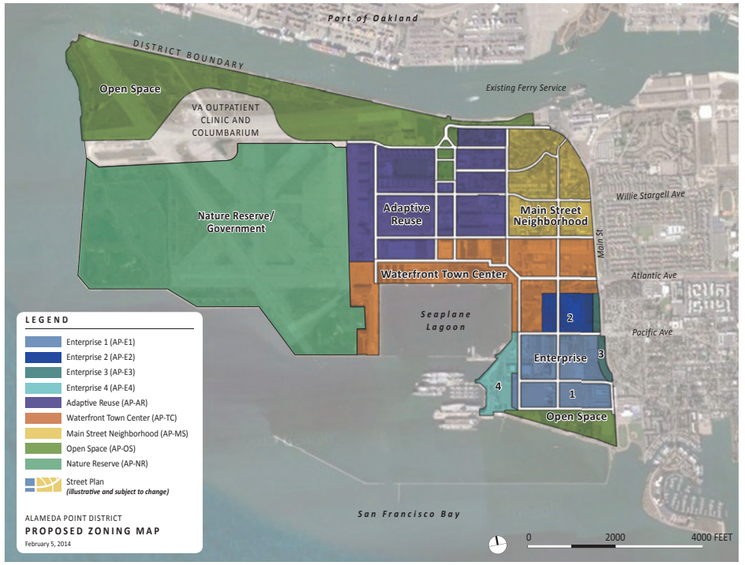


FIGURE 2: ALAMEDA POINT - OPEN SPACE FRAMEWORK

0 500 1000 2000'

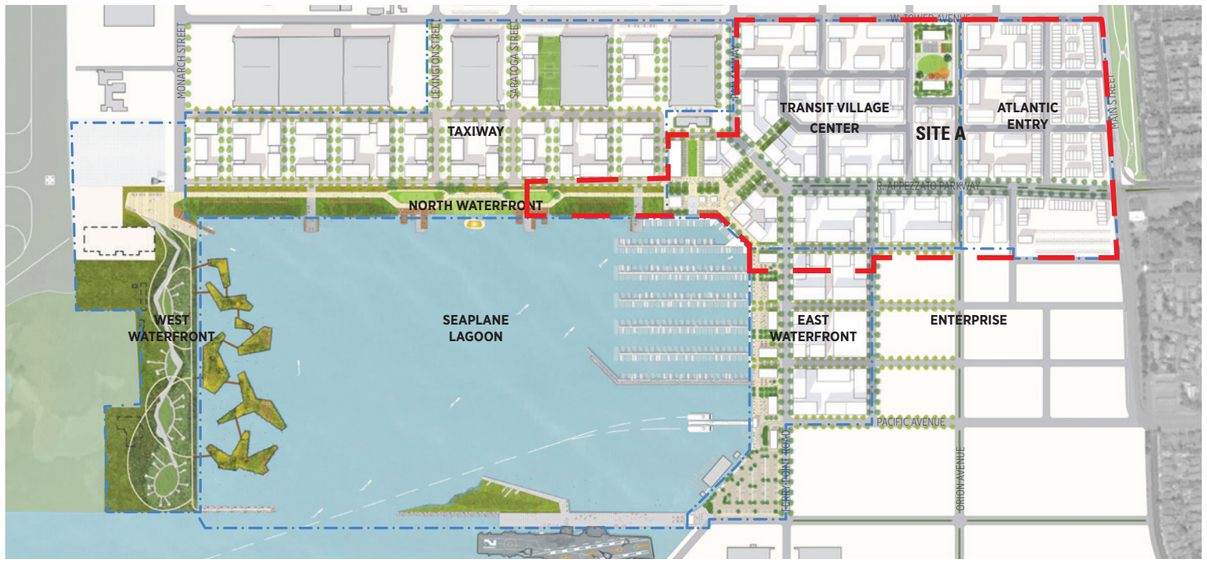
ALAMEDA POINT PLANNING GUIDE - OPEN SPACE FRAMEWORK

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



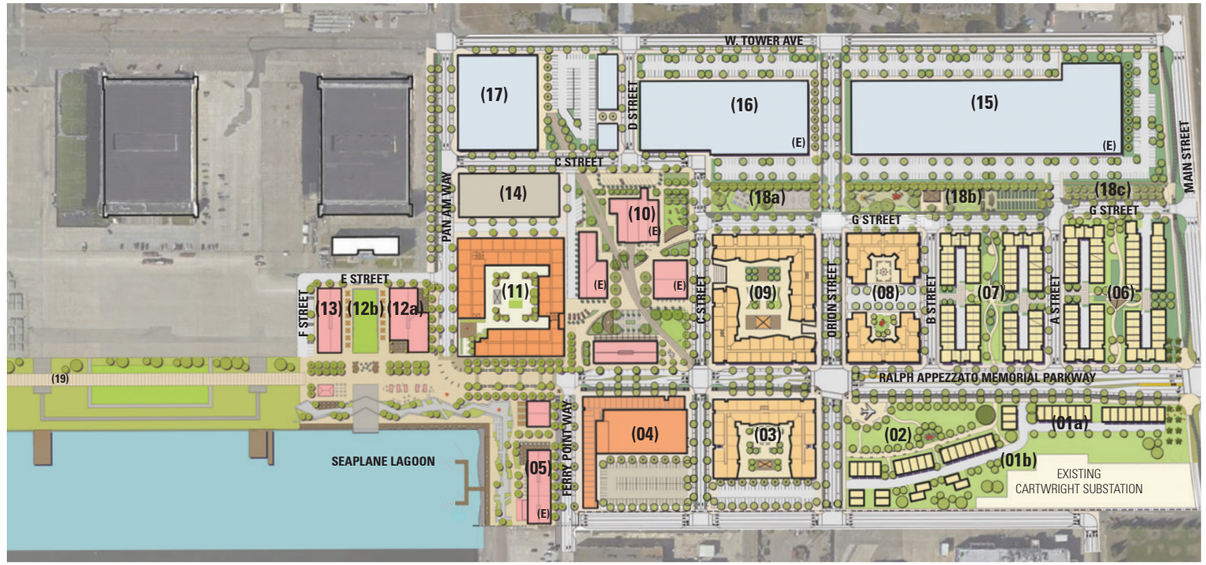
ALAMEDA POINT - ZONING MAP

*** DRAWING FROM www.alamedaca.gov**



0' 250' 500' 750' 1000'

PRECISE PLAN - TOWN CENTER AREA



ILLUSTRATIVE SITE PLAN - ALL PHASES

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PLANNED LAND USE AND OPEN SPACE

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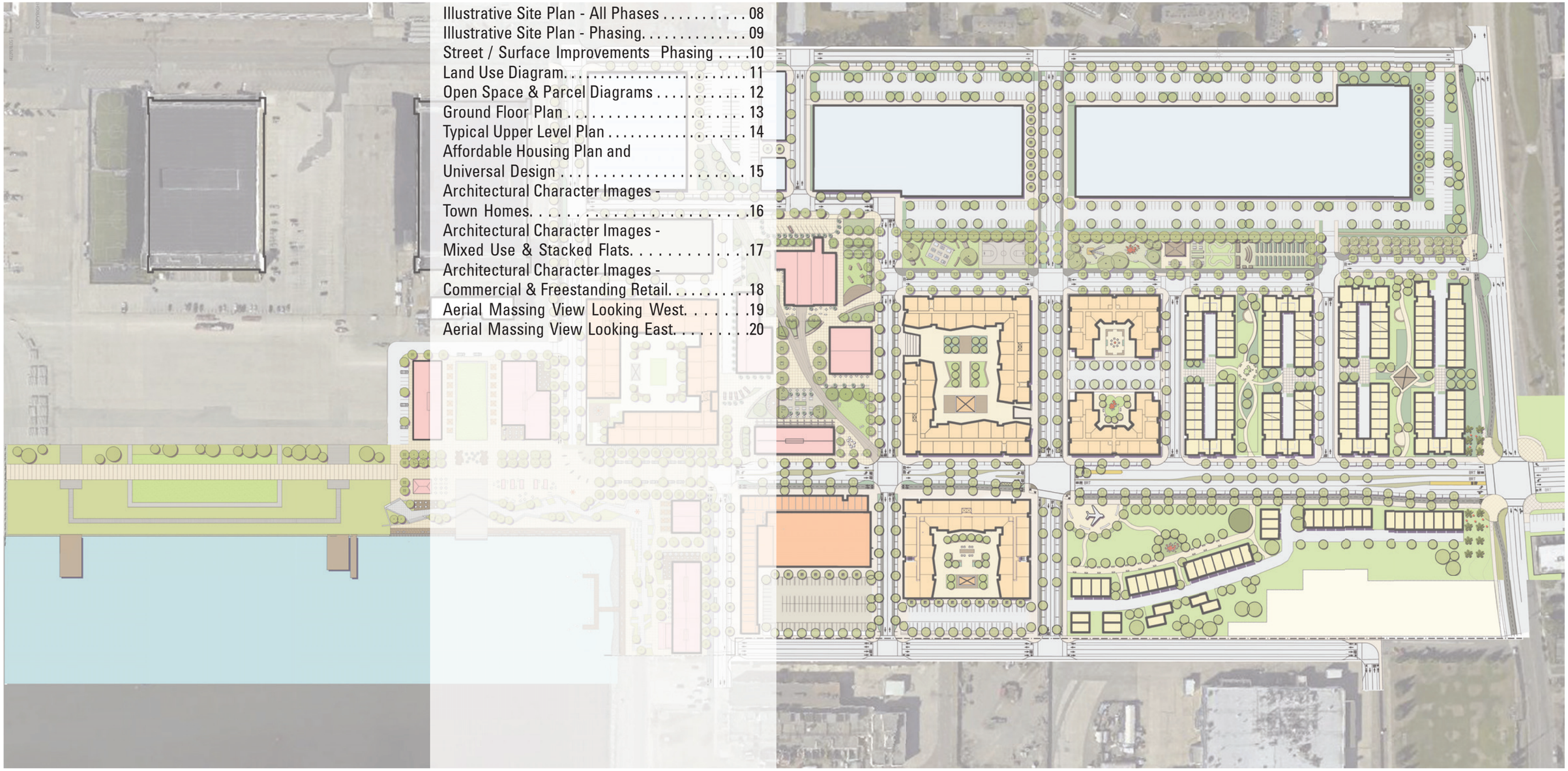
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LAND USE & DEVELOPMENT

Illustrative Site Plan - All Phases 08
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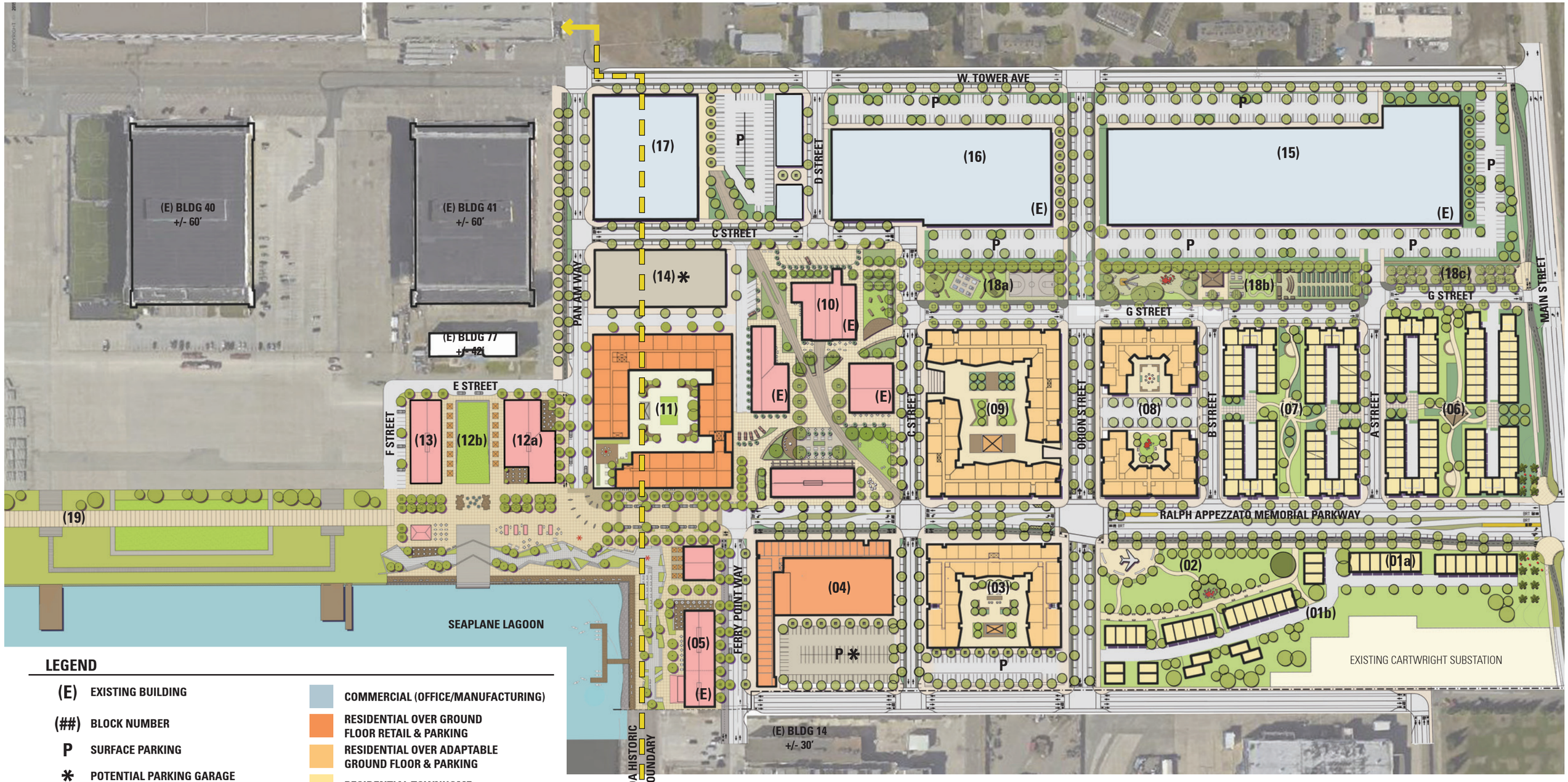


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LEGEND

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

*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

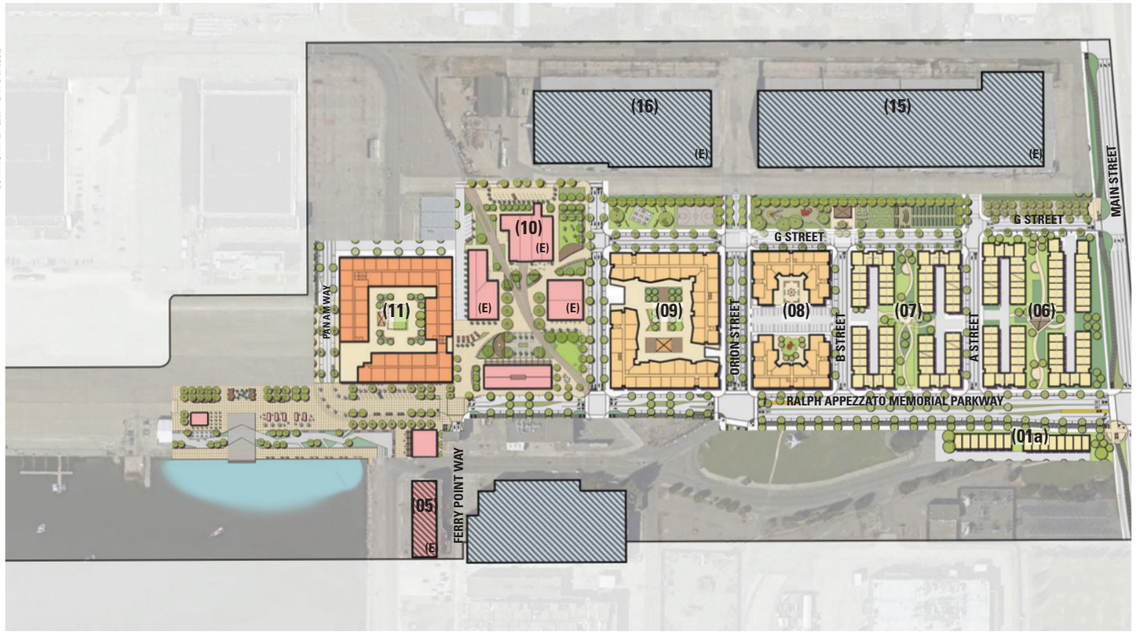
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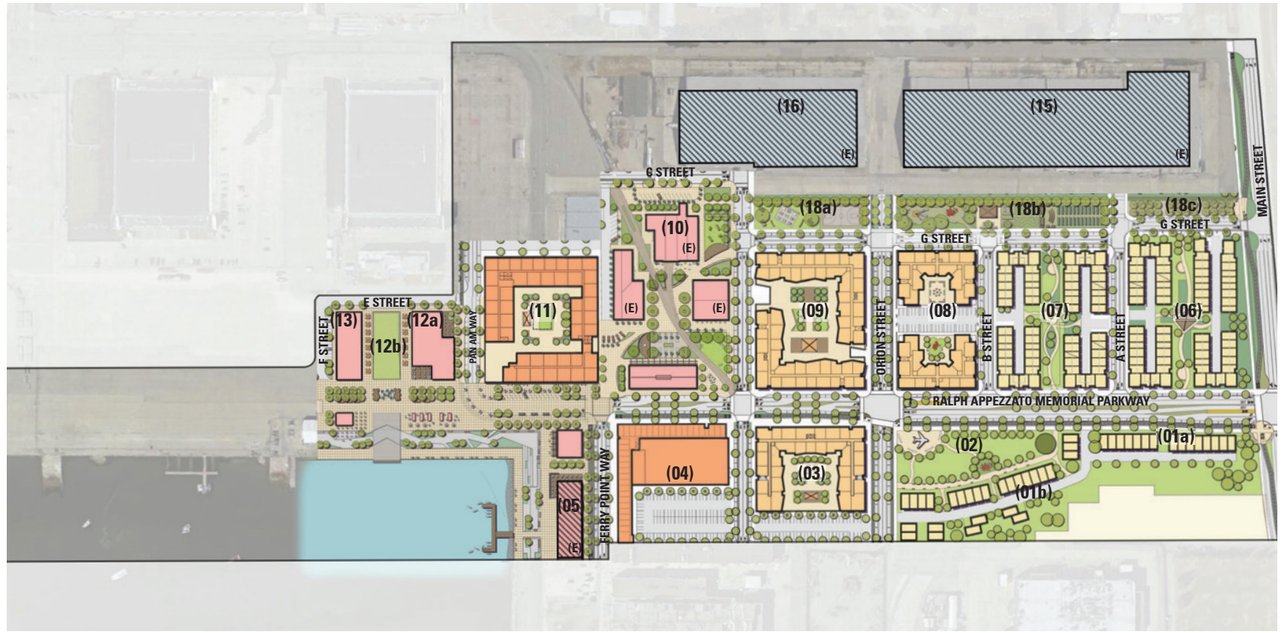
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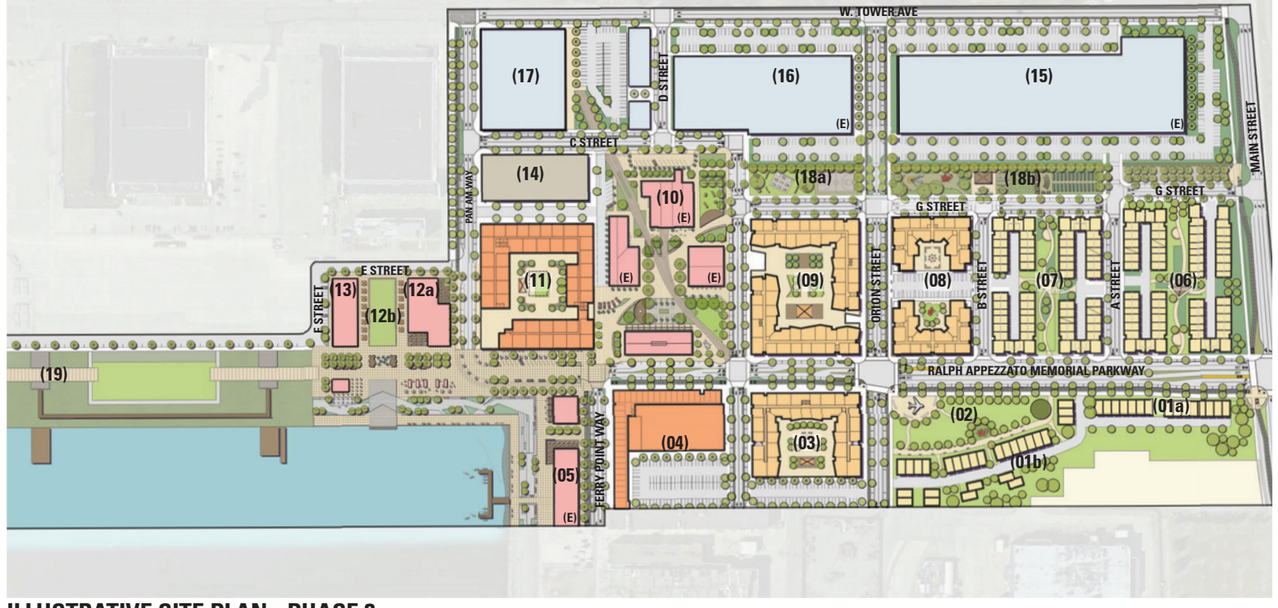
ILLUSTRATIVE SITE PLAN - PHASE 1



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
- RETAIL (SHOPS & RESTAURANTS)



ILLUSTRATIVE SITE PLAN - PHASE 3

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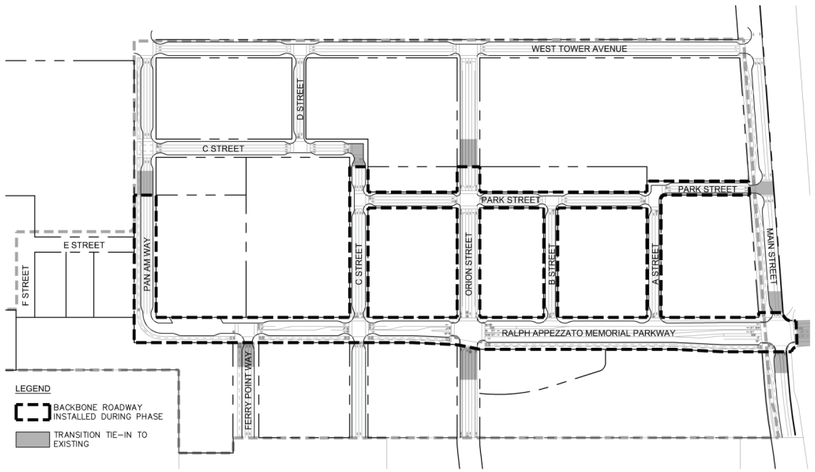
ILLUSTRATIVE SITE PLAN - PHASING

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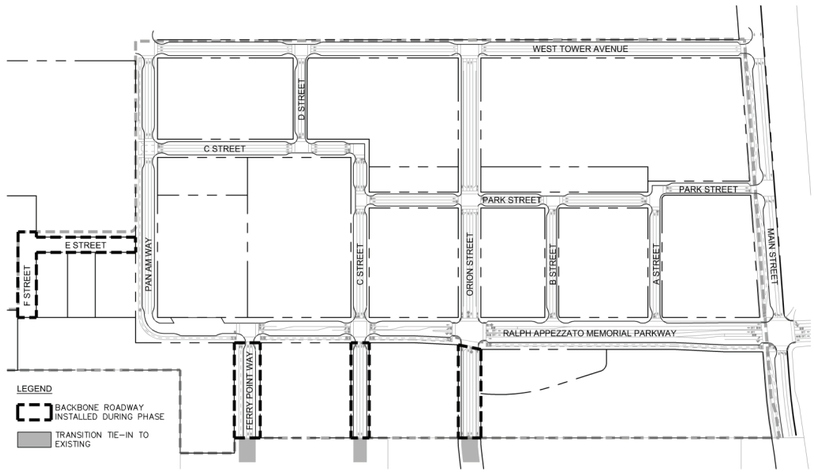
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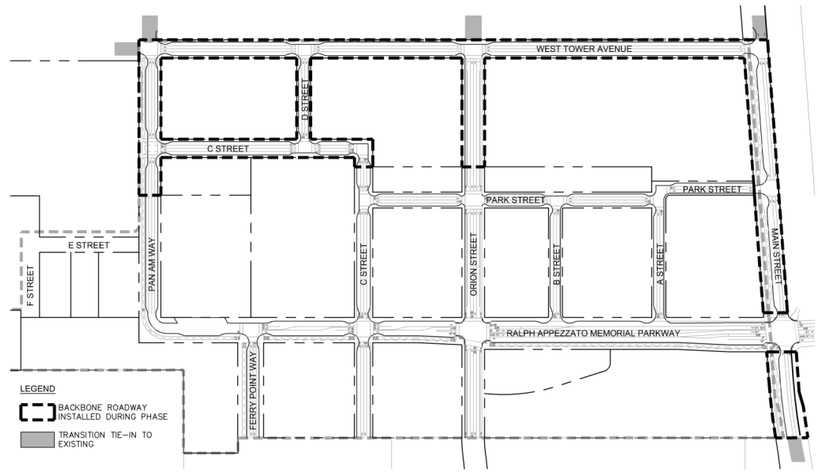
PHASE 1 BACKBONE ROADWAY INFRASTRUCTURE

04/14/2015 1 OF 3 NOT TO SCALE



PHASE 2 BACKBONE ROADWAY INFRASTRUCTURE

04/14/2015 2 OF 3 NOT TO SCALE



PHASE 3 BACKBONE ROADWAY INFRASTRUCTURE

04/14/2015 3 OF 3 NOT TO SCALE

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LEGEND

- (E) EXISTING BUILDING
- (##) BLOCK NUMBER
- GROUND FLOOR RETAIL FRONTAGE
- ADAPTABLE GROUND FLOOR FRONTAGE
- OPEN SPACE - NEIGHBORHOOD PARK
- OPEN SPACE - PARK / PLAZA
- COMMERCIAL (OFFICE/MANUFACTURING)
- RESIDENTIAL OVER GROUND FLOOR RETAIL & PARKING
- RESIDENTIAL OVER ADAPTABLE GROUND FLOOR & PARKING
- RESIDENTIAL TOWNHOME
- RETAIL, FOOD AND BEVERAGE, ENTERTAINMENT
- PUBLIC PARKING

*NOTE: RESIDENTIAL UNIT DESIGNATIONS ARE APPROXIMATE, PER BLOCK, BUT TOTAL SHALL NOT EXCEED 800 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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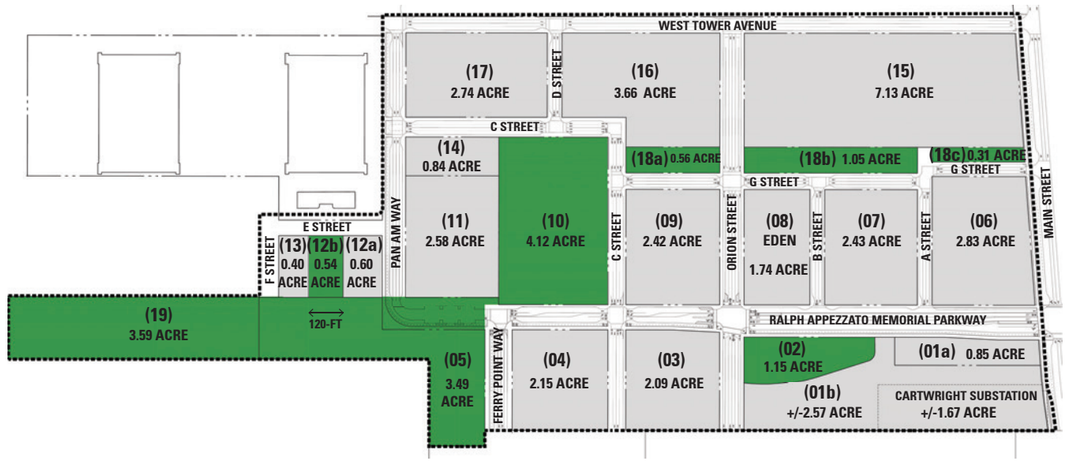
LAND USE DIAGRAM

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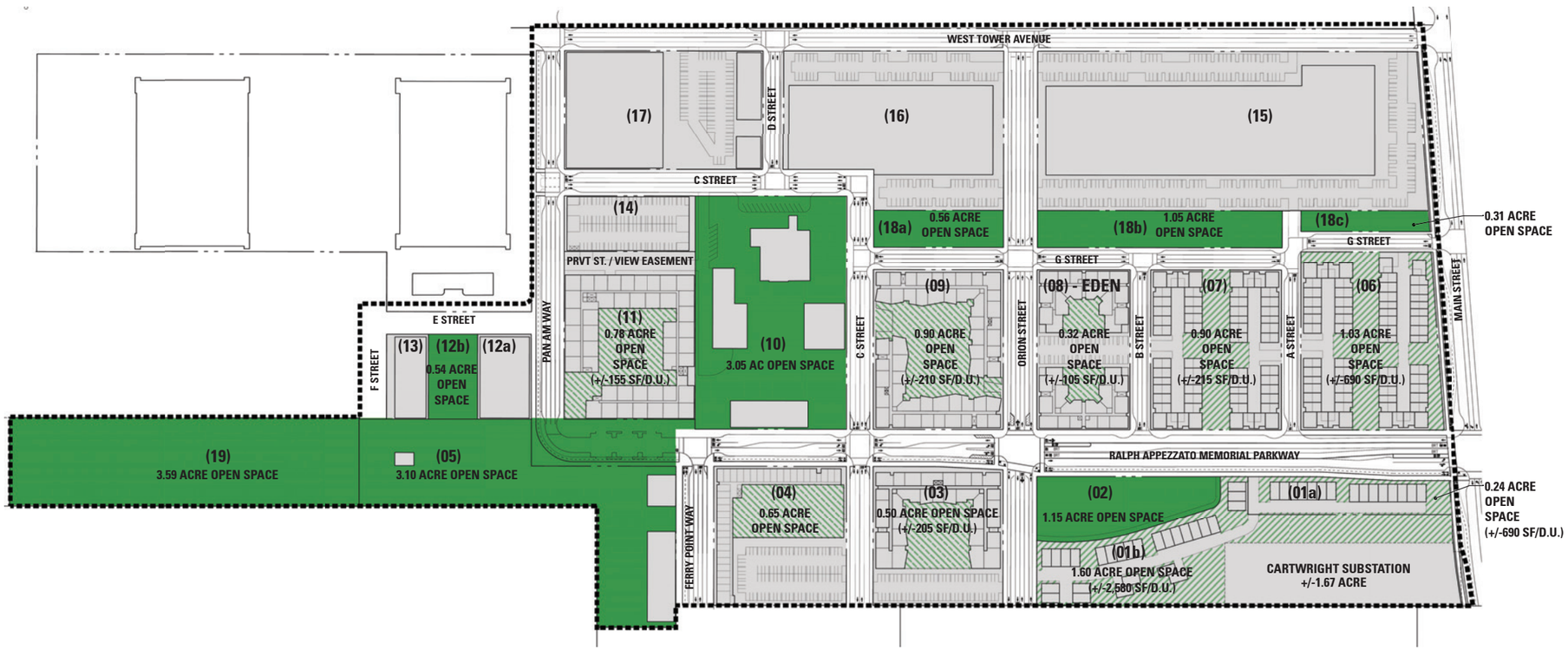
PARCEL ACREAGE

- +/- 14.80 ACRES PUBLIC PARK/PLAZA
- +/- 16.33 ACRES STREET R.O.W.
- +/- 36.7 ACRES PRIVATE

+/- 67.8 SITE A



PARCEL DIAGRAM



- BUILDING OR PARKING
- PUBLIC PARK/PLAZA
- PRIVATIZED OPEN SPACE ON GRADE
- PRIVATIZED OPEN SPACE ON PODIUM

OPEN SPACE DIAGRAM

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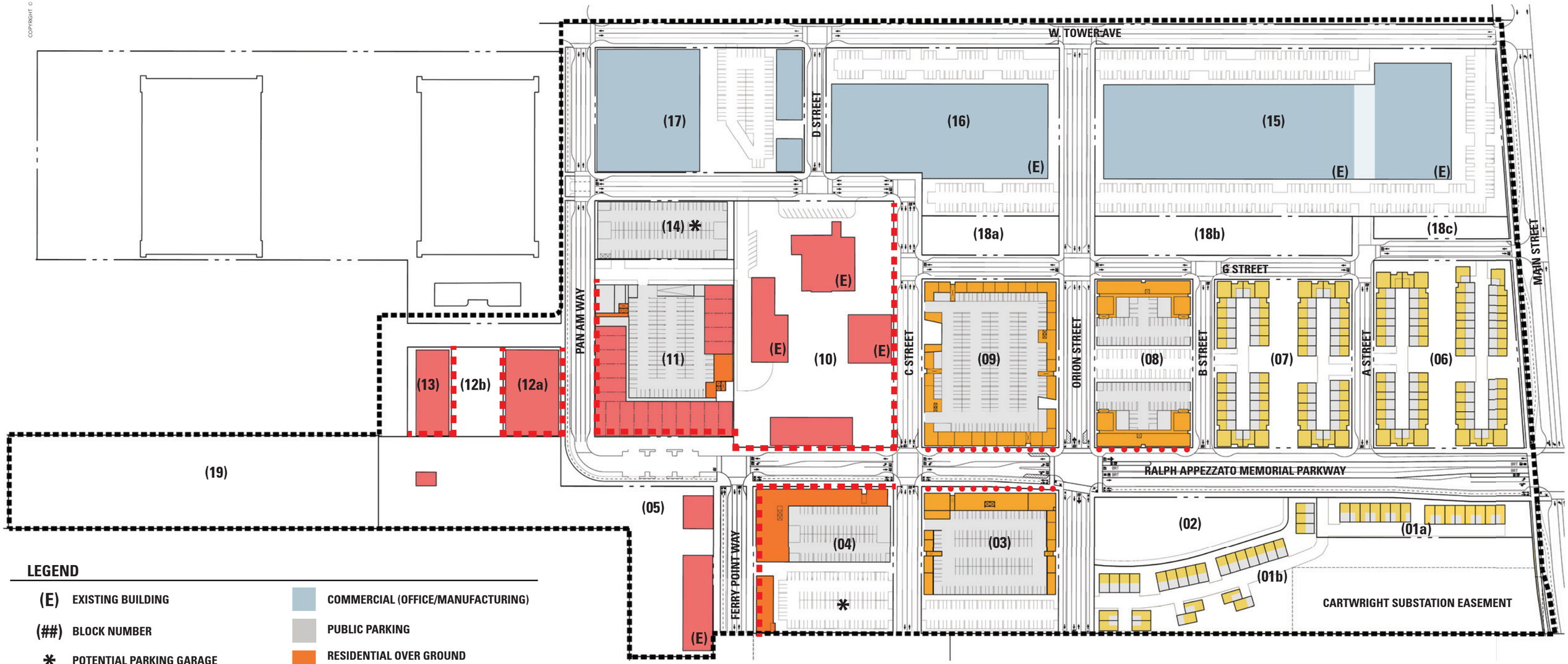
OPEN SPACE & PARCEL DIAGRAMS

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LEGEND

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

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GROUND FLOOR PLAN

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LEGEND

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

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TYPICAL UPPER LEVEL PLAN

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

THE GENERAL PLAN HOUSING ELEMENT IDENTIFIES THE NEED FOR HOUSING FOR PEOPLE WITH DISABILITIES AND SENIORS, WHO WISH TO "AGE IN PLACE". THE GOAL OF UNIVERSAL DESIGN IS TO BE ACCESSIBLE, FLEXIBLE, SIMPLE, AND EQUITABLE. THE SITE PLANNING AND BUILDING DESIGN AT ALAMEDA POINT SITE A ADDRESSES THESE KEY CONCEPTS IN SEVERAL WAYS. THE PLAN INCLUDES SMALL WALKABLE BLOCK SIZES, OPTIONS FOR PARKING, A VARIETY OF LANDSCAPED SPACES, AND WIDE SIDEWALKS. ASSORTED UNIT TYPES WITH INTEGRATED UNIVERSAL DESIGN FEATURES WILL APPEAL TO A WIDE RANGE OF RESIDENTS. PARCELS 03, 08, 09, AND 11 PROVIDE SINGLE-STORY RESIDENTIAL UNITS, WHICH SIGNIFICANTLY BOOSTS PROVISION FOR UNIVERSAL DESIGN.

ALL SINGLE-STORY (RESIDENTIAL FLAT) UNITS INCLUDE THE FOLLOWING UNIVERSAL DESIGN ELEMENTS:

- ACCESSIBLE ROUTE OF TRAVEL FROM A PUBLIC SIDEWALK TO THE UNIT'S PRIMARY ENTRANCE.
- ACCESSIBLE ROUTE OF TRAVEL FROM THE ACCESSIBLE PARKING STALLS TO THE UNIT'S PRIMARY ENTRANCE. ACCESSIBLE PARKING STALLS ARE LOCATED CONVENIENTLY NEAR ELEVATOR LOBBIES, THUS ENSURING CONVENIENT ACCESS TO ONE'S DWELLING UNIT.
- MINIMUM 32" CLEAR PRIMARY ENTRY DOORWAY AND A "NO STEP ENTRY" (1/2" OR LESS THRESHOLD) WITH DUAL PEEPHOLE AND DOORBELL.
- ALL EXTERIOR/INTERIOR DOORS SHALL MEET CALIFORNIA BUILDING CODE CHAPTER 11A. CODE-REQUIRED MANEUVERING CLEARANCES, HARDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES.
- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE HALLWAY TO ALL BEDROOMS, LIVING ROOM, KITCHEN, AND BATHROOMS.
- LIGHT SWITCHES, ELECTRICAL RECEPTACLES, AND ENVIRONMENTAL CONTROLS ARE MOUNTED AT ACCESSIBLE HEIGHTS.
- ROCKER LIGHT SWITCHES THROUGHOUT UNIT.
- MINIMUM REQUIRED WORK/FLOOR CLEARANCE OF 30"X48" IN FRONT OF STOVE, REFRIGERATOR, DISHWASHER, SINK, AND OVEN.
- COUNTERTOPS WITH A 30" WIDE WORKSPACE AND/OR ONE OR MORE 15" BREADBOARDS INSTALLED BETWEEN 28-32" HIGH.
- UNDER-CABINET LIGHTING.
- AT LEAST ONE FULL BATHROOM ON ACCESSIBLE ROUTE OF TRAVEL.
- STANDARD BATHTUB AND TOILET WITH GRAB BAR REINFORCEMENT.
- BATHROOM SHALL BE PROVIDED WITH REMOVABLE BASE CABINET AT LAVATORY.
- ACCESSIBLE MEDICINE CABINET AND INTEGRAL MIRROR, LOWER TOWEL RACKS AND ROBE HOOKS, AND ACCESSIBLE TOILET TISSUE HOLDER.
- ALL RESIDENTIAL AMENITY SPACES AND COMMON OUTDOOR SPACES ARE LOCATED ALONG THE ACCESSIBLE PATH OF TRAVEL THROUGH THE BUILDING.

10% OF ALL TOWNHOME UNITS WILL BE PROVIDED WITH ACCESSIBLE GROUND FLOOR LEVELS WHICH CAN BE CONFIGURED TO ACCOMMODATE A BEDROOM, BATHROOM AND KITCHENETTE ON AN ACCESSIBLE ROUTE OF TRAVEL FROM THE EXTERIOR. ADDITIONALLY, ALL TOWNHOME UNITS INCLUDE THE FOLLOWING UNIVERSAL DESIGN ELEMENTS:

- ACCESSIBLE ROUTE OF TRAVEL FROM THE PARKING STALL INTO THE UNIT.
- AN ACCESSIBLE ROUTE OF TRAVEL WITH A MINIMUM 42" WIDE HALLWAY THROUGHOUT THE ACCESSIBLE ENTRY LEVEL.
- A MINIMUM OF ONE POWDERROOM AT THE ENTRY LEVEL, AND ALONG THE ACCESSIBLE ROUTE OF TRAVEL. THE POWDERROOM SHALL BE PROVIDED WITH GRAB-BAR REINFORCEMENTS, REQUIRED TOILET AND LAVATORY CLEAR APPROACH, ACCESSIBLE TOILET TISSUE HOLDER, AND A REMOVABLE BASE CABINET AT THE LAVATORY.
- CODE-REQUIRED MANEUVERING CLEARANCES, HARDWARE, THRESHOLDS, AND STRIKE SIDE CLEARANCES SHALL BE PROVIDED FOR INTERIOR AND EXTERIOR DOORS AT THE ENTRY LEVEL.

ALL PARKS COMMERCIAL AREAS AND PLAZA'S INCLUDE THE FOLLOWING UNIVERSAL DESIGN ELEMENTS:

- ACCESSIBLE ROUTE OF TRAVEL CONNECTING PROGRAMMATIC ELEMENTS AND POINTS OF INTEREST.
- ACCESSIBLE SEATING IS PROVIDED THROUGHOUT PUBLIC SPACE.
- ACCESSIBLE PARKING STALLS FOR RETAIL ARE PROVIDED BOTH ON AND OFF-STREET AND LOCATED NEAR THE INTERSECTION OF RALPH APPEZZATTO PARKWAY AND PAN AM WAY. THESE SAME STALLS PROVIDE ACCESS TO KEY POINTS OF ENTRY INTO THE URBAN PLAZA AND WATERFRONT PROMENADE.
- THE PARKS AND PLAZAS AT SITE A ARE DESIGNED TO ALLOW FOR MAXIMUM ACCESS. ACCESSIBLE ROUTES ARE LOCATED THROUGHOUT THE PLAZAS AND CONNECT POINTS OF INTEREST, PROGRAMMED SPACES, AND SEATING AREAS WITH THE ACCESSIBLE PARKING STALLS.

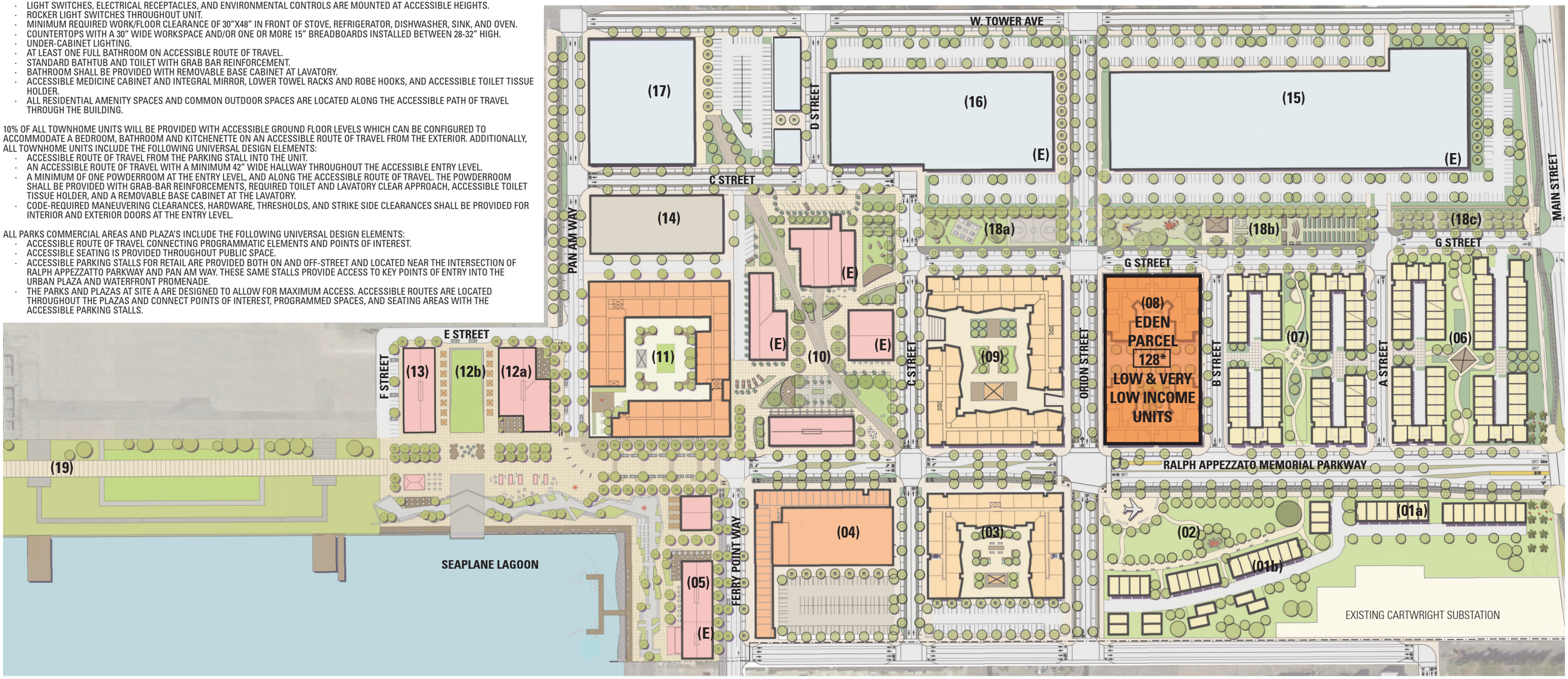
LEGEND

- (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
- RETAIL (SHOPS & RESTAURANTS)

***ALL MODERATE-INCOME AFFORDABLE HOUSING UNITS (I.E., 72 UNITS) WILL BE INTERSPERSED THROUGHOUT THE MARKET-RATE HOUSING (PARCELS 1, 3, 6, 7, 9 OR 11) AND MAY BE VARIED UNIT AND PRODUCT-TYPE MIX AND OWNERSHIP TYPE (I.E., RENTAL/FOR SALE).**

INCOME TYPE	NUMBER OF UNITS	PARCEL LOCATION
LOW & VERY LOW	128	08
MODERATE	72	01, 03, 06, 07, 09, OR 11
TOTAL:	200	

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



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AFFORDABLE HOUSING PLAN AND UNIVERSAL DESIGN

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ARCHITECTURAL CHARACTER IMAGES - TOWN HOMES

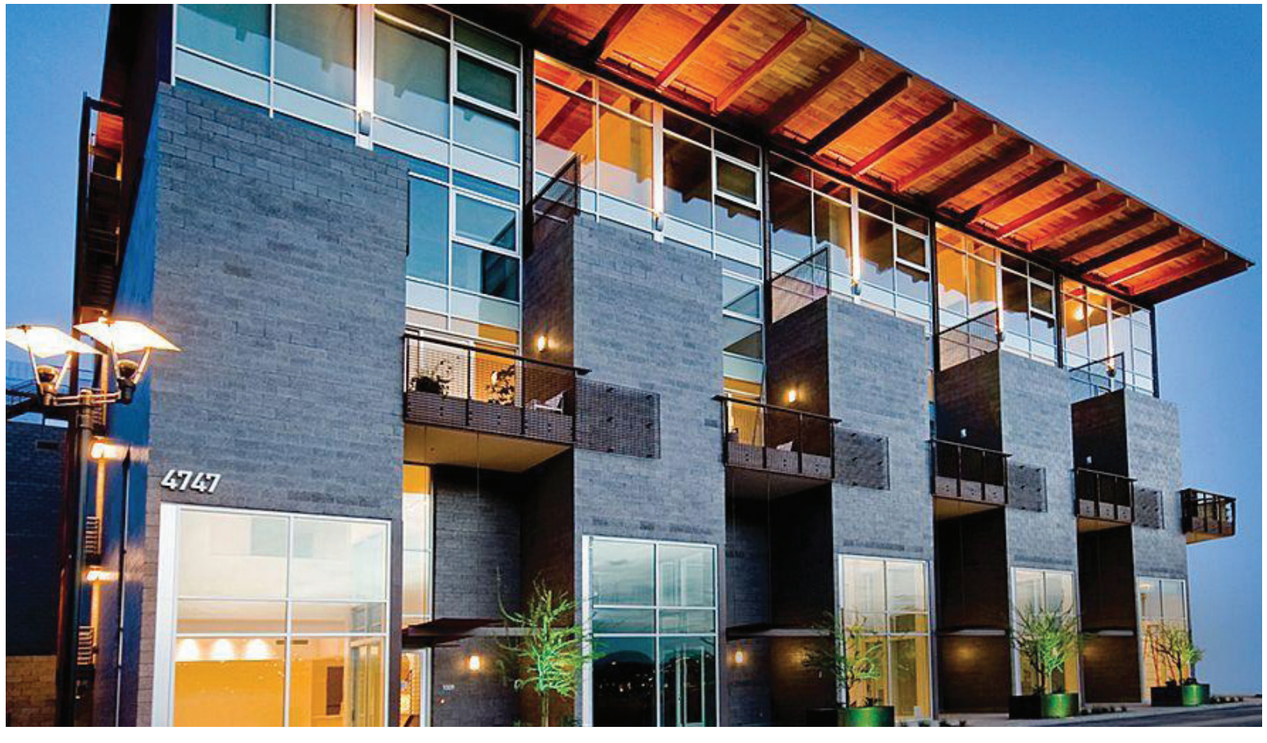
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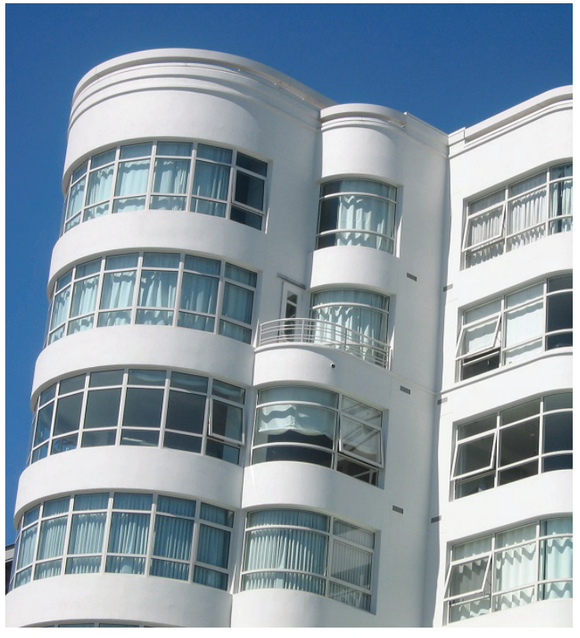
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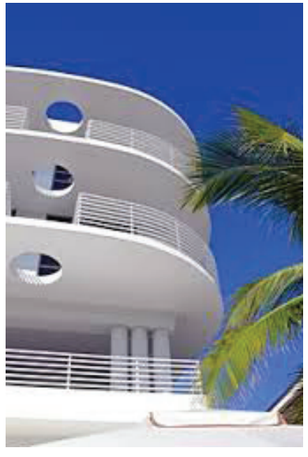












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ARCHITECTURAL CHARACTER IMAGES - MIXED USE & STACKED FLATS

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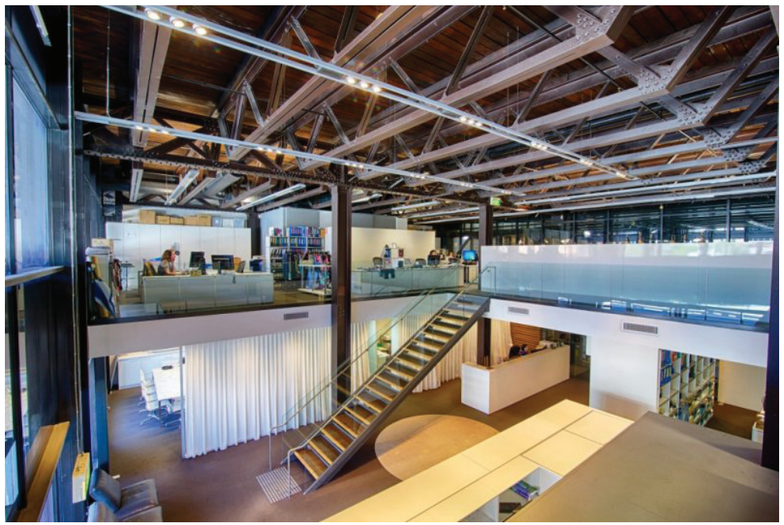












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AERIAL MASSING VIEW LOOKING EAST

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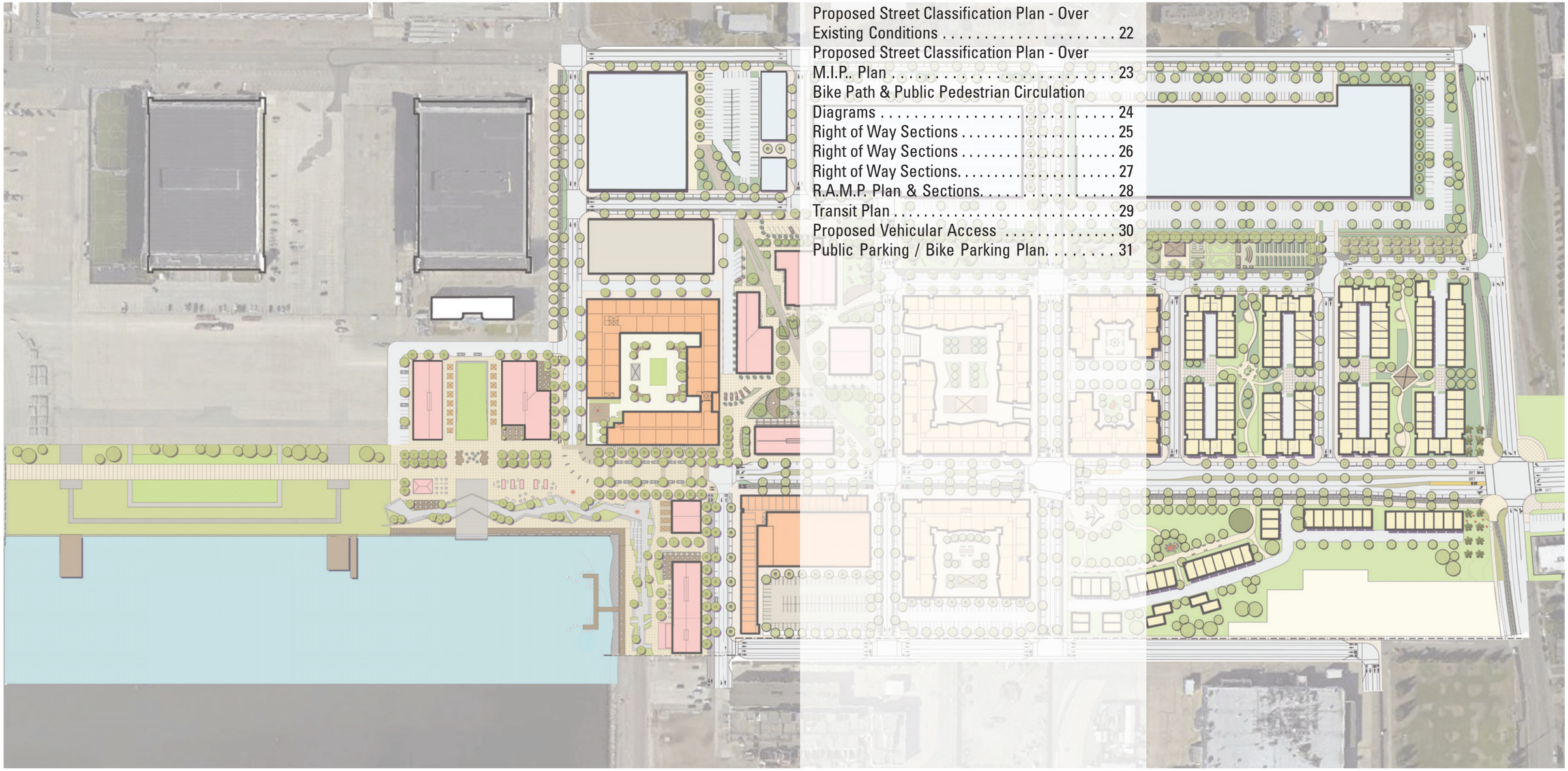
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TRANSPORTATION & CIRCULATION

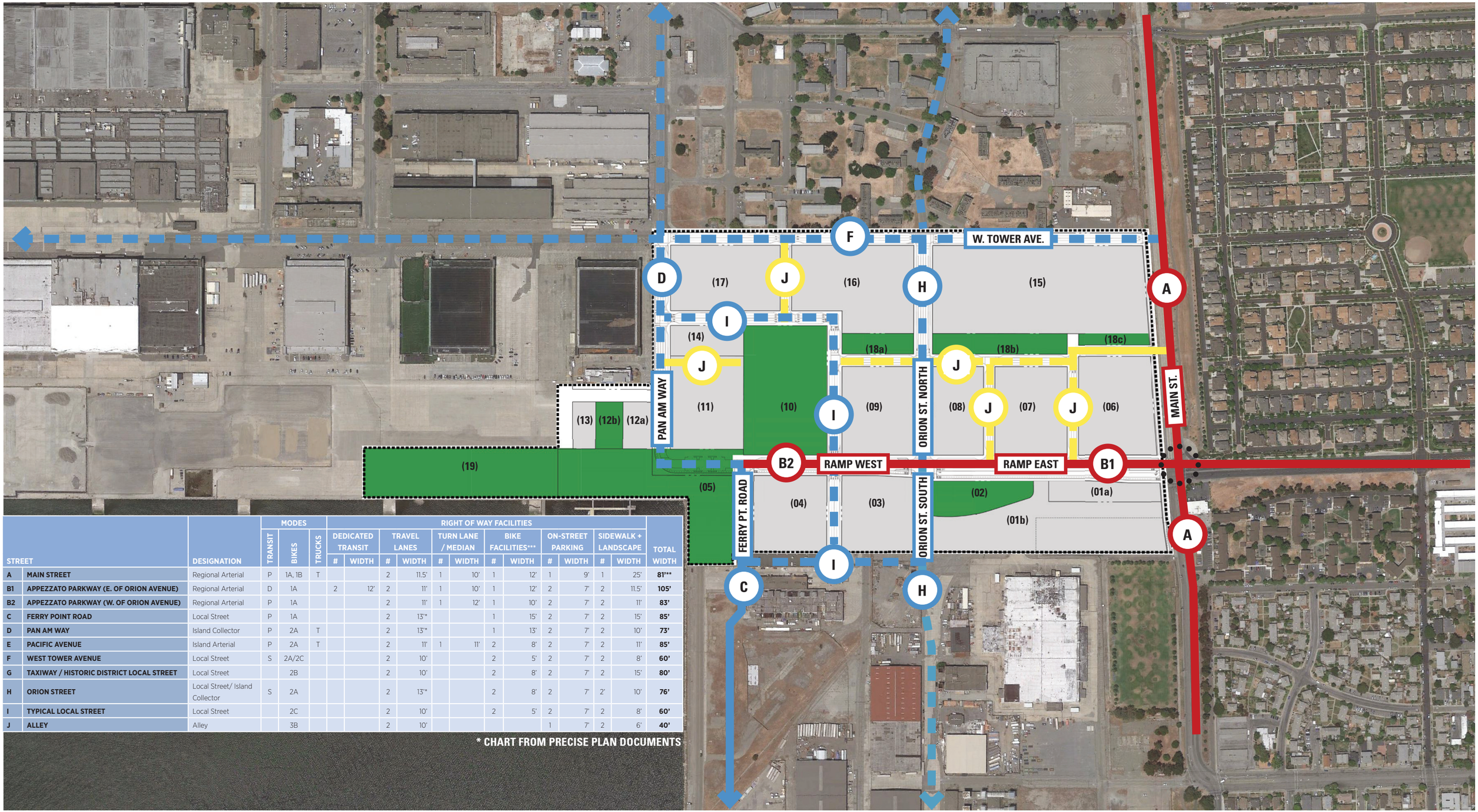
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STREET		DESIGNATION	MODES			RIGHT OF WAY FACILITIES												TOTAL WIDTH
			TRANSIT	BIKES	TRUCKS	DEDICATED TRANSIT		TRAVEL LANES		TURN LANE / MEDIAN		BIKE FACILITIES***		ON-STREET PARKING		SIDEWALK + LANDSCAPE		
						#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	
A	MAIN STREET	Regional Arterial	P	1A, 1B	T			2	11.5'	1	10'	1	12'	1	9'	1	25'	**81'*****
B1	APPEZZATO PARKWAY (E. OF ORION AVENUE)	Regional Arterial	D	1A		2	12'	2	11'	1	10'	1	12'	2	7'	2	11.5'	**105'**
B2	APPEZZATO PARKWAY (W. OF ORION AVENUE)	Regional Arterial	P	1A				2	11'	1	12'	1	10'	2	7'	2	11'	**83'**
C	FERRY POINT ROAD	Local Street	P	1A				2	13'*			1	15'	2	7'	2	15'	**85'**
D	PAN AM WAY	Island Collector	P	2A	T			2	13'*			1	13'	2	7'	2	10'	**73'**
E	PACIFIC AVENUE	Island Arterial	P	2A	T			2	11'	1	11'	2	8'	2	7'	2	11'	**85'**
F	WEST TOWER AVENUE	Local Street	S	2A/2C				2	10'			2	5'	2	7'	2	8'	**60'**
G	TAXIWAY / HISTORIC DISTRICT LOCAL STREET	Local Street		2B				2	10'			2	8'	2	7'	2	15'	**80'**
H	ORION STREET	Local Street/ Island Collector	S	2A				2	13'*			2	8'	2	7'	2'	10'	**76'**
I	TYPICAL LOCAL STREET	Local Street		2C				2	10'			2	5'	2	7'	2	8'	**60'**
J	ALLEY	Alley		3B				2	10'					1	7'	2	6'	**40'**

* CHART FROM PRECISE PLAN DOCUMENTS

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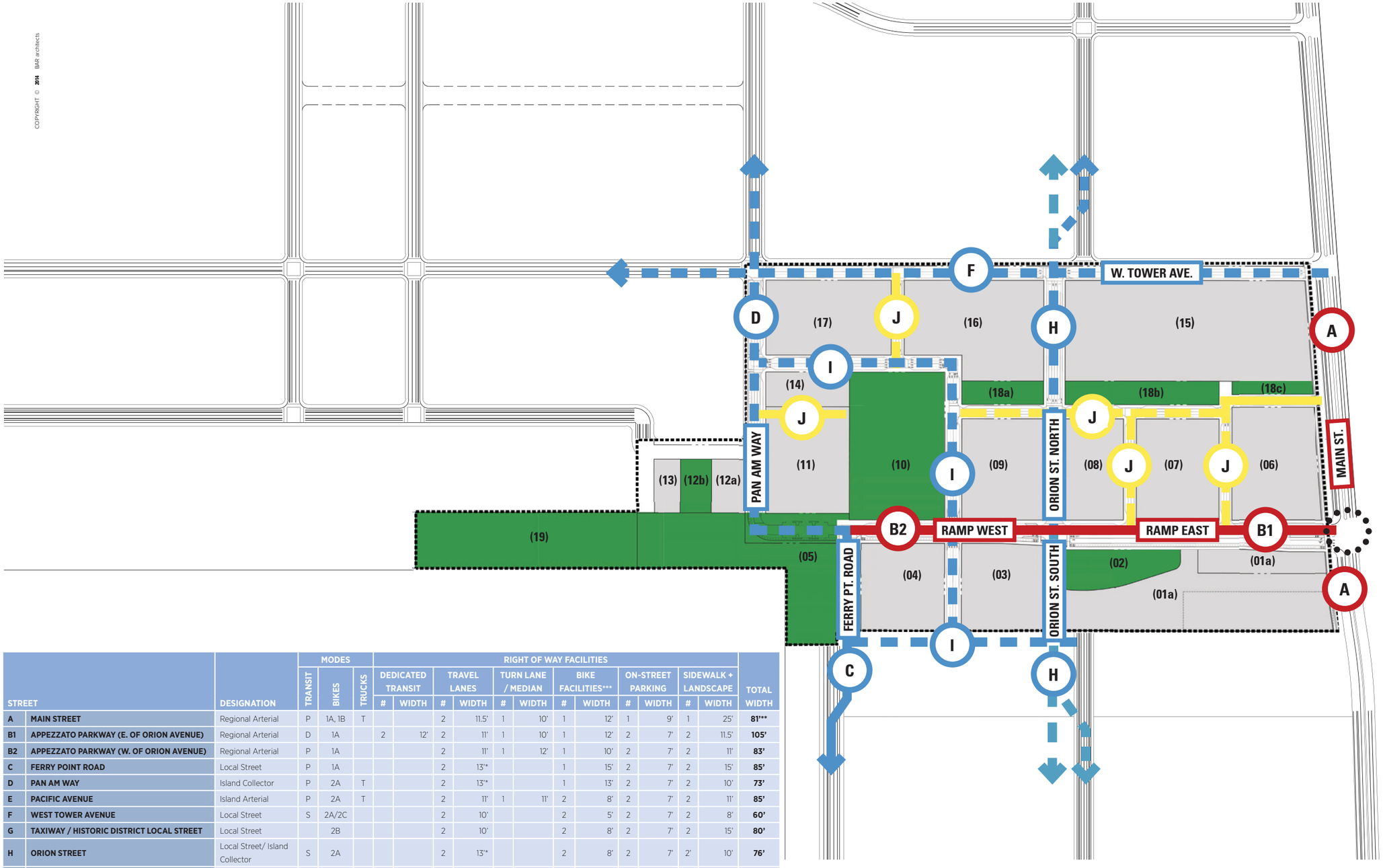
PROPOSED STREET CLASSIFICATION PLAN - OVER EXISTING CONDITIONS

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STREET		DESIGNATION	MODES			RIGHT OF WAY FACILITIES											TOTAL WIDTH
			TRANSIT	BIKES	TRUCKS	DEDICATED TRANSIT		TRAVEL LANES		TURN LANE / MEDIAN		BIKE FACILITIES***		ON-STREET PARKING		SIDEWALK + LANDSCAPE	
						#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	
A	MAIN STREET	Regional Arterial	P	1A, 1B	T			2	11.5'	1	10'	1	12'	1	9'	1	25'	**81'*****
B1	APPEZZATO PARKWAY (E. OF ORION AVENUE)	Regional Arterial	D	1A		2	12'	2	11'	1	10'	1	12'	2	7'	2	11.5'	**105'**
B2	APPEZZATO PARKWAY (W. OF ORION AVENUE)	Regional Arterial	P	1A				2	11'	1	12'	1	10'	2	7'	2	11'	**83'**
C	FERRY POINT ROAD	Local Street	P	1A				2	13'*			1	15'	2	7'	2	15'	**85'**
D	PAN AM WAY	Island Collector	P	2A	T			2	13'*			1	13'	2	7'	2	10'	**73'**
E	PACIFIC AVENUE	Island Arterial	P	2A	T			2	11'	1	11'	2	8'	2	7'	2	11'	**85'**
F	WEST TOWER AVENUE	Local Street	S	2A/2C				2	10'			2	5'	2	7'	2	8'	**60'**
G	TAXIWAY / HISTORIC DISTRICT LOCAL STREET	Local Street		2B				2	10'			2	8'	2	7'	2	15'	**80'**
H	ORION STREET	Local Street/ Island Collector	S	2A				2	13'*			2	8'	2	7'	2'	10'	**76'**
I	TYPICAL LOCAL STREET	Local Street		2C				2	10'			2	5'	2	7'	2	8'	**60'**
J	ALLEY	Alley		3B				2	10'					1	7'	2	6'	**40'**

*** CHART FROM PRECISE PLAN DOCUMENTS**

*** BACKGROUND IMAGE FROM MASTER INFRASTRUCTURE PLAN**

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PROPOSED STREET CLASSIFICATION PLAN - OVER M.I.P. PLAN

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1


3


5


2

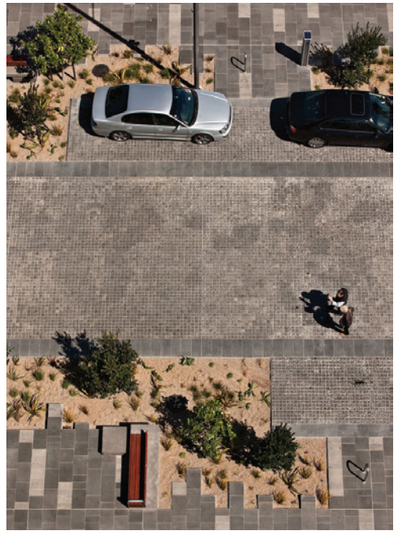

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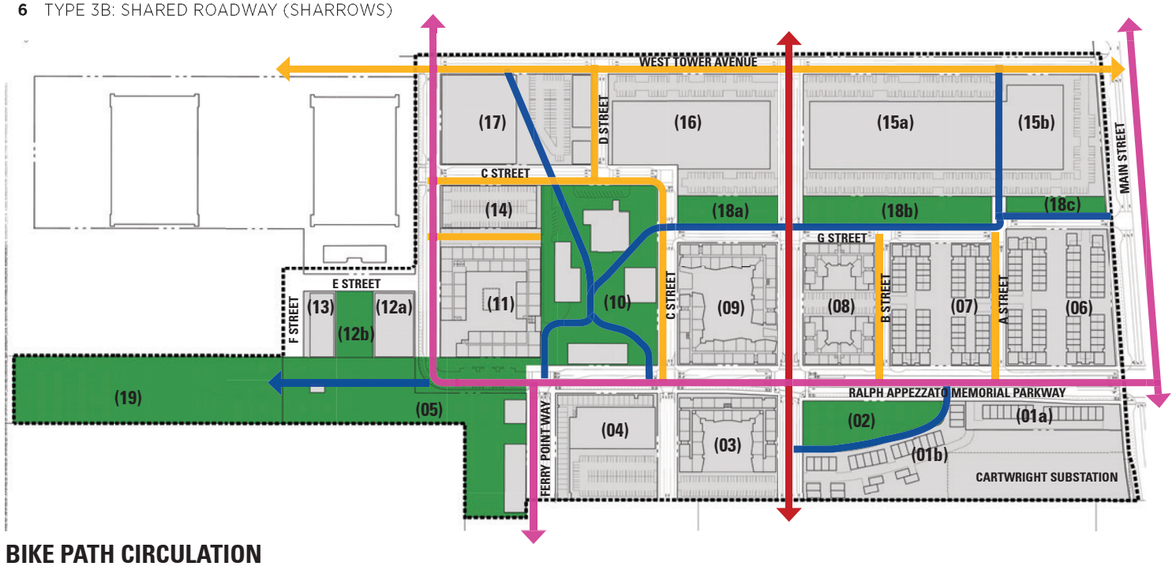
1 TYPE 1A: SEPARATED BIKE TRAIL
2 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
3 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
4 TYPE 2B: BIKE LANES WITH PAINTED BUFFER
5 TYPE 2C: BIKE LANES WITH STRIPE ONLY
6 TYPE 3B: SHARED ROADWAY (SHARROWS)

*IMAGES FROM JULY ALAMEDA PRECISE PLAN



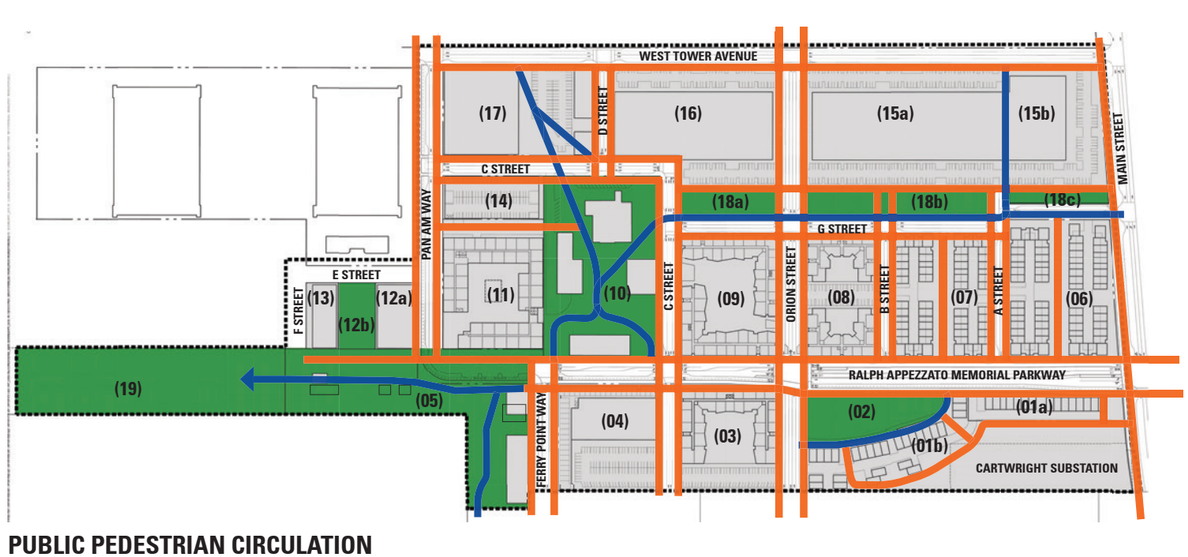


NAKED STREET REFERENCE IMAGES



BIKE PATH CIRCULATION

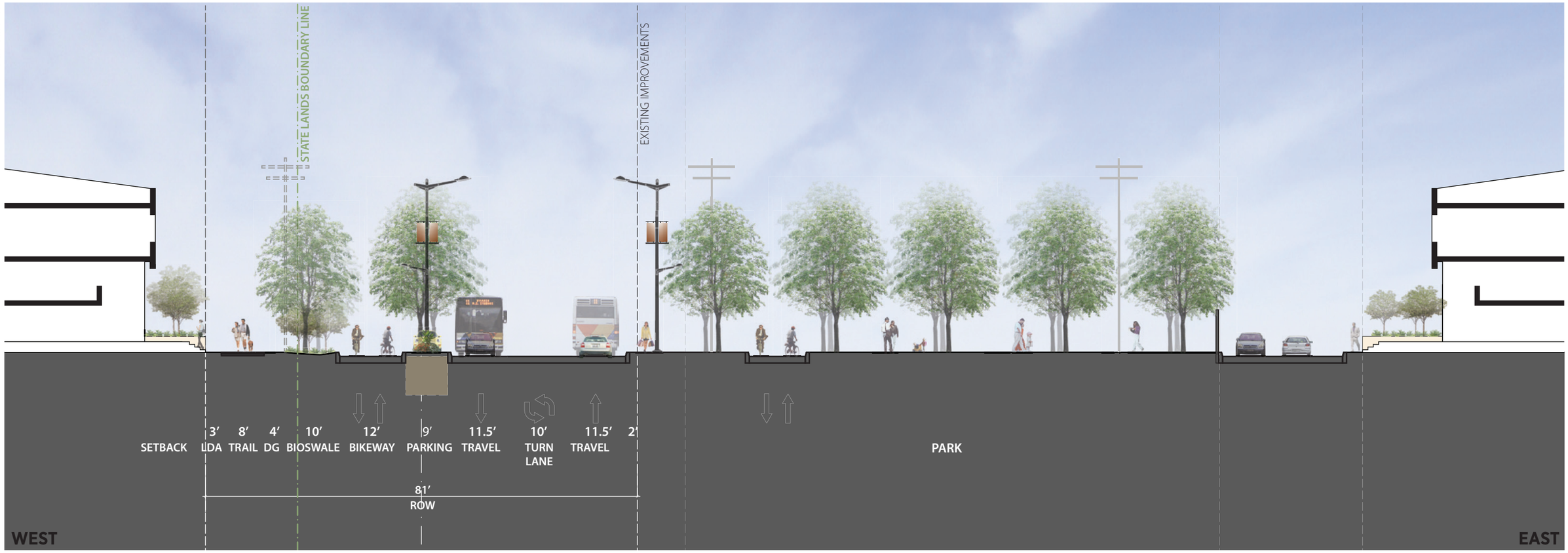
- SEPARATED BIKE TRAIL (TYPE 1A)
- SHARED PEDESTRIAN / BIKE TRAIL (TYPE 1B)
- BIKE LANES WITH PHYSICAL BARRIERS (TYPE 2A)
- BIKE LANES WITH PAINTED BUFFER, SHARROWS OR STRIPE ONLY (TYPE 2B, 2C, & 3B)



PUBLIC PEDESTRIAN CIRCULATION

- SIDEWALK - PEDESTRIAN ONLY
- SHARED PEDESTRIAN / BIKE TRAIL

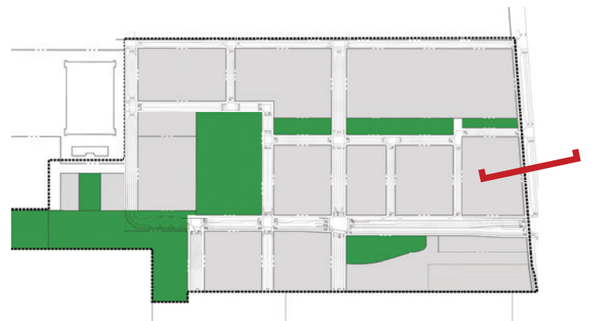
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MAIN STREET R.O.W. SECTION

0′ 15′ 30′ 45′

* SECTION FROM PRECISE PLAN DOCUMENTS



KEY PLAN

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RIGHT OF WAY SECTIONS

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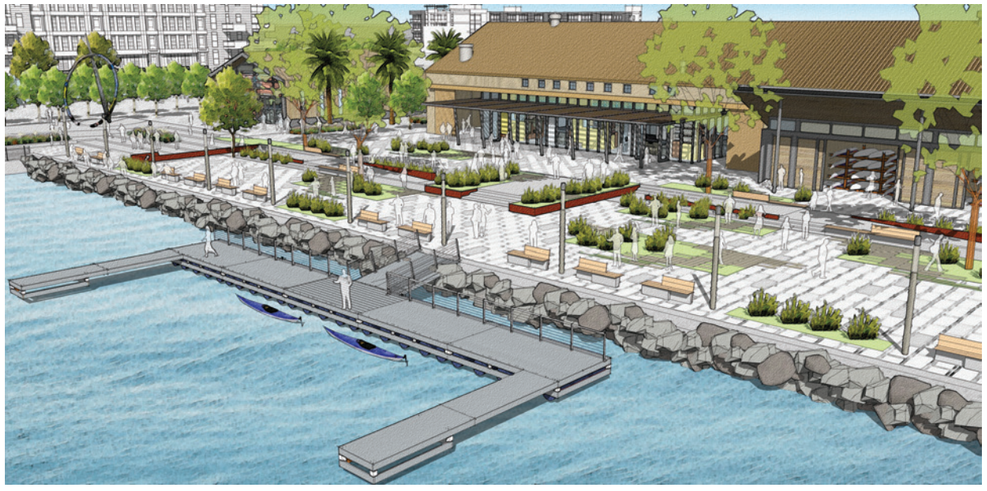
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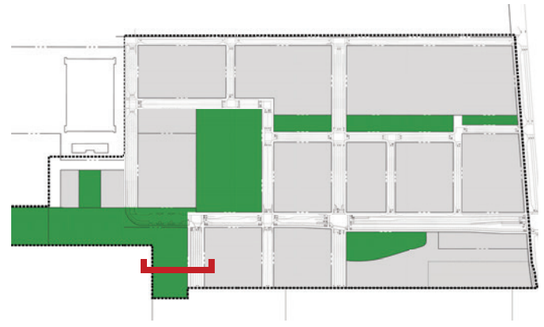


ALAMEDA POINT PARTNERS - FERRY POINT R.O.W. STREET SECTION - AT BUILDING 113 - PHASE TWO

0′ 15′ 30′ 45′



AERIAL VIEW OF PROMENADE BETWEEN BUILDING 113 AND SEAPLANE LAGOON



KEY PLAN

* SECTION ADAPTED FROM PRECISE PLAN DOCUMENTS

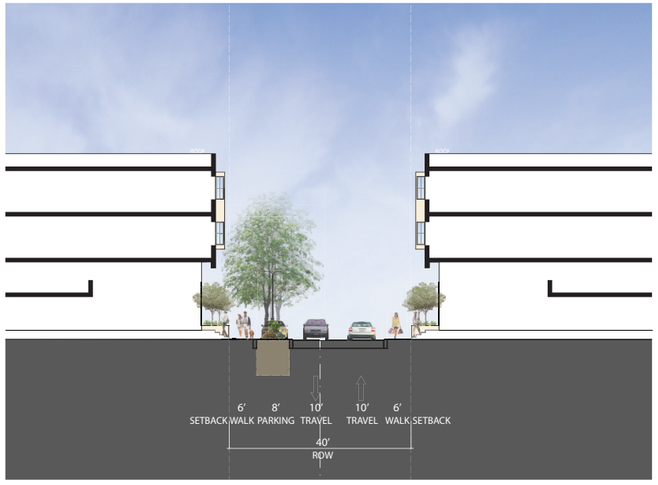
RIGHT OF WAY SECTIONS

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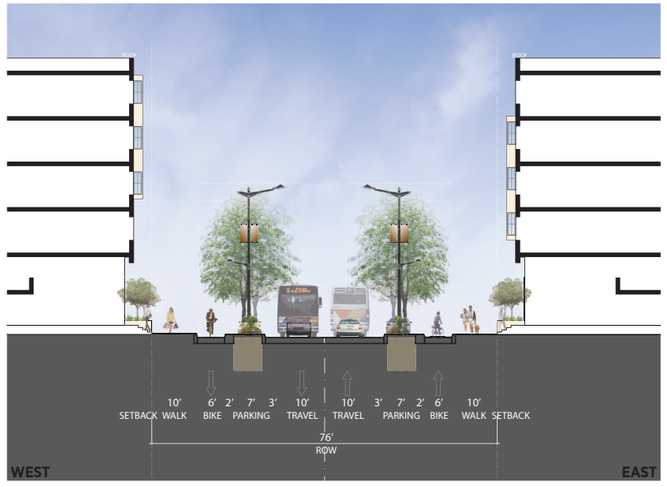
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A. ALLEY R.O.W. SECTION

***NOTE: WHERE ADJACENT BUILDING HEIGHT EXCEEDS 30’ PROVIDE 13-FT TRAVEL LANES , STRIPPED AS 10-FT WITH 3-FT BUFFERS**

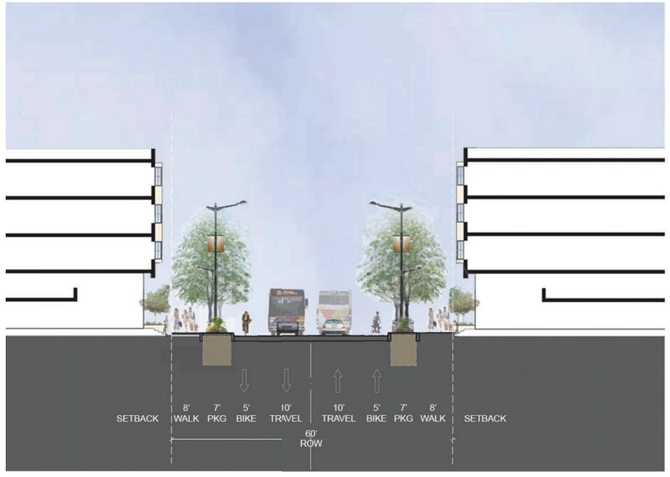


B. ORION STREET (NORTH) R.O.W. SECTION

***NOTE: PROVIDE 13-FT TRAVEL LANES , STRIPPED AS 10-FT WITH 3-FT BUFFERS**

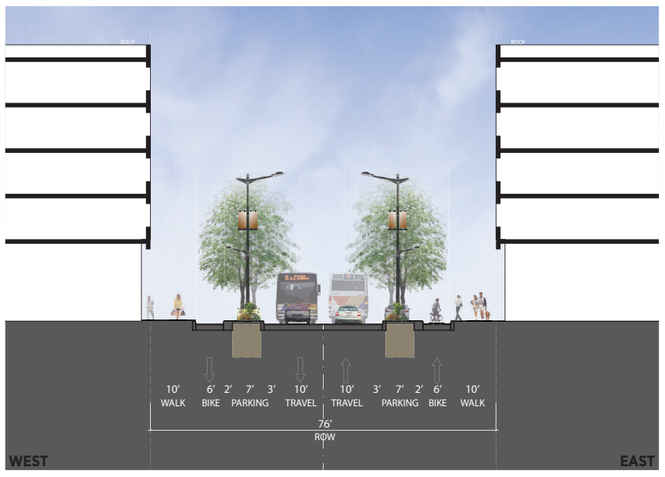


C. PAN AM WAY R.O.W. SECTION



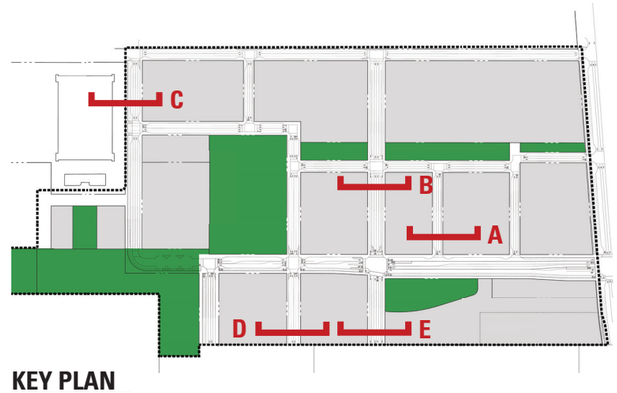
D. TYPICAL LOCAL STREET R.O.W. SECTION

*** 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**



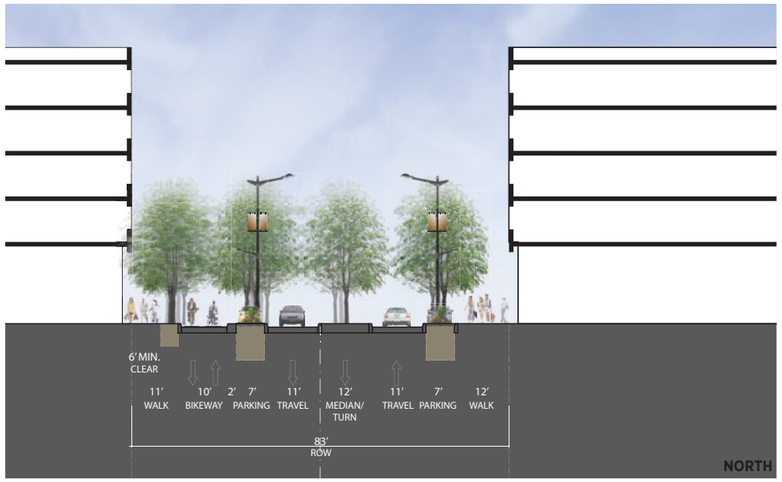
KEY PLAN

*** SECTION FROM PRECISE PLAN DOCUMENTS**

RIGHT OF WAY SECTIONS

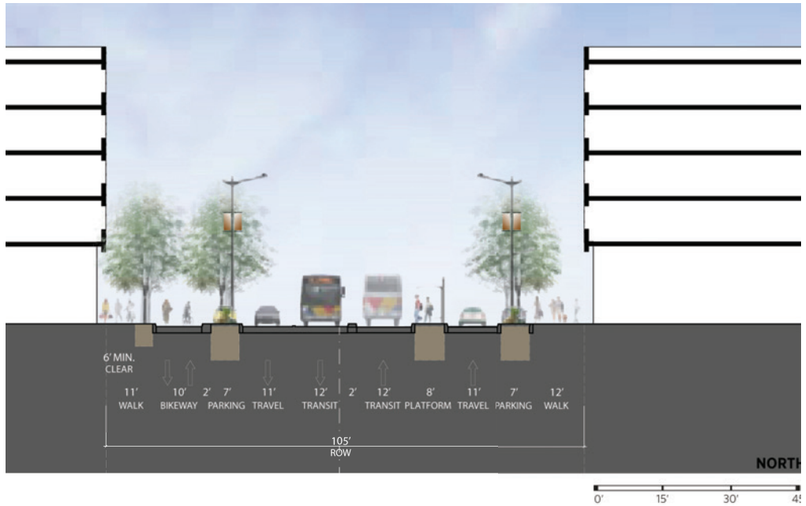
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C. RALPH APPEZZATO MEMORIAL PARKWAY - WEST 83' R.O.W. SECTION

SECTION FROM PRECISE PLAN DOCUMENTS



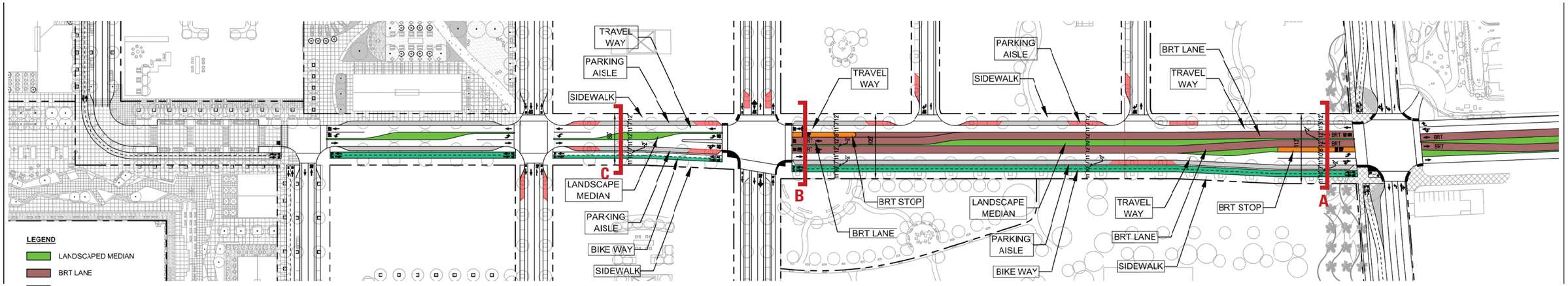
B. RALPH APPEZZATO MEMORIAL PARKWAY - EAST 105' R.O.W. SECTION

SECTION REVISED FROM PRECISE PLAN DOCUMENTS



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

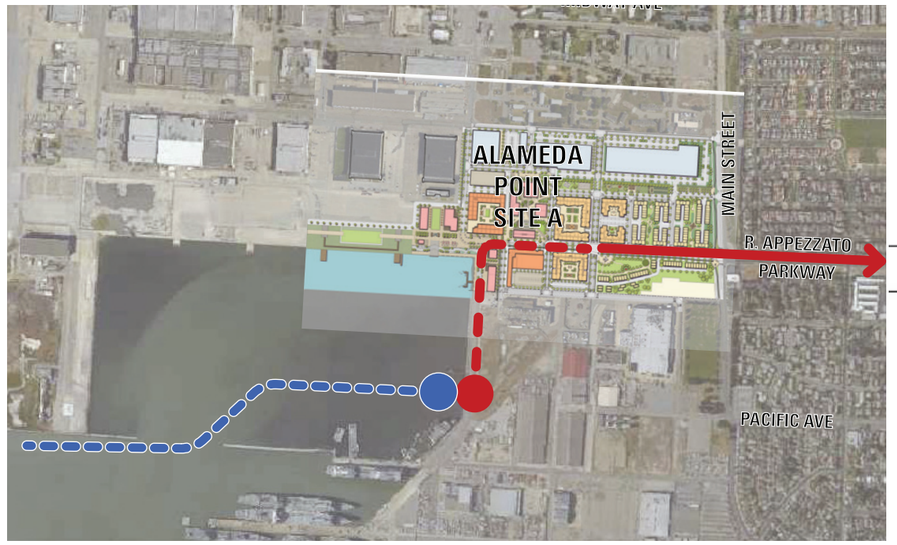
SECTION REVISED FROM PRECISE PLAN DOCUMENTS



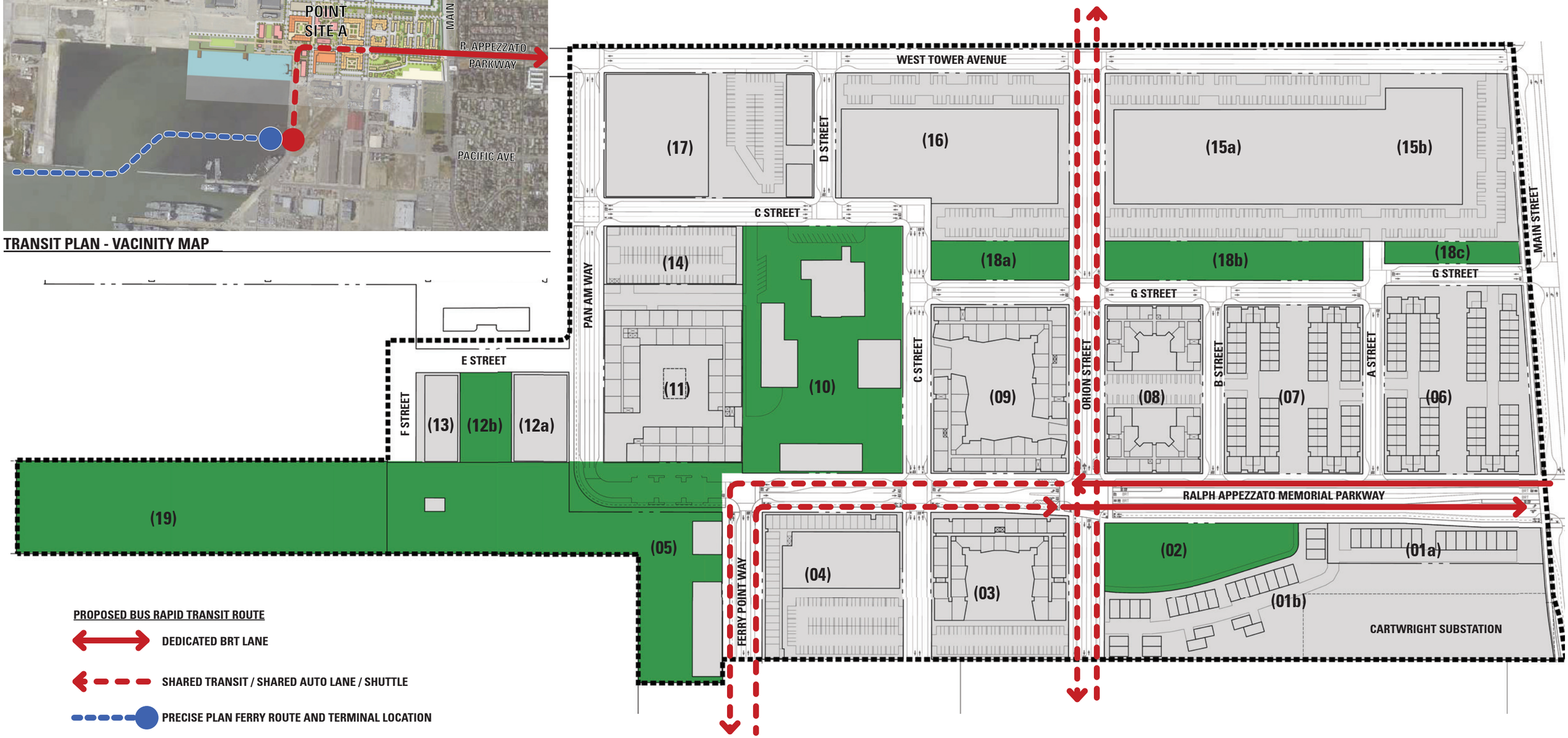
NOTES

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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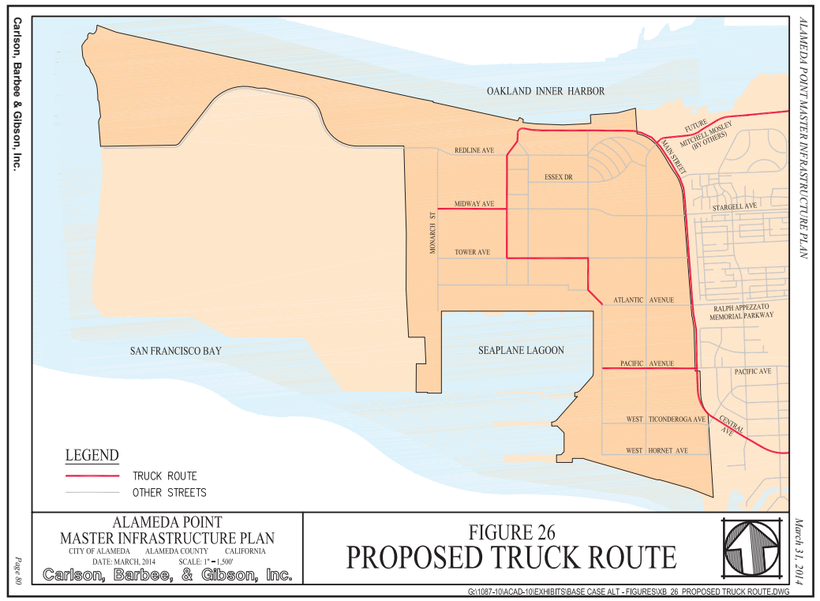
TRANSIT PLAN - VACINITY MAP



PROPOSED BUS RAPID TRANSIT ROUTE

- DEDICATED BRT LANE
- SHARED TRANSIT / SHARED AUTO LANE / SHUTTLE
- PRECISE PLAN FERRY ROUTE AND TERMINAL LOCATION

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MASTER INFRASTRUCTURE PLAN - PROPOSED TRUCK ROUTES FOR REFERENCE ONLY

WEST TOWER AVENUE
D STREET
C STREET
PAN AM WAY
E STREET
F STREET
G STREET
C STREET
D STREET
ORION STREET
B STREET
A STREET
MAIN STREET
RALPH APPEZZATO MEMORIAL PARKWAY
FERRY POINT WAY
CARTWRIGHT SUBSTATION

(01a) (01b) (02) (03) (04) (05) (06) (07) (08) (09) (10) (11) (12a) (12b) (13) (14) (15a) (15b) (16) (17) (18a) (18b) (18c) (19)

VEHICULAR CIRCULATION
DRIVEWAY ACCESS
PRIVATE ROAD / EASEMENT
SIGNALIZED INTERSECTION

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PROPOSED VEHICULAR ACCESS

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Conceptual Parking Location
Precise Plan Boundary

PRECISE PLAN CONCEPTUAL PUBLIC PARKING LOCATIONS

*DRAWING FROM JULY ALAMEDA PRECISE PLAN

7
74 STALLS
4
28
58 STALLS
10
14
42 STALLS
85 STALLS
20
10
158 STALLS
100 STALLS *
6
16
6
100
6
98
40
57
57
50
70
14
14
70
4
6
12
2
8
8
2
28
25
10
28
28
8
20
95
6
20
6
96 STALLS *
56 STALLS
6
6
6
4
4
2

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 (294 STALLS)

PRIVATE - SURFACE PARKING LOT - COMMERCIAL (416 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

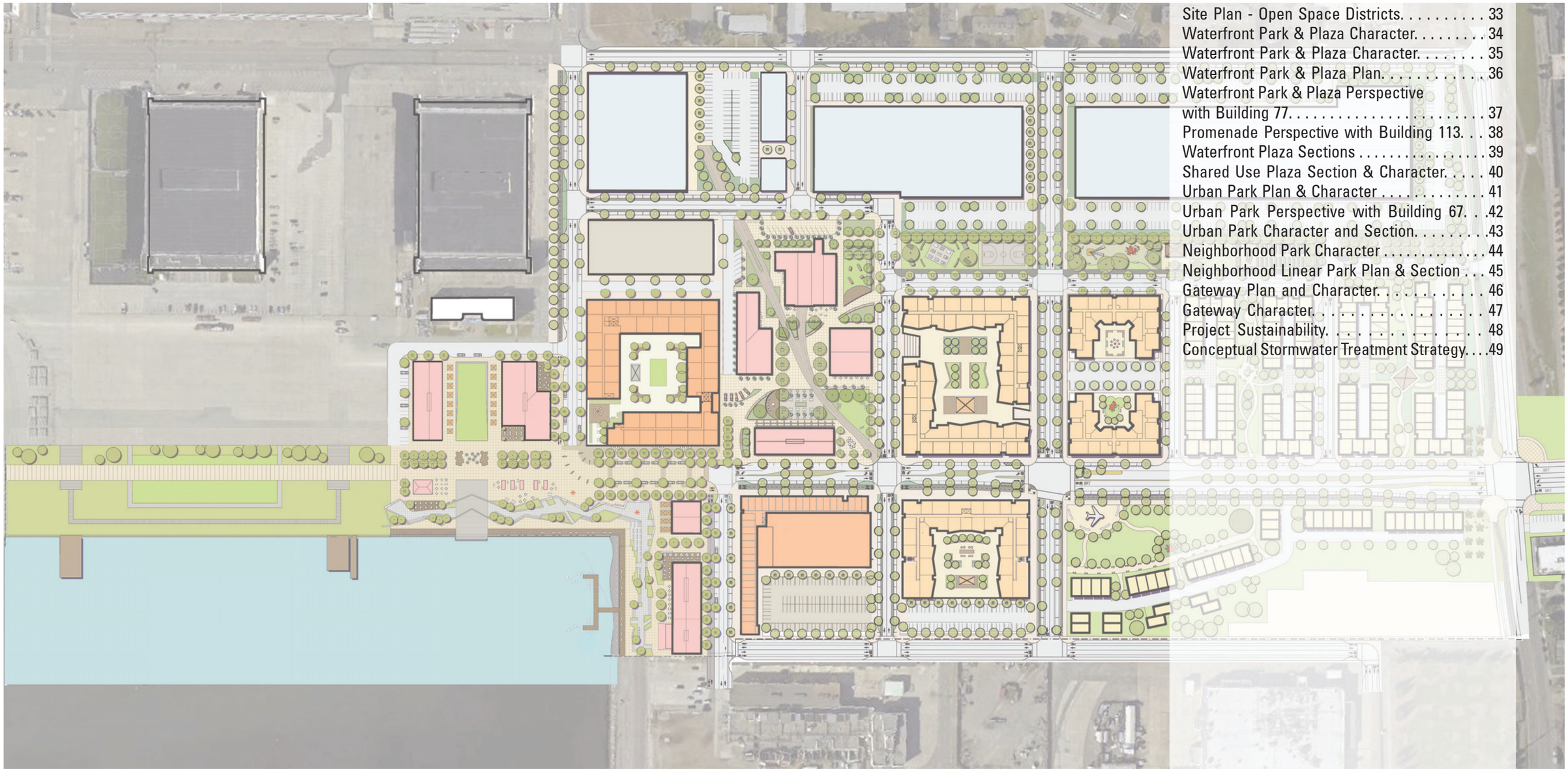
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OPEN SPACE

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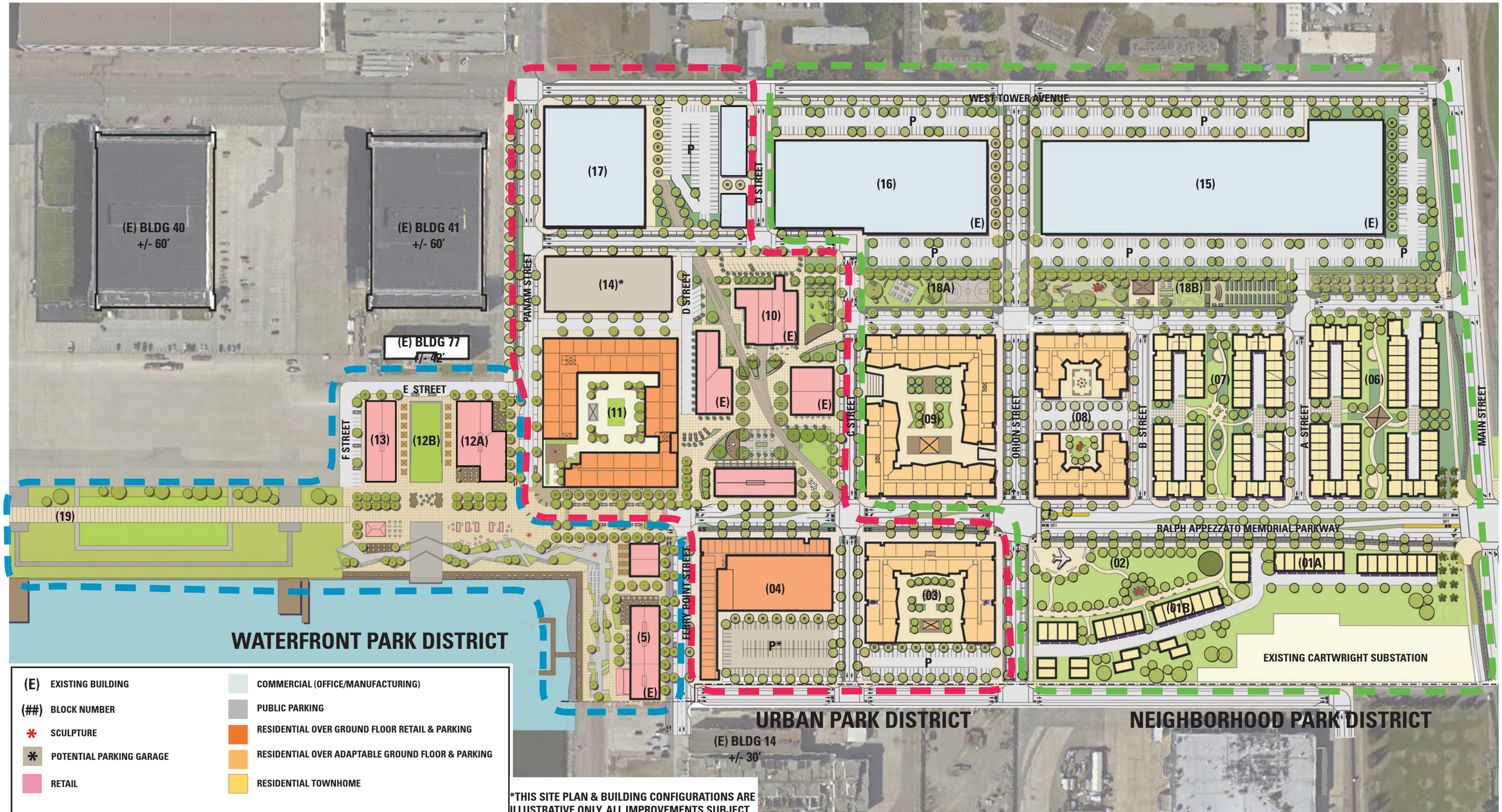


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*THIS SITE PLAN & BUILDING CONFIGURATIONS ARE ILLUSTRATIVE ONLY. ALL IMPROVEMENTS SUBJECT TO DESIGN REVIEW APPROVAL.

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SITE PLAN - OPEN SPACE DISTRICTS

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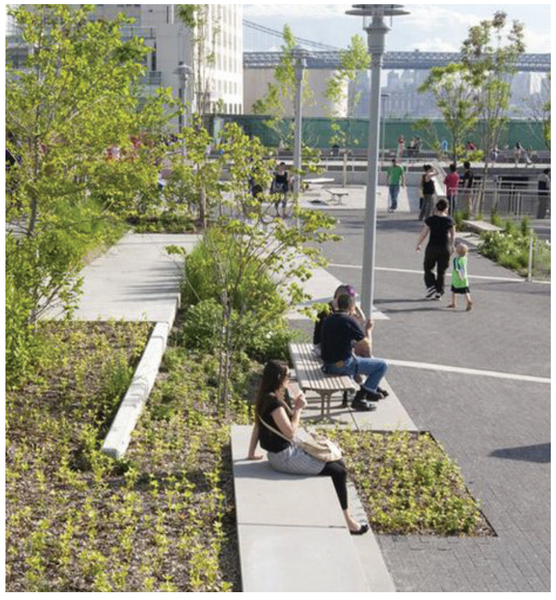
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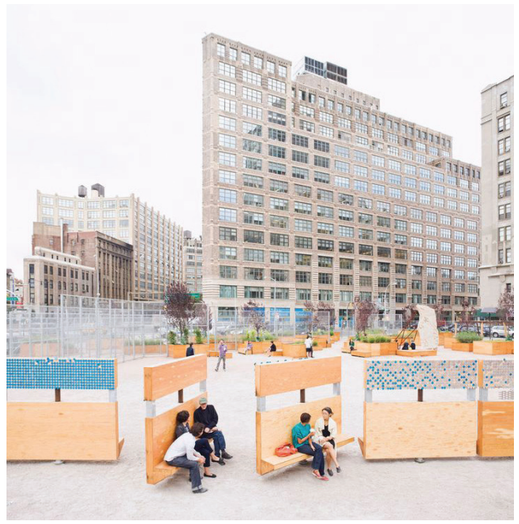






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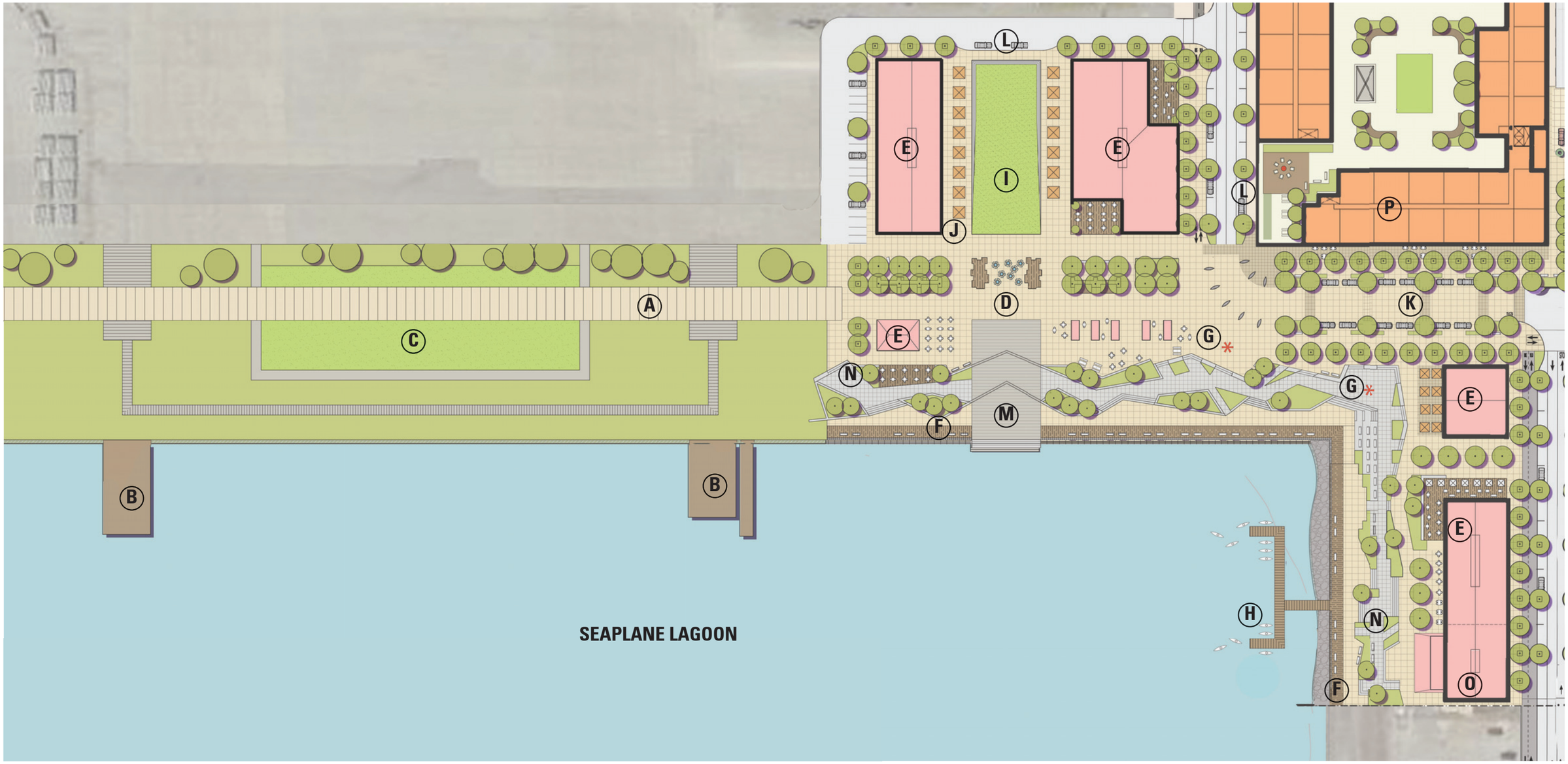












A	PARK PROMENADE	E	RETAIL	I	SLOPED EVENT LAWN	M	HISTORIC VIEW CORRIDOR AND WATER ACCESS
B	HISTORIC SEAPLANE RAMPS	F	WATERFRONT PROMENADE	J	POTENTIAL MARKET AREA	N	WATER FRONT VIEWING TERRACE
C	POTENTIAL RECREATION AREA	G	SCULPTURE (*)	K	SHARED USE PLAZA	O	PROPOSED SMALL CRAFT RENTAL FACILITY
D	WATERFRONT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

10 25 50 100 200

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

ALAMEDA POINT | ALAMEDA, CA

WATERFRONT PARK & PLAZA PLAN

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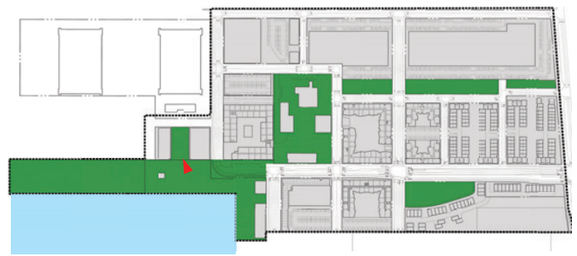
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EXISTING CONDITIONS - BUILDING 77



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WATERFRONT PARK & PLAZA PERSPECTIVE WITH BUILDING 77

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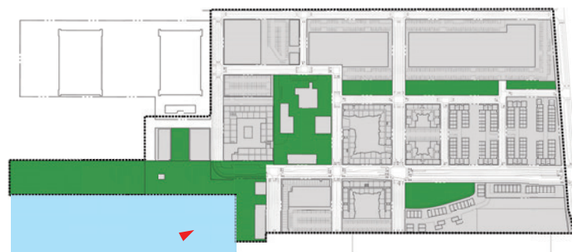
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EXISTING CONDITIONS - BUILDING 113



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PROMENADE PERSPECTIVE WITH BUILDING 113

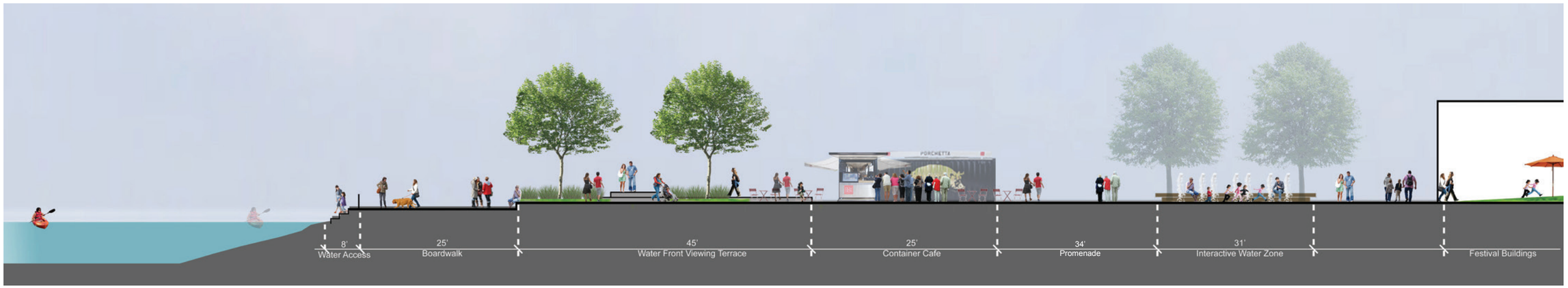
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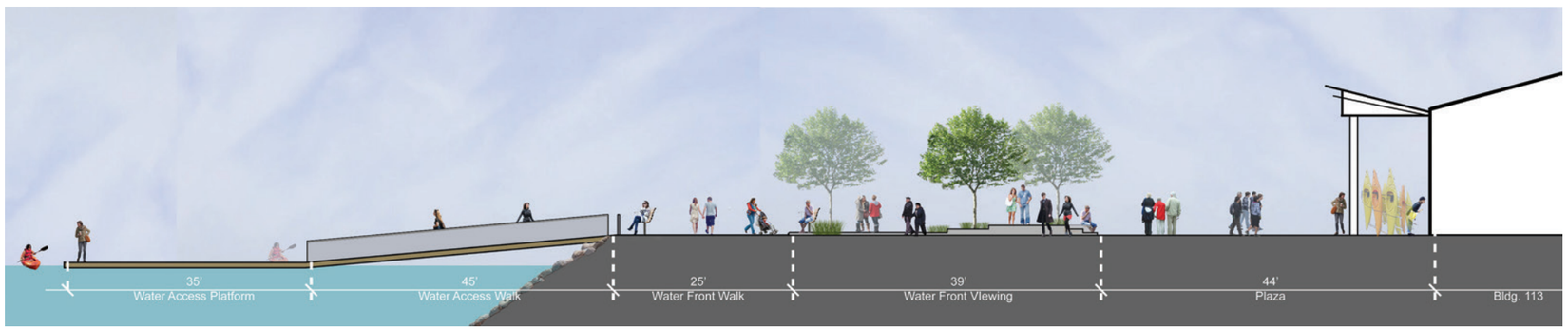
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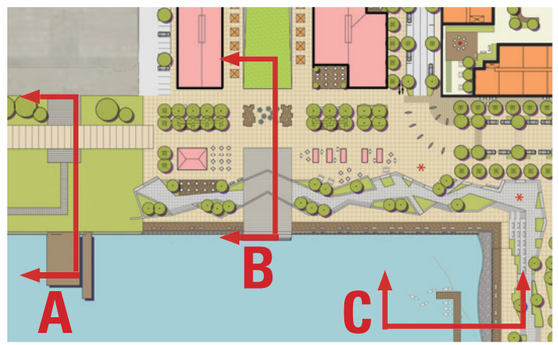
SECTION A AT WATERFRONT PARK



SECTION B AT WATERFRONT PLAZA



SECTION C AT WATERFRONT ACCESS



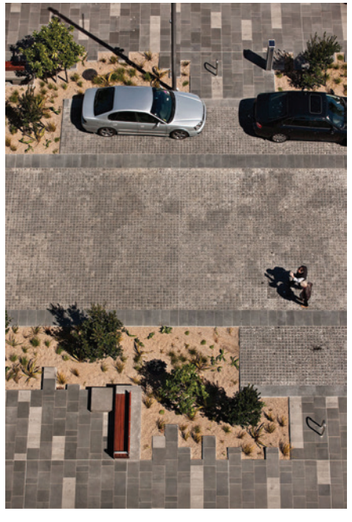
KEY PLAN

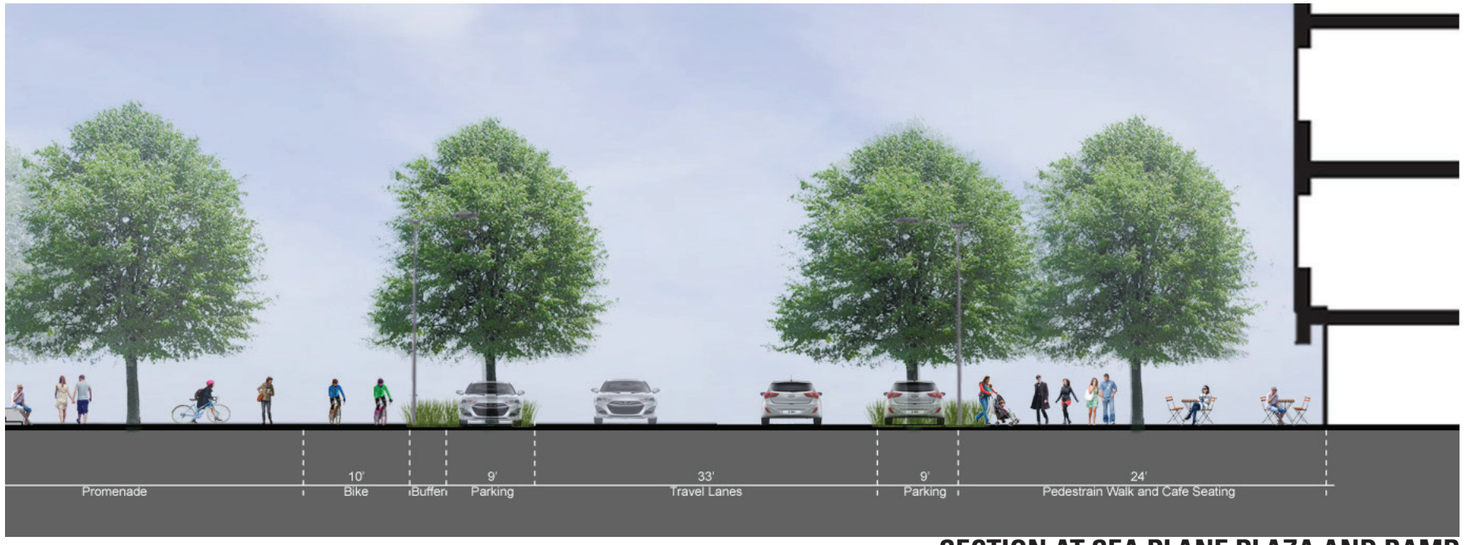
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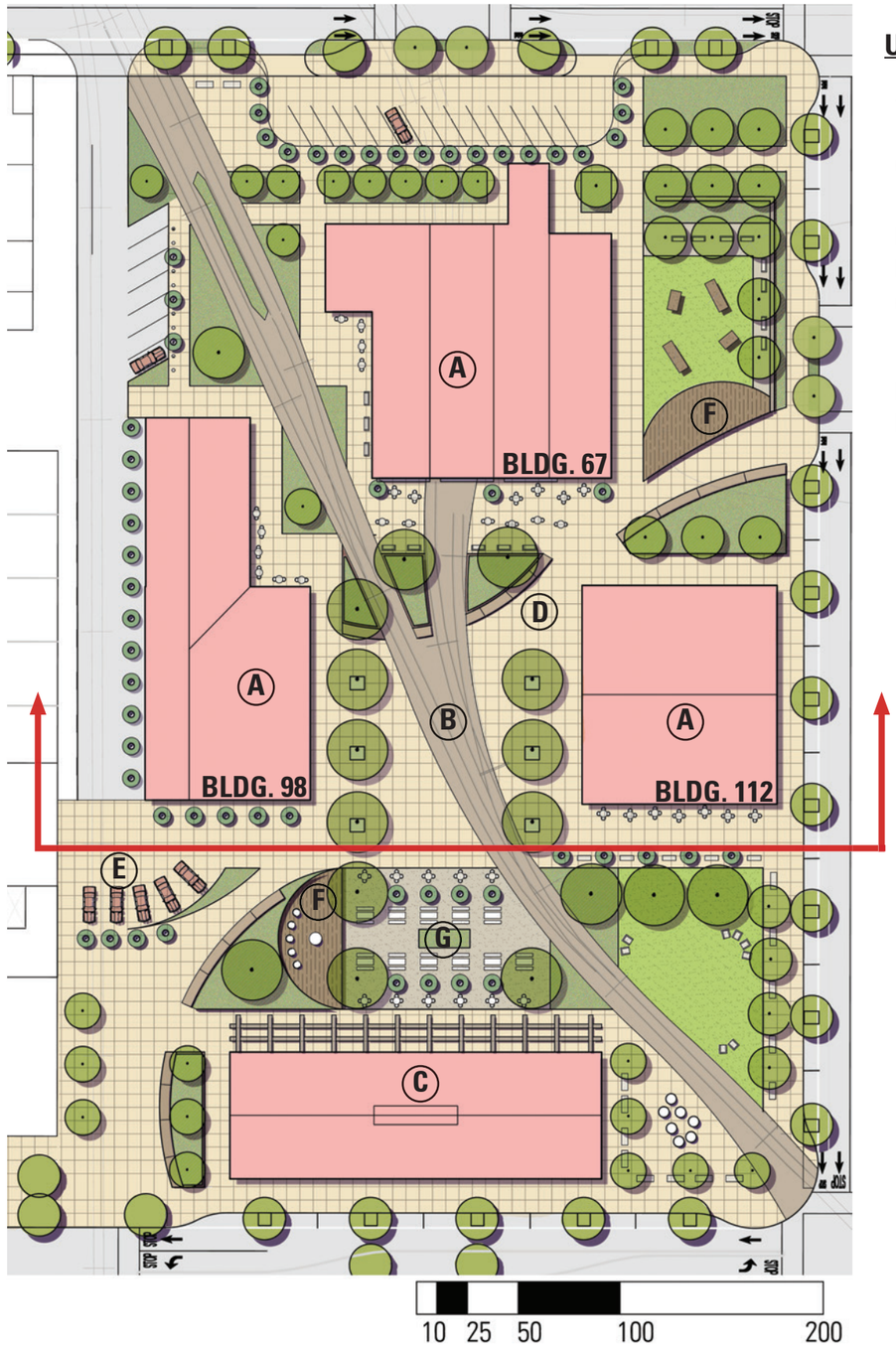
SECTION AT SEA PLANE PLAZA AND RAMP



KEY PLAN

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URBAN PARK LEGEND

- **A** RETROFITTED EXISTING BUILDING
- **B** TRACKS IN PAVING AND PLANTING
- **C** CAFE/RETAIL/MAKER FOCUS
- **D** CENTRAL PLAZA
- **E** MEWS
- **F** WOOD DECK
- **G** BEER GARDEN

POSSIBLE PROGRAMS ELEMENTS INCLUDE:

- CAFE
- FAMILY PLAY AREA
- DINING/OUTDOOR EATING VENUES
- ART/SCULPTURE
- INTIMATE AND LARGER GATHERING OPPORTUNITIES







EXISTING BUILDING PHOTOS

PROPOSED CHARACTER

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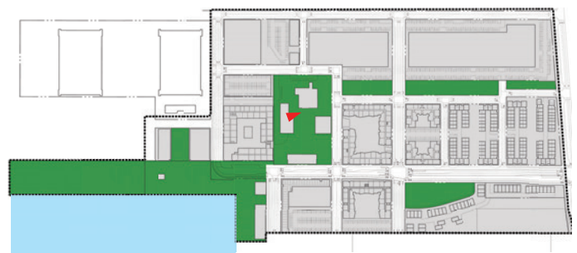
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EXISTING CONDITIONS - BUILDING 67



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URBAN PARK PERSPECTIVE WITH BUILDING 67

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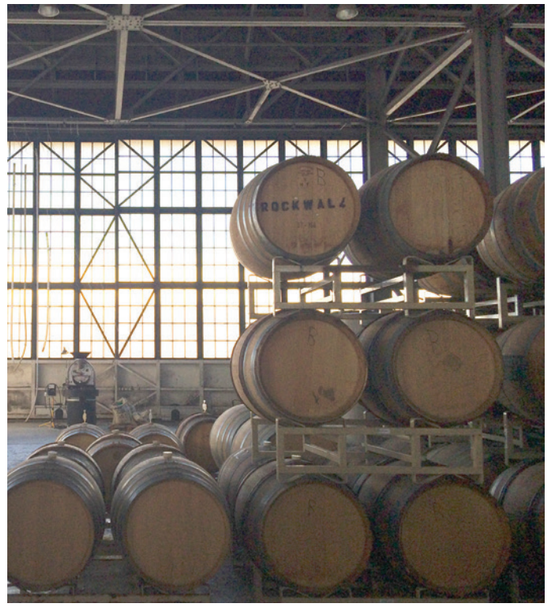
BKF | ignition architecture | MBH arch | TRICON Tableau DEVELOPMENT | EDEN HOUSING | THOMPSON DORFMAN | eblu | SRM ERNST development partners | MadisonMarquette | LANGAN | KH KwanHenmi | FIELD PAOLI | Ap Ph De Wo

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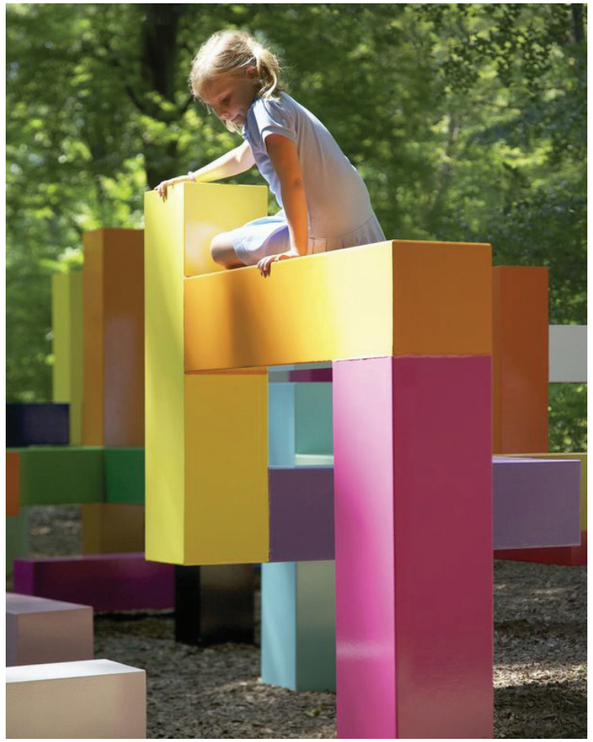


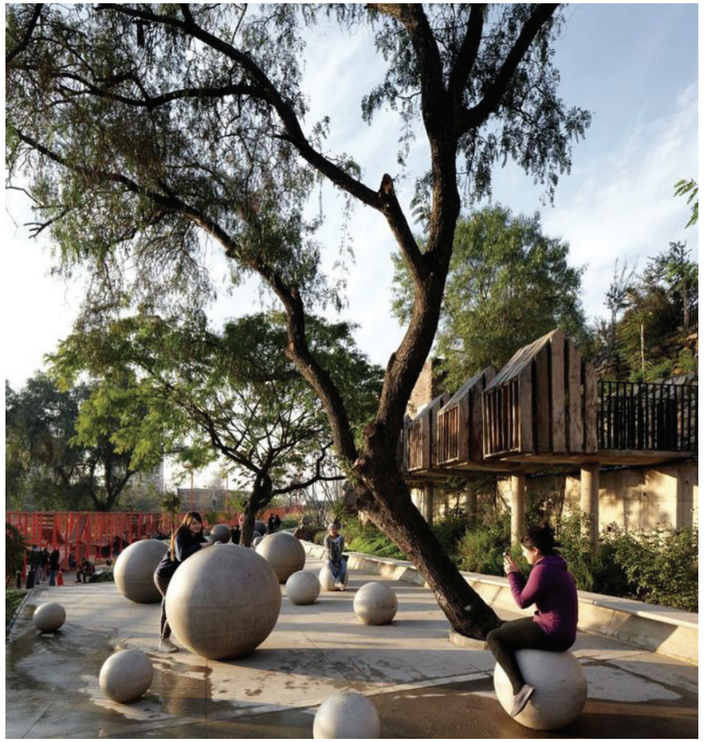


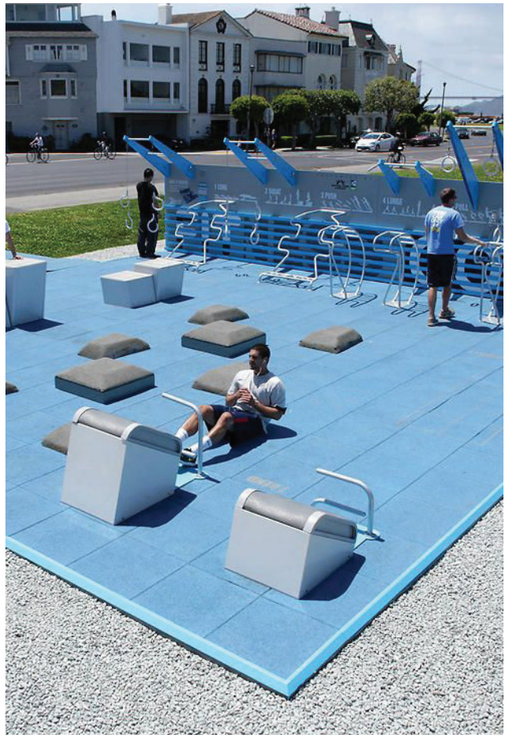


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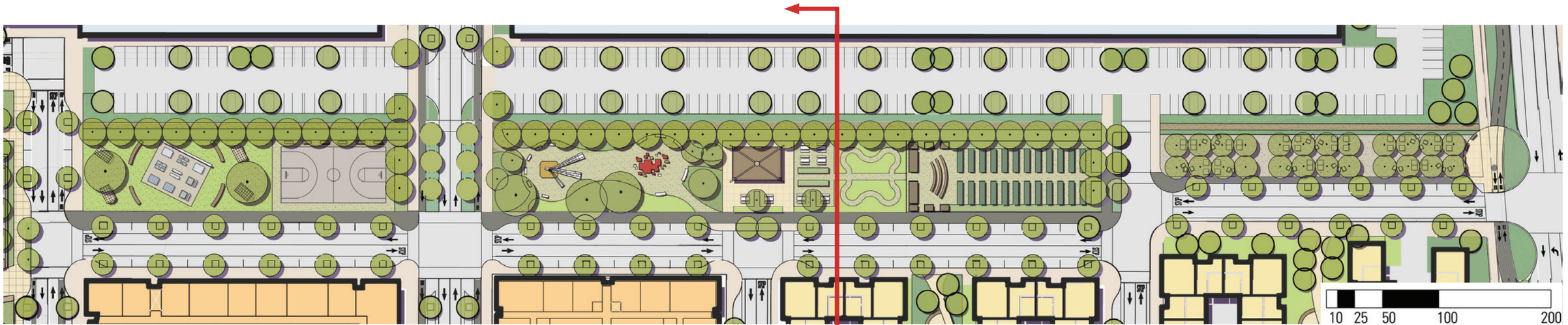












C STREET

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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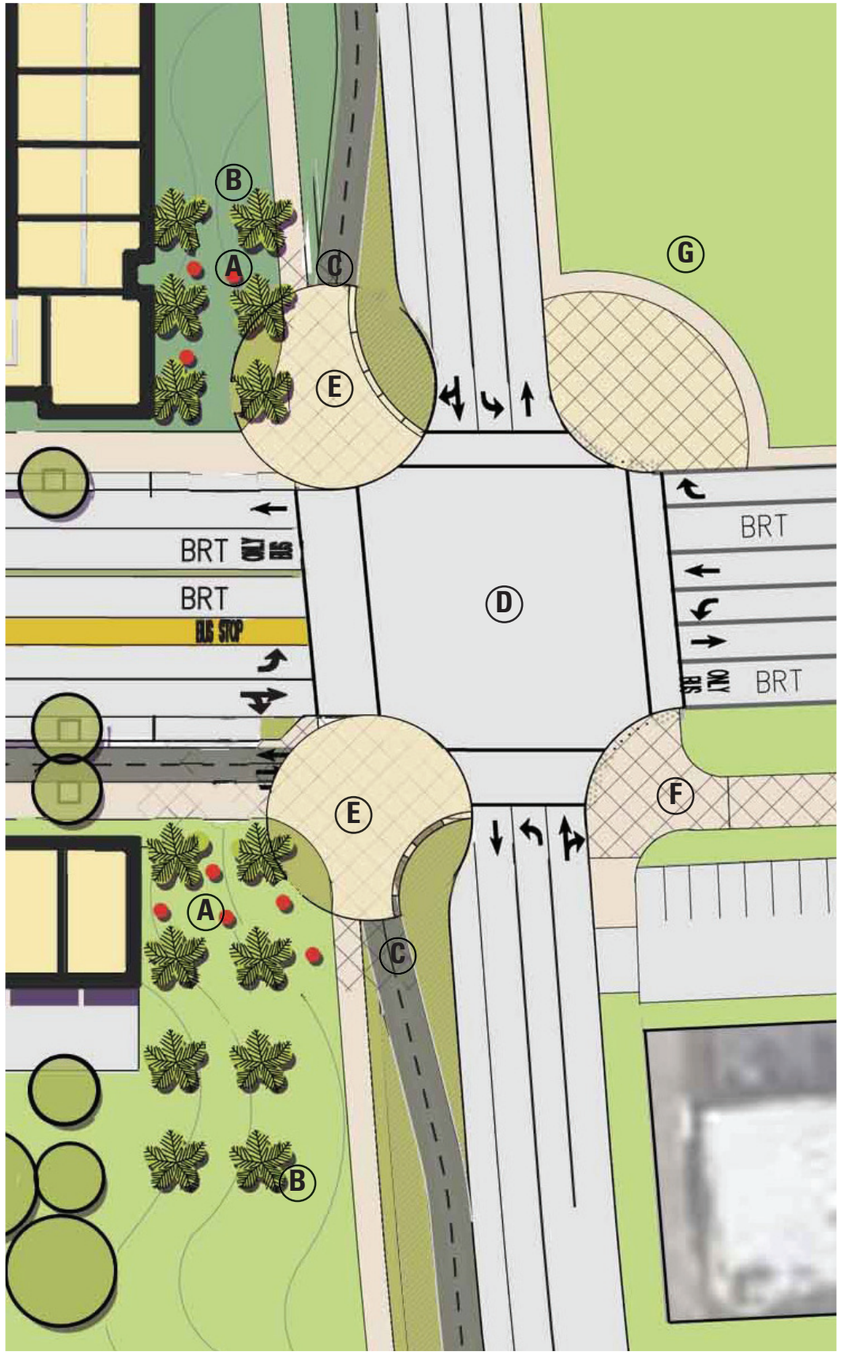
ALAMEDA POINT | ALAMEDA, CA

NEIGHBORHOOD LINEAR PARK PLAN & SECTION

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GATEWAY LEGEND:

- **A** HISTORIC ARTIFACT SCULPTURE
- **B** SENTINEL PALM TREE GRID WITH DRAMATIC LIGHTING
- **C** BIKE LANE INTERSECTION PAVING
- **D** PROPOSED MAIN ST. INTERSECTION
- **E** GATEWAY PLAZA
- **F** PROPOSED CROSS ALAMEDA TRAIL TERMINUS
- **G** EXISTING MAIN STREET LINEAR PARK

POSSIBLE ARTIFACT SCULPTURES:

- ALAMEDA POINT HISTORIC NAVAL BASE ARTIFACTS
- 'FOUND' NAVAL SHIP PROPELLERS
- ABSTRACT STEEL SHIP SCULPTURE
- LOCAL ARTISTS' CREATIONS
- SUSTAINABILTY RECLAIMED ART
- LIGHTING AS ART

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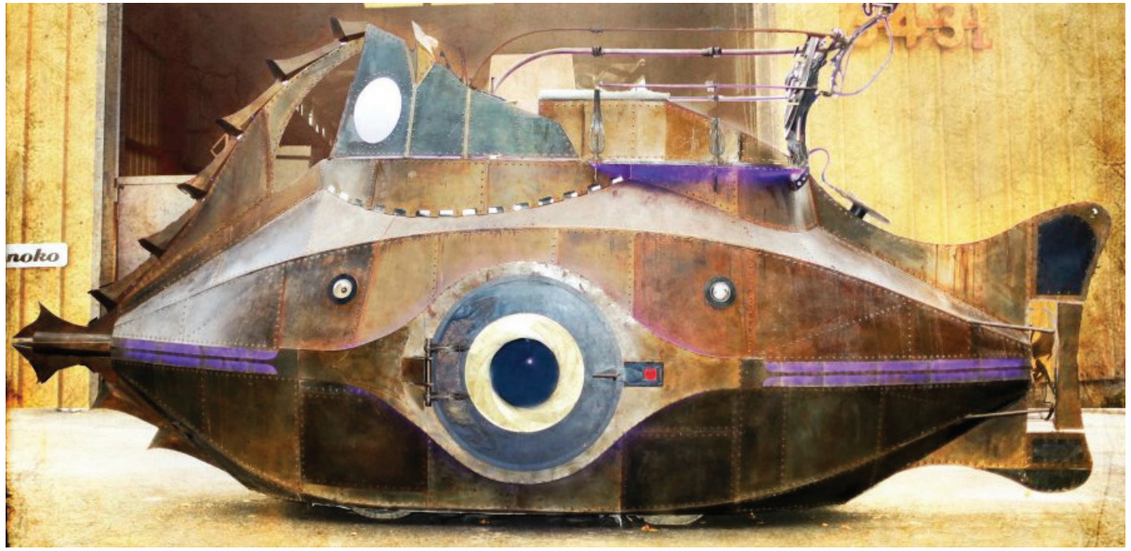


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***SCULPTURE PIECE USING RECLAIMED MATERIAL**













***ALAMEDA POINT NAVAL BASE ARTIFACTS USED AS ART**

ALAMEDA POINT SITE A – SUSTAINABLE DESIGN:

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

- PRESERVATION AND REUSE OF EXISTING BUILDINGS REDUCES WASTE, ENERGY USE AND GREENHOUSE GAS EMISSIONS DURING CONSTRUCTION;
- 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



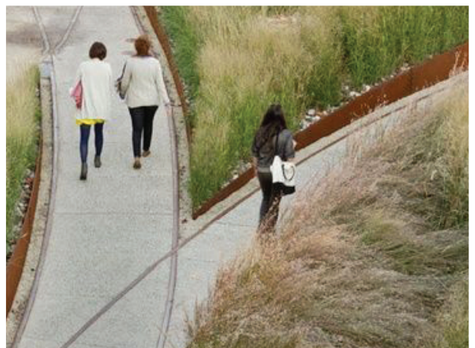
NATURAL DAYLIGHTING
REDUCE ENERGY USAGE



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

CITYCARSHARE
A Bay Area nonprofit

zipcar
wheels when you want them

CAR SHARE PARKING -
REDUCE VEHICLE DEMAND & PROMOTE SHARED ECONOMY

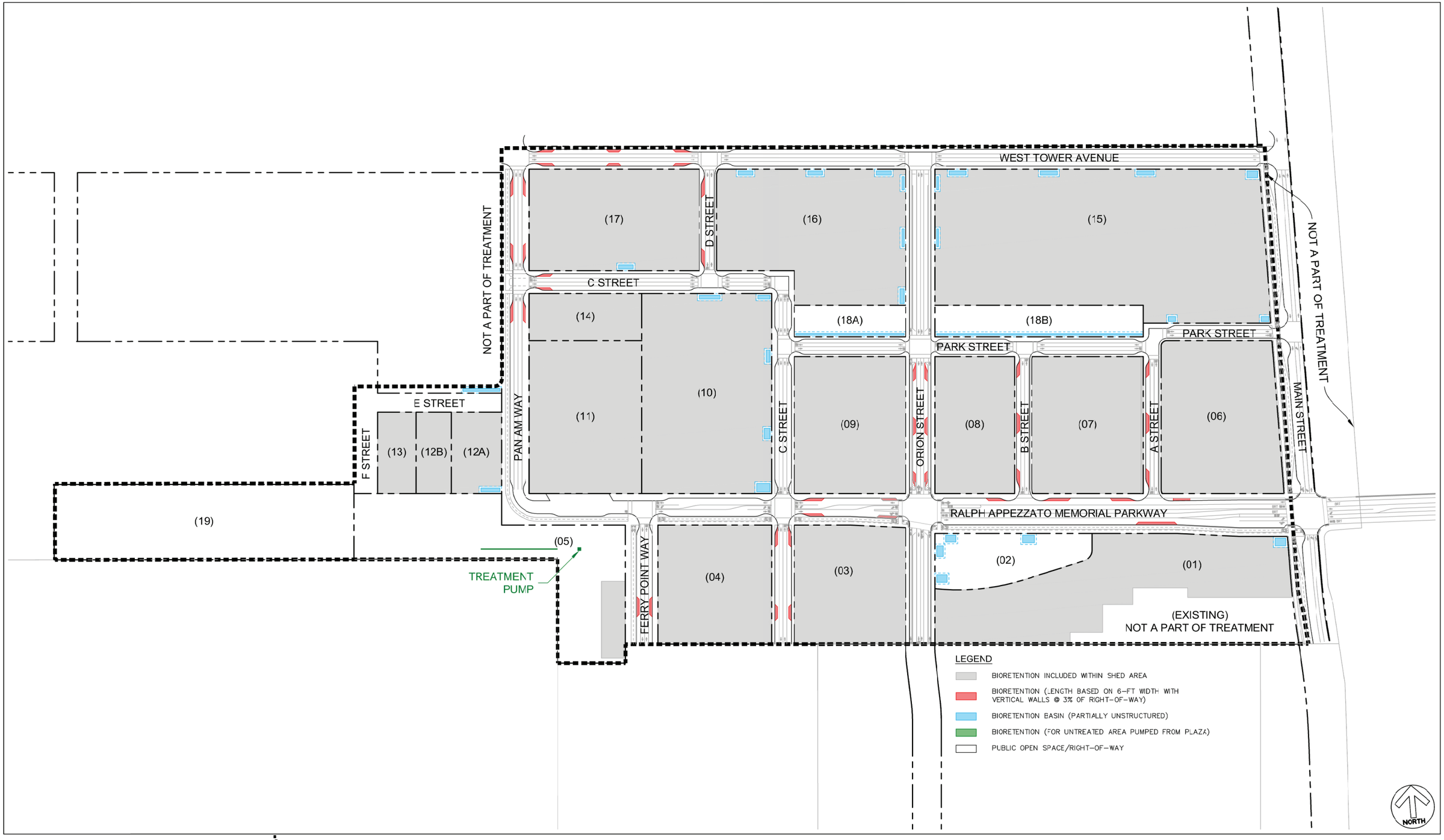


CAR CHARGING STATIONS -
PROMOTE A REDUCTION IN FOSSIL FUEL USE



ACCESS TO TRANSIT -
BRT / BUS / FERRY
REDUCE VEHICLE DEMAND

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ALAMEDA POINT | ALAMEDA, CA

CONCEPTUAL STORMWATER TREATMENT STRATEGY

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