

The Community Planning Process for Alameda Point and Site A

The plans for mixed-use, transit oriented development at Alameda Point are the result of a community planning process that is over 20 years long. The major milestones during this extensive community effort include:

- The adoption of the 1996 Alameda Naval Air Station Community Reuse Plan (Community Reuse Plan) and Environmental Impact Report (EIR), which envisioned reuse and redevelopment of Alameda Point with 5.5 million square feet of employment uses and 1,425 residential units, including public parks and retail services.
- The adoption of the Alameda General Plan Alameda Point Element and EIR in 2003, which placed the Community Reuse Plan vision, goals, and policies into the Alameda General Plan.
- The July 2013 endorsement of the Alameda Point Vision Guide reconfirming the community's support for the vision and goals presented in the Community Reuse Plan and General Plan.
- The 2014 adoption of the Alameda Point Zoning Ordinance, Master Infrastructure Plan (MIP) and third EIR consistent with the Community Reuse Plan, which established the zoning and development regulations and the Alameda Point Master Infrastructure Plan (MIP) necessary to support 5.5 million square feet of employment uses and 1,425 residential units, after over 30 public hearings and community meetings between 2012 and 2014.
- The May 2014 adoption of the Alameda Point Transportation Demand Management Plan (TDM Plan) consistent with the General Plan and the Alameda Point EIR, which creates a comprehensive program of strategies, measures, and transit services that supports a transit-oriented development at Alameda Point, achieves the City of Alameda's General Plan goals to reduce automobile trips, and mitigates potential traffic impacts.
- The July 2014 adoption of the Alameda Point Waterfront and Town Center Precise Plan, which established the form-based development standards, height limits and pedestrian oriented development standards for the lands at the gateway and surrounding the Seaplane Lagoon Waterfront Park at the heart of Alameda Point. The Town Center Plan included the most detailed plans prepared to date for a mixed-use district at the heart of Alameda Point.
- The June 2015 unanimous City Council action to adopt the Site A Development Plan (shown above), which provides a detailed plan for 68 acres at the heart of the Waterfront Town Center planning area. The approval process included recommendations from the Planning Board, Recreation and Parks Commission, Historical Advisory Board, Transportation Commission, and direction from public open houses and public walking tours.

The Site A Development Plan

The Site A Development Plan implements the Community Reuse Plan, General Plan, the Zoning Ordinance, and the requirements of the MIP and Town Center Plan. The Site A Development Plan includes:

- Approximately 14.8 acres of publicly accessible open space, parks and plazas representing approximately 22% of the 68-acre property, and approximately 16.3 acres of public streets and sidewalks representing an additional 24% of the property.
- Eight hundred of the 1,425 total residential units programmed for Alameda Point and up to 400,000 square feet of commercial development in existing buildings, approximately 200,000 square feet of retail and hotel space in new buildings. Residential units are provided in transit oriented, multifamily building types on eight blocks located immediately adjacent to the primary transit corridor along the RAMP that links a future ferry terminal at the Seaplane Lagoon with the planned Bus Rapid Transit (BRT) service between Site A and downtown Oakland. All residential units on Site A will be within a one-block walk or less of the BRT line, protected bicycle lanes along RAMP and public open space to facilitate a pedestrian oriented environment. Of the 800 units, approximately 635 of the units will be in stacked flat buildings over parking and approximately 165 of the units will be in attached or stacked townhomes and row houses. 200 of the 800 units (25%) restricted to very low-, low- and moderate-income households.
- One hundred twenty-eight (128) of the 200 affordable units are permanently restricted for very low- and low- income households. These units are proposed to be constructed by Eden Housing, a nonprofit affordable housing developer, in two buildings on Block 8 in the first phase of the development. The development also includes two (2) moderate-income units. Eden Housing will also provide long-term property management and resident services targeted to the needs of its residents. The 70 moderate-income units will be dispersed throughout the remaining residential buildings.
- 400,000 square feet in existing buildings will be marketed primarily for flexible R&D, office and/or light industrial and retail uses or ancillary retail uses. These uses are complementary to existing uses within the adjacent adaptive reuse area, which include clean-tech companies and food and beverage manufacturing production uses.
- Dedicated annual funding for transit services and transportation programs. In addition, the project is providing \$10 million for construction of the new Ferry Terminal at the Seaplane Lagoon to support expanded ferry services to San Francisco and the region and over \$8.5 million to construct complete streets in and around Alameda Point, including key transit improvements, such as dedicated bus lanes on RAMP to support expanded transit services from Alameda Point to downtown Oakland and BART.