

ALAMEDA MARINA

[DRAFT] MASTER PLAN
JULY 2016



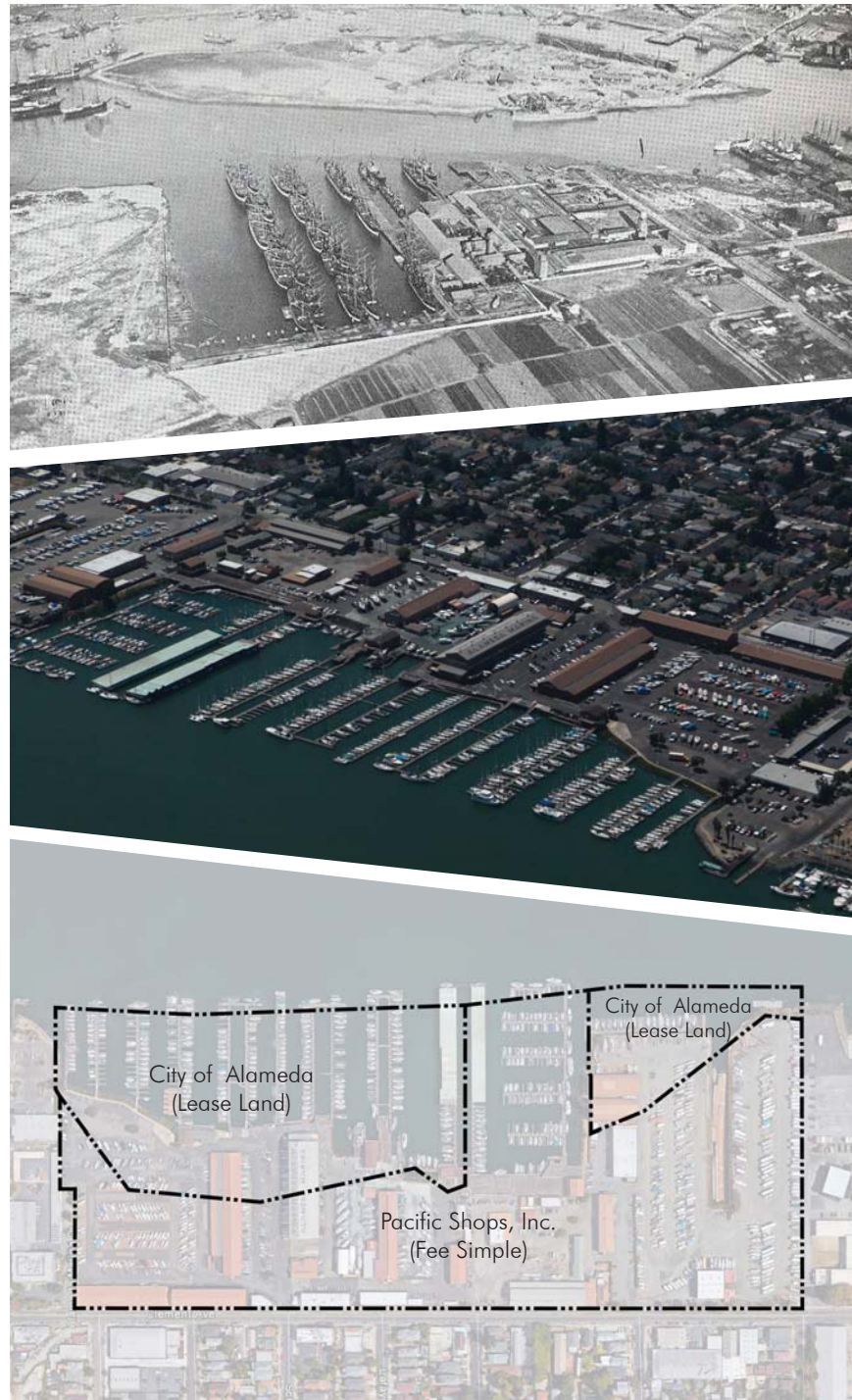
MASTER PLAN TEAM



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CHAPTER 1: INTRODUCTION



Top: Alameda Marina circa mid-20th century; Middle: Alameda Marina present day; Bottom: Lease vs Fee simple areas

Alameda Marina is an important site in the City of Alameda with a long maritime history that offers a unique opportunity to integrate existing uses with new development to provide employment, residences, and recreation for current and future residents of the City. Once a thriving World War II shipyard, since the 1950's Alameda Marina has housed boat slips, dry storage and maintenance and repair services for boats and recreational vehicles, as well as some industrial and professional service-oriented small businesses.

Alameda Marina represents for the City of Alameda an opportunity to maintain existing jobs, stimulate economic development, create housing, and offer recreational amenities to existing and future residents.

1.1 Site History

Tidelands and Marina Lease

Alameda Marina is a private/public owned site comprised of two areas. The southern portion of the Alameda Marina property is owned in fee by Pacific Shops, Inc. (PSI). Most of the northern portion of the Alameda Marina property is a partnership between PSI and the City of Alameda, subject to the Tidelands and Marina Lease described below.

In 2012, PSI executed a 66-year Tidelands and Marina Lease for a portion of the Alameda Marina property (dated May 16, 2012). The lease approved by the City of Alameda's City Council is based upon a private/public partnership with the City, with a requirement to obtain all approvals and begin the development of a project involving "demolition and/or replacement and/or comprehensive rehabilitation of existing improvements on the [property] and construction of a new higher-value project" by the end of 2019. The

lease also further requires PSI to submit a complete development plan application setting forth PSI's development proposal by the end of 2016. This Master Plan aims to meet this requirement of a complete development plan application.

Planning and Zoning

Northern Waterfront General Plan Amendment

For more than a decade, the City has developed a series of aligned planning initiatives to redevelop the Northern Waterfront and to transform it from industrial uses into a mixed-use district comprised of compatible and complementary uses. Beginning in 2000, the City created the Northern Waterfront Advisory Committee ("NWAC"), a 15-person advisory panel representing a range of community members, area property owners, and local business interests.

In 2002, NWAC recommended that the Northern Waterfront be redeveloped so as "to promote and facilitate redevelopment of the area with a mix of uses...[where] existing non-conforming land uses and the inherent land use incompatibilities between industrial and residential uses [will] gradually be replaced with a more cohesive land use pattern." After review by the public, the Planning Board, the City Council, and several City Commissions, the City Council amended and incorporated the NWAC's recommendations into the Northern Waterfront General Plan Amendment ("NWGPA") for the western portion of the Northern Waterfront. While Alameda Marina lies just outside the boundaries of the NWGPA, this Master Plan incorporates objectives (see chapter 2 of this document) that are consistent with the NWGPA and guides the redevelopment of this waterfront property in a similar manner.

City Zoning

A portion of Alameda Marina lies within the M-2 General Industrial (Manufacturing) zoning district, and a portion of Alameda Marina lies within the MX Mixed-Use Planned Development and MF Multi-Family Residential overlay zoning designations. The MX and MF overlay designations for Alameda Marina were adopted in 2012 when after substantial public input, the City adopted its former Housing Element (2007-2014) and designated Alameda Marina as a site for mixed-use/multifamily housing. In 2012, the City also applied a “MF Multifamily Combining District” designation to Alameda Marina and other sites to bring the City’s General Plan and Alameda Municipal Code into conformance with State Law.

Around the same time the City also put forward two priority development areas for housing in the 2013 Plan Bay Area, one of which includes Alameda Marina as part of the Northern Waterfront. Plan Bay Area is a regional growth plan from the Association of Bay Area Governments (ABAG). In its updated Housing Element (2015-2023), the City allocated a number of residential units to Alameda Marina in order to meet its Regional Housing Need Allocation (RHNA).

1.2 Purpose

As Alameda Marina continues to play an important role in the economic and housing fabric of the City of Alameda, its infrastructure and facilities will need to come up to date to support existing operations and future development. As required by the Tideland’s lease, PSI needs to submit a development plan application for a “new higher-value project” by the end of 2016. This Master Plan document serves as the development plan application to the City of Alameda and provides a detailed framework of development goals and controls that will enable the restoration, redevelopment and revitalization of Alameda Marina.



Exhibit 1.1 - City of Alameda Zoning Map from City website (N.T.S.)

The Master Plan is consistent with the City of Alameda’s General Plan and aligns with the Housing Element’s vision of the site as a housing opportunity site. The Master Plan is organized into 7 sections:

1. Introduction
2. Objectives and Vision
3. Land Use & Sub Areas
4. Public Realm & Transportation
5. Infrastructure
6. Building Typologies & Design Guidelines
7. Development Process & Procedures

1.3 Site Location and Context

Alameda Marina is located on Clement Avenue in between Alameda Marina Drive and Willow Street. To the west of the site is Alameda Municipal Power, to the east is the Navy Operational Support Center (NOSC) and to the south is a mixture of light industrial, retail and residential uses. North of the site across the estuary is Coast Guard Island and Union Point Park located in Oakland along Embarcadero. The Park Street Business District is +/- 0.7 miles away and the Webster Street business core is +/- 1.5 miles away. Current public transportation such as the Fruitvale BART and AC Transit lines are within 2 miles of the site. AC Transit Line 19 is slated to have service on Buena Vista Avenue which is two blocks from the site.

1.4 Existing Conditions and Opportunities

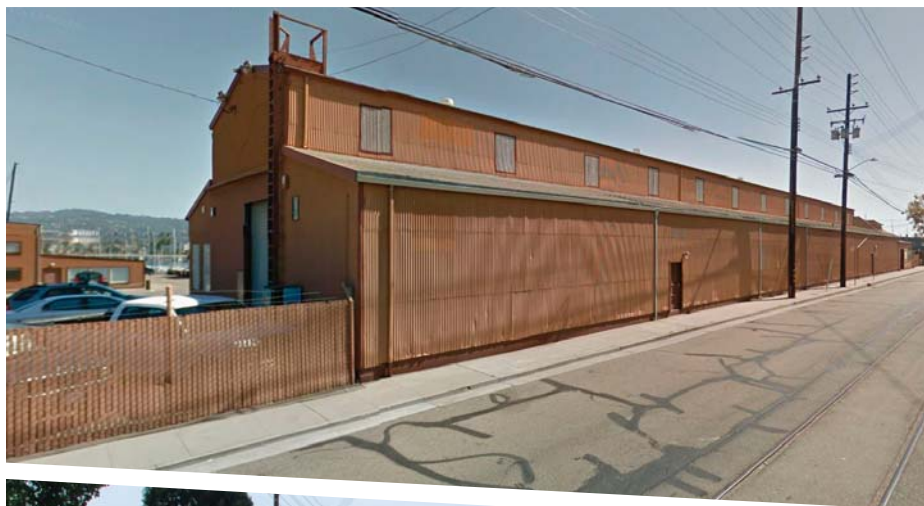
Throughout the decades, Alameda Marina has functioned as a working waterfront and public amenity, but it has also experienced substantial deterioration along its shoreline edge and facilities. Alameda Marina has many existing conditions that are problematic, such as aging infrastructure, failing shoreline, and its soils conditions. Identified as a housing opportunity and priority development area site by both the City and ABAG, Alameda Marina also provides many opportunities for redevelopment that include potential access points, marina operations, public amenities, and maritime focus.



Exhibit 1.2 - Site Location and Context (N.T.S.)

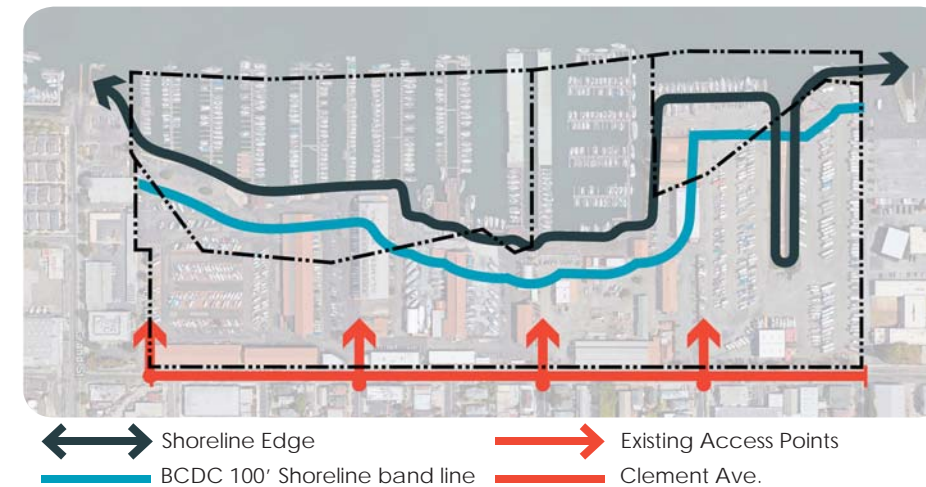
Access Points

Currently Alameda Marina has 4 main access points into the site. These access points are located along Alameda Marina Drive, Schiller Street, Chestnut Street, and Stanford Street. The length of the site along Clement Ave is +/- 0.3 miles long, +/- 540 yards, most of which is lined with buildings located right up to the sidewalk. The limited number of access points and long buildings along Clement Avenue provide minimal human pedestrian scale and relief along the street and currently act as a wall barrier to the Marina and the waterfront.



"Clement Wall" streetscene along Clement Ave

Infrastructure and Shoreline



Alameda Marina's shoreline edge is +/- 3800 linear feet of public tidelands consisting of both dry and submerged lands. The land between the shoreline and one-hundred feet from the shoreline edge is the San Francisco Bay Conservation and Development Commission (BCDC) shoreline band. Land in this shoreline band is under BCDC jurisdiction with activities in this area subject to permit approval.

The waterfront and shoreline edge was built in the 1950s and is today experiencing significant deterioration in need of rehabilitation and repair. Over time, the shoreline has been modified and repaired using a variety of methods including utilizing rip-rap, steel sheet piles with wooden walers, concrete sheet pile walls, walls composed of square piles stacked to create a wall, or bare earth. An assortment of over water structures along the shoreline are supported by timber piles, wrapped timber piles, timber piles encased in concrete-filled fabric bags, and concrete piles.

The shoreline edge, in particular the shoreline protection, has likely exceeded its usable life. Current conditions indicate that most of the wooden piles are experiencing dry-rot and deterioration with many having been repaired or having been attempted to be repaired with overall conditions of the wood showing significant compromise. The



Existing shoreline photos

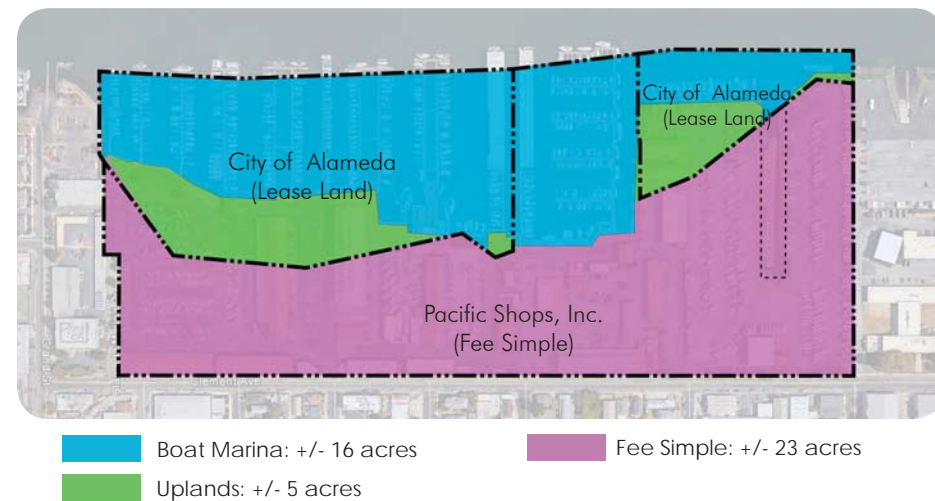
existing revetment slope on the west side of the property needs re-dressing and the various seawall types and conditions throughout the property, such as loss of soils from beneath the slope, complete rusting through of metal, loss of walers, and exposed utilities, are showing signs of deterioration and failure. Existing wooden deck structures and remnant portions of former piers are showing signs of dry-rot, warping and decay.

Overall, the infrastructure supporting the maritime uses and protecting the shoreline has weakened to likely unsafe conditions, posing life and safety concerns. In addition, sea level rise poses a potential +/- 24" rise which the existing infrastructure does not

address. Presently the land/water interface also does not meet modern seismic resistance criteria. And in June 2016, engineering surveys of the shoreline edge resulted in the decommissioning of one of two boat hoists on site.

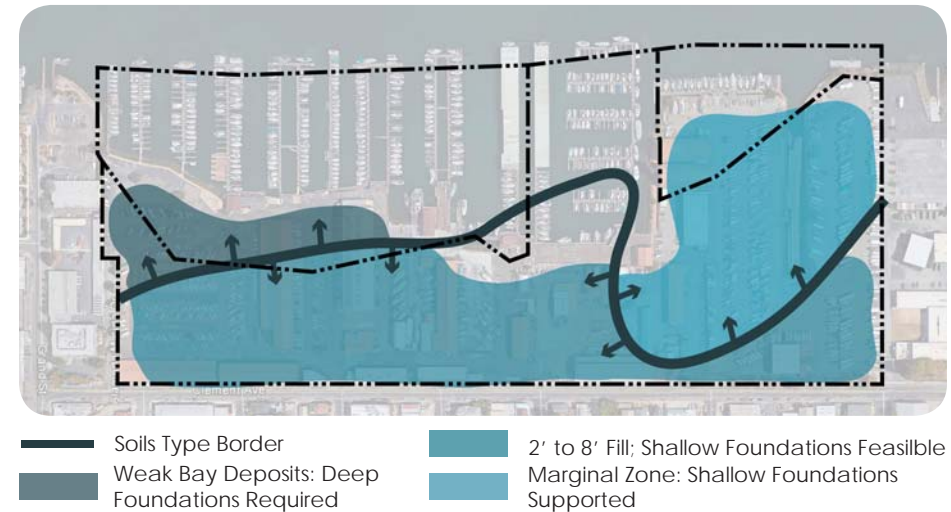
Alameda Marina's shoreline edge and site infrastructure is in dire need of improvement and repair. The estimated cost of repair to the shoreline edge is +/- \$24 million alone and the estimated cost of all site improvements is +/- \$44 million.

Marina Operations



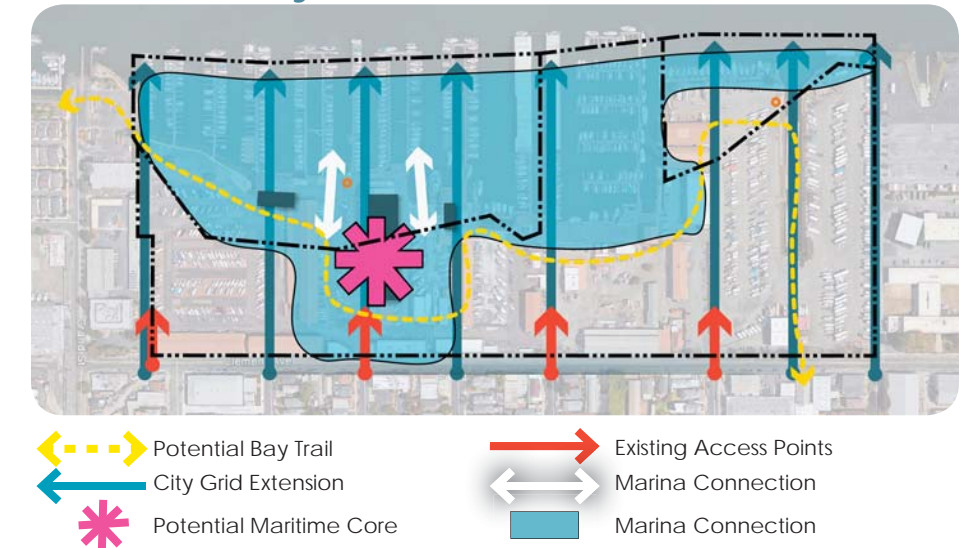
Overall Alameda Marina is +/- 44 acres, which consist of public Tidelands and privately owned land areas. The boat marina is +/- 16.2 acres with +/- 11 piers and +/- 550 boat slips; 50% are in need of repair or rebuilding. The land side of the marina is currently +/-250,000 square feet of maritime, commercial and retail, warehouse and dry storage uses. Today there is +/- 30 buildings on site which cover only +/- 16% of the total land area. Most of these buildings were built before 1943 and have over the decades been renovated with materials dating them to their time of renovation. A majority of the site (more than 80%) currently is paved in asphalt for circulation and dry storage, which takes up most of the west and east portions of the site.

Soils Conditions



The soils conditions on the land side of Alameda Marina vary across the site with weaker bay deposits in the northwest and northeast portions. The central portion and areas closer to Clement Avenue have +/- 2 feet to 8 feet of fill. These varying soil conditions inform what opportunities may occur on site in the future as it relates to load capacity and infrastructure upgrades that will keep the site functioning and operational.

Public Amenity and Access and Maritime Focus



Alameda Marina is an important maritime and waterfront site that currently has limited access, aging infrastructure and a declining shoreline edge in need of major repair. As it lies, the site has many opportunities to make it a more vibrant, pedestrian friendly, and economically dynamic place. The water Marina with its boat slips provides a service and amenity for local and regional boaters; currently this amenity is only accessible to a population that is aware of it. The existing city street grid south of Clement Ave presents an opportunity to provide several access and view vantage points into the site and the waterfront to make Alameda Marina a place for everyone. The extension of the existing street grid also sets up the framework for potential blocks in the site and movement and access networks that would lead to public amenities within the site and along the waterfront.

Existing buildings such as the "Alameda Marina" building and some of those along the waterfront encompass a maritime character that sets an image of a working waterfront unique to the site. As the current location of its buildings reflect outdated operations of the site, there is the opportunity to create a Maritime Core—a hub, that relates to the water Marina and builds in efficiency and flexibility to allow for maritime operations to exist and continue into the future.

CHAPTER 2 • MASTER PLAN OBJECTIVES & VISION

The Alameda Marina Master Plan builds upon the City’s vision for the Northern Waterfront to create a vibrant mixed-use development that celebrates and maintains a maritime focus and offers the chance to integrate existing uses with new opportunities to provide employment, residences, and recreation for current and future residents of the city. The objectives of the Alameda Master Plan below are:

1. Improve and enhance the Maritime Commercial Marina

The Master Plan acknowledges the history of Alameda Marina and its economic development role in the City. To maintain Alameda Marina as a working waterfront, this Master Plan aims to retain Alameda Marina’s maritime uses by creating a Maritime Core that utilizes the maritime footprint more efficiently. This Maritime Core seeks to encourage the retention and development of waterfront and maritime related job and business opportunities that relate to the area’s unique waterfront location. Additionally the Master Plan intends to upgrade and rehabilitate facilities, unique buildings, as feasible, and provide land for existing maritime businesses, boat berthing and maintenance, boat storage, and waterfront commercial recreation businesses. The Master Plan also proposes sea level rise protection and other infrastructure upgrades that will bring Alameda Marina up to date to make it a safe and accessible place.

2. Activate and reconnect the community to the waterfront

The Master Plan proposes to reconnect the community to the waterfront by extending the existing city grid into the site to allow for additional view corridors and access points through the site to the shoreline edge. Proposed new open space areas within and along

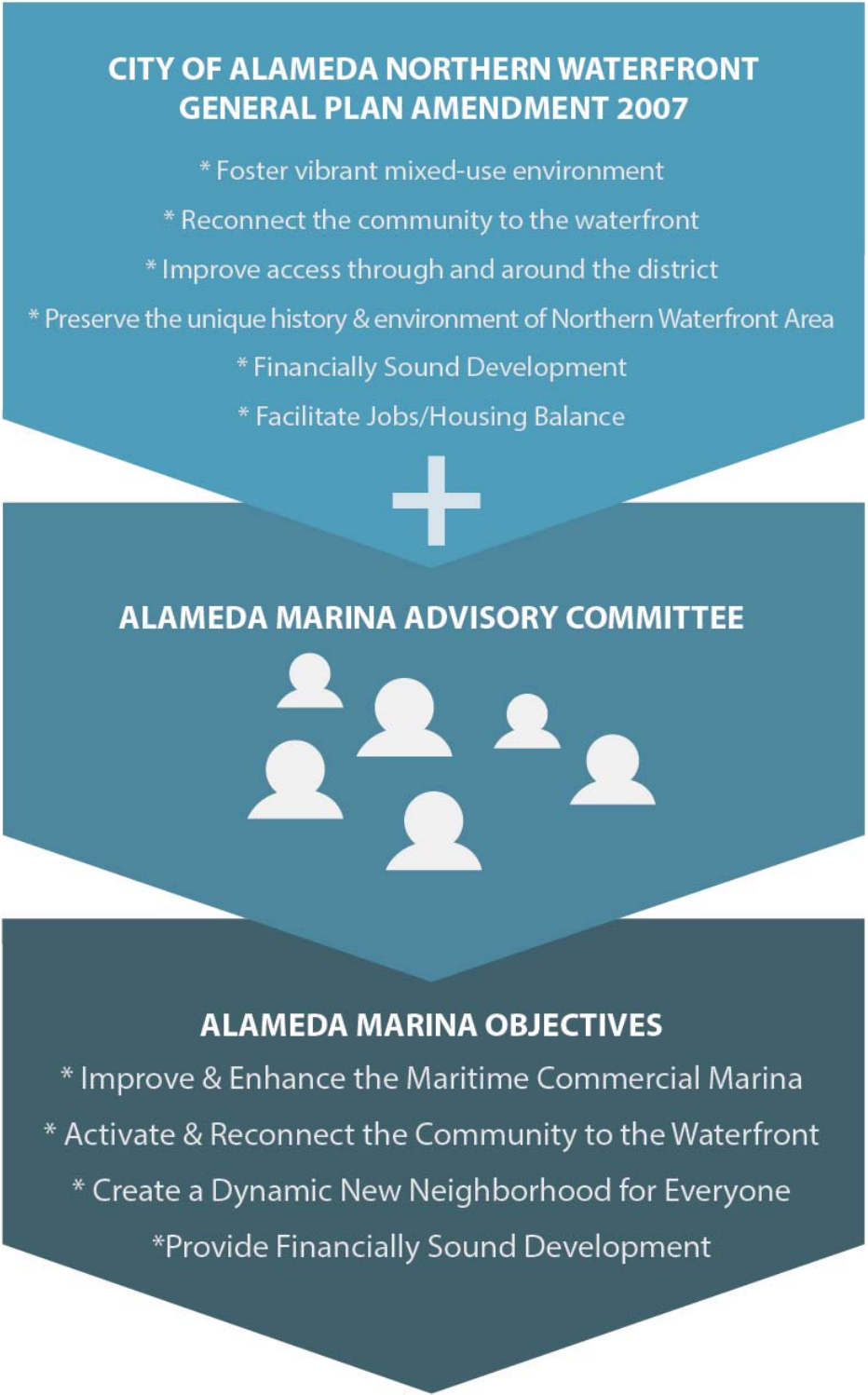
the shoreline edge with a Bay Trail component in the Master Plan will create public amenities and opportunities for gathering spaces for existing and future community members.

3. Create a Dynamic New Neighborhood for Everyone.

The Master Plan seeks to integrate Alameda Marina’s core maritime uses, including those governed by the Tidelands Lease, with renovated and new compatible uses, including various types of housing. By requiring a mix of maritime, residential, and open space uses, the Master Plan will provide opportunities for the improvement of the existing boat Marina and shoreline infrastructure; maintain and generate new jobs; create better and new open space and recreational areas; and provide options for housing that meet the needs of a wide demographic that includes universally designed units, affordable, rental, work force market-rate, senior housing and market-rate units.

4. Provide Financially Sound Development

The Master Plan recognizes that in order to create a successful project, it will need to be economically sustainable and financially sound. The Master Plan requires that new development fund and construct the public facilities and services that are needed to serve the plan area, achieve General Plan objectives, and avoid any financial impact on the City’s ability to provide services to the rest of the City.



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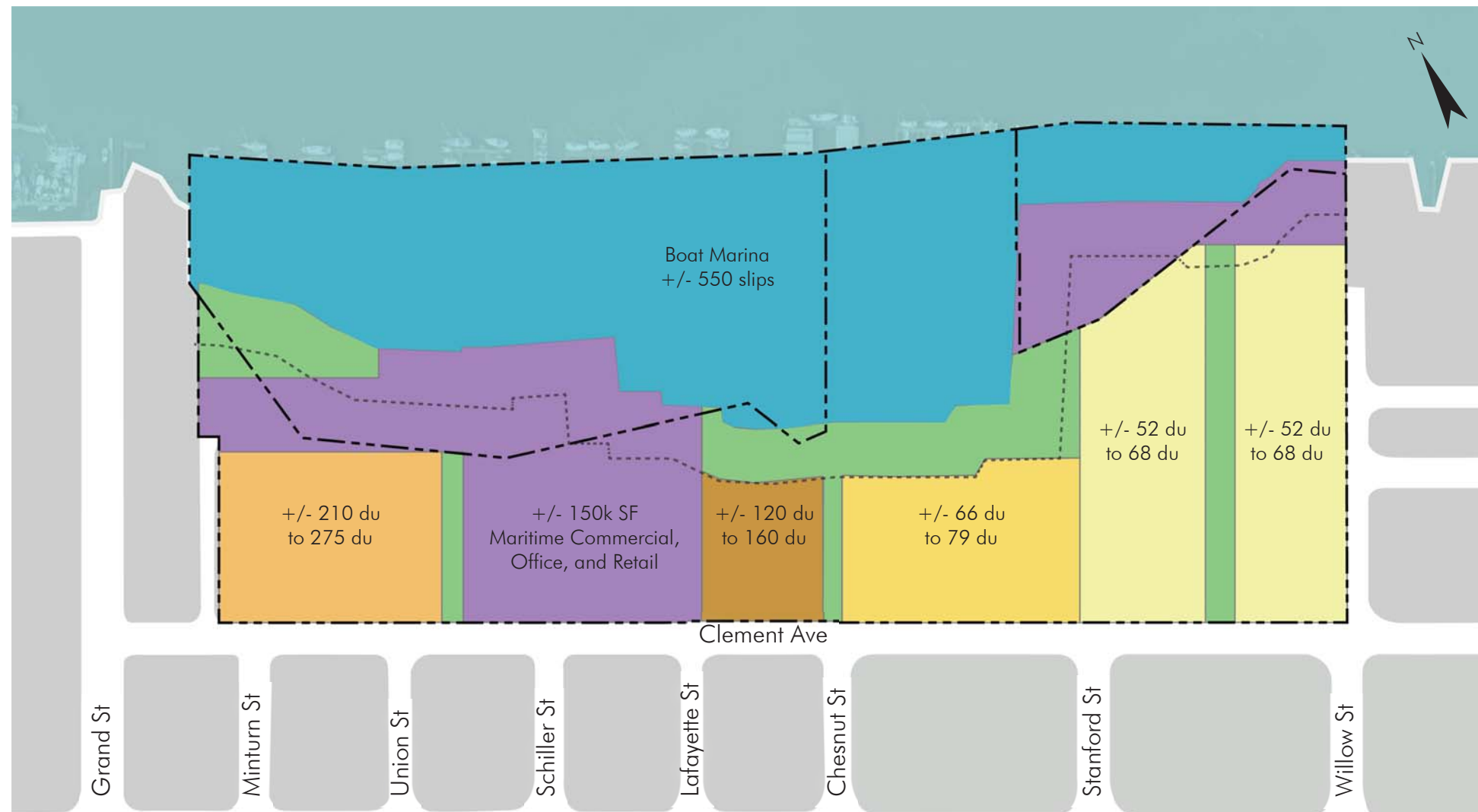


Exhibit 3.1 - Land Uses

Legend

- Marina
- Maritime Commercial, Office, Retail
- Multifamily Residential High Density
- Multifamily Affordable
- Multifamily Medium Density Residential
- Multifamily Residential
- Waterfront Open Space & Open Space

The land use strategy for Alameda Marina consists of a mix of uses that includes maritime commercial, marina, office commercial, and retail, residential and open space. These land uses are defined in the next section with other uses and illustrated in a conceptual land use diagram on this page. Proposed uses are based on allowed uses in the M-2 and MX zoning designations per the City of Alameda Municipal Code and will be designated on site for best compatibility to allow for a transition between maritime commercial and residential uses to minimize the conflicts between uses that typically result from issues such as noise, light and pollutants.

The section following the land use definitions include a sub areas diagram and matrix which provide development standards that govern development in the Master Plan. All development in the Master Plan is subject to Planned Development and Design Review approvals.

3.1 Land Use Definitions

The following uses shall be permitted in the Alameda Marina Master Plan provided that the parking for the uses can be accommodated on site.

- A. **Maritime Commercial** shall mean an establishment or activity required for the support of, or commonly associated with, the construction, repair, operation, storage, loading and unloading of boats, waterfront dock and port facilities, marinas, navigational aids, boat fuel and equipment supply, and other activities of which the primary purpose is to facilitate maritime trade and

activity. Permitted Maritime Commercial uses at Alameda Marina include recreational boat and small craft repair and sales, ship chandleries, sail lofts, water oriented commercial uses, and some dry boat storage not to be in excess of 1.75 acres. Maritime Commercial uses shall not exceed 115,000 square feet, which will include the preservation and reuse of several unique buildings, if feasible, suitable for maritime businesses.

- B. **Marina** shall mean a marina that contains recreational boat berthing facilities and attendant supporting services that are leased or rented. Marina uses shall include bulkheads, piers, docks, cranes, individual boat slips, wet berths, dry storage spaces, and boat hoists for private use.
- C. **Office Commercial** shall mean offices of firms or organizations providing professional services. Office Commercial uses may include uses permitted in AMC 30-4.8, C-1 Neighborhood Business District, and AMC 30-4.9, C-2 Central Business District.
- D. **Residential** shall mean buildings suitable for residential uses, which shall be provided as multifamily residential units such as live/work units, townhomes, flats, and senior housing where at least one member of the household is over 62 years of age. Residential uses shall have a density minimum of +/- 15 du/ac and 30 du/ac max with potential for increased density subject to AMC 30-17 Density Bonus. The overall site residential density will be the total number of residential units divided by the developable site acreage.
- E. **Residential Affordable** shall mean buildings suitable for residential uses, which shall be provided as multifamily residential units such as live/work units, townhomes, flats, and senior housing where at least one member of the household is over 62

years of age, all of which meet the requirements of AMC 30-16 Affordable Housing.

- F. **Waterfront Open Space** shall mean public open space uses that provide shoreline access and are suitable for recreational and aesthetic resources along the waterfront, including access and views of the “working waterfront.”
- G. **Open Space** shall mean both private open space and common open space. These open space uses will be for areas suitable for aesthetic resources in order to promote and protect scenic vistas. Such uses can include public parks, private parks, public and private land or water reserves.
- H. **Retail** shall mean neighborhood serving retail.
- I. **Tidelands Lease** shall mean that certain Tidelands and Marina Lease dated May 16, 2012, between the City of Alameda and Pacific Shops, Inc.
- J. **Public Tidelands** shall mean that certain portion of the Alameda Marina site governed by the Tidelands Lease consisting of public trust tidelands conveyed by the State of California to the City of Alameda, subject to certain public trust use restrictions, pursuant to Chapter 348 of the Statutes of 1913, as amended.

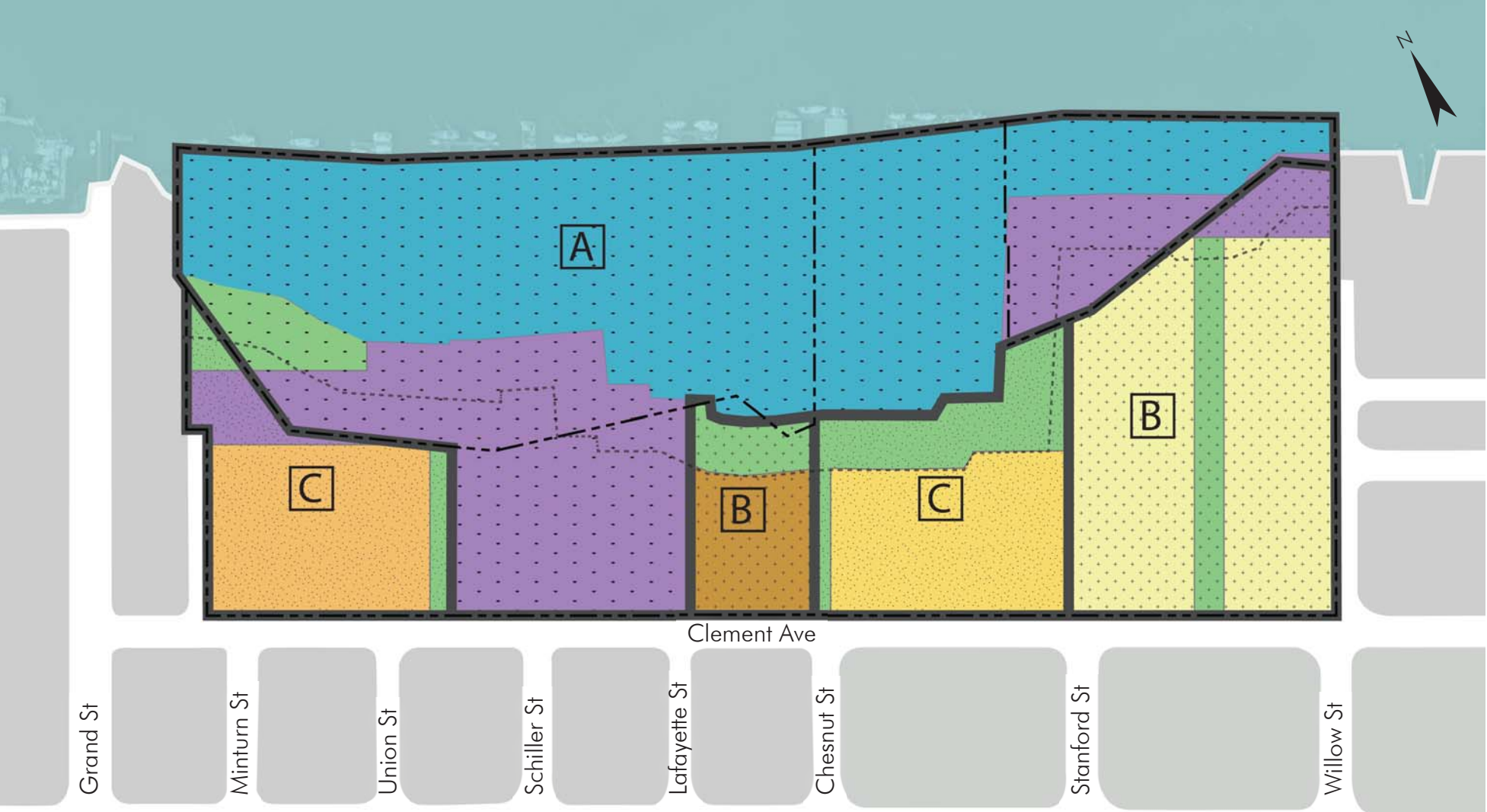


Exhibit 3.2 - Conceptual Land Uses & Sub Area Map

Legend

A

Maritime Commerical and Waterfront Uses

B

Commercial and Residential Mixed Use

C

Residential Mixed Use

Marina

Maritime Commercial, Office, Retail

Multifamily Residential High Density

Multifamily Affordable

Multifamily Medium Density Residential

Multifamily Residential

Waterfront Open Space & Open Space

Table 3.1 Sub Areas Land Use Concept

| | Sub Area A: Maritime Commercial and Waterfront Uses | Sub Area B: Commercial & Residential Mixed Use | Sub Area C: Residential Mixed Use |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| | Maritime Commercial, Marina, Boat Berths, Dry Boat Storage, Office Commercial, Retail, Light Industrial and Manufacturing, Yacht Clubs, Waterfront Open Space, and related uses | Some Maritime Commercial, Light Industrial and Manufacturing (as defined in the Alameda Municipal Code), Office Commercial, Retail, Residential, Open Space, and related uses | Minimal Maritime Commercial and Dry Boat Storage, Residential, Open Space, and related uses |

Table 3.2 Sub Area Development Standards

| SUB AREA | Sub Area A | Sub Area B | Sub Area C |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Permitted Uses | <p>Uses include those permitted by AMC 30-4.12 – M-2, General Industrial (Manufacturing) District:</p> <ul style="list-style-type: none">» Boat building and repair of craft not exceeding 100 tons» Machine shops» Metal products manufacturing» Woodworking shops» Dry boat storage and similar storage facilities» Maritime commercial, including sail lofts and ship chandleries» Commercial retail, but not including “large format” type retail, drive-in establishments» Restaurants, but not including drive-in establishments» Public and private parks, including waterfront shoreline <p>Uses within the public tidelands must satisfy the Public Trust doctrine</p> | <p>AMC 30-4.23, Multi-family residential combining zone (MF District), allows residential uses permitted by right, in addition to those permitted by the underlying MX zoning district.</p> <p>Uses include those permitted by AMC 30-4.20 – MX, Mixed-Use Planned Development District, which requires a mix of uses that includes Open Space District uses together with at least two (2) other uses which are permitted in either: (i) R-1 or R-2 districts, (ii) R-6 districts, (iii) A-P districts, (iv) C-1 or C-2 districts, or (v) C-M districts:</p> <ul style="list-style-type: none">» Multi-family residential units, including but not limited to live/work, townhomes, flats and senior housing» Maritime commercial, including sail lofts and ship chandleries» Office uses» Commercial retail, but not including “large format” type retail, drive-in establishments or grocery stores» Public and private parks, including waterfront shoreline» Other uses determined by the Planning Board to be similar to the above and consistent with the Master Plan objectives | <p>AMC 30-4.23, Multi-family residential combining zone (MF District), allows residential uses permitted by right, in addition to those permitted by the underlying MX zoning district.</p> <p>Uses include those permitted by AMC 30-4.20 – MX, Mixed-Use Planned Development District, which requires a mix of uses that includes Open Space District uses together with at least two (2) other uses which are permitted in either: (i) R-1 or R-2 districts, (ii) R-6 districts, (iii) A-P districts, (iv) C-1 or C-2 districts, or (v) C-M districts:</p> <ul style="list-style-type: none">» Multi-family residential units, including but not limited to live/work, townhomes, flats and senior housing» Maritime commercial, including sail lofts and ship chandleries» Office uses» Commercial retail, but not including “large format” type retail, drive-in establishments or grocery stores» Other uses determined by the Planning Board to be similar to the above and consistent with the Master Plan objectives |

| Table 3.2 Sub Area Development Standards | | | |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SUB AREA | Sub Area A | Sub Area B | Sub Area C |
| Permitted Uses Subject to Conditional Use Permit | <ul style="list-style-type: none">» Commercial marinas» Boat sales and services» Other uses determined by the Planning Board to be similar to the above and consistent with the Master Plan objectives | <ul style="list-style-type: none">» Commercial marinas» Boat sales and services» Other uses determined by the Planning Board to be similar to the above and consistent with the Master Plan objectives | <ul style="list-style-type: none">» Commercial marinas» Boat sales and services» Other uses determined by the Planning Board to be similar to the above and consistent with the Master Plan objectives |
| Density | | This portion of the property is comprised of the MX Mixed Use Zoning District which permits a maximum allowable base residential density of one unit per 2,000 square feet of lot area for land designated for residential use or a gross residential density of up to 21.78 units per acre. This portion of the property is also zoned with a Multi Family (MF) Overlay on the MX Zoning, which allows the maximum residential density to increase to 30 units per acre. | This portion of the property is comprised of the M-X Mixed Use Zoning District which permits a maximum allowable base residential density of one unit per 2,000 square feet of lot area for land designated for residential use or a gross residential density of up to 21.78 units per acre. This portion of the property is also zoned with a Multi Family (MF) Overlay on the M-X Zoning, which allows the maximum residential density to increase to 30 units per acre. |
| Square Footage Ranges | Total square footage: 100,000 sf to 160,000 sf | Residential Units: <ul style="list-style-type: none">» Less than 1500 sf: + 70% of total units» 1501sf to 1900 sf: + 20% of total units» 1901sf to 2300 sf: + 10% of total units | Residential Units: <ul style="list-style-type: none">» Less than 1500 sf: + 70% of total units» 1501sf to 1900 sf: + 20% of total units» 1901sf to 2300 sf: + 10% of total units |
| Setbacks ¹ | <ul style="list-style-type: none">» Front Along Clement Avenue: 12 ft. min., 20 ft. max.» Front: 8 ft. min.» Side: 8 ft. min.» Rear: 10 ft. min. | <ul style="list-style-type: none">» Front Along Clement Avenue: 12 ft. min., 20 ft. max.» Front: 10 ft. min.» Side: 8 ft. min.» Rear: 10 ft. min.» Paseos: 25 ft. min. <p>*Architectural projections allowed 2 feet into setbacks</p> | <ul style="list-style-type: none">» Front Along Clement Avenue: 12 ft. min., 20 ft. max.» Front: 10 ft. min.» Side: 8 ft. min.» Rear: 10 ft. min.» Paseos: 25 ft. min. <p>*Architectural projections allowed 2 feet into setbacks</p> |

1. Setbacks: Front setbacks are measured from primary building face to back of sidewalk; side setbacks are measured from building’s secondary face to property line and/or back of sidewalk or street; rear setbacks are measured from a building’s rear face to property line; paseos are measured from a building’s primary or secondary face to another building’s primary or secondary face.

Table 3.2 Sub Area Development Standards

| SUB AREA | Sub Area A | Sub Area B | Sub Area C |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parking Requirements | <div>Marinas<ul style="list-style-type: none">» Per boat berth: min. 0.3» Per live-aboard berth: min. 1.0</div> <div>Manufacturing<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 1</div> <div>Warehouse, storage<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 0.67</div> | <div>Dwelling units<ul style="list-style-type: none">» 3,000 sq. ft. or less in size: min. 2» 3,000 sq. ft. or more in size: min. 3» Senior housing: 0.5</div> <div>Office<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 4</div> <div>Manufacturing<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 1</div> | <div>Dwelling units<ul style="list-style-type: none">» 3,000 sq. ft. or less in size: min. 2» 3,000 sq. ft. or more in size: min. 3» Senior housing: 0.5</div> <div>Office<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 4</div> <div>Manufacturing<ul style="list-style-type: none">» Per 1,000 sq. ft.: min. 1</div> |
| | All on-site, surface parking spaces shall be shared among the onsite uses and available for public use in support of the TDM plan. Shared parking will reduce the parking requirement such that users can take advantage of different peak periods for maritime commercial and waterfront uses, commercial uses, and residential uses, while minimizing the amount of waterfront land dedicated to parking. | | |
| Building Height ² | 60 ft. max. | <div>Maximum Building Height for Residential Areas: 60 feet</div> <div>Maximum Building Height for Maritime Commercial and Related Uses: 60 feet</div> | <div>Maximum Building Height for Residential Areas: 60 feet</div> <div>Maximum Building Height for Maritime Commercial and Related Uses: 60 feet</div> |
| Affordable Housing | | Residential redevelopment of the property shall provide housing affordable to moderate, low, and very low-income households consistent with AMC 30-16 Affordable Housing. | Residential redevelopment of the property shall provide housing affordable to moderate, low, and very low-income households consistent with AMC 30-16 Affordable Housing. |

2. Height: shall mean the vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building to the highest point of the roof ridge or parapet wall (per AMC 30-2).



Exhibit 3.3 - Conceptual Birdseye perspective from southeast of Master Plan at full development

3.4 Universal Design Ordinance

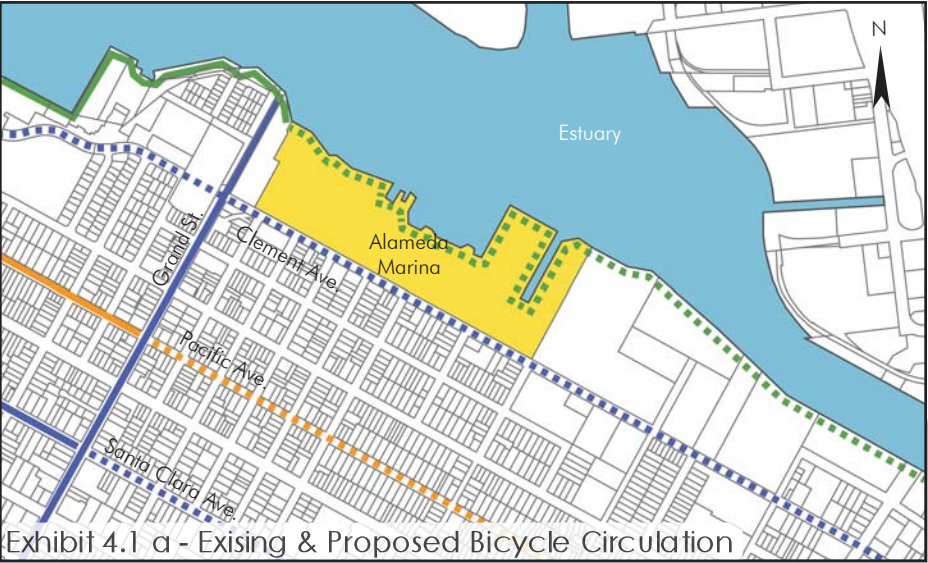
The City of Alameda is working on establishing a Universal Design Ordinance which will ensure that the development of all new housing is accessible to a majority of its residents by being designed with consideration of all ages and abilities. The Housing Element (2015-2023) Goal #2 states, “Provide housing that meets the City’s diverse housing needs, specifically including affordable housing, special needs housing, and senior housing.” The Universal Design Ordinance would help implement these goals by requiring that any residential project with five or more new units will have at least three requirements: (1) 100% requirement, (2) 20% requirement, and (3) Model Home requirement.

As the Alameda Marina Master Plan will only develop new residential units, 100% of these residential units shall include these accessibility features:

- » At least one zero-step entrance on an accessible route leading from a driveway or public sidewalk into unit
- » All interior doors providing at least 31 3/4 inches (81 cm) of unobstructed passage space
- » At least one bathroom on the accessible route of primary floor
- » Reinforcements for grab bars at toilet, shower, along bathtub
- » Reinforcements for railings along accessible route
- » Kitchen facilities on accessible route of primary floor
- » Laundry hook-ups on accessible route of primary floor
- » Installation of receptacle outlets, lighting control and environ controls at specific heights (conducive for those with disabilities)
- » If there is an interior stairway it must be wide enough to accommodate future installation of chair lift and include an outlet at the top and bottom of the stairway.

20% of residential units at Alameda Marina will be “universally designed” to be easily adaptable for a senior citizen, a resident aging in place or a resident with a mobility disability. These units will include all of the 100% requirements, including several specific requirements such as:

- » Access to the front door: an accessible primary entry that does not require resident or visitors to climb stairs
- » Access to the living spaces in the unit: accessible path of travel without stairs and with adequate hallway width from the front door to the living room, bedroom, bathroom, and kitchen area
- » Accessible bathrooms and kitchens: adequate floor space to operate a wheel chair, and a bathroom that includes a walk-in shower stall



- Legend**
*Information from City of Alameda Bicycle Master Plan Update (2010)
- Existing Class I bicycle lane
 - Proposed Class I bicycle lane
 - Existing Class II bicycle lane
 - Proposed Class II bicycle lane
 - Existing Class III bicycle lane
 - Proposed Class III bicycle lane

Exhibit 4.1 a - Existing & Proposed Bicycle Circulation

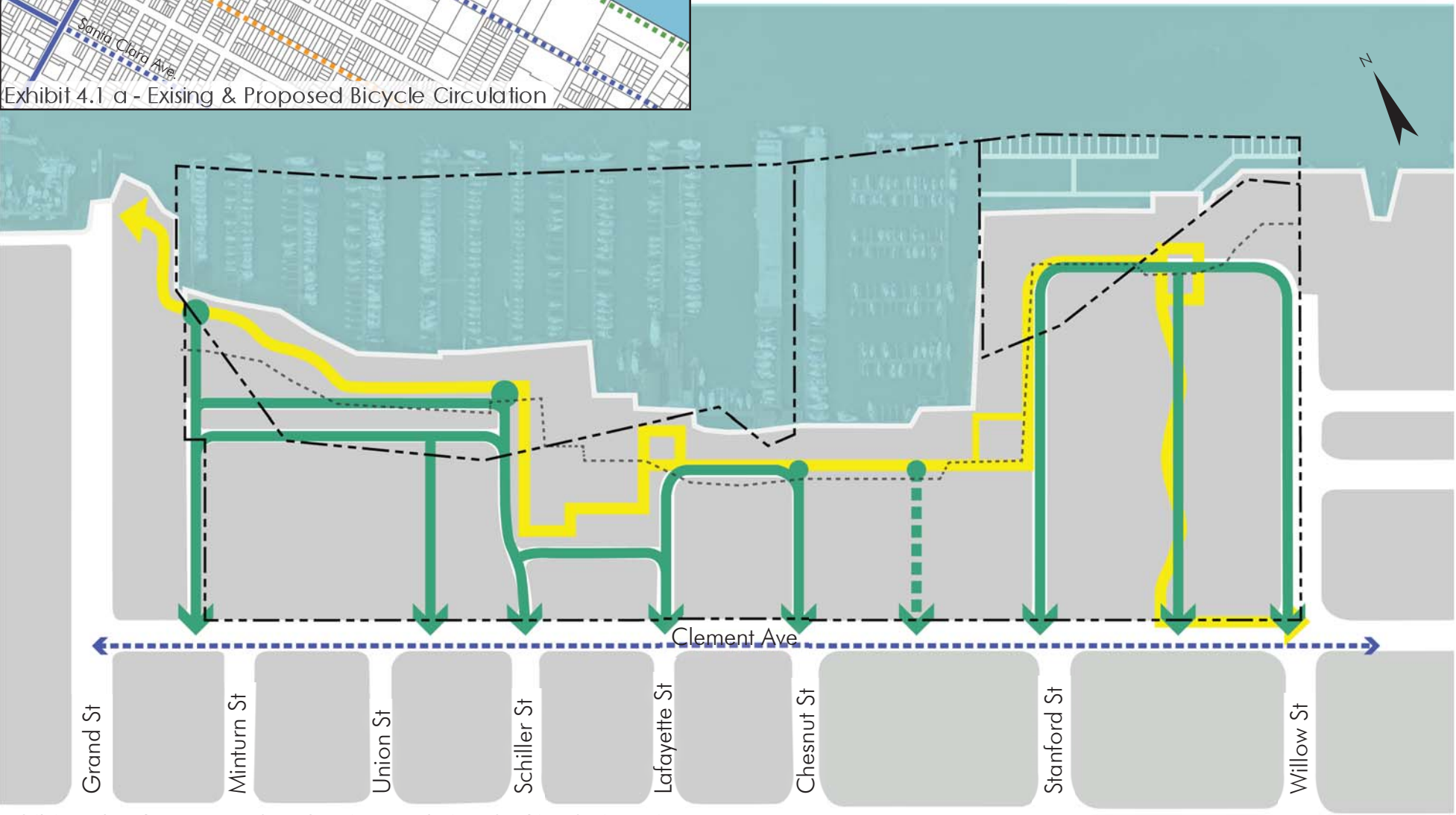


Exhibit 4.1b - Conceptual Pedestrian and Bicycle Circulation Diagram

- Legend**
- Bicycle & Pedestrian Path
 - Pedestrian Paths Only
 - Alameda Cross City Bicycle Trail
 - Proposed Bay Trail

Alameda Marina’s waterfront location and proximity to nearby transit makes it an ideal site to offer its current and future users open space amenities and transit connectivity that can enhance its Maritime Core and make the site a more vibrant, walkable, bike-able and accessible place. This chapter discusses movement and access networks throughout and around the site for pedestrians, bicyclists and vehicles, and the open space framework that connect to these networks.

4.1 Movement and Access

The circulation networks of Alameda Marina will provide inviting and intuitive pedestrian, bicycle and vehicle circulation connecting the City streets to and through the project to the Bay Trail and the waterfront. Access points and routes shall correspond to the existing City street grid as close as possible to take advantage of rewarding views of the Marina, Estuary, Coast Guard Island, and the Oakland hills to the north.

4.1.1 Pedestrian and Bicycle Access

New commercial and residential streets will have minimum five-foot wide sidewalks on both sides with pedestrian crosswalks at all intersections. Paseos and promenades will be designed to the human scale and to promote walkability. Pedestrian circulation routes will be well-lit and include wayfinding and safety signage.

Bicycle lanes will be established on Clement Avenue in accordance with the Alameda Bicycle Master Plan. Bicyclists can use the proposed Alameda Marina street network and the Bay Trail to access Alameda Marina’s commercial core, residential neighborhoods, waterfront, and open spaces. Bike racks will be located strategically within public open space areas for convenience and to promote bicycling through and around the site.

4.1.2 Street Network

Transit Access

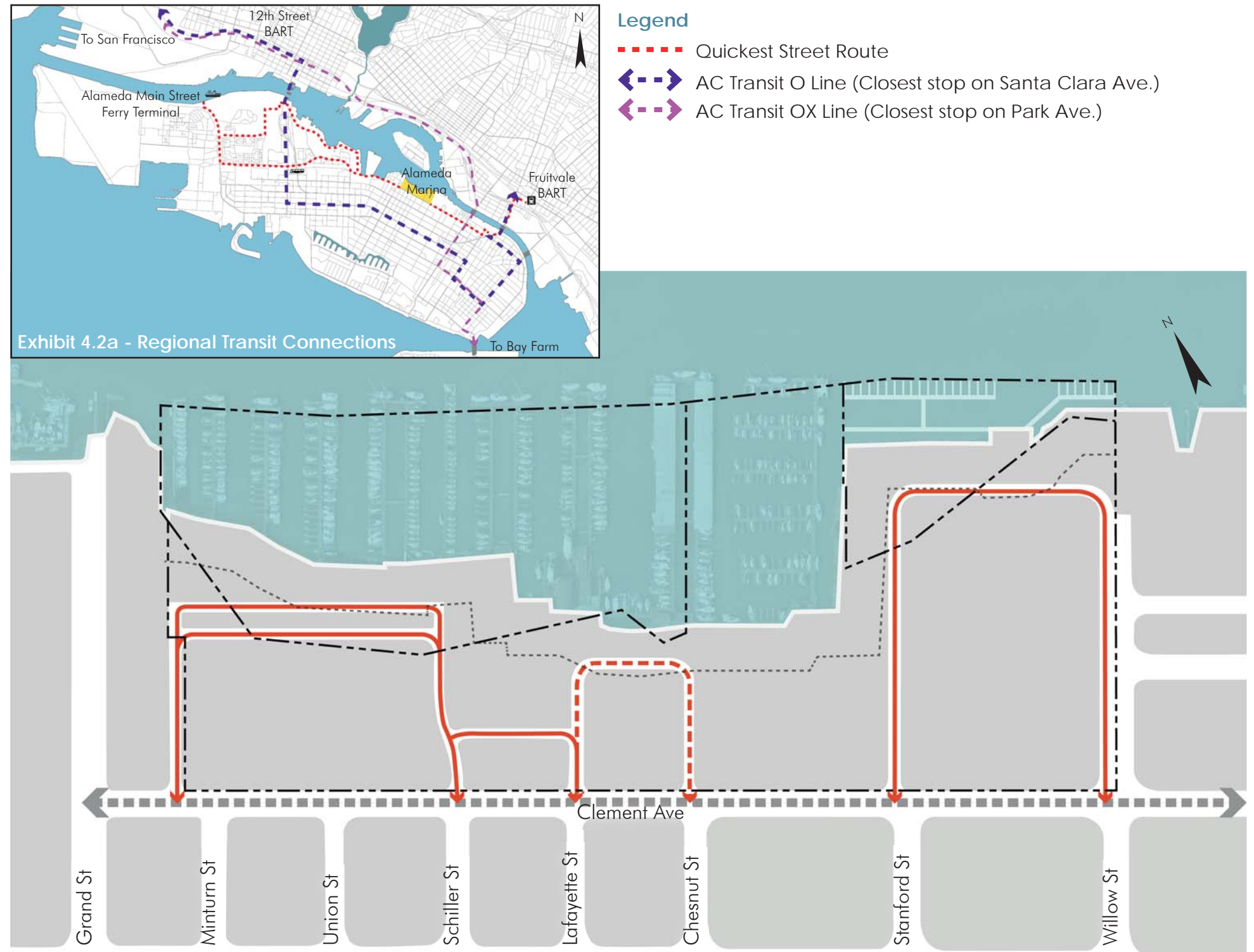
Alameda Marina is located in close proximity to several public transit facilities. The Fruitvale BART station is approximately 1.8 miles away and the Alameda Ferry terminal about 3.3 miles away. The AC Transit Transbay O Line, which runs along Santa Clara Avenue, and the OX line which runs along Park Avenue are about 0.5 miles away from Clement Avenue. Additionally, the AC Transit Line 19 is proposed along Buena Vista Avenue. With many public transit options nearby, walking and bicycling from Alameda Marina to public transit would be viable and is encouraged throughout the Master Plan. Circulation networks throughout the Master Plan will be designed to allow for improved access and connectivity to public transit lines.

Vehicular Access

Currently Alameda Marina has four vehicle access points that are gated overnight and open during Marina operating hours. The Master Plan proposes five vehicle access points, three of which occur in the same location as existing entrances: Alameda Marina Drive, Schiller Street, and Stanford Street. The other two vehicle access points on Lafayette Street and Willow Street provide access into and around the site on new local streets that will have a typical 60' right of way (ROW). The 60' ROW will have 26' wide two-way traffic lanes with parallel and/or perpendicular parking on one or both sides and 5' wide pedestrian sidewalks and 5' wide landscape strips on each side of the parking.

Truck Access and EVA Access

Clement Avenue is a truck access route throughout Alameda and will remain so in the Master Plan. Truck access into Alameda Marina will occur off of the streets adjacent to the proposed Maritime Core: Schiller Street and Lafayette Street. Emergency Vehicle Access is important in and around Alameda Marina for life and safety and will occur where local streets and access points are provided. Dedicated



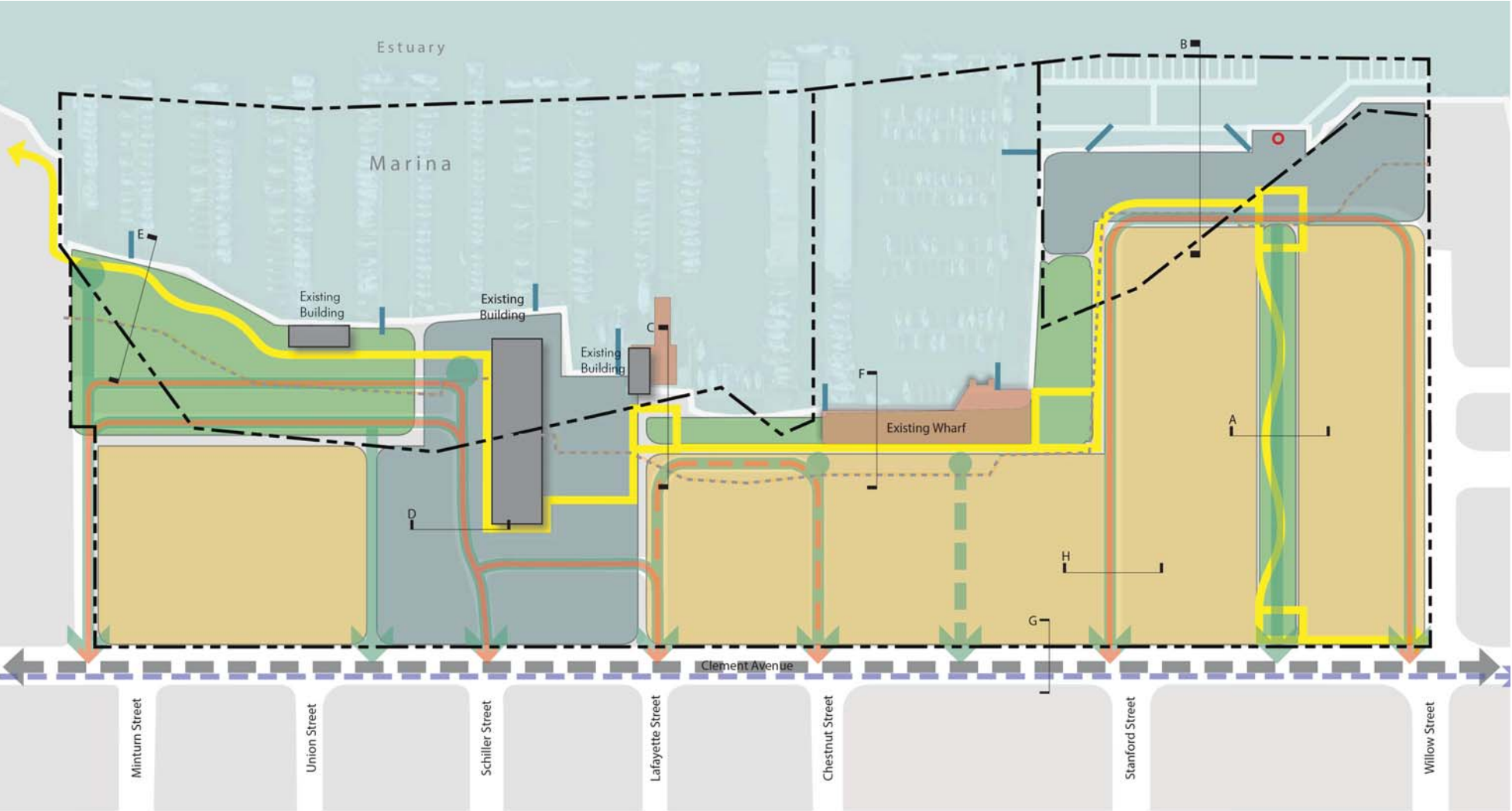


Exhibit 4.3 - Conceptual Open Space Framework Diagram

Legend

Waterfront/ Bay Trail Open Space

Residential Block Open Space

Maritime Commercial Core

Clement Ave

Proposed Bay Trail

EVA only streets will be allowed from Clement Avenue extending from the Chestnut Street alignment and along the waterfront edge within the BCDC shoreline band where necessary.

Transportation Demand Management

A Transportation Demand Management (TDM) plan will be created to help reduce overall vehicle trips generated from the new development. The TDM plan will include measures that are consistent with TDM plans of surrounding developments and could include: Fees to be applied to transit services, on-site car share services, and bicycle facilities. The TDM measures may be combined with other developments to more effectively manage the program and/or PSI will help form and participate in a larger Transportation Management Association for the Northern Waterfront.

4.2 Open Space Framework

The open space framework for Alameda Marina is driven by the concepts of “a working waterfront” and “waterfront access” further described below.

4.2.1 Open Space Overview — A Working Waterfront

The Alameda Marina Master Plan’s open space will embrace the gritty charm of Alameda’s historic maritime commercial northern waterfront. A network of open spaces will be provided to offer a range of publicly accessible outdoor recreation opportunities and provide public waterfront access while honoring the site’s long-standing working waterfront identity. A variety of passive and active recreation opportunities will be oriented toward the waterfront and offer commanding day and night views of the working Marina and the estuary. The boats, masts and piers of the Marina define the visual character and will remain the primary visual focus of the outdoor open spaces.

4.2.2 Waterfront Access — The Bay Trail

The Master Plan includes a new segment of the San Francisco Bay Trail that will connect Alameda Marina to the Grand Marina Village project to the west and meander through the publicly-accessible open spaces within the Master Plan to connect to Clement Avenue. The trail will generally be sixteen feet wide, varying in width as necessary in the site, and will accommodate pedestrians and bicyclists. Marina uses will be able to use the Bay Trail in some locations to access the docks via newly proposed secure Marina access points.

4.3 Open Space Organization

Building on the Open Space Framework concepts of embracing the “working waterfront” and providing “waterfront access”, Alameda Marina’s open space will be organized into three main zones: Maritime Commercial Core, Waterfront and Bay Trail Open Space, and Residential Block Open Space. These are identified in the open space sub-areas diagram and further defined with some of their open space program elements in the open space organization diagram and sections and following conceptual examples section.

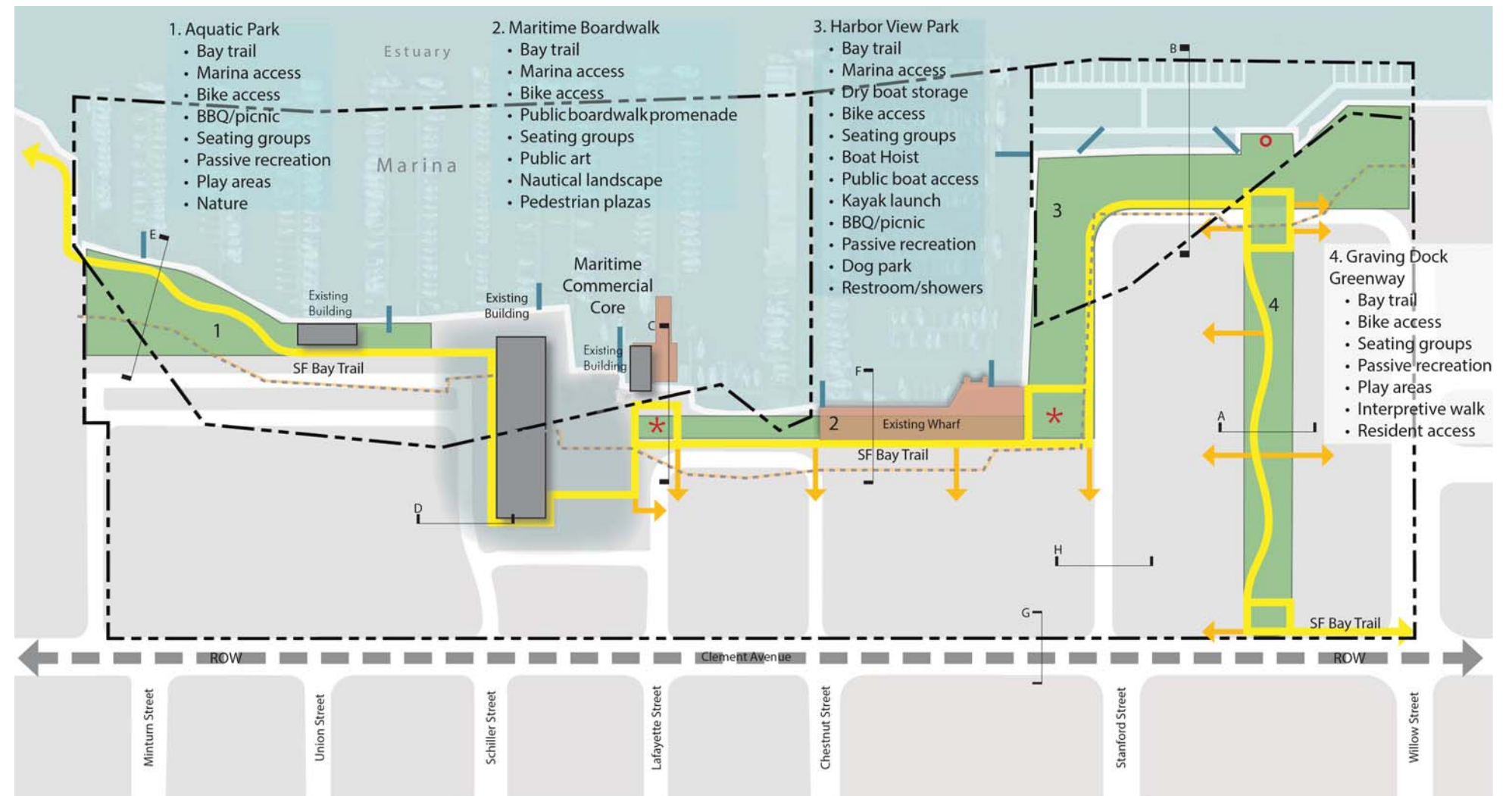


Exhibit 4.4 - Conceptual Open Space Organization and Circulation Diagram

I. Maritime Commercial Core

- » A ‘working waterfront’— an operational marina and maritime commercial industry
- » Commercial maritime storefronts and storefront plazas
- » Limited public waterfront access; ‘managed accessibility’

II. Waterfront and Bay Trail Public Open Space

1. Aquatic Park

- | | |
|-----------------|----------------------|
| » Bay Trail | » BBQ/Picnic |
| » Marina Access | » Seating Groups |
| » Bike Access | » Passive Recreation |
| » Play Areas | » Nature |

2. Maritime Boardwalk Promenade

- | | |
|------------------------------|----------------------|
| » Bay Trail | » Public Art |
| » Marina Access | » Nautical Landscape |
| » Bike Access | » Pedestrian Plazas |
| » Public Boardwalk Promenade | » Seating Groups |

3. Harbor View Park

- | | |
|--------------------|----------------------|
| » Bay Trail | » Public Boat Access |
| » Marina Access | » Kayak Launch |
| » Dry Boat Storage | » BBQ/Picnic |
| » Bike Access | » Passive Recreation |
| » Seating Groups | » Dog Park |
| » Boat Hoist | » Restroom/Showers |

4. Graving Dock Greenway

- | | |
|----------------------|----------------------|
| » Bay trail | » Play Areas |
| » Bike Access | » Interpretive Walk |
| » Seating Groups | » Residential Access |
| » Passive Recreation | » Mixed-Use |

III. Residential Block Open Space

- » Residential Streetscapes
- » Residential Greenways and EVA Access
- » Residential Courtyards
- » Private Residential Patios and balconies

4.4 Landscape Design and Palette Approach

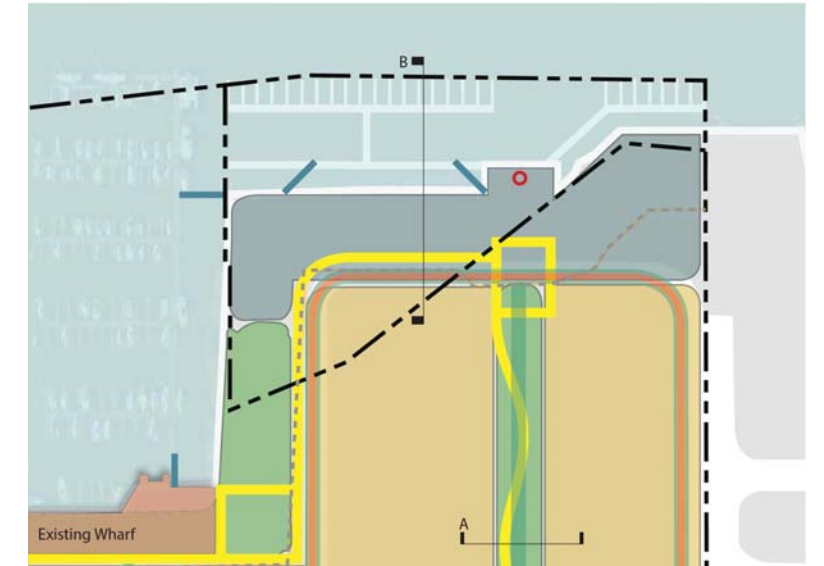
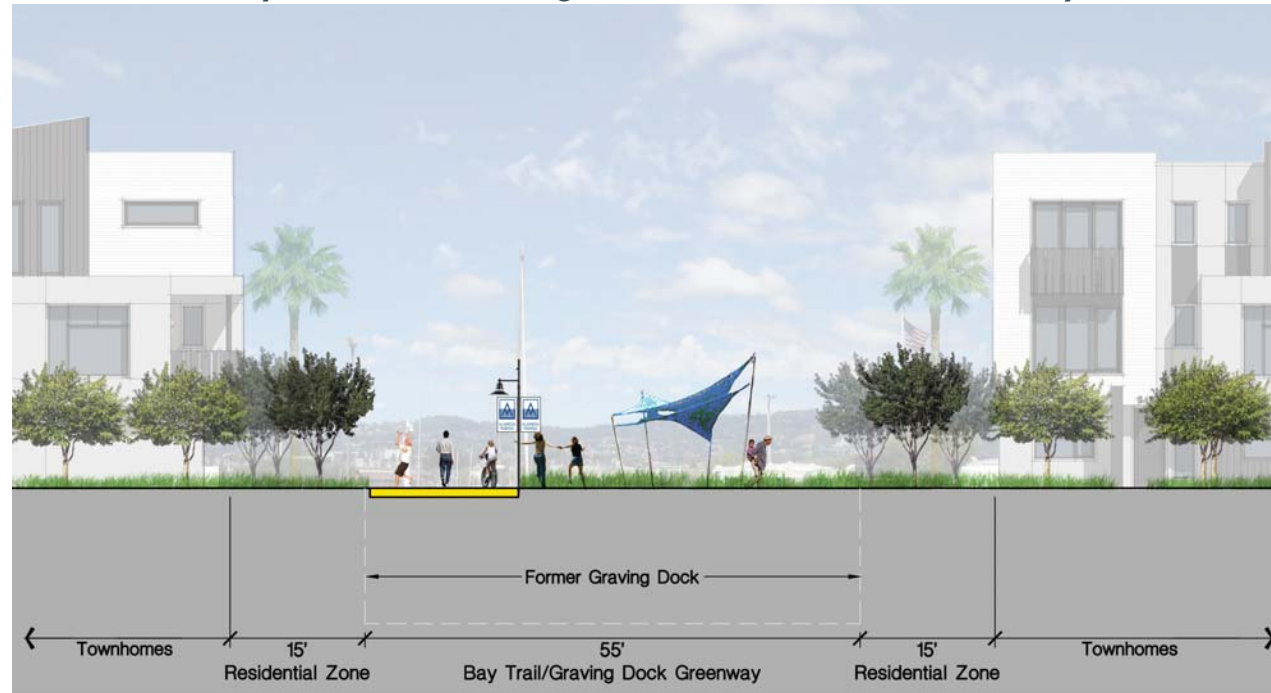
Alameda Marina’s landscape will contribute to a cohesive visual experience and organize the overall open space and architecture. Street trees will be used on all public and private streets and in all public areas to organize and unify neighborhoods, create rhythm and identify access points. Informal groves of palms will be used to punctuate nodes, frame views and link the project visually to its waterfront context.

As open space dimensions vary, plants will move throughout the site in naturalistic drifts and masses. Usable lawn areas for active recreation and play are will be used in limited locations where appropriate. More organized, formal landscape forms and patterns will be used along the Boardwalk Promenade and in association with commercial and residential buildings and along roadways. There is no discernible pre-existing street tree pattern in the immediate neighborhood, and the city’s Master Street Tree Plan does

not prescribe a street tree for Clement Avenue. Some of the tree types observed within a few blocks of Alameda Marina include sweetgums, crape myrtles, New Zealand Christmas tree, Brisbane box, California pepper tree and London plane tree. Water service for irrigating the Alameda Marina landscape will be by East Bay MUD. There is no current plan to bring recycled water to the site.

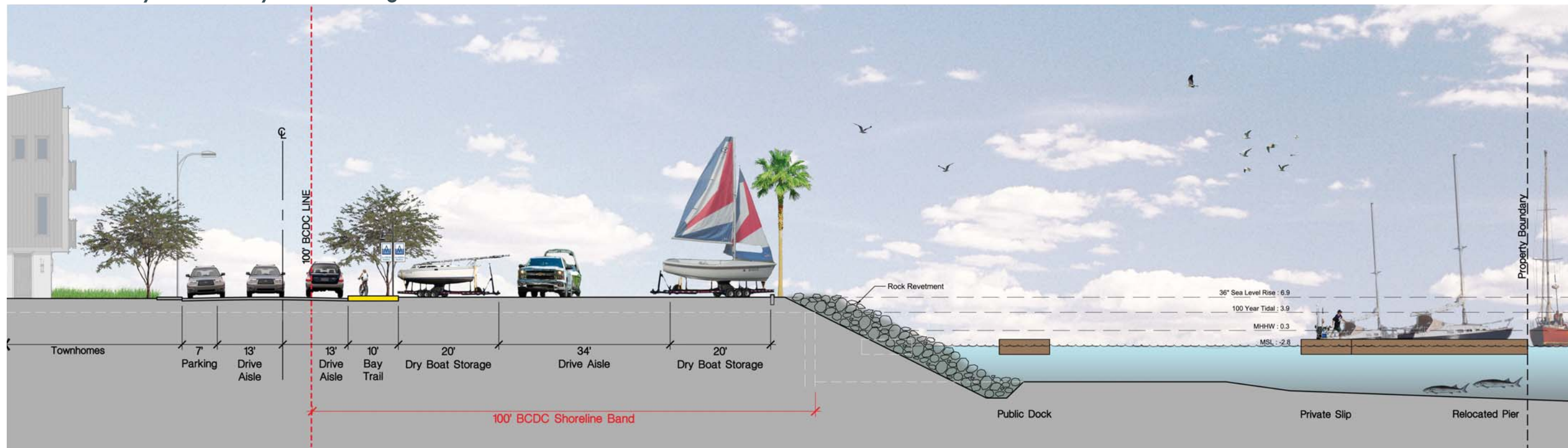
Plants in Alameda Marina will generally be native/adapted, non-invasive, low water-use selections tolerant of salt air and consistent with the project’s waterfront landscape setting. Tree and plant selections will generally be as recommended or approved by any of a number of relevant local and regional publications including the City of Alameda Master Street Tree Plan, the San Francisco Bay Conservation and Development Commission’ Shoreline Plants: A Landscape Guide for the San Francisco Bay, StopWaste’s Bay-Friendly Landscape Guidelines, East Bay MUD’s Low Water-Use Plant List and Alameda County Clean Water Program’s Stormwater Technical Guidance Handbook.

Section A - Bay Trail at Graving Dock Residential Greenway

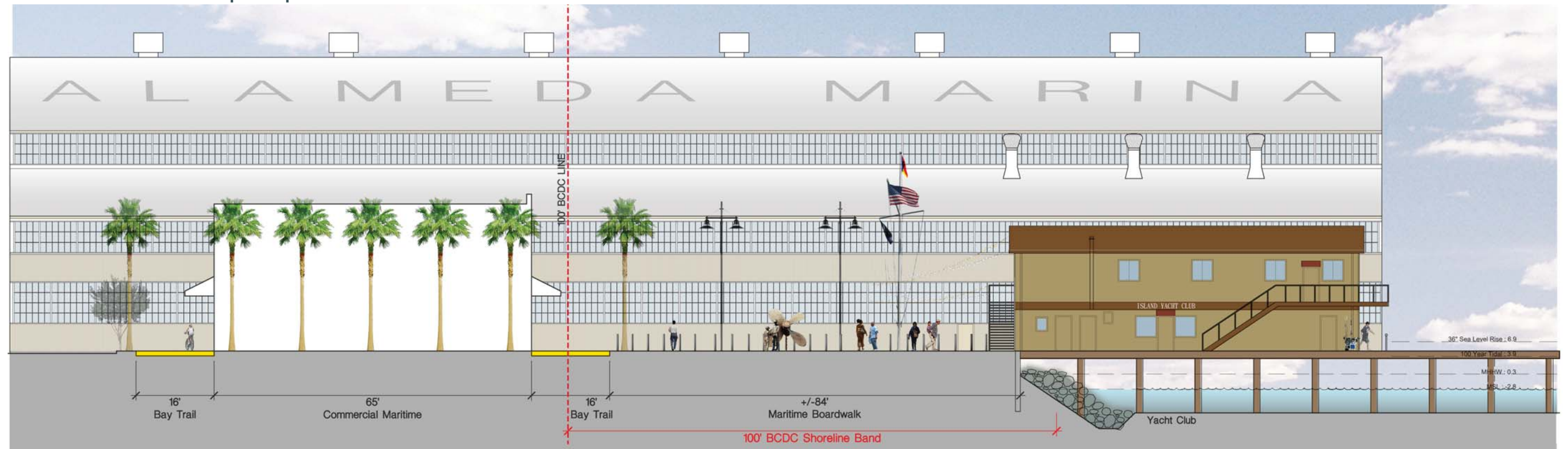


Sections Key Map

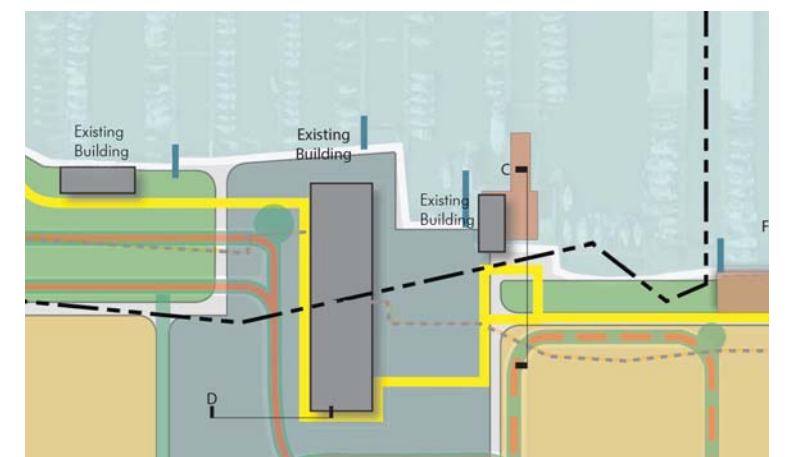
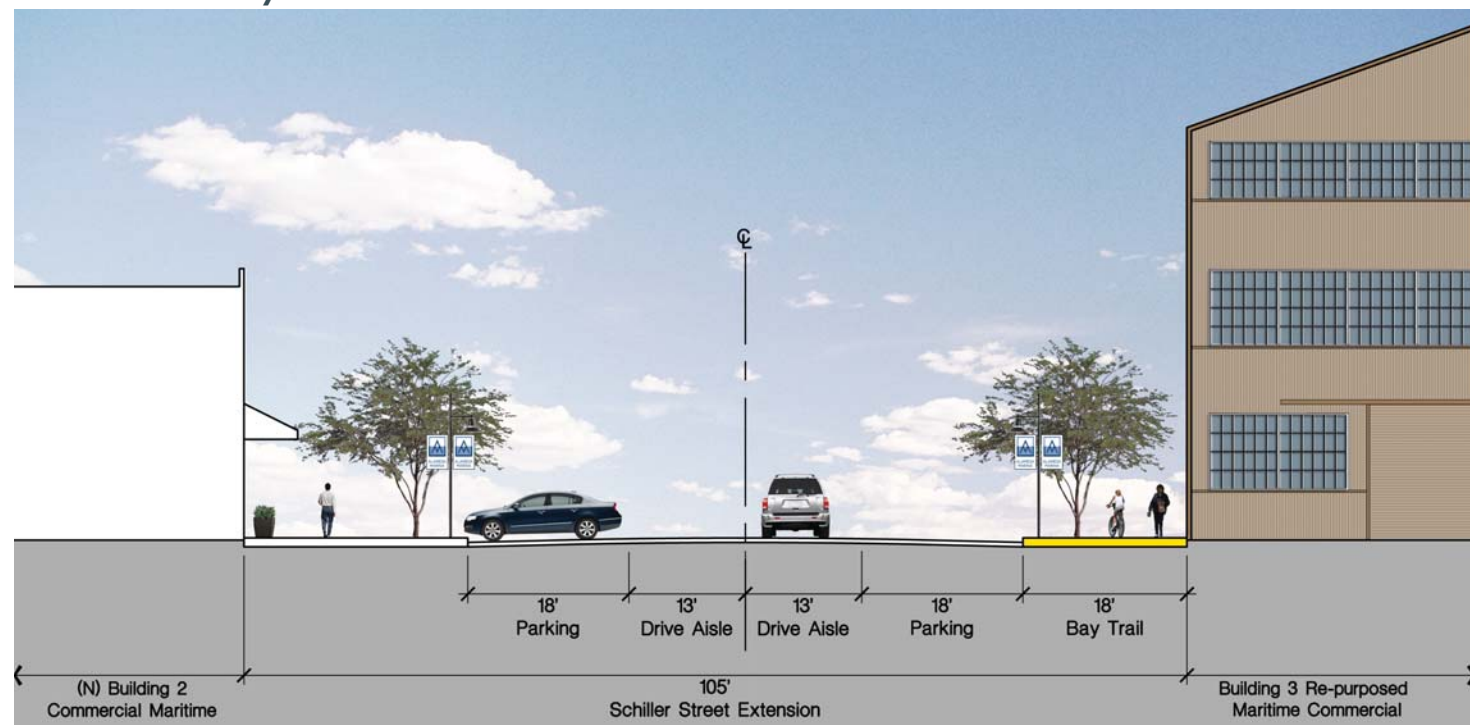
Section B - Bay Trail at Dry Boat Storage



Section C - Maritime Open Space at Yacht Club

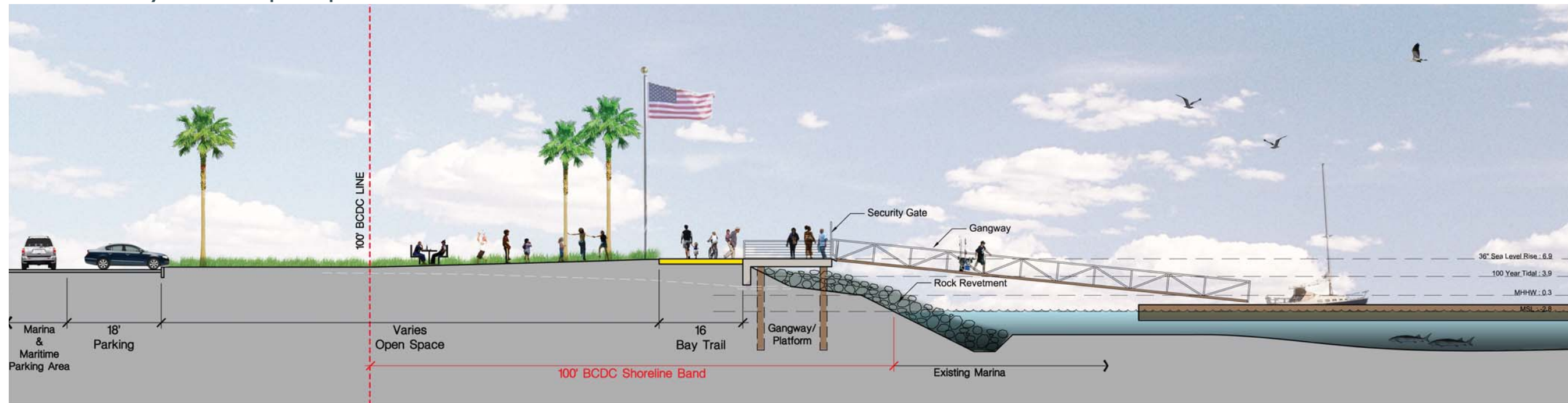


Section D - Bay Trail at Maritime Commercial Core

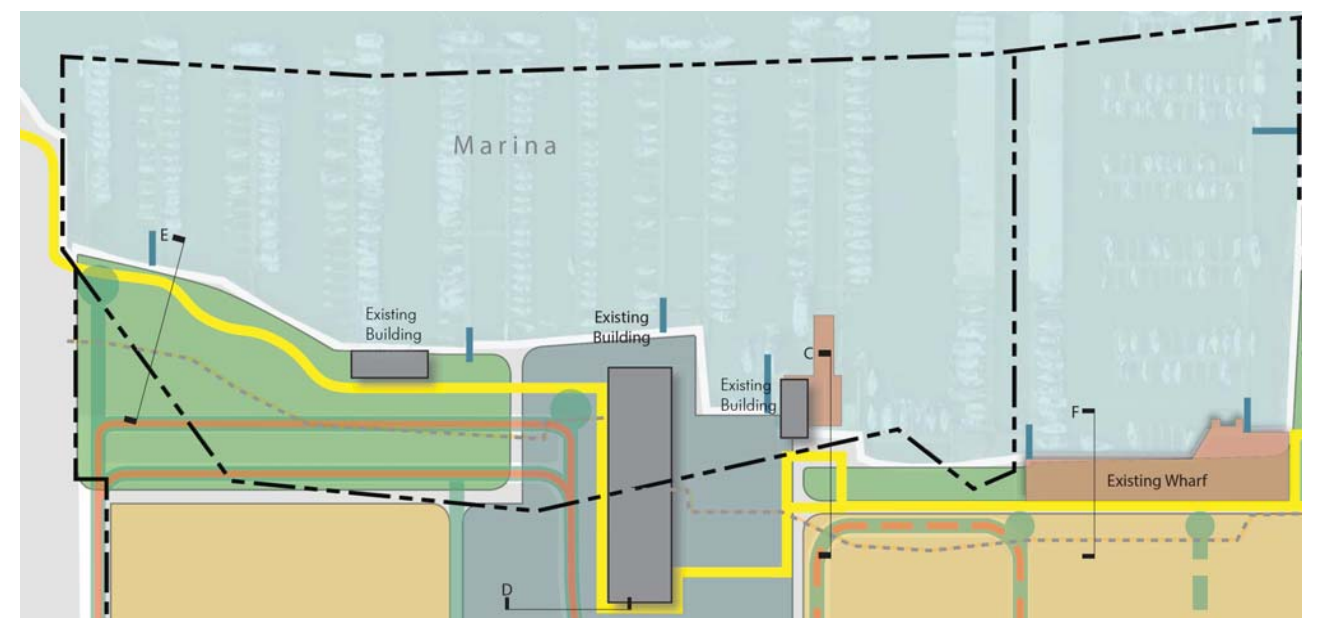
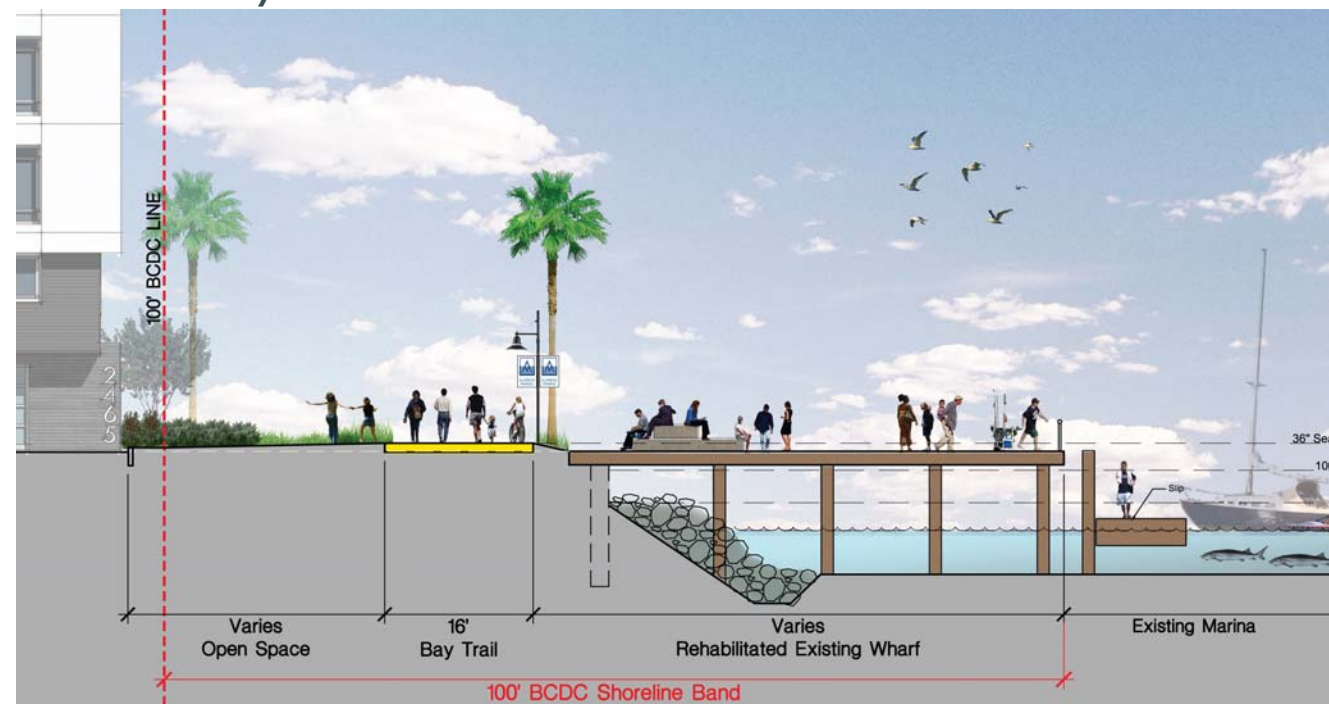


Sections Key Map

Section E - Bay Trail at Open Space

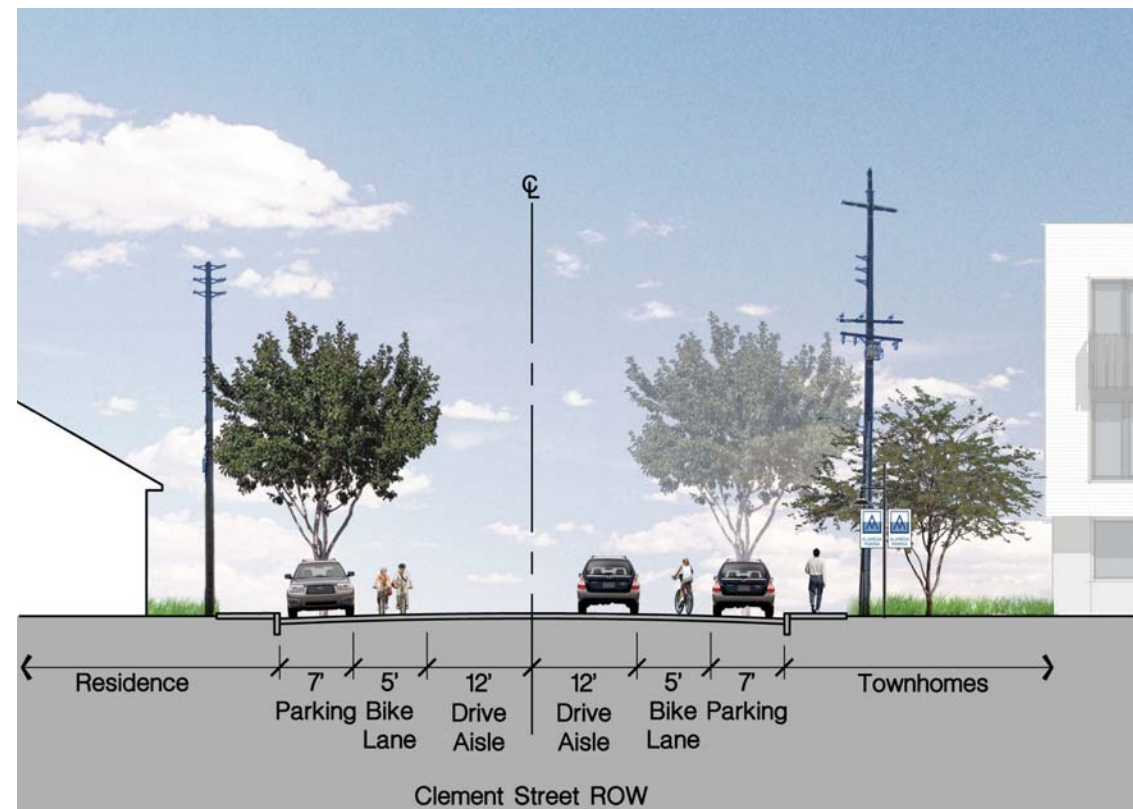


Section F - Bay Trail at Rehabilitated Wharf

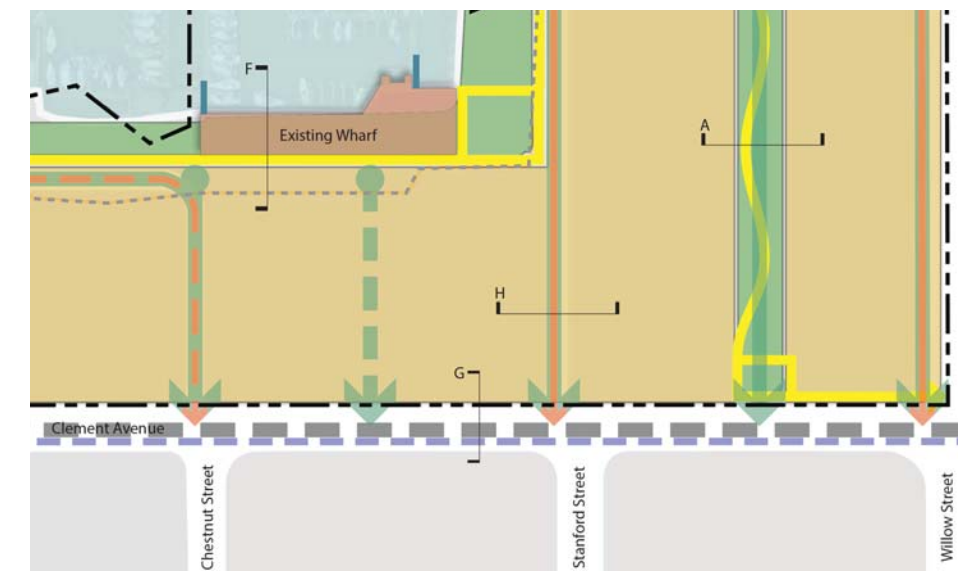
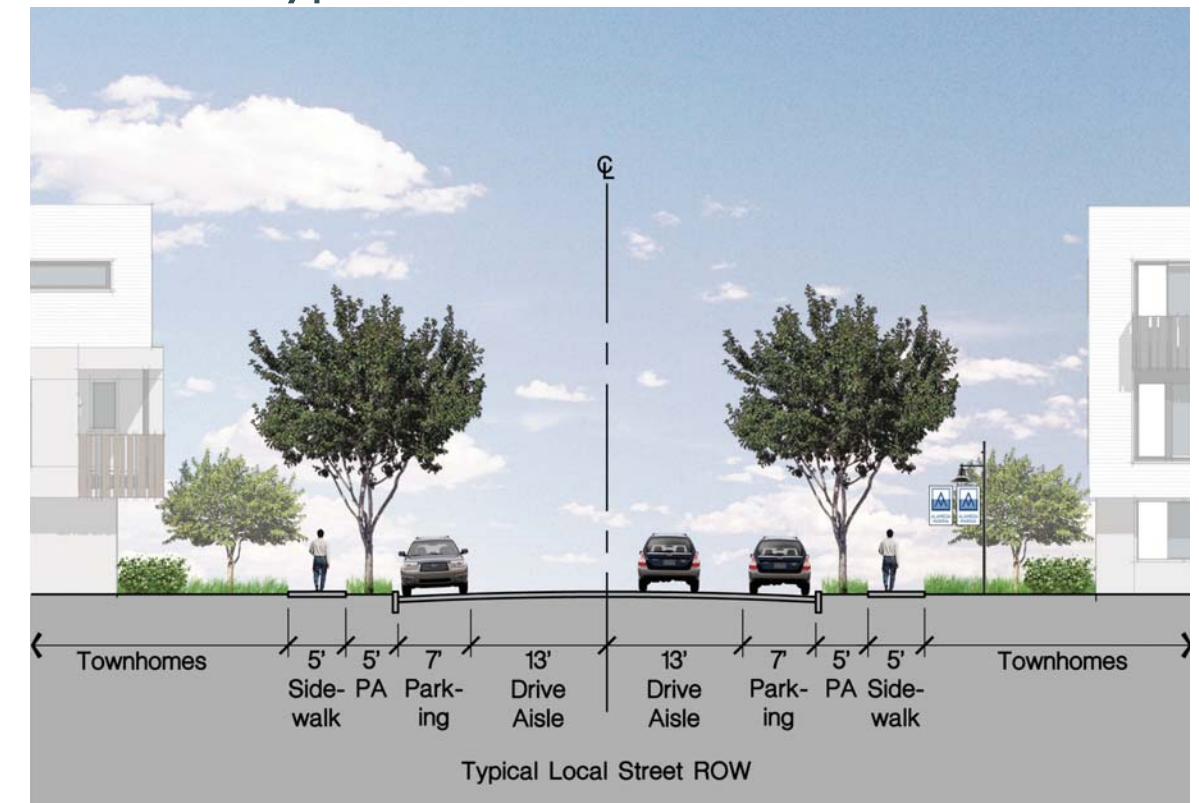


Sections Key Map

Section G - Clement Street



Section H - Typical Local Street



Sections Key Map

PRECEDENT IMAGERY – AQUATIC PARK



PRECEDENT IMAGERY – MARITIME BOARDWALK PROMENADE



PRECEDENT IMAGERY – HARBOR VIEW PARK



PRECEDENT IMAGERY – GRAVING DOCK GREENWAY



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5.1 Introduction

Alameda Marina's infrastructure covers land and water area. This section discusses the project site's infrastructure as it relates both the land side and water side.

The project site as a whole is currently served by existing infrastructure within Clement Avenue along the project frontage. There is also a network of existing private utility systems within the project site that extend service to the various buildings, uses and Marina. These private on-site systems are currently operable, however, these systems are aged, deteriorated, require frequent repair and are essentially at the end of their design life. Additionally, the existing on-site infrastructure does not provide long term protection from the impacts of climate change and sea level rise and is not capable of supporting the long term viability of redevelopment of the project site.

Accordingly, the Master Plan proposes replacing the existing on-site infrastructure with new systems. Proposed utility systems will include flood and sea level rise protection measures, stormwater quality, wastewater, potable water, electrical, natural gas and telecommunications. The proposed systems will connect to existing public infrastructure within Clement Avenue and the surrounding areas which have adequate capacity to support future proposed projects in the Master Plan.

The Marina (water side) infrastructure will be renovated over time as part of the on-going maintenance and up-keep of the marina slips. The approach for the Marina infrastructure is further discussed at the end of this section in 2.7 Dredging, Dock Maintenance and Filling of Graving Dock.

5.2 Flood and Sea Level Rise Protection

Given the site's location adjacent to the Estuary, flood and sea level rise protection will be an important issue to address and plan for. Currently the existing topography of the project site is gently sloping up from west to east with elevations ranging from 3 to 9, City of Alameda Datum. The majority of the project site is not located in the current 100-year floodplain as established by FEMA. Only the low lying shoreline areas in the northwest corner of the project site, where existing ground is below elevation 4, are within the existing 100-year floodplain.

This Master Plan requires improvements to the shoreline within the project site to provide long term flood protection for the project site and new public access along the waterfront. The shoreline will be reconstructed to achieve an elevation that provides built-in sea level rise protection for the waterfront and the project site. The majority of shoreline will be planned to be reconstructed as a revetment, sloped with rip-rap. Certain shoreline areas adjacent to existing buildings to be preserved or other site constraints will require the installation of a new seawall / bulkhead.

Proposed elevations of the public access areas and proposed building foundations will be established to provide built-in protection against a minimum of 24-inches of sea level rise. Shoreline design will also accommodate future adaptive measures for potential future sea level rise in excess of 24-inches. Adequate land and right of way shall be preserved along the shoreline to accommodate further elevated shorelines and / or floodwalls in the future should it be necessary to manage and adapt to sea level rise.

5.3 Stormwater

Stormwater runoff from Alameda Marina currently discharges to the Oakland Estuary via a variety of outfalls along the project shoreline. The existing stormwater collection system includes a network of inlets and pipelines throughout the project site. The portion of the existing on-site system near the intersection of Clement Avenue and Chestnut Street also conveys runoff from Clement Avenue and surrounding off-site areas to the south of the project site.

To bring the stormwater management system up to date a new system will be constructed within the project site. This system will include new inlets and pipelines of appropriate size to convey the site runoff and any additional runoff from off-site areas. These facilities will be installed within the proposed network of streets. The proposed system will include new outfall structures to the Oakland Estuary.

Additionally the new stormwater management system will also include water quality treatment measures that will improve the quality of stormwater runoff from the site prior to discharge to the surrounding waters. The water quality measures will be integrated into the project design and be consistent with current stormwater regulations. Stormwater treatment measures that will be implemented throughout the project site will likely include bio-filtration planters, bio-filtration basins, infiltration areas, permeable paving, localized rainwater harvesting, where feasible, and other treatment measures as approved by the City of Alameda. The proposed stormwater system will also include trash capture devices as required by current stormwater regulations.

5.4 Wastewater

Wastewater generated from Alameda Marina is currently collected by an existing network of private pipelines and pumps within the project site. The existing private system conveys the project site wastewater and connects to the existing East Bay Municipal Utility District (EBMUD) Interceptor 48-inch diameter trunk main located in Clement Avenue at multiple locations along the project frontage.

As an improvement to the site a new wastewater collection system will be constructed within the project site. The new collection system will include pipelines, likely ranging in size from 6 to 8-inches in diameter, which will be installed throughout the proposed street network within the project site. The system will provide new connections to existing buildings to be preserved, proposed new buildings and the Marina uses. The proposed system will connect to the EBMUD Interceptor trunk main in Clement Avenue at locations of existing manholes.

5.5 Potable Water

EBMUD supplies potable water service to the project site via their existing 8-inch diameter pipeline located within Clement Avenue. Existing private water pipelines extend from connections to the existing EBMUD pipeline and extend throughout the project site providing domestic and fire water to the various buildings and uses.

This Master Plan requires the construction of a new potable water distribution system within the project site. The new distribution system will include a network of 8-inch diameter pipelines located within the proposed street network. This system will connect to the existing EBMUD pipeline within Clement Avenue and will provide domestic and fire water supply to the various buildings and uses within the project site.

5.6 Dry Utilities

Electric

Electrical service is provided to the project site by Alameda Municipal Power (AMP). AMP owns existing transmission and distribution electrical facilities located in Clement Avenue along the project frontage, which will provide electrical supply to the project site. The existing overhead electrical transmission facilities (115 kV) along the project frontage will be preserved. Additionally, AMP owns and maintains the electrical supply to Coast Guard Island, which bisects the project site. This facility will likely need to be relocated within the project site to be positioned within the proposed street network.

As part of the infrastructure improvements, a new joint trench system will be constructed that will connect to the existing electrical supply in Clement Avenue and extend electrical facilities throughout the project site. The joint trench will include new facilities for all dry utility systems.

Natural Gas

Alameda Marina's natural gas is supplied by Pacific Gas & Electric (PG&E). PG&E owns and maintain existing gas distribution facilities within Clement Avenue.

This Master Plan requires the construction of a new joint trench system that will connect to the existing natural gas supply in Clement Avenue and extend throughout the project site.

Telecommunications

Telecommunications service is provided to the project site by AT&T and Comcast. A new joint trench system will be constructed throughout the project site that connects to the existing telecommunications facilities in Clement Avenue.

5.7 Dredging, Dock Maintenance and Filling of the Graving Dock

Redevelopment of the marina will require upgrades to existing docks, gangways, and pilings, as well as maintenance dredging. The marina will be dredged over time to accommodate current and projected use of the slips, likely to a depth of -10 MLLW. Part of redeveloping the site includes filling the remaining graving dock structure constructed by the US Navy (as shown on the conceptual open space framework diagram on page 21). The graving dock is a fully concrete lined structure excavated from the uplands, and the structure of the graving dock is failing and the slip either needs to be filled, or extremely expensive repairs need to be undertaken to preserve the failing walls. Placement of dredged material or other soils from the site into this structure, allows the reclaimed land to be used to promote open space, access to public docks and launching areas, and improve site circulation. No private structures will be constructed directly on the filled area. Any remaining dredged material will be disposed of in-bay, offshore, or at an approved upland landfill or beneficial reuse site.

Docks in Alameda Marina will remain largely in their same configuration. Upgrades to gangways and security gates to provide increased security and to comply with ADA access requirements will be implemented. Replacement of dilapidated floats and pilings is likely required in various areas throughout the marina. A new dock system will be constructed at the east end of the facility, to accommodate the dry-storage launching area and a public access launching area, which includes a hoist (as shown on the conceptual open space framework diagram on page 21). The new system will include transient staging area for kayaks, small boats, and other uses.

CHAPTER 6 • BUILDING TYPOLOGIES & DESIGN GUIDELINES

6.1 Typologies

Different building typologies are proposed throughout the Master Plan area to create variation and contribute to a distinct maritime character that draws inspiration from the existing surrounding context. The variety of the proposed building types addresses the density/intensity ranges of the Master Plan, and offers a diversity of living styles, employment opportunities and retail/services that will cater to the wide range demographic of the area. The anticipated building types are described below.

6.1.1 Maritime Core Buildings

Buildings within the Maritime Core will be designed to relate to the site's unique waterfront location. Three of the existing maritime buildings, which range from 2 to 3 stories tall, may remain and be rehabilitated, if feasible. These buildings possess a maritime character and set the image of a working marina. Rehabilitation of these buildings may be conducted, if feasible, in a manner that respects the context of the site and character of the building architecture and adjacent marina.

New maritime and commercial/office buildings in the Maritime Core will be 2 to 3 stories tall and range from approximately 2,600 to 42,000 square feet in size. These buildings will be designed to be aesthetically sympathetic in mass, form, composition and materiality with the existing maritime buildings, if restored.



* The above Maritime Hub images are examples and provided for reference only.

6.1.2 Residential Buildings

Rowhomes

Rowhomes are in-line, attached townhomes with entry stoops/porches at each unit leading to a pedestrian path/paseo. The rowhome buildings are typically 2 to 4 stories tall, with individual units ranging from approximately 1,400 to 2,300 square feet in size and containing 2 to 4 bedrooms. Parking is provided in alley loaded garages that are directly accessible from individual units.

Stacked Flats

Stacked flats consist of dwelling units arranged on a single level of the building surrounded by other units located above or below the unit. The stacked flat buildings are typically 3 to 4 stories tall, with individual units ranging from approximately 1,600 to 2,200 square feet in size and containing 3 to 4 bedrooms. Parking is provided in private garages accessible from a common lobby and corridor.

Wrap Buildings

Wrap buildings consist of dwelling units that surround a central parking garage. Wrap buildings are typically 4 to 5 stories tall, with individual units ranging from approximately 700 to 1,100 square feet in size and containing 1 to 3 bedrooms. Parking for individual units is provided in the free-standing garage centrally located on the building site. The ground floor of a wrap building may include residential units, lobby space, amenity and/or retail uses. Main recreational amenities may be

provided at grade in common open space areas or on the rooftop.

Podium Buildings

Podium buildings consist of dwelling units located above a parking garage. The size of the units will range from approximately 600 to 1,100 square feet, with 1 to 3 bedrooms. Parking for individual units is provided in an on-grade podium garage structure. Units in a podium building may be oriented around common open space. The ground floor of a podium building may include residential units, lobby space, amenity and/or retail uses. Main recreational amenities are typically provided on top of the podium structure.



Rowhomes



Rowhomes



Stacked Flats



Stacked Flats



Podium Buildings



Wrap Buildings

* The above images are examples and provided for references only.



Buildings oriented around a shared open space



Emphasized pedestrian entries with stoops

** The above images are examples and provided for references only.*

6.2 Building Design Guidelines

Neighborhood design within the Master Plan area will be internally compatible to create a cohesive development. Building design, along with waterfront accessibility, open space and activity nodes, will be integrated into the existing and planned neighborhood context, and embrace the gritty charm of the historic maritime waterfront. This section contains guidelines for the architectural elements of building design. These guidelines are not intended to establish a particular architectural style or design theme for the Master Plan area. Rather, they focus on building orientations, forms and expressions that address the building's relationship to the public realm to create an attractive, human-scaled streetscene that complements the marina setting.

Siting and Orientation

- » Orient building fronts toward the streets, pedestrian promenades/paths, waterfront and other public spaces, wherever possible.
- » Establish a consistent alignment of building façades that frame the edges of the street, pedestrian promenades/paths and other public spaces. Street-level uses, primary building entries, storefronts and building lobbies must address the street frontage.
- » Arrange buildings to create a variety of outdoor spaces such as courtyards, pathways and other common open space that encourage social activity and promote pedestrian connectivity.
- » Orient buildings to maximize views of the waterfront and open space.
- » Position buildings to optimize daylight access and resident privacy.
- » Consider passive solar design when locating windows and overhangs.

- » Design common outdoor spaces between buildings to be functional, provide appropriate amenities and site furnishing, and incorporate interpretive maritime elements at key locations.

Entries

- » Orient building entries toward public spaces such as streets, pedestrian promenades/paths and the waterfront, whenever feasible.
- » Building entries should be the prominent feature of the front façades.
- » Incorporate design features such as entry stoops, porches, hedge landscaping, etc. for residential buildings to differentiate between public and private spaces along the street.
- » Identify commercial building entrances by incorporating recessed entries, awnings and/or other distinct architectural elements.

Massing and Articulation

- » Building massing and form should be appropriate to the architectural style.
- » Front building elevations and elevations facing streets, pedestrian promenades/paths, waterfront and other public spaces should have offset masses or varied wall planes. Offset forms include vertical breaks between stories or horizontal breaks between spaces, and should incorporate appropriate changes in materials and colors. Stepped massing and layered wall planes may incorporate cantilevered masses or balconies, recessed masses or inset balconies, and volume spaces.

- » Ground-floor façades should be designed using articulation and material/color variations to create visual interest and support pedestrian activity.
- » Upper-floor façades should be differentiated from the ground floor façades by a transition line, which may be in the form of an articulated trim course cornice, a shallow recess, a continuous balcony, or other appropriate means, accompanied by a change of window size/rhythm, materials, colors or textures.
- » Lower height elements, such as recessed massing above ground floor, porches, entry features, bay windows, etc., are encouraged to articulate massing, establish pedestrian scale and add variety to the streetscene.
- » Use projections to emphasize design features such as entries, primary windows or outdoor spaces. Projections may include, but are not limited to, awnings, balconies, window/door surrounds, bay windows or dormers, roof overhangs, shed roof elements and tower elements.
- » Long walls with no windows or entries should be articulated to break up the monotonous planes.

Roof Considerations

- » Roof form, ridgelines, pitch, materials and colors should be compatible with the architectural style of the building.
- » Variety in roof forms and/or building/ridge heights is encouraged along the streets, pedestrian promenades/paths, waterfront, and other public spaces to provide visual interest.

- » Where flat roofs are used, the buildings are encouraged to have pronounced parapet and cornices treatments complementary to the design vocabulary of the building.

Materials and Colors

- » Incorporate a range of colors and materials that are complementary to the building's architectural style to produce diversity and provide visual interest.
- » Use durable, non-corrosive building materials that are appropriate to the marina environment, including, but are not limited to, stucco, wood, brick, stone, metal and glass.
- » Buildings are encouraged to incorporate materials salvaged from the site.
- » The building color palette should express a waterfront neighborhood. Variations in shade or tone that are reflective of nature can be used to enhance forms and heighten interest.
- » Changes in materials and colors should occur at interior corners of the building façades.

Corner Treatments

- » Corner buildings should have enhanced treatments on both street-facing sides, which can include wrap-around porches or balconies, recessed stories above the ground floor, feature windows, awnings, tower elements, or other façade detailing.
- » The primary entry to a corner building should be located at the corner.



Use of appropriate and varied materials on building façade

* The above images are examples and provided for references only.

Alley Treatments

- » Plane offsets and stepped massing (recessed or cantilevered) along the alleys are encouraged to provide visual interest and articulation.
- » Consider incorporating architectural projections such as balconies and eaves.
- » Use similar window trims, colors and appropriate details as the front elevation.
- » Use enhanced garage door patterns or finishes that complement the building's design vocabulary, as appropriate.
- » Provide planting areas between garages where feasible to soften the alley environment.

Functional Elements

- » Gutters and downspouts shall be integrated into the design of the building. Exposed gutters and downspouts must be colored to match or complement the surface to which they are attached.
- » Both roof-mounted and ground-mounted mechanical equipment such as air conditioning/heating equipment, pool/spa equipment, etc. (excluding solar panels) shall be screened from view of streets, pedestrian promenades/paths, and other public spaces.

- » Mechanical devices such as exhaust fans, vents and pipes shall be painted to match the colors of the surfaces to which they are attached.

Refuse Collection, Service and Loading Areas

- » Locate loading and service areas in the rear or the side of the building away from public view, or screen such areas from public view.
- » Locate loading and service areas in a manner that minimize conflicts with pedestrian and vehicular circulation.
- » Outdoor refuse collection areas should be enclosed and screened from view by walls or fences, and should not be located adjacent to public streets.
- » Fences and walls that provide screening should be designed as an integral part of the building design and be constructed of materials, textures and colors that are complementary to the adjacent buildings.

Sustainable Strategies

A variety of green building elements will be incorporated into the residential and maritime core buildings as part of the project's sustainability vision implementation. Sustainable building techniques will include the use of recycled materials where appropriate, high efficiency energy standards, thermally efficient roofs, walls and windows, use of natural light within building interiors, and diversion of construction debris from landfills. To the extent feasible, making residential roof tops solar ready will be evaluated and pursued.

Universal Design

Residential development within the Master Plan area will be designed with consideration of all ages and abilities. University design of

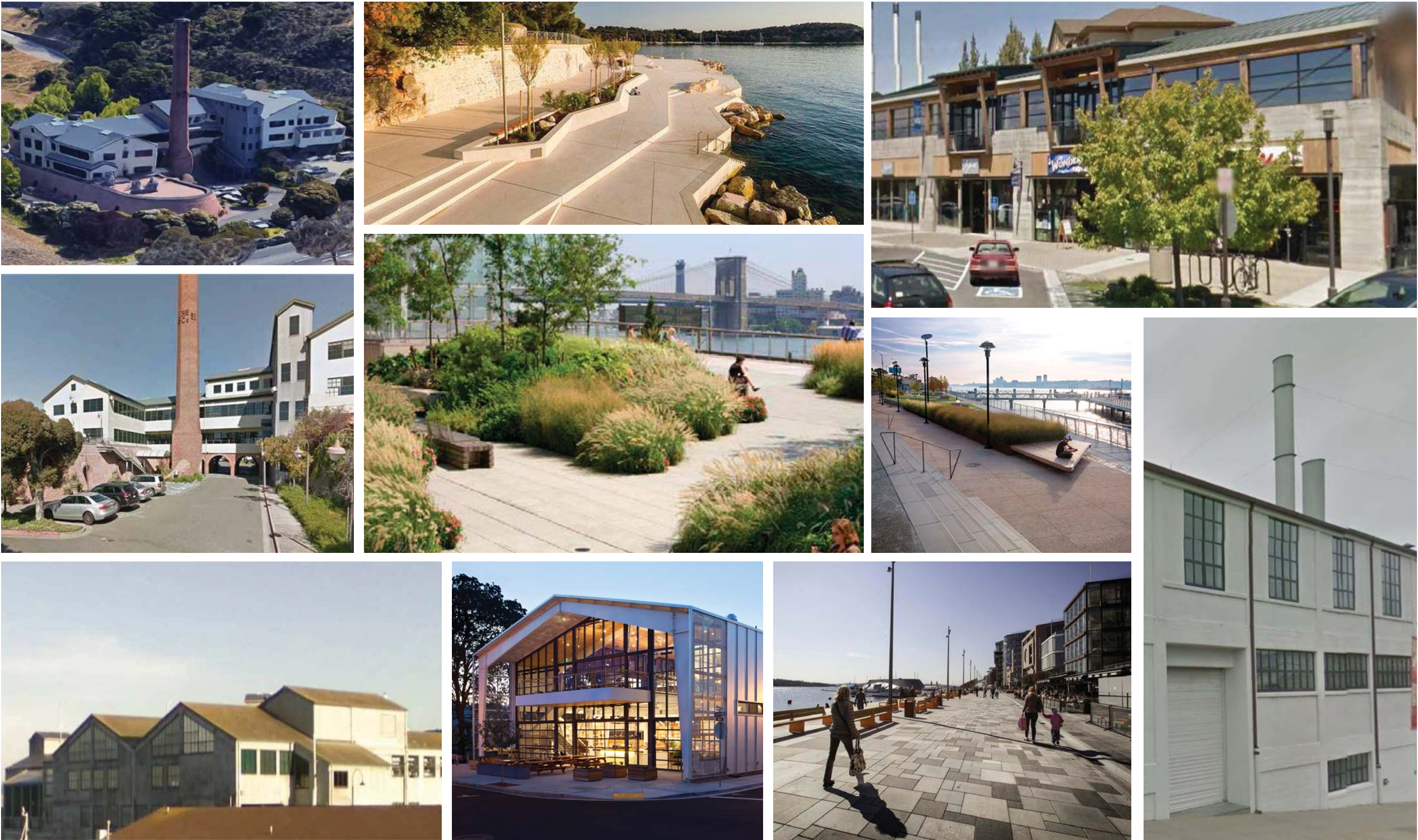
residential units will comply with the City of Alameda's Universal Design Ordinance, as described in Section 3.4 of this Master Plan.

RESIDENTIAL DESIGN CHARACTER IMAGERY



*Building character example images are for reference only

MARITIME DESIGN CHARACTER IMAGERY



**Building character example images are for reference only*

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Exhibit 7.1 - Conceptual Phasing Diagram

Legend

| | | |
|---|---------|----------------------------------------|
| 1 | Phase 1 | Marina |
| 2 | Phase 2 | Maritime Commercial, Office, Retail |
| 3 | Phase 3 | Multifamily Residential High Density |
| 4 | Phase 4 | Multifamily Affordable |
| | | Multifamily Medium Density Residential |
| | | Multifamily Residential |
| | | Waterfront Open Space & Open Space |

7.1 General Provisions

All private and public improvements within the Master Plan area shall be consistent with the requirements of this Master Plan and the Alameda Municipal Code ("AMC"). In the event of a conflict between the provisions of this Master Plan and the AMC, the provisions of this Master Plan shall govern.

7.2 Phasing Requirements

The project may be constructed and occupied in phases. The anticipated phasing is four phases as shown on the phasing diagram and is as follows:

- » Phase 1: Maritime Commercial, Office, and Retail, Multi-family residential and Affordable housing and Open Space covering the area starting from the site's western property line at Alameda Marina Drive to approximately Chestnut Street. Phase 1 will be the first phase for which building permits will be required.
- » Phase 2: Marina Dry Storage, Multi-family residential, Graving Dock Linear Park and Open Space covering the area from the site's eastern property line at Willow Street to approximately Stanford Street.
- » Phase 3: Multifamily residential, Open Space, and Marina covering the area between Chestnut Street and Stanford Street.
- » Phase 4: This phase runs parallel to Phases 1 to 3 and covers the boat marina and associated improvements and upgrades.

Shoreline and land side infrastructure improvements will occur in each phase, as necessary. The anticipated phasing may have sub-phases and may need to be adjusted due to economic conditions, public infrastructure improvements, or land acquisition timing.

7.3 Phasing Approvals

Prior to the issuance of a building permit for construction of the first phase, Sub Area A, the applicant shall prepare and submit the following documents and applications for Planning Board review and approval:

- » The site wide Transportation Demand Management Plan.
- » The site wide Affordable Housing Plan.
- » The Development Plan for the first phase. The application submittals shall include the materials required by AMC 30-4.20 MX Zoning District and AMC 30-4.13 Planned Development.
- » Design Review application for the phase consistent with the requirements of AMC 30-36 and 30-37 Design Review.
- » If requested by applicant, Density Bonus application consistent with AMC Section 30-17 Affordable Housing Density Bonus.

Prior to issuance of Building Permits for Phase 1 the applicant shall submit an application for a Certificate of Approval from the Historical Advisory Board consistent with AMC 30-21.

Prior to issuance of the first building permit for the first phase, the Community Development Director and Public Works Director shall review and approve a site wide Master Infrastructure and Site Improvement Plan that includes storm water improvement plan, wastewater assessment and improvement plan, master grading plan, master on-site public space improvement plan, and a master on-site power plan.

Alameda Municipal Power shall review each phase of the development to ensure that adequate facilities for the provision of power are provided.

City of Alameda Public Works Department shall review each phase of the development to ensure that adequate water, storm drain, wastewater, and transportation infrastructure are provided.

City of Alameda Fire Department shall review each phase of the development to ensure that adequate emergency vehicle access is provided.

Any proposed subdivision of the property shall be subject to AMC 30-87, Subdivision.

7.4 CEQA and Resource Agency Regulatory Requirements for Alameda Marina Re-development

Redevelopment of Alameda Marina is anticipated to require a number of entitlements from the City, State, and Federal government, including:

- » CEQA evaluation led by the City of Alameda
- » Master Plan and Planned Development Plan approval, Design Review, Certificate of Approval, and Subdivision Map approval by the City of Alameda
- » Bay Conservation and Development Commission (BCDC) – assumed to be a “major permit” and requiring Design Review Board review and potentially Engineering Criteria Review Board for elements within BCDC jurisdiction
- » US Army Corps of Engineers (USACE) – Section 10 and 404 permit for work and fill in waters of the US; lead for federal ESA and EFH consultations
- » Dredged Material Management Office (DMMO) – Review of dredging and likely the graving dock feature; will include dredged material characterization requirements and a separate permit for dredging (separate from USACE)

- » Regional Water Quality Control Board (RWQCB) – 401 water quality certification; Waste Discharge Requirements; and construction NPDES approvals, as well as any other approvals necessary for operations
- » California Department of Fish and Wildlife (CDFW) – there is no marine 1600 agreement, but CDFW will review and comment on specific sensitive species aspects of the project if there are found to be potential effects
- » •State Lands Commission –for approval of uses within the tidelands leasehold for consistency with the Public Trust.

7.4 ASSESSMENT DISTRICT AND COMMUNITY FACILITIES DISTRICT

An Assessment District or Community Facilities District may be established to fund public improvements and/or municipal services such as street and sewer maintenance, and transit services to the site.

7.5 Preliminary Development Schedule

It is anticipated that, upon receipt of all land use approvals, including approval of this Master Plan and receipt of the Certificate of Approval from the Historical Advisory Board, Development Plan and Design Review approvals, that the applicant will commence preparation of the construction drawings and improvement plans for the project. It is expected that preparation of and approval of these plans will take up to one year. It is expected that construction could commence as early as late 2018, with first occupancies in 2020.

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