ALAMEDA POINT

MAIN STREET NEIGHBORHOOD SPECIFIC PLAN

City of Alameda DRAFT September 2016

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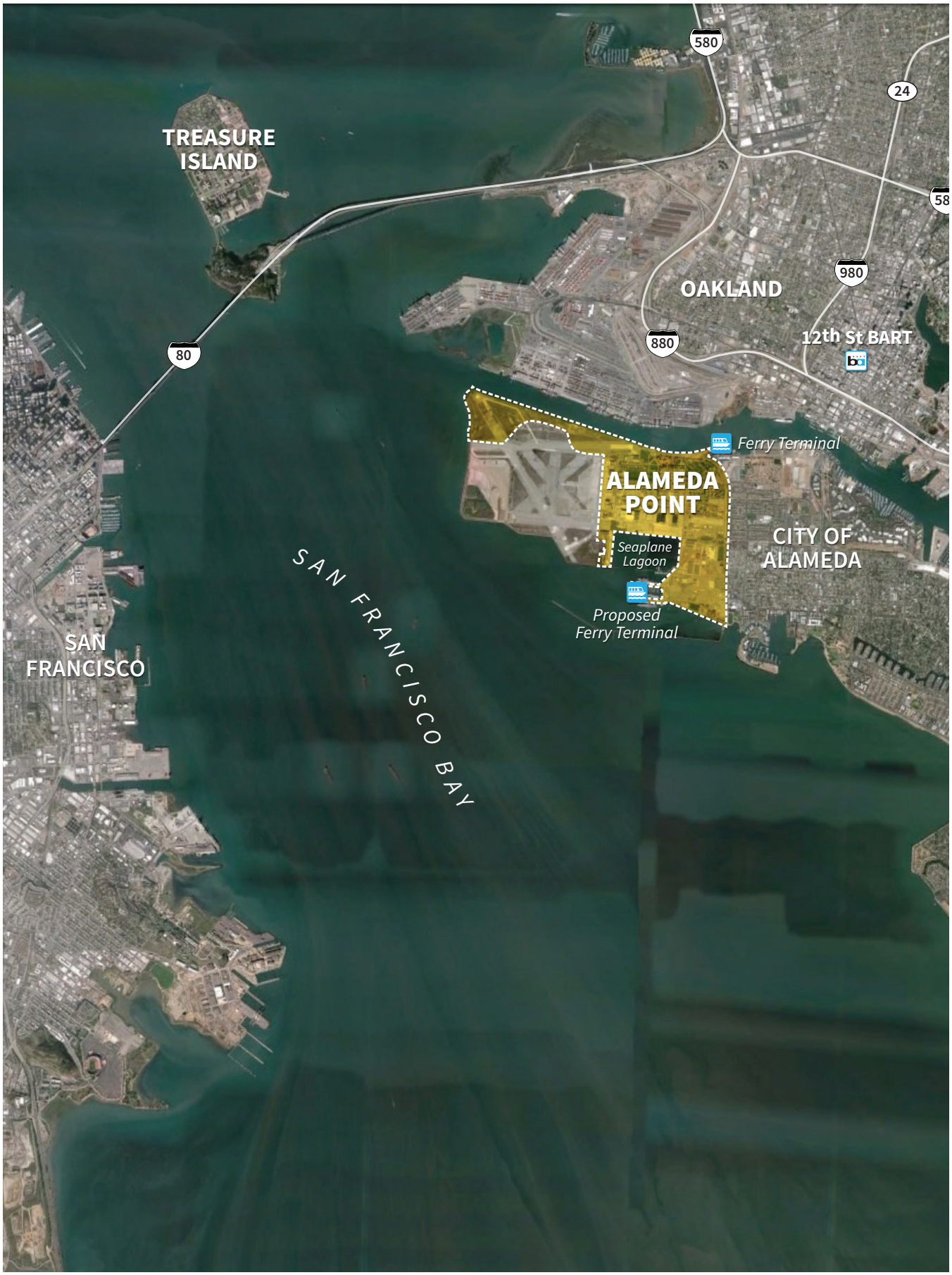
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EXECUTIVE SUMMARY

The Specific Plan consists of form and use regulations for the arrangement of public and private street, public open space and parks, infrastructure, and associated private development which reinforce the community's goals for a transit-oriented, primarily residential, mixed-use neighborhood.

0.1 PURPOSE

In July 2013, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted *Plan Bay Area*. *Plan Bay Area* is an integrated, long-range mobility and land use plan to reduce transportation-related pollution from cars and light trucks in the San Francisco Bay Area, as required by the *California Sustainable Communities and Climate Protection Act of 2008* – California Senate Bill 375 (Steinberg). A key component of *Plan Bay Area* is the designation of regional Priority Development Area (PDAs). These sites are intended to provide lands for regional employment and housing growth in proximity to regional transportation systems in order to reduce greenhouse gas emissions and combat climate change. *Plan Bay Area* designates the Naval Air Station (NAS) Alameda, which includes the Main Street Neighborhood at Alameda Point, part of the former NAS Alameda, as one such PDA. Accordingly, the preparation of this Alameda Point Main Street Neighborhood Specific Plan (Specific Plan) was partially funded by an MTC Station Area Planning Grant to support the creation of a transit-oriented development consistent with *Plan Bay Area*.

The Specific Plan fulfills the request for a Main Street Sub-District Master Plan required under *AMC* 30-4.24 Alameda Point District. This Specific Plan is a plan to guide implementation of the City of Alameda's vision for the Main Street Neighborhood at Alameda Point. The Specific Plan is designed to facilitate redevelopment and reuse of the planning area in a manner consistent with the *1996 NAS Alameda Community Reuse Plan* and *City of Alameda General Plan*, and complement the unique physical, environmental, and institutional constraints at Alameda Point.

The Specific Plan consists of a development framework along with form and use regulations for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development. The sub-district seeks to reinforce Alameda Point's goals for a mixed-use neighborhood that is economically and socially diverse, environmentally sustainable, and compatible with and supportive of the NAS Alameda Historic District and the surrounding Alameda Point sub-districts.

THE SPECIFIC PLAN IS ORGANIZED AS FOLLOWS:

1

MAIN STREET NEIGHBORHOOD SPECIFIC PLAN FRAMEWORK:

Introduction to the purpose, objectives, guiding principles, and fundamental components of the Specific Plan.

2

EXISTING CONDITIONS:

Overview of the existing physical, institutional, and regulatory factors that shape the Specific Plan.

3

ACCESS AND MOBILITY:

Discussion of existing and proposed access and transportation systems serving the Plan Area.

4

OPEN SPACE, URBAN AGRICULTURE, AND SUSTAINABILITY:

Illustration of proposed open spaces, recreational facilities, landscape treatment, and other natural features.

5

LAND USE AND CHARACTER – THE BUILT FABRIC:

Standards and guidelines for the development of the Plan Area.

6

PHASING PRINCIPLES:

Phasing considerations and conceptual recommendations, including discussion of potential implementation strategies.

7

INFRASTRUCTURE AND FINANCING:

The requirements for infrastructure necessary to support the Specific Plan objectives, as well as strategies for capital improvement financing.

8

ADMINISTRATION AND ENFORCEMENT:

Procedures and mechanisms for Specific Plan administrative and enforcement.

The following pages summarize core elements of the Specific Plan.

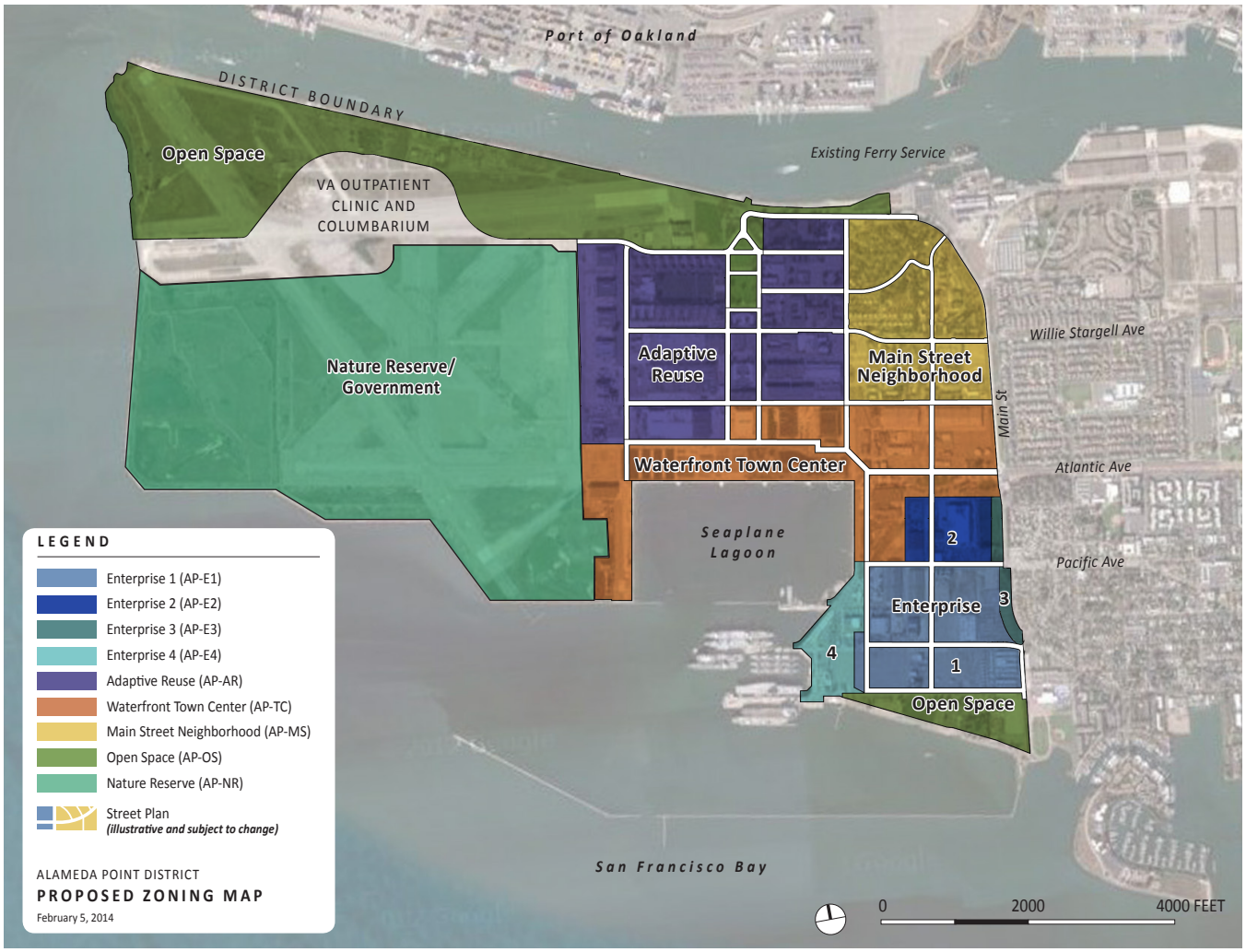


FIGURE 0-1: MAIN STREET NEIGHBORHOOD PLAN AREA AND SURROUNDING SUB-DISTRICTS
(SOURCE: ALAMEDA POINT ZONING DISTRICT MAP)

0.2 PROJECT CONTEXT

Alameda Point is located in the heart of the San Francisco Bay Area, on the site of the former NAS Alameda (decommissioned in 1997). Within this larger redevelopment project, the Specific Plan covers approximately 108 acres, comprising the community south of the Alameda Main Street Ferry Terminal and north of the Town Center and the waterfront land surrounding the historic Seaplane Lagoon. The Specific Plan provides standards and guidelines for the Alameda Point sub-district bordered by the Bayport neighborhood to the east, the Adaptive Reuse Sub-District within NAS Alameda Historic District to the west, and the Town Center and Waterfront Sub-District to the south, as shown in *Figure 0-1 Main Street Neighborhood Plan Area and Surrounding Sub-Districts.*

THE VISION

0.2.1 SPECIFIC PLAN VISION

The primary goal of redevelopment within the Main Street Neighborhood Specific Plan Area (referred to as the Plan Area or Main Street Neighborhood) is twofold:

1 TO CREATE A MIXED-USE AND MIXED-INCOME PRIMARILY RESIDENTIAL NEIGHBORHOOD

with an emphasis on small-scale neighborhood-serving uses, compatible specialty manufacturing and light industrial uses, urban agriculture, open space, varied housing, and community services that complement and support the sub-district and Alameda Point as a whole; and

2 ENSURE THE EXISTING SUPPORTIVE HOUSING ACCOMMODATIONS

are rebuilt and well-integrated within the Plan Area and future development for the Alameda Point Collaborative (APC), Building Futures for Women and Children, and Operation Dignity (collectively referred to as the “Collaborating Partners”).

0.2.2 ACCESS AND MOBILITY IMPROVEMENTS

Access and mobility improvements within the Main Street Neighborhood define the public and private realms and are integral to providing increased multi-modal transportation opportunities that will promote walking, cycling, and transit use over single-occupancy automobile use. These elements will reduce traffic and create a healthier environment and are further detailed in **Chapter 3**.

0.2.3 OPEN SPACE, URBAN AGRICULTURE AND SUSTAINABILITY

The park and open space network is the other component of the public realm that helps define public and private spaces. A key feature of the Main Street Neighborhood open space network is the Central Gardens. This centralized open space connects to various green ways and other urban agricultural amenities within the neighborhood. The Specific Plan imagines the Historic District and the surrounding neighborhood as a mixed-use community connected by shared open spaces and urban agriculture. In its entirety, the Plan Area is designed as a local hub promoting a range of residential, commercial, and community-serving uses. Open space and landscape guidelines are further detailed in **Chapter 4**.

0.2.4 LAND USE AND CHARACTER – THE BUILT FABRIC

The Plan Area will be a mixed-use neighborhood with a variety of building types and complementary small-scale, community-serving retail and light industrial commercial, service uses, urban agriculture, and parks, such as the Central Gardens shown in ***Figure 4-2 Central Gardens Concept Plan.*** It will build upon many of its existing assets and features including the Collaborating Partners, the Ploughshares Nursery, and the historic "Big Whites" neighborhood, which includes the distinctive "beehive" street network.

Chapter 5 provides development standards and design guidelines to regulate and guide future land uses and the built fabric. The standards and guidelines will help ensure the Main Street Neighborhood vision is realized as the area redevelops.

0.2.5 PHASING PRINCIPLES

Phasing the redevelopment of the Main Street Neighborhood is key to achieving the community's vision for this neighborhood and the greater Alameda Point area. Its full implementation will be undertaken in a number of phases over many years. Some components of the plan, such as the redevelopment and upgrading of the supportive housing facilities, may be readily built in the near-term; others will take considerably more time to realize. The approach to phasing described in **Chapter 6** is intended to address existing community needs, in particular, redevelopment of the existing supportive housing facilities within the Plan Area.

0.2.6 INFRASTRUCTURE AND FINANCING

This chapter describes the backbone infrastructure systems that are necessary to support the development of the Main Street Neighborhood. The proposed infrastructure provides long-term protection from the impacts of climate change and sea level rise, upgraded wet and dry utilities, and create a network of complete streets that promote all modes of transportation, emphasize walking, bicycling and provide direct and convenient access to high quality transit options. **Chapter 7** also discusses the conceptual approach to financing backbone infrastructure.

1

SPECIFIC PLAN FRAMEWORK

The Specific Plan is designed to facilitate the redevelopment and reuse of the planning area in a manner that is consistent with the *1996 Community Reuse Plan*, the *2003 City of Alameda General Plan Amendment*, and the unique physical, cultural, and historic opportunities at Alameda Point.

1.1 INTRODUCTION

Alameda Point is located at the heart of the San Francisco Bay Area. The site has a storied history, emblematic of the development of the wider region. Much of the area of partially submerged tidal mudflats and marshlands remained uninhabited until the 1860s when proximity to a booming San Francisco made it a strategic location for railroad and ferry infrastructure, as well as some manufacturing. At the dawn of the aviation age, the opening of the Alameda Municipal Airport brought the first of successive airfields to the site, establishing it as a hub for the nascent industry. At the start of World War II, wholesale transformation of western Alameda began in earnest following commissioning of the NAS Alameda. During construction, hundreds of acres of marshlands were filled, and the base became a center for jobs until its closure in 1997. In preparation for decommissioning, the Community *Reuse Plan* was developed in 1996, and measures were adopted into the *City of Alameda General Plan (General Plan)* in 2003 and again in 2014.

Today the Bay Area is again a locus of growth, and through years of planning effort, the City of Alameda (City) is well positioned to benefit. In 2013, the City accepted conveyance of the first 1,400 acres of land from the U.S. Navy, paving the way for the redevelopment of Alameda Point. Toward that end, the *Main Street Neighborhood Specific Plan (Specific Plan)* – in conjunction with the *2003 General Plan Amendment*; the *2013 Alameda Point Project Final Environmental Impact Report*; the *2013 Alameda Point Planning Guide (Planning Guide)*; *2014 Town Center and Waterfront Precise Plan*; the *2014 City of Alameda Zoning Amendments*; and ; the *2014 Master Infrastructure Plan (MIP)*– are intended to guide Alameda Point through a transformation over what is likely to be a 20- to 30-year redevelopment process.

Opposite page:

1 Big Whites
2 Orion Street
3 Bungalows (NCO Housing)
4 Ploughshares Nursery

1.2 PURPOSE

The purpose of the Specific Plan is to implement the City's vision for the redevelopment of the 108-acre Main Street Neighborhood of the former NAS Alameda. The Specific Plan is designed to facilitate the reconfiguring and support reconstruction of existing supportive housing and redevelopment and reuse of this neighborhood in a manner consistent with the *Reuse Plan*, the *General Plan Amendment*, the *MIP*, and the *Planning Guide*.

The Specific Plan includes form and use regulations for the arrangement of public and private streets, public open space and parks, infrastructure, and associated private development consistent with the community's goals for a mixed-use neighborhood that is economically and socially diverse, environmentally sustainable, and compatible with and supportive of the Historic District and the surrounding Alameda Point sub-districts.

In July 2013, the ABAG and the MTC adopted *Plan Bay Area*. *Plan Bay Area* is an integrated long-range transportation and land use/housing plan to reduce transportation-related pollution in the San Francisco Bay Area, as required by the *California Sustainable Communities and Climate Protection Act* of 2008 – California Senate Bill 375 (Steinberg) to reduce greenhouse gas emissions from cars and light trucks. NAS Alameda is a designated regional PDA in *Plan Bay Area*. PDAs are intended to provide lands for regional employment and housing growth in proximity to regional transportation systems to reduce greenhouse gas emissions and combat climate change. The preparation of this plan was partially funded by an MTC planning grant to support the creation of a transit-oriented plan consistent with *Plan Bay Area*.

1.3 LOCATION & CONTEXT

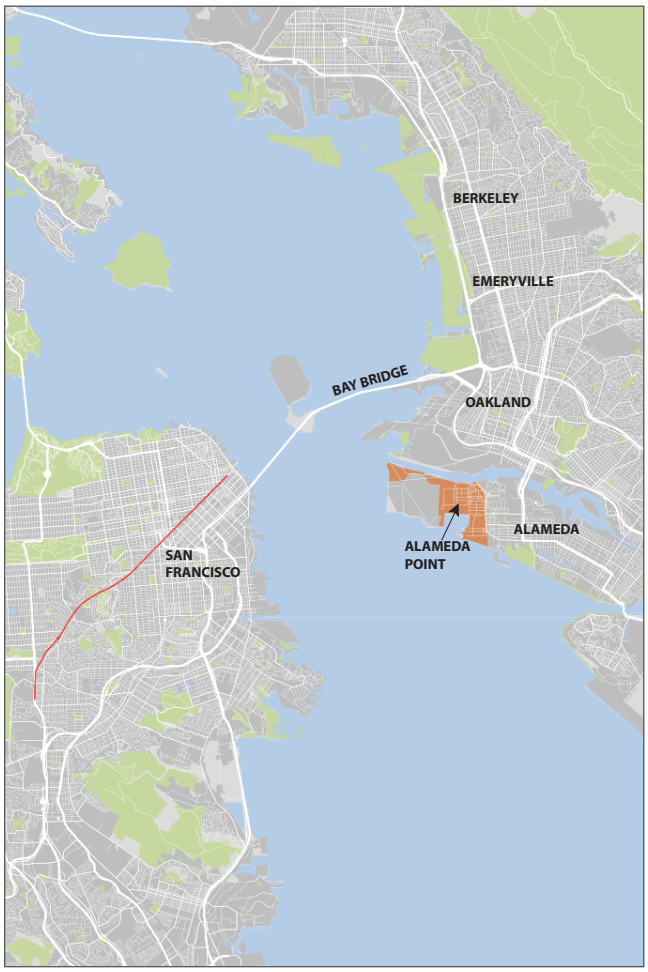
The Main Street Neighborhood within Alameda Point has ready access to downtown Oakland and the neighboring communities of Emeryville and Berkeley, among others shown in ***Figure 1-1 Project Location***. Downtown San Francisco is a short ferry ride away, with the existing Main Street ferry terminal just to the north and the proposed Seaplane Lagoon ferry terminal just to the south in the Town Center sub-district. The 108-acre sub-district of Alameda Point has portions within the redevelopment area of the former historic residential community of NAS Alameda. The 2014 Alameda Point Zoning Ordinance includes residential, commercial, and adaptive reuse focused districts, with the Main Street Neighborhood serving as a mixed-use primarily residential transitional zone between adjacent land use concentrations shown in ***Figure 1-2 Planning Context.***

1.4 PLANNING FOUNDATION

The preparation of the Specific Plan was guided by the extensive work completed for Alameda Point. The Specific Plan does not replace this previous planning work, but instead builds upon the solid foundation of policy established by the City, as set forth in the *1996 Reuse Plan*, the *2003 General Plan Amendment*, the *2014 Alameda Point Zoning Amendments*, and the *2014 MIP*.

1.4.1 *REUSE PLAN* VISION

In 1996, the City adopted the *Reuse Plan* to guide actions to incorporate the base into the City and convert it to civilian use. The *Reuse Plan* identifies the following Vision Statement for the reuse of the formal NAS Alameda:



Regional Context

Local Context

FIGURE 1-1: PROJECT LOCATION

REUSE PLAN VISION

"Between now and the year 2020, the City of Alameda will integrate the Naval Air Station property with the City and will realize a substantial part of the Base's potential. Revenues will have increased and a healthy local economy will have resulted from the implementation of a coordinated, environmentally sound plan of conversion and mixed-use development. While building upon the qualities which make Alameda a desirable place to live, efforts for improving recreational, cultural, educational, housing, and employment opportunities for the entire region will have been successful."

1.4.2 ALAMEDA POINT GENERAL PLAN ELEMENT

In 2003, the City Council amended the *General Plan* to include an Alameda Point Element. The Alameda Point Element was crafted from the *Reuse Plan* policies and diagrams to ensure that the *General Plan* reflects the community's planning vision for redevelopment of the base. The Alameda Point Element summarized the *General Plan* policy direction with the following set of development objectives:

- Seamlessly integrate Alameda Point with the rest of the city
- Foster a vibrant new neighborhood
- Maximize waterfront accessibility
- De-emphasize the automobile and make new development compatible with transportation capacity
- Ensure economic development
- Create a mixed-use environment
- Establish neighborhood centers
- Alameda Point Guiding Principles

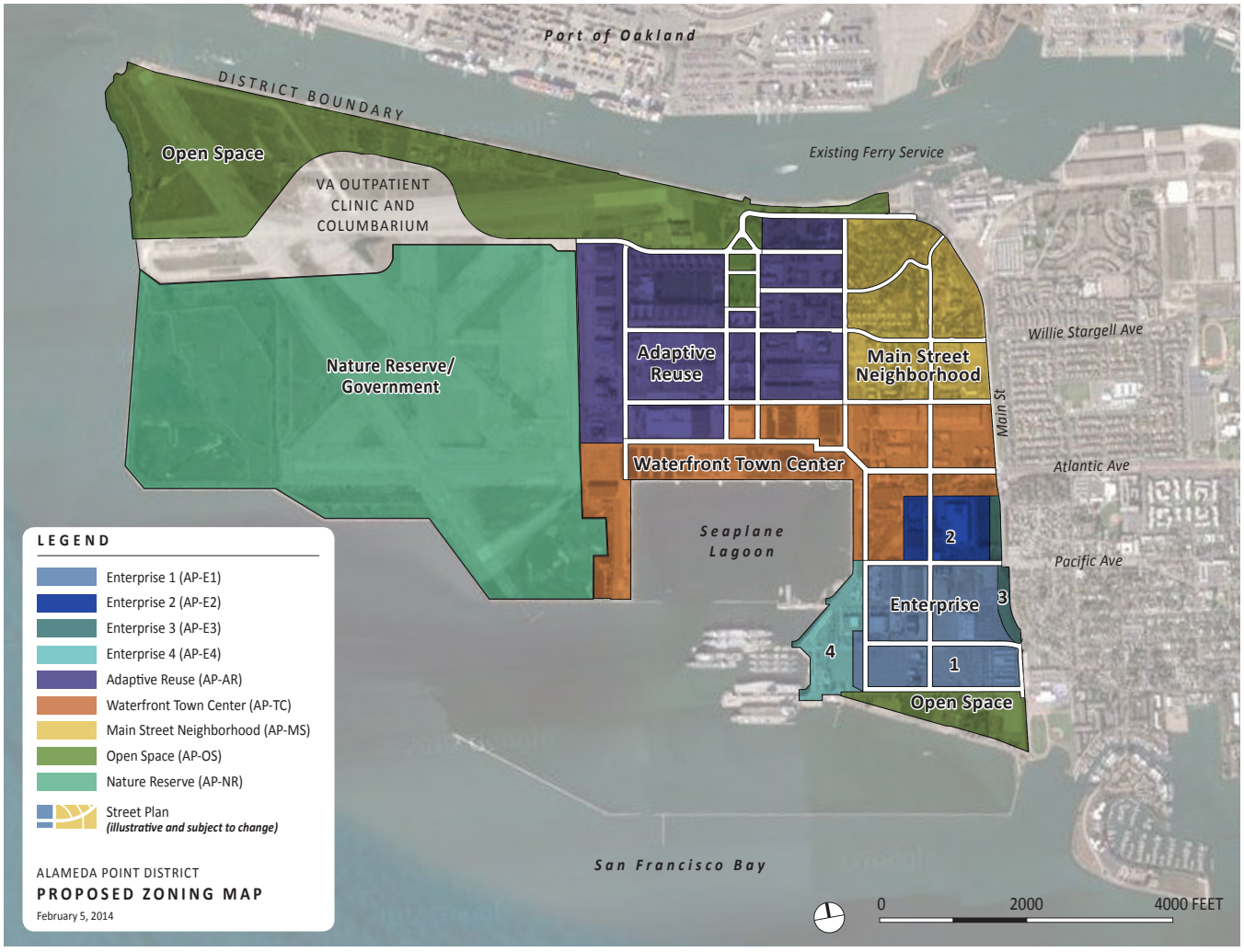


FIGURE 1-2: PLANNING CONTEXT

1.4.3 ALAMEDA POINT GUIDING PRINCIPLES

To update and implement the *Reuse Plan* and *General Plan*, in 2013, the Planning Board and the City Council endorsed the following set of Guiding Principles for the redevelopment of Alameda Point as part of the *Planning Guide*. These principles were created with the community and are largely based on the planning work conducted in the *Reuse Plan*, as follows:

Mixed use districts with distinct focal points.

New development will consist of distinct districts, each centered on a civic, recreational, open space, or commercial focal point. While districts may have different focuses, each shall encourage a diversity of uses that supports pedestrian access to transit and everyday needs. Districts will be developed with compact blocks and pedestrian friendly streets that provide clear, comfortable pedestrian access to transit as well as commercial and residential areas. Development will support a diverse mix of uses that allows flexibility for the long-term revitalization of Alameda Point.

Pedestrian, bike, and transit oriented environments.

Development of Alameda's streets and neighborhoods follow well established patterns, with neighborhoods clustered around trolley car and transit stops that provide residents with easy pedestrian access to transit and commercial, residential, and recreational uses as well as employment generating uses along the shores. New development at Alameda Point will extend these land use patterns to encourage opportunities to perform day- to-day activities within walking distance of work, home, and transit links. New streets will extend the traditional grid system of the City and will be seamlessly integrated into the existing street network. The new street system will be pedestrian, bike, and transit oriented, designed to move goods and services for on-site businesses, support transit improvements, ferry service, a contiguous bicycle network as well as safe, easy, comfortable pedestrian access.

Generate new economic development and employment opportunities.

The long- term reuse of Alameda Point must focus on creating economic growth and development for the benefit of the whole community. Land use decisions and policy direction shall be guided by this principle. The City will actively seek and promote businesses, a range of industries, and economic development projects that provide significant sustainable employment opportunities. Future plans will preserve and maintain Alameda Point's ample supply of large industrial and warehouse space immediately adjacent to the water, which is a major foundation of local maritime businesses and significant regional economic advantage for the City.

Districts with distinct character.

Alameda has a reputation as a quiet, friendly island community with a deep appreciation of its architectural legacy and historical elements. Future plans will aim to preserve and reuse, to the extent feasible, buildings and features that reflect the architectural and military history of Alameda Point. Planning efforts will also encourage the development of new neighborhoods with distinct character. New developments may incorporate new architecture that reflects stylistic, technological, and environmental needs of the time.

Housing variety that supports diversity.

Alameda Point will provide a wide range of housing options, both economically and aesthetically. A variety of dwelling types – houses, bungalows, courtyard housing, townhouses, and apartments – will provide housing for a diverse mix of ages, incomes, family types, and professional backgrounds that will ensure creation of a diverse and vibrant community.

Neighborhoods connected with open space and waterfront access.

New neighborhoods at Alameda Point will be woven together by a network of open spaces (parks, greenways, plazas, parklets, and preservation areas) that conserve and restore the natural ecosystem while providing associated recreational, health, and social benefits. The identity of Alameda Point will be enhanced through view corridors to the water and ample shoreline access, including water features, trails, trail amenities, waterfront visitor opportunities, and waterfront view corridors in new development. The street grid will also be used to take full advantage of views to the water and limit the privatization of waterfront properties.

Achieve a high standard of sustainability.

Future development at Alameda Point will be guided by incentives and standards that ensure the use of sustainable design strategies and technologies in infrastructure and buildings. The City will seek and encourage development that preserves and reuses natural and cultural amenities on the site, emphasizes energy and water conservation, improves local water quality, contributes to reduction of greenhouse gases and incorporates sustainable building strategies while providing a comprehensive open space strategy that benefits both wildlife and humans.

1.4.4 ALAMEDA POINT ZONING ORDINANCE - AMC SECTION 30-4

The creation of six sub-districts *(Figure 1-2)*, including the Main Street Neighborhood, was critical to this redevelopment strategy. The 2014 Zoning Ordinance Amendment established that new development in two of the sub-districts, the Main Street Neighborhood and Town Center and Waterfront, would require the completion of a Specific Plan.

1.4.5 ALAMEDA POINT MASTER INFRASTRUCTURE PLAN

The *2014 MIP* established a plan for the rehabilitation and reconstruction of the backbone infrastructure of Alameda Point, with backbone infrastructure costs estimated at over $1 million per acre. It is a guide for new infrastructure that will evolve over a 25- to 30-year buildout of the entire Alameda Point, and it includes improvement plans for all elements of the utility system.

FIGURE 1-3: MAIN STREET NEIGHBORHOOD PLAN

1.4.6 VISION FOR THE MAIN STREET NEIGHBORHOOD

The 108-acre Main Street Neighborhood is envisioned as a mixed-use, walkable, primarily residential environment supported by community-serving and light commercial uses. Land uses for this sub-district include a diversity of small-scale offices, grocery markets, health clinics, urban agriculture, community centers, art galleries, and other compatible commercial uses.

THE COLLABORATING PARTNERS

The Collaborating Partners consist of three nonprofit service organizations responsible for repurposing Navy housing in order to provide homes and services for homeless families and individuals. This homeless accommodation was an integral component of the base conversion process. The Collaborating Partners (Alameda Point Collaborative

(APC), Building Futures with Women and Children, and Operation Dignity) will relocate their existing housing into a new neighborhood center with multifamily housing, supportive facilities, and public gathering spaces. The Specific Plan will create the planning framework and regulations necessary to allow the three existing supportive housing organizations to design and build replacement housing for their current facilities. This affordable housing replacement project will benefit the Collaborating Partners by replacing existing aging housing stock to further the goal of consolidating their campus. To build these new facilities and replace their existing housing, the Collaborating Partners have been working closely with City staff to come up with a plan that consolidates their existing leased campus of 34 acres (with 200 units) to a smaller footprint of approximately 10 acres, which would allow them to own their own property and build new much-needed facilities designed specifically for their needs.

The approximately 10-acre site is located in the southeastern corner of the Main Street Neighborhood, just south of Midway Avenue and east of Orion Street and is currently occupied by the PX Building (Building 152) as well as other vacant former residential buildings. This location is ideal for affordable housing due to its proximity to existing parks and public transit and takes advantage of significant infrastructure efficiencies. By having a smaller campus, the Collaborating Partners will lower their service delivery costs to residents and be able to foster a greater sense of community among their residents, who will now be clustered around a cohesive campus. It will also allow the City to continue to meet its obligations as the Local Reuse Authority to provide housing for formerly homeless households in connection with closure of the Alameda NAS.

MIXED-USE RESIDENTIAL, LIGHT INDUSTRIAL, AND TRANSITIONAL COMMERCIAL

Adjacent to the edges of the Main Street Neighborhood, there may be opportunities for transitional commercial uses, retail services, and residential apartments and townhomes similar to the development occurring in the Town Center. These transitional edges of the Main Street Neighborhood will provide complimentary services that support and connect to the surrounding existing land uses. This may include light industrial “maker” spaces, live/work units, and specialty manufacturing.

Buildings face onto public open spaces and support a pedestrian-friendly environment. Ground floor commercial uses with residential and/or office uses above are permitted. Parking will be organized along streets as well as behind buildings as appropriate and consistent with this Specific Plan.

CENTRAL GARDENS, OPEN SPACE, AND URBAN AGRICULTURE

New development, open spaces, and streets are designed to create a pedestrian friendly, transit supportive mixed-use residential area oriented to the Central Gardens and the greater network of public open spaces. This includes a network of connecting greenways and urban agriculture sites such as the Ploughshares Nursery and The Farm at APC.

The Central Gardens provides the main gathering and event space and unifies the Main Street Neighborhood. Temporary and/or permanent open space uses such as passive park uses, community gardens, a playground, and/or event spaces are envisioned for this area, along with bicycle and pedestrian paths that connect it to the rest of the neighborhood.

NAS Alameda Historic District

Rehabilitation of existing buildings and new infill construction will occur in phases sufficient to support cohesive infrastructure development. Rehabilitation of contributing structures and construction of new buildings in the NAS Alameda Historic District will be reviewed for consistency with the *Guide to Preserving the Character of the NAS Alameda Historic District*, the character-defining features of the NAS Alameda Historic District, and this Specific Plan (see Chapter 5, Section 5.2, for Historic Infill Guidelines).

1.5 SPECIFIC PLAN VISION + GUIDING PRINCIPLES

GENERAL PLAN POLICIES

The Main Street Neighborhood Specific Plan serves to implement *General Plan* policies for the plan area. The *General Plan* policy objectives specific to the Main Street Neighborhood are summarized below. *General Plan* policy objectives that are specific to a topic such as transportation, but also relevant to the Plan Area, are included in the applicable Specific Plan chapter.

SPECIFIC MAIN STREET NEIGHBORHOOD PLAN POLICIES (FORMERLY REFERRED TO AS THE WEST NEIGHBORHOOD)

1. *Guide further development of this primarily residential area to improve quality of life for residents, accessibility for pedestrians, and supporting uses to promote a balanced neighborhood.*
2. *Consider the need for workforce housing and childcare. Encourage clustered and pedestrian- and bicycle-friendly development, in conjunction with greenways and open space.*
3. *Integrate interim users into planning for redevelopment of existing housing areas. Honor commitments to the Homeless Collaborative, U.S. Coast Guard, or other potential interim users, while developing transition plans to provide for appropriate, cost-effective, long-term redevelopment solutions.*
4. *Incorporate small, intermittent parks into residential development.*
5. *Preserve the Big Whites for their historical significance, and encourage surrounding development that is complementary.*
6. *Encourage higher density residential development in the vicinity of the multi-modal transit centers, along with parks and community serving businesses and institutions, such as child care and family child care homes, in order to promote accessibility via alternative modes of transit.*
7. *Where new residential development occurs along the waterfront, limit development to the south side of Main Street or the Mosley Extension in order to protect public access to the waterfront.*
8. *Cluster supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.*
9. *Consider the preservation of the Admiral's House for community and City use.*

THE PRIMARY GOAL

of redevelopment within the Main Street Neighborhood is to create a compact, walkable, mixed-use residential community that reconfigures existing supportive housing and leverages the unique historic character and existing assets of the sub-district, through strategically phased development to catalyze continued transformation of Alameda Point. To realize this vision, the core principles described below are intended to guide the Specific Plan and future development.

1.5.1 BUILD ON THE EXISTING ASSETS AND CHARACTER

- Support the existing supportive housing units of the Collaborating Partners into a new, well-designed neighborhood center within the Plan Area.
- Encourage new development that is compatible with the existing character of the neighborhood.
- Build on and enhance the historic Big Whites neighborhood and distinctive beehive-shaped street network.
- Preserve, sustain, and enhance view corridors and connections to the Bayfront, ferry terminal, and Oakland Estuary.
- Encourage a range of urban agriculture opportunities that build on the existing APC Farm and Ploughshares Nursery. This includes the establishment of community and educational gardens, urban farms, and backyard gardens.
- Establish a network of open spaces, including greenways, parks, and gathering places.

1.5.2 FACILITATE STRATEGIC IMPLEMENTATION

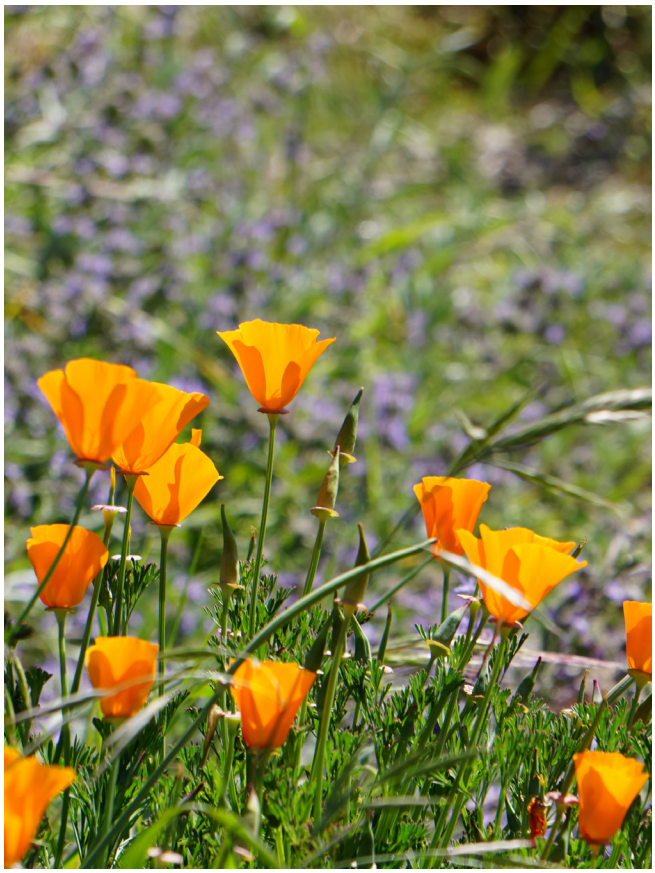
- Proceed strategically and phase development to minimize upfront infrastructure costs and to implement cohesive infrastructure.
- Prioritize the consolidation and implementation of the Collaborating Partners improvements to ensure that their respective organizations continue to thrive and provide the important services to the community.
- Explore private/public partnerships and public and private financing opportunities to expand current revenue sources and long-term investment in Alameda Point.
- Preserve the long-term potential of the site to realize maximum value by protecting and enhancing the existing neighborhoods assets and building on them, such as the Big Whites and Beehive Streets.

1.5.3 CULTIVATE A SUSTAINABLE MIXED-USE NEIGHBORHOOD

- Promote a balanced and transit-oriented neighborhood with diverse housing options, parks, neighborhood-serving businesses, transitional commercial uses, and community-oriented institutions.
- Address climate change and sea level rise issues through the integration of flood protection and green infrastructure.
- Incorporate strategies for stormwater management, energy efficiency, adaptive reuse, contaminant remediation, and habitat preservation.
- Develop a circulation infrastructure that prioritizes pedestrians and bicycles.

1.5.4 PROMOTE THE EMERGENCE OF A CLASSIC ALAMEDA NEIGHBORHOOD WITH A DISTINCT IDENTITY

- Provide a wide-range of housing options, both economically and aesthetically that ensures the creation of a diverse and vibrant community.
- Provide an appropriate range of land uses and building types that together capture the essence of existing Alameda neighborhoods, with a mix of neighborhood serving, residential, and compatible commercial uses in a varied set of buildings and environments.
- Prioritize the creation of the Central Gardens as the heart of the neighborhood.
- Establish a strong community landscape and open space fabric with a variety of open spaces and landscape treatments that draw from an urban agriculture aesthetic, such as tree-lined streets, orchard buffers, hedgerows, parks, and community gardens.
- Incorporate community-serving facilities, urban agricultural opportunities and amenities that create a variety of places to gather, recreate, and socialize.

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EXISTING CONDITIONS PROFILE

Alameda Point is located at the western-most end of the island of the City of Alameda, surrounded on three sides by water. The Main Street Neighborhood generally forms the eastern boundary of Alameda Point.

2.1 PLAN AREA CONTEXT

2.1.1 LOCATION

The Plan Area is centrally located in the San Francisco Bay Area, on a former military base in the City of Alameda as shown in *Figure 2-1 Regional Context.*

2.1.2 REGIONAL GEOGRAPHY

The Plan Area is 108 acres within Alameda Point, an 878-acre portion of the former NAS Alameda. Alameda Point is located at the westernmost tip of the island city of Alameda, in Alameda County, California. The Main Street Neighborhood, like all of Alameda Point, is centrally located in the San Francisco Bay Area region, and is surrounded on three sides by water; the Oakland/Alameda Estuary to the north and San Francisco Bay to the south and west. It is approximately 5 miles east of downtown San Francisco, 1.75 miles southwest of downtown Oakland, and 38 miles north of downtown San Jose.

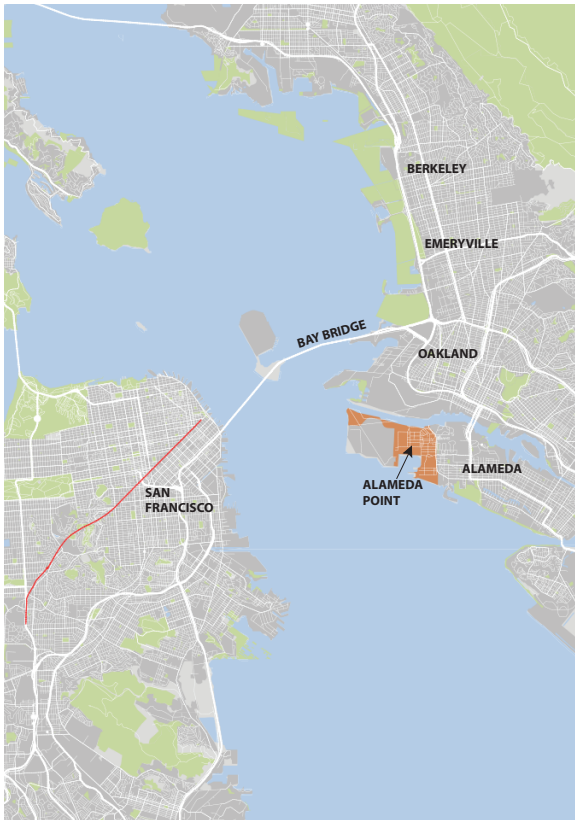


FIGURE 2-1: REGIONAL CONTEXT

Opposite page:

1 Community garden
2 Bungalow (former NCO housing)
3 Existing street signs
4 Big White entry

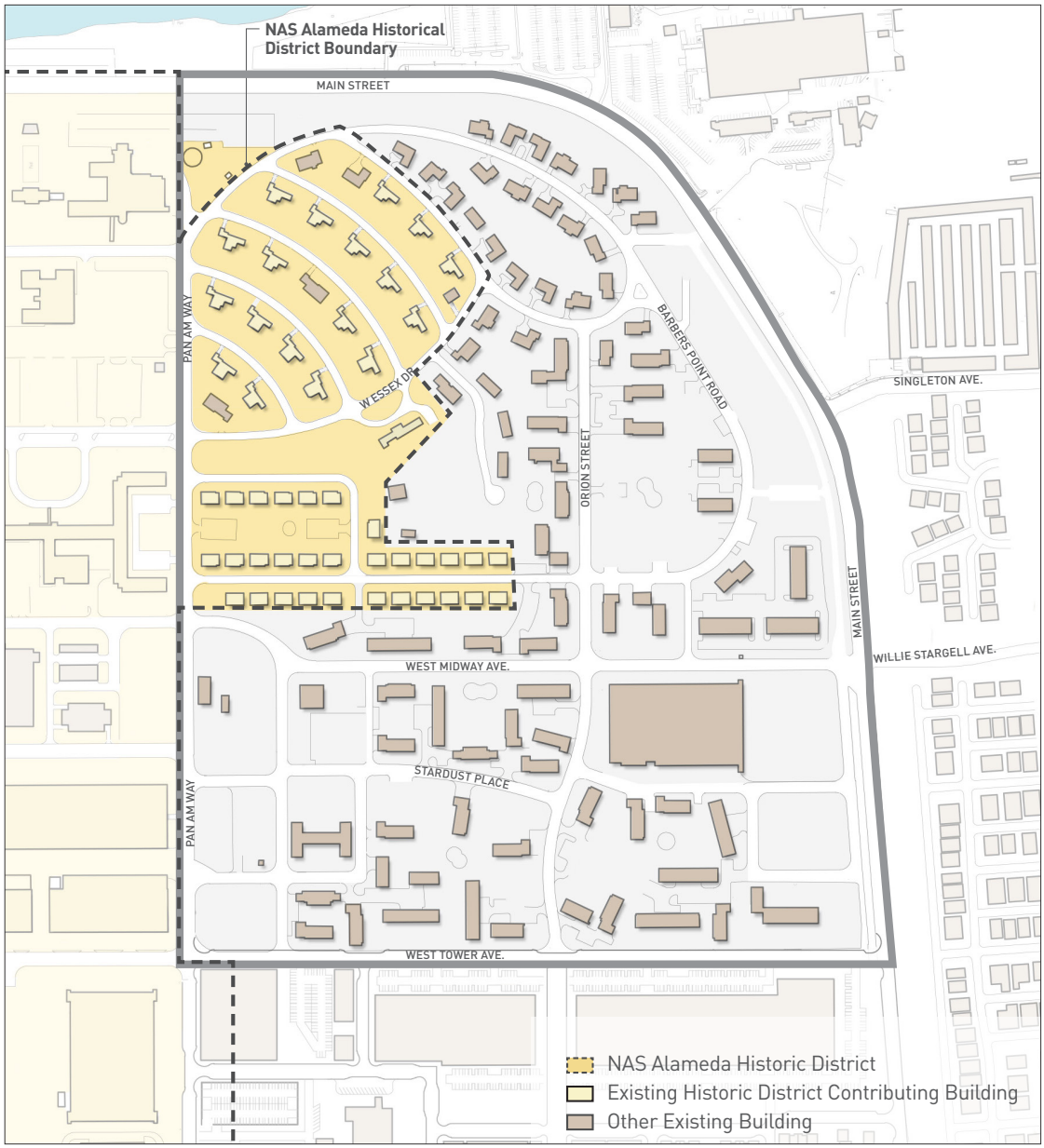


FIGURE 2-2: HISTORIC DISTRICT

2.1.3 LOCAL GEOGRAPHY

The Plan Area (see ***Figure 1-2***) is one of six City-designated sub-districts that comprise Alameda Point based on the Alameda Point Zoning District. It occupies the northeastern portion of Alameda Point and is bounded by Main Street and the Oakland/Alameda Estuary to the north and Main Street and the remainder of the City of Alameda to the east. The 129-acre Town Center and Waterfront sub-district is located directly south of the Plan Area across West Tower Avenue and the 111-acre Enterprise sub-district south of that. The 207-acre Adaptive Reuse sub-district is located immediately west of the Plan Area across Pan Am Way. The Open Space and Nature Reserve sub-districts are primary located along the edges of Alameda Point.

1 Big Whites
2 Typical Bungalow (former NCO quarters)
3 Big Whites Neighborhood Street

2.2 HISTORIC CONTEXT

Portions of the Main Street Neighborhood have a unique historic residential character that is a legacy of military housing included in the development of NAS Alameda.

2.2.1 NAS ALAMEDA HISTORIC DISTRICT

The NAS Alameda Historic District (Historic District) was listed in the National Register of Historic Places in 2013, with a 1938–1945 period of significance. A significant portion of the district is within the Plan Area, as shown in ***Figure 2-2 Historic District***. It includes the original 1930s housing. The Plan Area includes 49 of the buildings that contribute to the district, as well as five noncontributing buildings and a portion of the Historic District's contributing historic landscape design. All of the contributors to the Historic District in the Plan Area are residences. Contributing landscape features include the beehive-shaped layout and curved roads of the Big Whites, a park, mature trees, consistent building setbacks, lawns, and planted parking strips. A number of previous studies related to the Historic District were conducted . These include findings and treatment guidelines that have been taken into consideration in the development of the Specific Plan.

The portion of the Plan Area outside the Historic District contains mostly informally planned housing built in the 1960s.

2.2.2 NAVAL HOUSING

The original 1930s design for NAS Alameda established an array of naval housing, including barracks, bachelor officers' quarters, noncommissioned officers' (NCO) quarters, married officers' quarters (also known as Big Whites), and the admiral's house. The Big Whites, NCO quarters, and admiral's house provided family housing in the relatively secluded northeast corner of the base. The Big Whites are large two-story single-family houses located in a beehive-shaped network of curvilinear streets. To the south of these, the NCO houses are smaller single-story bungalows positioned in neat rows. The admiral's house is a larger version of the Big Whites set within a park between the Big Whites and the NCO quarters.

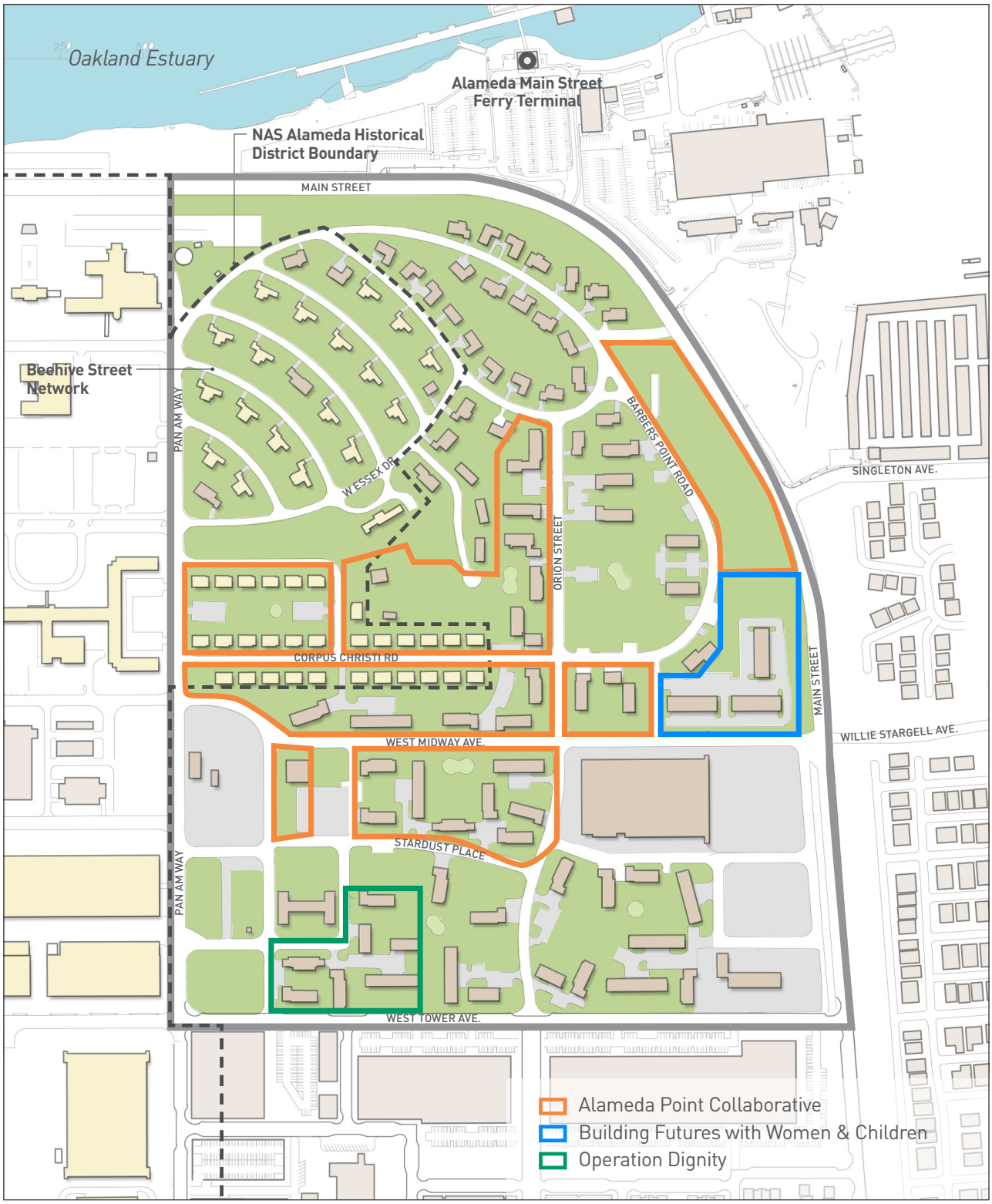


FIGURE 2-3: SUPPORTIVE HOUSING PROVIDERS

2.3 PEOPLE AND PLACES

2.3.1 RESIDENTS AND HOUSING

The population of the Main Street Neighborhood represents a distinctive segment of the larger Alameda community. Of the 268 existing housing units located in the Plan Area, 200 are utilized by the Collaborating Partners, a trio of housing providers described below, who provide supportive housing for persons struggling with homelessness, poverty, mental health concerns, veteran status, and domestic violence. The three organizations currently house 500 individuals, including 300 children and 200 adults. Each group manages separate groups of units in distinct areas of the Plan Area. These areas are shown in *Figure 2-3 Supportive Housing Providers.*

ALAMEDA POINT COLLABORATIVE

Formed in 1999, APC transformed vacant military housing within the former NAS Alameda into a supportive housing community where formerly homeless families can thrive. APC now operates 172 units of housing over 34 acres of land, and provides 500 formerly homeless residents, including more than 300 children and youth, with the safety and stability of a place to call home. APC specializes in supportive training and job opportunities for residents through environmentally sustainable social enterprise businesses and other on-the-job training programs. They offer residents the opportunity to gain job skills while also learning about health, nutrition, and horticulture through Ploughshares Nursery, and the APC Farm. APC also operates a robust after school academic and life skills program for children and youth.

BUILDING FUTURES FOR WOMEN AND CHILDREN

Building Futures, a nonprofit organization founded in 1988, is based in San Leandro with programs throughout Alameda County. Through their continuum of care, they provide resources, programs, and services to help Alameda County residents build futures free from homelessness and family violence. Their program includes permanent supportive housing at Bessie Coleman Court operated by APC on Alameda Point.

OPERATION DIGNITY

Operation Dignity, a nonprofit organization founded in 1993, assists homeless veterans and their families. They provide emergency, transitional, and permanent housing for homeless in Alameda County, California. They also offer comprehensive support services, nutritious meals, and a strong peer community. Their goal is to help veterans rediscover hope and provide the tools needed to live a self-sufficient and stable life

The remaining 68 units of housing in the Main Street Neighborhood include 18 detached single-family units of Big Whites. As explained in the previous section, these homes were originally occupied by high-ranking Navy personnel. The 68 units now constitute the only market rate rental units in Alameda Point. Based on the average household size in Alameda of 2.57 persons, it is assumed that the 68 units house roughly 175 residents. This amounts to a total population in the Main Street Neighborhood of approximately 675 persons.

In addition to 200 housing units, the Collaborating Partners provide employment training for adults, an academic center, a teen center, and summer programming for children on 34 acres of Alameda Point. These programs have become integral to the Main Street Neighborhood and represent a unique community development success story.

2.3.2 COMMUNITY CHARACTER

The Main Street Neighborhood is a quiet residential enclave where redevelopment has not occurred since the closure of the NAS Alameda. Existing land use is restricted to either low- or medium-density housing of various types or community-oriented uses that directly serve the residents. Due to a lack of redevelopment, much of the neighborhood consists of vacant, dilapidated buildings and underutilized parcels.

In efforts to activate the Plan Area, community gardens, a neighborhood nursery, and small public open spaces are integrated throughout existing historic and supportive housing complexes, and are widely and unevenly dispersed throughout an eccentric street network. The considerable spacing between housing provides for greenways, mature landscaping, and clear lines of sight through the neighborhood. These characteristics are evident in *Figure 2-4 Aerial Map*.

2.3.3 EXISTING LAND USE

Existing land use in the Plan Area is largely low- and medium-density housing, including detached homes, historic bungalows, and supportive housing complexes. The Plan Area also contains a series of community parks, gardens, and small urban agriculture operations managed by APC. As discussed below, APC also operates Ploughshares Nursery and the Changing Gears Bike Shop, which sells both refurbished and new bicycles, to provide workforce training opportunities for its residents.

South of the Plan Area, the Town Center and Waterfront sub-district contains 19 existing buildings and structures totaling 741,000 square feet. Six are vacant and in need of upgrades, while others house diverse tenants, including the following:

FIGURE 2-4: AERIAL MAP

1 Big Whites
2 Ploughshares Nursery
3 Bungalows
4 Alameda Point Collaborative Community Garden
5 The Farm at Alameda Point Collaborative

- Bladium Sports and Fitness Club
- Group Delphi (creators of museum and conference exhibits)
- Alameda Point Studios (collection of artisan studios)
- Naval Air Museum
- Antiques by the Bay

1 Bungalows on Corpus Christi Road
2 Open space area at Bungalows
3 Open space area at Pensacola Lane
4 Pan Am looking south towards Sea Plane Lagoon
5 Big White Naval Housing
6 Open space around Big Whites

On June 16, 2015, the Site A development was approved for a 68-acre portion of Alameda Point within the Town Center and Waterfront Sub-District. It is a mixed-use, transit-oriented development on the waterfront lands that surround Seaplane Lagoon and the property at the entrance to Alameda Point, between Main Street and Seaplane Lagoon. Site A abuts the Main Street Neighborhood to the south, immediately across West Tower Avenue.

It will consist of 800 multi-family residential units, and up to 600,000 square feet of retail, hotel, and commercial uses that will occupy new buildings and repurposed existing buildings. The plan calls for approximately 15 acres of parks and open space, including an 8-acre waterfront park fronting Seaplane Lagoon. The development is estimated to bring in significant replacement and upgraded infrastructure to address the issues with aging infrastructure and utilities on Alameda Point. Site A will include a new network of public streets and bicycle and pedestrian trails, as well as public transit accessibility via the construction of a new Ferry Terminal at Seaplane Lagoon and Alameda-Contra Costa Transit District (AC Transit) routing.

West of the Plan Area is the Adaptive Reuse sub-district. The uses planned for this sub-district primarily include clusters of clean-tech and food and beverage manufacturing uses. Directly adjacent from the Plan Area food and beverage and other specialty manufacturing incubators are planned for Buildings 8, 9 and 91, respectively, within the Adaptive Reuse sub-district. These maker spaces and specialty manufacturing buildings will support local commercial retail in the area.

The area to the east of Main Street lies outside Alameda Point and is generally residential in character. It includes the following:

- **United States Coast Guard Housing:** The Coast Guard provides 525 housing units for Coast Guard personnel.
- **Bayport:** The Bayport residential neighborhood contains 485 single-family homes and 62 multi-family units.
- **Alameda Landing:** The Alameda Landing is a 72-acre mixed-use, residential neighborhood located at the former home of the Navy's Fleet Industrial Supply. There are 285 housing units underway with nearby access to the waterfront, retail, and commercial uses.

2.3.4 EXISTING LANDMARKS AND FEATURES

A number of features within the Plan Area contribute to the community's unique residential character. The following landmarks, as mapped in ***Figure 2-5 Existing Conditions***, contribute to Main Street's Neighborhood focus:

- **The Big Whites.** As described above in Plan Area Context, "Big Whites" is the local name given to the Navy's married officers' quarters, which provided family housing in the northeast corner of NAS Alameda. Built in the 1930s, these large, two-story, single-family homes are located in a beehive-shaped network of curvilinear streets.
- **The Bungalows.** These small, cottage-style houses were built as the Navy's NCO quarters. Three rows of bungalows are located just south of the Big Whites, on the western edge of the Plan Area, and are currently leased out to APC residents.
- **Ploughshares Nursery.** This full-service nursery, located just south of the Farm at APC, creates job training and employment opportunities for APC residents. 100 percent of sales are returned the organization's supportive housing services.
- **APC Community Garden.** This small community garden allows APC families to grow their own food and enables healthier lifestyles.
- **The Farm at Alameda Point Collaborative.** This 2-acre community farm on the eastern edge of the Plan Area was created in 2005. Also operated by APC, it is now a working farm that supports the Farm2Market project, an adult employment training program and volunteer hub, focused on urban food production. The Farm maintains an active community supported agriculture subscription program.

FIGURE 2-5: EXISTING CONDITIONS

SPOTLIGHT:
PLOUGHSHARES NURSERY

APC founded and manages the Ploughshares Nursery, which is both a retail nursery and job-training site. The nursery provides job training mainly for APC residents, sells garden equipment, and offers educational programs for the public. It is also a community kitchen that hosts cooking and nutrition education classes and is available for rent to local caterers. Ploughshares has an annual budget of approximately $300,000, two-thirds of which comes from proceeds of retail sales. The remainder is covered by government grants for job training (mainly from the Department of Housing and Urban Development) and other grant programs.

Ploughshares Nursery is located in the northwesterly area of the Main Street Neighborhood

2.4 INFRASTRUCTURE AND ENVIRONMENT

2.4.1 THE BUILT NETWORK

Like the majority of Alameda Point and the entire former NAS Alameda, the existing backbone infrastructure of the Plan Area was installed by the Navy over 70 years ago. It is largely substandard and in need of reconstruction. Current active utility systems include wastewater, stormwater, potable water, electrical, natural gas, and telecommunications. Inactive systems include those originally associated with military uses, such as industrial waste, steam, and fuel.

Major existing deficiencies in the network are as follows:

- **Stormwater.** The storm drain system is owned and maintained by the City of Alameda. In Main Street Neighborhood and other low-lying areas of Alameda Point, missing or dysfunctional components of the system allow water to enter the system at high tide and flood surrounding areas.
- **Sanitary sewer.** This system, also owned and maintained by the City of Alameda, allows infiltration and inflow into the downstream transmission system during wet weather conditions.
- **Water.** This system has been subject to repeated breaks requiring costly repairs, sometimes leaving existing tenants without water service for up to several days. It is also owned and maintained by the City.
- **Telecommunications.** Communications utility systems are owned and operated by AT&T, Alameda Municipal Power, and Comcast. The telecommunications system is unreliable and subject to intermittent disruption.
- **Dry Utilities.** Electric System: Alameda Municipal Power owns and operates the existing electric power facilities at Alameda Point, including the Cartwright Substation near the Skyhawk Street and 11th Street intersection located within the Town Center area. The substation is a critical component of the existing electrical system and is intended to remain in service throughout the redevelopment of Alameda Point. Natural Gas: Pacific Gas & Electric (PG&E) supplies natural gas to the Plan Area via an existing 8-inch supply line that enters the Alameda Point at the intersection of Main Street and West Atlantic Avenue and extends to an existing pressure regulating station located at the southwest corner of the Plan Area, near the intersection of West Tower Avenue and Pan Am Way. This existing pressure regulating station will be preserved and / or replaced as determined by PG&E.
- **Sidewalk network.** A large portion of City-owned/maintained sidewalks on Alameda Point are substandard and fail to meet accessibility standards in many locations. As noted in subsection 3.1 Naval Air Station Redevelopment, above, the *MIP* establishes a plan for the rehabilitation and reconstruction of the aging backbone infrastructure network.

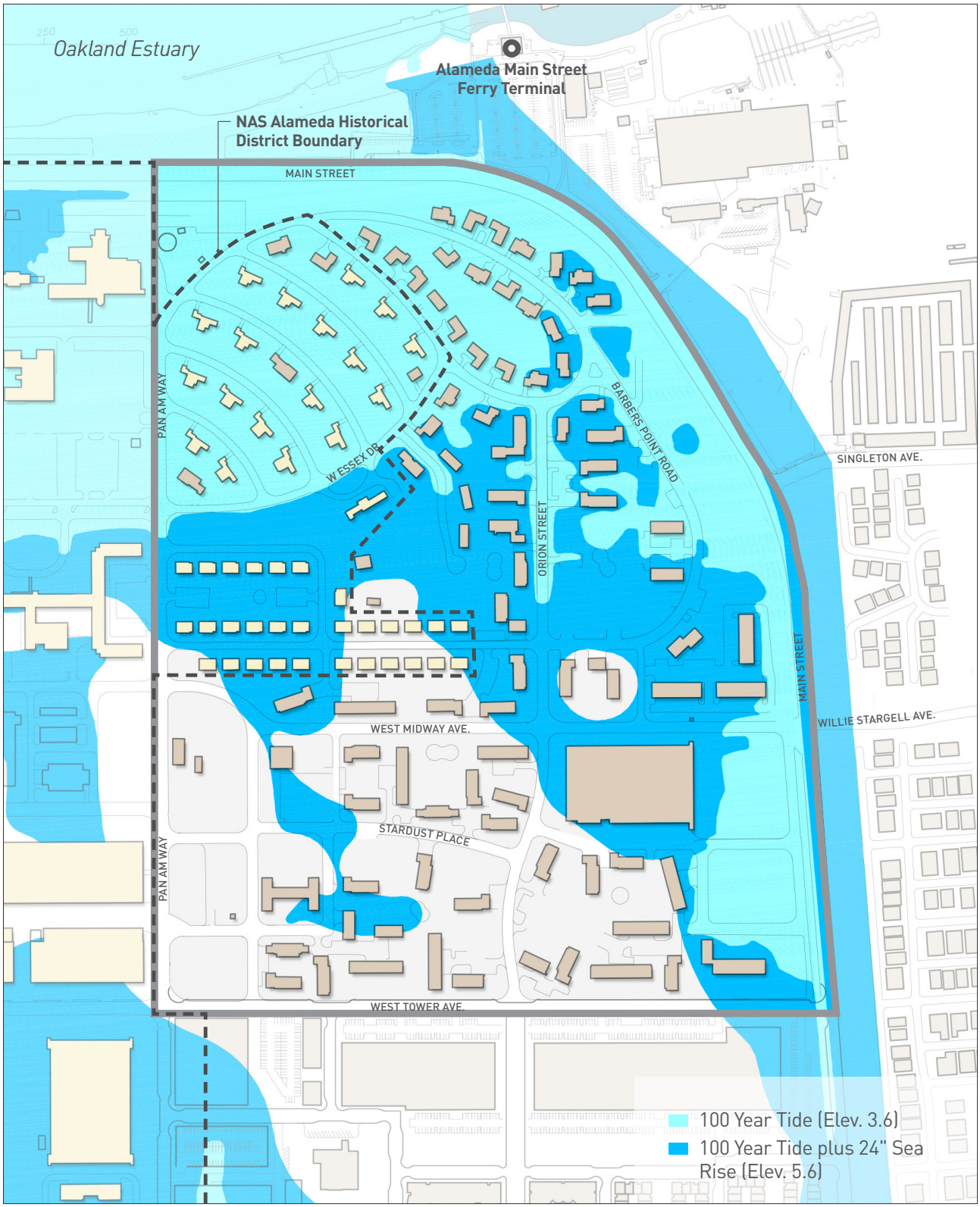


FIGURE 2-6: INUNDATION DIAGRAM

2.4.2 FLOODING AND SEA LEVEL RISE

A key consideration in the planning and future development of the Main Street Neighborhood is the impact of potential sea level rise on an area already prone to flooding. Like many coastal and bay-adjacent areas of the San Francisco Bay Area, Alameda Point and the former NAS Alameda lie at very low elevations. This includes the northeastern portions of Alameda Point and parts of the Plan Area.

As evident in ***Figure 2-6 Inundation Diagram***, much of the northern and eastern portions of the Plan Area, including areas adjacent to Main Street, lie within the existing 100-year tidal flood zone. These are areas subject to flooding in a 100-year tide event. Figure 2-6 also shows that future sea level rise would significantly increase the area of flood risk within the Plan Area. Assuming a rise in sea level of 24 inches, an increase accepted as scientifically legitimate by major climatic organizations, the flood zone would cover the majority of the Plan Area. This increase includes the entire northern half and southeastern portion of the Main Street Neighborhood.

The *MIP* recommends an adaptive management plan for the long-term protection of Alameda Point from sea-level-rise-related flooding. It establishes flood protection measures that are to be constructed with built-in protection against 24 inches of sea level rise above the 100-year tidal event. This combination of measures that can be adapted and enhanced to address sea level rise, include the following:

- Raising the elevation of development sites to at or above pre-project flood/sea level rise levels
- Constructing adaptable perimeter infrastructure such as floodwalls and levees
- Planning development with setbacks and on areas with existing elevations above expected flood levels


STOP


No Smoking
AC TRANSIT
BUS INFORMATION
MAP LEGEND
eNEWS
FOR MORE INFORMATION
FARES
BE SEEN


RHS
HORNETS

3

ACCESS AND MOBILITY

Essential to the redevelopment of Alameda Point are access and mobility improvements that expand transportation options and promote walking, cycling and public transit use over automobile dependency.

3.1 INTRODUCTION

To be effective, a transportation and circulation system must provide a wide range of transportation choices and sufficient access, and must balance and recognize the needs of various users. Multiple transportation facilities and guidance, including for streets, pedestrian walkways, bicycle connections, and transit routes – as well as a multimodal transportation network within the Plan Area –have been examined and refined to provide access and connectivity within the Main Street Neighborhood and greater Alameda.

This chapter describes access and mobility existing conditions, existing policy, and proposed street classifications and typologies within the Plan Area, the multimodal transportation network (including the proposed transit network that ties in to the primary and secondary transit routes of the Plan Area and beyond), and proposed pedestrian and bike facilities that implement the vision of establishing Alameda Point as a fine-grained walkable and bikable community.

ACCESS + MOBILITY POLICIES

GENERAL PLAN POLICIES:

COMPACT MIXED USE DEVELOPMENT

1. *Achieve human-scale, transit-oriented development.*
2. *In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.*
3. *Foster development of residential, commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.*
4. *Create mixed-use development that locates service-oriented uses near residences and offices.*
5. *Create neighborhood centers similar to Alameda's neighborhood business districts, with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.*
6. *Optimize the use of transit and other alternative modes of transportation in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.*
7. *Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.*

STREET DESIGN

1. *Continue the existing primary grid of the City of Alameda in all new development.*
2. *Promote street connectivity within Alameda Point and with the surrounding neighborhoods.*
3. *Integrate pedestrian and bicycle uses into the design of the roadway system and fabric.*
4. *Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda Point.*
5. *Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.*

EXISTING STREET CONDITIONS AT MAIN STREET NEIGHBORHOOD

1 Orion Street looking south to Site A
2 Orion Street Neighborhood
3 Main Street at West Midway looking south
4 West Midway looking east to Bayport
5 Main Street looking north
6 Pan Am Street at West Essex looking south

FIGURE 3-1: EXISTING STREET NETWORK

3.2 ACCESS AND MOBILITY EXISTING CONDITIONS

3.2.1 EXISTING CIRCULATION AND VEHICULAR NETWORK

The existing street system at Alameda Point is composed of residential and industrial streets, with the larger industrial streets typically serving as the main thoroughfares through the site and the smaller residential streets existing only within the Plan Area. See ***Figure 3-1 Existing Street Network***. West Midway Avenue serves as one of the primary east-west arterials within Alameda Point and is the only island arterial within the Plan Area. It provides a direct connection on the east border of the site to the regional arterial of Main Street and greater Alameda beyond. Along with Orion Street, West Midway Avenue also divides the Plan Area into rough quadrants. South of West Midway Avenue, the Plan Area's streets create an uneven grid pattern, while the more organic historical beehive and other residential street patterns lie to the north. The existing street network is not easily navigated as many streets do not offer continuous routes to obvious destinations within or outside the Plan Area. Further, the poor condition of the existing streets and paved areas requires rehabilitation or reconstruction to extend service life and usability [1]

SPOTLIGHT: THE BEEHIVE STREETS

The beehive streets are so named due to the organic curving nature of the street pattern. A bird's eye view of the streets shows rounded blocks stacked on top of one another (with the appearance of a beehive). The narrow streets are lined by one sidewalk on the home entry side. Due to their inclusion in the Historic District of the Plan Area, the character of the beehive streets is to be preserved.

3.2.2 PEDESTRIAN AND BICYCLE NETWORK

The current street network is neither pedestrian oriented nor bicycle friendly. It has expansive areas of pavement that encourages rapid vehicle travel, and poorly defined pedestrian and bicycle facilities that leave bicyclists and pedestrians vulnerable to cars. Some streets lack sidewalks, while others have sidewalks only on one side of the street. The Plan Area's lack of clearly defined intersection crossings, safe sidewalks, and linkages to adjacent neighborhoods adds to pedestrian discomfort. The poor condition of the streets and lack of safety with regard to vehicles on the streets serve to discourage bike riders.

3.2.3 TRANSIT NETWORK

Transit connectivity between this neighborhood and the rest of the City of Alameda (and beyond) is limited. The Plan Area is served daily by a single AC Transit route (Line 31) that typically runs on 30-minute intervals and connects to additional bus lines along Webster Street to the east. An existing ferry terminal is located north of the Plan Area on Main Street, within easy walking distance. This terminal offers ferry service run by the Water Emergency Transportation Authority to Jack London Square across the estuary in Oakland and to the Ferry Building in San Francisco. Service currently operates at 94 percent capacity, with a 25-percent growth in ridership over the past year.

[1] Page 48, *MIP*, March 2014

3.3 MAIN STREET NEIGHBORHOOD SPECIFIC PLAN: MULTIMODAL TRANSPORTATION AND CIRCULATION NETWORK

The *MIP* was developed to establish frameworks and standards to support the redevelopment and reuse of Alameda Point's infrastructure and streets and enhance its integration with the rest of the city. Specifically, the *MIP* proposes a comprehensive multi-modal street system and facility networks and design. The Specific Plan builds upon and continues this extensive planning work of the *MIP* and Alameda Point Site A to develop a balanced and comprehensive multimodal transportation network for people walking, cycling, taking transit, and driving in the neighborhood. Streets are designed to emphasize non-vehicular travel through the use of generous and comfortable sidewalks and designates bike facilities on all but the streets with lower vehicle volumes. The Plan Area continues the formal and organic street grid found in the existing and surrounding Alameda neighborhoods. The block pattern reflects a hierarchy of streets, is oriented for view access, and addresses localized site-specific conditions, consistent with the *Town Center Plan*. The street and neighborhood pattern enables all people traveling in the neighborhood direct and convenient access to a full range of modal choices while diversifying their routes, thus reducing traffic congestion. The use of parking lanes, raised median cycle track buffers or raising the cycle track to the level of the sidewalk, corner bulbouts, and mid-block crossings help to create a comfortable walking and bicycling environment while calming traffic at the same time.

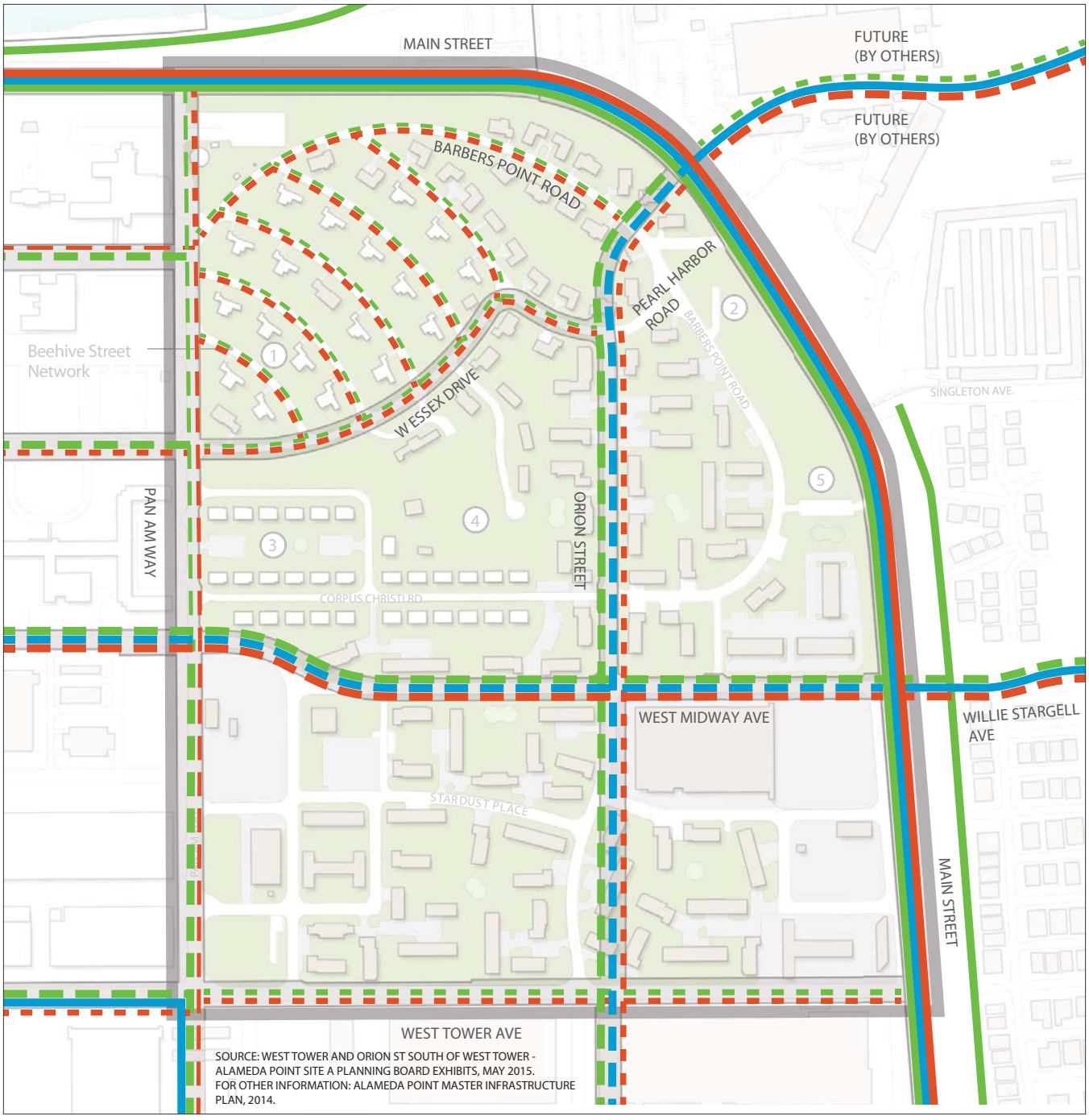


FIGURE 3-2: MIP MULTIMODAL NETWORK

LEGEND

- Regional Arterial
- Island Arterial
- Island Collector
- Local Street
- Project Area
- Separated or Shared Pedestrian/Bike Trail
- Bike Lane with Barrier (Cycle Track)
- Bike Lane with Buffer
- Bike Lane with Stripe
- Sharrow/Shared Roadway
- Primary Transit Street
- Secondary Transit Street

August 2016 DRAFT

3.3.1 PROPOSED STREET CLASSIFICATION

The *MIP* creates a hierarchy of street classifications and designates streets within the Plan Area as island arterial, island collector, and local street.

The multimodal street network builds upon the street classifications identified and described in the *MIP* ***(Figure 3-2***) and *Town Center Plan* to develop a circulation hierarchy for the Alameda Point area as shown in ***Figure 3-3 Proposed Street Classifications***. While the designation of the principal corridors within the Main Street Neighborhood remains generally the same, the street configurations and alignments have been slightly modified to aid in the creation of an environment that fosters safe and convenient movement for all people traveling in the neighborhood.

Two new street classifications have been developed for the Plan Area – Neighborhood Street and Pedestrian/ Bikeway – to further distinguish and define streets and access ways that comprise the finer-grain network of streets that are not classified in the *Town Center Plan* and *MIP*, and that are used in this Specific Plan.

Neighborhood Streets are designed as shared streets and are narrower versions of Local Streets. A shared street is typically curbless and is a low-volume street with reduced traffic speeds, providing for more flexible use of the entire street by emphasizing walking and cycling over driving. With only one lane of parking, crossing distances for pedestrians are reduced. This narrower section also reduces the extent of impervious surfaces.

Pedestrian/Bikeways are non-motorized access ways that provide access through blocks to create a finer grain of circulation and support active modes of transportation access within the neighborhood, and to encourage people to walk and bike within and beyond the Main Street Neighborhood. They also serve as access routes to Main Street and establish a shorter, more direct connection from the neighborhood to the Main Street Ferry Terminal.

3.3.2 PROPOSED TRANSIT NETWORK

The *MIP* takes into account a variety of transit services envisioned for Alameda Point. These include bus rapid transit service between Alameda Point and downtown Oakland; enhanced ferry service at the existing terminal or at a new terminal located in Seaplane Lagoon; and a multi-modal transit center located in the Town Center and Waterfront sub-district, south of the Plan Area. While most of these transit improvements are located outside the Plan Area, the *MIP* envisions Main Street as a primary bus transit route and West Midway Avenue and Orion Street as thoroughfares accommodating secondary bus transit routes in the Plan Area. See ***Figure 3-2 MIP Multimodal Network.***

The Main Street Neighborhood transit network shown in ***Figure 3-4 Proposed Transit Network*** is based on the *MIP* and *Town Center Plan*. It links to and continues the transit routes identified for the entirety of Alameda Point and the City of Alameda. Main Street serves as the primary transit corridor and provides access to the existing ferry services. West Midway Avenue, a portion of Orion Street (south of West Midway Avenue), and Pan Am Way provide secondary transit routes. These routes provide improved and more frequent transit access within neighborhoods, reflect the refined planning of the Plan Area, and maintain transit service on more direct and convenient streets.

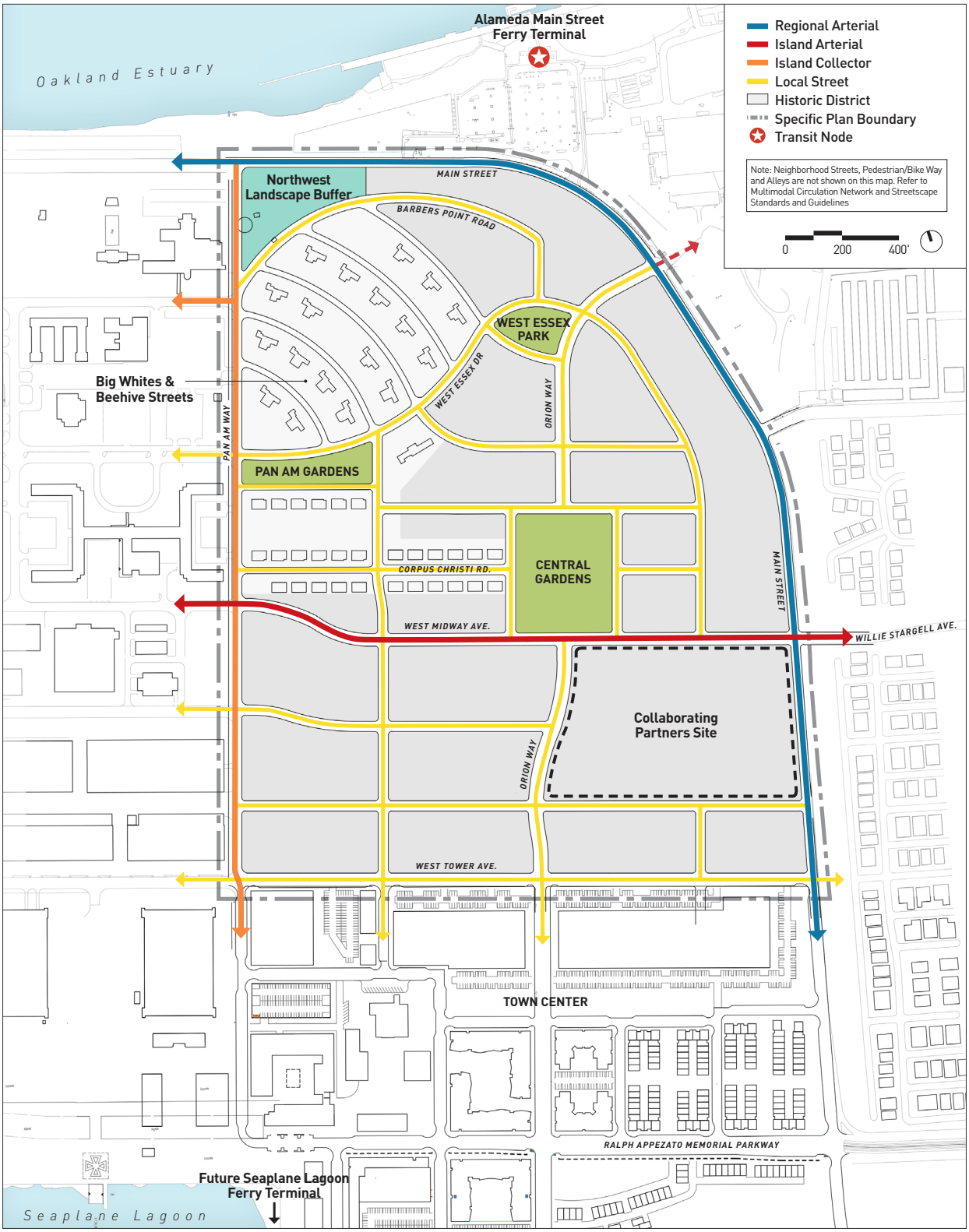


FIGURE 3-3: PROPOSED STREET CLASSIFICATIONS

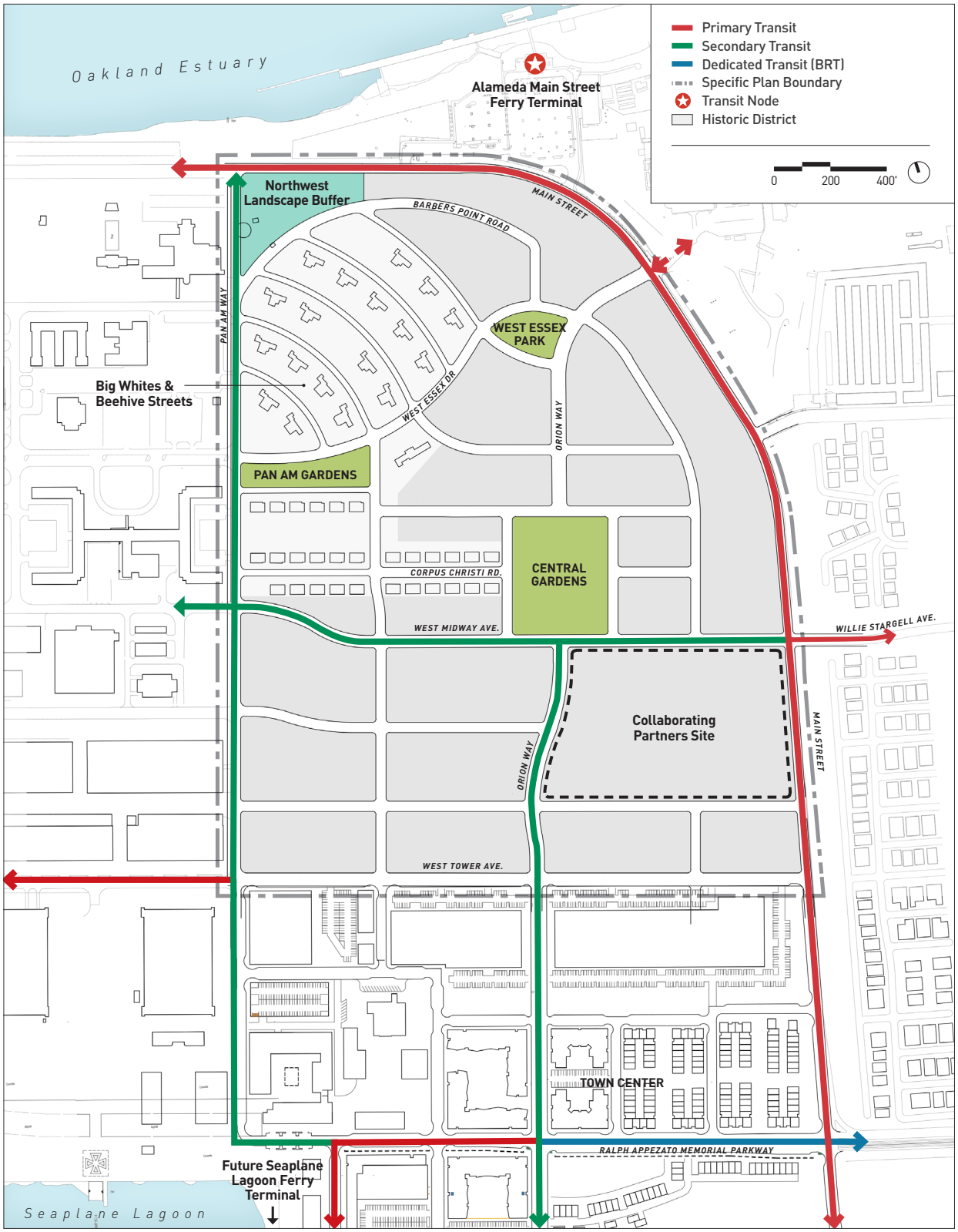
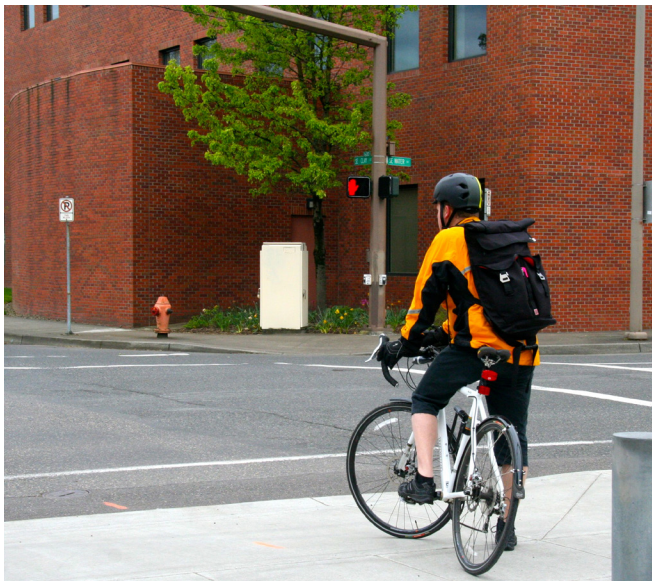


FIGURE 3-4: PROPOSED TRANSIT NETWORK

3.3.3 PROPOSED PEDESTRIAN FACILITIES

The proposed street network continues and enhances the interconnected pedestrian system of sidewalks and trails identified in the *MIP* and *Town Center Plan* and it introduces finer grain street and pedestrian access, as described in ***Figure 3-3 Proposed Street Classification***. Sidewalk widths are designed to allow people to comfortably and conveniently walk together or pass next to each other. Sidewalks and parkways are designed to create a well-defined and attractive walking environment to nearby parks, transit stops, and other community destinations. The introduction of a new street classification – Pedestrian/Bikeway – as discussed in the Proposed Street Classification section, allows direct connections between the neighborhood and Main Street with the Ferry Terminal and waterfront. To aid this connection, a new midblock crosswalk shall be placed at the intersection of Main Street and the Ferry Terminal parking access road.



3.3.4 PROPOSED BIKE FACILITIES

The *MIP* establishes an interconnected system of sidewalks in the Plan Area, and aims to incorporate best practices in designing bicycle facilities with the goal of developing the area as a world-class cycling district.[2] The *MIP* designates a range of bicycle facilities in the Plan Area. ***See Figure 3-2 MIP Multimodal Network***. In the Specific Plan, bike facilities (***Figure 3-5 Proposed Bike Facilities***) continue to be designated on all primary streets within the Main Street Neighborhood. On shared streets, lower traffic volume streets, and more local and neighborhood-oriented streets, bicyclists can ride in the roadway and on non-vehicle access routes on the Pedestrian/Bikeways. A variety of bicycle facilities are provided to establish and create safe and comfortable riding experiences for riders of all ages and skills. This includes many facilities that are buffered from vehicular traffic by parking and/or raised buffers, with or without landscaping. Designated bike facilities include raised one-way cycle track, two-way raised-median protected cycle track, bike lanes, multi-use trails, and pedestrian/bikeways.

3.3.5 STREET TYPOLOGIES

The street typologies and sections in the *MIP* and *Town Center Plan* have been used as the starting point for the Alameda Main Street Neighborhood's streets and have been modified to provide an improved environment for people walking and cycling, accommodate different types of and adequate space for green infrastructure elements, address specific connectivity and multimodal needs of the Main Street Neighborhood, consider current best practices, and reconfigure right-of-way facilities based on the transportation needs of all users and proximity to parks.

Street designs include a variety of enhanced features for people walking and cycling – including traffic calming measures (such as corner bulbouts); parking to buffer pedestrians and bicyclists; street trees; pedestrian lighting; and enhanced pavement materials. ***Table 3-1 Street Matrix*** summarizes the elements within the right-of-way for each street type. Street sections and some corresponding plans illustrating the Street Matrix can be found in Figures 3-6 through 3-16. The following describes each of the street typologies in the Specific Plan.

[2] Page 63, WPP, July 2014

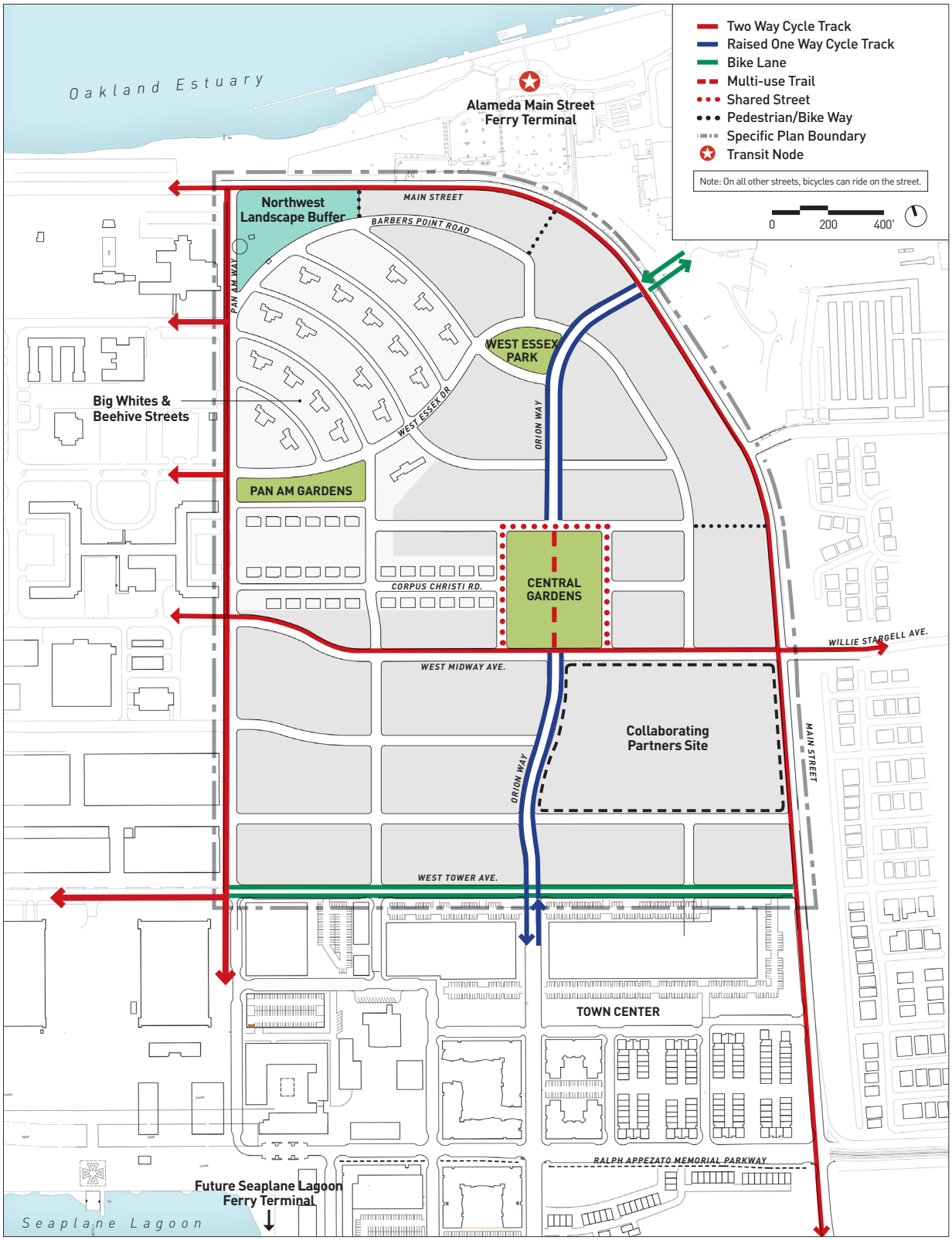


FIGURE 3-5: PROPOSED BIKE FACILITIES

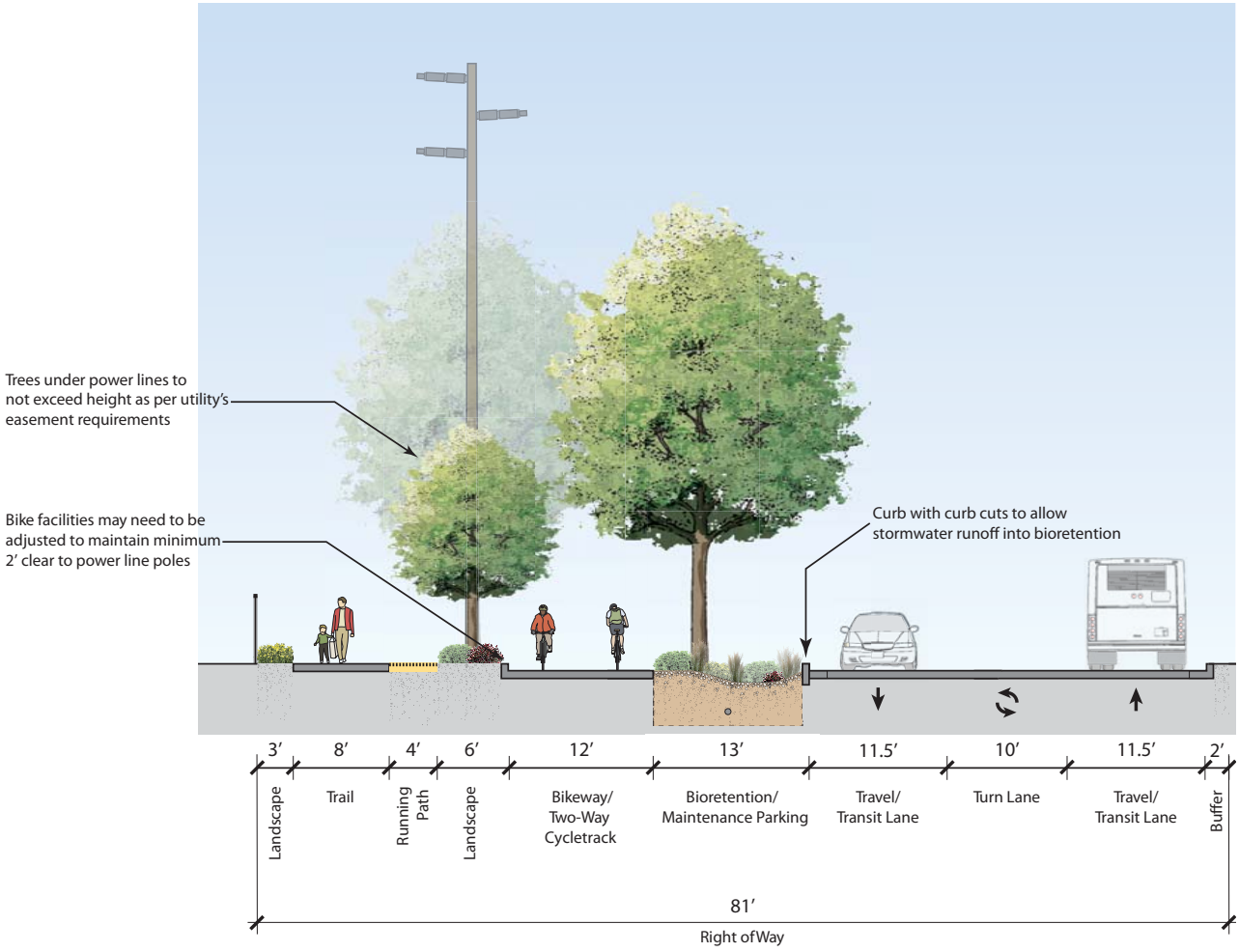
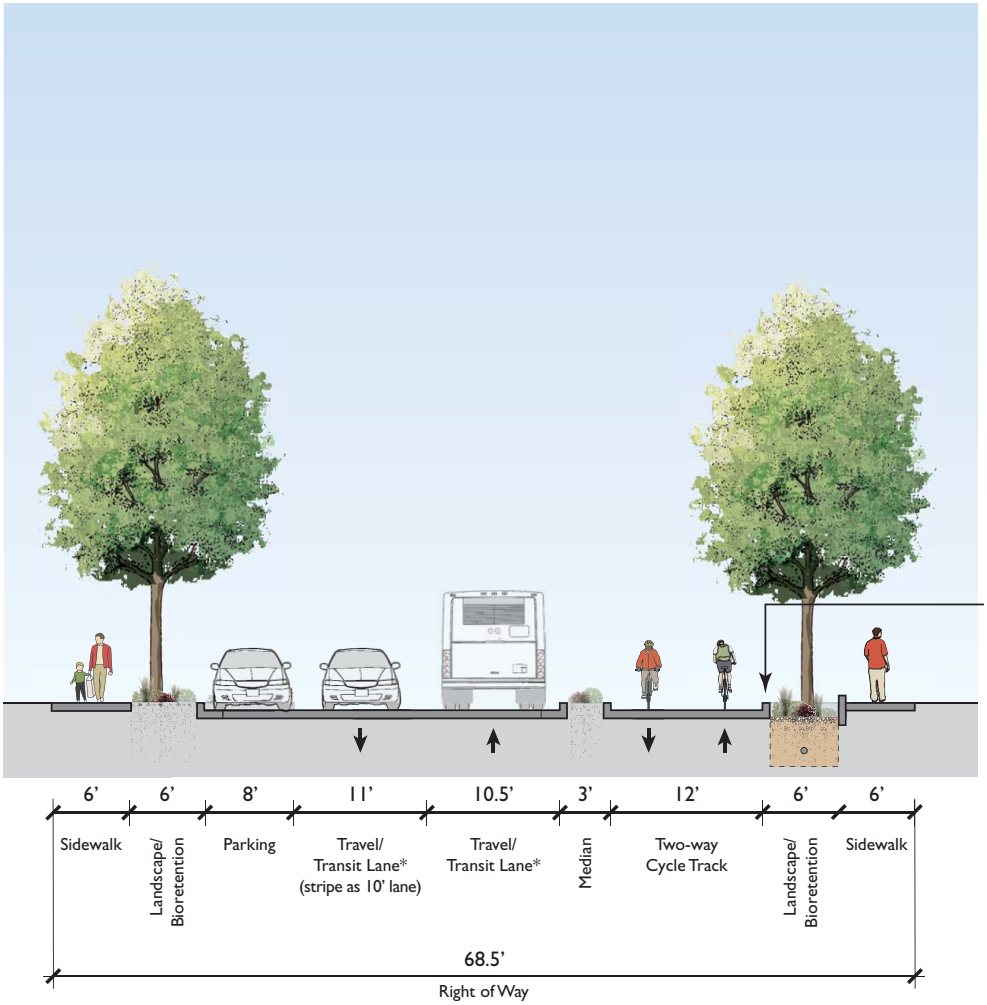


FIGURE 3-6: MAIN STREET

MAIN STREET

As a regional arterial, Main Street is the primary circulation route between this area of Alameda Point, the City of Alameda, and the region beyond, shown in *Figure 3-6 Main Street*. Two travel lanes and a center turn lane provide for vehicle circulation. A trail and two-way cycle track provide for pedestrians and cyclists to be fully separated from vehicular traffic and are located on the western side of the right-of-way.

Landscaping is provided across the section to provide shade and buffer adjacent uses and pedestrians from the roadway. Along the street, wide bioretention areas allow for the collection and treatment of stormwater run-off from roadway and pathways. The width allows for bioretention areas to be shallower. Bioretention areas would be discontinued in some places for the placement of maintenance vehicle parking.



*Travel Lanes shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes.

FIGURE 3-7: WEST MIDWAY AVENUE

WEST MIDWAY AVENUE

Sidewalks and landscape/bioretention parkways flank both sides of the street. A two-way cycle track with raised buffer runs along the north edge of the street. A parking lane on the south edge helps calm traffic. People walking along the street are buffered from moving traffic by landscaping, the cycle track, and the parking lane. Two travel lanes run the length of the street for vehicles and transit. The parking lane is interspersed with planters for bioretention. *See Figure 3-7 West Midway Avenue*.

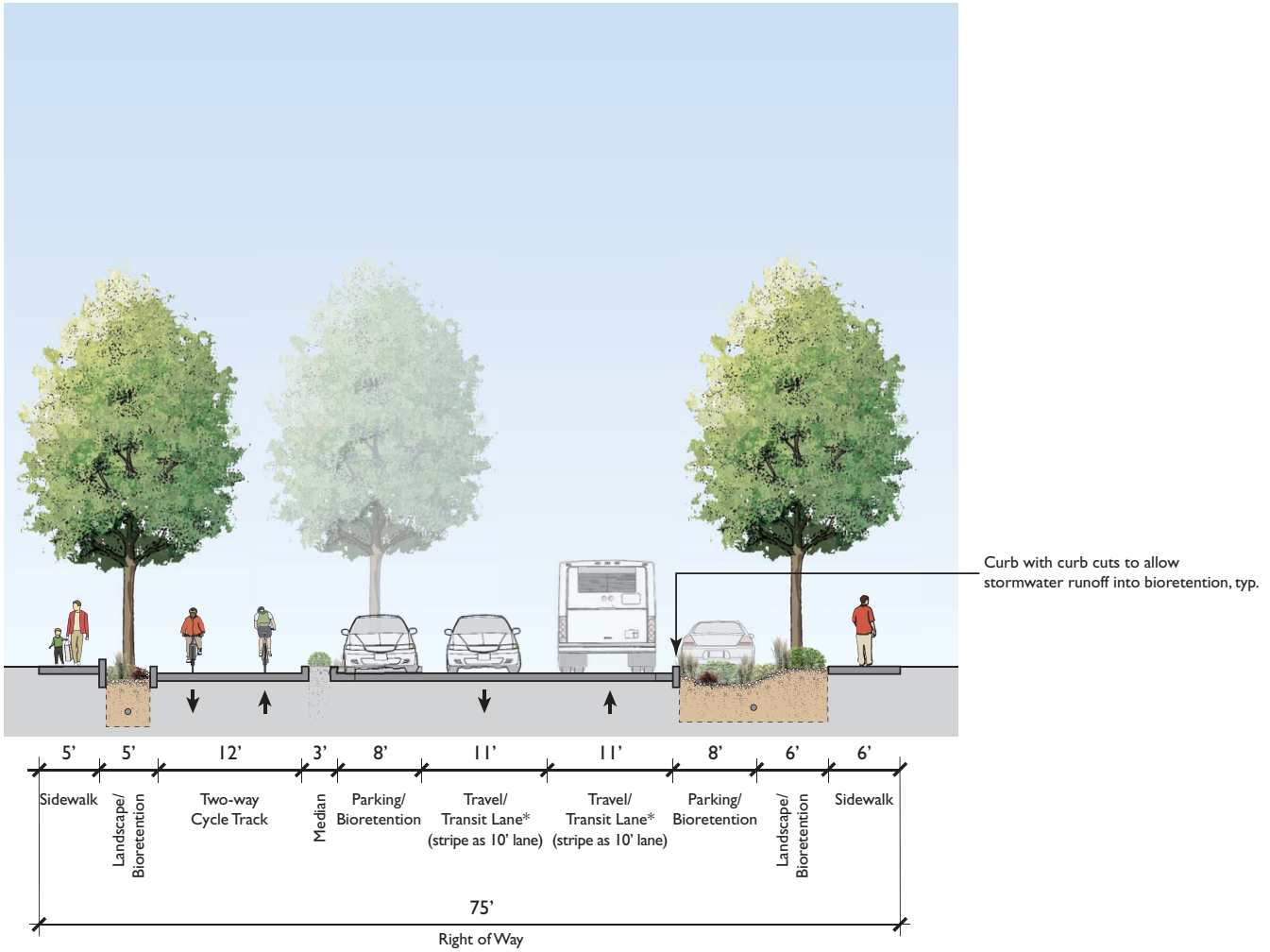


FIGURE 3-8: PAN AM WAY

PAN AM WAY

Between West Tower Avenue and West Midway Avenue

A two-way cycle track separated from vehicle traffic by a raised median runs along the west side of the street, as shown in ***Figure 3-8 Pan Am Way***. Sidewalks and landscape parkways flank both sides of the street. Intermittent tree well and planting areas occur in the parking lanes. These landscape areas may be used for bioretention to manage and treat stormwater runoff. The roadway has two travel lanes for vehicles and transit and two parking lanes.

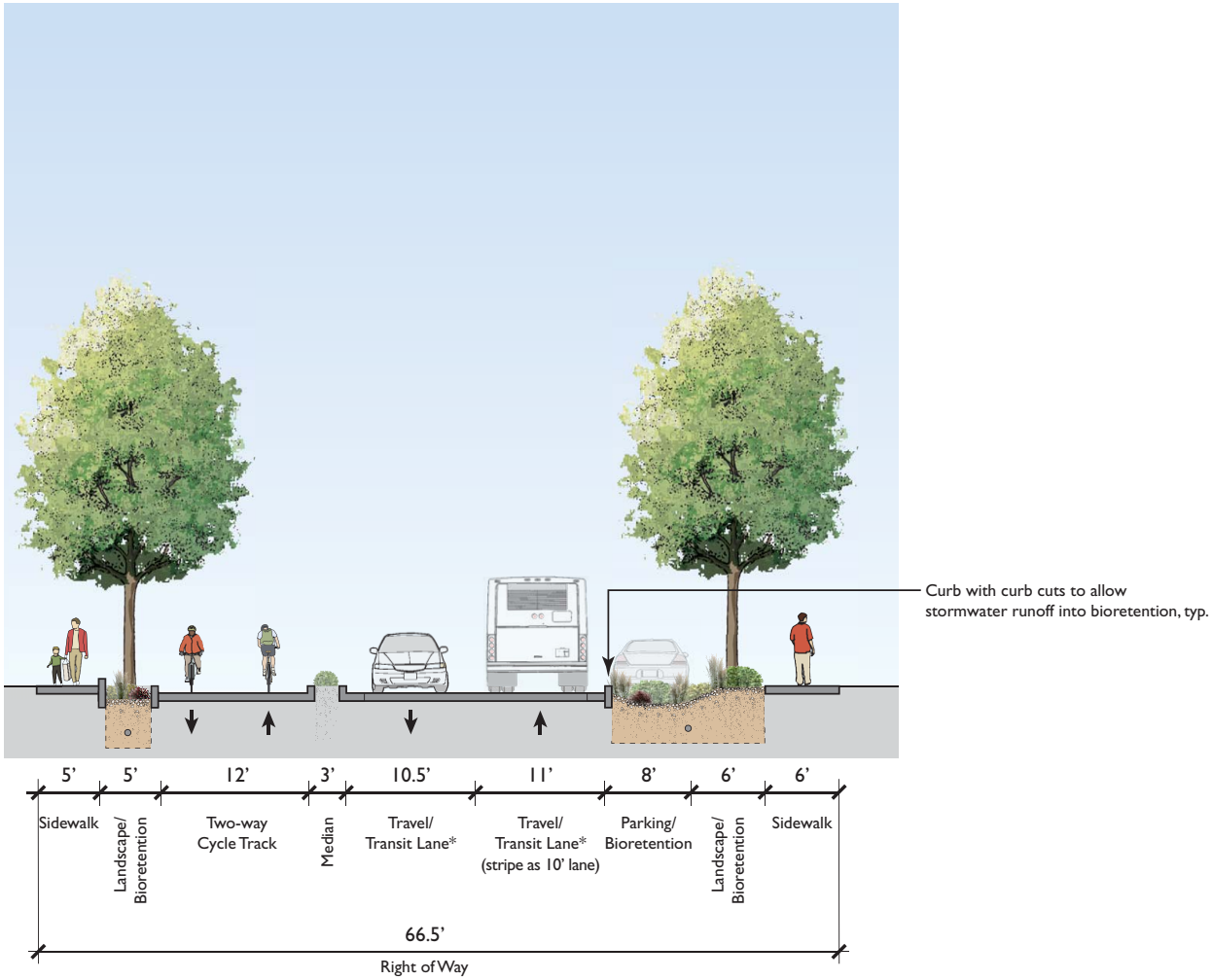
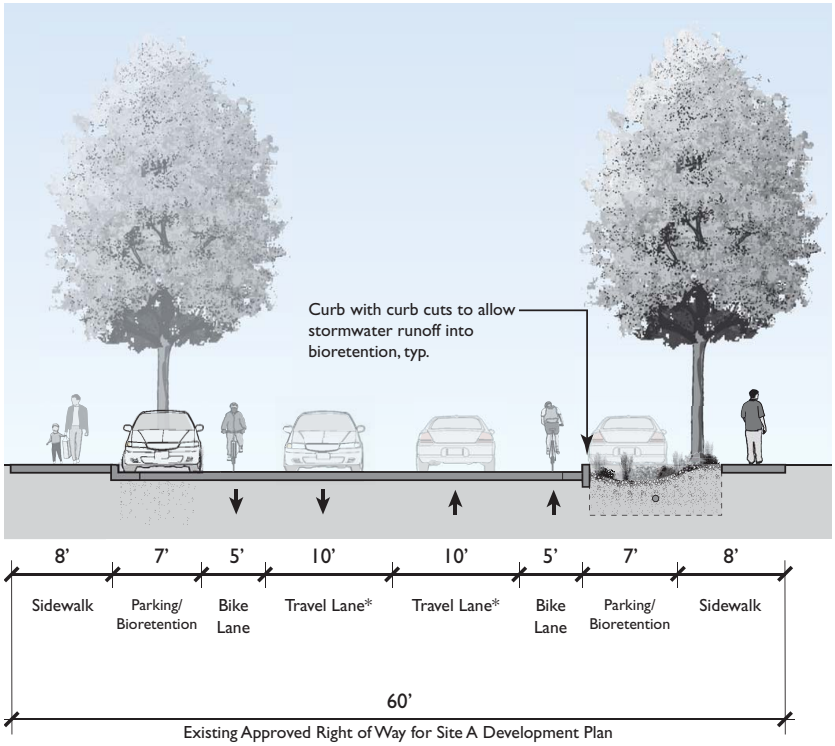


FIGURE 3-9: PAN AM WAY NORTH OF WEST MIDWAY AVENUE

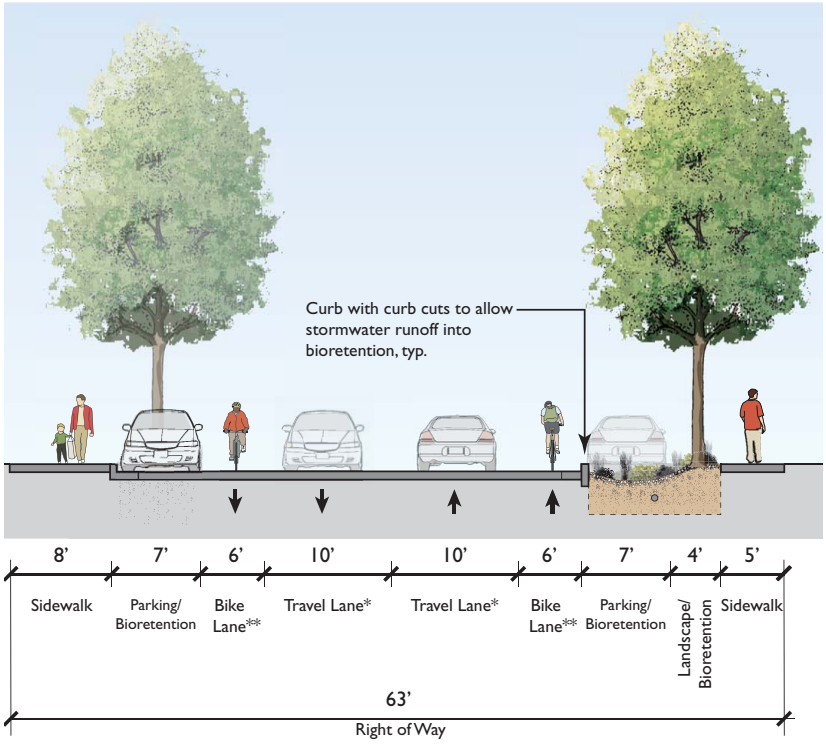
Pan Am Way - North of West Midway Avenue

This section continues all of the street design elements that exist to the south, in the West Tower to West Midway Avenues segment of Pan Am Way, with the exception of the parking lane on the west side, and as was done in the Pan Am section in the *MIP* as shown in ***Figure 3-9 Pan Am Way North of West Midway Avenue***. Parking is adjacent to the primarily residential and open space frontage of the Main Street Neighborhood to the east.



* Travel Lanes shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes.

FIGURE 3-10A: WEST TOWER AVENUE SITE A APPROVED SECTION



* Travel Lanes shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes.

** Bike Lanes to be separated with white stripe from travel lane and parking lane.

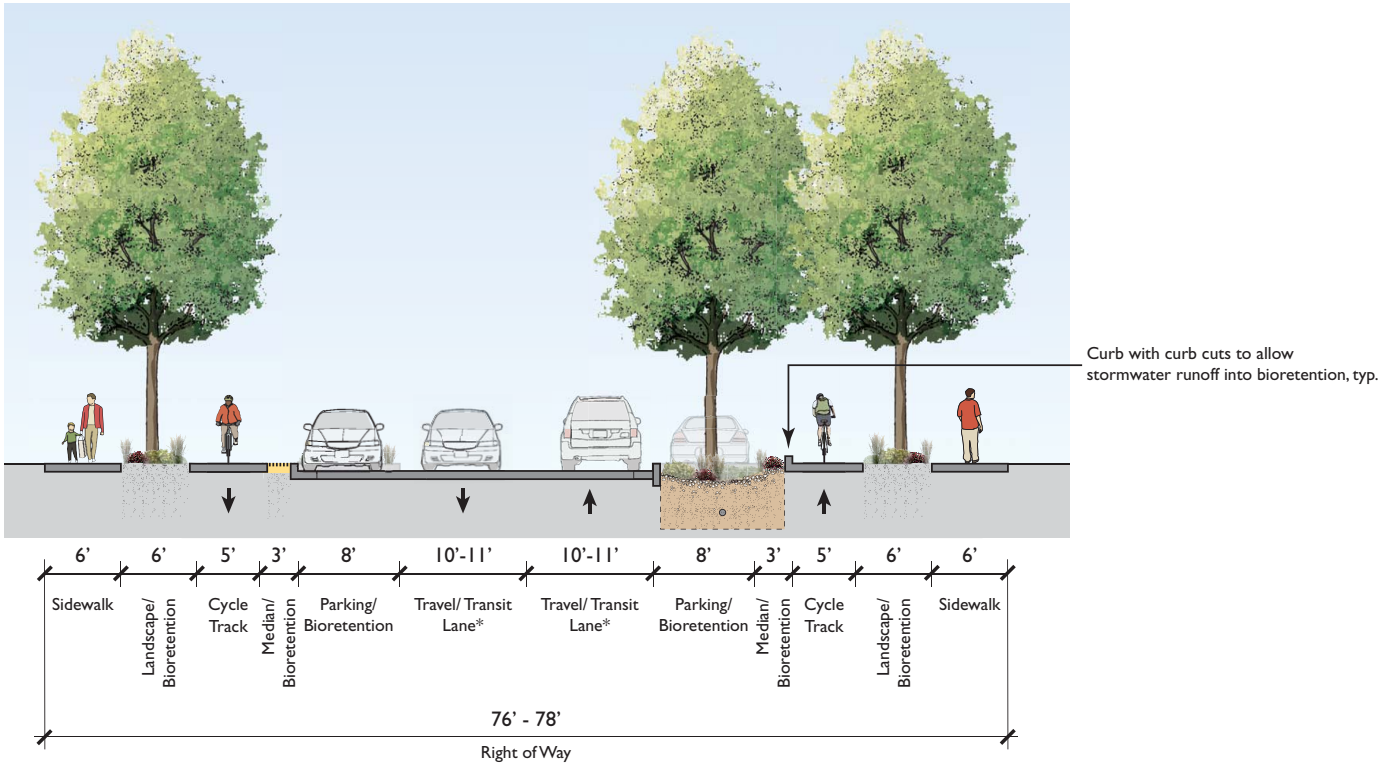
FIGURE 3-10B: WEST TOWER AVENUE ALTERNATIVE SECTION

WEST TOWER AVENUE

Two sections are illustrated for West Tower Avenue. The first, Site A Approved Section, is the section approved as part of the Alameda Point Site A development plan approvals, and disposition and development agreement. It has two travel lanes, two bike lanes, two parking lanes, and two sidewalk/planting areas. See *Figure 3-10A West Tower Avenue Site A Approved Section*.

The second, the Alternative Section, will create a safer and more comfortable place for people to bicycle and walk. The West Tower Avenue Alternative Section also provides for two sidewalks and landscape areas along the street, two bike lanes, two parking lanes, and two travel lanes. However, the bike lanes and northern sidewalk (adjacent to the Main Street Neighborhood specific plan area) are wider than those proposed in the earlier adopted cross section. Landscape areas expand into the parking lane periodically to provide larger bioretention areas to collect and treat stormwater runoff. See *Figure 3-10B West Tower Avenue Alternative Section*.

If the Alameda Point Site A project moves forward first, the wider bike and sidewalk widths included in the Alternative Section shall be integrated prior to tentative map approvals and final design and construction documentation of this street. Through the development plan and tentative map process, final design revisions to widen the bike lanes and sidewalk to match the Alternative Section shall be prepared and submitted to the city for Planning Board approvals and amendment to the disposition and development agreement. If the Main Street Neighborhood project moves forward first, the street shall be designed to follow the Alternative Section.



*Travel Lanes (10') shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes.
*Transit Lanes (11') occur only south of West Midway Avenue and should be striped as 10' lanes.

FIGURE 3-11: ORION STREET CYCLE TRACK

ORION STREET

Orion Street contains sidewalk, landscape/bioretention parkways, and one-way cycle track with a raised buffer on both sides of the street, shown in *Figure 3-11 Orion Street Cycle Track*. Within the roadway are two parking lanes and two travel lanes. South of West Midway Avenue the travel lanes also function as transit lanes. Tree wells and expanded landscape areas are interspersed in parking lanes for expanded opportunities to collect and treat stormwater runoff.

ORION SHARED STREET (WEST, NORTH, AND EAST OF CENTRAL GARDENS)

Orion Street, around three sides of Central Park, will accommodate a shared street design. A sidewalk area and a landscape/bioretention parkway occur on the non-park side of the street. On the park side, a sidewalk is provided outside of the right-of-way; another landscape/bioretention parkway occurs within the right of way. Two parking areas and two travel lanes complete the street, as shown in *Figure 3-12 Orion Shared Street*. Bioretention areas are intermittently placed in the parking area to aid in the collection and treatment of stormwater. Curbs only occur between the landscape/bioretention areas and the parking and vehicle travel areas. Tree wells and planters are also intermittently placed within the parking lane. No traditional lane striping will be placed in the shared streets.

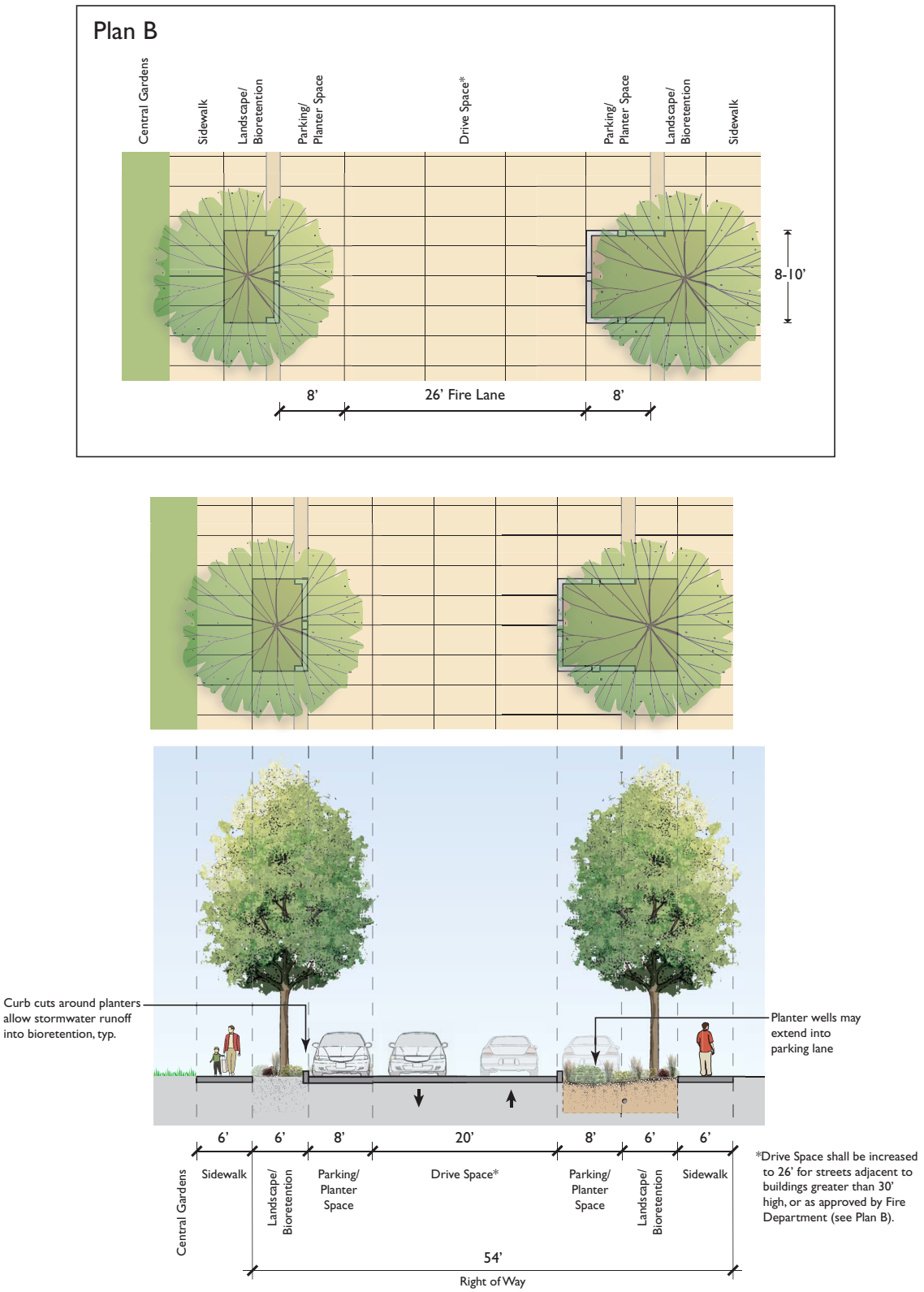
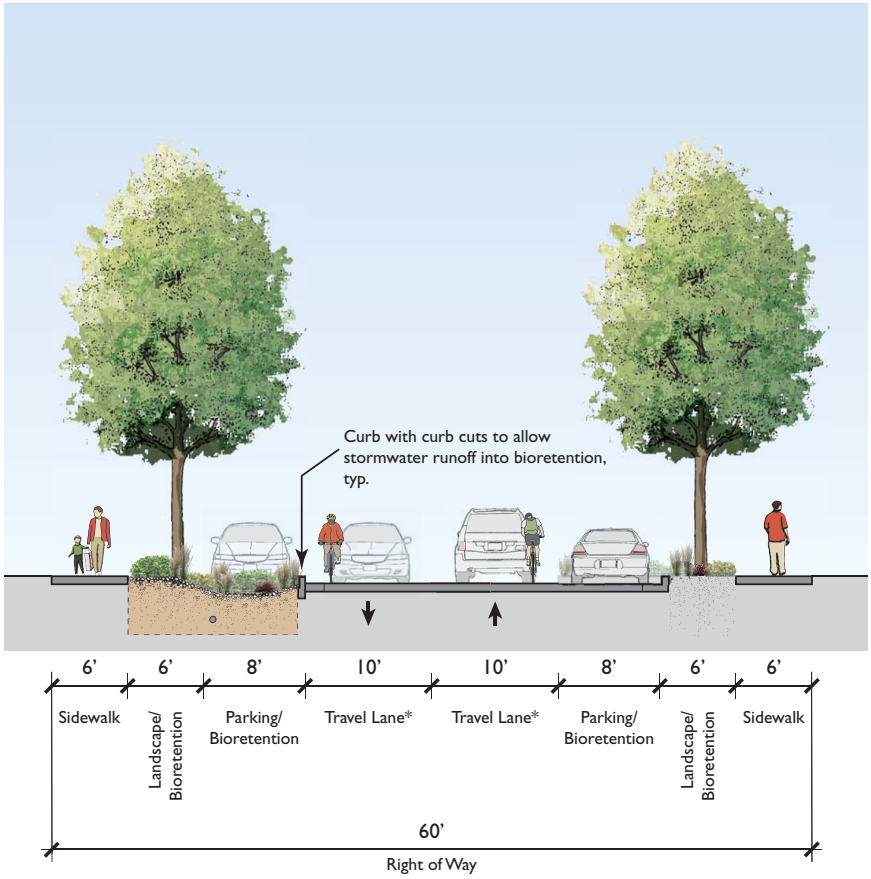


FIGURE 3-12: ORION SHARED STREET



* Travel Lanes shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes.

FIGURE 3-13: LOCAL STREETS

LOCAL STREET

Local streets are designed to provide an attractive and comfortable street within neighborhoods with low traffic volumes and speeds, see ***Figure 3-13 Local Streets***. Sidewalks and landscape parkways occur on both sides and allow for a comfortable pedestrian experience. Periodic planting areas in the parking lanes provide space for expanded bioretention areas to collect and treat stormwater. There are two travel lanes and two parking lanes. Traffic travels slowly enough and with low enough volumes that the majority of cyclists will be comfortable sharing the street with vehicles.

NEIGHBORHOOD SHARED STREET

Neighborhood shared streets are used where the pedestrian realm is emphasized, where a narrow street section is desired, within neighborhoods with low traffic volumes and speeds, and to further create fine-grained neighborhoods. Neighborhood shared streets are designed to be narrower versions of Local Streets; one side of the street includes a parking area and pedestrian areas are narrower. These streets are curbless, allowing for an expanded pedestrian realm as shown in ***Figure 3-14 Neighborhood Shared Streets***. Curbs only occur between the landscape/bioretention areas and the parking and vehicle travel areas. Landscape areas along the street and in the parking area double as bioretention areas to collect and treat stormwater runoff. These streets would be private streets with a public access easement.

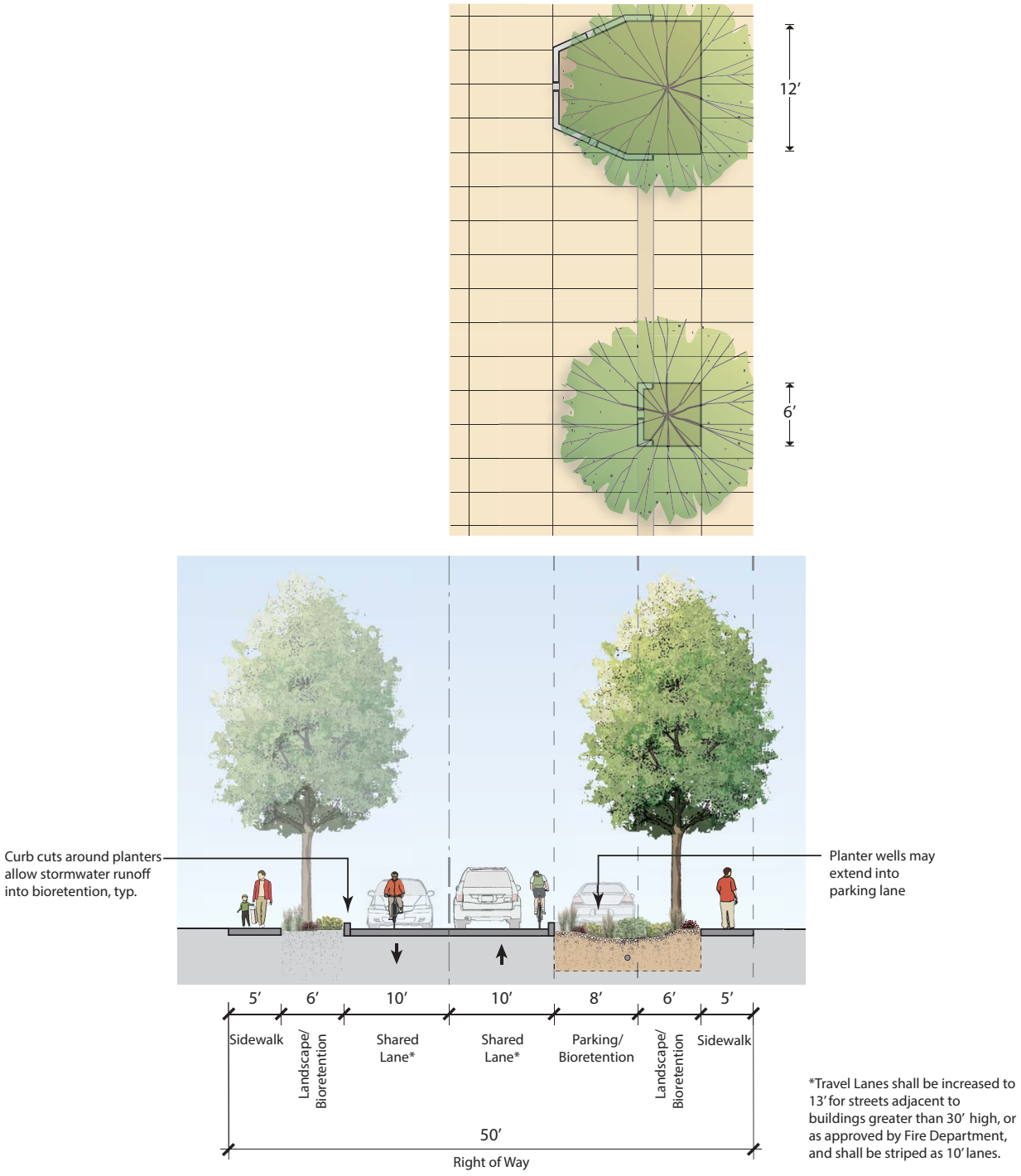


FIGURE 3-14: NEIGHBORHOOD SHARED STREETS

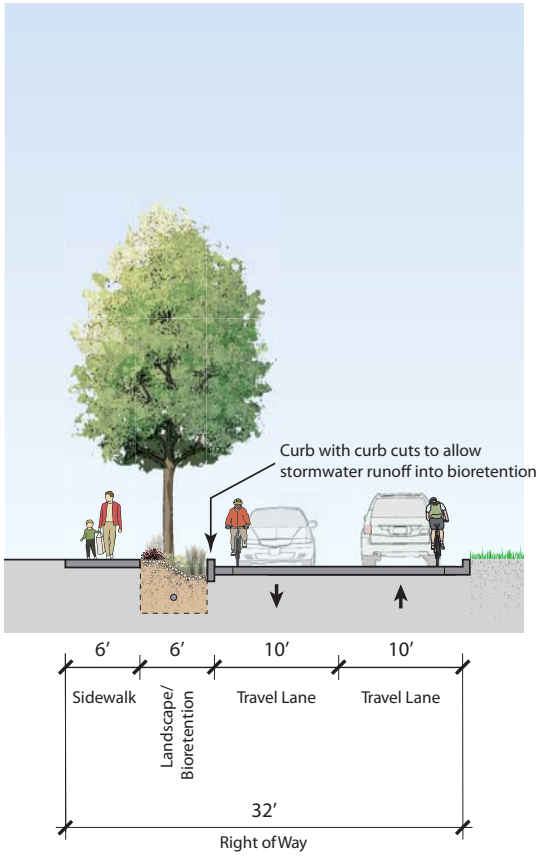


FIGURE 3-15: BEEHIVE STREETS

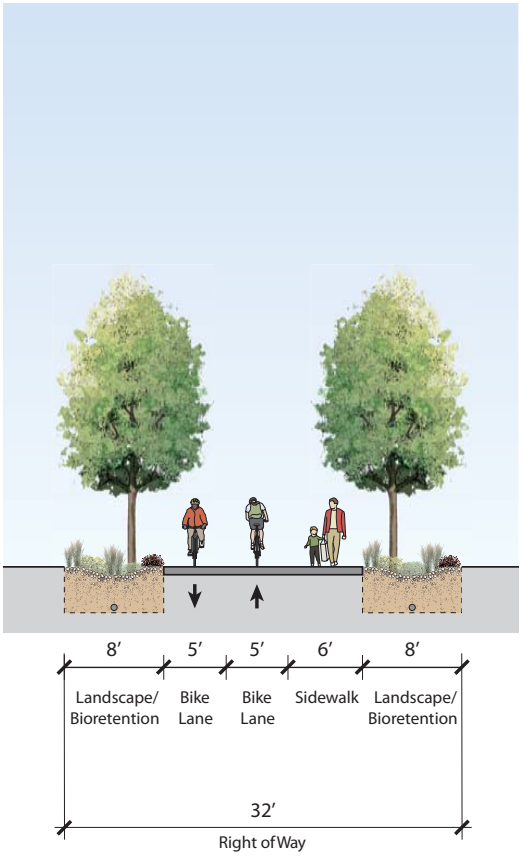


FIGURE 3-16: PEDESTRIAN/BIKEWAYS

BEEHIVE STREETS

Beehive Streets are the streets within the Historic District of the Plan Area, where the "Big Whites" are located, shown in *Figure 3-15 Beehive Streets*. The placement of randomly spaced street trees and the introduction of bioretention areas in the landscaped parkway with curb cuts allows for better water quality and runoff management. A sidewalk and landscape parkway occurs on one side of the street with parallel two travel lanes.

ALLEY

Alleys provide vehicular access to garages and parking areas and can also provide service access such as garbage/ recycling pickup and utility access. Alleys are low-volume curbless, shared streets with two-way access and up to one lane of on-street parking to provide shortcuts through blocks for people walking and cycling. The locations of Alleys have not been indicated in the proposed street classification map, as their alignment depends on the specific building types that are built. Like Pedestrian/Bikeways, as shown in *Figure 3-16 Pedestrian / Bikeways*, Alleys may also be used to further subdivide blocks to achieve the block sizes outlined in the guidelines. While Alleys may be used for emergency access, it is preferable for streets to be used for primary access to buildings over 40 feet high so the vehicle area in Alleys can remain 20 feet wide.

MULTIMODAL CIRCULATION NETWORK AND STREETSCAPE STANDARDS

Multimodal circulation network and streetscape guidelines for the Main Street Neighborhood are provided below. The Mobility Standards build upon previous planning efforts and policy documents such as the *Town Center Plan* and *MIP*. These documents provide guidance for developing the Plan Area in a context-sensitive and multimodal manner that ensures a safe, balanced, interconnected, comprehensive circulation network (including pedestrian, bike, transit, and auto) within the Plan Area and connecting to destinations within and outside the city. These documents include direction on the creation of attractive and comfortable streets, with amenities for pedestrians and cyclists, as well as landscaping that contributes to the sustainability of the neighborhood in terms of climate change, public health, and stormwater management.

Table 3-1 provides a Street Matrix that describes the different elements of each street type.

	STREET	STREET CLASSIFICATION	TRANSIT FUNCTION	BICYCLE FACILITY TYPE	RIGHT OF WAY FACILITIES										TOTAL WIDTH
					TRAVEL / TURN LANES		BIKE FACILITIES[1]		ON-STREET PARKING		SIDEWALK		LANDSCAPE / BIORETENTION		
					Quantity	Width	Quantity	Width	Quantity	Width	Quantity	Width	Quantity	Width	
1	MAIN STREET	Regional Arterial	Primary	Two-way Cycle Track	2, 1	11.5', 10'	1	12'	None		1	12' [6]	4	3', 6', 13', 2'	81'
2	WEST MIDWAY AVENUE	Island Arterial	Secondary	Two-way Cycle Track	2	11, 10.5' [3, 4]	1	15'	1	8' [5]	2	6'	2	6'	68.5'
3	PAN AM WAY (BETWEEN WEST TOWER AVENUE & WEST MIDWAY AVENUE)	Island Collector	Secondary	Two-way Cycle Track	2	11' [3, 4]	1	15'	2	8' [5]	2	5', 6'	2	5', 6'	75'
4	PAN AM WAY (NORTH OF WEST MIDWAY AVENUE)	Island Collector	Secondary	Two-way Cycle Track	2	10.5', 11' [3, 4]	1	15'	1	8' [5]	2	5', 6'	2	5', 6'	66.5'
5a	WEST TOWER AVENUE (SITE A APPROVED SECTION)	Local Street	None	Bike Lanes	2	10' [8]	2	5' [8, 10]	2	7' [5,8]	2	8' [8]	None		60'
5b	WEST TOWER AVENUE (ALTERNATIVE SECTION)	Local Street	None	Bike Lanes	2	10'	2	6' [10]	2	7' [5]	2	8' [8], 5' [9]	1	4' [9]	63'
6	ORION STREET	Local Street	Secondary/ None	Raised Cycle Track (One-way)	2	10'-11' [3, 4]	2	8'	2	8' [5]	2	6'	2	6'	76'-78'
7	ORION SHARED STREET	Local Street	None	Shared Street	1	20' [3]	In Shared Drive		2	8' [5]	2	6' [2], 6'	2	6'	54' [2]
8	LOCAL STREETS	Local Street	None	Unmarked in Street	2	10' [3]	In Travel Lanes		2	8' [5]	2	6'	2	6'	60'
9	NEIGHBORHOOD SHARED STREET	Neighborhood Street	None	Shared Street	2	10' [3]	In Shared Drive		1	8' [5]	2	5'	2	6'	50'
10	BEEHIVE STREETS	Neighborhood Street	None	Unmarked in Street	2	10'	In Travel Lanes		None		1	6'	1	6'	32'
11	ALLEYS	Alley	None	Shared Street	2	10'	In Shared Drive		1	8' [5]	In Shared Drive		Allowed within Parking Lane and outside of Travel Lane		20' [7]
12	PEDESTRIAN/BIKE WAY	Pedestrian/ Bike Way	None	Multi-Use Trail	None		2	5'	None		1	6'	2	8'	32'

NOTES:

1. Bike facility width includes buffer or median, where applicable.
2. Sidewalk facility along the edge of Central Gardens is not included in right of way.
3. Travel Lanes shall be increased to 13' for streets adjacent to buildings greater than 30' high, or as approved by Fire Department, and shall be striped as 10' lanes (no striping on shared streets).
4. Transit lanes are 11' adjacent to parking lanes. They shall be striped as 10' lanes with a 1' buffer. Transit lanes shall be 10.5' elsewhere, excluding Main Street.
5. Parking lane includes intermittent landscaped tree well or curb extension.
6. Combined paved trail and decomposed granite pathway.
7. Right of Way does not include the width of the optional parking lane.
8. Refer to Existing approved section of West Tower Avenue per Alameda Point Site A.
9. Refers to widths of facilities on northern edge of West Tower Avenue.
10. Stripe bike lane on both sides of bike lane.

TABLE 3-1: MAIN STREET NEIGHBORHOOD - STREET MATRIX

Beehive Neighborhood Street

Alameda Neighborhood Street

3.4 MOBILITY STANDARDS

The Mobility Standards (MS-#) detail the mandatory standards in relation to access and mobility within the Plan Area.

Multimodal Network Connections

Where streets within the Plan Area connect to each other or to adjacent streets, the alignments of street elements – including travel lanes, bike facilities, and sidewalks – shall be evaluated to ensure safe and convenient crossings for all users, and to reduce large offsets between travel lanes, bicycle connections, and crosswalks. (MS-1)

Shared Streets

Shared streets calm traffic and provide a space that emphasizes pedestrian and bicyclist safety, use, and comfort.

Many techniques and tools are available to create shared streets. (MS-2) This includes:

- Different pavement materials, textures, and colors shall be used to create an attractive pavement character.
- The pavement pattern and design shall provide an appearance of an unified and cohesive shared pedestrian-oriented shared plaza/street space and highlight the importance of this destination.
- Vehicle drive areas and parking spaces shall be treated the same as the rest of the street, and with no traditional lane striping.
- Tree wells, planting, and bioretention areas shall be intermittently placed within the parking/planter space.
- Raised curbs shall be used to separate the planter from vehicles.

Fine-Grained Block Pattern

In keeping with the *Town Center Plan*, blocks longer than 450 feet shall include a Pedestrian/Bikeway, Alley, or Shared Street located in the middle one-third of the block to create and maintain a pedestrian-oriented neighborhood and fine-grained pedestrian and bicycle network. (MS-3)

Fire Access

It is the intent of the *Town Center Plan, MIP*, and Specific Plan to maintain narrow streets to calm vehicular speeds and improve safety and comfort for all users. To reduce the need to widen certain travel lanes from 10 to 13 feet (per standard Fire Department requirements, and stripe the 13 foot lanes as 10 foot lanes) where buildings over 30 feet are located, other options to address Fire Department requirements shall be considered. This can include focusing fire access onto larger adjacent streets, providing wider areas at intervals along the street to allow for fire truck outrigger and aerial ladder deployment, increasing frequency of fire hydrants, enhancing fire protection and other infrastructure in buildings over 30 feet high, and other approaches for providing appropriate fire protection while maintaining appropriate traffic calming (both of which can save lives). (MS-4)

On-Street Parking

On-street parking shall be included on streets, with the exception of the historic beehive streets. On-street parking buffers pedestrians from traffic, provides parking to adjacent uses (which can support more efficient on-site parking), helps calm traffic, enables the use of corner bulbouts, and creates additional space for green infrastructure. (MS-5)

On-street ADA Compliant Parking Spaces

Where parking lanes are narrower than 8 feet, provide one ADA compliant on-street parking space on each block where feasible. (MS-6)

Wayfinding Signs

Wayfinding signs directing people walking and biking within the Plan Area to major destinations in adjacent areas, the broader city, and other trails and routes shall be placed along island collectors, island arterials, and regional arterial streets. (MS-7)

Sidewalk Widths

Sidewalk widths shall be provided to allow two people to comfortably walk together and for people to more conveniently and comfortably pass one another. Sidewalks shall be a minimum of 5 feet wide. Additional width shall be provided where higher levels of pedestrian activity are anticipated. See the Street Matrix (Table C) for further information regarding dimensions and related street elements. (MS-8)

Corner Bulbouts

To reduce pedestrian crossing distances, intersection corners shall be bulbed out into parking lanes and shoulders. Corner bulbouts also allow a more comfortable and larger area for pedestrians to stand while waiting to cross, and allow for green infrastructure. Where bike lanes offset vehicle lanes from the curb, the effective radius of vehicle turning movements can be accommodated with a smaller built curb radius, see ***Figure 3-17 Effective Turning Radius at Corner***. This design encourages lower speeds of turning vehicles and improves the ability to provide directional handicap ramps. (MS-9)

Directional Handicap Ramps

Handicap ramps at intersections shall be designed and located to provide direct, convenient, and safe access at street crossings for all users. (MS-10)

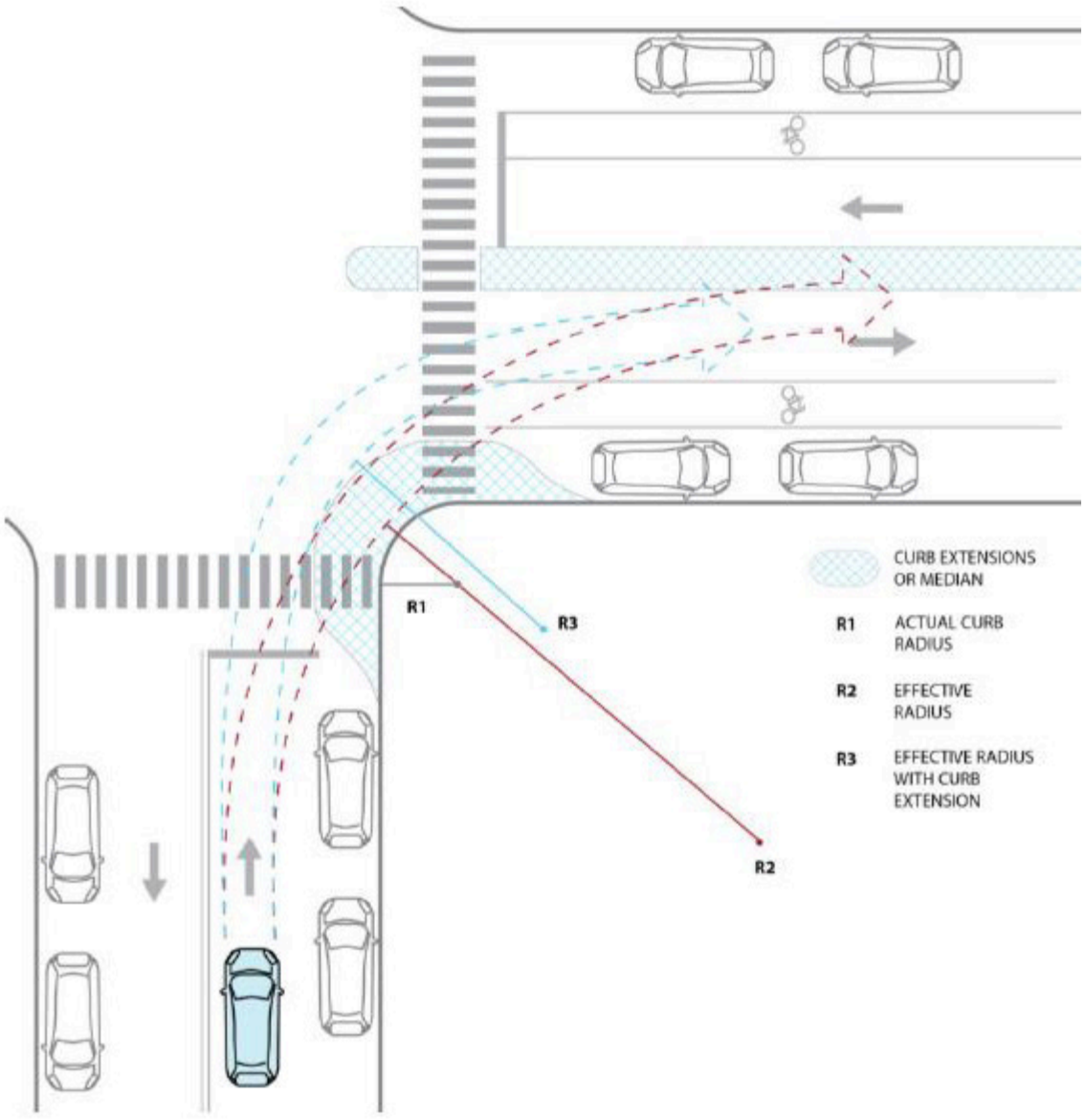
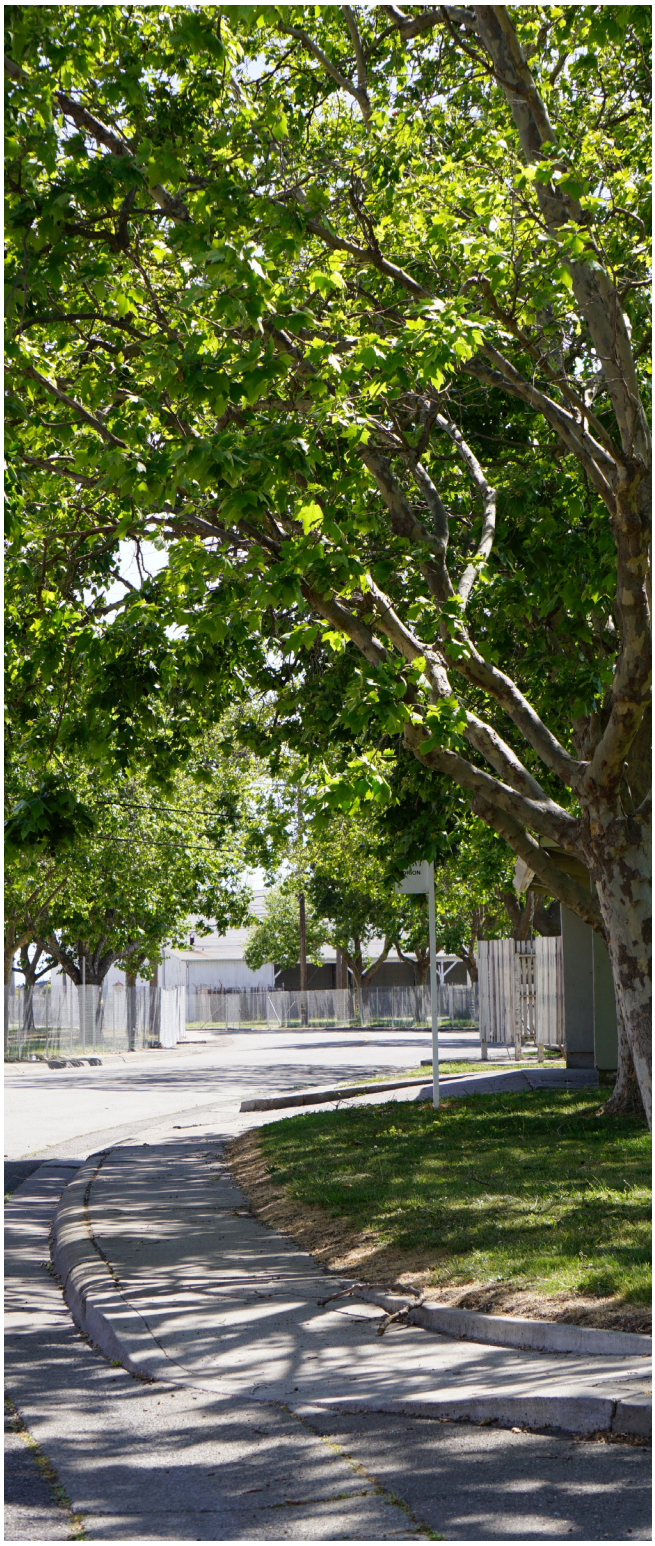


FIGURE 3-17: EFFECTIVE TURNING RADIUS AT CORNER

Source: Sustainable Streets, City of San Mateo, Final Plan, February 2015.



Street landscape along Orion Street

Mid-Block Crossings

Mid-block crossings can provide direct and convenient access for pedestrians and bicyclists at important sites and long blocks. Mid-block crossings located within bulbouts shall be provided at the southern side of West Midway Avenue at its intersection with Orion Way and Orion Shared Streets, and at the intersections of Orion Way/Orion Shared Streets and the local street that forms at the northern edge of Central Garden. No bulbouts for the mid-block crossing occur at the northern side of West Midway Avenue due to the presence of the two-way cycle track. (MS-11)

Mid-block crossings shall also be provided to connect the two northernmost pedestrian/bikeway routes that provide access from the Plan Area to Main Street and from Main Street trails and two-way cycle track to the Oakland Estuary waterfront, Alameda Main Street Ferry Terminal, and other destinations. High-visibility crosswalks shall be provided for safer crossings. Pedestrian on-demand traffic warning systems such as rectangular rapid flashing beacons can be considered for locations without a traffic signal. (MS-12)

These mid-block crossings allow both pedestrians and cyclists to comfortably and directly cross the east-west streets and continue along their travels.

Sidewalks, Raised Cycle Track, and Cycle Track at Driveways, Alleys, and Intersections

Where sidewalks and raised cycle tracks cross driveways and alleys, sidewalks and raised cycle tracks shall maintain their elevation and material type with driveways and alleys sloping up from the street. The driveway apron, or slope, shall occur within the parking lane. (MS-13)

Provide adequate sight distance clearances at locations where vehicles cross sidewalks, raised cycle tracks, and cycle tracks, such as driveways, alleys, and street intersections to provide safe and comfortable crossings for people who are walking or biking. (MS-14)

Driveways

Minimize driveway locations and quantities where they would cross cycle track and shared streets. At these locations, rear lot access to units and commercial spaces is preferable to driveways. (MG-15)

Intersections

Include designated bike crossings, waiting areas, and pavement markings at intersections for safe crossing routes and to direct people riding bicycles from one type of facility to another, such as from bike lanes and cycle track to two-way cycle track. (MG-16)

Transit Lanes

Bus lanes shall be 11 feet wide when adjacent to parking lanes and 10.5 feet wide elsewhere. Where 11-foot transit lanes are placed, they shall be striped as 10-foot lanes with a one-foot buffer. (MS-17)

Bus Stops

Seating shall be placed at all bus stops. (MS-18)

Provide safe and comfortable bike facilities adjacent to bus stops. A floating bus island shall be provided with the cycle track passing “behind” the transit island. The space for the transit island can be provided either in the “shadow” of the parking lane, where a parking lane is present, or by shifting the cycle track towards the outside of the right of way. (MS-19)

Street Lights and Furnishings

To create a unified appearance throughout Alameda Point, the same color, style, and type of street light poles and luminaires shall be used in the Plan Area as is used at Site A. Street lights shall be pedestrian scaled with the exception of street lights along Main Street. A pedestrian scaled light pole and luminaire shall be placed between the bikeway/two-way cycle track and trail to provide additional pedestrian scale and security lighting. (MS-20)

Prior to issuance of a design review, building or site improvement permit, applicants must comply with all required conditions set forth in the Declaration of Restrictions for the Former Naval Air Station Alameda (Declaration) consistent with the Biological Opinion issued by the U.S. Department of Fish and Wildlife, and Exhibit C of the Memorandum of Agreement between the City of Alameda and Department of Veteran’s Affairs (Alameda Point Lighting Mitigation Measures). (MS-21)

Provide furnishings such as bike racks, benches, and trash cans within the right-of-way. Street furnishings shall be the same color as the street lighting, and shall be made of wood or be silver in color (stainless street or painted galvanized). (MS-22)

All products, materials, and finishes shall be durable and vandal resistant. (MS-23)

Street Trees

Street trees shall be provided at minimum distances to enhance the character of the neighborhood and provide shade and habitat. Trees shall not be greater than an average of 30 feet on center. Taller and wider tree species shall be used on major streets, with narrower and/or shorter tree species on minor streets. (MS-24)

Tree species shall be consistent along a major street or park; however, a different species is acceptable at intersections along major streets to highlight gateways and key intersections. Along minor streets, tree species may alternate along its length or be consistent along each block. (MS-25)

Green Infrastructure

Green infrastructure elements shall be integrated with street design in locations such as parkways, bulbouts, and within parking lanes with permeable paving and/or landscaped bulbouts or wells. Many techniques are possible to manage and treat stormwater runoff within the street right-of-way and private development. These methods shall be integrated to the highest level feasible in accordance with the requirements and goals of the National Pollutant Discharge Elimination System permit, including any green infrastructure plan requirements. Refer to Chapter 8: Administration and Enforcement for information about requirements for 401 Permit/Certification.

Techniques include pervious/permeable/porous pavements, bioretention (e.g., stormwater planters, curb extensions, bulbouts), stormwater trees, linked street wells, rain gardens, and structural cells (modular pavement structural support systems such as SilvaCell and StrataVault). (MS-26)

Permeable/Pervious/Porous Pavements

Permeable/pervious/porous pavements (permeable pavements) shall be used to aid in managing and treating stormwater. Unit pavers, concrete, asphalt, and boardwalks are some of the materials that can be used to achieve this. These types of permeable materials can be used for sidewalks, trails, bike facilities, shared streets, standard streets, alleys, and valley gutters, if used. (MS-27)

3.5 MOBILITY GUIDELINES

The Mobility Guidelines (MG-#) are strongly encouraged but not required within the Plan Area.

Bus Stops

The use of shelters should be considered at higher use stops, with input from AC Transit. (MG-1)

Green Infrastructure

Public/private green infrastructure facilities should be considered in designing, building, and maintaining stormwater treatment areas. Shared facilities can allow runoff from private property to be treated in the right of way and vice versa and allow for efficiencies in shared costs and work efforts of their design, construction, and maintenance. (MG-2)

Parklets

Where mixed or commercial uses are present, encourage the use of parklets and other urban interventions to activate the street and provide a place for people to sit and take part in the activities of the Main Street Neighborhood or provide for transitions among uses. (MG-3)

4

OPEN SPACE, URBAN AGRICULTURE, AND SUSTAINABILITY

The Main Street Neighborhood open space fabric builds on the historic patterns of the NAS site while providing a range of open space and urban agricultural opportunities that reinforce the small town qualities of Alameda.

4.1 INTRODUCTION

The revitalization and reuse of Alameda Point provides an extraordinary opportunity to create a network of unique open space lands that serve as the basis for the overall community patterns while connecting Alameda Point to the rest of Alameda. This open space fabric is envisioned to build on the historic patterns of NAS Alameda while creating a regional destination that provides valuable amenities for current and future residents. The Central Gardens and the Farm will provide the main open space and agricultural focal points within the Specific Plan. This chapter describes the open space framework and urban agriculture features of the Plan Area, and sustainability measures that are consistent with the City's 2012 *Urban Farm and Garden Plan* and the *2013 Planning Guide*.

4.2 GENERAL PLAN POLICIES:

OPEN SPACE AND PUBLIC FACILITIES

1. *Preserve scenic views and cultural landscapes.*
2. *Integrate parks and plazas into new development at Alameda Point.*
3. *Provide for community recreation opportunities throughout Alameda Point.*
4. *Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks.*

Opposite: Existing group of trees at Pan Am Gardens

4.3 KEY PRINCIPLES

Key principles to guide the design and planning of the open space network within the Plan Area are detailed below.

The open space and urban agriculture network should:

- Provide opportunities for a range of recreation, community gathering, health, and social benefits.
- Include a mix of different types of open space including informal gathering spaces that may organically evolve and more formal and established open spaces and community gathering areas such as a park or a passive open space area utilized for storm drainage and landscaping.
- Preserve, sustain, and create a range of urban agriculture opportunities that in turn offer multiple contributions such as urban greening, community gathering, placemaking, cultural expression, public health, public education, job-training, and small business development.
- Serve as an integrated water quality protection system while responding to sea level rise and providing flood control.
- Preserve, sustain, and enhance view corridors and connections to the bayfront and the Oakland Estuary.

SPOTLIGHT: "URBAN AGRICULTURE"

"Urban Agriculture" is an umbrella term that describes a range of food growing practices, from backyard gardens to urban farms to community gardens.

4.4 OPEN SPACE AND URBAN AGRICULTURE FRAMEWORK

The open spaces in the Main Street Neighborhood are an integral part of the overall open space framework for Alameda Point. Urban agriculture, including community gardens and the existing Farm, and a network of smaller park or community gathering spaces are envisioned in this sub-district to reinforce the historic and small town qualities of the City of Alameda shown in *Figure 4-1 Alameda Point Open Space Context.*

Approximately 7 acres of park, open space, and urban agriculture amenities are envisioned in addition to the existing Farm, the Ploughshares Nursery, and the "backbone" open space network described in this Specific Plan.

The key elements of the planned open space/public space network include:

- The Central Gardens
- Pan Am Gardens
- West Essex Park
- Northwestern Buffer

The key elements of the planned urban agriculture network include:

- The Farm at Alameda Point Collaborative
- Ploughshares Nursery

FIGURE 4-1: ALAMEDA POINT OPEN SPACE CONTEXT

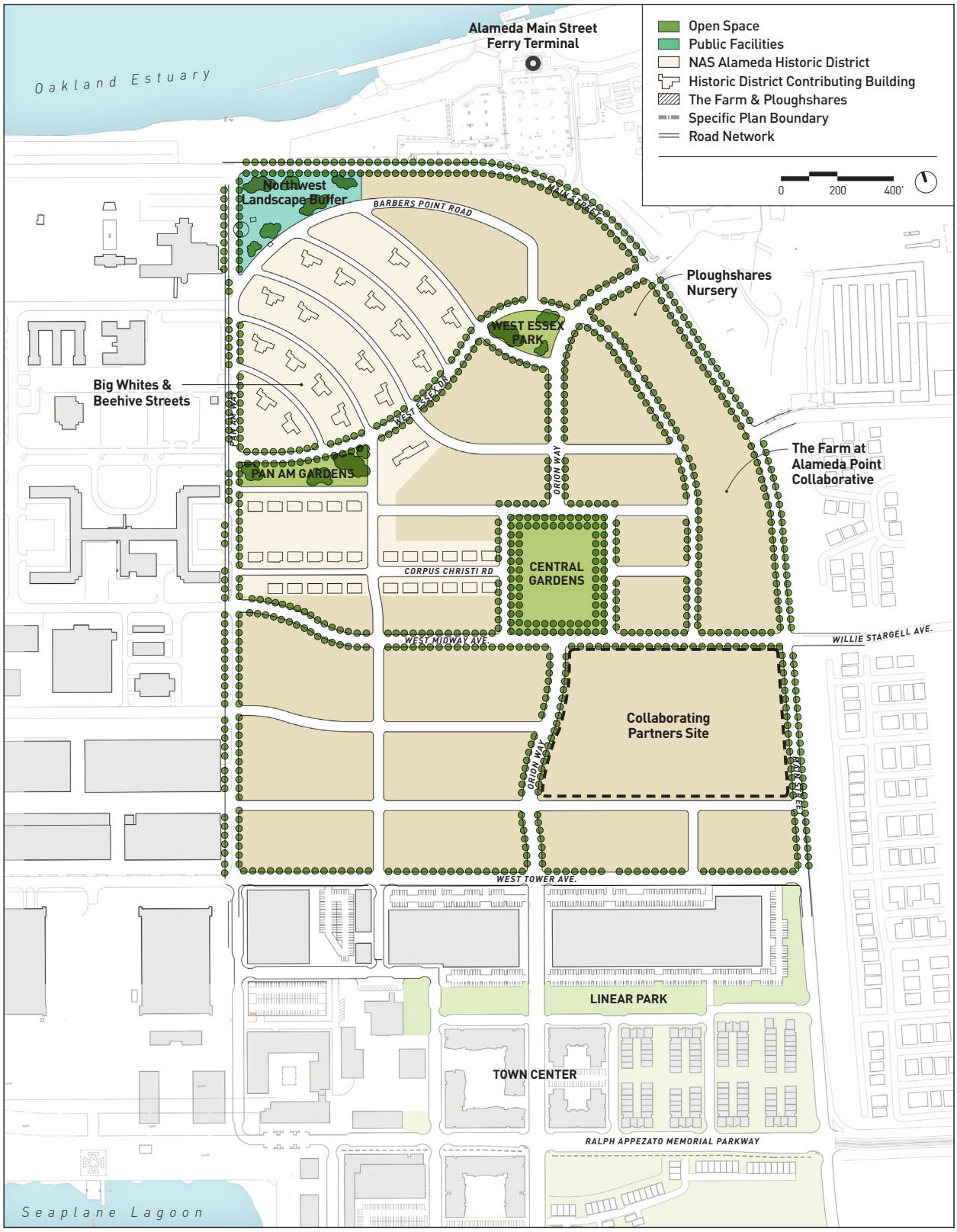


FIGURE 4-1: OPEN SPACE NETWORK DIAGRAM

FIGURE 4-2: CENTRAL GARDENS CONCEPT PLAN

4.4.1 OPEN SPACE NETWORK

CENTRAL GARDENS

The Central Gardens provides the main gathering, community park, and event space of the Main Street Neighborhood. Temporary and/or permanent open space uses such as community park uses, community gardens, playground, and/or event spaces are envisioned for this area, along with bicycle and pedestrian paths that connect it to the rest of the neighborhood. The precise type and placement of open space uses and bicycle and pedestrian paths will be defined as part of a future Development Plan process.

The illustrative example shown in ***Figure 4-2 Central Gardens – Concept Plan*** illustrates principles that should be followed to create a focal point for the neighborhood that celebrates urban agriculture and this historic naval base setting. Key elements include:

- A community, educational garden, or farming space, utilizing design guidelines from the *Urban Farm and Garden Plan for the City of Alameda.*

- A central gathering area or small park area designed as a multi-purpose space that can accommodate community play space and educational events.
- Informal open grass areas for multi-use and amenities, such as tot lots, informal play fields, picnic areas, community play space. (Regulation playing fields would not be included because that use is planned at the 44-acre Sports Complex along the Oakland Estuary just to the north.)

Building frontages along the perimeter streets that activate and enrich the Central Gardens. This could include buildings with ground-floor retail, commercial, civic, or restaurant uses. Driveways and curb cuts are to be kept to a minimum, with alley loading building types required.

- Multi-use trails connect the Central Gardens with adjoining neighborhoods as well as provide links through and around the gardens space.

PAN AM GARDENS

Pan Am Gardens are planned at West Essex and Pan Am Way, and are intended to provide active park spaces as well as additional urban agriculture opportunities. The precise type and placement of open space uses and bicycle and pedestrian paths will be defined through a future Development Plan process. The following elements are encouraged to retain this open space for the neighborhood that celebrates the historic base setting:

- Retention of the existing copse of trees in the central part of the space.
- Community, educational garden, or farming space, utilizing design guidelines from the *Urban Farm and Garden Plan* for the City of Alameda.
- A central gathering area or small park area designed as a multi-purpose space that can accommodate community and educational events.
- Informal open grass areas for multi-use and amenities, such as tot lots, informal play fields and picnic areas. (Regulation playing fields would not be included because that use is provided at the 44-acre Sports Complex along the Oakland Estuary.)

WEST ESSEX PARK

West Essex Park is planned to provide a smaller open space area in the northern part of the Main Street Neighborhood. It is envisioned to provide the following park uses to anchor the surrounding mixed-use neighborhood:

- A central gathering area or small assembly area designed as a space that can accommodate smaller community events.
- Park and community amenities such as tot lots, picnic areas, community play spaces, and benches.
- Walking and bicycle paths that help connect north to the Ferry Terminal (as indicated on Circulation Plans).

Gathering areas that accommodate multiple functions while utilizing agricultural references are encouraged

4.5 URBAN AGRICULTURE

Urban agriculture is an integral part of the identity of the Main Street Neighborhood. A range of urban growing practices – such as backyard gardens, urban farms, community gardens, and orchard buffers – are envisioned to reinforce the small-town qualities of the city of Alameda and to complement the existing Farm and Ploughshares Nursery. Consistent with the City's *Urban Farm and Garden Plan*, the Specific Plan calls for incorporating agriculture throughout the neighborhood. The main components and guidelines are as follows:

1. **Multiple types of agricultural landscapes and orchard buffers within public spaces, selected based on the following factors:**

- Type of public space (e.g., separator between sidewalk and street, public park, traffic island, landscaping around a public building)
- Purpose (e.g., seasonal or year-round shade, seasonal color, screening/buffer, neighborhood character element, native planting, habitat for birds or pollinators, edibility, public education)
- Maintenance considerations, including durability/hardiness of the plants, type and frequency of maintenance (e.g., staking, pruning, mulching, thinning, cleaning, harvesting), and responsible party with regard to maintenance (e.g., the City, volunteers, neighbors, local environmental group)
- Irrigation needs, including irrigation system requirements and water use
- Integration with other infrastructure (e.g., sidewalks, underground utilities, overhead utilities, street signage)
- Cost to establish and maintain
- Some examples of agricultural landscapes and orchard buffers that utilize the factors above are as follows:
    - *Street trees or trees in parks that provide seasonal shade and that can be harvested by the public – such as mulberries, olives, citrus, and walnuts.*
    - *Planting along sidewalks of low- to medium-height culinary herbs – such as lavender, rosemary, sage, and fennel.*
    - *Harvestable pollinator hedgerows that include a mix of edible and native plants.*

Urban agriculture is an integral part of the identity of the Main Street Neighborhood

2. **Demonstration and educational gardens.** These gardens can educate the public about many topics important to urban agriculture, such as permaculture practices, low-water use gardening (e.g., buried drip and mulching), pollinator habitat, special-needs access, crop types, and various forms of composting. They can be established at a variety of scales, from a small plot with signage in a public park or community garden, to a fully contained and staffed facility. This type of garden also readily lends itself to partnerships such as with water agencies, senior centers, and cooperative extension, or it can be directly managed by such groups.

   Demonstration and education gardens can either be public (e.g., parkland) or private (e.g., on the grounds of hospitals, businesses, or religious institutions). In either case, such gardens lend themselves to both informal education and more organized education such as classes and summer camps.

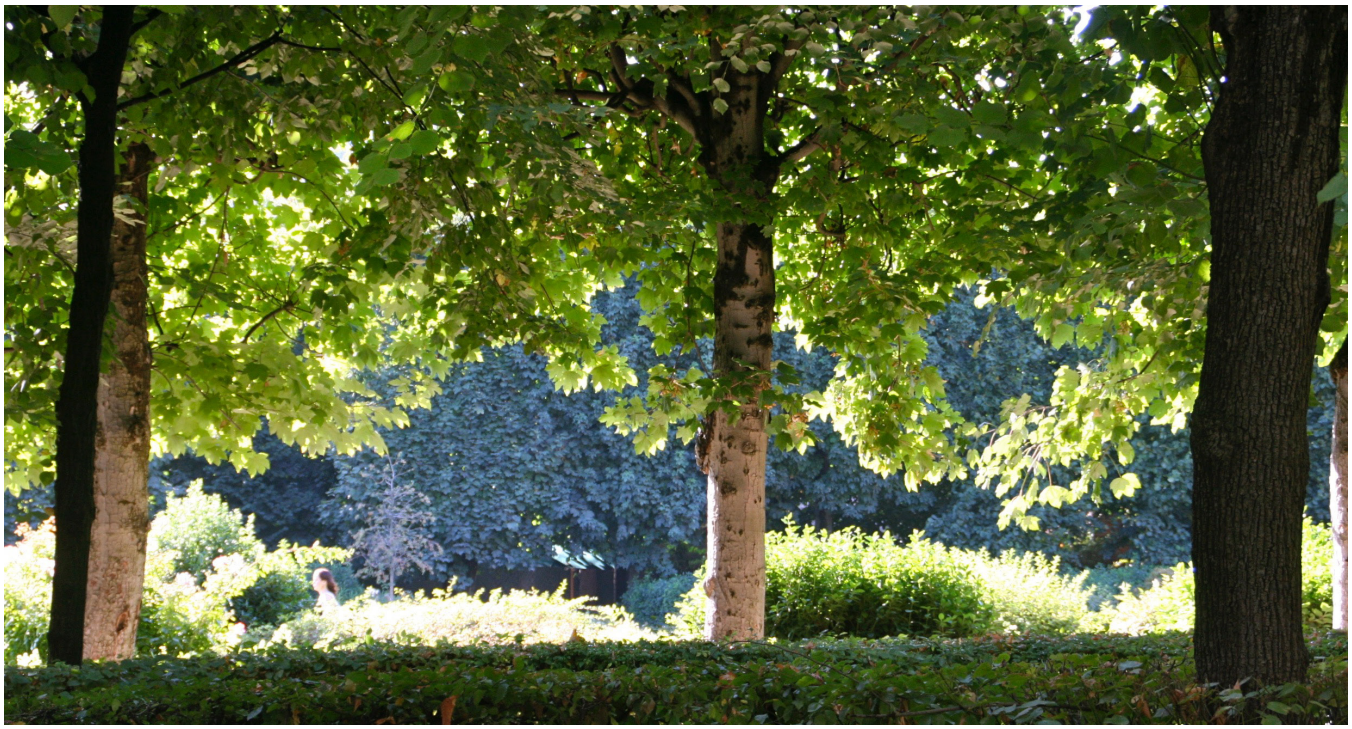
3. **Community Gardens.** One of the most common forms of urban agriculture, community gardens consist of a parcel of land, usually managed by a public agency or non-governmental organization, with small plots rented at a nominal fee to individual users. Community garden projects provide water and security and can also provide amenities such as shared tools, storage areas, greenhouses, and cooking and gathering areas. The gardens can range from 1/8 acre to several acres, and plots can range from 100 to 400 square feet.

   Some gardens have in-ground plots; others have raised beds due to poor underlying soil conditions, to facilitate access, and/or to allow for gardening on land as a temporary use.

   Locations of community gardens can be permanent facilities on public land (either standalone or as part of a larger public space) or private land (e.g., a church yard or housing complex). They can also be established on a temporary basis. Establishing community gardens as an interim use of land that will be developed in the future can be advantageous – e.g., to activate spaces that might otherwise be an eyesore or might host illicit activities, offer a landowner discounted real estate taxes (where cities have adopted AB 551), and help grow a community garden constituency. Community building is one of the most important functions of community gardens.

4. **Backyard or home gardens.** These are the most common form of agriculture, and by definition are established on private land. However, there are many ways that the public sector can encourage and support backyard gardening – e.g., by ensuring that new housing developments provide/leave clean and healthy soil in yards, offering free compost giveaways, siting nursery businesses in residential neighborhoods, offering gardening and home preserving classes directly or through partnerships, allowing sales of home-grown produce, allowing animal husbandry in backyards, and supporting school gardens (which in turn help encourage home gardening).

   Many other kinds of efforts can also support backyard gardening, such as garden tours, local agricultural and maker fairs, how-to articles, and publicity in local newspapers.



Orchard buffers may be used to reinforce the agricultural identity of the neighborhood

5. **Commercial urban market gardens, farms and nurseries.** Such enterprises can be operated by individuals, businesses or organizations and can range from part of an acre to several acres or can be on rooftops. Their economic viability depends on many factors, including development cost, operating cost, revenues, tenure, operating allowances and restrictions, and types of infrastructure included/allowed (e.g., greenhouses, cold storage, equipment parking). Some commercial operations are entirely within greenhouses (e.g., nursery crops, some extended season vegetable operations, and cannabis). Neighborhood-serving nurseries that provide plants, starts, amendments, gardening equipment and supplies, and that sometimes offer classes, help support an over-all gardening culture.
6. **Urban farms.** These tend to be a hybrid or mix of the urban agriculture types and are usually relatively permanent facilities. They might include community garden and commercial market garden areas, community gathering spaces, and infrastructure for processing and selling farm products.

4.5.1 URBAN AGRICULTURE NETWORK

THE FARM AT ALAMEDA POINT COLLABORATIVE AND PLOUGHSHARES NURSERY

This urban farm and its adjacent commercial nursery, which have been successfully operated since 2005 by APC, will be maintained in their current location consistent with APC's plans. These two established uses are urban agriculture components that contribute to the neighborhood's distinct identity and serve as a catalyst for a variety of additional urban agricultural components.

4.6 SUSTAINABILITY MEASURES

Implicit in Alameda Point's designation as a regional PDA under the ABAGs' Plan Bay Area is the underlying purpose of fostering sustainable urbanism to further the objectives of the California Sustainable Communities Act (SB 375). Toward that end, and as a demonstration of the City of Alameda's dedication to sustainability, it is the recommendation of the Specific Plan that all new development within the Main Street Neighborhood achieve – or demonstrate equivalence to – gold-level certification by the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) for Neighborhood Development® rating system.

LEED for Neighborhood Development® contains a set of performance standards for certifying communities, neighborhoods, or districts (as opposed to single buildings) with the intent of promoting healthful, durable, affordable, and environmentally sound planning and development practices. Under LEED for Neighborhood Development®, projects may constitute whole neighborhoods, portions of neighborhoods, of even multiple neighborhoods. There is no absolute minimum or maximum size, but rather a practical range of anywhere from two habitable buildings to 320 acres of land.

Furthermore, LEED for Neighborhood Development® is designed to promote the redevelopment of aging brownfield sites into revitalized neighborhoods by rewarding connections beyond the site, walkable streets within the site, and integrating any historic buildings or other resources that give the new community a unique sense of place.

Planning to date for Alameda Point supports the LEED for Neighborhood Development® certification or equivalency goal. In fact, projects within Main Street Neighborhood already potentially conform to LEED for Neighborhood Development® requirements for smart location, species and ecological community's conservation, wetland and water body conservation, agricultural land conservation, and floodplain avoidance. Additionally, because the project emphasizes a pedestrian-friendly, transit-oriented community, projects within the Main Street Neighborhood should readily meet walkable streets, compact development, and connected and open community requirements.

To achieve (or demonstrate equivalence to) gold-level certification, projects may incorporate a combination of sustainable development strategies, including but not limited to the following:

- Location and urban form strategies
- Site and landscape strategies
- Water management and efficiency strategies
- Energy source and efficiency strategies
- Green building and construction strategies

Options related to the site-level strategies are listed on the following pages; green building and construction management strategies are described later in this chapter.

As sustainable technologies and best practices evolve, development proposals within the Main Street Neighborhood should demonstrate increased performance beyond the norms or even the aspirations of today. Ultimately, the City of Alameda, through development plan review, design review, and other development approval processes, must determine the combination of sustainable development measures appropriate to each in-tract project at the time and stage of development. The LEED for Neighborhood Development® gold certification standard is offered here with the intent of enabling (not inhibiting) sustainable community growth. As technologies and best practices for green development advance, so too should projects within the Main Street Neighborhood in facilitating an ever more sustainable community.

4.6.1 SUSTAINABLE BUILDING DESIGN

In order to support and complement the Specific Plan's overall sustainability goals, it is recommended that all new and renovation construction conform to standards that exceed the minimums established by the State of California, through the adoption of LEED gold or equivalent certification standards. These standards should, at a minimum, address the following:

- **Energy:** goals to exceed Title 24; the encouragement of renewable energy sources; encouragement for operable windows; and control of refrigerants
- **Waste:** construction debris; composting; and separation of recyclable materials by type, per building
- **Water:** reduction in potable water use; stormwater retention and reuse and quality; encouragement for recycling
- **Stormwater:** stormwater should be managed according to 401 permit requirements. See Chapter 8 – Administration and Enforcement.

4.6.2 LOCATION AND URBAN FORM STRATEGIES

Location and urban form strategies foster urban sustainability by promoting compact, transit- oriented, pedestrian-friendly, mixed-use communities. Such strategies also enable better health, productivity, and energy efficiency through sitewide configuration and orientation to optimize daylighting and passive ventilation. Location and urban form strategies include (but are not limited to) the following:

- Development of density minimums and concentrations within 1/4 mile or a 5-minute walk from a transit stop to support frequent and convenient public transit and other amenities.
- Prioritization of public transit, bike and pedestrian access and mobility through de-emphasis of private automobile transportation and improved facilities for public transit, cycling, and walking including programs such as green trips.
- Optimization of daylighting and passive ventilation potential through sitewide establishment of primary block orientation for thermal comfort. The Specific Plan recommends orienting the majority of blocks within the Main Street Neighborhood with longer sides facing north-south. Individual building configuration and design should also consider natural ventilation and daylighting opportunities.

4.6.3 SUSTAINABLE SITE AND LANDSCAPE STRATEGIES

Sustainable site and landscape strategies foster urban sustainability by promoting resource conservation and resource use efficiency. These strategies include the following:

- Localized district-level stormwater capture, treatment, and reuse.
- Use of native/climate-tolerant species.
- Native species and preservation, and ecological habitat conservation and improvement.
- Incorporation of sea-level rise protection, with measures for initial implementation and allowances for adaptability over time.
- Water quality preservation through sitewide erosion and sedimentation control planning and monitoring.

4.6.4 SUSTAINABLE WATER STRATEGIES

Sustainable water strategies work in concert with site and landscape strategies to foster urban sustainability by promoting water use efficiency. These strategies include the following:

- Comprehensive stormwater management at the building, block, street, district, and site level.
- On-site rainwater collection, filtration, and reuse.
- Greywater treatment and reuse.

4.7 SUSTAINABLE ENERGY STRATEGIES

Sustainable energy strategies work in concert with location, urban form, and site strategies to foster urban sustainability by promoting energy source management and energy use efficiency. A new policy of the State of California is to have a net zero energy requirement by 2020 for single family houses and by 2030 for all other buildings. Potential opportunities for sustainable energy include (but are not limited to) the following:

1. Implementation of district energy systems
    - Heating water (seawater heat pumps, ground-source heat pumps, gas boilers, solar thermal, sewer heat recovery with heat pumps)
    - Chilled water (seawater heat pumps, ground-source heat pumps, centrifugal chillers and cooling towers, sewer heat recovery with heat pumps)
2. Implementation of community photovoltaic (PV) use
    - Central or distributed PV panels
    - Building integrated PVs
3. Solar thermal domestic hot water
    - Centralized or distributed solar thermal panels
4. Sewer heat recapture
    - Centralized or distributed sewer capture systems
    - SHARC system with heat pumps
    - Use with greywater, blackwater, or both
5. Other strategies, including wind or tidal energy


blue dot
cafe & coffee bar
The Travel Shoppe
dot cafe and coffee bar

5

LAND USE AND CHARACTER THE BUILT FABRIC

Land uses within the Main Street Neighborhood build on the previous planning work completed for Alameda Point, including the *1996 Reuse Plan*, the 2003 General Plan Alameda Point Element, and the *2013 Planning Guide*, all of which reinforce the Plan Area as a mixed-use, primarily residential sub-district with a variety of building types and complementary commercial, service, urban agriculture, and park uses.

5.1 INTRODUCTION

The integration of land use planning with provisions for improved access and mobility are foundational to Alameda Point's designation as a transit village and regional PDA under ABAGs' Plan Bay Area. As such, they are essential to the Plan Area.

Land use distribution within the Main Street Neighborhood builds on the previous planning work completed for Alameda Point, including the *1996 Reuse Plan*, the *2003 General Plan Alameda Point Element*, and the *2013 Planning Guide*, all of which reinforce the Plan Area as a mixed-use primarily residential sub-area with a variety of building types and complementary commercial, service, urban agriculture, and park uses. This sub-area builds upon many of the existing assets and features, including APC, the Ploughshares Nursery, and the distinctive Big Whites (i.e., the former married officers' quarters), and beehive street network (located within the Big Whites historic neighborhood).

The land use and character standards and guidelines will help ensure that all future private and public investments in the planning area support a walkable, mixed-use residential environment. This section is organized as follows:

1. Land Use Principles, Permitted Uses, and Parking Regulations
2. Development Standards and Guidelines
3. Building Types, Massing, and Development Standards and Guidelines
4. Historic District Infill Guidelines

Opposite: The Plan Area will be a mixed-use neighborhood with a variety of small-scale, community serving retail, commercial and open space uses.

In addition to the development standards and guidelines in this chapter, development within the Specific Plan Area is also subject to street design standards (see Chapter 3) and open space standards (see Chapter 4).

5.2 GENERAL PLAN POLICIES:

ARCHITECTURE

1. *Provide diverse and creative development and architectural styles to achieve distinctive neighborhoods.*
2. *Encourage architecture and design in Alameda Point that is compatible with existing neighborhoods east of Main Street, and that do not divide the neighborhoods with the use of physical barriers.*

VIEWS

1. *Create entryways that maximize views, create connections to surrounding uses, and reflect Alameda's island character.*
2. *Preserve scenic views and cultural landscapes.*
3. *Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.*
4. *Where possible, align roadways to frame important views.*
5. *As part of the development or landscaping approval process, define view corridors and develop criteria so that views may be preserved.*

HISTORIC PRESERVATION

1. *Preserve the NAS Alameda Historic District.*
2. *Preserve to the greatest extent possible buildings within the Alameda Point Historic District to maintain neighborhood and historic character.*
3. *Preserve the historic sense of place by preserving the historic pattern of streets and open spaces in the area.*
4. *Prepare design guidelines and specifications for new construction within and adjacent to the Historic District that ensures compatibility of new construction with the character.*
5. *Minimize impacts on the architectural integrity of individual contributing buildings and structures.*

5.3 LAND USE PRINCIPLES, PERMITTED USES, AND PARKING REGULATIONS

5.3.1 ZONING

The starting point for consideration and distribution of land uses within the Main Street Neighborhood is the Alameda Point Zoning District, which distills the fundamental principles of previous planning and public outreach efforts at Alameda Point. The Zoning District positions the Main Street Neighborhood as the mixed-use primarily residential community adjacent to Town Center to the southwest, the Adaptive Reuse Sub-District to the west, the Enterprise Sub-District to the south, and the existing Alameda neighborhoods to the east. As a result, the Main Street Neighborhood is envisioned to act as the primary mixed-use, residential environment that creates a transition to the surrounding land use concentrations within the other Alameda Point sub-districts (*Figure 5-1 Alameda Point Zoning Map*).

5.3.2 THE MAIN STREET NEIGHBORHOOD LAND USE PRINCIPLES

The Main Street Neighborhood's existing land use pattern, including its urban agriculture and public open space, exhibits many of the distinct qualities that contribute to Alameda's historic character. The type and intensity of uses, as well as the building types within the Main Street Neighborhood, are varied to provide effective transitions to adjacent sub-districts. The Specific Plan identifies and builds upon the current community-serving, urban farming, and open space assets and features in this area of Alameda Point – including APC, the Ploughshares Nursery, and the historic Big Whites neighborhood with its distinctive beehive street network. The main concepts of the Main Street Neighborhood Plan are shown in *Figure 5-2* are as follows:

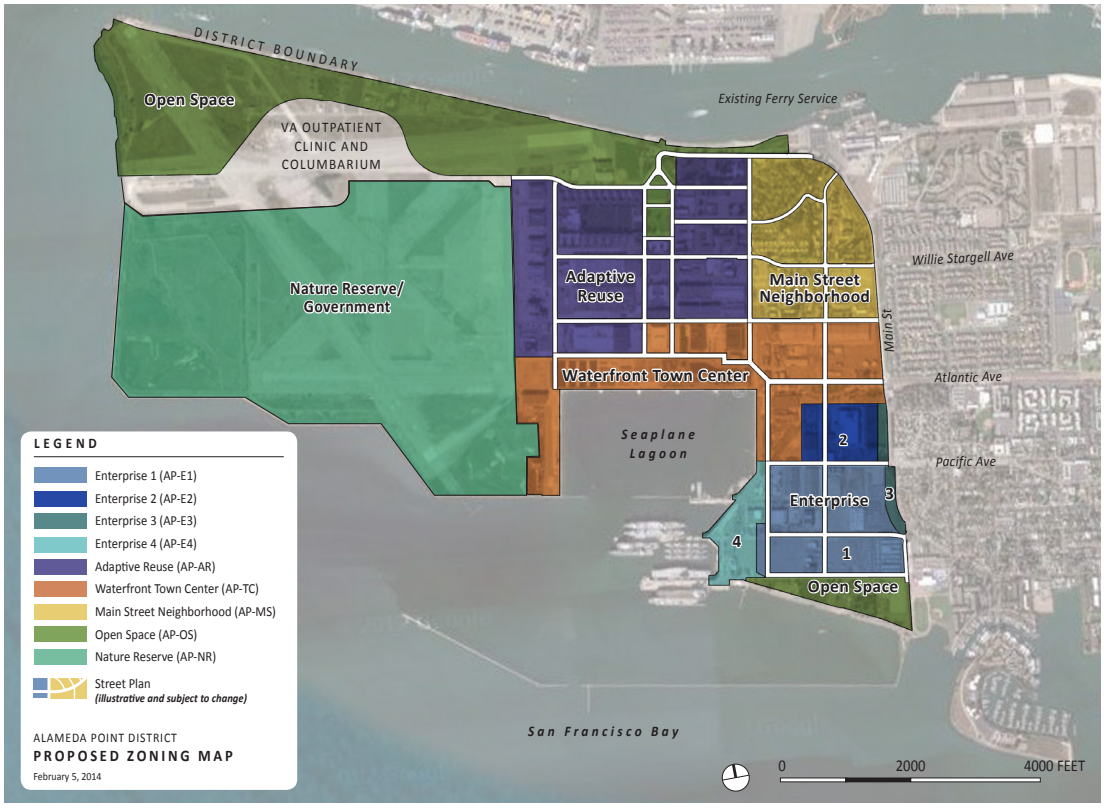


FIGURE 5-1: ALAMEDA POINT ZONING MAP

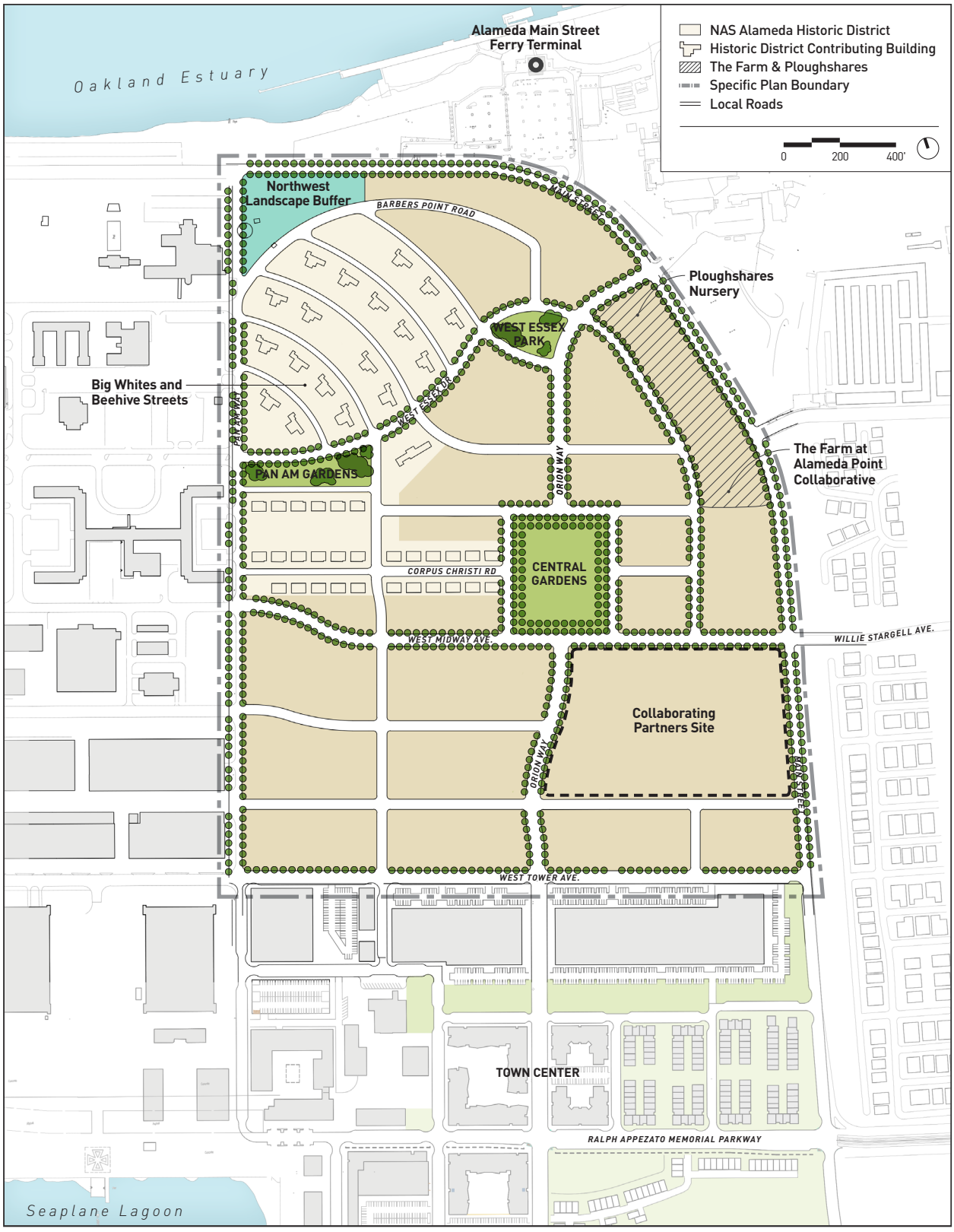


FIGURE 5-2: MAIN STREET NEIGHBORHOOD PLAN

COLLABORATING PARTNERS

The existing APC, Building Futures for Women and Children, and Operation Dignity housing units are consolidated into a new well-designed neighborhood center with multi-family housing, supportive facilities, and public gathering spaces in the southeasterly quadrant of the neighborhood.

CENTRAL GARDENS

The Main Street Neighborhood's land uses are organized around a Central Garden square that provides the main public gathering and event space. This space could include community gardens, and/or passive and active park spaces. The Central Gardens acts as the distinct focal point of the community that knits the new mixed-use neighborhood together.

COMMUNITY SERVICES

Local community-serving commercial and community uses, such as a corner store, daycare centers, community centers, and/or places of worship, may occur at key intersections or neighborhood centers as the sub-district evolves. Other uses that may occur are small offices, small grocery markets, art galleries, urban farms, community centers, health clinics, and institutional uses, such as a post office.

COMMERCIAL USES

The Main Street Neighborhood includes land uses that support complimentary commercial uses including a mix of small retail, light artisanal industry, live/work, and maker spaces especially along the southwesterly and southern edges to complement the light industrial "maker" spaces along the Adaptive Reuse and Site A periphery.

REHABILITATION

Rehabilitation of the existing buildings and streets in the Big Whites neighborhood will occur in cohesive phases. Rehabilitation of contributing structures within the NAS Alameda Historic District, which overlaps portions of the Main Street Neighborhood Sub-District, will be reviewed for conformance with the Guide to Preserving the Character of the NAS Alameda Historic District. All new buildings within the NAS Alameda Historic District will also be reviewed for conformance with the character-defining features of the NAS Alameda Historic District (Historic Infill Guidelines included in Section 5).

RESIDENTIAL BUILDING TYPES

The Main Street Neighborhood provides for a wide variety of residential building types, including single-family detached houses and multi-family buildings, such as stacked flats and attached townhouses and row houses (see ***Building Types and Frontage Types, Table 5-2***). The maximum building height in this neighborhood varies from 30 to 40 feet, which is consistent with existing residential neighborhoods in Alameda. The southern and southwesterly blocks, adjacent to the Town Center, retail and commercial services, and residential densities could increase to provide a gradual transition and to complement the Town Center, a more intensely developed sub-district of Alameda Point. Building types could include two-, three-, and four-story townhouses and/or multi-family buildings consistent with building height regulations.

URBAN AGRICULTURE

Urban agriculture, community gardens, and a network of walkable streets reinforce the historic and small-town qualities of this mixed-use neighborhood. A woven network of passive and active park spaces and community gardens mingle with the historic Big Whites and the redesigned APC, including the existing Ploughshares Nursery and the Farm.

5.3.3 LAND USE PLAN

The permitted uses and conditionally permitted uses within the Main Street Neighborhood and associated off-street parking regulations are detailed in *Table 5-1 Permitted and Conditional Uses and Parking Ratios*, below, and on the Land Use Plan – *Figure 5-3 Land Use Map*.

5.3.4 PARKING REGULATIONS

The off-street parking ratios in the table below and the following parking requirements are intended to:

- Supplement the supply of shared public parking at Alameda Point that is shared and priced to support the Transportation Demand Management Program trip reduction goals
- Limit the supply of privately controlled off-street parking spaces
- Support a walkable, bicycle-friendly, and transit-oriented community

TABLE 5-1: PERMITTED AND CONDITIONAL USES AND PARKING RATIOS

USE		RESIDENTIAL MIXED USE	OPEN SPACE	PUBLIC FACILITIES	PARKING RATIO RESERVED
RESIDENTIAL, OPEN SPACE, LODGING	Dwelling Unit (multi family) (f)	P	-	-	1.50 (a)
	Dwelling Unit (single family)	P	-	-	-
	Bed and Breakfast	P	-	-	0.75 (b)
	Hotel	C	-	-	-
	Community Garden	P	P	P	0.75 (b)
	Parks, Playgrounds	P	P	P	(c)
	Sports Fields	P	P	P	(c)
	Trailheads, Trails, Comfort Stations	P	P	P	(c)
	Artists Studio	P	C	C	0.30 (a)
	Live / Work	C	-	-	1.00 (a)
	Emergency Shelter	C	-	-	-
COMMERCIAL AND RETAIL	Office / R&D (small)	P	-	-	(c)
	Large Format Retail	-	-	-	-
	Retail	C (e)	C	-	(c)
	Grocery	P	-	-	3.4
	Convenience Store	C	-	-	3.4
	Art Gallery	P	C	-	-
	Café	P	C	C	(c)
	Catering Services	C	-	-	2
	Restaurant	C (e)	C	-	(c)
	Bar / Tavern	C	-	-	(c)
	Bank and Financial Services	P	-	-	2.65
	Personal Services	P	-	-	2
	Liquor Store	-	-	-	-
	Urban Farm	C	C	C	(c)

TABLE 5-1: PERMITTED AND CONDITIONAL USES AND PARKING RATIOS (CONTINUED)					
USE		RESIDENTIAL MIXED USE	OPEN SPACE	PUBLIC FACILITIES	PARKING RATIO RESERVED
EDUCATION AND ASSEMBLY	Clubs, Halls	C	-	-	(c)
	Conference Centers	C	-	-	(c)
	Library	P	-	-	1
	Museum	P	C	-	1
	Theater / Entertainment	P	C	-	(c)
	Multiple Screen Theater	-	-	-	(c)
	Religious Assembly	P	-	-	6
	Health and Fitness Facilities	C	C	-	2
	Hospitals	-	-	-	-
	Health Clinic	P	-	-	2.5
	Veterinary Clinic	C	-	-	2
	Public Safety Facilities	P	-	C	2
	Post Office	P	-	-	3.4
	Teaching Studios (Art, Dance, Fitness, Music)	P	-	-	1.5
	College / Vocational School	C	-	-	1.5
	Schools	C	-	-	1.5
	Child Care	P	C	C	1.25
	Family Day Care (7 or more)	P	-	-	(d)
	Family Day Care (6 or less)	P	-	-	(d)
TRANSPORTATION SERVICES	Transit Station/Ferry Terminal	-	-	-	-
	Car or Bike Sharing Facility	P	P	P	(c)
	Automobile Sale, Rental	-	-	-	-
	Automovile Service and Repair	-	-	-	-
	Gas Station	C	-	-	2
	Parking Garage	C	-	-	N/A
	Surface Lot	C	C	C	N/A
	Bus Shed/Maintenance Facility	-	-	-	-
MARITIME	Research	C	-	-	-
	Workplace	C	-	-	-
	Wholesaling	-	-	-	-
	Boat Sales and Repair, Fuel Sales	-	-	-	-
	Concessions	C	C	C	-
	Boating Clubs or Schools	C	C	C	-
INDUSTRIAL	Food and Beverage Manufacturing	C	-	-	0.65
	Industrial, Light	C	-	-	0.5
	Industrial Arts	C	-	-	0.65
	Utilities, Large	C	C	C	-
	Utilities small	C	C	C	0.5
	Printing and Publishing	C	-	-	0.5
	Specialty Trade Contractors	C	-	-	-
	Storage, outdoor	-	-	-	-
	Storage, indoor	-	-	-	-
	Wholesaling and Distribution	-	-	-	-

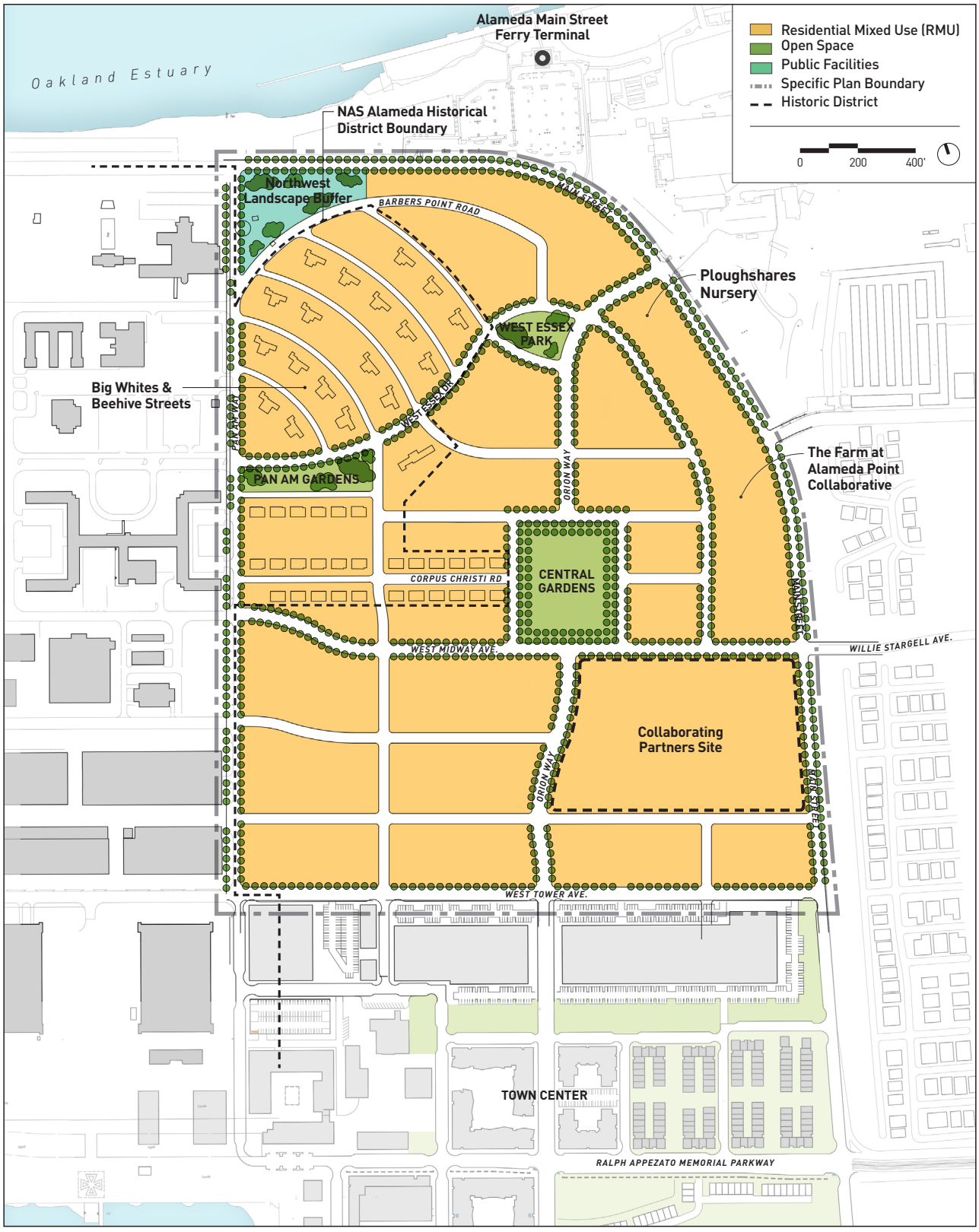


FIGURE 5-3: MAIN STREET NEIGHBORHOOD LAND USE MAP

OFF-STREET PARKING AND LOADING REGULATIONS

Applications for the reuse and/or redevelopment of land at Alameda Point shall be reviewed for conformance with the provisions of Alameda Municipal Code Section 30-7 Off-Street Parking and Loading and the provisions of this section, including *Table 5-1*. When the content of this section conflicts with the *Alameda Municipal Code*, this section shall govern. In *Table 5-1*, all requirements are enumerated in spaces per 1,000 square feet of gross building floor area unless otherwise noted. Shared parking agreements among the City of Alameda (City), the property owners, and businesses are encouraged.

RESERVED PARKING

The reserved parking ratios presented in *Table 5-1* represent the maximum number of off-street parking spaces that may be provided on the subject site for the private use of site occupants and visitors. There are no minimum off-street parking requirements.

EXCEEDING RESERVED PARKING RATIO

The maximum reserved parking allowed may be exceeded only upon issuance of a use permit from the Planning Board, if the Board is able to make all of the following determinations:

a. Reasonable parking and transportation demand management measures are being implemented to reduce the need for the additional off-street parking.

b. The additional parking demand cannot reasonably be accommodated through contract or other arrangement such as shared parking or reciprocal parking agreements that make use of other available off-site parking.

c. The additional spaces reflect parking demand that exceeds that which is common for this use as categorized in *Table 5-1*, owing to unique characteristics of the users or the activity that results in a high level of automobile parking demand; and

d. The additional parking enables or facilitates positive environmental or other benefits which outweigh adverse effects, such as additional traffic and congestion, danger to public safety or deterioration of travel conditions for pedestrians, cyclists or users of public transit.

In its decision, the Planning Board shall cite evidence supporting its determinations, and may impose such conditions as are necessary to mitigate all negative impacts on the neighborhood and the environment which would otherwise result from the increased amount of parking.

UNBUNDLED PARKING

The following rules shall apply to the sale or rental of parking spaces in new multi-unit residential buildings of ten units or more:

a. All off-street parking spaces shall be leased or sold separately from the rental or purchase fees for the individual units for the life of the units, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space(s).

b. In cases where there are fewer parking spaces than units, the parking spaces shall be offered to the potential buyers or renters of the largest units first.

c. Potential buyers and renters of affordable residential units have an equal opportunity to buy or rent a parking space on the same terms and conditions as offered to the potential buyers and renters of market rate units, at a price proportional to the sale or rental price of their units as compared to comparable market rate units. This stipulation shall be included in any agreement re- corded between the City and the developer pertaining to the affordable housing units.

d. Parking spaces shall be offered only to residents and tenants served by the off-street parking, except that any surplus space may be rented out to nonresidents or non-tenants with the provision that such spaces must be vacated on 30 day notice if they become needed by tenants or residents.

e. Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Community Development Director or Planning Board.

5.4 DEVELOPMENT STANDARDS AND GUIDELINES

The primary objective of the development standards and guidelines for the Main Street Neighborhood is to establish a new, distinct Alameda neighborhood that draws from the community's vision of what makes Alameda neighborhoods great while celebrating and building upon the legacy of the historic fabric including the NAS. Providing a diversity of building types, generous and activated park and open space areas, urban agriculture, walkable environments, and mix of uses are all important to achieving a rich, multi-layered community that will ultimately evolve into another classic Alameda neighborhood.

The Specific Plan encourages a wide range of building types, densities, and heights to promote the creation of a diverse and vibrant Alameda community and to provide a wide range of housing options.

Existing and proposed building design at Alameda Point supports distinctive, pedestrian-oriented, sustainable neighborhoods that demonstrate time-tested virtues while also accommodating emerging trends in building design, sustainability, and household makeup. Aesthetic variety is desirable to facilitate a visually rich and interesting pedestrian-oriented physical environment. Infusing serendipity into the building pattern is important for achieving such aesthetic variety; this involves blending building types on a street, varying lot sizes, creating informal public common areas, and using irregular street patterns that echo the way Alameda neighborhoods grew over time into livable dynamic places. Emphasis should be placed on ensuring the creation of a public realm that is lively, human scaled, socially interactive, safe, and vibrant.

This section details the development standards and guidelines applicable to the Plan Area. The review authority may interpret the design guidelines with some flexibility in their application to specific projects, as not all design criteria may be workable/ appropriate for each project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the review authority to be more important in the particular case. The overall objective is to ensure that the intent and spirit of the design guidelines are followed.

5.4.1 DEVELOPMENT STANDARDS

The Development Standards (DS-#) below detail the mandatory standards in relation to development within the Plan Area.

A. SETBACKS

Setback requirements establish the distance between a building and a property line and are one of the principal ways the character of streets and open spaces are differentiated from street to street. Setbacks for mixed-use residential buildings are intended to provide a comfortable buffer between the street and the interior of ground-floor residences; they include stairs, stoops, private gardens, and patios that foster use and social interaction among neighbors.

Applications for the reuse and/or redevelopment of land at Alameda Point shall be reviewed for conformance with the provisions of *Alameda Municipal Code* Section 30-4.24 Alameda Point, d. Site Planning and Building Design Requirements. (DS-1)

B. BUILDING HEIGHTS

Building heights within the Main Street Neighborhood are designed to reinforce the creation of a new residential neighborhood that is an extension of the existing Alameda fabric. Maximum heights are imposed in order to create the desired scale, intensity of use, and sense of place within the Main Street Neighborhood. Refer to ***Figure 5-4 Building Heights Map*** for allowable building heights.

- Height shall be measured in accordance with the City of Alameda Zoning Code Section 30-2 Definitions. (DS-2)
- The Zoning Code allows some projections above the mechanical enclosures and other rooftop support facilities that occupy less than 20 percent of the roof top area up to 15 feet above the roof of the last habitable floor are permitted beyond the applicable maximum height. (DS-3)
- Allowable maximum building heights within the Main Street Neighborhood vary from two stories (30 feet) in the historic Big Whites neighborhood and up to four stories (40 feet). (DS-4)
- An exception to the building height is permitted if the proposed use is in harmony with the surrounding area and consistent with the principles and vision of this Specific Plan. (DS-5)
- Components contributing to sustainability, such as renewable power generation, may project above the applicable maximum height provided they do not significantly alter the apparent height of the building from the adjacent streetscape. (DS-6)

C. BULK AND MASSING

Bulk and massing controls are intended to create buildings that are pedestrian scaled and visually well proportioned. This is regulated by defining maximum floor plates, plan lengths, and apparent faces.

- The maximum plan length of any single building within the Main Street Neighborhood shall be 175 feet. When the plan length exceeds 100 feet, the maximum apparent face length should be 60 feet. (DS-7)
- Reductions in the plan length to achieve the maximum apparent face requirement may be achieved by building setbacks or notches with a minimum width of 2 feet and a minimum depth of 3 feet, a 2-foot setback of building massing, or a major change in fenestration pattern or material. (DS-8)

Building Heights reinforce the creation of a new Alameda residential neighborhood that is an extension of the existing Alameda fabric

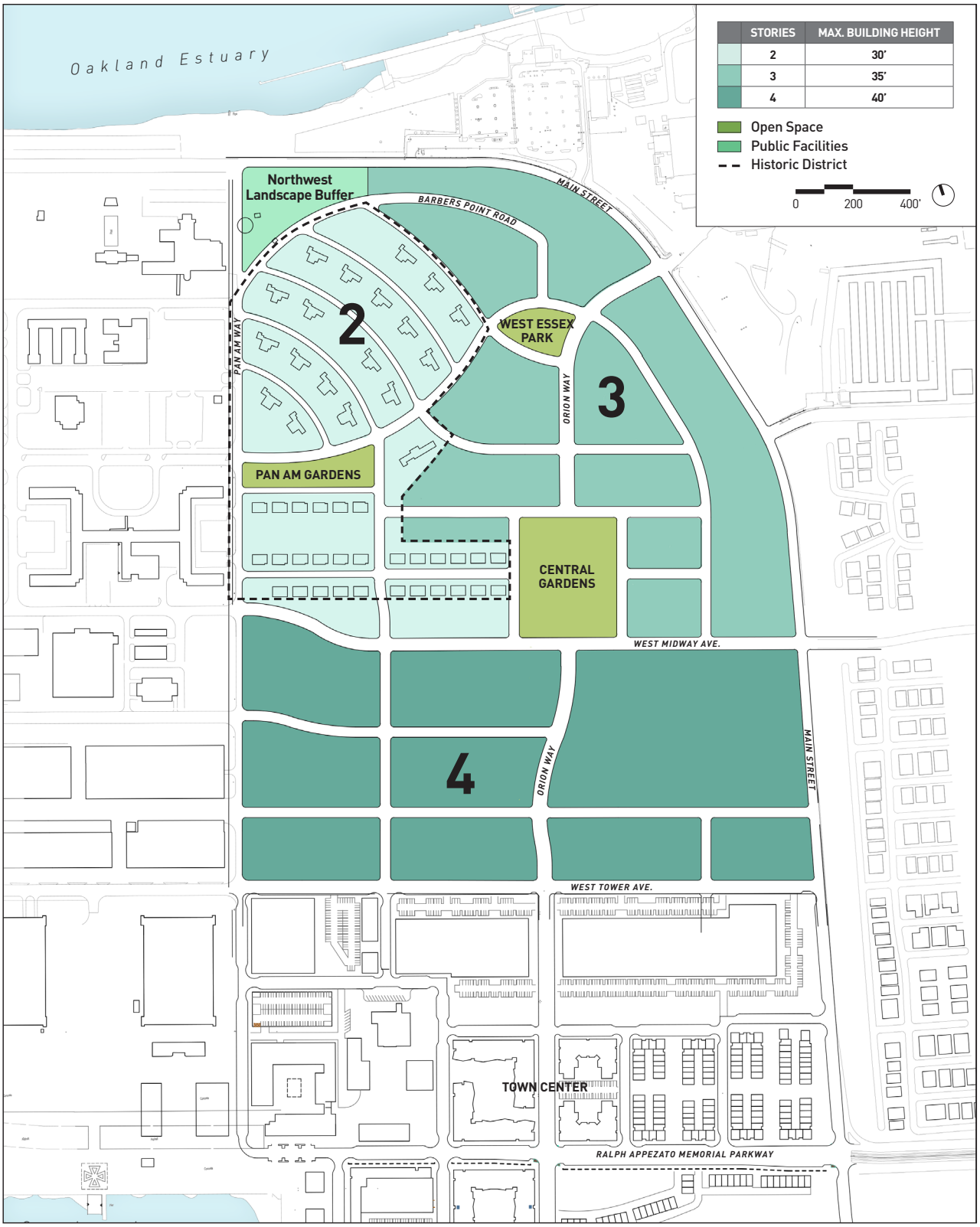


FIGURE 5-4: MAXIMUM ALLOWABLE BUILDING HEIGHTS

5.4.2 DEVELOPMENT AND DESIGN GUIDELINES

The Development Guidelines (DG-#) below are strongly encouraged but not required within the Plan Area.

A. BUILDING AND FRONTAGE TYPES

In the interest of promoting diversity and a vibrant mixed-use character, the Specific Plan permits and encourages a wide range of Building Types throughout the Main Street Neighborhood. ***Table 5-2 Building Types and Frontage Types***, identifies the Building Types and Frontage Types permitted (P) and not permitted (-) within each Land Use Plan area. See also ***Figure 5-5 Building Types***. Design guidelines for Building Types and Frontage Types are included in the *City of Alameda Citywide Design Review Manual* (pages 6-31) which can be found on the City of Alameda Design Review webpage: https://alamedaca.gov/community-development/planning/design-review-manual.

- All proposed developments should refer to the above table and conform to the *City of Alameda Citywide Design Review Manual*. (DG-1)

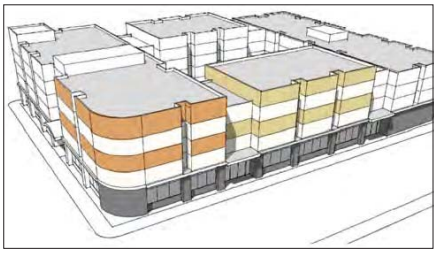

Live-work


Rowhouse


Small Commercial Block


Multiplex


Courtyard Housing


Stacked Flats


Single Family Detached

FIGURE 5-5: PERMITTED BUILDING TYPES

B. DESIGN

Facade and Entry Design

- Street-facing façades should include architectural elements such as front doors, canopies, awnings, overhangs, projections, shading devices, recesses, signage, lighting, varying façade element depths, material, and surface variety and texture intended to provide interest to the pedestrian environment. Flush and or reflective unrelieved curtain wall type treatments of façades are not appropriate. (DG-2)
- Building façades that exceed 50 feet in length should include modulation or articulation. This may be achieved with one or more of the following: material, texture, or fenestration pattern change; recessed building entries; recessed balconies; enclosed building area encroachments and projections; minor setbacks not greater than 2 feet deep; or other similar devices. (See also Section 3.6, Bulk and Massing). (DG-3)
- In order to create successful streetscapes of individual buildings that enrich the larger public environment, adjacent buildings may share features and architectural character and need not pursue variety for its own sake. (DG-4)
- The scale and rhythm of façades should express the height and configuration of a residential scale through techniques such as architectural detail, color, massing, and fenestration. (DG-5)
- Multi-unit buildings should be designed with prominent entries that are inviting and clearly visible from adjacent streets. (DG-6)

TABLE 5-2 - BUILDING TYPES AND FRONTAGE TYPES

TYPE		RESIDENTIAL MIXED USE	OPEN SPACE	PUBLIC FACILITIES
BUILDING TYPE	Commercial Block (small)	P	-	-
	Live-Work	P	-	-
	Stacked Flat	P	-	-
	Multiplex	P	-	-
	Row House	P	-	-
	Courtyard Housing	P	-	-
	Single Family Detached	P	-	-
	Carriage House	P	-	-
	Adaptive Reuse of Existing Buildings	P	P	P
FRONTAGE TYPE	Storefront	P	P	P
	Formal Entry	P	P	P
	Forecourt	P	-	-
	Stoop	P	-	-





A wide variety of Building Types is encouraged to promote the emergence of a diverse and vibrant community fabric

Pedestrian Scale

The facades of buildings – their pattern of entries and window openings, materials, and architectural detailing – determine the degree of visual and tactile interest they provide to the adjacent streetscape.

- Every building façade facing a street or open space should be an important element in the experiential qualities of the Main Street Neighborhood. (DG-7)

Fenestration and Transparency

- Fenestration should be simple, human-scale, elegantly proportioned, and generous. Circular, trapezoidal, and triangular windows are discouraged. Operable windows for all Building Types are encouraged. (DG-8)
- Glazing should be non-reflective. Exterior elements to control solar heat gain such as fins, overhangs, and horizontal sun shades are encouraged. (DG-9)
- The recommended minimum percentage of transparent façade area is 50 percent for residential buildings and 65 percent for other non-residential uses. Seventy-five percent of the ground-floor façades (2–8 feet above grade) of retail or commercial mixed-use building frontages should include clear, non-tinted glass. (DG-10)
- In areas with ground-floor retail uses, the maximum extent of a blank wall (areas without windows or entries) should not exceed 8 linear feet. (DG-11)

Parking and Service Facilities

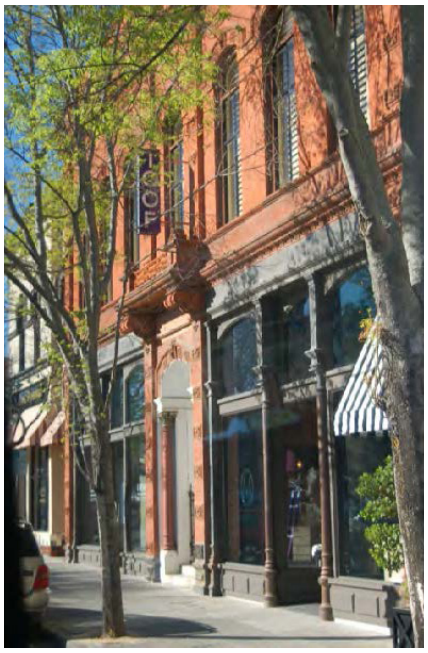
- Trash, recycling, and other utility provisions should be designed to be protected and screened from adjacent pedestrian activity. (DG-12)
- Dedicated off-street loading docks are discouraged. (DG-13)
- Exposed parking; garage entries; and service, mechanical, or loading areas should be placed on the backs or sides of buildings that do not front along a public right-of-way. If there is no such frontage, such entries and areas should be limited to an aggregate of 50 linear feet or 20 percent of a façade's length, whichever is less. Individual townhouse garages facing public streets are not permitted. (DG-14)

Ground Floor Residential Units

- All ground-floor units facing a public right-of-way or public open space should provide an individual front entry to those spaces. Primary living spaces or a private open space designed to orient to the adjacent street or open space may serve as substitutes. The frequency of entries will relate to the size of the unit facing the street, and the doors for two entries may be ganged at a single location. (DG-15)
- Ground-floor residential units should be raised 24–36 inches above the adjacent street grade to provide privacy for building occupants. (DG-16)
- Each ground-floor residential unit facing a public street or open space should address the interface between the public and private space through landscaping or other architectural element or projection. Solid hedges, fences, or other barriers may not exceed 4 feet in height. (DG-17)

Materials

- Buildings should use cool exterior siding, roofing, and paving material with relatively high solar reflective index to minimize solar heat gain. (DG-18)
- The use of elements that contribute to environmental sustainability as a façade material, such as building-integrated photovoltaics or green walls, is encouraged. (DG-19)
- Glazing should be non-reflective and less than 10 percent tinted, with a light transmittance of at least 90 percent. (DG-20)
- Due to the marine environment of Alameda Point, materials selected should demonstrate superior performance related to moisture protection, low-maintenance requirements, durability, and ultraviolet resistance. (DG-21)
- Ground-level façades should be designed with high-quality materials that offer color, variety, wear resistance, and visual interest to the pedestrian (such as stone, tile masonry, brick, or terracotta). (DG-22)



Mixed-use buildings that utilize ground floors for retail, commercial, and/or restaurant uses are encouraged for buildings fronting the Central Gardens

C. CENTRAL GARDENS SQUARE

The precise placement of buildings and open space on the streets that front the Central Gardens will be defined through a future Development Plan process The principles outlined below should be followed in creating a focal point that serves as a central gathering space in the neighborhood – one that celebrates community, urban agriculture, and the legacy of the historic naval base setting:

- Buildings fronting the square should be designed to promote interaction and enliven the square. (DG-23)
- Buildings fronting the street that surrounds the square should be serviced from alleys to limit driveways and curb cuts. (DG-24)
- Mixed-use buildings that utilize ground floors for retail, commercial, and/or restaurant uses are encouraged. (DG-25)
- Additional Building Height of up to a maximum of 40 feet may be permitted at locations that front directly on the Central Gardens space and shared street/plaza space (with the exception of locations within the Historic District on the westerly edge of the Central Gardens). Development proposals shall demonstrate that building designs are consistent with the principles of this section as well as the overall policies and guidelines contained in this Specific Plan. (DG-26)

See Section 5.1, Open Space Framework, for additional information.

5.5 HISTORIC DISTRICT PRINCIPLES AND INFILL GUIDELINES

The organizational principles for development of the portion of the Main Street Neighborhood within the Historic District are derived from the base's historic development pattern, as described in Section V of the *NAS Alameda Historic District: Historic District Assessment and Preservation Strategy* (Page & Turnbull, 2005; pages 25-35) and the Navy's National Register of Historic Places Nomination – NAS Alameda.

Approximately 20 percent (23 acres) of the Plan Area lies within the NAS Alameda Historic District, as shown in ***Figure 5-6 Historic Properties Map***. Development within this zone has been anticipated since the *Reuse Plan*. The Specific Plan infill guidelines ensure that new buildings respect the historic cultural resources, facilitate the introduction of new uses in new and existing buildings, and support the creation of a vibrant new Alameda neighborhood that celebrates the historic military legacy.

5.5.1 CHARACTER-DEFINING FEATURES

According to the *2013 Alameda Point Project Draft Environmental Impact Report*, the character-defining features of the NAS Alameda Historic District's residential area include the following:

SPATIAL ORGANIZATION

- Offset alignment (from orthogonal layout) on West Redline Avenue and West Essex Drive at Pan Am Way
- Egg-shaped layout of the officers' housing with curved roads
- Orientation of Big Whites facing northeast
- Park and open space south of West Essex Drive separating the officers' housing from the chief petty officers' housing
- Axial alignment of chief petty officers' housing, parking, and open space surrounding Building 7 aligned with Building 17
- Consistent setback of chief petty officers' housing on Pensacola and Corpus Christi Roads
- Setback without property line fences and minimal use of hedges in the officers' housing area
- Orthogonal layout of roads, buildings and paths
- Integration of architecture and landscape

VIEWS AND VISTAS

- Limited internal views

TOPOGRAPHY

- Flat

VEGETATION

- Lawns planted throughout and minimal use of hedges, vines, or ground cover
- Officers' houses surrounded by generous areas of lawn
- Planted parking strip between the curb and sidewalk at front yards in officer's and chief petty officers' housing
- Park improvements limited to lawn and trees
- Mixed grove of trees behind Quarters A

FIGURE 5-6: HISTORIC PROPERTIES MAP

5.5.2 HISTORIC DISTRICT INFILL GUIDELINES

The infill guidelines are designed to ensure that new infill development and building placement is consistent with the character-defining features of the Historic District, and that all new buildings constructed within the Main Street Neighborhood's Historic District are consistent with the original "Total Base Design" described in the 2005 NAS Historic District Assessment and the NAS Alameda Historic District designation, and shown in the Navy's 1940 Master Plan for the property.

INFILL CONSTRUCTION

In general, new infill construction within the residential portion of the NAS Alameda Historic District should be approached carefully. When new buildings are introduced into a historic context, they should exhibit differentiated yet compatible design with its surrounding historic fabric.

- All new infill construction should abide by the Secretary of the Interior's Standards for Rehabilitation, with attention to Rehabilitation Standard 9 regarding historic materials, features, size, scale, massing and proportion. (HDG-1)
- New infill construction should abide by the Secretary of the Interior's *Standards for the Treatment of Historic Properties* regarding infill development within historic neighborhoods. (HDG-2)

SITING

Uniformity of the historic residential design requires uniformity in infill development as follows:

- The open space area (referred to in this Specific Plan as the Pan Am Gardens) between Pensacola Lane and West Essex Drive along Pan Am Way will remain undeveloped. It provides continuity between the linear blocks of noncommissioned officers' housing and the beehive blocks of the Big Whites area. (HDG-3)
- Infill is to match the predominant front and side yard setbacks that exist among the historic buildings. Maintain buffer zones, such as where the non-contributing Building 777 is currently situated or areas of landscaping at the north and south ends of blocks next to Buildings C, G, L, Q, U, M, H, D, and B. (HDG-4)
- Maintain the open lawn and park-like character of the beehive neighborhood. Infill of the lawns between and behind the Big Whites and behind the rows of noncommissioned officers' housing that line Pensacola Avenue and Corpus Christie Road (currently surface parking and garden) is discouraged because infill would interrupt the continuity and integrity of the Historic District. (HDG-5)
- New buildings should be placed on their lots with a similar location, setback, and orientation as the existing historic buildings in the Historic District. (HDG-6)
- Retain the primacy of the original residences. This can be accomplished for new infill construction through a modest scale and restrained use of architectural features. (HDG-7)

SCALE, MASSING, AND FORM

New buildings should be designed to match the scale, massing, and general form of historic buildings.

- The size and height of new buildings should be of a similar or smaller scale so as not to overwhelm the historic buildings. (HDG-8)
- New buildings should not be more than two stories (30 feet) in height in the infill areas beehive blocks or at the east end of the noncommissioned officers' housing on Corpus Christie Road. (HDG-9)

- Set the heights of the foundation, floor levels, eaves, and upper roofline on a new building to be similar to the heights of those features on neighboring houses. (HDG-10)
- Design new buildings to be solidly massed with simple volumes, reflecting the forms of NAS Alameda's historic houses. (HDG-11)
- Utilize conventional massing. (HDG-12)
- Maintain a strong sense of the front façade plane. (HDG-13)
- Minimize the perceived bulk and visual impact of a new building. Consider accommodating additional interior space through a rear wing that is not immediately visible from the street. (HDG-14)
- New buildings should have a relatively simple roof form that references the forms found elsewhere in the Historic District. If a two-story building is planned, design the roof with a low pitch to reduce overall height and visual bulk. (HDG-15)

ARCHITECTURAL STYLE

The architectural style of new buildings should be compatible with the character of the historic residences in the Historic District.

- New residences should be compatible with historic architectural influences that are already found in the neighborhood. Consider the historic style precedents such as the striped Neoclassical style with Moderne elements of the Big Whites and more utilitarian noncommissioned officers' housing within the Historic District when planning new buildings. (HDG-16)
- If a contemporary design is desired, strive to blend it in with the neighborhood's existing aesthetic patterns and residential forms/massing. (HDG-17)
- Do not design a building in a historical style that does not have precedents in the neighborhood. (HDG-18)
- Consider using stucco siding, as well as geometrical elements as a way to relate new buildings to the character of NAS Alameda's early Big Whites and noncommissioned officers' housing. (HDG-19)

ENTRANCES AND FENESTRATION

Doors and windows are key elements that establish the human scale of a residence. The traditional patterns of window and door openings in the Historic District's residential area should remain important influences while new buildings are being designed.

- Doors and porches should relate directly to the public realm and support the historic character. (HDG-20)
- Always place the primary entrance on the front façade (facing the street). (HDG-21)
- Select door types that are compatible with the building style and overall character of the neighborhood. (HDG-22)
- Consider incorporating a first-story porch into a new building design, reflecting the character of the Big Whites and noncommissioned officers' housing in the Historic District. (HDG-23)
- If a porch design is being developed, select a roof form that relates to the roof of the overall building. Porches can also be recessed behind the front facade plane, if appropriate to the new building's design. (HDG-24)
- Avoid double-height entrance features that are out of scale with the entrances found on surrounding houses. (HDG-25)

The traditional patterns of window and door openings should remain important influences when new buildings are designed

- Arrange windows so that new buildings have a surface-to-void ratio similar to that of historic houses. (HDG-26)
- When feasible, select wood sash with lite configurations that are compatible with windows found elsewhere in the neighborhood. (HDG-27)
- Avoid oversized windows that are out of character with the existing houses and the neighborhood. (HDG-28)

Utilize door designs that draw from configurations found elsewhere in the neighborhood

VIEW CORRIDORS AND STREET ALIGNMENT

The Specific Plan does not call for building any new streets in the Historic District area. The curvilinear streets of the Big Whites officers' housing and the orthogonal streets of the noncommissioned officers' housing will be maintained and improved. A key concept for plan organization in the Big Whites neighborhood is the maintenance of view corridors from one house to the next.

HISTORIC DISTRICT INFILL LANDSCAPE GUIDELINES

All new construction and modifications to existing buildings within the Historic District should be consistent with the *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, as amended, and Alameda Municipal Code Section 3-21 (Preservation of Historical and Cultural Resources).

Beehive Neighborhood is to retain its suburban, park-like character

Non-historic fences are recommended to be removed in the Historic District

LANDSCAPE

Landscape design considerations for development within the Historic District include the following:

- Retain a suburban character and landscaped park-like setting with buildings set back from the street. (HDG-29)
- Maintain paved sidewalks with lawn planting strip separating the sidewalk and street. (HDG-30)
- Narrow paved driveways (one car wide) and walkways should lead directly to the entrances, perpendicular to the street. (HDG-31)
- Maintain existing mature landscaping, including expansive lawns. (HDG-32)
- Limit new plantings to lawn and trees, with minimal use or shrubs or hedges. Do not introduce new plant materials or landscape designs. (HDG-33)
- Maintain flat topography. (HDG-34)
- Avoid erecting tall and visually impenetrable fences and hedges surrounding lawns. (HDG-35)
- It is recommended that existing non-historic fences be removed. (HDG-36)
- Maintain grove of trees behind Quarters A. (HDG-37)
- Patios are encouraged because they reduce the visual impact of the patio. Retaining as much lawn as possible for outdoor space is encouraged. (HDG-38)

PEDESTRIAN/AUTOMOBILE INTERFERENCE:

- The design of new pedestrian and bicycle circulation, as well as the provision of upgraded stormwater facilities, should include alternatives that do not incorporate new roadside curbs and gutters. (HDG-39)
- Separation of vehicles and pedestrians should be accommodated as much as possible with devices that maintain the existing flat, uninterrupted ground plane that characterizes this portion of the base. (HDG-40)

6

PHASING PRINCIPLES

The 20+ year vision of the Main Street Neighborhood as a vibrant mixed-use residential neighborhood is one that depends largely on the successful implementation and financing of the significant infrastructure improvements described in this Plan. The key to successfully implementing the infrastructure improvements and development planned for the Main Street Neighborhood is a strategic approach to phasing.

The approach to phasing contained in this chapter is intended to address existing community needs, especially the needs of the Collaborating Partners' community, be cost-efficient, and respond to market demands, while at the same time achieving the community's vision for the Main Street Neighborhood. The exact amount and timing of the phasing of development will be determined as part of a detailed Request for Qualifications (RFQ) process determined by the City Council. This chapter offers high-level principles and plans that are intended to help guide that future City Council process.

6.1 PHASING PRINCIPLES

As described in this section, the phasing principles are intended to help guide the City Council's decisions on the disposition and development of the land in the Main Street Neighborhood to help achieve the vision presented in this plan.

6.1.1 PRINCIPLE 1

MAXIMIZE INFRASTRUCTURE EFFICIENCIES

Overall infrastructure needs of the Plan Area become considerably more challenging moving from south to north. Inherent efficiencies of the area south of West Midway Avenue, such as new backbone infrastructure constructed in Site A, especially within Phase 1, includes major backbone utilities that will enable the southern parts of the Main Street Neighborhood to connect more easily and economically to new upgraded utilities. These efficiencies include the stormwater outfall constructed as part of Site A and less risk of inundation as depicted in ***Figure 6-1 - Phasing Plan with Constraints Overlay***. Additionally, there are greater geotechnical issues requiring more significant mitigations and greater investment with the land north of West Midway Avenue, including greater depths of Young Bay Mud and the Northern Shoreline Zone of Potential Deformation, see ***Figure 6-2 Phasing Plan with Existing Constraints Overlay***.

6.1.2 PRINCIPLE 2

USE MARKET RATE HOUSING TO FINANCE THE INFRASTRUCTURE IMPROVEMENTS NEEDED TO MAKE THE BUILD-OUT OF THE NEW COLLABORATING PARTNERS' CAMPUS FEASIBLE

Facilitating the Collaborating Partners' relocation and construction of their new campus at their preferred location is one of the main goals of the Specific Plan. Their relocation and new construction requires major infrastructure and grading improvements that are beyond what can be funded with affordable housing tax credits and grants. The first phase of development in the Plan Area should prioritize sufficient market rate development south of West Midway Avenue to pay for not only its required infrastructure, but also the infrastructure needed for the Collaborating Partners' preferred site. While the amount of market rate development needed to finance the infrastructure for the new site should be minimized to maintain future housing allocations for other phases of the Main Street Neighborhood given the maximum of 1,425 units in the General Plan, the new housing should also be designed and configured consistent with the development regulations and guidelines contained in this Specific Plan.

6.1.3 PRINCIPLE 3

ENSURE THE COHESIVE IMPLEMENTATION OF INFRASTRUCTURE

Deteriorating and inadequate infrastructure for systems, such as stormwater, flood protection, sanitary sewer, water, electrical, telecommunications, and natural gas must be addressed comprehensively and cohesively consistent with the *MIP*, including for any existing residential areas planned for rehabilitation.

6.1.4 PRINCIPLE 4

MAINTAIN AND PRESERVE EXISTING USES AND HISTORIC RESOURCES TO THE EXTENT FEASIBLE

The historic beehive homes and landscaped areas and other existing neighborhood uses, such as the non-historic leased housing, APC's urban farm, and APC's Ploughshares Nursery, among other uses, are potentially near- and long-term assets that help create unique character-defining features, and, in some cases, revenue that helps maintain and operate Alameda Point. The phasing of future development should take into consideration the maintenance and preservation of these existing uses to the extent feasible.

6.1.5 PRINCIPLE 5

ALLOW FOR FUTURE TRANSITIONAL COMMERCIAL USES ON THE ADAPTIVE REUSE EDGE

Allowing for future commercial opportunities, including office, R&D, and specialty manufacturing space similar to existing uses at Alameda Point, as transitional uses along the western edge of the Main Street Neighborhood will help leverage the success of the Adaptive Reuse area, generate much-needed jobs, and create a unique and successful mixed-use neighborhood.

6.2 PHASING PLAN

The Phasing Plan is a general guide to future development in the Main Street Neighborhood. The Phasing Plan is flexible and recognizes that the ultimate disposition of land is ultimately determined as part of a more detailed process by the City Council.

6.2.1 PHASE 1 – SOUTH OF WEST MIDWAY AVENUE DEVELOPMENT

Goal: Facilitate a sufficient amount of appropriate market rate development to help finance the relocation of the Collaborating Partners to their preferred location

IMPLEMENTATION:

- Conduct a feasibility analysis to determine the number of market rate housing units consistent with this plan necessary to support the cost of infrastructure (including demolition, grading, and all backbone utilities) of the entire south of West Midway Avenue area, including the Collaborating Partners' preferred site, consistent with the *MIP*.
- Issue an RFQ from developers, similar to the Site A process, with the required obligation to construct no more than the number of market rate housing units determined in the step above and the requirement that the market rate development construct all of the infrastructure (including demolition, grading, and all backbone utilities) of the entire South of West Midway Avenue area, including the Collaborating Partners' preferred site, consistent with the *MIP*.
- Offer interested developers the possibility of acquiring land south of West Midway Avenue adjacent to the Adaptive Reuse area for future complementary commercial uses only, depending on favorable terms to the City that the developer is willing to offer.
- Create synergies and infrastructure efficiencies with Site A Development.

6.2.2 FUTURE PHASES – NORTH OF WEST MIDWAY AVENUE DEVELOPMENT

Goal: Create a balanced mix of existing and historic uses and new compatible mixed-use development to pay for cohesive infrastructure development, potentially in multiple phases.

IMPLEMENTATION:

- Issue an RFQ(s) from developers for mixed-use development to enable the cohesive and comprehensive infrastructure improvements for the north of West Midway Avenue area consistent with the *MIP*.
- Continue to lease existing residential units (i.e. Big Whites, bungalows) until development occurs.
- Create synergies and infrastructure efficiencies with south of West Midway Avenue development and the Department of Veteran's Affairs outpatient clinic development.

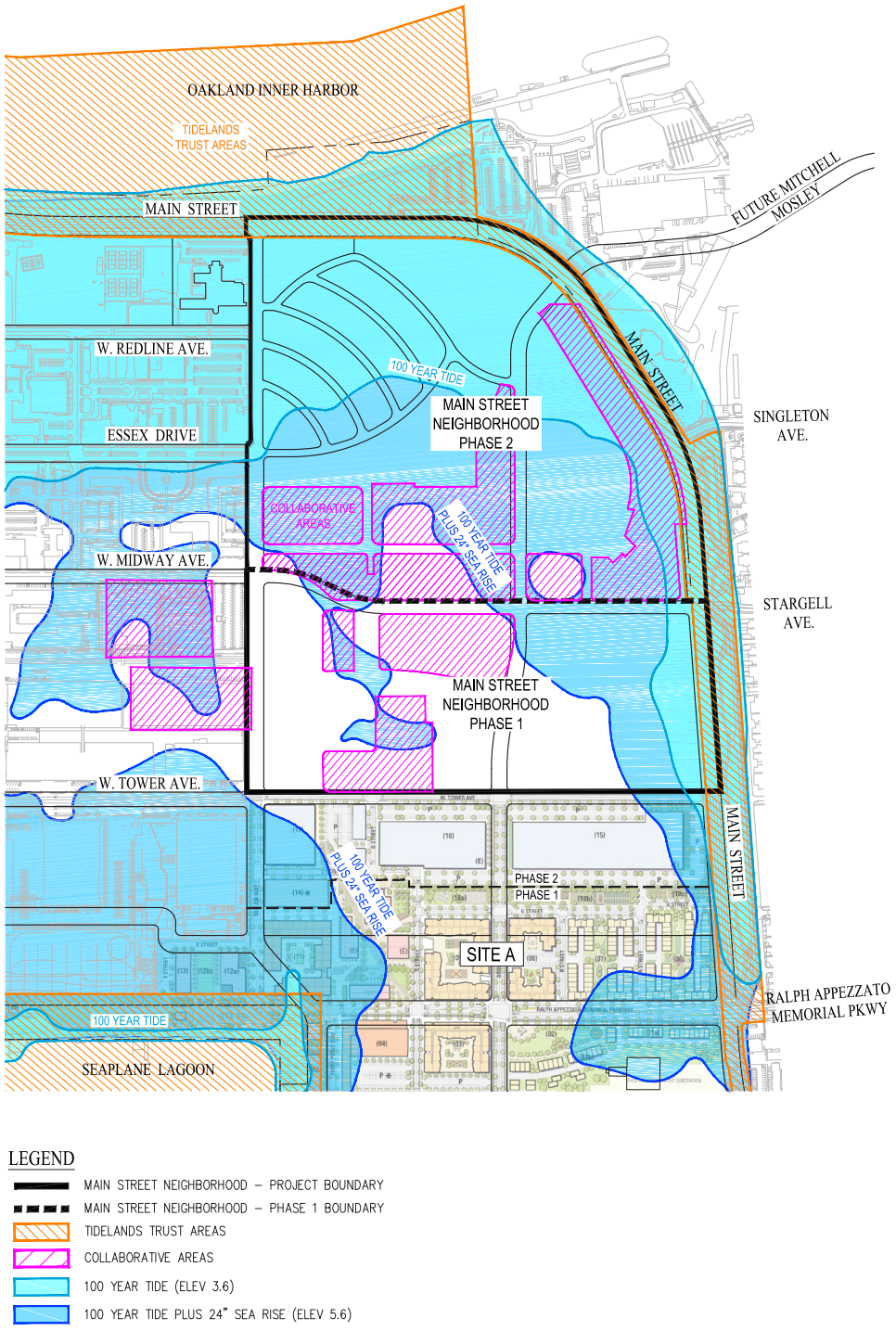


FIGURE 6-1: PHASING PLAN WITH CONSTRAINTS OVERLAY

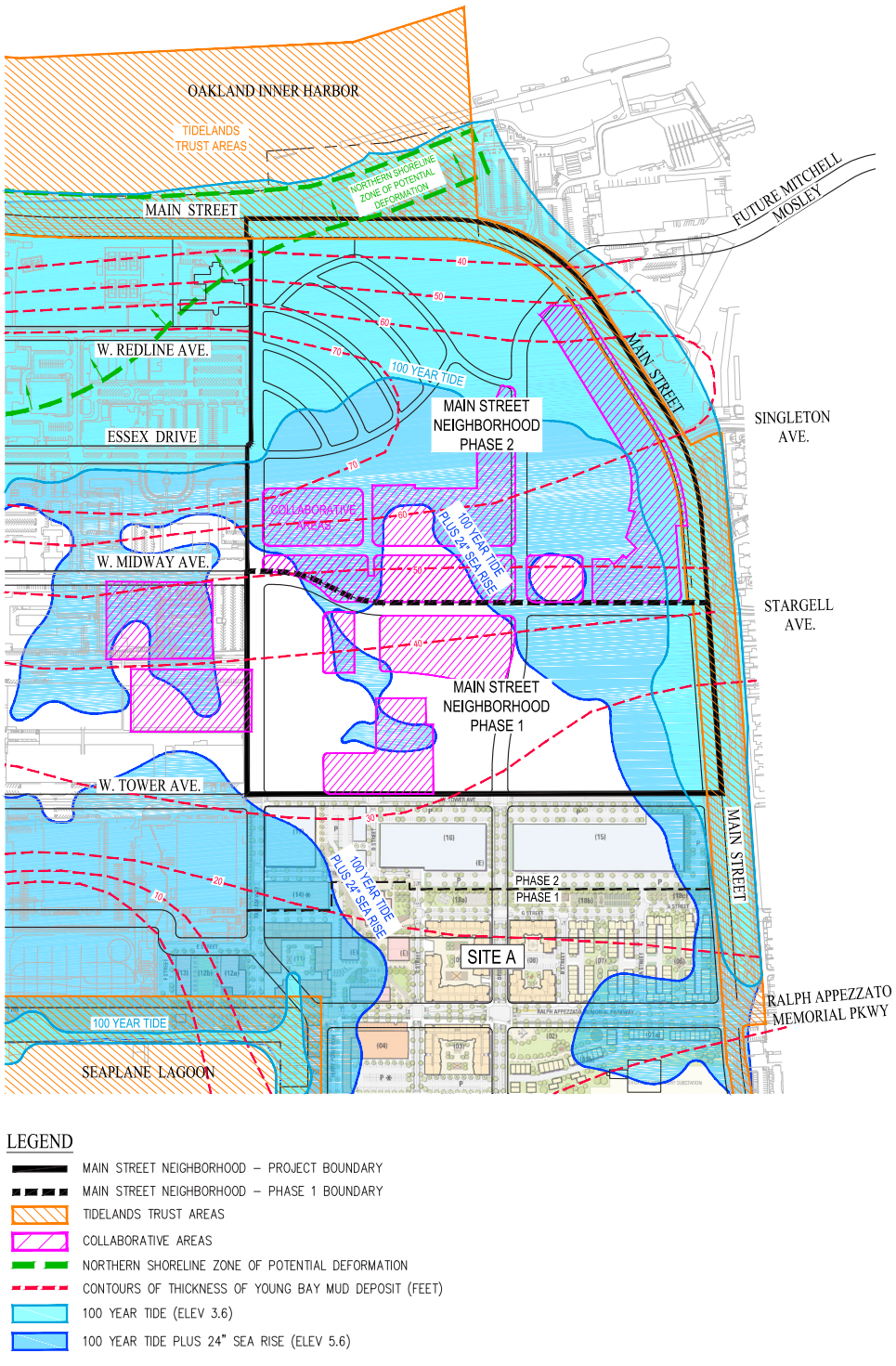


FIGURE 6-2: PHASING PLAN WITH EXISTING CONSTRAINTS OVERLAY


PHS
RUNNETS

7

INFRASTRUCTURE AND FINANCING

Proposed infrastructure in the Main Street Neighborhood provides long term protection from the impacts of climate change and sea level rise and creates a network of complete streets that promote all modes of transportation.

7.1 INTRODUCTION

This chapter describes the backbone infrastructure systems that are necessary to support the development of the Plan Area. This is based upon the information presented in the *MIP*. The *MIP* outlines the replacement of the existing infrastructure systems that were installed by the Navy, which are over 70 years old and beyond their service life. The proposed infrastructure will provide long term protection from the impacts of climate change and sea level rise and create a network of complete streets that promote all modes of transportation, emphasize walking, bicycling and provide direct and convenient access to high quality transit options.

The following provides a summary of the infrastructure improvements necessary for implementation of the Plan Area.

7.1.1 FLOOD AND SEA LEVEL RISE PROTECTION

PROPOSED SEA LEVEL RISE PROTECTION MEASURES

The Main Street Neighborhood will be constructed with flood and sea level rise protection measures. A hybrid of flood and sea level rise protection measures will be implemented throughout the Plan Area. The new infill development areas will be raised minimum elevations at or above the expected flood levels plus 24-inches of built-in sea level rise protection. For the Big Whites and existing structures that preclude elevations from being raised, a perimeter levee will be constructed providing built-in protection from 24-inches of sea level rise as shown in ***Figure 7.1** Initial Flood Protection*.

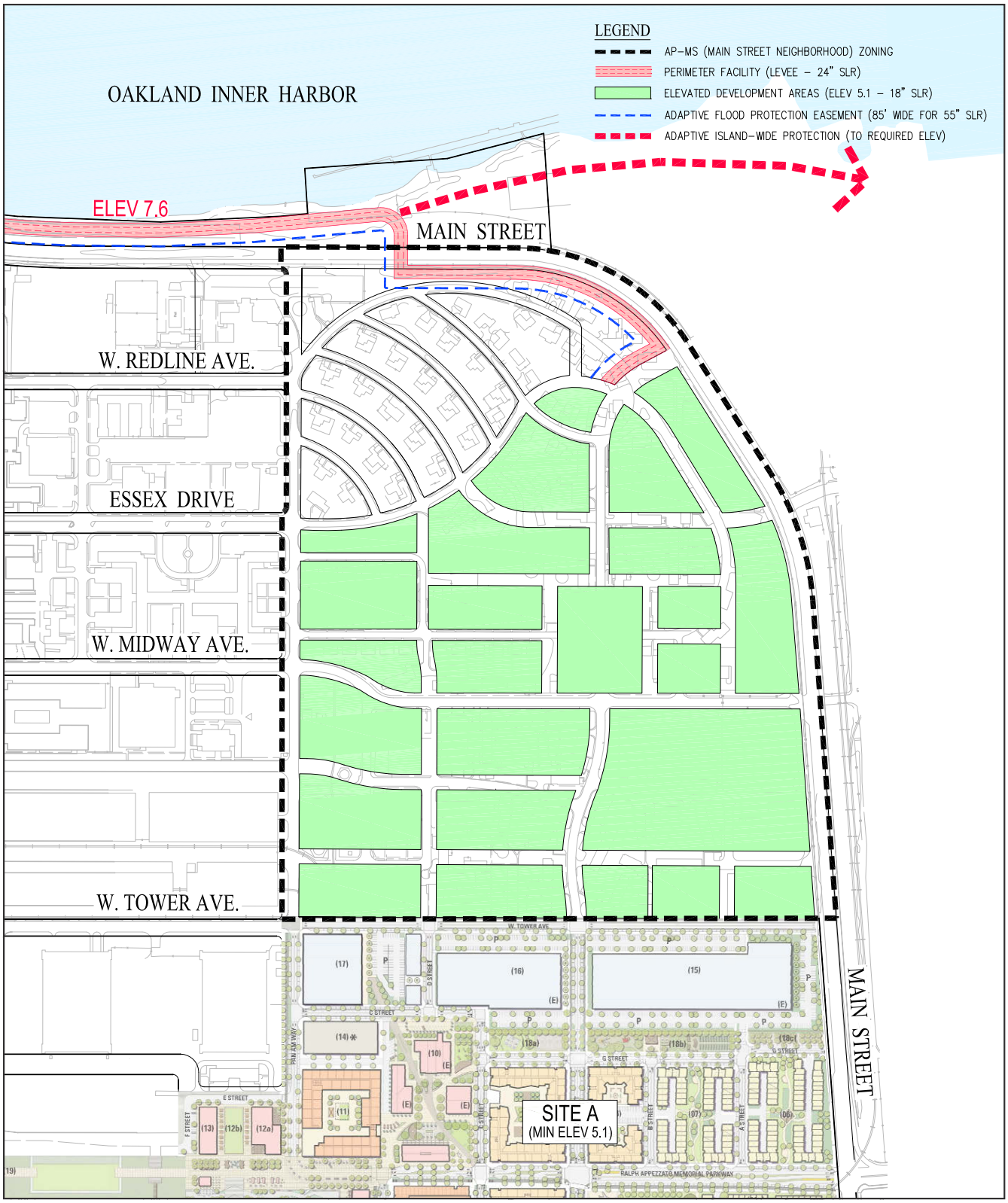


FIGURE 7-1: INITIAL FLOOD PROTECTION

The Plan Area will also be designed to accommodate adaptive measures as future sea level rise amounts are anticipated to exceed 24-inches. To provide this adaptive capacity for the Plan Area, the shorelines of the Plan Area shall be designed to accommodate future adaptions to address sea level rise in excess of 24-inches. Land and right of way shall be preserved along the shoreline perimeter of the Plan Area. This reserved land shall be adequately wide to accommodate elevating the shorelines and floodwalls in the future to manage and adapt to sea level rise. The perimeter improvements shall be designed to allow for the future flood protection measures to be widened and support additional height such that no fill is placed in the Bay as shown in *Figure 7.2 Adapted Flood Protection*.

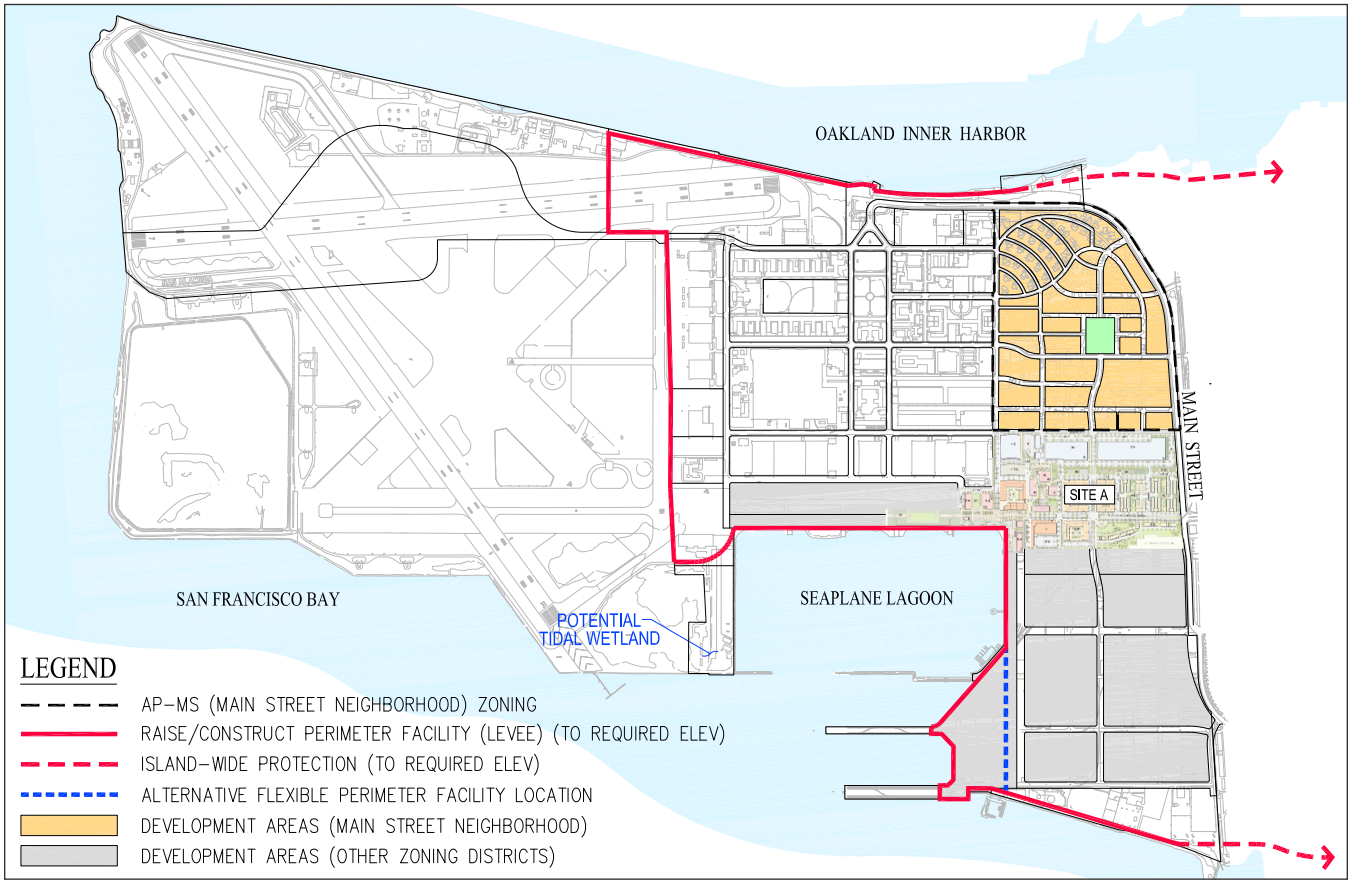


FIGURE 7-2: ADAPTED FLOOD PROTECTION

STORMWATER SYSTEM

Stormwater runoff from the Main Street Neighborhood is collected and conveyed by the existing storm drain system. The existing storm drain system within the Plan Area outfalls to the Seaplane Lagoon and the northern shoreline to the Oakland Estuary. The existing stormwater system is owned and operated by the City of Alameda. The system is currently operable, but does not meet current standards in several regards. These include notable capacity limitations and the fact that there is no stormwater quality treatment infrastructure in place. The stormwater management system will be incrementally replaced consistent with the development phasing of the Plan Area.

A new stormwater collection system will be installed within the Plan Area. The proposed stormwater collection system will maintain the existing drainage patterns of the Main Street Neighborhood as shown in *Figure 7.3 Storm Drain Improvements*. The portions of the Plan Area south of Midway Avenue will connect to the storm drain system to be constructed throughout the Site A project to the south. This system will convey runoff from these areas to an outfall located at the northeast corner of the Seaplane Lagoon.

The portions of the Plan Area north of West Midway Avenue will be collected and conveyed by a proposed storm drain system to the north and discharging to the Oakland Estuary. This system will include a multi-purpose basin and a pump station likely located in the northwest corner of the Plan Area prior to discharging to the Oakland Estuary.

The proposed system will be integrated with water quality treatment features designed to meet current City of Alameda, County of Alameda, and Regional Water Quality Control Board design criteria. Additional stormwater quality requirements for Alameda Point, as outlined in the *MIP* and the Alameda Point stormwater outfall 401 certification conditions, will be met. These include items such as green streets, rainwater harvesting, and green roofs. The new stormwater management system will also be designed to address the potential impacts of future sea level rise through planning of adaptation strategies and infrastructure.

GEOTECHNICAL

The main geotechnical considerations for Alameda Point are similar to those of other waterfront sites in the Bay Area. The considerations include:

- Shoreline Stability
- Liquefaction
- Compressible soils

Corrective measures will be implemented within the Plan Area to address each of these considerations and improve the seismic stability. These corrective measures may include deep soil mixing for the shoreline stability, rapid impact compaction, or deep dynamic compaction for the liquefiable soils, and a surcharge operation to address the Young Bay Mud compressible soils. These measures will be implemented as part of the site preparation and rough grading operations for the Plan Area as shown in *Figure 7.4 Geotechnical Overlay*.

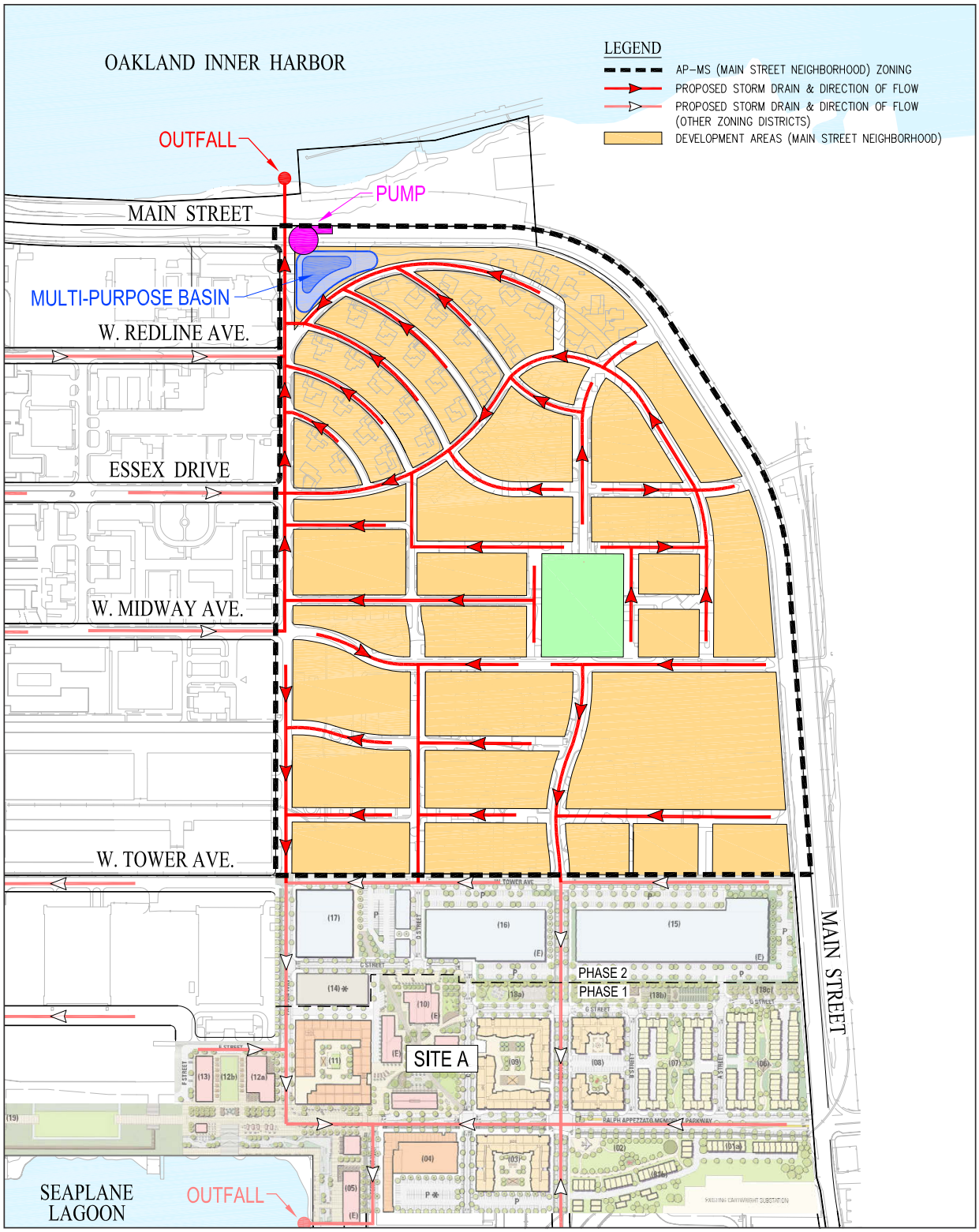


FIGURE 7-3: STORM DRAIN IMPROVEMENTS

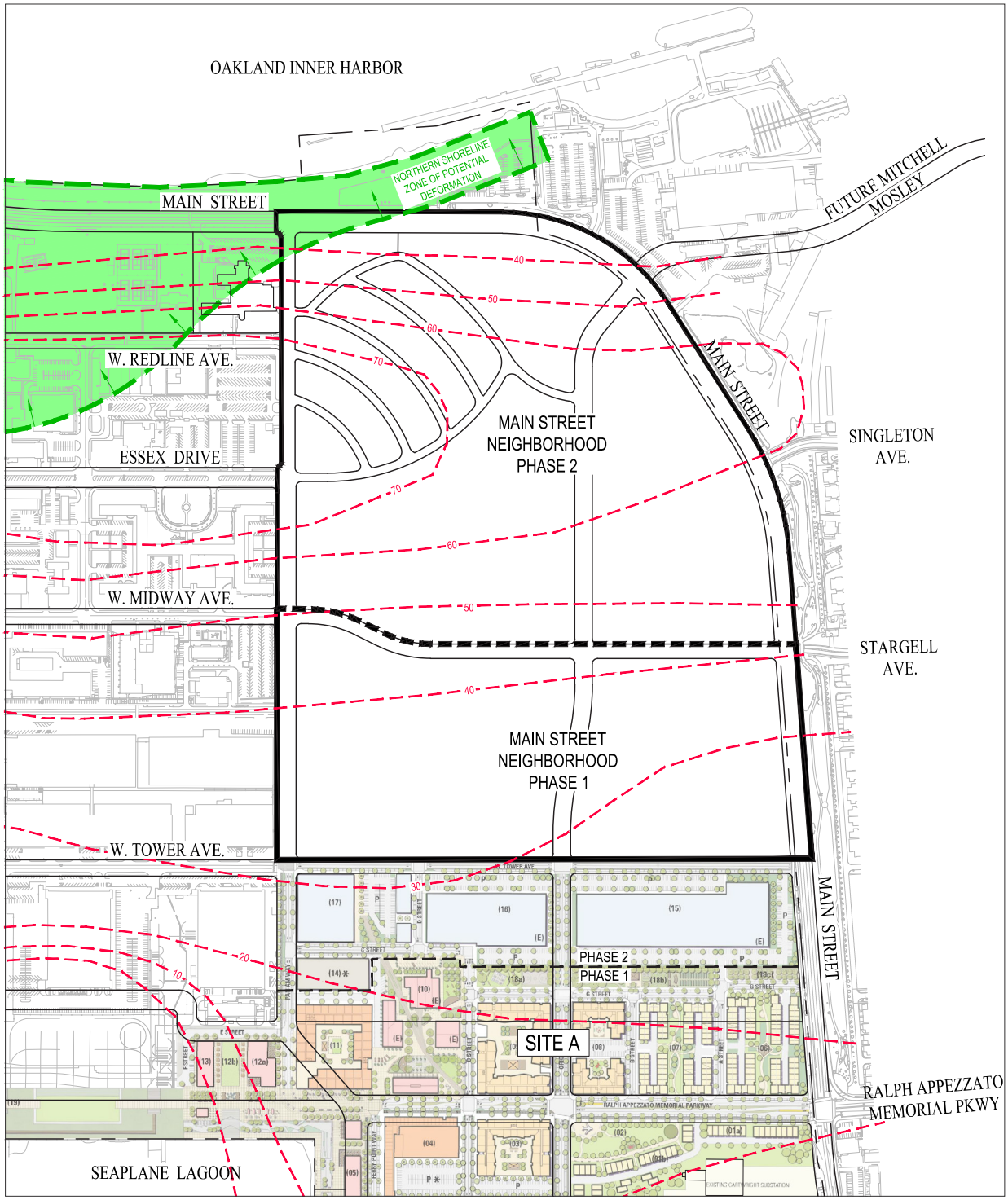


FIGURE 7-4: GEOTECHNICAL OVERLAY

LEGEND

- MAIN STREET NEIGHBORHOOD – PROJECT BOUNDARY
- MAIN STREET NEIGHBORHOOD – PHASE 1 BOUNDARY
- NORTHERN SHORELINE ZONE OF POTENTIAL DEFORMATION
- CONTOURS OF THICKNESS OF YOUNG BAY MUD DEPOSIT (FEET)

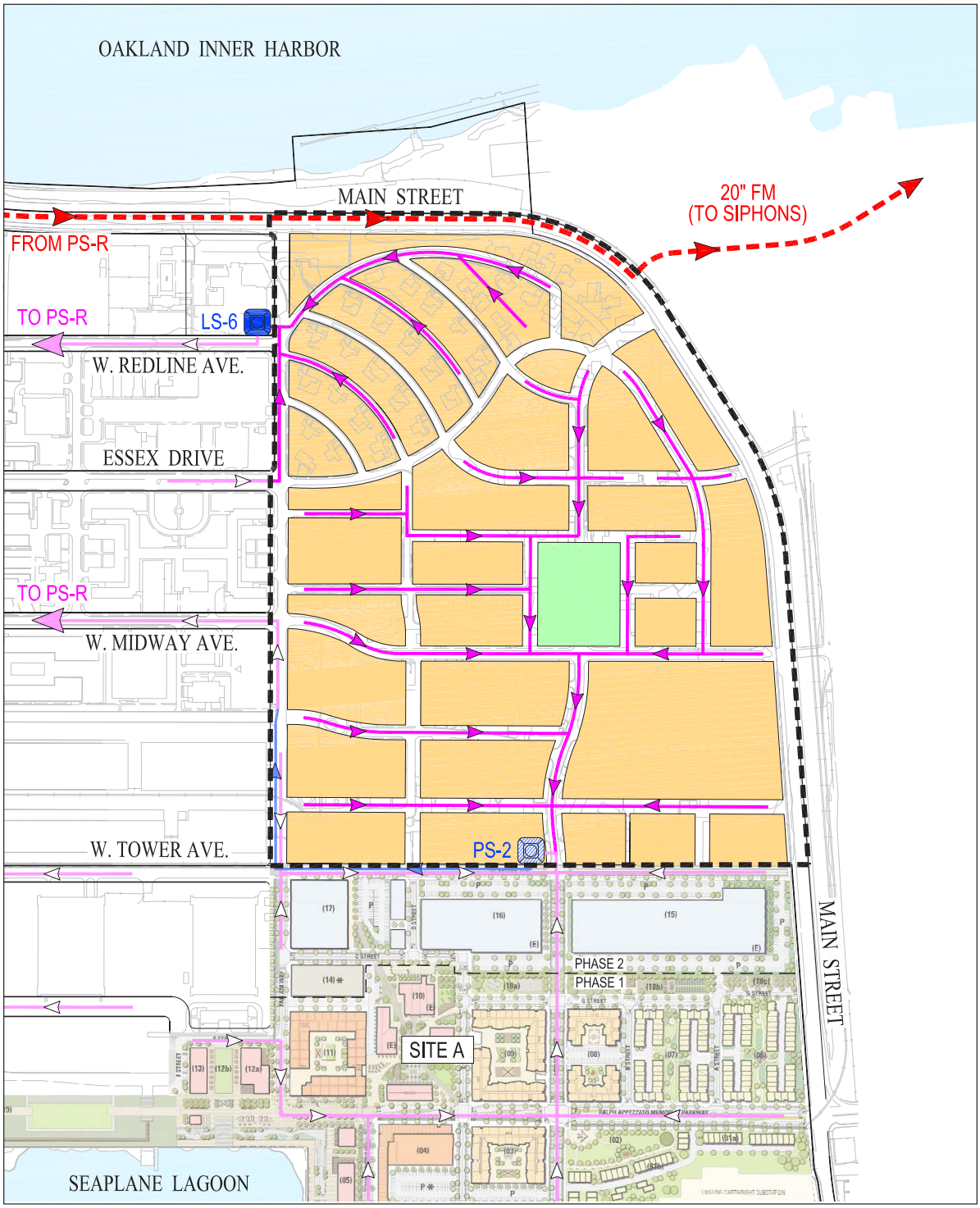


FIGURE 7-5: SANITARY SEWER IMPROVEMENTS

WASTEWATER

The existing wastewater collection system within the Plan Area will be replaced. The existing on-site collection system collects and conveys the wastewater generated within the Plan Area to an existing pump station (Pump Station R) located near the Main Gate. Pump Station R, along with other off-site transmission facilities including a force main, siphons and interceptor trunk mains, are owned and maintained by East Bay Municipal Utilities District (EBMUD) and convey wastewater from Alameda Point to EBMUD's Main Wastewater Treatment Plant (MWWTP) located at the eastern landing of the Bay Bridge.

A new wastewater collection system will be installed within the Plan Area. The proposed collection system will be designed in accordance with the City of Alameda's standards and specifications. The proposed system will include gravity pipelines, ranging in size from 8-inch to 12-inch in diameter as shown in Figure 7.5 Sanitary Sewer Improvements.

A new pump station serving the majority of the eastern areas of Alameda Point is planned to be constructed by the adjacent Site A Project. This facility is planned to be located within the southern portion of Plan Area, near the Orion Street and West Tower Avenue intersection. The proposed collection system within the majority of the Plan Area, south of West Essex Drive, will connect to this pump station. The proposed collection system within the remainder of the Plan Area, areas north of West Essex Drive (Big Whites), will connect to the ultimate sanitary sewer main within West Redline Avenue, extending to Pump Station R near the Main Gate.

POTABLE WATER

A new potable water distribution system will be installed within the Plan Area. EBMUD supplies potable water to the Plan Area. The proposed distribution pipelines will connect to the existing EBMUD water facilities in Main Street. The existing water system will be replaced in phases consistent with the development build-out. This system replacement will require relocating or abandoning existing EBMUD metering facilities located along Main Street as necessary to maintain service and adequate fire flow to the remainder of Alameda Point.

The proposed distribution system will be designed in accordance with EBMUD's regulations, standards and specifications. The system will consist of distribution pipelines that will range in size from 8-inch to 12-inch in diameter. The proposed water distribution facilities will be installed within all backbone streets providing reliable potable and fire water to all development parcels within the Plan Area as seen in *Figure 7.6 Potable Water Improvements*.

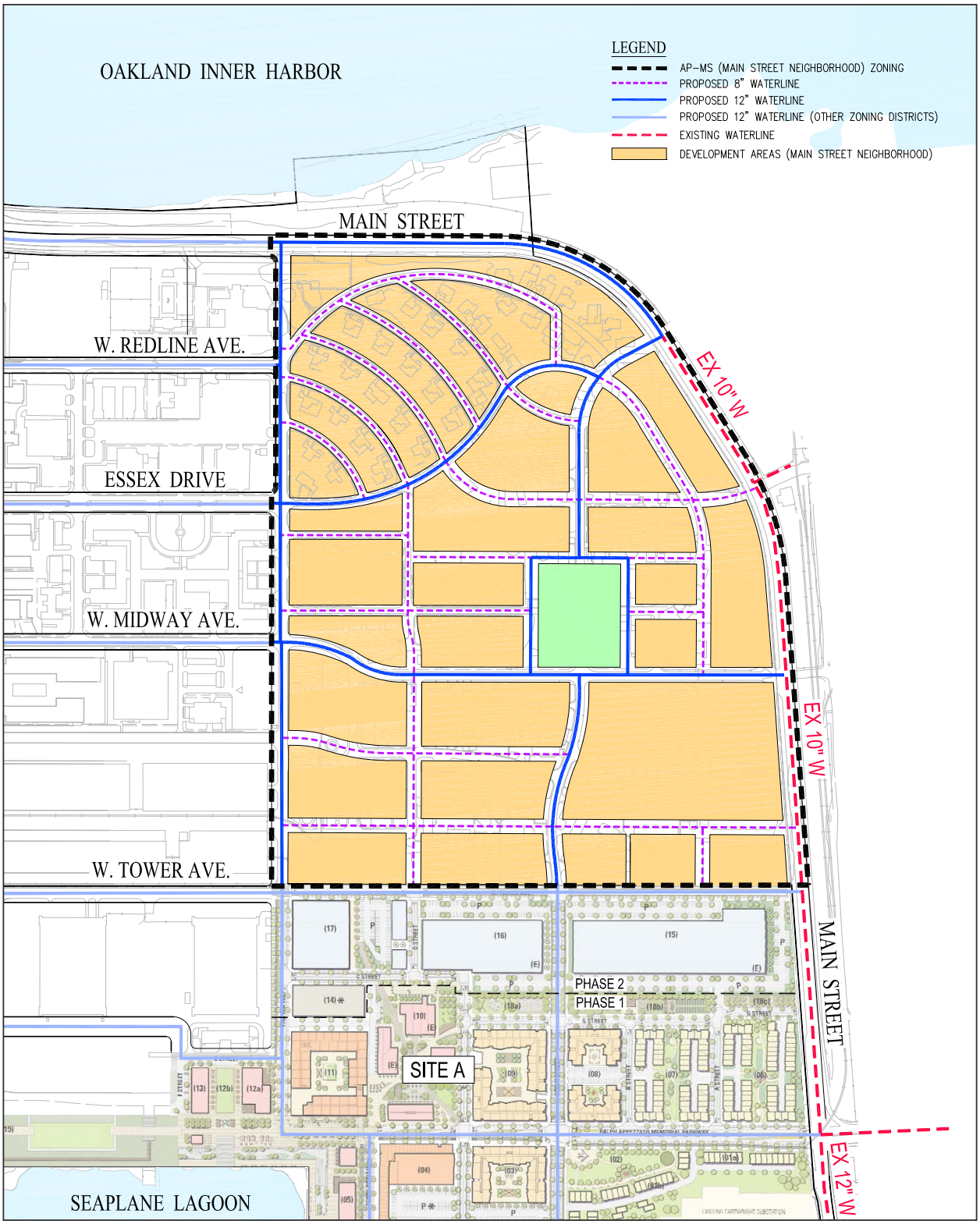


FIGURE 7-6: POTABLE WATER IMPROVEMENTS

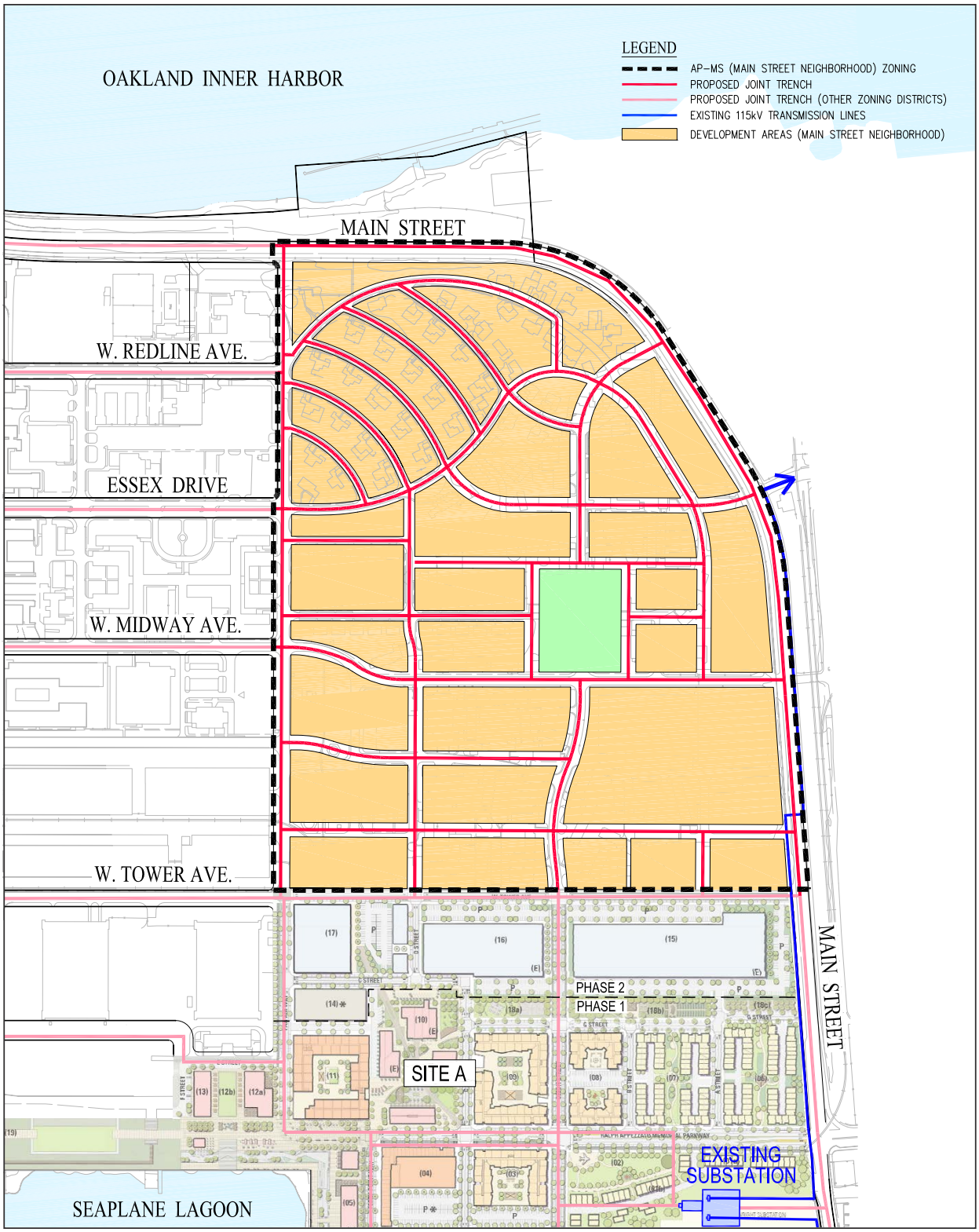


FIGURE 7-7: JOINT TRENCH IMPROVEMENTS

RECYCLED WATER

Development projects within the Plan Area will be responsible for constructing a backbone network of recycled water distribution pipelines within the Plan Area, as necessary to provide future recycled water service to neighborhood parks and other open space areas.

Currently, there is not an existing source of recycled water at Alameda Point. EBMUD is implementing the East Bayshore Recycled Water Project, which currently supplies recycled water to portions of Oakland and Emeryville. EBMUD plans to extend their recycled water service to the City of Alameda, including Alameda Point. The East Bayshore Recycled Water Project will eventually construct a recycled water supply line from West Oakland, across the Oakland - Alameda Estuary, and into the western portions of Alameda. Alameda Point will connect to the existing recycled water facilities constructed within the Bayport development, near the intersection of Stargell Avenue and Coral Sea Street.

A new recycled water distribution system will be installed at Alameda Point in anticipation of this future supply. A network of recycled water pipelines will be constructed within the proposed rights of ways of the backbone streets, as necessary to supply irrigation water to parks and open space areas. The pipelines will range in size from 6 to 12 inches. The recycled water facilities will be designed and constructed in accordance with EBMUD's regulations, standards, and specifications.

DRY UTILITIES

The dry utilities within the Plan Area include electric power, natural gas, communications, and cable television. The existing dry utility systems will be incrementally replaced with new facilities installed in a common joint trench (see ***Figure 7-7 Joint Trench Improvements***).

ELECTRIC SYSTEM

Alameda Municipal Power (AMP) owns and operates the existing electric power facilities at the Plan Area and throughout the City of Alameda. The existing electric system at Alameda Point consists of 115kV transmission, 12kV, and 4kV distribution facilities. The existing distribution facilities will be replaced within the Plan Area. The 115 kV transmission facilities along Main Street will be preserved.

A new underground electric distribution system will be installed with the Plan Area. This new electric system will connect to existing electrical feeders located in Main Street or extended through the adjacent Site A project. The existing electric facilities within the Plan Area will be replaced in phases consistent with the development build-out. The proposed electric distribution system will consist of new underground conduits, vaults, boxes, and pads; which will accommodate 15kV rated cables, transformers, switches and other utility distribution equipment including its Supervisory Control and Data Acquisition (SCADA) communication monitoring and controls. The electric distribution facilities will be installed within all backbone streets within the Plan Area. The electric conduits and cables will be placed in a joint utility trench. This trench will also accommodate the Pacific Gas & Electric (PG&E) natural gas, telephone, cable television, possible ancillary fiber optic cable systems, and street light facilities. The proposed electric system and joint trench will be constructed in accordance with AMP's rules and regulations as outlined in their Material and Installation Criteria for Underground Electric Systems, latest revision.

NATURAL GAS

Development projects within the Plan Area will incrementally over time replace the entire existing natural gas distribution system within the Plan Area. Pacific Gas & Electric (PG&E) supplies natural gas to the Plan Area via an existing 8-inch supply line that enters Alameda Point at the intersection of Main Street and West Atlantic Avenue and extends to an existing pressure regulating station located at the southwest corner of the Plan Area, near the intersection of West Tower Avenue and Pan Am Way. This existing pressure regulating station will be preserved and / or replaced as determined by PG&E.

A new natural gas distribution system will be installed throughout the Main Street Neighborhood. This system will connect to the pressure regulating station. The proposed gas facilities will be constructed in all backbone streets, providing reliable gas service. The new natural gas system will replace the existing natural gas system in phases consistent with the development build-out. The proposed gas system will be designed in accordance with PG&E's rules and regulations and will be installed in a joint utility trench as previously described.

TELECOMMUNICATIONS AND CABLE TELEVISION

Development projects within the Plan Area will incrementally over time replace the entire existing telecommunications and cable television systems within the Plan Area. The existing communication utility systems at Alameda Point are owned and operated by AT&T, AMP, and Comcast.

New telecommunications systems will be installed within the Plan Area. These systems will connect to the existing systems east of the Plan Area, near Main Street. The proposed telecommunication facilities will be constructed in all backbone streets. The new telecommunication system will replace the existing systems in phases consistent with the development build-out. The proposed telecommunications systems will be installed in a joint utility trench as previously described.

STREET LIGHT SYSTEM

The entire existing street light system will be incrementally replaced over time within the Plan Area as development occurs. The existing street lighting system at Alameda Point is owned and operated by AMP. The lighting criteria shall also be compliant with the latest Illuminating Engineering Society (IES) standards. The lighting units shall utilize energy efficient luminaires such as light emitting-diode (LED) type luminaires as deemed acceptable by the City of Alameda and AMP.

The proposed lighting system will be designed in accordance and adhere to the lighting mitigation measures defined in the Declaration of Restrictions implementing the *Biological Opinion for Alameda Point* prepared by the United States Fish and Wildlife Service.

7.2 INFRASTRUCTURE PHASING AND IMPLEMENTATION

The backbone infrastructure improvements required for the development of the Main Street Neighborhood will be phased to match the development phases as closely as possible. The required improvements for each phase will include demolition, flood protection, corrective geotechnical measures, site grading, utilities, streets, and transit improvements. Typically each phase constructs the portion of infrastructure required to support the proposed uses and surrounding existing uses in order to maintain financial feasibility of the project. In some cases, initial phases of development will need to construct components of the backbone infrastructure that will also benefit subsequent phases.

The implementation of the backbone infrastructure will require constant coordination. Certain areas may develop concurrently, while other areas may only develop in smaller phases. Additionally, existing utility service will be maintained to existing tenants within the Plan Area or other areas of Alameda Point. This may require temporary re-routing of utility systems to maintain service to these existing tenants.

An Alameda Point Development Impact Fee (DIF) was established to facilitate the infrastructure implementation and provide a mechanism to coordinate adequate funding for all the public infrastructure. The DIF will collect fees to generate funds needed to construct infrastructure with site-wide benefits. The DIF also allows for developers to construct public infrastructure contained in the DIF as part of their project and receive a credit against their DIF fee.

7.3 CONCEPTUAL FINANCING PLAN

The development projects and associated infrastructure within Alameda Point will develop gradually over time, taking into account long-term needs. The financing plan is designed to be incremental, linking development to infrastructure and ensuring that the right infrastructure is built, in the right amount, as development progresses.

The infrastructure financing strategy requires that:

- Each development site pays for on-site and site-adjacent infrastructure.
- Each development site contributes its fair share to a fund for backbone infrastructure through the DIF or construction.

This approach ensures that development will have the immediate infrastructure needed adjacent to the site, while also contributing to long-term and site-wide costs that will not be incurred until further in the development process, but to which incremental development nevertheless contributes. This linkage of development to infrastructure responsibility allows for flexibility - the development plan can respond to market forces and the infrastructure plan can adapt. Over time, the individual project sites will combine to form the overall plan, with the infrastructure and funding in place.

The plan is organized into phases, which contemplates gradual, incremental development.

The basic sources of the financing plan will consist of the following:

- Land and Building Sale Proceeds – funds paid to the City or a master developer by developers and others for site acquisition.
- Community Facilities Districts (CFD) and Assessments – assessments and special taxes paid by land owners for services and facilities.
- Infrastructure Financing District – special district that collects incremental property tax revenue for finance capital improvements if allowed by updates to state law.
- DIF – the fee paid by development at building permit to pay for infrastructure improvements.
- Public Grants and Loans – grants and other special revenues provided by third parties, such as the State and federal government.
- Developer Equity – developer funding of infrastructure from the anticipated profits of development.
- Other sources as/if they become available.

Assessments and special taxes are funded through property tax, and appear as part of each owner's property tax bill. It is important to note that a number of special taxes and assessments are being contemplated for Alameda Point, including a CFD to fund certain City services and transportation services and programs consistent with the *Alameda Point Transportation Demand Management Plan*. Generally the sum of these taxes, plus the ad valorem tax, cannot exceed two percent of the assessed value of the property. Also, commercial uses typically maintain a lower overall tax burden than residential uses. This constraint will be taken into account as the financing plan is further refined and balanced against the other needs of the project and the City. The exact amount of feasible assessment for each type of assessment will need to be analyzed and determined.

As the development plans become firmer and the first tranche of development becomes clearer, the City will formulate a financing strategy that combines the needs and requirements of the overall plan with the particular circumstances of each development. The financing plan will include a balance of the above items, and will likely shift over time as the real estate and financial markets shift.

The flexibility and market responsiveness of the plan mean that the overall plan can build on success over time. Completed projects will reduce uncertainty for subsequent projects, thereby increasing land value and reducing financing costs attributable to risk. Based on market conditions, some types of development will commence ahead of others. Although this trend has been sometimes characterized as "cherry picking", in reality it is no different from how development occurs in the normal course of events. Absent a subsidy, either a master developer or the City would have to wait until individual development types and parcels are financially feasible before they could be developed. One concern, however, is that early development might occur on parcels that do not require much infrastructure or other investment to be developable. The financing plan ensures that this will not happen – early development will pay not only for its immediate infrastructure but also its fair share of larger backbone items that may not need to be constructed for several years.

The Main Street Neighborhood is one of the sub-districts of the overall plan for Alameda Point, and has been integrated into the overall infrastructure planning. The financing plan and DIF will ensure that the Main Street Neighborhood pays its fair share of required infrastructure.

7.4 PUBLIC SERVICES

The City's economic consultant has prepared an analysis of the cost of providing municipal services to the Plan Area, as well as revenues for the City expected to be generated there. The analysis includes services costs and the cost of maintaining the infrastructure needed for the plan (where the City is the party responsible for providing maintenance). The fiscal analysis includes the regular (weekly, monthly, annual, etc.) maintenance costs, such as chip seal of road surfaces, but not the cost of replacement of infrastructure that is being newly constructed as part of the development of Alameda Point. The City's economic consultant has prepared an estimate of the net fiscal impact of the project (see Alameda Point Fiscal Impact Analysis).

In addition to capital improvements, the financing plan for Alameda Point includes fiscal mitigation measures, such as a services assessment or special tax if necessary, to ensure that the development in the Main Street Neighborhood does not have a net negative fiscal impact on the City consistent with the City's fiscal neutrality policy.

8

ADMINISTRATION AND ENFORCEMENT

The Specific Plan serves as a regulatory document for the development of the Plan Area and provides guidance for the City, developers, and builders for Plan Area development.

8.1 APPLICABILITY

The Specific Plan implements the *General Plan* objective and policies for the Plan Area, and Specific Plan fulfills the content requirements of a Specific Plan under Government Code Section 65450-65457. The Specific Plan serves as a regulatory document for the development of the Plan Area and provides guidance for the City, developers and builders for Plan Area development. All private and public investment and improvements in the Plan Area will be required to be consistent with the regulations, standards and guidelines in this Specific Plan.

8.2 ADMINISTRATION

The City of Alameda will administer the provisions of the Main Street Neighborhood Specific Plan in accordance with the *City of Alameda*'s *General Plan*, including the *Reuse Plan*, and state and federal law. This Specific Plan's chapters, procedures, regulations, standards and specifications shall supersede the relevant provisions of the *Alameda Municipal Code (AMC)* as they currently exist or may be amended in the future. Topics not covered by the Specific Plan are regulated by the *AMC*. Where the Specific Plan and the *AMC* are inconsistent, the Specific Plan shall prevail.

Subsequent to the approval of this Specific Plan, applicants shall submit applications and plans for a Development Plan for each phase of the Project for consideration and approval by the City subject to Section 30-4.13 (j). Such Development Plans require Planning Board action and shall be reviewed by the Community Development Director to ensure that subsequent phases are designed to substantially conform with the Specific Plan and, as applicable, the *AMC*. The Development Plan process shall provide for review of detailed site plans, building and landscape treatments as well as compliance with the Specific Plan and CEQA requirements. The Development Plan submitted for approval shall include the final site layout, street design, building design and landscaping. Each building site or combination of sites shall be subject to Design Review. The Design Review process provides for review of architectural design and building facades, building materials, colors, etc. The Development Plan and Design Review process may occur concurrently.

Left: Big White in the Beehive Neighborhood

8.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Subsequent discretionary project approvals required by this Specific Plan will require appropriate environmental review under CEQA. Exemptions from CEQA may be applicable to future development in the Plan Area. For example, the Plan

Area is subject to Public Resources Code section 21083.3 and CEQA guidelines Section 65457, which provides an additional exemption for certain projects consistent with a Specific Plan for which an environmental impact report has been certified.

8.4 REGULATIONS

The regulations in this section are applicable to all properties within the Main Street neighborhood. In addition to these regulations, all new construction, alterations, and land use within the Main Street Neighborhood must comply with the following permit requirements.

8.4.1 ALAMEDA MUNICIPAL CODE:

Regulations in the *AMC* not covered by this section remain applicable to the Plan Area. When the content of this section conflicts with the *AMC*, this section shall govern.

8.4.2 DEVELOPMENT PLAN REQUIRED FOR ALL NEW DEVELOPMENT:

Any proposal that includes construction of new buildings or modifications to the location of an existing building, landscape area, parking area or other physical feature shall include a Development Plan that meets the requirements of *AMC* 30-4.13 (j) Planned Developments.

Development Plans will be evaluated by their ability to meet the goal of achieving residential and commercial densities that support convenient and frequent transit service.

8.4.3 DESIGN REVIEW REQUIRED FOR EXTERIOR ALTERATION AND NEW BUILDINGS:

All improvements requiring building permits shall be subject to the requirements of *AMC* 30-36 Design Review Procedures and *AMC* 30-37 Design Review Regulations. All design review applications shall be re- viewed for conformance with the submittal requirements for a Development Plan as required by *AMC* 4.13 (j), the regulations of this Section and the applicable sections of the *Citywide Design Review Manual*.

8.4.4 BIOLOGICAL REGULATIONS AND ON-SITE LIGHTING:

All new construction projects, alterations to existing buildings and new uses shall comply with the conditions set forth in the Declaration of Restrictions for the Former Naval Air Station (Declaration) consistent with the Biological Opinion issued by the U.S. Fish and Wildlife and Exhibit C (Alameda Point Lighting Mitigation Measures) of the Memorandum of Agreement between the City of Alameda and Department of Veteran's Affairs.

8.4.5 NAS ALAMEDA HISTORIC DISTRICT GUIDELINES:

All new construction and modifications to existing buildings within the NAS Alameda Historic District should be consistent with the *Guide to Preserving the Character of the Naval Air Station Alameda Historic District*, as amended, and *AMC* Section 13-21 (Preservation of Historical and Cultural Resources).

8.4.6 ALAMEDA POINT ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING PROGRAM:

All new development and uses shall be reviewed for consistency with the 2014 Alameda Point EIR adopted Mitigation Monitoring and Reporting Program.

8.4.7 ALAMEDA POINT MASTER INFRASTRUCTURE PLAN:

All new development and uses shall be reviewed for consistency with the approved Alameda Point *MIP*.

8.4.8 ALAMEDA POINT STORMWATER OUTFALL UPGRADES PROJECT CONDITIONAL 401 WATER QUALITY CERTIFICATION REQUIREMENTS:

All new development shall develop a Stormwater Management Plan consistent with the City of Alameda's Alameda Point Stormwater Outfall Upgrades Project 401 Water Quality Certifications Requirements (401 Conditions), the *Alameda Point Preliminary Stormwater Management Plan (SWMP)*, and guidelines in the C.3 *Stormwater Technical Guidance* as published by the Clean Water Program Alameda County (C3 Guidelines). The plan shall include all appropriate pollution prevention source control measures, permanent low impact development measures, stormwater treatment controls and/or design techniques to manage the quantity and quality of storm water runoff and prevent and minimize impacts to water quality to be consistent with the 401 Conditions, the *SWMP*, and *C3 Guidelines*. Two key conditions of the 401 Conditions include: (1) harvesting and reuse will be required for a minimum of 10 percent of roof area; and (2) green roofs will be required for a minimum of the roof area in Development Areas (as defined in the *MIP*).

8.4.9 ALAMEDA POINT MASTER TRANSPORTATION DEMAND MANAGEMENT PLAN:

All new development and uses shall prepare a Compliance Strategy which is to be reviewed for consistency with the approved *Alameda Point Transportation Demand Management Plan (TDM Plan)*. The Compliance Strategy shall address reduction of vehicle trips in peak-hours, additional mobility options for residents that encourage healthy and sustainable travel and transportation benefits to the whole Alameda Community consistent with the *TDM Plan*.

8.4.10 SUSTAINABLE DESIGN AND BAY FRIENDLY LANDSCAPE:

All new building or renovation projects within Alameda Point shall comply with Section 13-19 (Green Building Requirements for City Building Projects, Capital Improvement Projects, and Public-Private Partnerships) of the *AMC*. Documentation shall be submitted with applicable permits that demonstrates how the development proposal will acquire the required points to achieve a minimum of LEED certification or equivalent threshold of sustainability.

LEED certification is not required. All new landscaping and renovation projects within Alameda Point shall comply with Section 30-58 (Water Conservation and Bay Friendly Landscaping Requirements).

8.4.11 SUBDIVISION ORDINANCE:

Except as set forth in this Specific Plan, the provisions of the *AMC* Section 30-73 shall govern the processing and approval of subdivision maps.

Land within the Plan Area may be subdivided and developed pursuant to a tentative map or vesting tentative map for any purpose that is consistent with the California Subdivision Map Act. As used in this section, a "vesting tentative map" shall mean a tentative map for subdivision that shall have printed conspicuously on its face the words "Vesting Tentative Map" at the time it is filed in accordance with the Subdivision Map Act. Maps will be processed in accordance with applicable provisions of the *AMC* and the Subdivision Map Act at the time the subdivision application is submitted, subject to the terms of any Development Agreement entered between the applicant and the City.

8.4.12 USE PERMITS:

Any new use of land or existing buildings shall be reviewed for consistency with ***Table 5-1: Permitted and Conditional Uses and Parking Ratios***. Table 5-1 indicates the land uses that are permitted "by right" (P), by conditional use permit (C), or not permitted (-), according to each land use category designated on the Land Use Plan. The location of these uses is described on the proposed ***Main Street Neighborhood Land Use Plan (Figure 5-3)***. Conditional use permits may be granted pursuant to the procedures and standards of *AMC*-Sections 30-21.3 and .4.

If a proposed use is not listed in the Permitted and Conditional Use Table it shall not be permitted, unless the Community Development Director or the Planning Board determines that the proposed use is substantially similar to a use specified as a permitted or conditionally permitted. Such determination shall not permit the establishment of any use that would be inconsistent with the statement of purpose for the Main Street Neighborhood in the Alameda Point Zoning District and the Specific Plan Framework presented in Chapter 1, and no interpretation shall have the effect of amending, abrogating, or waiving any other standard or requirement established in AP-MSN regulations. Accessory uses customarily incidental to any of the above permitted uses when on the same lot are permitted. Accessory uses customarily incidental to any of the above conditional uses when located on the same lot are conditionally permitted with the granting of a Conditional Use Permit pursuant to *AMC*, Sections 30-21.3 or .4.

8.4.13 INTERIM USES:

Use permits may be issued for interim uses that may not be permitted or conditionally permitted as set out in Table 5-1, provided that Interim Use Permits provide opportunities for short-term uses and activities for a defined period of time, not to exceed five (5) years that are not intended to be permanent uses but are transitional in nature, generally allowing for emergency situations, construction, and remediation activities, or the cultivation and establishment of small, low-overhead businesses and their eventual relocation into permanent structures.

8.4.14 MULTIFAMILY HOUSING:

Proposals to construct multifamily housing or adaptively reuse a non-residential building for multifamily housing shall be accompanied by an application for Density Bonus and a waiver of the multifamily prohibition in *AMC* 30-53.

8.4.15 CERTIFICATE OF APPROVAL:

The Historic Preservation Ordinance requires a certificate of approval by the City of Alameda's Historic Advisory Board (HAB) for modifications to contributors and resources within the Historic District. As part of the certificate of approval process, project sponsors shall provide:

a. An analysis of the proposal's conformity with the Guide to Preserving the Character of the Naval Air Station Alameda Historic District as adopted and amended by the City Council;

b. An analysis of the proposal's conformity with general management and design guidelines contained within the NAS Alameda Cultural Landscape Report (JRP, 2012), including application of the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. These include special treatments organized by functional area for such topics as spatial organization, topography, vegetation, views and vistas, circulation, as well as structures, furnishings and objects; and

c. An analysis of impacts to the integrity of the Historic District, as a whole, and an analysis of alternatives to avoid potential impacts on the District as a whole, on an individual resource.

8.4.16 ADDITIONAL PERMITS REQUIRED:

Depending on the scope and location of the proposed development, one or more of the following permits and approvals may be required for future investments in the Plan Area.

CITY OF ALAMEDA

- Development Plan, Design Review, and Use Permits
- Improvement Plans and Subdivision Maps, and Agreements
- Excavation Permits, including Marsh Crust Excavation Permits
- Demolition, Grading and Building Permits
- Electricity Agreements (Alameda Municipal Power)
- Approval of improvement to facilities for distribution of electricity and connection permits (and possibly cable connection)
- Project Financing Districts or other funding mechanism
- Alameda Point Development Impact/Infrastructure Fee Program

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION (BCDC)

- Approval of any development located within 100 feet of the shoreline

EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD)

- Approval of water line extensions, water hookups and review of water needs
- Approval for sewer treatment capacity

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION (RWQCB)

- National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge
- Approval and oversight of remediation of soil or groundwater contamination
- Clean Water Act Section 401 Certification, if needed

CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)

- Approval and oversight of hazardous materials remediation

BAY AREA QUALITY MANAGEMENT DISTRICT (BAAQMD)

- Permitting of asbestos abatement activities
- Authority to construct
- Permit to operate

US ARMY CORPS OF ENGINEERS

- Clean Water Act Section 404 Authorization, if needed

US ENVIRONMENTAL PROTECTION AGENCY

- Approval and oversight of remediation of National Priority List (NPL) hazardous substances sites.

8.5 MATTERS OF DETERMINATION

Every effort has been made to provide policies and regulations that are clear; however, interpretations will be necessary when specific and unusual circumstances arise. Conformance Determinations may be requested by an applicant and subject to approval by the City's Community Development Director, Planning Board or City Council, as described below.

If any situation arises in the implementation of the Specific Plan that is not ad-dressed by specific site development regulations, or, if an issue, condition, or situation arises that is not clearly addressed in the Specific Plan, the Community Development Director shall provide an interpretation based on such City goals, policies, plans, ordinances and requirements as are most closely related to the subject matter of the issue or situation to be interpreted.

The approved Specific Plan is intended to be interpreted and applied in favor of the purposes and intent of this Specific Plan. If the City nevertheless determines that a conflict exists between the Specific Plan and the *AMC*, the provisions of the Specific Plan shall take precedence. Administrative interpretations may be appealed by the applicant to the Planning Board.

8.6 AMENDMENTS TO THE SPECIFIC PLAN AND CONFORMANCE DETERMINATIONS:

This Specific Plan is being adopted by the City of Alameda. This Specific Plan shall be amended in accordance with the *AMC*. Conformance Determinations are not amendments.

Any public hearing required by this Chapter shall be noticed in the manner provided in the City's Zoning Ordinance.

8.7 SEVERABILITY

If any provision of this Specific Plan is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this Specific Plan which can be implemented without the invalid provision, and, to this end, the provisions of this Specific Plan are declared to be severable.

8.8 SPECIFIC PLAN COMPLIANCE AND ENFORCEMENT

No building permit, grading permit, land use discretionary permit, or other permit for a land use subject to the provisions of the Specific Plan may be approved if it is found to be inconsistent with the Specific Plan. The regulatory elements of the Specific Plan are enforceable pursuant to the enforcement requirements of the *AMC*.

A APPENDIX A
REFERENCE DOCUMENTS

KEY SUMMARY DOCUMENTS

- *Community Reuse Plan – 1996*
- *Preliminary Development Concept for Alameda Point – 2006*
- *Station Area Planning Study for Alameda Point – 2008*
- *Community Reuse Plan Amendments – 2009*
- *Alameda Point Transportation Strategy – 2009*
- *Community Planning Workbook and Summary Report Workbook – 2010*
- *Alameda Point Economic Development Strategy – 2012*
- *Alameda Point Conceptual Planning Guide – 2013*

PLANNING DOCUMENTS

- *Alameda Point General Plan Amendment – 2003*
- *City of Alameda Citywide Design Review Manual – 2013*
- *Station Area Planning Study – 2008*
- *Park Improvement Assessment – 2012*
- *Alameda Urban Farm and Garden Plan – 2012*
- *Alameda Point Zoning Ordinance – 2013*
- *Alameda Point Project Environmental Impact Report – 2013*

HISTORIC PRESERVATION

- *Guide to Preserving the Character of the Naval Air Station Alameda Historic District – 1997*
- *MOU between Navy, ACHP, & SHPO – 1999*
- *Page & Turnbull Historic Assessment & Historic Preservation – 2005*
- *Specific Building Survey & Evaluation Report for NAS Alameda Historic District – 2011*
- *Historical Advisory Board Staff Report and Attachments regarding historic resources at Alameda Point – 2013*

TRANSPORTATION

- *Transportation Strategy – 2005*
- *Transportation Strategy – 2009*

INFRASTRUCTURE

- *Map of Thickness of Potentially Liquefiable Sand Layer*
- *Infrastructure Cost Presentation – 2011*
- *Preliminary Geotechnical Report*
- *Master Infrastructure Plan – 2013*

B APPENDIX B PROJECT TEAM

CITY OF ALAMEDA

JENNIFER OTT
Director of Base Reuse and Transportation Planning

ANDREW THOMAS
AICP, Assistant Community Development Director

MICHELLE GILES
Redevelopment Project Manager, Base Reuse

SHAHRAM AGHAMIR,
City Engineer

URBAN PLANNING PARTNERS

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CANDICE MILLER
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RLA, Senior Designer

SARAH DENIG
Senior Landscape Designer

COMMUNITY DESIGN + ARCHITECTURE

Transportation and Sustainability

CONNIE GOLDADE
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DEEPAK SOHANE
Urban Designer

PAGE & TURNBULL

Historic Preservation

RUTH TODD
FAIA, AICP, Principal

CHRISTINA DIKAS
Senior Architectural Historian

BAE URBAN ECONOMICS

Economics and Financing

MATT KOWTA
MCP, Principal

SUSTAINABLE AGRICULTURE EDUCATION (SAGE)

Urban Agriculture Resources

SIBELLA KRAUS
Founder

CARLSON, BARBEE & GIBSON, INC.

Utilities and Service Systems

ANGELLO OBERTELLO
PE, Principal