ALAMEDA CITY FACILITIES PLAN

MARCH 20, 2026

ACKNOWLEDGEMENTS

Substantial contributions to the Facilities Plan were made by the City of Alameda and its Department of Public Works, Fire Department, Recreation and Parks Department and Animal Shelter. RRM Design Group acknowledges the team effort it took to develop this report. We appreciate the leadership and time that staff dedicated to the comprehensiveness of the report and the vision for the City of Alameda.

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INTRODUCTION

BACKGROUND

Like many cities across the country, Alameda is faced with a looming dilemma posed by aging facilities and maintaining vital services to the community. City leaders are looking for a strategic way to ensure their own facilities can continue to function effectively in the decades to come. To assist in this process, the City of Alameda commissioned this Facilities Plan to assess selected city facilities and evaluate their capacity to meet existing and future operations needs. The City hired RRM Design Group to undertake this study of selected City facilities to provide future space planning, relocation and siting assessments and architectural and engineering analysis related to rehabilitation or new construction.

This information is critical to help inform the City's decisions about investments to develop or redevelop existing facilities, land use, budget, financing, and operations. The Facilities Plan is an essential element as the City considers the potential for a future infrastructure bond measure.

THE ISSUES

The City recognizes the challenges posed by aging facilities that will become even more challenging in the decades ahead. While the challenges are significant, failure to take action would create even greater adversity. For that reason, *"Alameda aims to be carbon neutral and to build community resilience in ways that enhance our quality of life and reduce environmental burden on vulnerable communities." (Climate Action and Resiliency Plan Update 2025, Page 14)*

The oldest building studied is a 104-year old fire station. The buildings at the Naval Base date back to the 1920's and several other facilities opened in the 1960's and 1980's. Several facilites need significant upgrades to keep pace with current professional standards and practices.

Existing fire stations need seismic upgrades to continue providing "essential services" during for emergency response to natural disasters.

The age problem is compounded by the magnitude and proximity of new residential and commercial development adjacent to several city facilities. There are limits to expansion and renovation of existing sites that are essentially landlocked and boxed in by tight property lines.

EXECUTIVE SUMMARY

City public works, the animal shelter and fire operations create noise, congestion, odors and other potential side effects that may be incompatible with newer residential neighbors.

Still other City services operate in legacy buildings of limited function that were turned over to the City with the closure of the Alameda Naval Base in 1997.

The pages that follow focus on four fundamental questions for the City of Alameda about the selected facilities. The questions and report sections that address them are:

- What do we have? *Facilities Condition Assessment*
- What do we need? - *Space Needs Spreadsheets and Space Layouts*
- What options exist for locations to meet those Space and Site Needs for effective operations and continued quality of service to the City? - *Site Options*
- What will it take to implement and achieve those facility needs in terms of funding? How can the Plan be phased over time as funding becomes available? - *Phasing and Implementation Strategy*

SCOPE OF THE ASSESSMENT

The City identified nine major City facilities as requiring in-depth space planning as well as siting and feasibility analysis. The high priority was applied to facilities that are old and are out-of-step with professional or technical standards and practices, building code requirements, seismic deficiencies, a growing demand for services and finally, encroaching residential uses.

BASIS OF EVALUATION

Based on site tours conducted and interviews with City staff, facilities were evaluated for their ability to support operations and needs for:

Capacity: size of the building and site

Condition: quality of the space, mechanical, electrical, structural building systems and seismic capability

Location: suitability of geographic location, internal access and circulation of people, vehicles and equipment as well as how the buildings and functions are orgranized on the site

Context: adjacent land uses, compatibility with current and potential development, alignment with City values for sustainability, resilience and environmental responsibility.

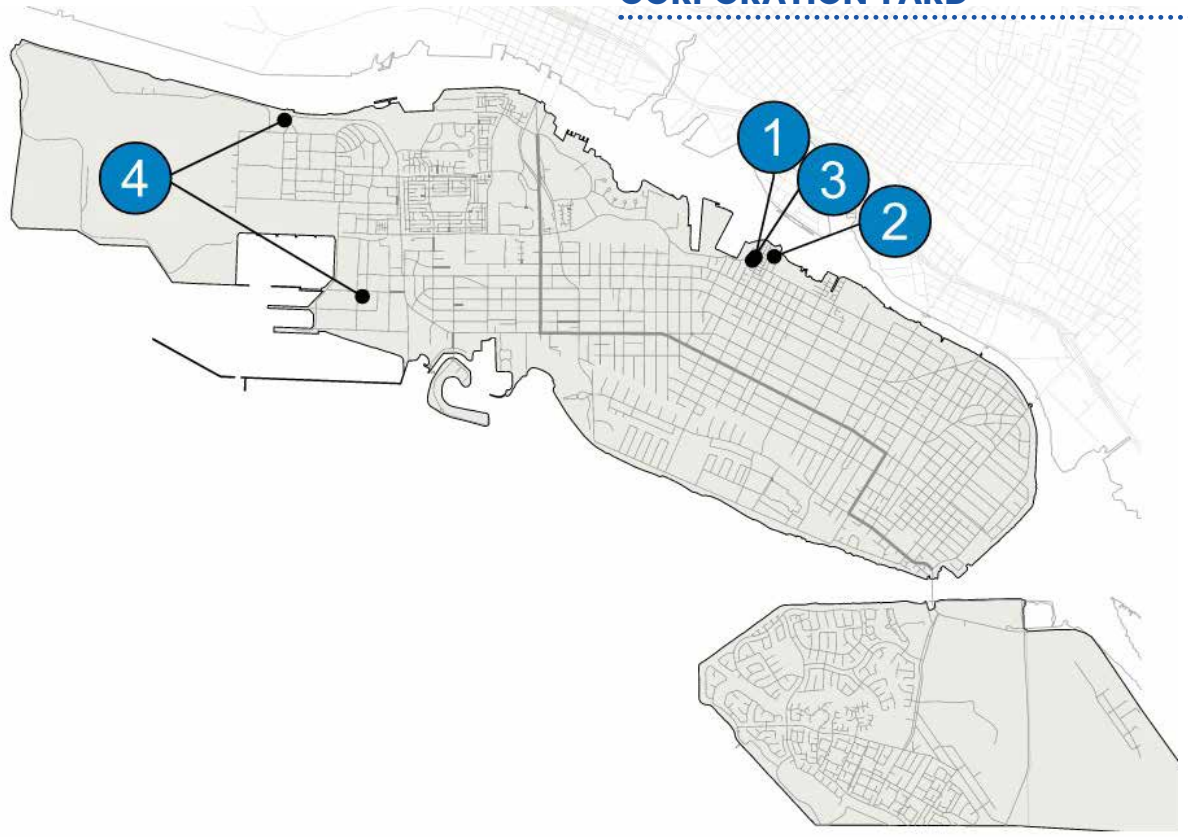
CIVIC SITES – LEGEND

1 ANIMAL SHELTER

2 FLEET SERVICES GARAGE

3 MAINTENANCE SERVICE CENTER

4 RECREATION & PARKS CORPORATION YARD



EXECUTIVE SUMMARY

KEY FINDINGS

From this analysis of current conditions, space needs and site planning, key findings have emerged.

OLD AND OUTDATED FACILITIES

- Of the total roughly 145,538 SF of facilities surveyed, 50% of that is older than sixty years. Sixty is typically considered beyond the end of the fifty-year useful life mark of a civic building. 20% of the facilities square feet is forty-years old and approaching the end of useful life.
- Of the facilities studied, the oldest facility, Fire Station 2 is 104 years old and the newest is Fire Station 4 which was built in 1991 and is now 34-years old.
- Stations 1, 2 and 5 were built prior to the 1986 Essential Services Act that requires stringent building design to withstand natural disasters such as earthquakes, floods, and fires.
- Fire Stations 1, 2 and 4 lack proper decontamination spaces and space layouts to prevent contamination from entering firefighter living and work areas.

SUBSTANDARD, UNDERSIZED, DEFICIENT STRUCTURES

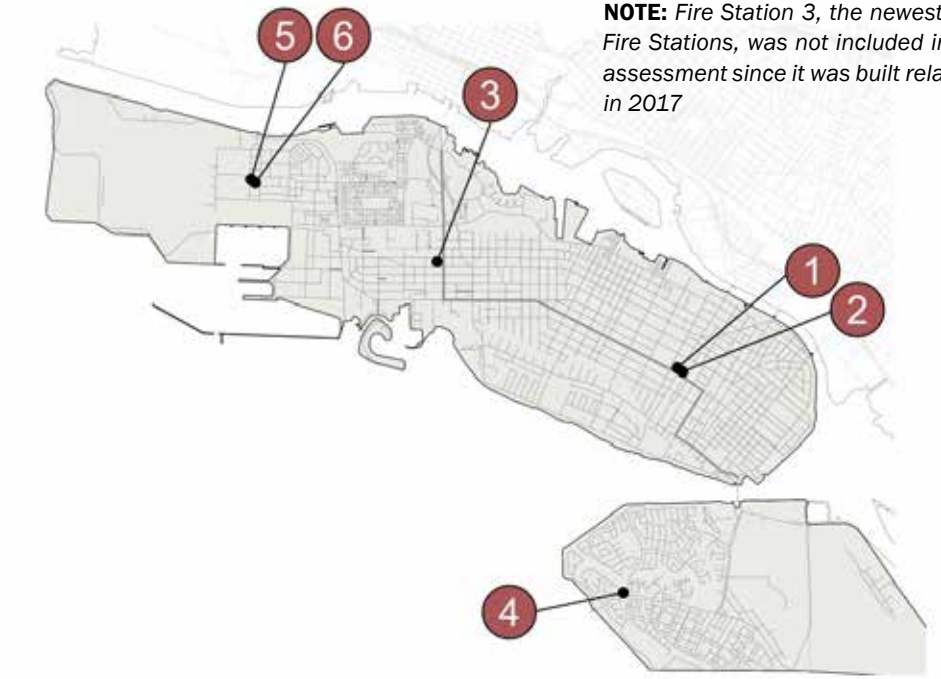
- 37% or roughly 53,000 SF of the total 145,538 SF is considered substandard (without electricity or lacking restroom facilities) or are generally make-shift uses such as those seen at Recreation, Fire Station 5 and the Training Center.
- Approximately 27% percent of the square feet is in facilities constrained by the lack of site area, most notably the Animal Shelter, Fleet Services and Fire Station 2.

LOCATION AND REDEVELOPMENT

- Development at Alameda Point will continue to intensify and Alameda Fire and Public Works units need to be able to effectively serve that newer development as well as the rest of the City.
- The Point has available underutilized sites with limited private reuse potential.
- Station 2, though ideally located within the City, has severe site limitations on operations and functionality.
- There are potential opportunities to be realized for efficiency, security, and cost benefits by combining multiple departments onto a common site.

RISING COSTS

- This Facilities Plan is timely as costs to implement it will only increase over time, making facilities development even more difficult to achieve. Mack5, the cost consultant, has included an Escalation factor of 4.5% per year-compounded over current 2025 levels. This results in an escalation by the year 2029 of 19.25% over the current 2025 baseline.



FIRE STATIONS - LEGEND

1 FIRE ADMINISTRATION

2 FIRE STATION 1

3 FIRE STATION 2

4 FIRE STATION 4

5 FIRE STATION 5

6 FIRE TRAINING FACILITY

NOTE: *Fire Station 3, the newest of Alameda's Fire Stations, was not included in the facilities assessment since it was built relatively recently in 2017*

RECOMMENDATIONS

Based on previous studies and discussions with City leadership and key personnel at each site, this Study identifies options and strategies for the future of those facilities and the potential to renovate, relocate and/or construct replacement facilities. The basic recommendations listed below are expanded upon in the final chapter of this document.

CIVIC FACILITIES

Animal Shelter: Relocate from current location and build new at Alameda Point, potentially at a combined civic facility with Fleet Services and a Recreation and Parks Corporation Yard for enhanced security, shared site and utilities development costs and operational efficiency.

Fleet Services Garage: Relocate and build new at Alameda Point potentially at a combined Civic facility with Animal Shelter and Recreation and Parks Corporation Yard for enhanced security, shared site and utilities development costs and operational efficiency.

Maintenance Service Center: Retain current central location for optimal service and response. Remodel portions of existing site and building and expand into adjacent sites at existing Animal Shelter and Fleet Services Garage.

Recreation and Parks Corporation Yard: consolidate informal and dispersed faclities and build new at Alameda Point, potentially as part of a combined Civic facility for enhanced security and shared site and utilities development costs.

FIRE FACILITIES

Fire Stations 1, 2 and 4 are located appropriately in the City to provide service coverage. The Stations need renovation for seismic reinforcement and to provide proper decontamination spaces and isolate potential contaminants from entering clean office and living areas.

- **Station 1:** Remodel vacated Fire Administration to provide dedicated decontamination areas, separate turn out gear storage away from the Apparatus Bay
- **Station 2:** Remodel to improve access in and out of apparatus bay, provide dedicated decontamination space and expand kitchen
- **Station 4:** Minor remodel to provide dedicated decontamination areas, separate fitness and turn out gear storage away from the Apparatus Bay, expand kitchen.

New Fire Station 5: As noted in the AP Triton Station Location Study, a new FS 5 is needed to provide adequate service coverage to increasing development at Alameda Point.

An interim FS 5 will be needed as soon as possible to house a ladder truck, an Engine and crew at Alameda Point. Given the protracted process for city facilities bond funding, serious consideration should be given to a more temporary type of facility using modular or prefabricated structures (leased or purchased) with limited site improvements,

Such an interim facility would be expected to cost roughly $9.8 million and might be funded via a combination of General Fund reserve and Capital Improvement Plan dollars.

An interim facility would not have the long lifespan of a true “civic or institutional” building at full build out. But a servicable structure of this type could also be reused for non-Fire Station purposes and functions down the line.

Fire Training: Reuse and upgrade current Training Facility at the site of closed Fire Station 5

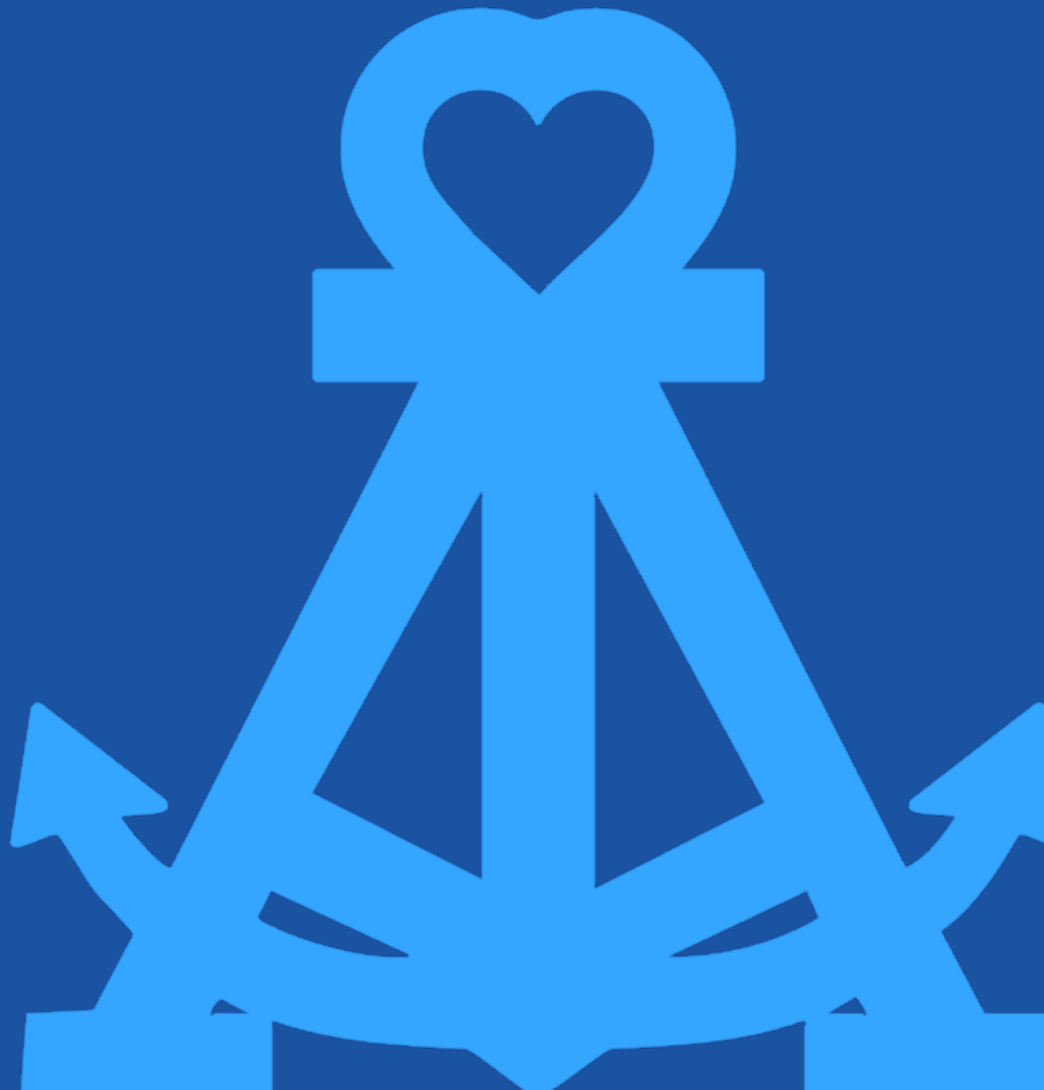
Fire Administration: Vacate Fire Administration wing of FS 1 that is critically needed for Fire operations at Fire Station 1. Develop a new facility to consolidate Fire Administration, Fire Prevention, Emergency Medical Services and Fire Emergency Operations into one site. Ideally, the new Fire Administration facility is combined with a new Fire Station 5.

PHASING IMPLEMENTATION

A facility plan has to balance the City’s vision for its future while being pragmatic about financial costs and realities. Time costs money and a great deal of it. The key is to identify and achieve much needed improvements with shorter-term investments while continuing to pursue larger projects requiring greater amounts with protracted pathways to funding.

This dual framework starts with a basis of late 2025 costs and extends over the next nine years. It identifies quick gains and improvements using temporary lease facilities or Capital Improvement Funds versus major project developments that would require bond funding. The strategy is discussed in the “Recommendations” and final chapter of this Report.

FACILITY ASSESSMENT



INTRODUCTION – ASSESSMENT FACTORS

Previous studies commissioned by the City have evaluated code, building systems, ADA and the physical condition of facilities. This Facilities Plan builds upon those efforts and augments focus on the ability of buildings and sites to support vital public operations and services.

This functional analysis reveals how these nine facilities are effective or deficient in providing City services at the level required. The evaluation looks at how facilities operate currently and if and how they might be expected to perform within the 2040 General Plan horizon.

While building age is a significant factor in facility performance, it is not the only driver. Age is directly related to the viability of building systems and finishes, but this assessment also considered questions such as:

CAPACITY – SITE

Size of the site or property – How well does it accommodate required and anticipated operations?

Site Orientation - Is the placement of the building on the site suitable for the use and required activities?

Site Circulation - Is circulation within the site for equipment, large and small vehicles, pedestrians conducive or restrictive to operations?

CAPACITY – BUILDING

Size of Building - Is the facility large enough to support required functions?

Configuration of spaces – Are spaces sized and organized in ways that support operations and functions?

CONDITION

Condition of Structural, Mechanical, Electrical Building Systems - are they adequate for current functions, standards or are they at the end of useful life?

Seismic and Essential Services - For Fire Stations, do they meet or can they be upgraded to meet requirements of California's 1986 Essential Services Buildings Seismic Safety Act? The act requires buildings that provide essential service operations (such as fire stations, law enforcement stations, emergency operations centers, and dispatch centers) should be capable of providing those services to the public after a disaster. As essential services facilities, fire stations are to be designed to continue facility operations after extreme environmental events such as earthquakes, floods, winds, fires and storms.

In addition to code-required structural strengthening for seismic performance, these facilities need several non-structural building systems such as power, telecommunications, heating/ventilation/air conditioning, plumbing and emergency backup generators. Those critical systems typically require seismic anchoring, bracing, special seismic certifications and special inspections called out in the Building Codes.

Alameda's Fire Station 1 (Built 1968), Fire Station 2 (Built 1921), and Fire Station 5 (Built 1936) all predate the Essential Services Act. Fire Stations 3 and 4 were built in compliance with Essential Services requirements.

Quality of Building and Spaces – Can the department effectively operate and provide services in the facility? Can important City and department values for healthy work and living environments and gender equity be provided in these facilities?

LOCATION

Location, Access and Circulation – Is access into and out of the facility adequate? Is the circulation within the site for equipment, large and small vehicles, and pedestrians conducive or restrictive to operations?

CONTEXT

Neighborhood Context – Is the facility and the operations housed there compatible or incompatible with neighboring residents and adjacent commercial or public uses?

Land Use Planning - Are there State and Local initiatives or policies that need to be addressed currently, with future development, or redevelopment of this facility?

Sustainability Resilience and Environmental Issues - Discusses how well a facility complies or can be rehabilitated to comply with State and Local policies and programs for sustainability, resilience and environmental responsibility.

- Alameda Climate Action and Resiliency Plan De-carbonization of existing and new buildings
- Electrification of fleets
- Sea Level Rise - Soil Contamination
- Tidelands
- Historic Structures

FACILITIES ASSESSMENT GRADING SCALE

RRM toured and analyzed each facility and looked for obvious deferred maintenance concerns; significant code-related issues; conformance with modern industry space standards; operational limitations; and quality of the work or living environment.

GRADE A
Very Good — Near or nearly new condition of facility; all systems appear to be in optimal working condition; the facility is adequately meeting operational requirements with no known deficiencies; and no corrective actions are required.

GRADE B
Good — Well maintained facility with minimal deferred maintenance and/or code issues; all systems appear to be in working condition with minimal deferred maintenance or reoccurring issues; facility adequaately meets most current operational requirements but may be at or near capacity; minimal immediate corrective actions.

GRADE C
Fair — Usable aging facility but with obvious deferred maintenance and/or several code issues; systems in working condition but may have reoccurring issues or non-optimal performance; facility meets some operational requirements and/or is at or beyond capacity; several immediate corrective actions.

GRADE D
Poor — Usable but significantly aged facility with significant deferred maintenance and/or significant code issues; obvious faulty or obsolete systems and regular reoccurring issues; facility does not meet current operational requirements and/or is beyond capacity; significant immediate corrective actions.

GRADE F
Very Poor — Not recommended for intended use; inoperative systems; facility is unable to safely meet current operational requirements; recommended corrective actions are financially prohibitive.

D	Fleet Services Garage
C	Maintenance Service Center
D	Recreation & Parks Corp
F	Animal Shelter
B	Station 1
C	Station 2
B	Station 4
D	Station 5 / Training

NOTE REGARDING FIRE STATION 3 AND EMERGENCY OPERATIONS CENTER
Fire Station 3 and the adjacent Emergency Operations Center were built in 2017 under relatively recent building codes. For that reason those facilities were intentionally excluded from the facilities condition assessment. A site visit was conducted at Station 3 to observe operations and current practices to inform the Project Team's understanding of facility needs for new or remodeled stations.

CIVIC FACILITIES QUALITY FACTORS

The following table indicates the qualitative condition of the Civic Facilities evaluated. The "+" indicates Adequate condition and the "-" indicates Poor condition of facility functions and characteristics that are a City priority.

	Site Space	Building Space	Building Condition	Property Security	Adequate Lockers	Gender Equity	Neighborhood Compatibility
Fleet Services Garage	−	−	−	+	−	−	−
Maintenance Service Center	−	−	+	+	−	+	−
Recreation and Parks Corporation Yard	+	−	−	−	−	−	+
Animal Shelter	−	−	−	−	−	−	−

FACILITY ASSESSMENT

FLEET SERVICES GARAGE

2040 GRAND STREET
BUILT 1984
7,200 GSF

The current Fleet Services facility is outdated, undersized, and poorly suited for today's larger, more complex City vehicles. Limited space, outdated building, and a congested location hinder efficient operations and future growth.

CAPACITY

Site —Modern fire apparatus and other large vehicles are significantly larger than when the Fleet Services facility was built, making maneuvering difficult in the narrow drive aisle and small service yard. Expansion is limited by Alameda Municipal Power at the rear and a public parking lot in front.

Building — Existing service bay openings (14–20 ft) are too narrow for today's vehicles, which require 18–25 ft. Modern equipment, such as street sweepers and fire apparatus, demand more parts storage and less machine shop space. Growth projections indicate a need for one more mechanic and a fifth service bay, each with specialized lifts. The current bays cannot accommodate fire department aerial apparatus and repairs must be made outdoors in poor weather or outsourced.

CONDITION

Lockers are in a cramped mezzanine without space for all employees, and gender-neutral restrooms cannot be accommodated. Outdated systems include failing exhaust systems, no drain clarifiers (prohibiting vehicle washing), and inadequate electrical capacity for future EV charging.

LOCATION

The Grand Street exit requires hard turns that some large vehicles cannot make, forcing work into the small outdoor yard without weather protection. While centrally located, the constraints of the current site make the central location less important than having a facility designed for current fleet needs.

CONTEXT

Since 1984, nearby residential development has increased, making Fleet Services' noise, odors, and large-vehicle traffic a poor fit for the neighborhood. Shared space with the public boat launch creates seasonal congestion, further complicating daily operations.

D

	Site	Building
Capacity	**C**	**D**
Condition	**C**	**F**
Location	**C**	**B**
Context	**D**	**C**

FACILITY ASSESSMENT

MAINTENANCE SERVICE CENTER

1616 FORTMANN WAY
BUILT 1984
16,400 GSF

The Maintenance Service Center (MSC) supports City Public Works operations but has limited space and outdated facilities. Upgrades and more yard space are needed to improve efficiency and support staff.

CAPACITY

Site — The MSC site cannot accommodate current yard functions or City equipment. Covered parking is insufficient for large vehicles, and personal parking is limited. Lack of outdoor yard space disperses materials and equipment to multiple locations, reducing efficiency. Comparable cities have much larger yard areas.

Building — The building is adequate in size and well-maintained but outdated for modern operations. Office and computer needs conflict with noisy, dusty, or odorous shop spaces. Locker and restroom areas are outdated; centralizing lockers and remodeling underused office space would improve efficiency. Building systems, including ventilation, paint shop exhaust, vehicle wash, and fueling, need modernization.

CONDITION

Locker and restroom areas are outdated; centralizing lockers and remodeling underused office space would improve efficiency. Additional private offices are needed for Supervisors. Building systems—including ventilation, paint shop exhaust, vehicle wash, and fueling—require upgrades.

LOCATION

Access to the yard is challenging; long vehicles cannot easily enter, causing them to block streets. While centrally located for city-wide services, off-site storage is inefficient. Yard space improvements could eliminate the need for off-site storage and improve operational workflow.

CONTEXT

MSC is constrained by adjacent developments, including residential neighborhoods and boat yards, limiting expansion. Operations generate noise, odors, and heavy vehicle traffic, which can conflict with the changing neighborhood.

C

	Site	Building
Capacity	**D**	**B**
Condition	**C**	**B**
Location	**B**	**D**
Context	**C**	**B**

FACILITY ASSESSMENT

RECREATION & PARKS CORPORATION YARD

1101 WEST RED LINE (FORMER NAVAL AIR STATION NATATORIUM)
& 270 WEST TICONDEROGA
BUILT 1938
23,000 GSF

The Alameda Recreation and Park Department (ARPD) operates over 30 parks but has limited facilities and yard space for park maintenance. Current buildings are substandard, lack adequate security and electricity. Yard operations are spread across multiple sites that are constrained and have security issues.

CAPACITY

Site —The W. Red Line site has minimal outdoor space and no parking; vehicles are stored at Ticonderoga-Viking. Ticonderoga offers some parking and storage but is isolated, lacks electricity for lighting and security, and is vulnerable to theft. Long-term, it is slated for private development and is not suitable for upgrades.

Building — Both buildings offer indoor space but are beyond their useful life and substandard for maintenance operations. Needed spaces—restrooms, locker rooms, shops, offices, and briefing areas—are unavailable. Renovation is not feasible, and intermediate solutions are limited.

CONDITION

The two sites are 2.5 miles apart. Substandard buildings and minimal yard space do not support Park Main-tenance operations effectively.

LOCATION

Vehicle access is limited; large trucks cannot easily maneuver out of service bays, forcing work in cramped, weather-exposed areas. Weather can delay repairs on emergency equipment.

CONTEXT

The W. Red Line site is planned for redevelopment as a sports or recreational facility. Ticonderoga-Viking is planned for private enterprise development, making its current use temporary. Long-term investments would be better spent identifying alternative permanent sites for Park Maintenance operations.

D

	Site	Building
Capacity	**D**	**F**
Condition	**D**	**F**
Location	**D**	**C**
Context	**B**	**B**

FACILITY ASSESSMENT

ANIMAL SHELTER

1590 FORTMAN WAY
BUILT 1984
8,000 GSF

The Alameda Animal Shelter provides animal care, adoption, and community services but is constrained by limited space and aging facilities. A new or upgraded facility is needed to support modern animal welfare practices and staff operations.

CAPACITY

Site —The Shelter has minimal outdoor space, parking, and access. It is boxed in by Clement Avenue, nearby development, and the City Maintenance Service Center, leaving no room for expansion. Volunteers walk dogs in limited areas, and there is no outdoor space for exercise or adopter interaction. Visitor and staff parking is minimal, and the front lot also stores vehicles and a shipping container.

Building — The 1984 building was designed as a holding facility, not for modern animal welfare operations. Space is insufficient for animal care, offices, staff support areas, and public interactions. Reception areas are congested, and Animal Control Officers lack dedicated office space. Office areas are crowded with staff and equipment.

CONDITION

HVAC, electrical, and lighting systems are unreliable and near the end of their life. Heating, exhaust, and water systems need replacement or upgrades. Electrical circuits are overloaded; lighting and exterior illumination require modernization, and new circuits are needed for future needs including EV charging.

LOCATION

The Shelter is on a short block off Fortmann Way with tight parking and limited visitor/staff spaces. While location is less critical for operations, the current site is inadequate, making a new facility a higher priority than staying in place.

CONTEXT

The neighborhood has shifted from industrial to mixed-use with new residences nearby. Noise from barking dogs is a growing concern as more homes are built, limiting the Shelter's compatibility with surrounding development.

F

	Site	Building
Capacity	**D**	**F**
Condition	**D**	**D**
Location	**C**	**C**
Context	**F**	**F**

FIRE STATIONS QUALITY FACTORS

The following table indicates the qualitative condition of Fire Stations evaluated. The "+" indicates Adequate condition and the "-" indicates Poor condition of facility functions and characteristics that are a City priority.

	Decontamination Space	Fitness Away from App Bay	Turn Outs Away from App Bay	Quality Kitchen-Living	Adequate Lockers	Gender Equity	Essential Services
Station 1	−	+	−	−	+	−	−
Station 2	−	−	−	−	−	+	−
Station 4	+	−	+	+	+	−	+
Station 5	−	−	−	−	−	−	−
Training	−	−	−	−	−	−	−
Fire Administration	not applicable	not applicable	not applicable	−	−	−	See note below

The Essential Services requirement for Administration is subject to the Authority Having Jurisdiction (AHJ)/Building Official interpretation, particularly if it is within a Station structure.

FACILITY ASSESSMENT

STATION 1

STATION 1
2401 ENCINAL AVENUE
BUILT 1968
10,542 GSF

Fire Station 1 is undersized, outdated, and poorly configured for modern firefighting and contamination control. Limited site space, aging infrastructure, and inadequate facilities hinder operational efficiency, health, and safety.

CAPACITY

Site — Apparatus bays and aprons are too small for modern equipment, and turning is difficult. The rear yard is congested but has no available space to expand. space. The yard has limited fire fighter parking which is stacked and competes for space for a parking for neighboring Fire Command vehicles, a cell tower, generator, and storage. Generator placement may not meet setback requirements.

Building — The station lacks key spaces: apparatus support, fitness/wellness areas, gender-inclusive restrooms, and a functional kitchen. Support areas should be reconfigured for contamination control, with separate gear storage and a decontamination room accessible from outside. Kitchen is undersized and outdated for 27 crew members across three shifts.

CONDITION

Systems are aging or inoperable: multiple exhaust systems are nonfunctional, and electrical panels outdated. Electrical upgrades, seismically certified equipment, EV-ready service, LED lighting, new outlets, and modern safety systems are needed. Facility lacks sprinklers and a fire alarm control panel. Data cabling, and wireless systems need upgrades.Some signs of cracking and architectural damage to the concrete slab and apparatus bay walls are apparent. Roof-to-wall anchors may be needed as well as geotechnical studies for liquification which may result in enhancing existing spread footings.

LOCATION

Corner site in the downtown business district has operational benefits, but apparatus turning is challenging. The rear yard has a rolling gate to Park Street. Windows accumulate road grime from heavy traffic.

CONTEXT

The Station is a downtown landmark, but noise from a bar across the street disrupts firefighter rest.

B		
	Site	Building
Capacity	**C**	**C**
Condition	**B**	**C**
Location	**B**	**B**
Context	**B**	**B**

FACILITY ASSESSMENT

FIRE ADMINISTRATION

FIRE ADMINISTRATION
1300 PARK STREET
BUILT 1968
2,200 GSF

Fire Administration occupies an existing wing at Fire Station 1. The lack of building space and parking forces Fire Administration personnel to be dispersed staff at five different locations across the City as far as City Hall West at Alameda Point. The current Administration wing could be vacated to create much-needed operational space for Fire Station 1.

B		
	Site	Building
Capacity	C	C
Condition	B	C
Location	B	B
Context	B	B

CAPACITY

Site — Parking for command vehicles, administrative staff and visitors is extremely limited with no room for expansion. The congested rear yard has limited parking for stacked crew parking, a cell tower, generator, and storage. Generator placement may not meet setback requirements.

Building — The Fire Administration unit is cramped with a lack of offices, work areas and secure file storage. Fire Prevention, Department Emergency Operations and Emergency Medical Services personnel are located in other parts of the City. There are not enough offices for Command staff. The main business office is too small for the number of staff trying to work with little to no sound or visual separation from co-workers. Sound from two existing toilet rooms carries into the hallway-office equipment work area.

CONDITION

Systems are aging and electrical upgrades are needed. Electrical upgrades, seismically certified equipment, EV-ready service, LED lighting, new outlets, and modern safety systems are needed. Facility lacks sprinklers and a fire alarm control panel. Data cabling, and wireless systems need upgrades.

LOCATION

The downtown location is appropriate, but the lack of space is the primary obstacle for effective Fire Administration. The rear yard has a rolling gate to Park Street. Windows accumulate road grime from heavy traffic.

CONTEXT

The Fire Administration wing attached to Station 1 is a downtown landmark, but lack of parking is challenging for community members needing to visit Fire Administration.

FACILITY ASSESSMENT

STATION 2

235 PACIFIC AVENUE
BUILT 1921
5,575 GSF BLDG + 855 SF GARAGE + 64 SF STORAGE

Station 2 is historic but undersized and outdated, lacking modern safety, health, and operational features. Limited space, aging systems, and limited contamination control hinder efficiency and crew wellness despite its strong location and service coverage.

CAPACITY

Site — The rear yard cannot fit larger apparatus and has minimal staff parking. A converted garage serves as a fitness room, and an emergency generator sits near neighboring homes. The front apron is short so fire apparatus block street traffic. With no room to expand in the surrounding neighborhood, space is tight and congested.

Building — Lacks adequate apparatus support, modern restrooms/lockers for all genders, and a kitchen for 24 firefighters. Direct access from bay to living quarters increases contamination exposure risk. Original 1920s features hinder operations. The narrow apparatus doors pose a significan challenge when backing Fire Apparatus into the Station from the street.

CONDITION

Aging HVAC ducting, inoperable or missing exhaust systems, and worn restrooms and lockers need replacement. The generator is too close to structures and should be replaced with seismically certified equipment. Electrical upgrades are needed for EV charging, along with LED lighting, updated outlets, alarms, sprinklers, and improved data, wireless, and security systems.

Based on visual observation of exposed structural systems it is likely several walls will require additional plywood sheathing and new concrete foundations. At the tall narrow shear wall piers at the Apparatus Bay openings, new steel moment frames, masonry or concrete shear walls or new plywood shear walls supported by new concrete foundations will very likely be required.

LOCATION

Small building with a single large overhead door serving two apparatus bays. Vehicles must back in from Pacific Avenue, often blocking traffic. Well located in Webster Street's commercial and residential area, FS 2 serves central and western Alameda with high call volumes.

CONTEXT

The residential-scale building fits the neighborhood but limits capacity. Minimal setbacks put the rear yard close to single-family homes. Locally recognized as historic, exterior changes will require careful review and possible advisory board approval.

C

	Site	Building
Capacity	**D**	**D**
Condition	**C**	**C**
Location	**C**	**B**
Context	**D**	**C**

FACILITY ASSESSMENT

STATION 4

2595 MECARTNEY ROAD
BUILT 1991
11,234 GSF

Fire Station 4 has ample site space and generally good condition, but reconfiguration is needed to support modern contamination control, better fitness/kitchen facilities, and gender-inclusive arrangements. Systems upgrades and modest remodeling would extend its service life.

B		
	Site	Building
Capacity	**B**	**B**
Condition	**B**	**B**
Location	**B**	**B**
Context	**B**	**B**

CAPACITY

Site — The most spacious of Alameda's stations, with good pull-through apparatus access, adequate staff parking, generator clearance, and a CERT trailer canopy. Some rear yard space is taken by a cell tower; single-family homes are located behind the property.

Building — Well maintained but needs reconfiguration to improve apparatus support, create a decontamination room, and separate clean turnouts and appliances from the bay. Fitness equipment is split between the bay and former study room; ideally these would be consolidated in a ventilated space. The kitchen is small for 15 firefighters across three shifts. Additional shop space, hose drying room, ice machine location improvements, and more personnel lockers are needed. A gender-neutral locker room with adjacent single-use restrooms/showers is preferred.

CONDITION

Systems function but need upgrades: several bay, shop, and kitchen exhaust fans require replacement; lighting should be converted to LED; outlets, switches, fire alarms, and smoke/CO detectors should be updated; data cabling and security systems need modernization. EV-ready electrical service will be required in the future.

Structurally, the building is generally in good condition for the time of construction. Visual observation of exposed structural systems, reveals there are signs of cracking and architectural damage in the concrete in the Apparatus Bays.Recommended seismic strengthening includes installing holddowns where missing, add steel plates, welds and flange bracing at steel moment frames.

LOCATION

Corner lot allows functional rear apron and pull-through bays, with wide streets and good sight lines. Serves Bay Farm peninsula's residential and commercial areas effectively.

CONTEXT

One-story 1980s suburban design fits the neighborhood, with most station activity separated from adjacent homes.

STATION 5 – FIRE TRAINING FACILITY

950 WEST RANGER
BUILT 1936
STATION 23,174 GSF
TRAINING 12,400 GSF

Fire Station No. 5, built in 1936 was closed as an operating fire station in 2008. It remains part of a historic district, and houses the Fire Training Division's base. It is not feasible to bring this structure up to modern Fire Station standards so a new Station 5 at a new site at Alameda Point is needed. The Training Center is suitable for reuse and renovation for training and will need to consider possible facade preservation and site constraints.

D		
	Site	Building
Capacity	C	F
Condition	D	F
Location	B	B
Context	C	C

CAPACITY

Site — Occupying a short block on West Ranger Avenue, between Saratoga Street and Lexington Street, the site is part of the historic Alameda Naval Air Station (NAS) district and rated of "high integrity" and "high significance" (Page & Turnbull, 2005). It also lies in the State's "Tidelands" zone, which may limit redevelopment, though public safety uses may be allowed depending on agreements with the State Lands Commission.

Building — The structure cannot be upgraded to meet Essential Services seismic standards for a new fire station but has adequate building and site area to be reused as a training center.

CONDITION

Historic elements may be retained, but interiors require full replacement of mechanical, electrical, and plumbing systems. Asbestos insulation is present on old heating pipes. A functioning exhaust system needs fan repair, laundry works, and restrooms/showers require complete renovation.

The main switchgear is newer, but panels should be replaced with seismically certified ones. New electrical service is needed for EV charging; LED lighting, updated outlets, alarms, sprinklers, upgraded data (CAT6), Wi-Fi, and expanded CCTV coverage are also needed.

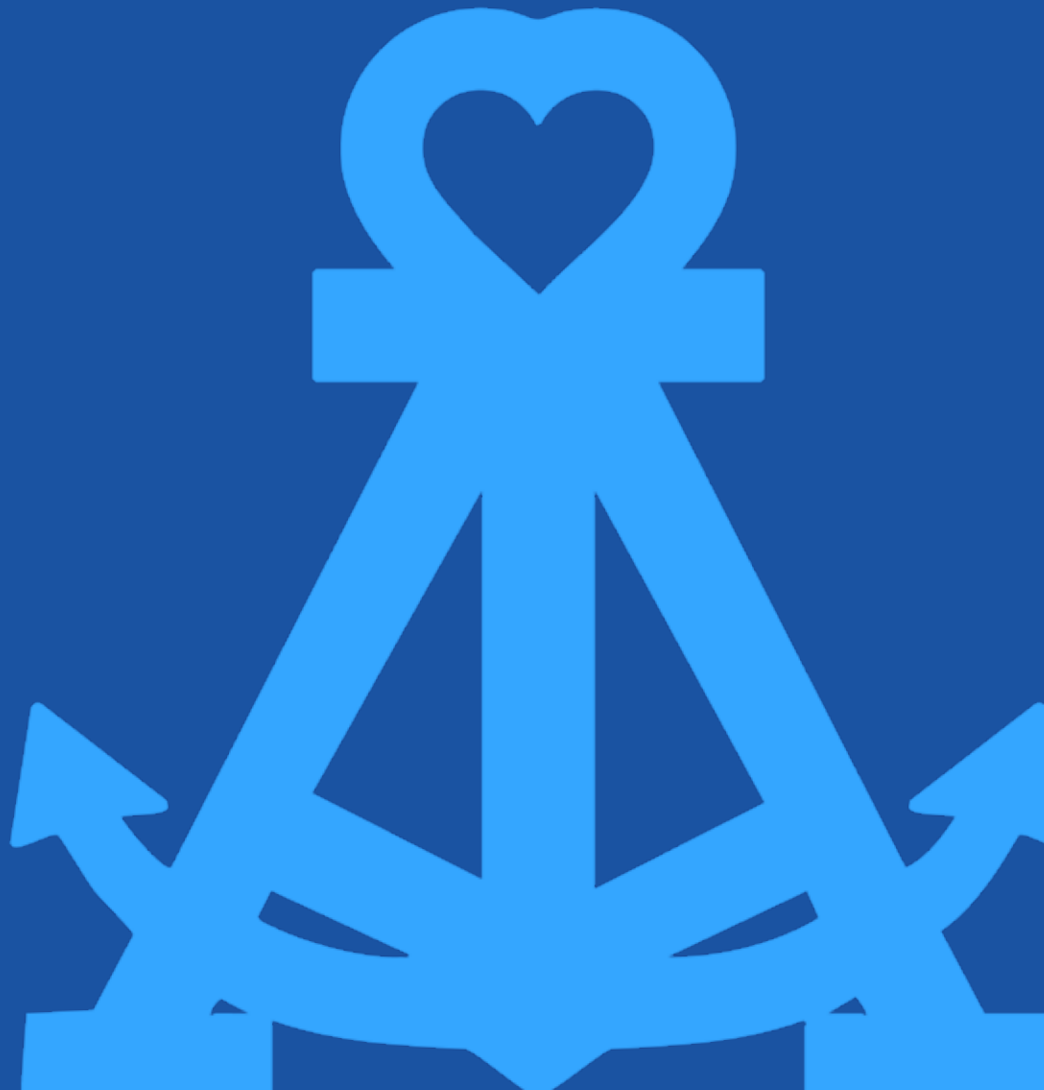
LOCATION

For training or fire operations, the site provides good response times to Alameda Point and convenient access to City Hall West. Corner frontage allows spacious apparatus movement, good visibility and visitor access.

CONTEXT

Alameda Point is rapidly growing, with new housing across the street. Burn props are restricted to use only 12 times per year due to neighbor concerns over smoke; materials and methods have been modified, and future props must consider wind and adjacent land uses. (See Appendix L Fire Training Burn Odor Assessment)

SPACE NEEDS ASSESSMENT



SPACE NEEDS ASSESSMENT

FACILITY INVENTORY - CIVIC

CITY OF ALAMEDA
2025 FACILITIES MASTER PLAN - SUMMARY OF CIVIC FACILITIES SPACE NEEDS

FACILITY	CURRENT ADDRESS	YEAR BUILT	CURRENT BLDG GROSS SF	PROPOSED BLDG GROSS SF	BLDG SF DEFICIT	CURRENT SITE SF	PROPOSED SITE SF	SITE SF DEFICIT	CURRENT FACILITY GRADE
ANIMAL SHELTER	1590 Fortmann Way	1984	8,000	26,721	(18,721)	13,858	97,650	(83,792)	F
FLEET SERVICES	2040 Grand Street	1984	7,200	17,494	(10,294)	14,738	75,400	(60,662)	D
MAINTENANCE SERVICE CENTER	1616 Fortmann Way	1984	16,400	16,400	-	79,680	109,800	(30,120)	C
RECREATION CORPORATION YARD RECREATION VEHICLE PARKING	1101 W Red Line Avenue 270 W. Ticonderoga	1938 1938	23,000 10,700	12,987	20,713	36,749 42,570	129,150	(49,831)	D

From Site Tours and Interviews with Department Personnel, the Design Team developed Space Needs Outlines for each unit. The total SF requirement for each department appears in Column 5 above, “Proposed Bldg Gross SF.” (See Appendix for details by department).

The Space Needs document the functions, individual rooms and operations that need space within a building and require dedicated footprints on the site. This chart compares the “Proposed SF” need identified to the “Current Bldg Gross SF” in Column 4. A similar comparison is provided for outdoor site area.

The Animal Shelter, Fleet Services and Recreation and Parks Corporation Yard all suffer from serious building and site space deficits which impact the effectiveness of services they provide to the City and its residents.

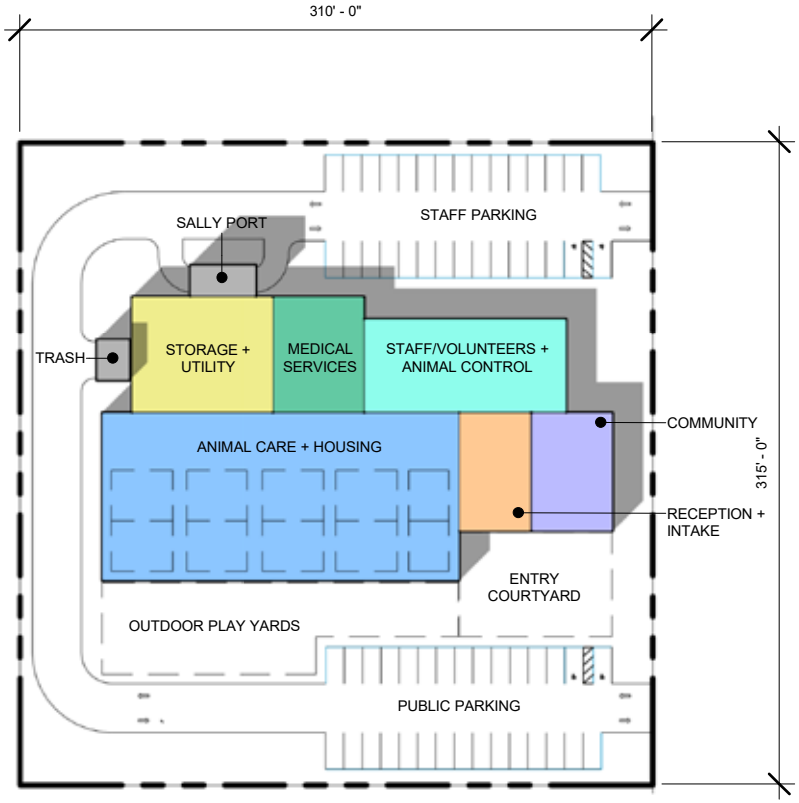
While the Public Works Maintenance Service Center has an adequate size building, it has a significant shortage of outdoor, corporation yard area on its current site with limited lot area.

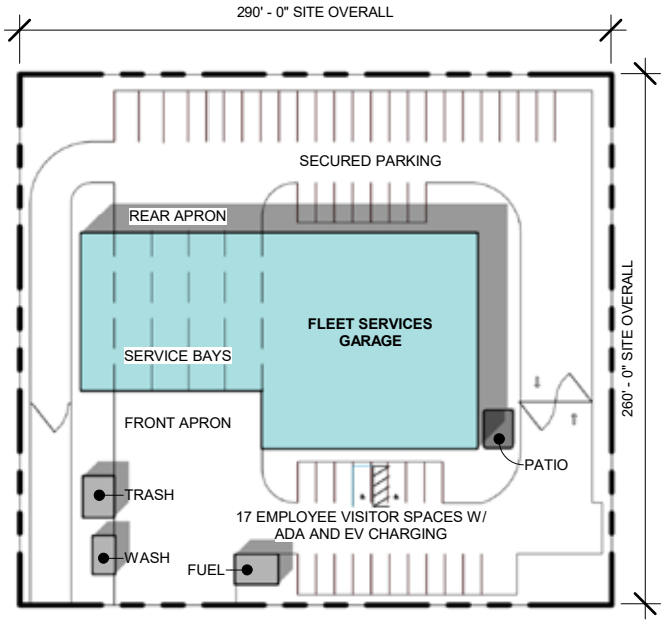
The Building and Site Diagrams that follow are a graphic representation of the Building SF snd Site SF needed by each unit.

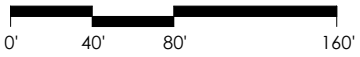
That building diagram is then placed onto a fictional site that depicts the approximate site size and dimensions needed to support operations.

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS







ANIMAL SHELTER

Program Site Area: 97,650 sf

Program Building Area 26,721 sf

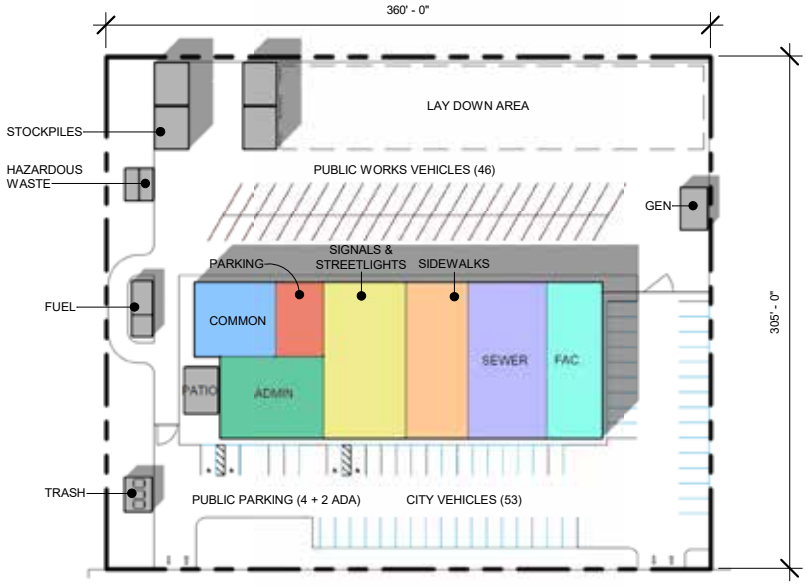
FLEET SERVICES GARAGE

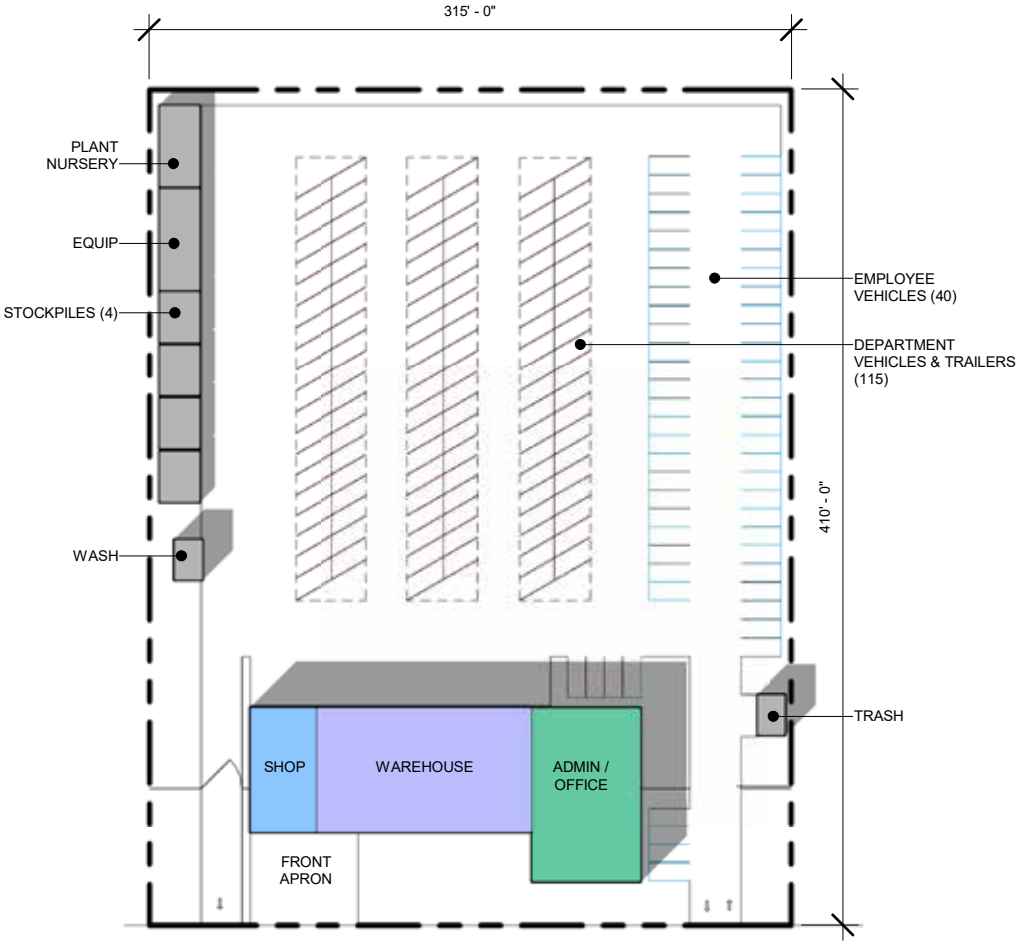
Program Site Area: 75,400 sf

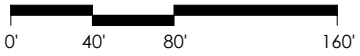
Program Building Area 17,494 sf

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS







MAINTENANCE SERVICE CENTER

Program Site Area: 109,800 sf

Program Building Area 16,400 sf

RECREATION & PARKS CORP YARD

Program Site Area: 129,150 sf

Program Building Area 12,987 sf

FACILITY INVENTORY – FIRE

CITY OF ALAMEDA
2025 FACILITIES MASTER PLAN - SUMMARY OF FIRE FACILITIES SPACE NEEDS

FACILITY	CURRENT ADDRESS	YEAR BUILT	CURRENT BLDG GROSS SF	PROPOSED BLDG GROSS SF	BLDG SF DEFICIT	CURRENT FACILITY GRADE
FIRE STATION 1	2401 Encinal Avenue	1968	10,542	12,742	(2,200)	B
FIRE ADMINISTRATION	1300 Park Street	1968	2,200	10,200	(8,000)	B
FIRE STATION 2	635 Pacific Avenue	1921	5,575	11,260	(5,685)	C
FIRE STATION 4	2595 Mecartney Road	1991	11,234	11,234	-	B
FIRE STATION 5 (with truck)	950 West Ranger Road	1936	23,174	22,659	(515)	D
FIRE TRAINING	950 West Ranger Road	1936	12,400	18,353	(5,953)	D

From Site Tours and Interviews with Fire Department Personnel, the Design Team developed Space Needs Outlines for each unit. The Space Needs identify the current and anticipated functions, operations, individual rooms and square feet needed within each Fire Station and the site footprint that size and configuration of a building requires.

The total SF requirement for each Station or unit appears in Column 5 above, "Proposed Bldg Gross SF." (See Appendix B for detailed Space Needs spreadsheets for each fire station).

This chart compares the "Proposed SF" need identified to the "Current Bldg Gross SF" in Column 4 resulting in significant deficits for Fire Stations, Administration and Training shown in the orange column.

Fire Station 1 and Fire Administration share an existing building. A goal would be to relocate Fire Administration to another location so Fire Station 1 can expand into the existing Fire Administration wing. This would eliminate the space deficit for Fire Administration and provide Station 1 with much-needed operational space for decontamination areas and separation of apparatus bays from living quarters.

Fire Administration is dispersed between City Hall West, the Emergency Operations Center and a wing of Fire Station 1. Ideally the Fire management teams should be located together but neither of the current locations can accommodate a combined administrative center.

Fire Station 2 is the smallest of Alameda Fire Stations and sits on a very small site but it is centrally located for good fire response coverage.

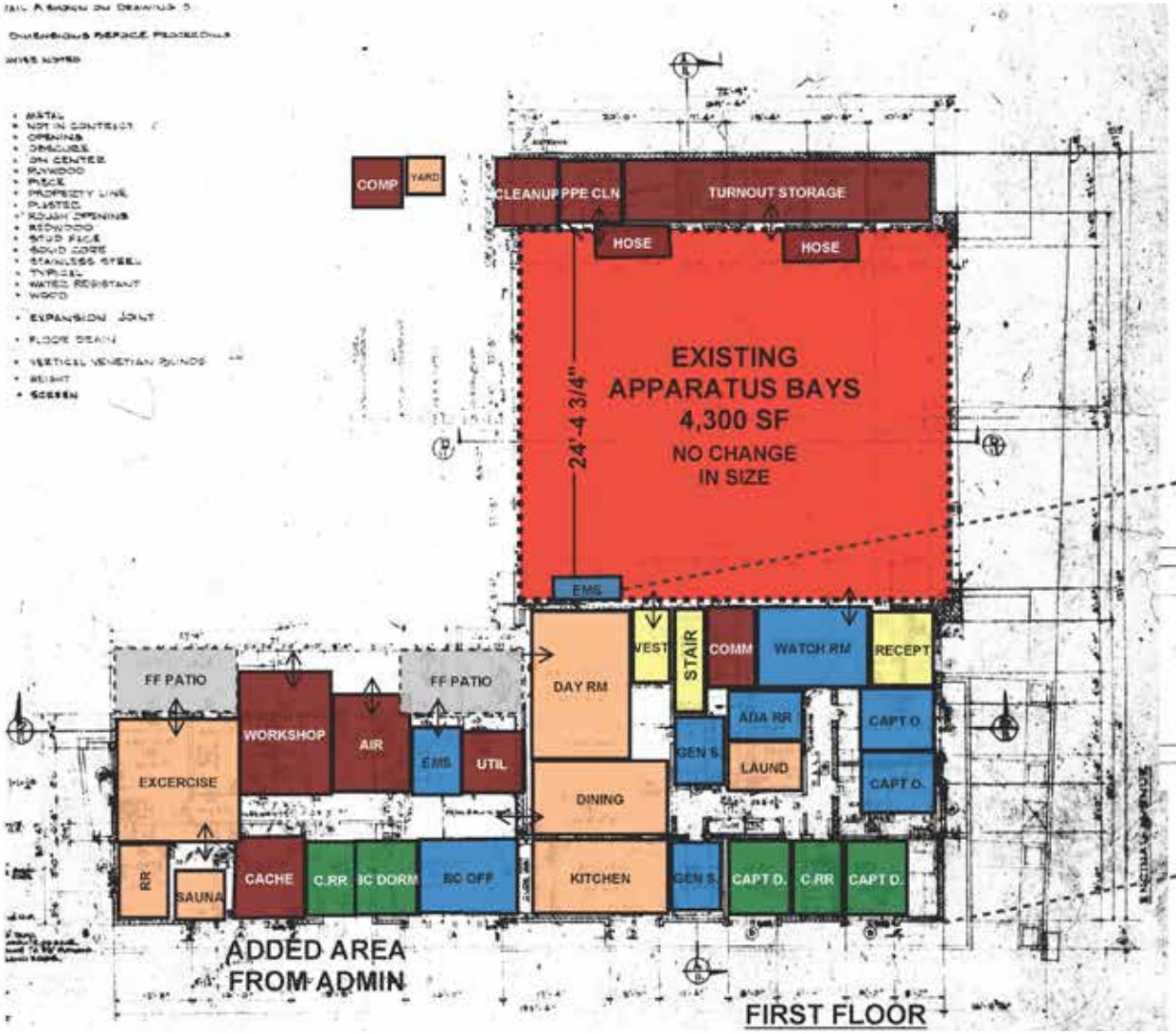
Fire Station 4 has adequate building and site square footage but needs reconfiguration for better decontamination spaces and separation of living and work areas from the Apparatus Bays..

Fire Station 5 was closed for fire operations in 2008. It is currently used for Fire Training in substandard conditions but the historic building and large outdoor yard could be rehabilitated for a modern day training facility that is not subject to essential services requirements.

The diagrams that follow are a graphic representation of the Building SF needed by each Station and Training and Administration. That building diagram is placed onto either the current site, if to remain, or an unspecified site to depict the approximate site size and dimensions needed to support operations.

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS



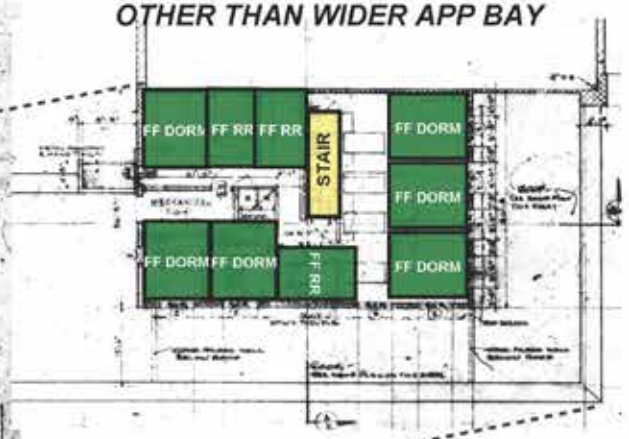
STATION AREA:

WITHOUT APP BAYS

EXISTING STATION: 5,878 SF
EXITING ADMIN: 2,030 SF
TOTAL: 7,908 SF

PROGRAM NEED: 7,555 SF

CONCLUSION:
THE ADMIN AREA ADDITION WILL SATISFY STATION EXPANSION NEEDS *OTHER THAN WIDER APP BAY*



6 FF BUNK ROOMS
3 FF RESTROOMS

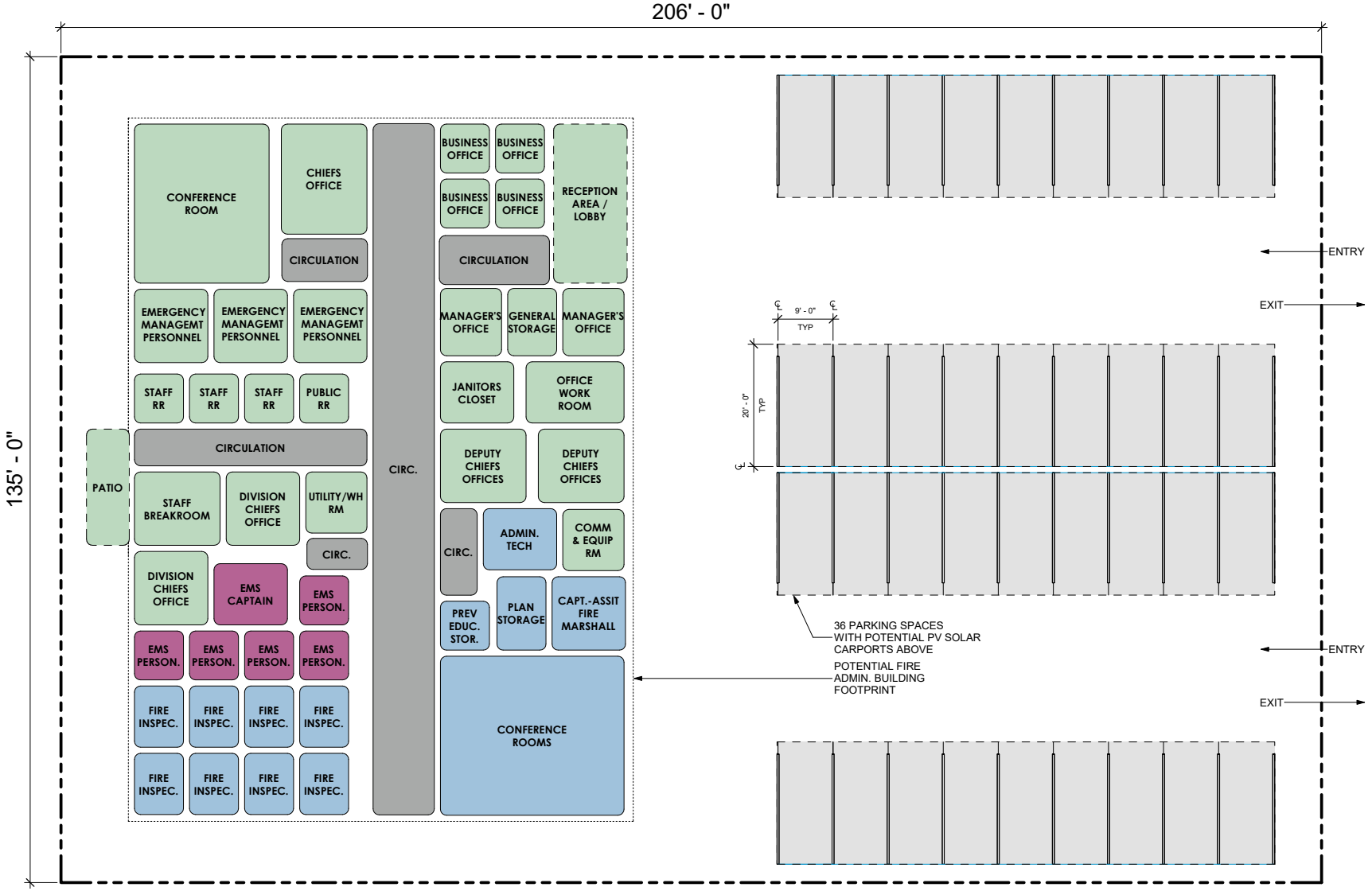
SECOND FLOOR

FIRE STATION 1

Existing and Proposed Building
Area: 12,742 sf

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS



FIRE ADMINISTRATION

to be co-located at new Fire Station 5

Program Site Area: 27,810 sf

Program Building Area: 10,200 sf

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS

Proposed space needs program overlaid on current Pacific Avenue site

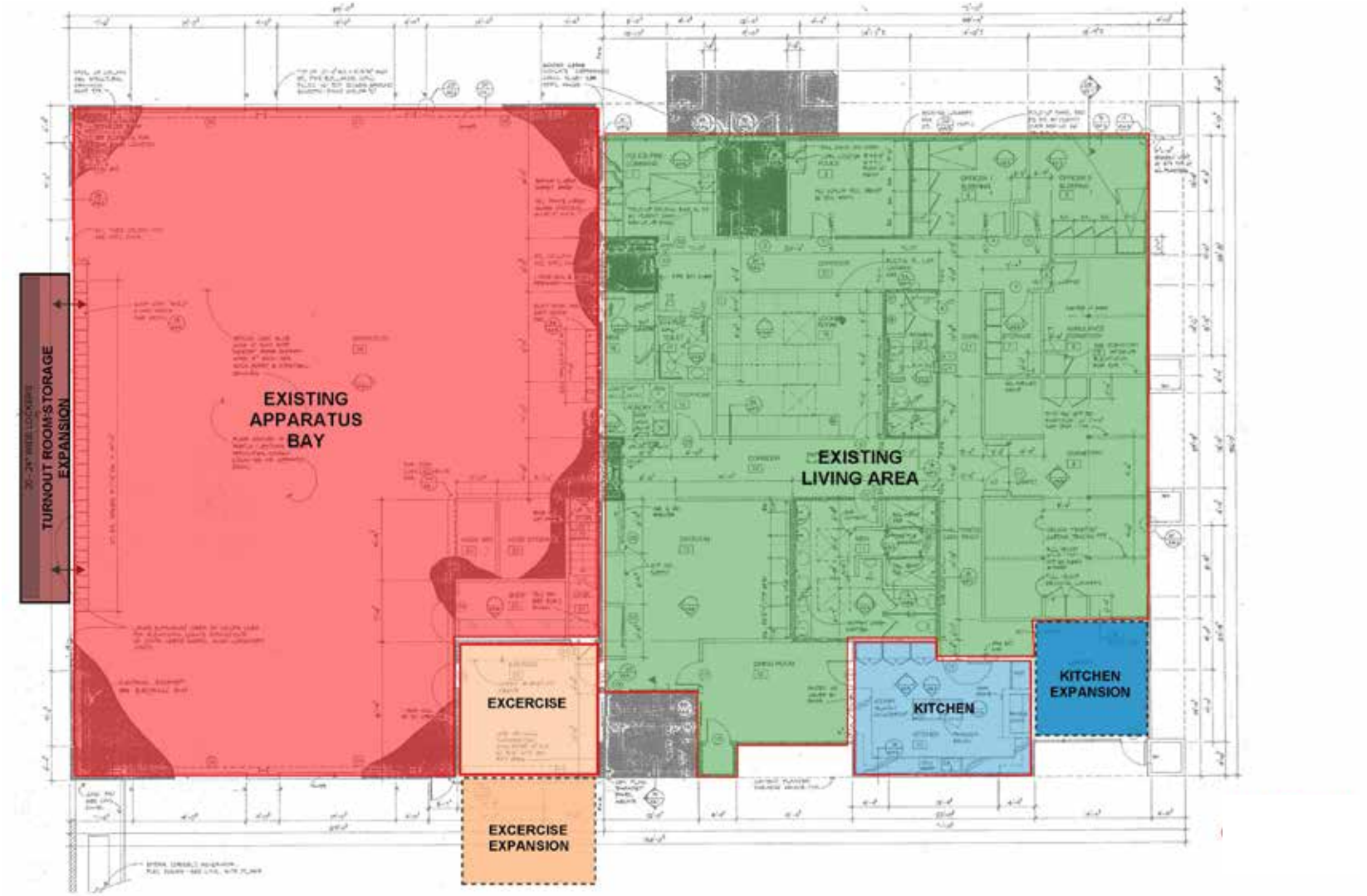
FIRE STATION 2

Proposed Program Building Area:
11,260 sf

includes 600 SF addition at northwest corner of existing Station

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS

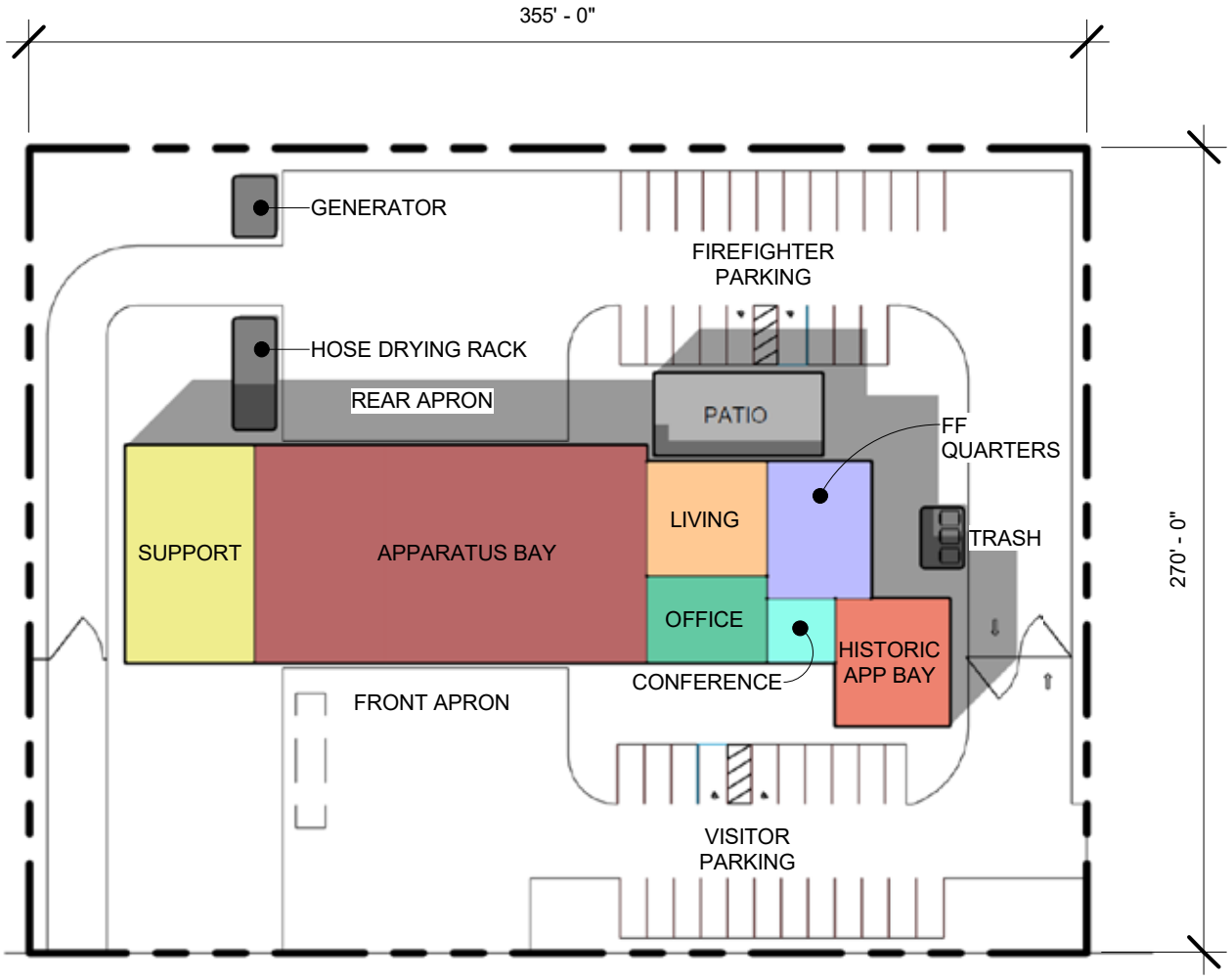


FIRE STATION 4

Program Building Area: 11,234 sf

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS



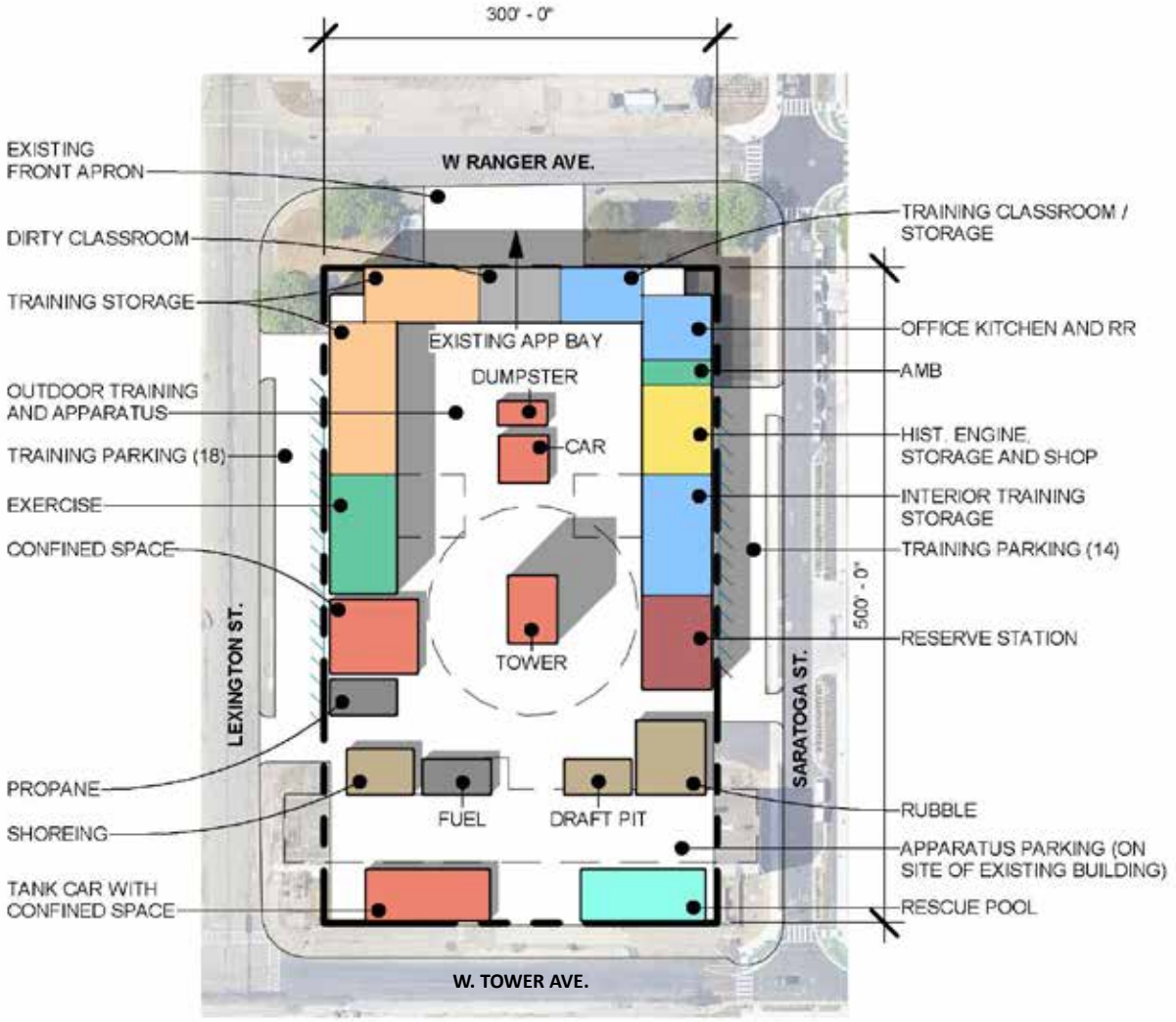
FIRE STATION 5

Program Site Area: 95,850 sf

Program Building Area: 22,659 sf plus additional 10,200 sf for Fire Administration

SPACE NEEDS ASSESSMENT

BUILDING AND SITE DIAGRAMS



TRAINING PARKING REQUIRED.
(PER CITY OF ALAMEDA MUNICIPAL CODE TABLE 17.52.920, ASSEEMBLY USES)
1 PER 6 OCCUPANTS x 70 OCCUPANTS = 12 SPACES REQUIRED.
32 SPACES PROVIDED

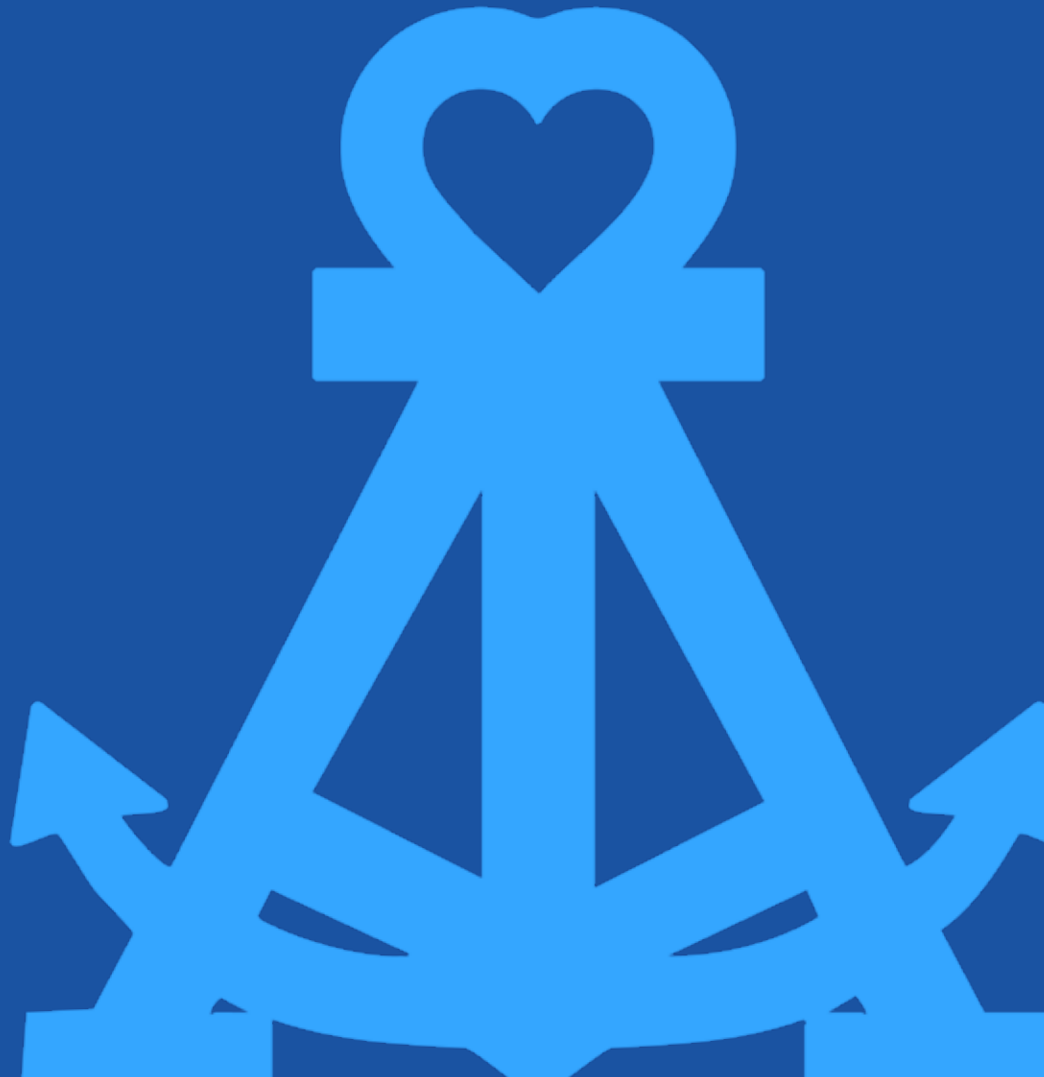
FIRE TRAINING CENTER

Program Site Area: 150,000 sf

Program Building Area: 18,353 sf

Proposed space program overlaid on the current West Ranger site

SITE OPTIONS AND ANALYSIS



SITE OPTIONS AND ANALYSIS

INTRODUCTION

This Site Options and Analysis section examines selected locations for their potential to accommodate the Space and Site Needs for effective and responsive City operations. Space and site requirements were transformed into building and site block diagrams that were then superimposed onto the various sites. These graphic exercises appear in the Site Fit Analysis pages that follow on Page 38.

SITES EVALUATED

The City identifed locations to be studied with a primary focus on City-owned sites. Sites in West Alameda and Alameda Point predominate due to service coverage needs for all of Alameda and to meet the needs of the continued development and growth at The Point.

PRIORITIES AND CONSIDERATIONS FOR SITE SELECTION

Key drivers for evaluation prioritized city owned sites, reuse of existing sites as much as possible, optimal service coverage, and meeting fire standards of coverage.

Sites were evaluated for their geographic location, carrying capacity, adjacent uses, particularly residential neighbors, as well as traffic, circulation and access to the site. Highest and best use and commercial value and land costs were also a part of the evaluation.

The AP Triton Fire Station Location Study (See Appendix D for full report) recommends retaining Station 2 at its current location and developing a new Fire Station 5 to provide service coverage to the growing Alameda Point area. AP Triton's recommended sites for a new Station 5 include: Site X) Midway and Main; Site I) Atlantic Near Main; and Site C) Building 62 Midway and Lexington.

ADDITIONAL SITES DISCUSSED BUT ELIMINATED FROM CONSIDERATION

Two sites that are not owned by the City were eliminated early from consideration. These are the Grocery Outlet and the College of Alameda sites that were used only to demonstrate how much land would be needed for a new Fire Station in a "site fit" test.

The Friends of the Alameda Animal Shelter (FAAS) is developing a specialized "Animal Medical Services and Training Campus" in the Harbor Bay area to offer spay and neuter services and other essential veterinary care. A Canine Training Program will also be based there as part of efforts to reduce owner surrender of dogs. There is no available land to build a full shelter facility there. Also the site is adjacent to existing development that has the potential to raise complaints from neighbors about dogs barking. For those reasons, a site at Alameda Point and a shared site with other noisy operations such as Fleet Services and the Corporation Yard for Recreation and Parks is suggested as a more viable long-term solution.

Recreation and Parks utilizes three separate sites at Alameda Point for their corporation yard operations at West Red Line Avenue, West Ticonderoga and Viking. These are best characterized as the ARPD making the best use of substandard though available facilities.In some cases the buildings have no electricity, no bathrooms and lack adequate lighting, fencing and security for City property, Unlike the Fleet Services Garage and the Animal Shelter that have existing facilities designed specifically for those functions, Recreation and Parks uses a former natatorium and warehouse plus quonset hut for operations. Long term plans call for the Ticonderoga site just off the Oakland Estuary, to be part of a future Sports Complex. The Viking site is within a designated enterprise zone that has potential commerical value. As such those current sites are not shown on the list or map of sites though Alameda Point in general is a suitable and functional area for Recreation corporation yard operations.

SITE LOCATIONS

SITES AT THE POINT

- A BUILDING 10
- B BUILDING 32
- C BUILDING 62
- D BUILDING 5
- E W. MIDWAY & RED LINE AVE.

WEST ALAMEDA

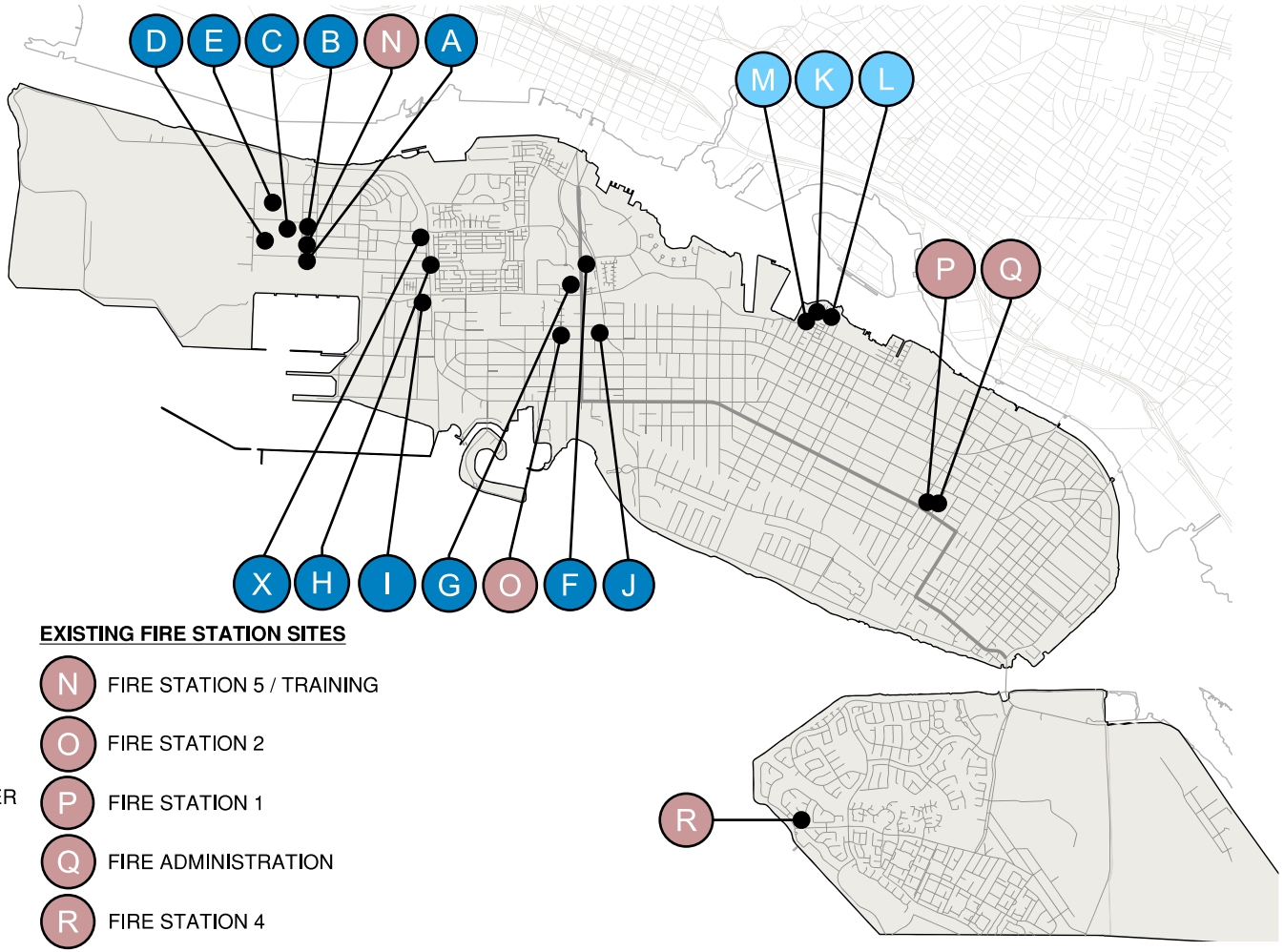
- F NEPTUNE PARK
- G COLLEGE OF ALAMEDA
- H MAIN STREET STRIP
- I WEST ATLANTIC AND MAIN ST.
- J GROCERY OUTLET
- X W MIDWAY AND MAIN

EXISTING CIVIC SITES

- K MAINTENANCE SERVICE CENTER
- L FLEET SERVICES
- M ANIMAL SHELTER

EXISTING FIRE STATION SITES

- N FIRE STATION 5 / TRAINING
- O FIRE STATION 2
- P FIRE STATION 1
- Q FIRE ADMINISTRATION
- R FIRE STATION 4



SITE OPTIONS AND ANALYSIS

THE POINT

SITE	BENEFITS	CONSTRAINTS
A ***BUILDING 10*** West Tower Avenue at Lexington St.	• Centrally located (better service to FS2 area, FS5) • Size will accommodate a combined station • Response may exit in multiple directions	• Existing building is narrow for use • Building may need to be demolished to accommodate use • If maintained, remediation measures may be needed
B ***BUILDING 32*** West Midway Avenue at Lexington St.	• Between City Hall West and Station 5 • Large regular shape to accommodate various uses • Exterior of building is in better condition than others	• May have significant remediation measures needed • Need to verify ownership of adjacent improvements • May require significant equipment removal
C ***BUILDING 62*** Midway Avenue & Lexington Street	• Near City Hall West and Station 5-Training • Existing building set up for office spaces • Building can be removed	• Existing building may need mitigations • Existing building has defined spaces • Less conducive to large storage • Building may need to be demolished
D ***BUILDING 5*** Between W. Midway and W. Tower	• Large building can house multiple departments • Can include parking and laydown space • Portions may be removed for added buildings • Historic character of Point may be preserved • Near City Hall West and Fire Station 5	• Remediation measures will be needed • Structural evaluation will be required • Used area will need to be separated from unused area • Different uses may require separations • Long term maintenance cost may be high
E ***BETWEEN W. MIDWAY AVENUE & W. RED LINE AVENUE*** (at Lexington Soccer Field/surrounding buildings)	• Near City Hall West • Large field area would not require demolition	• Adjacent buildings are historic and could not be removed • Adjacent future use may not be compatible with City uses • Only one entry street if buildings are maintained

SITE OPTIONS AND ANALYSIS

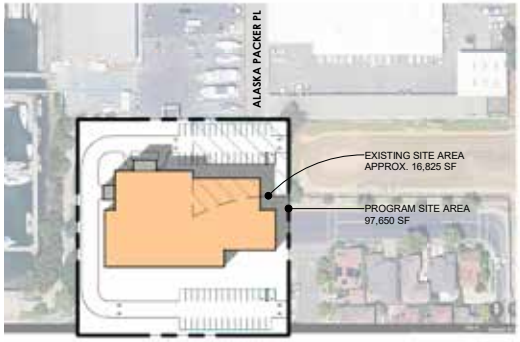
WEST ALAMEDA

SITE	BENEFITS	CONSTRAINTS
F ***NEPTUNE PARK***	• Centrally located (better service to FS2 area, FS5) • Size will accommodate a combined station • Response may exit in multiple directions	• Between two streets • Not a part of a community • Part of a site abuts an elevated road, traffic congestion and irregular site configuration • Does not meet NFPA 1710 four-minute response time standard. Not recommended by AP Triton
G ***COLLEGE OF ALAMEDA*** **FIRE SITE FIT TEST ONLY - ELIMINATED**	• Centrally located (better service to FS2 area, FS5) • Size will accommodate a combined station • Response may exit in multiple directions • Ability to control	• Must not interfere with campus plans • Response ability/safety concerns • Traffic congestion
H ***MAIN STREET STRIP***	• Located between Point and town • Visibility and response access along Main Street	• Likely doesn't serve Station 2 area • Return requires excessive drive through neighborhood • Site is not wide enough for apron approach to street • Reduced access across Main Street
I ***WEST ATLANTIC AVENUE & MAIN STREET***	• Corner lot is beneficial • Opportunity for visibility of City Facility at Point entry • Gateway to Point, connection to community • Return possibility from old Atlantic	• Site is not large, requires 2-story • Likely doesn't serve Station 2 area • Egress near corner is a safety concern • Corner response safety concerns
J ***BUENA VISTA & PACIFIC AVENUE GROCERY OUTLET*** **FIRE SITE FIT TEST ONLY - ELIMINATED**	• Connected to neighborhood • Centrally located (better service to FS2 area, FS5) • Site is sufficient and existing utilities • Multiple response options	• Existing Grocery Outlet - fills community need • Requires costly site purchase • Wilma Chan Way traffic and median replacement
X ***MIDWAY & MAIN STREET***	• Excellent response time coverage per AP Triton	• Challenge to replace Bessie Coleman housing

SITE OPTIONS AND ANALYSIS

CIVIC SITE FIT ANALYSIS

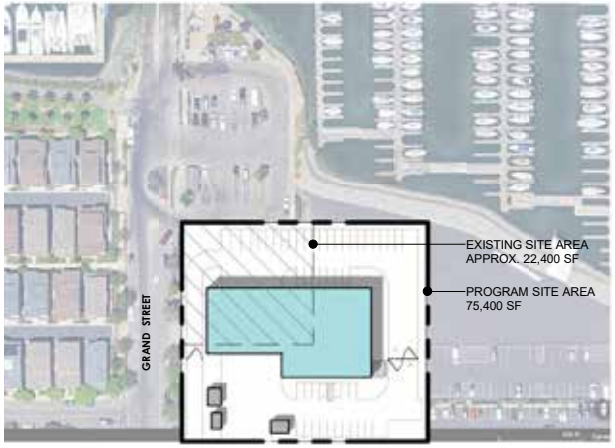
Space and site requirements were transformed into building and site block diagrams that were then superimposed onto the various sites.



ANIMAL SHELTER – EXISTING

"COMBINED CAMPUS"

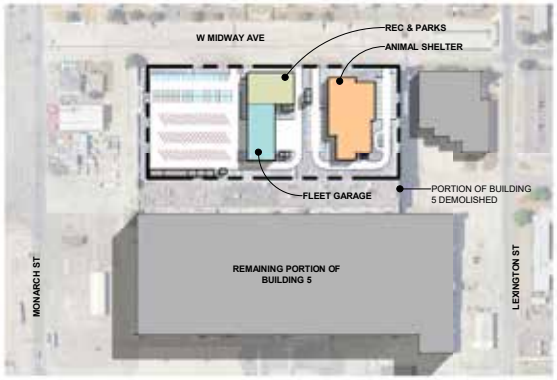
Co-locates Fleet Services, Recreation and Parks Yard and Animal Shelter at one site



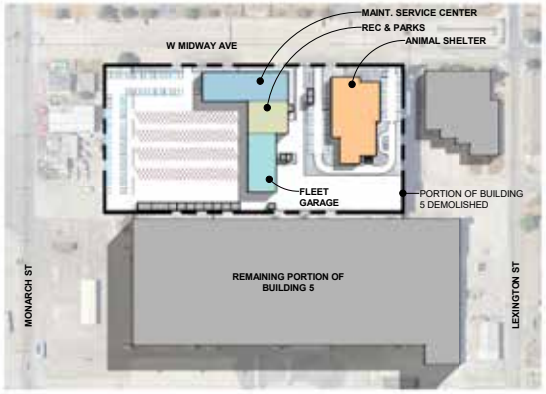
FLEET SERVICES GARAGE – EXISTING

"COMBINED CIVIC FACILITY"

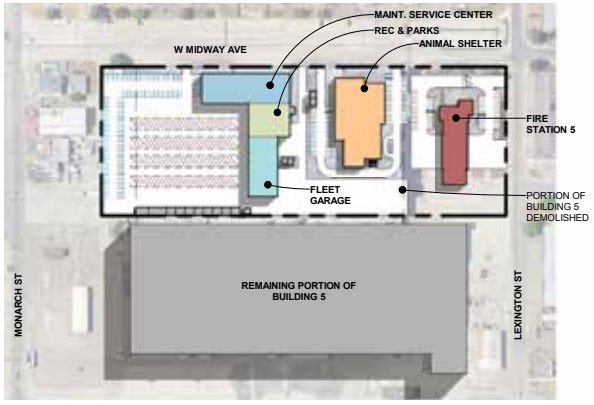
Adds Maintenance Service Center along with Fleet Services, Recreation and Parks Yard and Animal Shelter



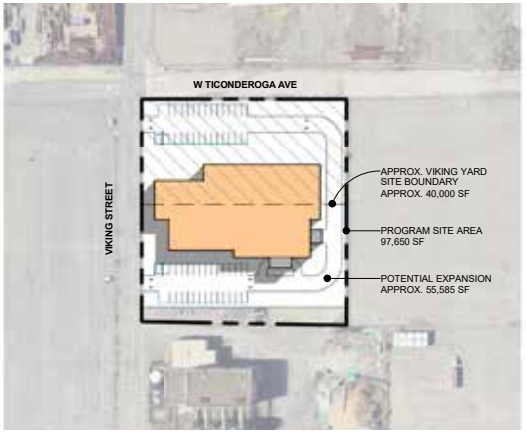
COMBINED CAMPUS ON BUILDING 5 NORTH (ANIMAL, FLEET, RECREATION)



COMBINED CIVIC FACILITY ON BUILDING 5 NORTH (MAINTENANCE PLUS ANIMAL, FLEET, RECREATION)

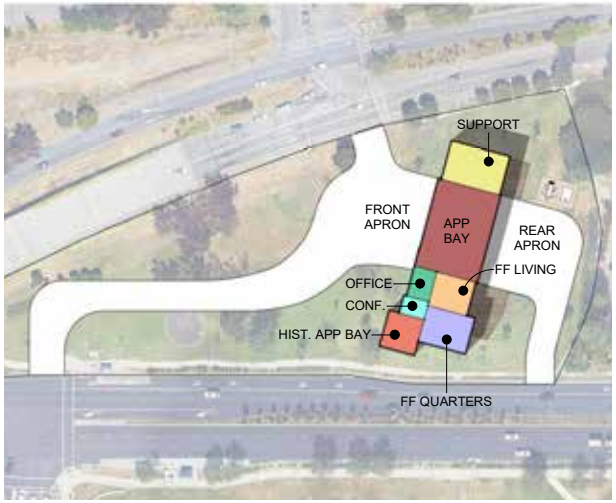


COMBINED CIVIC FACILITY (MAINTENANCE, PLUS ANIMAL, FLEET, RECREATION) AND FIRE STATION 5 ON BUILDING 5 NORTH

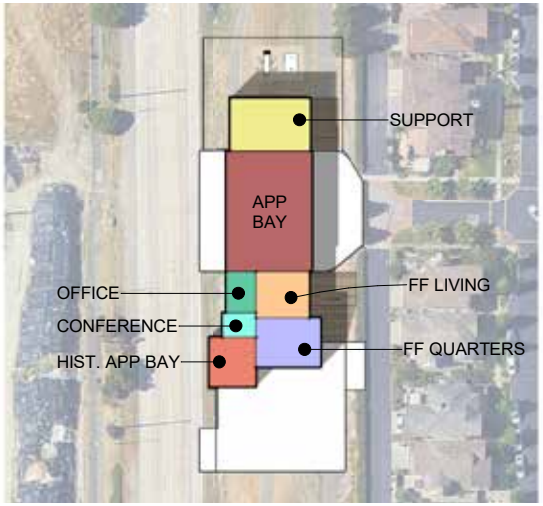


ANIMAL SHELTER ON VIKING YARD (NOT CONSIDERED FURTHER DUE TO POTENTIAL COMMERCIAL VALUE OF SITE)

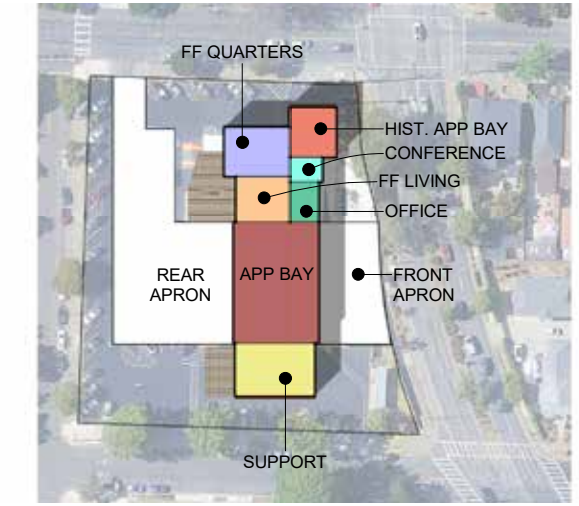
NEW FIRE STATION SITE FIT ANALYSIS



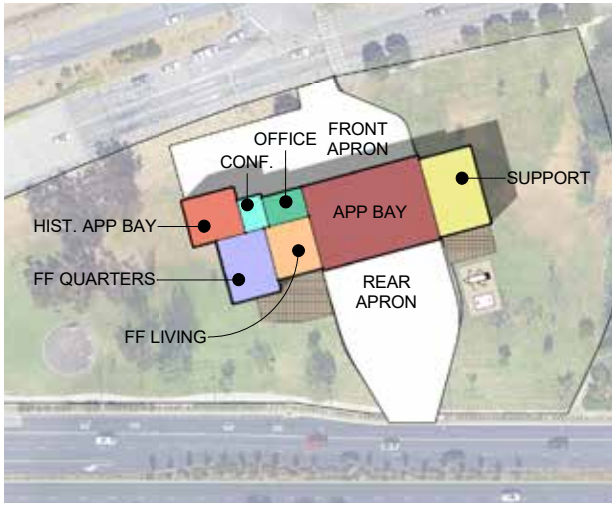
NEPTUNE PARK OPTION 1



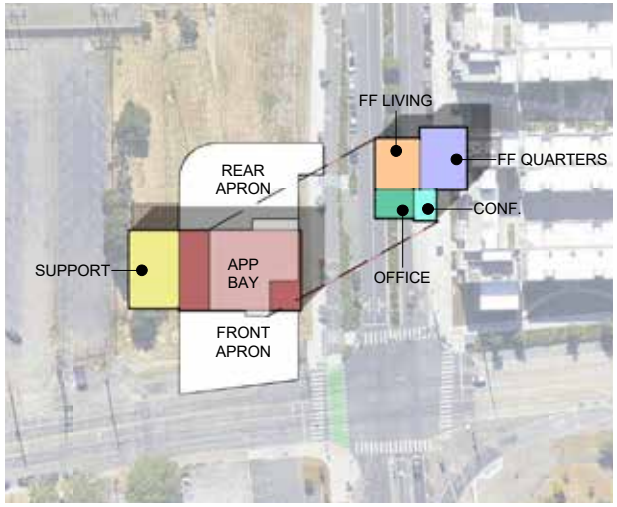
MAIN STREET STRIP



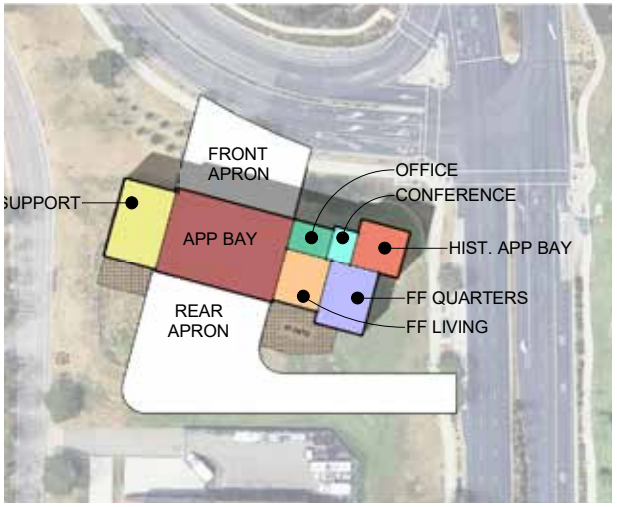
GROCERY OUTLET SITE (NOT CITY OWNED - NOT CONSIDERED FURTHER)



NEPTUNE PARK OPTION 2

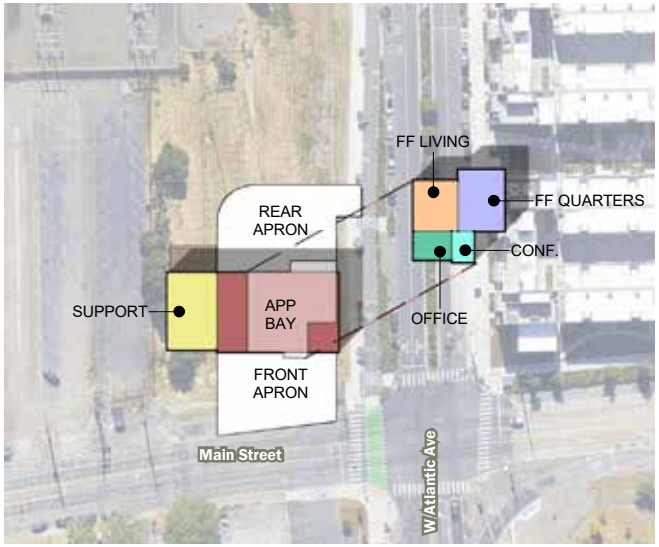


W ATLANTIC & MAIN



COLLEGE OF ALAMEDA (NOT CITY OWNED - NOT CONSIDERED FURTHER)

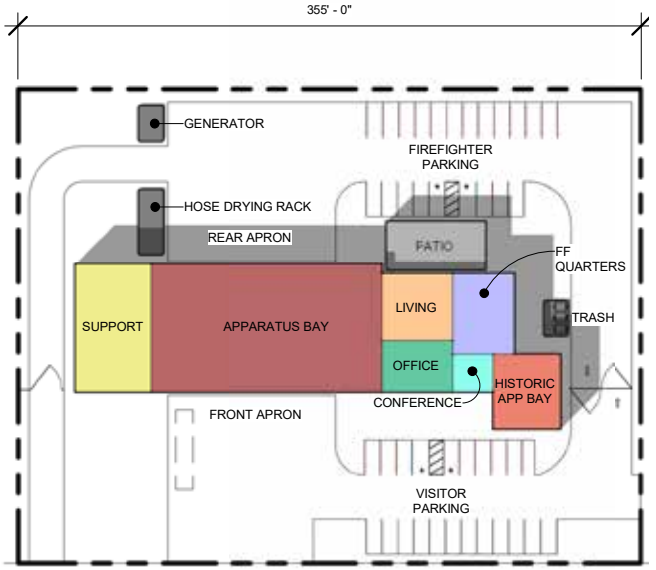
PREFERRED FIRE STATION 5 SITES



W ATLANTIC & MAIN – SITE I

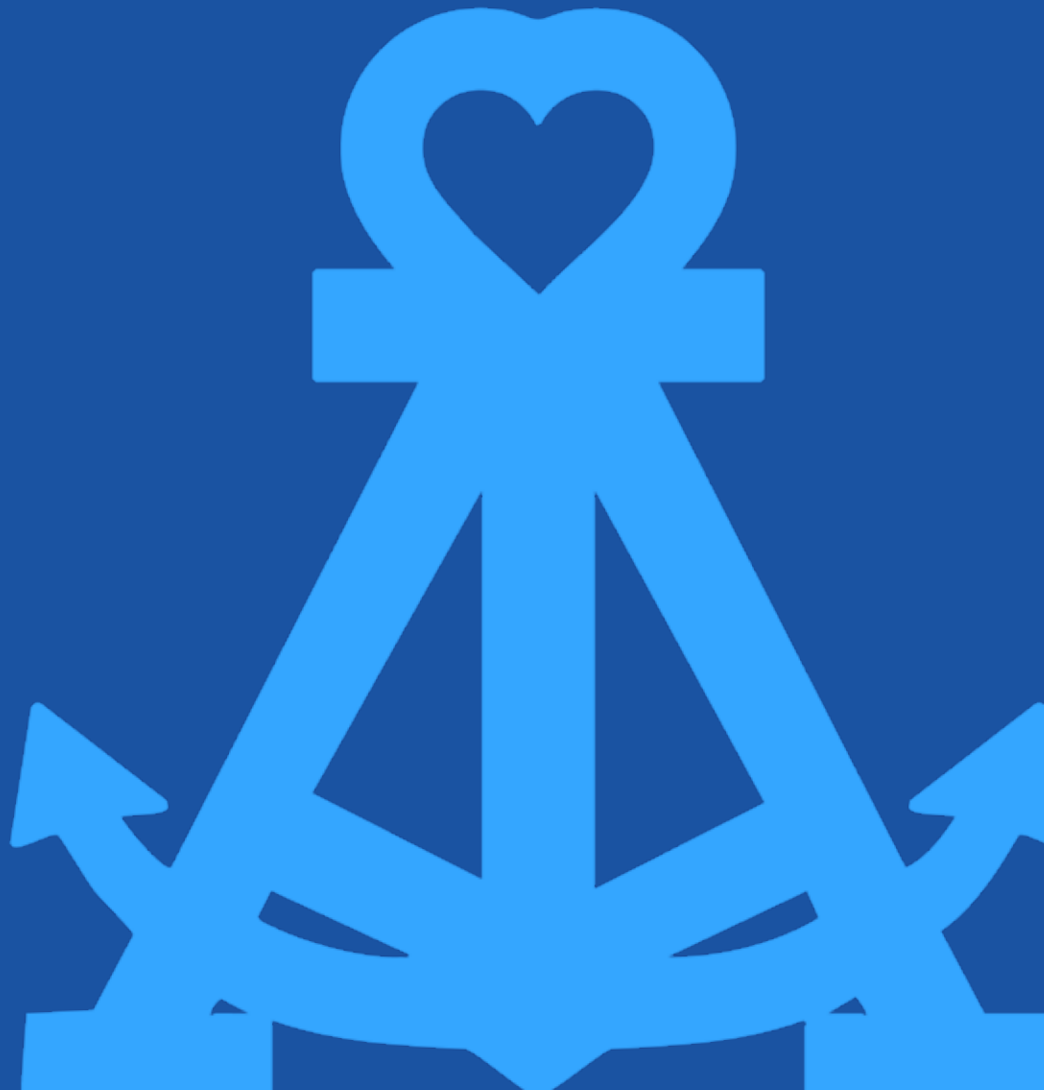
W MIDWAY & LEXINGTON – SITE C

W MIDWAY & MAIN – SITE X



FIRE STATION 5 DIAGRAM

PLAN OPTIONS & COSTS



PRIORITIES AND CONSIDERATIONS

Direction provided by City staff and the City Council refined planning options to four main frameworks for:

Option A: Centralized Maintenance and Fire

Option B: Combined Civic Facility

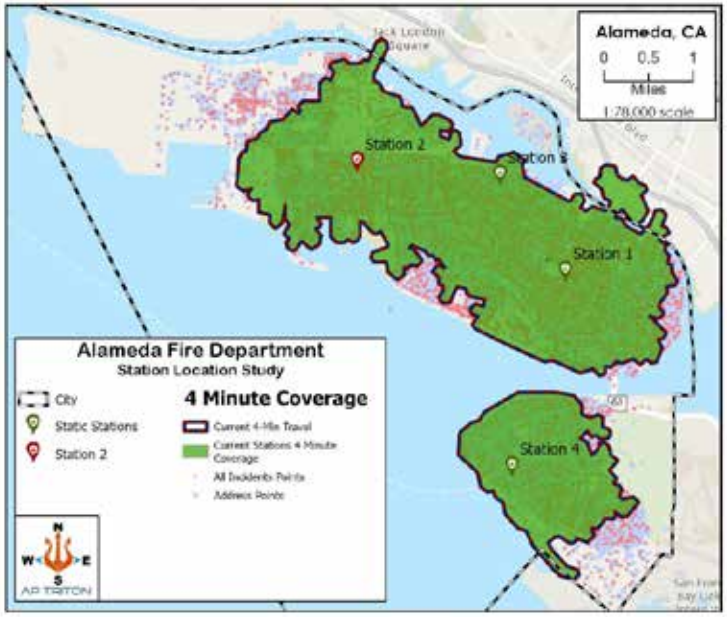
Option C: Centralized Maintenance Storage

Option D: Combined Fire/Civic Facility

All four options were based on overarching "Priorities and Considerations" and key drivers that:

- Reuse or use existing sites as much as possible to minimize costs for site acquisition and development
- Prioritize City-owned sites to streamline land use and project entitlement processes
- Utilize sites that are less likely to have value for future commercial development
- Optimize service coverage by retaining a central location for Public Works throughout the long, linear City for quick response to sewer, traffic or other vital service issues
- Cluster similar types of operations and activities on a combined site to minimize sound, traffic, odors, and other disruptions to adjacent neighborhoods
- Bolster safety and security of City employees and property by co-locating corporation yard functions
- Respect the historic resources and value of Fire Station 2 and former Fire Station 5 at Alameda Point
- Consider environmental concerns for potential sea level rise and ground contamination
- Enhance fire response service coverage by adopting AP Triton's recommendation to build a new fire station at Alameda Point while retaining Fire Station 2 at its current location.

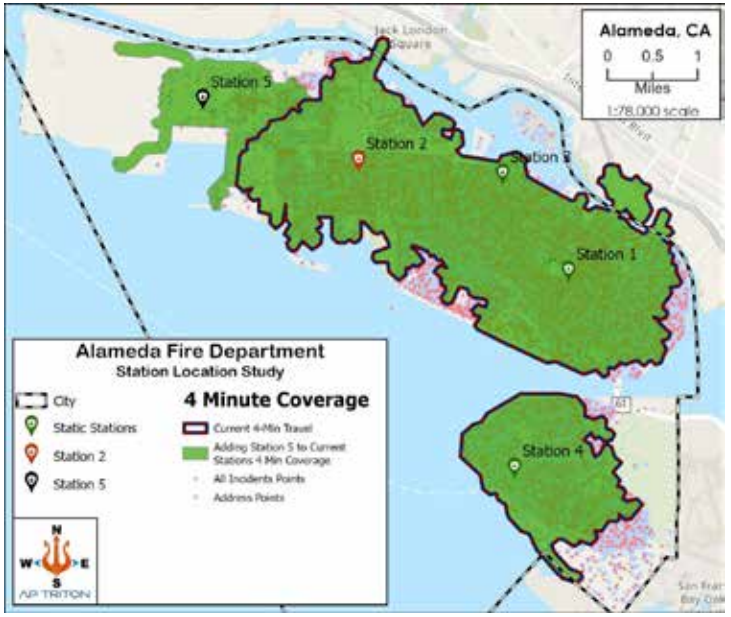
EXISTING CONDITION WITHOUT NEW STATION 5



The National Fire Protection Association's response time performance goal is found in Standard 1710. The standard indicates that the first response unit should arrive within 4 minutes.The diagram on the left indicates that portions of West Alameda and Alameda Point do not meet the standard without a new Fire Station 5. The diagram on the right shows how a new Fire Station 5 can provide the 4 minute coverage.

graphics by AP Triton

NEW STATION 5 AT ALAMEDA POINT



ELEMENTS OF THE PLAN OPTIONS

CIVIC

Animal Shelter:

- Relocate and build new Animal Shelter at combined civic facility at Alameda Point or separately at another location in the City

Fleet Services Garage:

- Relocate and build new at Alameda Point potentially as part of a combined facility

Maintenance Service Center (MSC):

- Remodel at existing site and expand into the existing adjacent Animal Shelter and Fleet Services Garage sites once relocated
- Retains important central location
- Avoids significant costs to acquire and develop a new site

Recreation and Parks Corporation Yard:

- Consolidate informal and spread-out facilities and build new at Alameda Point potentially as part of a combined facility

FIRE

Fire Administration:

- Relocate Fire Administration from Fire Station 1 to allow expansion and modernization for fire operations in its current location
- Consolidate Fire Department administrative units in a single location, ideally with a new FS 5

Fire Station 1:

- Remodel at existing site using space vacated by relocation of Fire Administration to provide decontamination spaces and separation for fire fighter living and work areas and fire operations
- Seismically upgrade roof and wall connections and at apparatus bay door openings

Fire Station 2:

- Retain and Remodel Fire Station 2 at its current well-placed site
- Modernize with decontamination zones and separation of operations functions from office and living quarters
- Seismically upgrade facility especially at apparatus bay doors
- Move ladder truck to the new Station 5 which will be designed to accommodate larger apparatus
- Relocating truck allows scale and historic character of 104-year old Fire Station 2 to be retained

Fire Station 4:

- Remodel at existing site to modernize with decontamination zones and separation of operations functions from office and living quarters
- Seismically upgrade facility especially at apparatus bay doors

Fire Station 5:

- Build new Station 5 at Alameda Point to meet service coverage requirements for emergency response times.

Fire Training Facility:

- Remodel Training at existing site to upgrade substandard conditions for training functions.
- Expand Training facilities, yard and props with demolition of existing vacant Building 10.

PREFERRED OPTION AND RATIONALE

Site	Option	
	A Centralized Maintenance New Fire Station 5	Option A is preferred to achieve facility goals. It aligns with City priorities in the following ways:
Fire Station 1	*Expand into Admin Area*	*Minimal disruption to Fire Operations. Station 1 improvements could begin as soon as Fire Administration can relocate to an alternate-interim lease site*
Fire Administration	*Relocate to New Station 5*	*Consolidates Fire Command units in one location. Ideally at new Station 5 but also in the vicinity of City Hall West and new Fire Training. Lease office space in the short term.*
Fire Station 2	*Remain with Remodel*	*If Fire Truck can move to new Station 5, it avoids costly and complex structural upgrades to historic structure. Historic value is retained.*
Fire Station 4	*Remain with Minor Repairs*	*Allows for cost-effective modifications to existing facility for seismic strengthening and decontamination spaces for fire fighter wellness.*
Fire Station 5	*New Station at New Site*	*Cost-effective to build at The Point where infrastructure and underutilized sites are available. Meets the primary goal of emergency response times.*
Fire Training Center	*New Training Center on Enlarged Existing Site*	*Reuse of existing building upgrades training functions already in place. Open area and distance to adjacent uses mitigates training activities.*
Fleet Services Garage	*Relocate to Combined Campus*	*Fleet activity is typically scheduled so location at The Point is viable. Open, underutilized space allows co-location with compatible outdoor yard users.*
Maintenance Service Center	*Remodel and Expand to Existing Fleet and Animal Shelter Area*	*Minimizes costs for brand new facility and site. Allows expansion into City-owned land and facilities in a vital central location for effective response.*
Recreation and Parks Yard	*Relocate to Combined Campus*	*Shared site for corporation yard functions provides greater security for City employees, equipment and facilities.*
Animal Shelter	*Relocate to Combined Campus*	*A new site has the potential for increased donor support and shared site development costs with other City departments.*

"COMBINED CAMPUS"
Co-locates Fleet Services, Recreation and Parks Yard and Animal Shelter at one site

"COMBINED CIVIC FACILITY"
Adds Maintenance Service Center along with Fleet Services, Recreation and Parks Yard and Animal Shelter

RATIONALE FOR OPTION A vs B C D

Master Plan Options

Site	Option			
	A Centralized Maintenance New Fire Station 5	B Combined Civic Facility Remodeled Station 5	C Centralized Maint Storage Combined New Station	D Combined Fire / Civic Facility with New Station 5
Fire Station 1	*Expand into Admin Area*	*Expand into Admin Area*	*Expand into Admin Area*	*Expand into Admin Area*
Fire Admin Building	*Relocate to New Station 5*	*Relocate to New Station 5*	*Relocate to Station 2 with App Storage*	***Relocate to New Station 5/Civic Facility***
Fire Station 2	*Remain with Remodel*	*Remain with Remodel*	***Relocate to New Combined Station***	*Remain with Remodel*
Fire Station 4	*Remain with Minor Repairs*	*Remain with Minor Repairs*	*Remain with Minor Repairs*	*Remain with Minor Repairs*
Fire Station 5	***New Station at New Site***	***Remodel Station 5***	***Relocate to New Combined Station***	***New Station 5 at Combined Fire / Civic Facility***
Fire Training Center	*New Training Center on Enlarged Existing Site*	*New Training Center on Enlarged Existing Site*	*New Training Center on Same Existing Site*	*New Training Center on Enlarged Existing Site*
Fleet Services Garage	*Relocate to Combined Campus*	*Relocate to Combined Civic Facility*	*Relocate to Combined Campus*	*Relocate to Combined Fire / Civic Facility*
Maintenance Service Center	***Remodel and Expand to Existing Fleet and Animal Shelter Area***	*Relocate to Combined Civic Facility*	*Relocate to Combined Campus*	*Relocate to Combined Fire / Civic Facility*
MSC Corp Yard	*Relocate to Combined Campus*	*Relocate to Combined Civic Facility*	***Relocate to MSC Site to be Centralized***	*Relocate to Combined Fire / Civic Facility*
Animal Shelter	*Relocate to Combined Campus*	*Relocate to Combined Civic Facility*	*Relocate to Combined Campus*	*Relocate to Combined Fire / Civic Facility*
Recreation and Parks Yard	*Relocate to Combined Campus*	*Relocate to Combined Civic Facility*	*Relocate to Combined Campus*	*Relocate to Combined Fire / Civic Facility*

OPTION A IS THE PREFERRED SCHEME AS IT IS SUPERIOR IN MEETING THE SITE, SPACE AND LOCATION REQUIREMENTS OF ALL TEN FACILITIES.

OPTIONS B, C, AND D HAVE ISSUES THAT MAKE THEM LESS VIABLE THAN OPTION A SUCH AS:

OPTION B:

Fire Station 5: renovating the existing, historic Station 5 building to the required essential services level for a new fire station is not feasible.

Maintenance Service Center: relocating MSC from its current facility is not an effective use of a fully functional public works facility that is ideally located in the center of the City.

OPTION C:

Fire Administration: Station 2 is optimally located for response and service coverage and should remain a Fire Station. Converting Station 2 to office space for Fire Administration is not the best use of that prime location since Administration could be in another location. The Station 2 site cannot provide adequate parking required for Administration.

OPTION D:

Prolongs and delays the process of developing a fully functional new Fire Station 5 at Alameda Point where coverage is needed as soon as possible.

COST SUMMARY

Mack5, the Cost Consultant, provided construction cost information for each of the ten facilities listed below. The costs are based on the square footages for building and site shown in the bubble diagrams in the Space Needs Assessment chapter of this report. The chart below starts with 2025 construction costs and escalates them to the estimated mid-point of construction. In total, the ten facilities are expected to require roughly $343 million in funding for both hard construction costs and soft costs .

	Current Construction Cost August 2025				Including Soft Cost x 1.35%	Project Cost (Incldg. Soft Cost +Cost Escalation To Midpoint Of Construction)			
						Project Cost	%	Start Date	Duration
OPTION A: CENTRALIZED MAINTENANCE & FIRE	**AREA**	**%**	**$/SF**	**$**	**$**	**$**			
1. (N) Animal Shelter + Site Improv. (Combined Campus)	26,721 SF	21%	$1,546.80	$41,331,960	$55,798,146	$68,771,215	23.25%	Jan. 2030	24 Months
2. (N) Fleet Service Garage + Site Improv. (Combined Campus)	17,494 SF	13%	$1,493.42	$26,125,910	$35,269,978	$46,644,546	32.25%	Jan. 2032	24 Months
3. (N) Recreation & Parks Corp. Yard + Site Improv. (Combined Campus)	12,987 SF	12%	$1,822.95	$23,674,697	$31,960,841	$42,268,212	32.25%	Jan. 2032	24 Months
SUB-TOTAL CONSTRUCTION & SITEWORK (COMBINED CAMPUS)	**57,202 SF**		**$1,593.17**	**$91,132,566**	**$123,028,965**	**$157,683,973**			
4. (E) Maintenance Service Center (MSC), Remodel & Expand	16,400 SF	6%	$713.37	$11,699,322	$15,794,085	$21,183,816	34.13%	Jan. 2033	12 Months
5. (E) Fire Station #1: Expand Into Admin Area	12,742 SF	3%	$536.61	$6,837,537	$9,230,675	$10,303,740	11.63%	Jan. 2028	12 Months
6. (N) Fire Admin Bldg.: Relocate To (N) Fire Stn.#5	10,200 SF	6%	$1,241.02	$12,658,428	$17,088,878	$20,293,043	18.75%	Jan. 2029	24 Months
7. (E) Fire Station #2: Remodel (Without Truck)	11,260 SF	3%	$583.49	$6,570,074	$8,869,600	$11,497,219	29.63%	Jan. 2032	12 Months
8. (E) Fire Station #4: Minor Repairs	11,234 SF	1%	$242.30	$2,722,025	$3,674,734	$5,094,100	38.63%	Jan. 2034	12 Months
9. (N) Fire Station #5 + Site Improvement	22,659 SF	17%	$1,505.58	$34,114,927	$46,055,152	$54,690,492	18.75%	Jan. 2029	24 Months
10. (N) Fire Training Facility + Site Improvement	18,353 SF	17%	$1,818.31	$33,371,433	$45,051,434	$61,607,836	36.75%	Jan. 2033	24 Months
TOTAL CONSTRUCTION & SITEWORK	**160,050 SF**	**100%**	**$1,244.03**	**$199,106,313**	**$268,793,522**	**$342,354,221**			

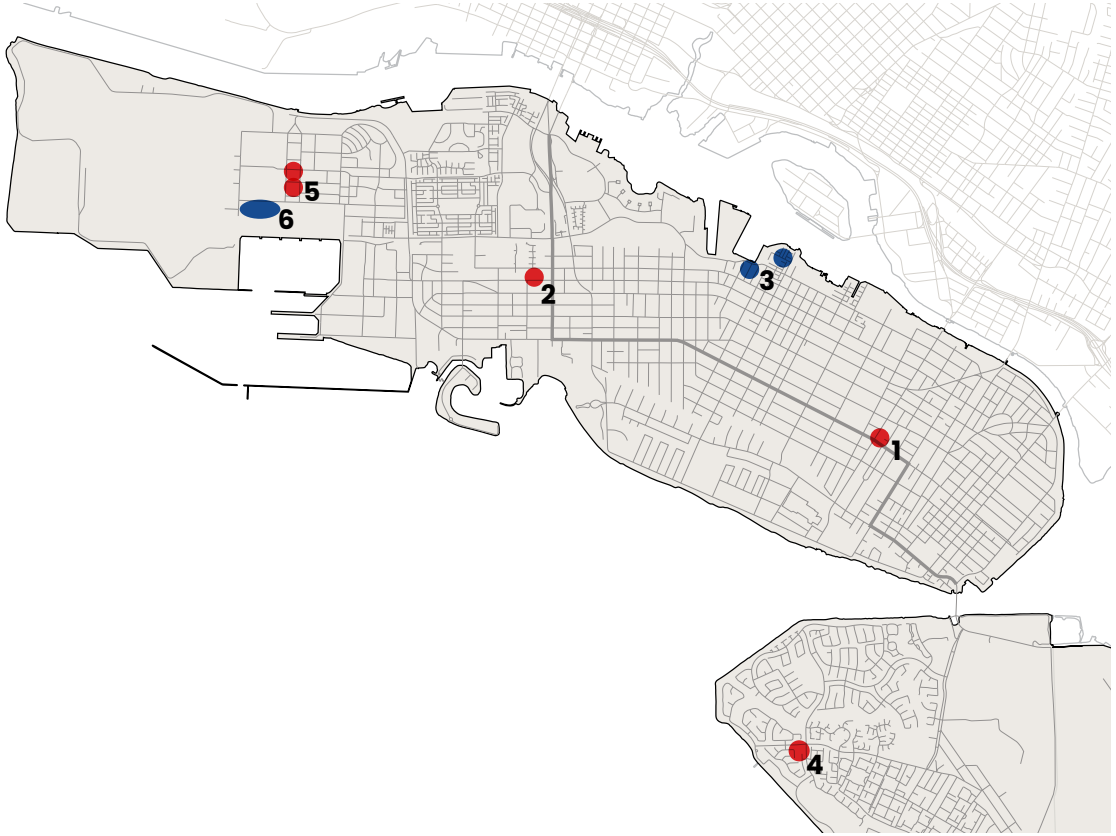
NOTES:

1. Cost Escalation is calculated at 4.5% per annum - compounded
2. +35% SOFT COST includes cost for :
   - 2.1 Entitlement & Permits
   - 2.2 Architect/Engineers Design Fees
   - 2.3 Specialty Consultants
   - 2.4 Project & Construction Management Fees
   - 2.5 Public Arts
   - 2.6 Utility Fees
   - 2.7 Testing & Inspection
   - 2.8 Third Party Cabling & Network Equipments
   - 2.9 FF&E
   - 2.10 Audio-Visual Equipment
   - 2.11 Scope Change/Post Contract Contingency

NOTE ON ANIMAL SHELTER COST PER SF: Initially, the Study Team expected the new Animal Shelter would have a lower per Square Foot Cost than a new Fire Station 5. Based on Mack5's recent experience with a new Animal Shelter in the Bay Area, the per square foot cost for Line 1, Animal Shelter includes specialized costs for:

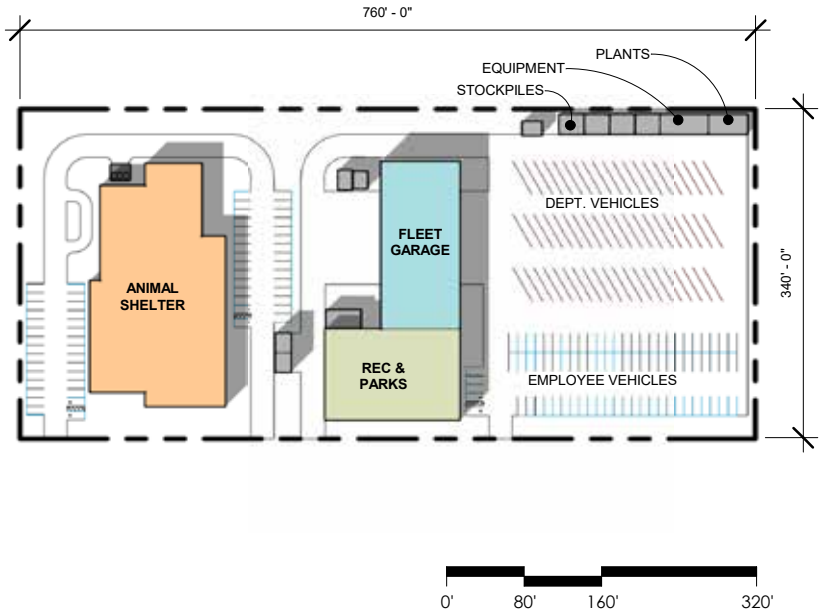
1. Pre-fab kennel systems – Animal Shelter has pre-fab kennel systems which run $27/SF;
2. Plumbing Costs are higher due to cleaning and draining the multiple kennels compared to a fire station;
3. Pressure washing and sanitizing equipment;
4. Exam rooms for medical procedures include special HVAC, equipment, lighting, and table; and
5. Site Improvements – The animal shelter site is larger than the FS#5 site which makes the overall $/SF cost higher.

OPTION A



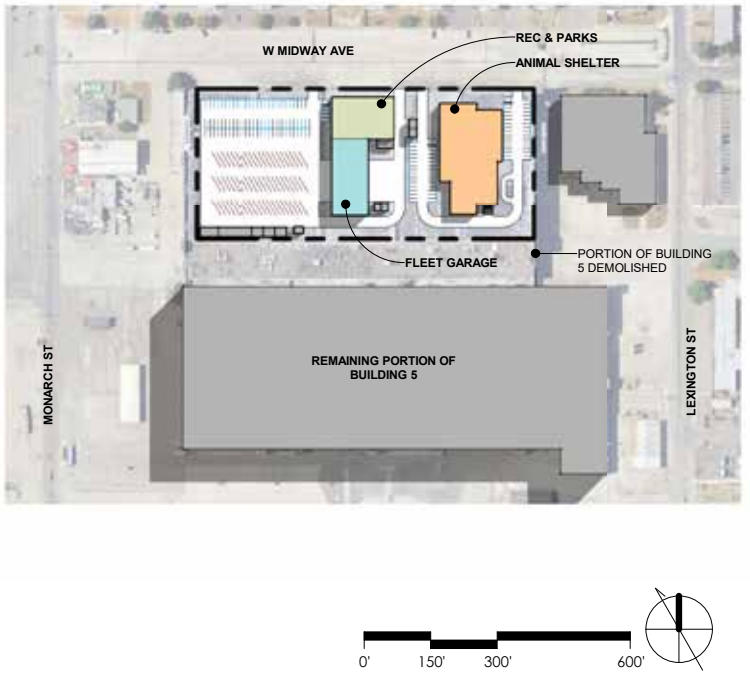
	SITE	DESCRIPTION	COST (2029)
1	***FIRE STATION 1***	Expand into Admin Area	$10,303,740
5	***FIRE ADMIN BUILDING***	Relocate to new Station 5	$20,293,043
2	***FIRE STATION 2***	Remain with remodel	$11,497,219
4	***FIRE STATION 4***	Remain with minor repairs	$5,094,100
5	***FIRE STATION 5***	New station at new site	$54,690,492
5	***FIRE TRAINING CENTER***	New training center on enlarged existing site	$61,607,836
6	***FLEET SERVICES GARAGE***	Relocate to combined campus	$46,644,546
3	***MAINTENANCE SERVICE CENTER***	Remodel and expand to existing fleet and animal shelter	$21,183,816
6	***ANIMAL SHELTER***	Relocate to combined campus	$68,771,215
6	***RECREATION & PARKS YARD***	Relocate to combined campus	$42,268,212
		TOTAL	***$342,354,221***

OPTION A SITE DIAGRAMS - CIVIC



COMBINED CAMPUS (FLEET, ANIMAL SHELTER, RECREATION)

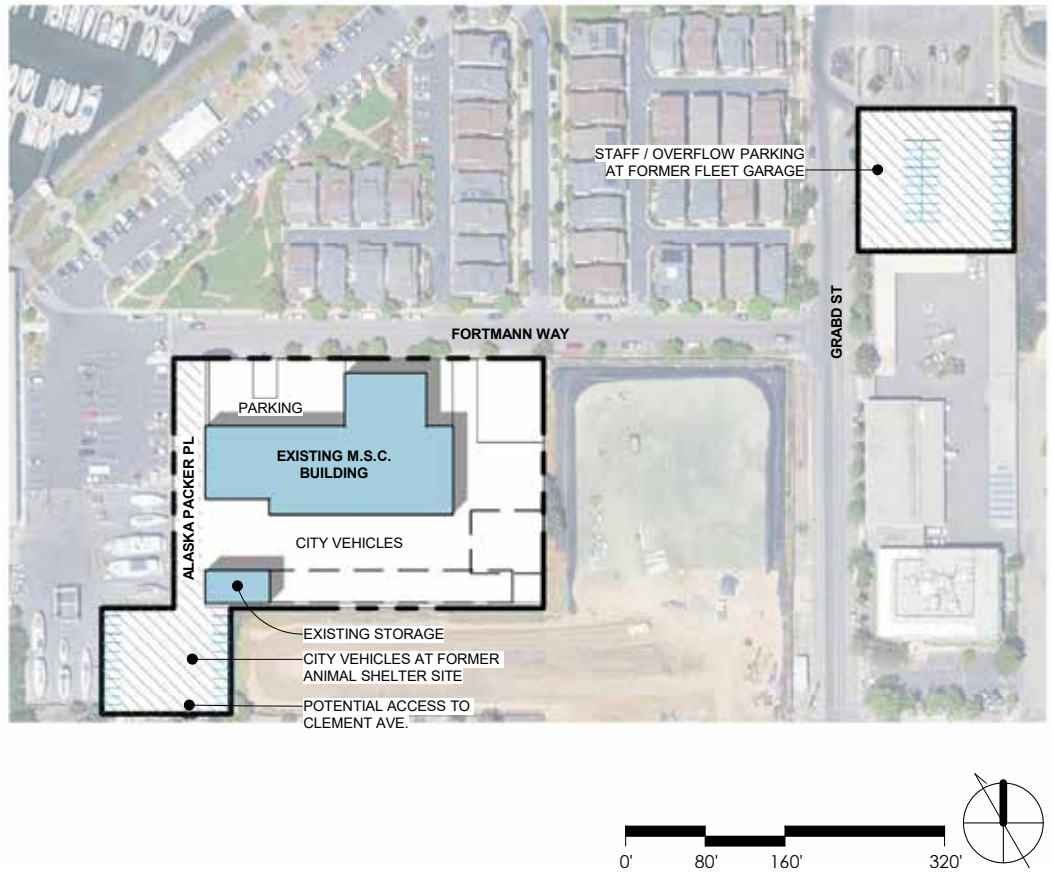
Programmed Site Area: 258,400 SF



SAMPLE TEST FIT COMBINED CAMPUS AT BUILDING 5 SITE

Available Site Area: Approx. 270,000 SF

OPTION A SITE DIAGRAMS - CIVIC



REUSE (EXISTING)

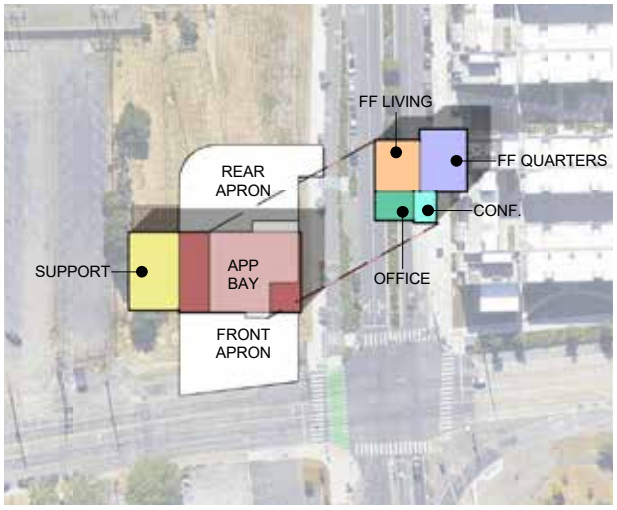
MAINTENANCE SERVICE CENTER

Available Site Area: Approx. 123,825 SF

PREFERRED FIRE STATION 5 SITES

W MIDWAY & MAIN

W MIDWAY & LEXINGTON



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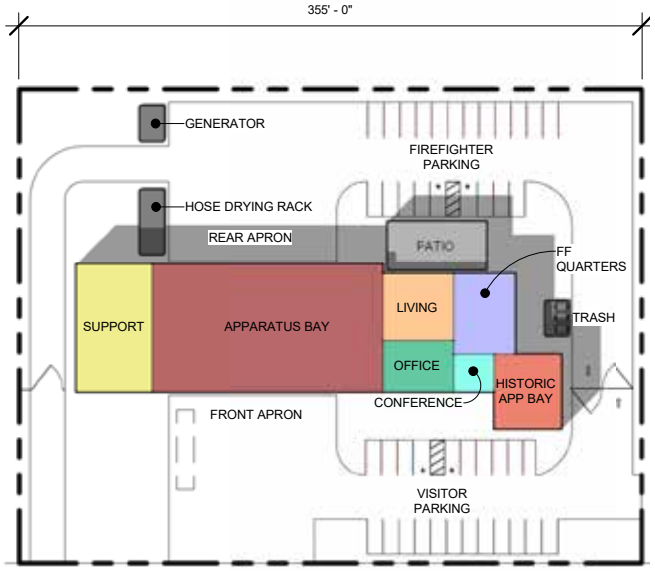
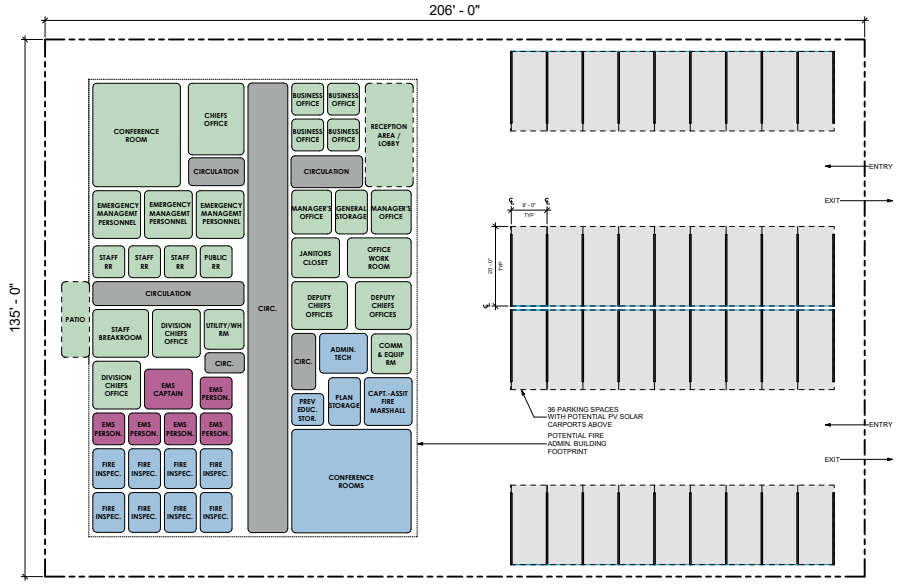


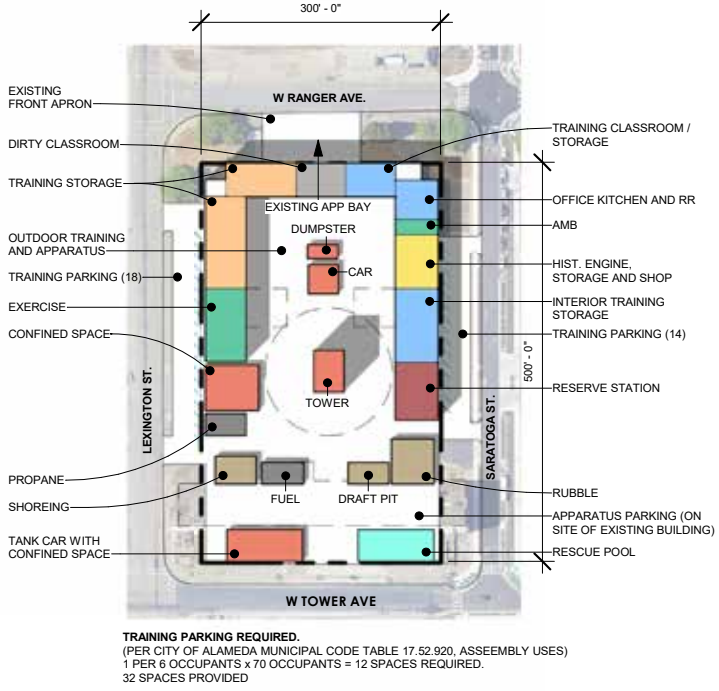
FIRE STATION 5 DIAGRAM

OPTION A - FIRE FACILITIES SITE DIAGRAMS

FIRE STATION 1 EXPANSION INTO EXISTING FIRE ADMINISTRATION WING

OPTION A - FIRE FACILITIES SITE DIAGRAMS





TRAINING PARKING REQUIRED.
(PER CITY OF ALAMEDA MUNICIPAL CODE TABLE 17.52.920, ASSEEMBLY USES)
1 PER 6 OCCUPANTS x 70 OCCUPANTS = 12 SPACES REQUIRED.
32 SPACES PROVIDED

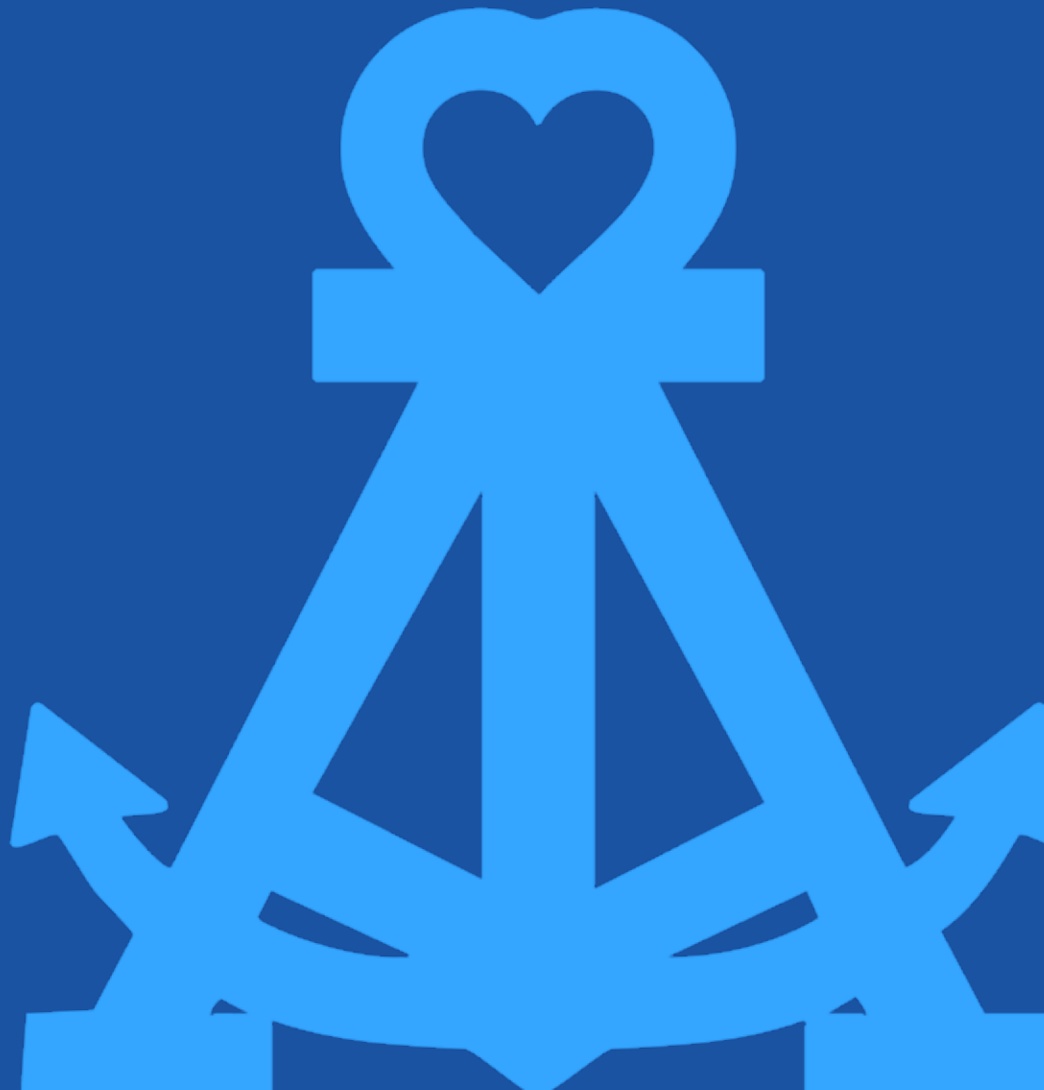
NEW FIRE ADMINISTRATION

NEW FIRE TRAINING AT CURRENT TRAINING BUILDING 6 AND BUILDING 10 ON WEST RANGER

OPTION A - FIRE FACILITIES SITE DIAGRAMS

FIRE STATION 2 ON EXISTING SITE

RECOMMENDATIONS



PHASING AND IMPLEMENTATION STRATEGY

Civic projects of this magnitude require a long view strategy to secure funding in increments of both short-term and near-term steps. The short-term actions have secondary effects that create opportunities for accomplishing other elements of the Facilities Plan.

As noted on the "Options and Implementation Chart," on the next page, the short-term is roughly the first two-years starting in late 2025 as follows:

- Interim 1 - 2025 to 2027
- Interim 2 – 2027 to 2029
- Phase 1 – 2029-2031
- Phase 2 – 2031
- Phase 3 - 2033

FUND OPTIONS:

The implementation strategy on the next page recognizes the need to plan for a combination of General Fund, Capital Improvement Plan funds and ultimately a City bond measure to move the facility program forward. A mix of fund sources will allow the City to proceed with more manageable projects sooner rather than having to depend solely on a future bond measure.

SHORT-TERM GAINS:

While an eventual facilities bond is the likely required path forward, the study looked at plan elements that might be achieved in the short-term. A few project elements have been identified as having scope and costs that might be borne under the City's Capital Improvement Plan. For instance, remodel or renovation of portions of existing facilities that do not require building expansion-additions or total new construction such as improvements to portions of Fire Stations 1 and 4 might be achievable sooner.

INTERIM ALTERNATIVES:

Leased Facilities: An alternative solution considered what functions, if any, can be operated out of leased facilities not currently owned or operated by the City. The type of general office space required by Fire Administration might be obtained by leasing outside facilities on an interim basis. The downside is that the benefits of Fire Administration being adjacent to Fire Station 5 and closer to the training facility would not be realized until a permanent home was available in a newly built Station 5.

As a secondary effect of Fire Administration vacating its current Fire Station 1 site, that wing of existing FS 1 would be available to remodel and improve conditions for fire operations.

Interim Facilities: Another alternative that needs further investigation is to develop a new Interim Fire Station 5. A typical interim station would have a pre-engineered or sprung structure for the Apparatus Bays with modular building for firefighter living and work spaces and associated utilities. Rough costs would be expected to be $9 million and would require a location that would not hinder construction of any longer term development.

For Recreation and Parks, a potential interim solution is to provide modular type office and restroom facilities as well as improved security fencing and site lighting. More investigation is required but a budget planning rough cost would be approximately $3 million. Focused technical studies are needed to determine viability.

LONG-TERM TARGETS:

The implementation plan assumes that the City continues to plan for and lay the groundwork begun in 2025 for a future bond measure. It further assumes that the earliest funds might be available would be sometime during the 2027-2029 window to support the construction of a new Fire Station 5 to meet service coverage demands of expanding development at Alameda Point.

Eventual bond projects would include a new Fire Training Center at Alameda Point and a new Fleet Services and Recreation and Parks Corporation Yard on a combined campus at Alameda Point.

The Animal Shelter is expected to be partially City and donor funded and once funds are secured it could proceed prior to Fleet and Recreation on a combined site or a different site all together. The advantage of the combined site with Fleet and Recreation is the compatibility for all these noise-generating operations to be on a shared site and not conflict with future residential uses.

former Fire Station 5 architectural detail

RECOMMENDATIONS

IMPLEMENTATION STRATEGY

	Fund Source	Recommended Option A	Interim 1 Year 1 to Year 3	Interim 2 Year 3 to Year 5	Phase 1 Year 5 to Year 7	Phase 2 Year 7 to Year 9	Phase 3 Year 9
		Combined Campus (Fleet-Recreation-Animal) + New FS 5 & Training	SCOPE	SCOPE	SCOPE	SCOPE	SCOPE
Fire Administration Building $20.2M	Operating $ then Bond	*Relocate to New Station 5 Lease Space for Interim*	*Lease Admin Office for 5 years (Operating $)*		*New Station at Alameda Point (Bond). Relocate to FS 5 or other Point site*		
					$20.2 M		
Fire Station 1 $10.3M	CIP	*Expand into existing Administration Area*		*FS 1 Phase 1 remodel former Admin Area (CIP)*	*FS 1 Phase 2 (CIP)*		
				$5.1 M	*$5.1 M*		
Fire Station 5 $54.6M (+ $9.8M for Interim)	Bond	*New Station at New Site & Include the Ladder Truck @ Alameda Point*		*Interim FS 5 (if Bond is not feasible consider). Look at opportunities for reuse of Interim facility.*	*New Station at Alameda Point - (Bond)*		
				$9.8 M	*$54.6 M*		
Fire Station 2 $11.5M	Bond	*Remain with Remodel and Expansion*				*Remain and Remodel (Bond). Move to new FS 5 during FS 2 Remodel*	
						$11.5M	
Fire Training Center $61.6M	Bond	*New Training Center on Enlarged Existing Site*				*New Training at Alameda Point Phase 1 (Bond)*	*New Training at Alameda Point Phase 2 (Bond)*
						$31.3 M	*$31.3 M*
Fire Station 4 $5.1M	CIP	*Remodel*				*FS 4 Remodel Phase 1 (CIP)*	*FS 4 Remodel Phase 2 (CIP)*
						$3 M	*$2.1 M*
Fleet Services Garage $46.4M	Bond	*Relocate to Combined Campus*				*Relocate to Combined Campus - Bond*	
						$46.4 M	
Maintenance Service Center $21.2M	Bond	*Remodel and Expand to Existing Fleet and Animal Shelter Area*					*Maintenance Service Center (Bond). Requires Fleet Services and Animal Shelter to move out first*
							$21.2 M
Animal Shelter $68.7M	Donor and Bond	*Relocate to Alameda Point*			*Relocate to Alameda Point (Donor/Bond funded)*		
					$68.7 M		
Recreation and Parks Yard $42.7M	CIP then Bond	*Relocate to Combined Campus*	*Interim-Modular Restrooms, Lockers, Security Lights-Fence (CIP)*			*Relocate to Combined Campus (Bond)*	
			$3 M CIP			*$42.7 M*	
TOTAL $355.9 MILLION BY PHASE			*$3 M CIP*	*$14.9 M CIP*	*$148.5 M*	*$134.9 M*	*$54.6 M*
		Subtotal From CIP	*$ 3 M*	*$ 14.9 M*	*$ 5.1 M*	*$ 3 M*	*$ 2.1 M*
		Subtotal From Bond			*$ 143.5 M*	*$ 131.9 M*	*$ 52.5 M*

Note: *A combined campus housing multiple department facilites located at a site on the Point, may be located within a large existing hangar structure (such as Building 5/5A) or can be located at the site of a structure that is removed. Structural evaluation of the existing structure would be required to identify structural feasibility and upgrades needed to reuse an existing structure as a canopy over new facilities, parking and laydown areas.*

RECOMMENDED ACTIONS – NEXT STEPS

The City needs to continue to move forward with a future bond measure and to do so as quickly as feasible to mitigate the impact of escalation. The longer the wait the greater costs will rise putting new facilities even further out of reach. These challenges could also undermine the maintenance and resilience of quality services and emergency response to citizens.

Some important steps can be taken as soon as feasible to implement this plan to:

- Identify funding in operating or Capital Improvement Plan budgets for interim Fire Administration relocation and Recreation and Parks modular facilties.
- Further investigate the viability, feasibility and location for an interim Fire Station 5 and interim Recreation and Parks Corporation Yard at Alameda Point.
- Conduct focused technical studies on specific sites, particularly at Alameda Point. Evaluation of issues such as geotechnical conditions, groundwater levels and soil stability at specific sites is needed to confirm feasibility for new Fire Station 5.
- Incorporate a phased $327.9 million allotment into the anticipated City Infrastructure Bond Measure and provide $28.1 million investment over the next ten years into the City's Capital Improvement Plan.

Fire Station 1 congested rear yard