

## **Exhibit B: Alameda Point Community Plan**

### **11.1.4. Description of Alameda Point Plan Area**

The Plan Area occupies approximately 918 acres of uplands and 166 acres of submerged lands at the western end of the City of Alameda, California as shown in *Figure 11-1: Plan Area* (referred to as the "Plan Area" or "Alameda Point"). The uplands portion of the Plan Area extends across the lands between the Oakland Alameda Estuary on the northern edge of the island and the San Francisco Bay on the southern boundary and spans from the northwestern tip of the island to its eastern boundary at Main Street. In addition, the Plan Area includes submerged lands within and adjacent to the Seaplane Lagoon totaling 166 acres.

### **11.2. Land Use Element**

Two mixed use districts are established within the Community Plan. The AP-PMU - Preservation Mixed Use neighborhood occupies much of the north side of the Plan Area and extends down the historic north-south axis of existing buildings and public spaces to the Seaplane Lagoon. The primary intent of the AP-PMU district is to facilitate reuse and preservation of key historic buildings and places by permitting a wide mix of uses, including compatible new construction. Civic uses should be accommodated in this district. The second mixed use area is the AP-MU - Mixed Use hub along the extension of Atlantic Avenue, which will surround the new ferry terminal. In this area, greater density and a mix of uses may be created and retail uses fronting onto the Seaplane Lagoon and street frontages are encouraged.

Around these two districts are located a series of neighborhoods connected by radial, tree-lined boulevards and local parks. These neighborhoods should provide a wide range of housing types. Retail, cafes, and restaurants oriented toward the lagoon should be encouraged in the buildings fronting the Seaplane Lagoon.

Commercial and business park uses in new and existing buildings are proposed in specific portions of the Plan Area to create jobs for the community and to help support jobs/housing balance in the City. A marina with modern support facilities is encouraged in the Seaplane Lagoon to help satisfy local and regional demand for waterfront uses. The quality and quantity of public open space and active and passive recreation opportunities should be augmented by improving waterfront access, parks, trails, and plazas throughout the Plan Area.

## Exhibit B: Alameda Point Community Plan

The General Plan land use designation for the Plan Area is "Alameda Point Specific Plan" ("AP-SP"). *Figure 11-2: Alameda Point General Plan Land Use* shows the locations of the various land use districts established by this Community Plan, all of which carry the appellation "Alameda Point" ("AP"). These classifications are adopted as General Plan policy. The legend on *Figure 11-2* describes the overall land use program goals.

A statement of the standards of building intensity and population density recommended for the various districts and other territory covered by the Community Plan is summarized on *Table 11-2: Alameda Point General Plan Land Use*. Total population estimates are derived by using U.S. Census data for the City, which establishes a household average size of 2.35 persons per household. The average size per household is then multiplied by the maximum number of residential units permitted in each district to determine the estimated population density.

**Table 11-2: Land Use Summary  
Alameda Point**

LAND USE DISTRICT	Acres	Residential Units	Density Per Net Acre	Square Feet of Non-Residential	Population Density
AP-PMU: Preservation Mixed Use	133.4	309	4.1-17.0 du/a	635,000	726
AP-MU: Mixed Use	28.7	1,248	30.1-70.0 du/a	182,000	2,933
AP-RM: Residential Medium	127.1	1,265	4.1-17.0 du/a	17,000	2,973
AP-RMH: Residential Medium High	40.0	923	17.1-30.0 du/a	--	2,169
AP-RH: Residential High	27.1	1,100	30.1-70.0 du/a	22,000	2,585
AP-C: Commercial	13.1	--	--	800,000	--
AP-BP: Business Park	63.4	--	--	1,715,000	--
AP-PT: Public Trust (Unsubmerged Lands)	350.2	--	--	421,000	--
AP-PT: (Submerged Lands)	166	--	--	--	--

Note: This table represents the maximum build-out for the Plan Area. While development intensities have been assigned to each district, the development intensity can be moved from one district to another to optimize development opportunities.

## **Exhibit B: Alameda Point Community Plan**

The redevelopment of the Plan Area is expected to occur over many years and during varying economic cycles. The City will need to be responsive and flexible to market conditions and changes in market demand, phasing, development techniques and other factors. The City should allow for variations in size, configuration and development program for each land use district designation to allow for transfers of residential and commercial density within the Plan Area and density bonuses, where permitted by State and local law. Changes in the use and minor changes in land use district boundaries within the Plan Area are permitted, so long as the mandates of the California Environmental Quality Act are satisfied and a process is established for City review and approval.

### **11.2.1. Land Use Districts**

The remainder of this section describes the character of each land use district. In each district, parks and open space should be permitted.

#### **11.2.1.1. Alameda Point - Preservation Mixed Use (AP-PMU)**

The central portion of the AP-PMU served as the administrative and industrial core of the former NAS Alameda during its heyday. This area will remain a central point of activity, and its redevelopment will prioritize the reuse and preservation of historic buildings and landscapes. It is envisioned to be a mixed-use area with an emphasis on providing adaptive reuse and compatible new construction to accommodate civic uses, housing, recreation, education, and various commercial and light industrial uses. The intent in the AP-PMU area is to maximize the uses permitted in this area to incentivize redevelopment of existing historic resources. To encourage reuse of historic structures, the City shall provide incentives for redevelopment of such resources. A portion of the AP-PMU area adjacent to the Seaplane Lagoon and the central north-south spine is within lands identified as being subject to the public trust following exchange, and therefore permitted uses in this area should be uses allowed by the NAS Alameda Public Trust Exchange Act. The eastern portion of the AP-PMU formed the residential area of the former NAS Alameda, and like the civic core discussed above, its redevelopment will prioritize residential reuse of historic buildings, such as some of the "Big Whites", which are spacious, historic homes previously occupied by higher-ranking Navy personnel. This neighborhood is an existing residential area that will continue with a major residential-use emphasis.

#### **11.2.1.2. Alameda Point - Mixed Use (AP-MU)**

In the second mixed-use district (AP-MU) that surrounds the proposed location for the new ferry terminal, retail and dining establishments oriented towards the Seaplane Lagoon and to the roadways

## **Exhibit B: Alameda Point Community Plan**

are encouraged. This transit hub location is the most suitable location for high-density residential, offices, commercial entertainment, retail sales and services. In this district, vertically integrated uses would be an effective use of the land, with active uses on the street frontage. Outdoor cafes and similar storefront uses that activate the sidewalk are appropriate.

### **11.2.1.3. Alameda Point - Residential Medium (AP-RM)**

In the AP-RM district, permitted uses include single-family detached or clustered homes, duplexes, triplexes and large townhomes or condominiums. Residential neighborhoods at the western border of the Plan Area should recognize the presence of the endangered California Least tern and California brown pelican on adjacent property.

### **11.2.1.4. Alameda Point - Residential Medium High (AP-RMH)**

In the AP-RMH district, primary uses include single-family detached or clustered homes, duplexes, triplexes and live-work units. Consistent with the City's obligation to serve the homeless, help women and children in need, and support veterans in transition, the existing supportive housing facilities are permitted in this category. To support the mixed-use goals of the Plan Area, retail and restaurant uses should also be allowed.

### **11.2.1.5. Alameda Point - Residential High (AP-RH)**

In the AP-RH district, permitted uses include multiple-family workforce housing, apartments and condominiums. To support the mixed-use goals of the Plan Area, retail and restaurant uses should also be allowed.

### **11.2.1.6. Alameda Point – Commercial (AP-C)**

In the AP-C district, permitted uses include a variety of commercial and retail uses. Residential uses may also be conditionally permitted in the AP-C district.

### **11.2.1.7. Alameda Point – Business Park (AP-BP)**

In the AP-BP district, permitted uses may include research, offices, laboratories, multi-tenant, storage, light manufacturing and assembly, maritime industry and services, multi-tenant, vocational schools, government facilities, warehousing and/or distribution uses with ancillary office space. Potential uses include scientific, technical and research oriented industries such as in the fields of electronics, aerospace, biotechnology and computer hardware and software. An existing power sub-station may be

## **Exhibit B: Alameda Point Community Plan**

relocated to this area. Live/work units may be permitted and other residential uses may be conditionally permitted in the AP-BP district.

### **11.2.1.8. Alameda Point - Public Trust (AP-PT)**

This designation applies to several sites within the Plan Area, including the upland edges of the Seaplane Lagoon, Enterprise Park along the Bay's edge, the regional Sports Complex site and the Northwest Territories. See *Figure 11-3: Parks and Open Space* where the locations of these proposed uses are illustrated. The AP-PT district also encompasses the waters, piers and submerged lands in and around the Seaplane Lagoon.

The AP-PT district should be designed so that land uses on real property within the district will be consistent with the Naval Air Station Alameda Public Trust Exchange Act, after the completion of the land exchange contemplated therein. Shoreline public access shall be provided in all AP-PT areas and marina uses are encouraged at the Seaplane Lagoon.

Approximately 60 acres within the AP-PT district is intended for a Sports Complex to meet growing regional and citywide recreational needs and to provide better access to the waterfront for residents. Indoor and outdoor active and passive recreation facilities are permitted in this district. The scale of the facility should allow Alameda to host citywide and regional tournaments in a number of sports.

Development in the Northwest Territories should consider the effects on any protected birds and other species.

### **11.2.2. Guiding Policies: Land Use**

- Create a new transit-oriented Alameda neighborhood with civic and community-oriented amenities.
- Place new land uses within a network of new streets, transit systems and parks that provides connectivity with adjoining areas and has a high level of accessibility via a variety of transportation modes.
- Consider the need for affordable housing and childcare.
- 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

## **Exhibit B: Alameda Point Community Plan**

child care homes, in order to promote accessibility via alternative modes of transit to de-emphasize the automobile.

- Provide diverse and creative thematic styles to achieve distinctive neighborhoods.
- Diversify the City's parks, recreation and open space opportunities, especially along the shoreline.
- Consider Alameda's job/housing balance by contributing to job growth.
- Incorporate sustainable design principles.
- Ensure that development is consistent with State and federal laws, regulations and agreements pertaining to the protection of species and habitat.
- Encourage clustered and pedestrian- and bicycle-friendly development, in conjunction with greenways and open space.
- Honor commitments to the Homeless Collaborative, while developing transition plans to provide for appropriate, cost-effective, long-term redevelopment solutions.

### **11.2.3. Implementation Measures: Land Use**

- Maintain overall development in Alameda Point in accordance with *Table 11-2 Land Use Summary* while permitting flexibility in the location and mix of development types within Alameda Point, provided that the development types are consistent with the overall goals of the Community Plan.
- Establish a Specific Plan for Alameda Point that regulates future development consistent with the development intensity and density shown in *Table 11-2 Land Use Summary*.
- Create mixed-use development that locates service-oriented uses near residences and offices.
- Reuse a portion of the existing buildings in the AP-PMU district for civic uses such as fire station, community center and post office.

## **Exhibit B: Alameda Point Community Plan**

- Create a transit terminal that facilitates travel by ferry, shuttle, bus, bicycle and on foot to de-emphasize automobile usage.
- Construct a Sports Complex with recreation facilities and amenities for use by local residents and the region.
- Encourage uses that generate pedestrian traffic.
- Develop a perimeter trail along the north and west boundaries of the Northwest Territories, consistent with requirements of appropriate regulating agencies.
- Observe appropriate boundaries and restrictions on Public Trust land, including housing prohibitions.
- Encourage and support the development of community-based cultural and other facilities such as places of worship, childcare, youth activity centers, and senior activities.
- Consider and respect view corridors in design criteria and development.
- Explore the feasibility of creating an outdoor site for cultural celebrations, ceremonies, and exhibitions.
- Create neighborhood centers with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.
- Educate boat owners and users of the marina about restrictions to Breakwater Island and install signs that warn boaters about the sensitivity of the wildlife at and around Alameda Point and about prohibitions for disturbing protected species.
- Provide signs, pamphlets, public education and outreach activities advising boaters and marina users to eliminate any discharges or pollutants to receiving waters.
- Allow for flexibility in land uses over the Northwest Territories that is consistent with the Public Trust.

## **Exhibit B: Alameda Point Community Plan**

- Handle the disposal of solid and liquid waste consistent with the existing General Plan policies.
- Once flood plain mapping by the Federal Emergency Management Agency is complete, the City will identify and review annually those areas of the plan that are subject to flooding in accordance with applicable law.
- As applications for development of public and private projects are processed by the City for approval, the City may implement appropriate measures to accommodate floodwater for purposes of groundwater recharge and stormwater management.

### **11.3. Transportation and Circulation Element**

The success of Alameda Point's transportation system depends increasingly on alternative modes of transportation within the Plan Area, throughout the City, and between Alameda and Oakland. The existing circulation system within Alameda Point consists of a network of roadways, pathways and parking lots in open space developed in the mid-1900s for the former NAS Alameda. AC Transit has bus stops in former NAS Alameda and provides limited service. As the population grows, transit services must be greatly expanded. The major thoroughfares and transportation routes into and out of Alameda Point are Main Street, Stargell Avenue, Atlantic Avenue and Pacific Avenue.

As shown in *Figure 11-3: Alameda Point Circulation Plan*, Alameda Point's major thoroughfares and transportation routes reinforce the City's traditional street layout, a primary grid pattern of streets with variation allowing for smooth traffic flow, specialized land use patterns, and landscaping opportunities. This pattern of development, along with policies intended for neighborhood traffic management should result in a safe and comfortable pedestrian, bicycling, transit, and automobile environment. Alameda Point's street system also should be integrated with the surrounding neighborhoods. In addition, transportation policies in Alameda Point should provide for truck access, preserve vistas, accommodate the needs of transit users, pedestrians, and bicyclists, and offer adequate vehicular access to and within Alameda Point without unduly impacting existing neighborhoods. In response to these issues, transportation policies should address Alameda Point's transportation needs in terms of street system improvements, gateways, transit, pedestrian and bike routes, roadway vistas, and movement of goods.

The transportation system should provide a hierarchy of streets that link and serve all Alameda Point land uses and connect with the adjoining city street system. Alameda Point should incorporate the