

## **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

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tree-lined street character and grid pattern characteristics of the existing City and should consider street standard designs which reflect a small town feel. Designated thoroughfares and trucks routes should not impose unnecessary traffic volumes on nearby existing residential streets. Trail systems in Alameda Point open space areas should link uses internal to the Plan Area with major public shoreline open space, as well as citywide trails and bike routes.

Alameda Point should be served from its inception by shuttles and/or buses that link the Plan Area with the rest of Alameda and with the 12th Street BART station. The City should work with appropriate governmental agencies to permit a new multi-modal ferry terminal and transit hub at the Seaplane Lagoon, accommodating alternative modes of travel such as shuttle/bus or car-share. Pedestrian access from residences and workplaces to a multi-modal transit terminal shall be a high priority. Monitoring and coordination of transit services should be managed on an ongoing basis.

### **11.3.1. Guiding Policies: Transportation and Circulation**

- Promote street connectivity within Alameda Point and with the surrounding neighborhoods.
- Design transportation improvements to anticipate future growth and minimize traffic congestion.
- Seek to meet the needs of all users of streets, roads and highways for safe and convenient travel in a manner that is suitable to the urban context of the Community Plan.
- Facilitate ferry, bus, pedestrian and bicycle travel for work and for recreation.
- Provide pedestrian-friendly streetscapes.
- Create a safe and efficient network of vehicular and non-vehicular travel routes and design streets to calm traffic.
- Provide multiple ways and means to encourage uses of alternative modes of travel and to de-emphasize use of private automobiles.
- Create entryways that include public art, maximize views, create connections to surrounding uses, and reflect Alameda's island character.

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- Optimize the use of transit and other alternative modes of transportation in all development at Alameda Point by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.
- Integrate pedestrian and bicycle uses into the design of the roadway system and fabric of neighborhoods.

### **11.3.2. Implementation Measures: Transportation and Circulation**

- Continue the existing primary grid of the City of Alameda in all new development.
- Require roadway improvements that allow acceptable levels of service of future traffic levels within the Alameda Point local roadway system.
- Reduce vehicle trips to and from Alameda Point that must use the Webster/Posey tubes by providing alternative travel modes and connections to the regional transportation system.
- Incorporate traffic calming techniques into roadway design at Alameda Point to help maintain appropriate vehicle speeds of 25 miles per hour or less.
- Consider providing way-finding information services at the multi-modal terminal.
- Initiate a bike sharing, ride-sharing and car-pooling program and vanpools sponsored by employers.
- Establish premium parking for rideshare, carpool, vanpool and car-share users at appropriate locations.
- Evaluate the use of neighborhood parking permits, and parking pricing strategies that encourage transit use.
- Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.
- Consider aligning roadways to frame important views.

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- Create entry features to all entryways of Alameda Point through use of signage, landscaping, or landmarks that announce Alameda Point's unique character.
- Design the entry of Pacific Avenue to create views and connections to the Seaplane Lagoon.
- Emphasize the design of water taxi and ferry terminal entrances at both the north and south waterfronts to establish connections to destinations in Alameda Point that can be reached by walking, bicycles or transit, that reflect the island character and pedestrian-friendly environment of Alameda.
- Expand water transportation by establishing a water taxi or ferry in the Seaplane Lagoon with potential destinations including San Francisco, Angel Island, Treasure Island and Alcatraz.
- Establish truck routes within the Plan Area that are consistent with the proposed location of major thoroughfares.
- Redesign West Atlantic Avenue to include a landscaped transit corridor for buses, jitneys, or future light-rail development.
- Explore feasibility of establishing shuttle service to the ferry terminal(s), other key locations on the island and Oakland BART stations.
- Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.
- Create innovative new funding mechanisms to subsidize transit service operations at Alameda Point.
- Develop a transit center at Alameda Point to facilitate efficient transfers between transportation modes and enhance regional transportation connections.
- Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial sub-areas, and other areas of community activity on Alameda Point.