Alameda Point 2010

Going Forward

Please complete and return this workbook to:

Community Development Department
Alameda City Hall
2263 Santa Clara Avenue
Room 190
Alameda, CA 94501

Community Planning Workbook

To download a digital version of this document, or to participate in an online workbook, please visit:

www.alamedapoint-goingforward.com

Introduction

Purpose

The purpose and intent of the Alameda Point 2010 community forums and accompanying workbook is to establish opportunities for the Alameda community to participate in the preparation of a land use vision and development strategy for 918 acres of the former Naval Air Station Alameda (Alameda Point). These materials are designed to provide an opportunity for Alameda residents, business owners and property owners to inform City decision makers and staff about the "lessons learned" from past planning efforts, and to generate new ideas and approaches for the redevelopment of Alameda Point.

Contents

1. Land Use

What is the right mix of recreational, cultural, educational, housing, service, and employment uses at Alameda Point?

2. Building Types and Neighborhood Character

What should new buildings and neighborhoods in Alameda Point look like? Where should new buildings be located?

3. Parks and Open Space

How should parks and open space be designed to improve the lives of all Alameda residents?

4. Historic Character, Preservation and Adaptive Reuse

How should we honor and preserve the history of the former Naval Air Station?

5. Transportation and Mobility

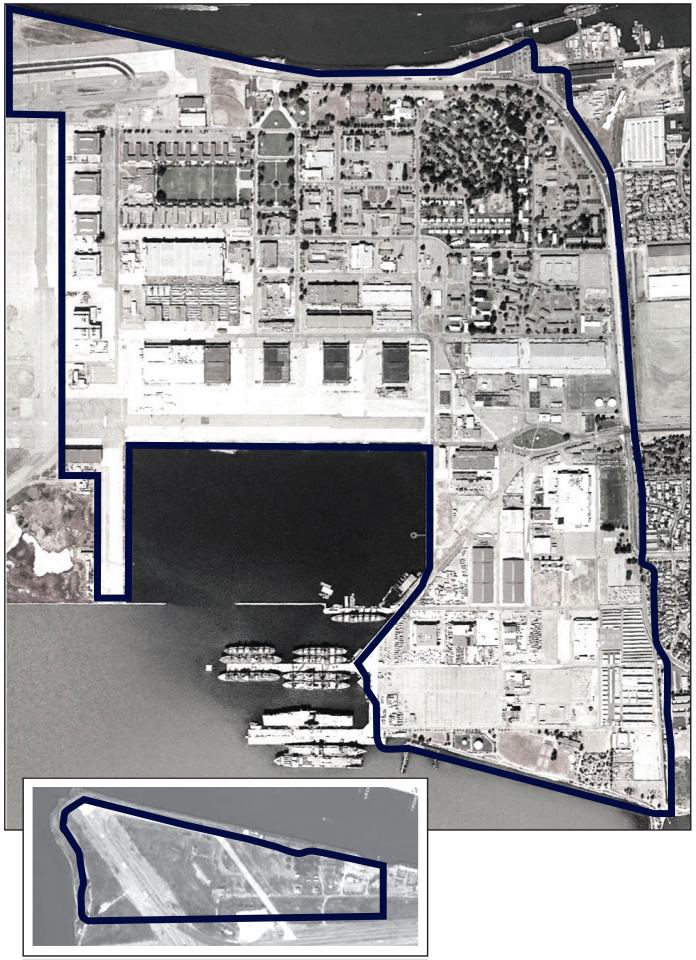
How should people travel to and from Alameda Point?

6. Community Benefits & New Ideas

Which community benefits are the most important? What are your additional ideas for Alameda Point?

Alameda Point and Surroundings

Alameda Point Plan Area



Northwest Territories [not to scale]

Vision Statement

In 1996, the Alameda community adopted the following Vision Statement for redevelopment of NAS Alameda as part of the Community Reuse Plan:

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

Themes from 1996 Reuse Plan

Job Creation and Economic Development
All land use decisions and policy direction determined in the Community Reuse Plan must move beyond the idea of replacement of jobs lost at the base and focus on creating economic growth and development for the benefit of the whole community.

Small Town Feeling
Alameda has always been a quiet, friendly, and predominantly residential community. An ideal urban/suburban community created in an era when commutes were by rail or ferry. Development in each area is focused on neighborhood centers that cluster development in order to create the scale and accessibility that is familiar and desirable in Alameda.

De-emphasis of the Automobile
The Community Reuse Plan is intended to support transit improvements, ferry service, transit-oriented design and an enjoyable pedestrian environment.

Transit Orientation
The historic land use patterns of the City of Alameda were established in clusters around the trolley car and transit stops that served the residential community for the majority of their work-related, commercial, and recreational travel. By emphasizing existing land patterns, providing better opportunities to perform day to day activities within walking distance of home, and creating transit links that can easily convey employees to their workplace, redevelopment at NAS Alameda can help re-establish the transit-oriented character that is Alameda's heritage.

Mixed-Use Development
A mixed-use approach will allow for the development of transit-friendly neighborhoods, with a strong pedestrian character, that will foster the development of the desired small town feeling.

Neighborhood Centers
One of the major tools used to forge a sense of community, effective mixed-use, transit-oriented design and de-emphasize the automobile is to encourage development clustered around neighborhood centers.

Sustainable Development & Design
Sustainability is a series of principles from transit-oriented design to preservation of open space that render concern for the human and natural environment fixtures in urban fabric.

1 Land Use

Directions

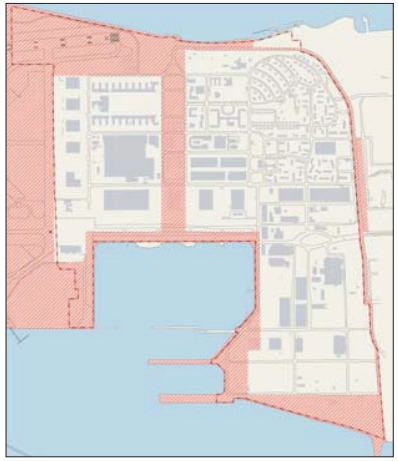
1. Review the development "Constraints" on this page.
2. Review the land use plans from prior planning efforts on the adjacent page. Decide which components from prior plans to include in the Community's Vision.
3. On the following pages, list the land use types that you think should be included in each land use plan area, and those that should not be included.

Issues for Consideration

1. Residential development typically results in increased commute hour traffic.
2. Commercial development typically results in increased reverse commute traffic.
3. Multi-family housing concentrated within close proximity of a transit center can increase transit ridership compared to other types of development.
4. A balance of jobs and housing within a project can help to minimize off-site traffic congestion. A ratio of one job for every one employed resident is typically considered a good balance.
5. The City of Alameda has less than one job (0.7) for every employed resident. Adding approximately 10,000 jobs would result in a 1 to 1 balance citywide.

CONSTRAINTS

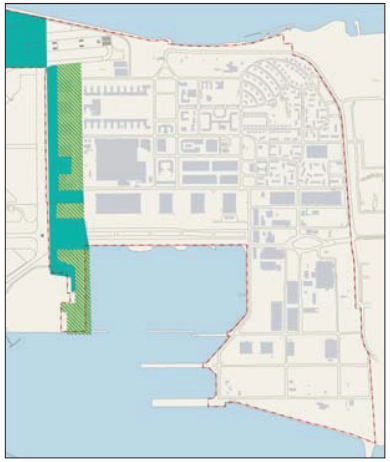
TIDELANDS TRUST



Summary

The areas highlighted in pink are (or will be) subject to California's Public Trust doctrine, which protects the rights of the public with regard to the State's waterways, including current and former tide and submerged lands (Public Trust Lands). The permitted uses on Public Trust Lands will be limited to harbor-related uses, such as marinas and shipyards, maritime related industry, warehouses, and water-oriented commerce; hospitality uses, such as hotels, restaurants, and other visitor-serving facilities; and ecology-related uses, such as wetlands, wildlife preserves, fishing areas, habitat and open space preservation, passive parks, greenways, and water-related recreation. Public Trust lands may not be used for general-purpose industrial, retail, commercial, office, or housing.

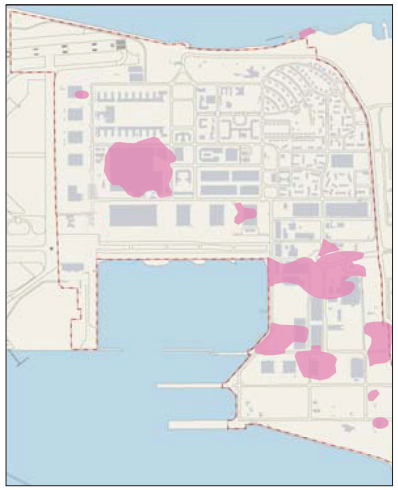
WILDLIFE REFUGE BUFFER



Summary

The area highlighted in blue and green is part of the wildlife refuge buffer zone for the colony of the endangered California Least Tern that nests on the former runways during the spring and summer months (Buffer Zone). In this Buffer Zone new buffers and structures are generally prohibited unless they are constructed within the same footprint and with the same height and massing of the existing buildings. Outdoor uses within the area must be very carefully managed during the summer breeding season.

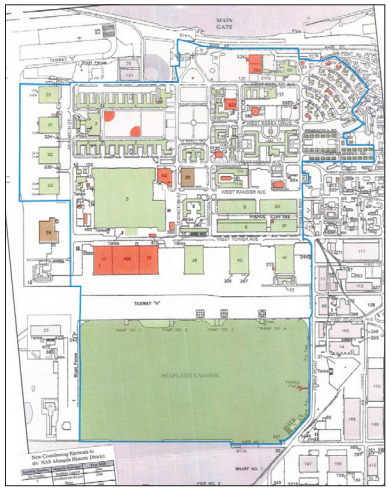
HAZARDOUS MATERIALS



Summary

Groundwater and to a lesser extent, soil contamination at Alameda Point may limit land use in some areas. The most extensive areas of soil and groundwater contamination occur in two major former industrial areas: the area directly south of Atlantic Avenue and east of the Seaplane Lagoon and the area at and around Building 5, one block north of the Seaplane Lagoon. Within these areas especially, land uses must be carefully considered. Single family homes are generally not permitted. Mixed use buildings with residential use above a ground floor office or commercial use may be allowable.

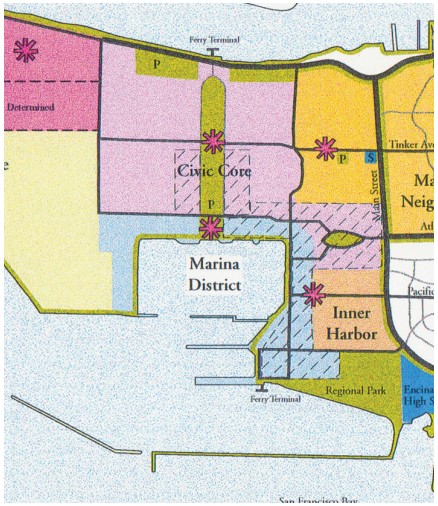
THE HISTORIC DISTRICT



Summary

NAS Alameda Historic District, a City of Alameda monument and a National Register eligible Historic District, is a property of historic significance as a World War II military installation designed in the Streamline Moderne style. There are over 86 existing contributing structures, open spaces, and a circulation framework that comprise the Historic District. Any proposed changes to the district must be carefully considered to determine whether the changes would affect the district's eligibility for listing on the National Register. Whenever possible, compatible uses should be found for adaptive reuse of contributing buildings.

1996 COMMUNITY REUSE PLAN



Summary

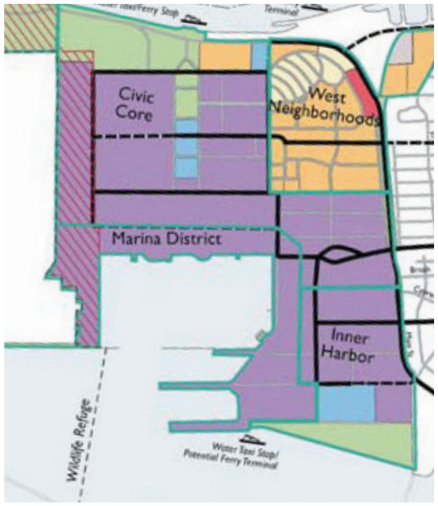
- Emphasized job creation to replace lost Navy jobs.

Components	Reuse Plan	General Plan	PDC	Measure B
Housing Units (total units)	1,650	1935	1935	4845
S/F Duplex	1,650	1,778	1,778	1300 (estimated)
Multi-family	---	157	157	3545 (estimated)
Employed Residents (estimated)	2475	2902	2902	6056
Commercial Square Feet (estimated)	5.5 million	2.1 million	3.4 million	3.8
Jobs (estimated)	13,350	6,126	9,000	9,590
Jobs per Employed Residents	5-1	2-1	3-1	1.5-1
Park and Open Space Acres	164 - 179	149	149	145

Going forward, describe which components of the Reuse Plan to include in the community's vision, and which components should not be included.

Components to include?	Componens to not include?

2003 GENERAL PLAN AMENDMENT



Summary

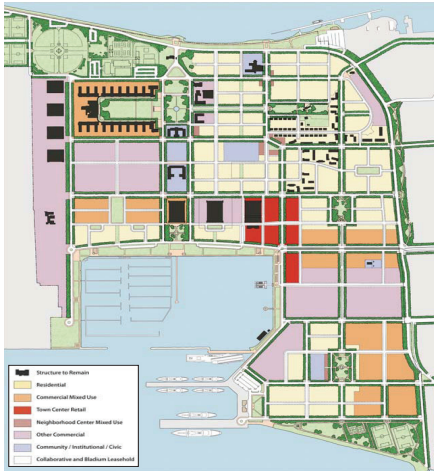
- Identified housing creation to address regional housing obligations and general funds for infrastructure improvements.
- De-emphasized jobs to reduce traffic.

Components	Reuse Plan	General Plan	PDC	Measure B
Housing Units (total units)	1,650	1935	1935	4845
S/F Duplex	1,650	1,778	1,778	1300 (estimated)
Multi-family	---	157	157	3545 (estimated)
Employed Residents (estimated)	2475	2902	2902	6056
Commercial Square Feet (estimated)	5.5 million	2.1 million	3.4 million	3.8
Jobs (estimated)	13,350	6,126	9,000	9,590
Jobs per Employed Residents	5-1	2-1	3-1	1.5-1
Park and Open Space Acres	164 - 179	149	149	145

Going forward, describe which components of the General Plan to include in the community's vision, and which components should not be included.

Components to include?	Componens to not include?

2006 PRELIMINARY DEVELOPMENT CONCEPT



Summary

- Identified locations for single family and duplex housing proposed by the General Plan.
- Proposed job creation in excess of the General Plan.
- Emphasized need to reduce the Historic District.

Components	Reuse Plan	General Plan	PDC	Measure B
Housing Units (total units)	1,650	1935	1935	4845
S/F Duplex	1,650	1,778	1,778	1300 (estimated)
Multi-family	---	157	157	3545 (estimated)
Employed Residents (estimated)	2475	2902	2902	6056
Commercial Square Feet (estimated)	5.5 million	2.1 million	3.4 million	3.8
Jobs (estimated)	13,350	6,126	9,000	9,590
Jobs per Employed Residents	5-1	2-1	3-1	1.5-1
Park and Open Space Acres	164 - 179	149	149	145

Going forward, describe which components of the PDC to include in the community's vision, and which components should not be included.

Components to include?	Componens to not include?

2010 MEASURE B PLAN

Summary

- Emphasized significant increase in number of houses to increase overall project revenues.
- Emphasized multi-family housing in close proximity to transit.

Components	Reuse Plan	General Plan	PDC	Measure B
Housing Units (total units)	1,650	1935	1935	4845
S/F Duplex	1,650	1,778	1,778	1300 (estimated)
Multi-family	---	157	157	3545 (estimated)
Employed Residents (estimated)	2475	2902	2902	6056
Commercial Square Feet (estimated)	5.5 million	2.1 million	3.4 million	3.8
Jobs (estimated)	13,350	6,126	9,000	9,590
Jobs per Employed Residents	5-1	2-1	3-1	1.5-1
Park and Open Space Acres	164 - 179	149	149	145

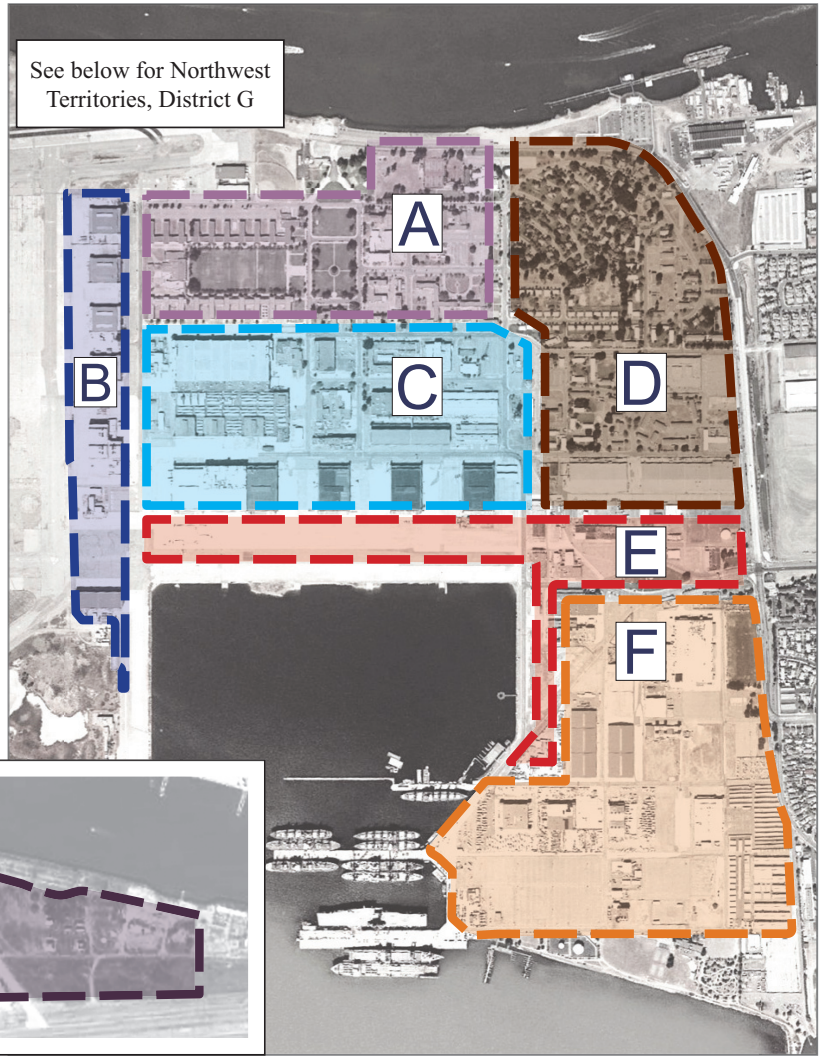
Going forward, describe which components of the Measure B Plan to include in the community's vision, and which components should not be included.

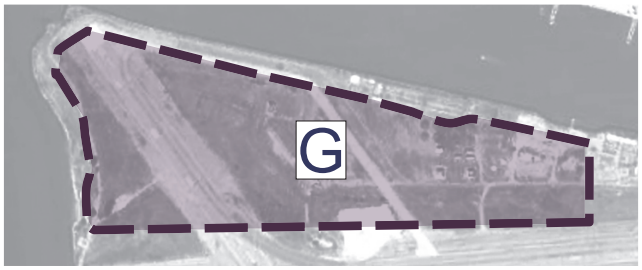
Components to include?	Componens to not include?

Land Use Plan Areas

Directions

1. Decide the mix of land uses that are appropriate for each preliminary land use plan area.
2. Check multiple land uses for each district to support the creation of mixed-use neighborhoods.





Plan Area A

Summary

- Adjacent to the Estuary and the planned regional open space.
- Views of the Port of Oakland.
- Includes the "Administrative Core" subarea of the Historic District.
- Includes former Navy dormitories (Bachelor Enlisted Quarters and Bachelor Officers' Quarters).
- Contains a theater, the O'Club, a bowling alley, a church and administrative buildings.
- Contains the grand "mall" and central open space parade grounds.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area B

Summary

- Adjacent to the endangered Least Tern Habitat.
- New construction in this area severely limited to protect endangered Least Tern.
- Includes historic hangers and the original Flight Tower Building.
- Superb views of San Francisco.
- Current home of Hanger 1 Vodka, Rock Wall Winery and Antiques by the Bay.
- Transition to Wildlife Refuge.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area C

Summary

- Includes former Navy warehouses, manufacturing and "shops" buildings.
- Currently occupied by Alameda Point Collaborative administrative facilities, Fire House, the Bladium Sports Club and short term warehousing and film production leases.
- Approximately one-half of the buildings have become vacant since the Navy ceased operations.
- Western half includes significant hazardous materials constraints. Eastern half is relatively clean.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area D

Summary

- Home to the historic "Big Whites" and cottages.
- Contains the 200-unit Alameda Point Collaborative providing homes and services to assist homeless families. Includes community gardens, an urban farm and the Ploughshares Nursery.
- Many vacant and blighted buildings.
- Adjacent to Main Street and Bay Port.
- Little to no significant hazardous waste materials.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area E

Summary

- Lands fronting onto the Seaplane Lagoon waterfront park and promenade.
- No existing tenants.
- Significant remediation efforts underway south of Atlantic Avenue.
- Primary "entrance" to Alameda Point from Alameda and the region.
- Potential home to multi-modal transit center including rapid bus, shuttles, ferry services etc.).

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area F

Summary

- Portions along water within the Tidelands Trust area.
- No Historic District areas.
- New construction opportunity area.
- Significant hazardous materials constraints in northern portion of the district.
- Adjacent to existing Alameda neighborhoods, Encinal High School and a future regional park.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

Plan Area G

Summary

- Excellent views of the Waterfront and San Francisco.
- No historic buildings or significant existing structures.
- Entirely within the tidelands area.
- No residential or non-tidelands uses permitted.
- Development within the Wildlife Buffer Area is limited.
- Home of the monthly "Antiques by the Bay" event.

- [ ] Single Family Residential
- [ ] Multi-Family Residential
- [ ] Live Work
- [ ] Lodging (Hotel, Bed&Breakfast, etc.)
- [ ] Mixed Use (residential or office over retail)
- [ ] Retail and Services
- [ ] Civic Uses and Schools
- [ ] Cultural and Entertainment (museums, music)
- [ ] Office / Workplace
- [ ] Light Industrial
- [ ] Maritime Uses (boat repair, boat storage, etc.)
- [ ] Renewable Energy Facilities (e.g. solar farms)
- [ ] Urban Agriculture and Community Gardens
- [ ] Parks and Recreation

2 Building Types and Neighborhood Character

Directions

This exercise assumes that new development in Alameda Point will occur in support of the community's stated preference for mixed use neighborhoods.

1. Review the "Mixed Use Neighborhood Types" on this page and the following page.
2. Review the "Building Types" listed on subsequent pages.
3. For each Building Type:

   a) Review the description and accompanying photographs.
   b) Beneath each "Building Type" description, check boxes for each "Neighborhood Type" where you think the respective "Building Type" belongs.
   c) Decide if the "Building Type" is "Right for Alameda Point". Add additional comments as necessary.

Note: Alameda Point will likely consist of a number of different neighborhood types and building types providing places to live, work, shop, and recreate.

Issues for Consideration

1. A mixed-use redevelopment plan will inclue a variety of neighborhood and building types. Individual neighborhoods may have a mix of complementary building types.
2. Locating a mix of uses such as employment, housing, transit, retail and services within a walkable neighborhood reduces automobile trips and greenhouse gas emissions.
3. Some areas of Alameda Point may include new construction. Within Historic Districts, new construction will be limited and new building types will need to be compatible with the historic character of the district.

MIXED USE NEIGHBORHOOD TYPES

TOWNCENTER / TRANSIT ORIENTED DISTRICT (TOD)

Description

A walkable, mixed-use neighborhood comprised primarily of residential flats, apartments and lofts located above ground floor retail, restaurant, and commercial shops and services. An ideal location for local and/or regional transit connections.

NEIGHBORHOOD CENTER

Description

A mixed-use destination comprised primarily of retail shops and personal and professional services. Professional offices and services may be located on upper floors. Land uses are intended to serve the daily needs of nearby residents. An ideal location for local and/or regional transit connections.

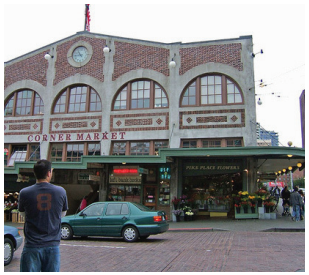
MIXED USE NEIGHBORHOOD TYPES

WORKPLACE NEIGHBORHOOD

Description

A neighborhood primarily consisting of workplace and office buildings organized either in a campus setting or fronting along walkable public streets. Additional complementary uses may include live-work, artist residences, professional services, and limited daytime retail.

WATERFRONT NEIGHBORHOOD



Description

A walkable neighborhood oriented to the waterfront, containing a mix of complementary uses to attract residents and visitors.

RESIDENTIAL NEIGHBORHOOD

Description

A walkable neighborhood comprised primarily of residential buildings with limited neighborhood-serving retail at key locations adjacent to transit and/or public open spaces.

OFFICE BUILDING

Description

A building designed for offices and/or professional uses. This building type is also applicable to service commercial uses such as marina and business services, and can work well for large-scale retail users.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

INDUSTRIAL-FLEX BUILDING

Description

This building type can contain one or more industrial or commercial users and can be ideally suited for adaptive reuse of historic structures.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

SIGNATURE BUILDING

Description

This building type may contain retail, civic, office, lodging, or residential uses, and is designed to establish a unique architectural presence.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

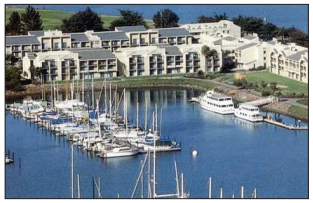
Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

HOTEL / LODGING



Description

This building type may be a stand-alone hotel or may contain retail and/or restaurants and services on the ground floor.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

STAND-ALONE RESTAURANT

Description

This building type contains a restaurant and may contain ancillary uses including a music venue and outdoor dining terrace.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

STAND-ALONE RETAIL BUILDING

Description

This building type contains ground floor retail uses such as a grocery market or commercial showroom, and may contain offices on upper stories.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

BUILDING TYPES

MIXED-USE BUILDING

Description

This building type contains ground floor retail uses with a mix of residential or commercial spaces on upper floors.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

STACKED FLATS / MULTIPLEX

Description

A multi-story building comprising flats, lofts, townhouses, or a mix of residential types arranged side-by-side and on multiple floors. It may appear as a large scale house or as an apartment building.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

LIVE-WORK BUILDING

Description

A building designed for integrated residences and workspaces. This building type is ideally suited to transition between workplace and residential neighborhoods or uses, and can be an adaptive reuse of historic buildings.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

ROWHOUSES

Description

Attached single-family homes narrow front and rear yards. Garages may front onto street or be accessed from a rear alley.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

SMALL LOT SINGLE FAMILY HOMES

Description

A stand-alone single-family home with narrow front and side yards. Typically alley-loaded with parking accessed from the rear.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

LARGE LOT SINGLE FAMILY HOMES

Description

A stand-alone single-family home with large front, side, and rear yards. Garages typically front onto the street and are accessed from a driveway.

In which Mixed Use Neighborhoods does this building belong?

- ☐ Towncenter / Transit Oriented District (TOD)
- ☐ Neighborhood Center
- ☐ Workplace Neighborhood
- ☐ Waterfront Neighborhood
- ☐ Residential Neighborhood

Is this Building Type Right for Alameda Point?

_____

_____

☐ Yes (Right for AP) ☐ No (Wrong for AP)

3 Parks and Open Space

Directions

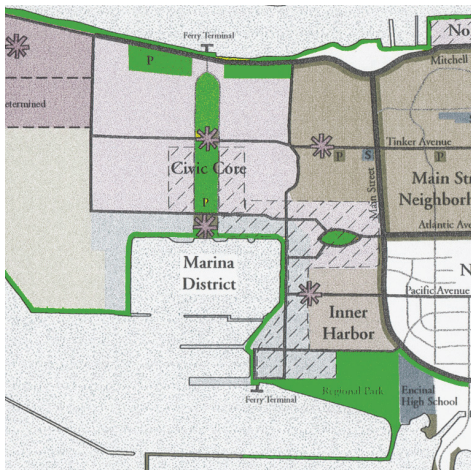
1. Review the open space plans from prior planning efforts on this page.

2. On the adjacent page, review the Framework Principles that are common to all of the prior plans, and list additional Parks & Open Space principles that support your vision.

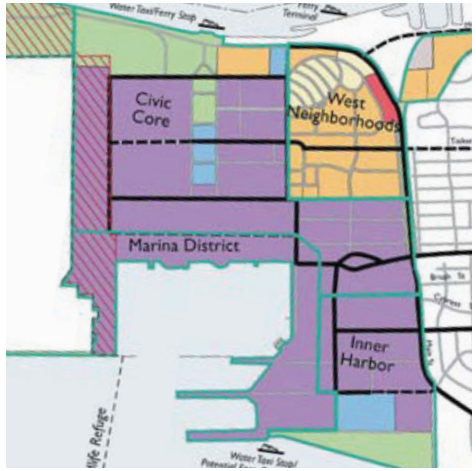
3. On the following pages, complete the additional exercises related to Regional Park Facilities and the Seaplane Lagoon Waterfront Park & Promenade.

OPEN SPACE PLANS FROM PRIOR PLANNING EFFORTS

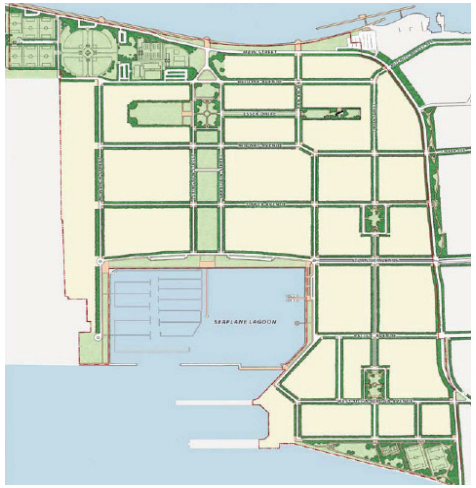
1996 COMMUNITY REUSE PLAN OPEN SPACE



2003 GENERAL PLAN OPEN SPACE



2006 PRELIMINARY DEVELOPMENT CONCEPT



2010 MEASURE B OPEN SPACE PLAN

FRAMEWORK PRINCIPLES

LINKAGES

Description

All of the plans create open space connections. East-west greenways, parks and open spaces link Alameda Point to the rest of the City. North-south greenways and parks create connections to the waterfront.

DIVERSITY OF PARK TYPES & USES

Description

Each plan provides for a wide range of recreational uses. Some parks accommodate active sports uses, such as soccer, tennis or baseball. Neighborhood parks serve the needs of surrounding residents, with children's play areas and places for picnics and gatherings. Waterfront parks may be primarily passive, with walking and biking trails, or may include areas for active uses, entertainment, activities and gathering places.

ACCESS TO THE WATERFRONT

Description

All of the plans for Alameda Point celebrate the relationship to the shoreline. Water access and water views are provided along the Estuary and the Bay. A large central park will make a connection between the two shores.

Additional Parks & Open Space Principles?

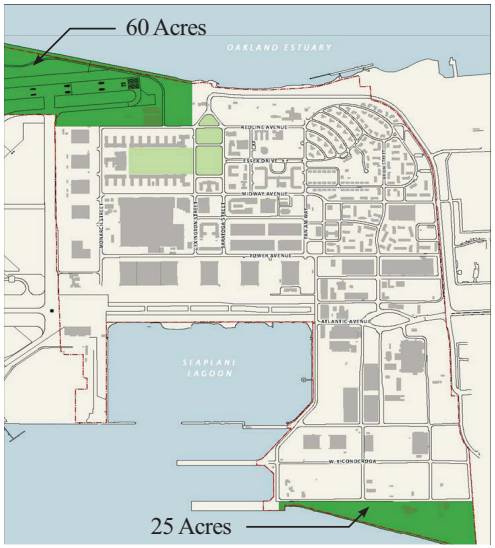
Regional Park Facilities

Two Regional Parks are identified on the map below. These large parks can support many uses including active sports and passive recreation.

Directions

Which facilities do you feel should be included in the Regional Parks?

1. Rate each of the park facilities on this page in terms of their importance from not important (1) to essential (5).
2. In the grey box to the right, list other park facilities that support your vision.
3. List the names of your top three preferences for park facilities.



Alameda Point Regional Parks

REGIONAL PARK FACILITIES

Ball Fields / Courts

IMPORTANCE: 1 2 3 4 5
low high

Community Gardens / Urban Agriculture

IMPORTANCE: 1 2 3 4 5
low high

Passive Enjoyment

IMPORTANCE: 1 2 3 4 5
low high

Recreation Facilities

IMPORTANCE: 1 2 3 4 5
low high

Trails & Pathways

IMPORTANCE: 1 2 3 4 5
low high

Nature Areas

IMPORTANCE: 1 2 3 4 5
low high

Event Gathering Space

IMPORTANCE: 1 2 3 4 5
low high

Water Activities

IMPORTANCE: 1 2 3 4 5
low high

Other Facilities?

_____

_____

_____

Top Three Regional Park Facilities?

1 _____

2 _____

3 _____

Seaplane Lagoon Waterfront Park & Promenade

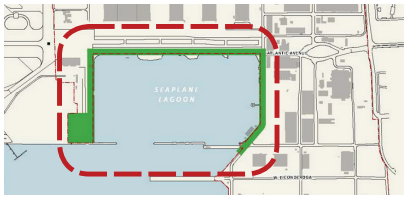
The Seaplane Lagoon presents an opportunity for a waterfront park and promenade in the heart of the Alameda Point development, potentially including a multi-modal transportation hub.

Directions

Decide which elements are appropriate for the Seaplane Lagoon Waterfront Park and Promenade.

1. Review the Comparable Waterfront Parks below to get a sense of the size of Seaplane Lagoon.
2. Rate each Element in terms of its importance from not important (1) to essential (5).

COMPARABLE WATERFRONT PARKS MAPS



Location of Seaplane Lagoon Waterfront Park & Promenade

Seaplane Lagoon, Alameda, CA
Approximately 6,300 feet of shoreline

Crab Cove, Alameda, CA
Approximately 4,500 feet of shoreline

Crissy Field, San Francisco, CA
Approximately 6,700 feet of shoreline

ELEMENTS

Entertainment Venue
stage, lighting, and sound system for performances

IMPORTANCE: 1 2 3 4 5
low high

New Ferry Terminal
regional transit hub and activity generator

IMPORTANCE: 1 2 3 4 5
low high

History / Education
opportunities to learn

IMPORTANCE: 1 2 3 4 5
low high

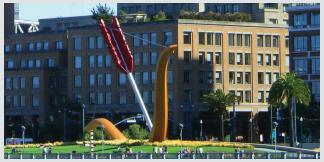
Mixed Use
retail, restaurants, cafes, and recreational uses

IMPORTANCE: 1 2 3 4 5
low high

Water Access
launch areas for non-motorized boats

IMPORTANCE: 1 2 3 4 5
low high

Public Art
cultural amenities



IMPORTANCE: 1 2 3 4 5
low high

Active Waterfront
space for people, activities and events

IMPORTANCE: 1 2 3 4 5
low high

Marina
launch areas for motorized boats

IMPORTANCE: 1 2 3 4 5
low high

Additional Elements?

_____

IMPORTANCE: 1 2 3 4 5
low high

_____

IMPORTANCE: 1 2 3 4 5
low high

_____

IMPORTANCE: 1 2 3 4 5
low high

Trails, Paths and Nature Areas
places to walk, jog, and bike

IMPORTANCE: 1 2 3 4 5
low high

Promenade
a place to stroll and relax

IMPORTANCE: 1 2 3 4 5
low high

4 Historic Character, Preservation & Adaptive Reuse

Directions

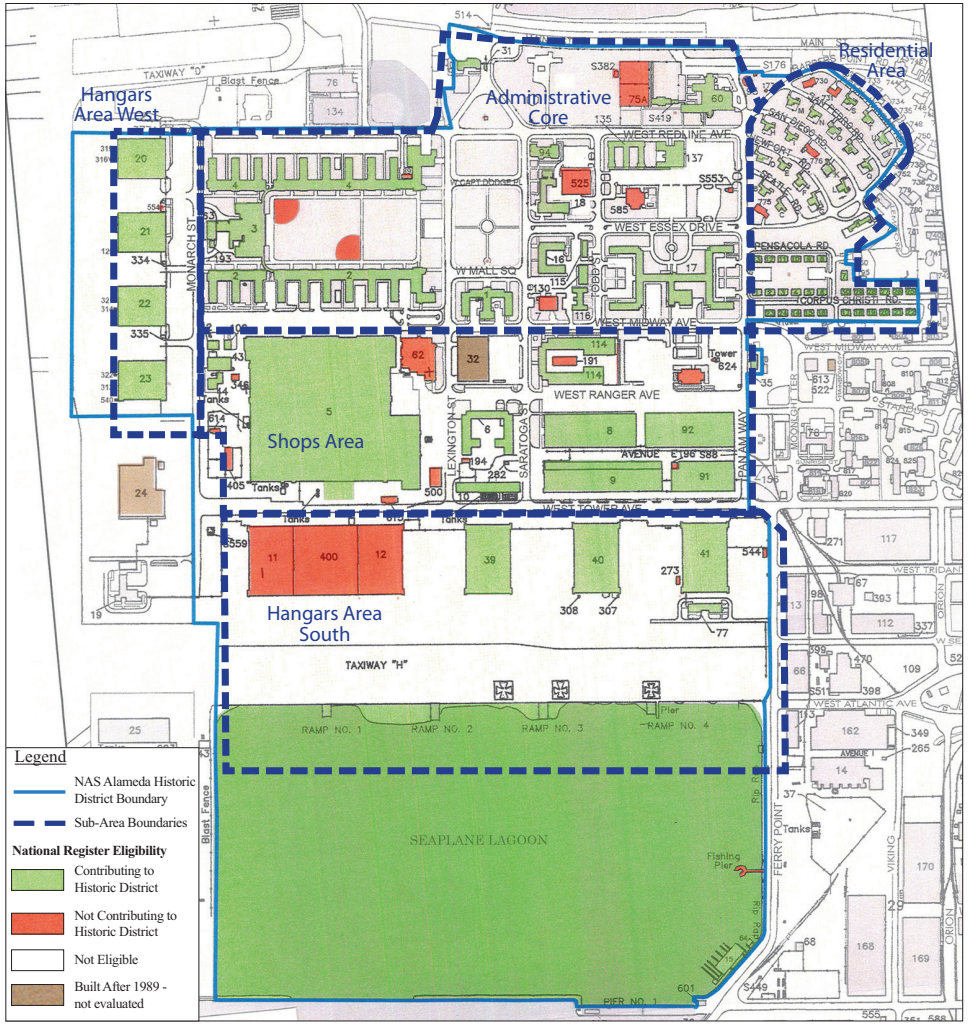
1. Review the 2010 Historic District Update Map on this page.
2. Review the 2006 Preliminary Development Concept and 2010 Measure B Historic District maps on the adjacent page. Decide which aspects of the two plans are good and which could be improved upon.
3. On the following pages, list your ideas for the adaptive reuse of historic buildings in the Historic District sub-districts, and decide how important it is to preserve each sub-district.
4. Rank the importance of each sub-district.
5. Add any additional comments you may have.

Issues for Consideration

1. No individual building in the Naval Air Station Historic District is eligible to be placed on the National Register of Historic Places (NRHP), but the District as a whole is eligible for the NRHP.
2. Some of the buildings have been vacant since the Navy vacated the property and are in need of significant upgrades.
3. Preservation and Rehabilitation of some large vacant buildings will require significant financial subsidies from the project or the City.

REFERENCE

2010 HISTORIC DISTRICT UPDATE



Hangars Area West

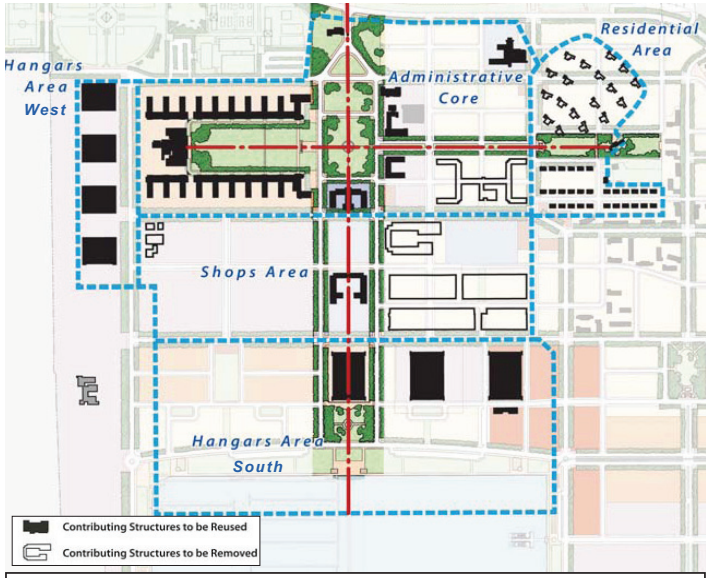
Administrative Core

Residential Area

Shops Area

Hangars Area South

2006 PRELIMINARY DEVELOPMENT CONCEPT HISTORIC DISTRICT



Key Components

Note: refer to the 2010 Historic District Update Map for building numbers.

Administrative Core
Proposed for Removal: Bachelor Officers' Quarters (BOQ) (17), Officers' Bathhouse (75), Recreation Storage (137), Community Facilities (135), Ambulance Garage (115), Low Pressure Chamber (130), and Rehab Center (116).

Hangars Area West (land plane hangars)
All contributors retained.

Shops Area
Proposed for Removal: Public Works Office Maintenance Shop (114), General Storehouse (8), Aircraft Storehouse (9), Packing - Shipping Storehouse (91) and Department (92), ATS Engineering Facility (42), Weapons Shop (43), and Ordnance Office (102)., Building 5.

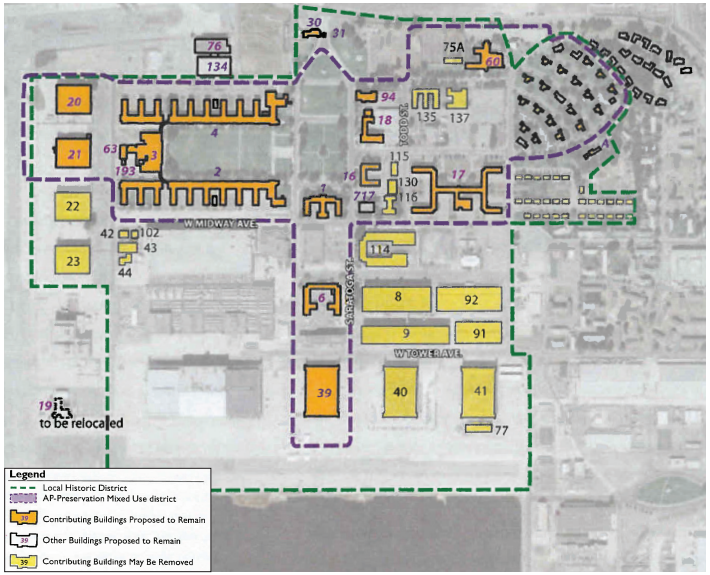
Residential Area
Retained: 29 one-story Chief Petty Officers' Housing.
Proposed for Removal: 18 two-story Officer's Housing (Big Whites).

Hangars Area South (seaplane hangars)
All contributors retained.

Strengths
What is good about this plan?

Weaknesses
What could improve this plan?

2010 MEASURE B HISTORIC DISTRICT



Key Components

Note: refer to the 2010 Historic District Update Map for building numbers.

Administrative Core
Proposed for Removal: Officers' Bathhouse (75), Recreation Storage (137), Community Facilities (135), Ambulance Garage (115), Low Pressure Chamber (130), and Rehab Center (116).

Hangars Area West (land plane hangars)
Proposed for Removal: two land plane hangars (22, 23).

Shops Area
Same as Preliminary Development Concept plan.

Residential Area
Retained: 18 two-story Officer's Housing (Big Whites).
Proposed for Removal: 29 one-story Chief Petty Officers' Housing.

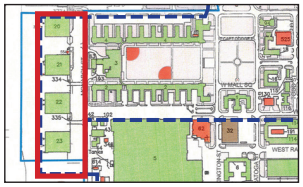
Hangars Area South (seaplane hangars)
Proposed for Removal: two seaplane hangars (40,41), and Air Terminal Building (77).

Strengths
What is good about this plan?

Weaknesses
What could improve this plan?

ADAPTIVE REUSE OF HISTORIC BUILDINGS

HANGARS AREA WEST



Key Components

- Contains large plane hangars.
- All buildings have been or are currently leased to private businesses including St. George Spirits and Rockwall Winery.

Hangar 20

Hangar 21

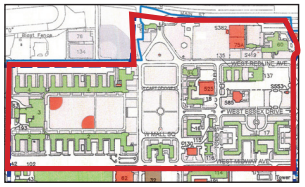
Ideas for the adaptive reuse of the buildings in this sub-district?

Importance of preserving this sub-district?

1 2 3 4 5

not important — very important

ADMINISTRATIVE CORE



Key Components

- Buildings are in the Streamline Moderne Architectural style.
- Extensive landscaped areas with connecting pathways (i.e., parade grounds).
- BEQ and BOQ have never been leased and require significant upgrades

Administration Building

Bachelor Enlisted Quarters (BEQ)

Bachelor Officers' Quarters (BOQ)

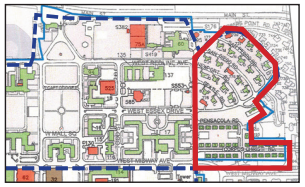
Ideas for the adaptive reuse of the buildings in this sub-district?

Importance of preserving this sub-district?

1 2 3 4 5

not important — very important

RESIDENTIAL AREA



Key Components

- Defined by one and two-story residential buildings.
- All buildings currently leased.

Officer's Housing (Big Whites)

Chief Petty Officers' Housing

Ideas for the adaptive reuse of the buildings in this sub-district?

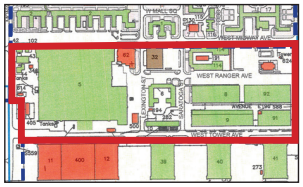
Importance of preserving this sub-district?

1 2 3 4 5

not important — very important

ADAPTIVE REUSE OF HISTORIC BUILDINGS

SHOPS AREA



Key Components

- Constructed of steel and/or wood framing. Designed for function, these buildings communicate a utilitarian style.
- There is little uniformity in building design.
- Building 5 is approximately 1 million square feet.

General Storehouse

Building 5

Interior View of Packing-Shipping Storehouse

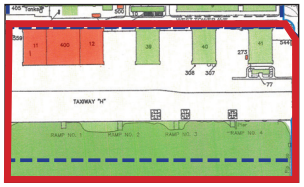
Ideas for the adaptive reuse of the buildings in this sub-district?

Importance of preserving this sub-district?

1 2 3 4 5

not important very important

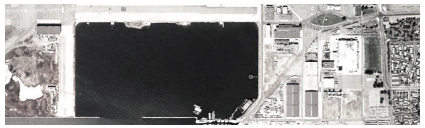
HANGARS AREA SOUTH



Key Components

- Contains Seaplane Lagoon Hangars and the Seaplane Lagoon.
- Area offers dramatic views across the Seaplane Lagoon.
- Building 41 never leased.
- Contains former "Air Terminal" Building 77.

Hangar 40 Building



Seaplane Lagoon

Ideas for the adaptive reuse of the buildings in this sub-district?

Importance of preserving this sub-district?

1 2 3 4 5

not important very important

PRIORITIZING THE HISTORIC DISTRICT

Rank the five sub-districts according to the importance of preserving them from most important (1) to least important (5)

1 _____

2 _____

3 _____

4 _____

5 _____

Additional Comments?

5 Transportation and Mobility

Directions

1. Building Consensus on Transportation Issues
   a) Review the Transportation Issues on this page.
   b) Rate the relative importance that each transportation issue should have on developing the final transportation strategy for Alameda Point.
   c) Record any additional comments you may have for each issue.
   d) Include any additional issues you think should be considered for the transportation strategy.
2. Assessing Potential Components of the Alameda Point Transportation Strategy
   a) On the following page, review the transportation components that could be included in the final plan for Alameda Point.
   b) If you believe an important transportation component is missing, add it to the Additional Components area provided.
   c) Rank the ten transportation components by ordering them 1-10, with #1 being the most essential, and #10 being the least essential.

Issues for Consideration

1. Ingress and egress to/from Alameda is limited to a fixed number of access points that are nearing capacity. What are the acceptable transportation solutions that will help address this congestion in support of your vision for development of Alameda Point?
2. Land use and transportation are linked. Major transportation improvements could be costly. Should development on Alameda Point be sized so alternative transportation options (i.e. ferry, bus, bike and pedestrian modes) are fully funded and maintained by the project?

Terms

- Express Bus - Direct service to San Francisco Transbay Transit Terminal from a limited number of Alameda stops.
- Bus Rapid Transit (BRT) - A high-quality bus system with frequent service, longer stop spacing, additional stop amenities, and a wide variety of rights-of-way including dedicated transit-only lanes.

BUILDING CONSENSUS ON TRANSPORTATION ISSUES

Directions: Identify the transportation issues that are most important to you.
Rank the importance of each transportation issue from not important (1) to essential (5).

Traffic Congestion

Congestion at the tubes.
1 2 3 4 5
low high

Congestion at other estuary crossings.
1 2 3 4 5
low high

Congestion at other major corridors within the city.
1 2 3 4 5
low high

Additional Comments?

Improved Transit System

Emphasize bus transit to bart.
1 2 3 4 5
low high

Emphasize ferries.
1 2 3 4 5
low high

Emphasize express bus service to san francisco.
1 2 3 4 5
low high

Additional Comments?

Reliance on Automobiles

Encourage walking.
1 2 3 4 5
low high

Encourage the use of bicycles.
1 2 3 4 5
low high

Reduce use of single occupancy vehicles.
1 2 3 4 5
low high

Emphasize the implementation of transportation demand management (discounted transit passes, on-site retail centers, car/vanpool, parking reduction strategies, etc.).
1 2 3 4 5
low high

Additional Comments?

Jobs / Housing Imbalance

Provide a balance of jobs and housing so that new residents are able to live and work in Alameda Point.
1 2 3 4 5
low high

Provide a mix of jobs so that existing residents are able to work in Alameda Point.
1 2 3 4 5
low high

Additional Comments?

Connectivity

Extend the city's historic street grid system.
1 2 3 4 5
low high

Emphasize a well connected bicycle infrastructure.
1 2 3 4 5
low high

Emphasize a well connected pedestrian infrastructure.
1 2 3 4 5
low high

Additional Comments?

Additional Transportation Issues?

Issue name / Description	Importance
	☐
	☐
	☐

ASSESSING POTENTIAL COMPONENTS OF THE ALAMEDA POINT TRANSPORTATION STRATEGY

1. Relocate the Ferry Terminal and create a Bus and Ferry Transit Center at Seaplane Lagoon.

☐ Priority

Comments

2. Provide Express Buses to San Francisco during commute hours.

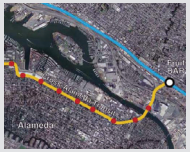
☐ Priority

Comments

3. Implement a Bus Rapid Transit (BRT) connection to 12th Street/Downtown Oakland BART Station.

☐ Priority

Comments



4. Implement a Bus Rapid Transit (BRT) connection to the Fruitvale BART Station.

☐ Priority

Comments

5. Provide strong pedestrian connectivity within Alameda Point and to strategic destinations outside of Alameda Point.

☐ Priority

Comments

6. Provide street improvements and extensions that will improve traffic flow through both ends of the Posey/Webster Tubes.

☐ Priority

Comments

7. Provide transit improvements, such as queue jump lanes or bypass lanes, that will improve traffic flow through both ends of the Posey/Webster Tubes <u>for transit only</u>.

☐ Priority

Comments

8. Establish a broad network of bicycle facilities with enhanced connectivity within Alameda Point and to strategic destinations outside of Alameda Point.

☐ Priority

Comments

9. Implement measures to reduce vehicular use for residents and workers of Alameda Point including car/van pool, discounted transit passes, parking fees, multiple transit options, etc.

☐ Priority

Comments

10. Cluster housing development within close proximity of a transit hub.

☐ Priority

Comments

Additional Component?

☐ Priority

Additional Component?

☐ Priority

Additional Component?

☐ Priority

Additional Component?

☐ Priority

6 Community Benefits

Based on past planning efforts, the community has expressed a desire for the following community benefits.

Community benefits typically require financial subsidies from the proposed development. This exercise is provided to assess the residents' preferences so that the City can prioritize funding for community benefits in the event that proposed development does not generate sufficient funds to cover the costs for all benefits.

Directions

1. Rank the following eight community benefits by ordering them 1-8, with #1 being the most essential, and #8 being the least essential.
2. If proposed development is unable to fund all eight benefits, state whether or not the City should allow an increased amount of new housing on Alameda Point to pay for the cost of the benefit.

COMMUNITY BENEFITS

Branch Library

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

Affordable Housing

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

Active Open Space (ball fields, etc.)

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

Passive Open Space (trails, etc.)

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

New Ferry Terminal

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

Historic Preservation

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

New Marina

☐ Overall Rank [1-8]

Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

Sports Complex

☐ Overall Rank [1-8]

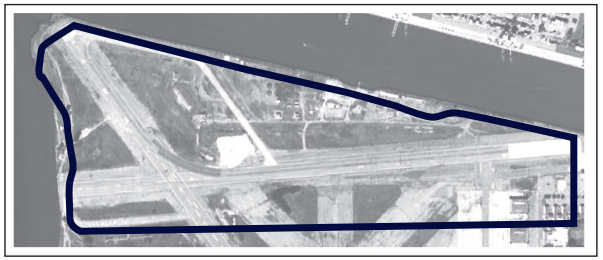
Should we increase the number of housing units in Alameda Point to pay for this benefit?

☐ Yes ☐ No

NI New Ideas

Directions

1. Illustrate your ideas on the 'existing conditions' aerial photograph if you think it would be helpful to do so.
2. Use the 'New Ideas' space to record any additional thoughts you may have.



Northwest Territories [not to scale]

EXISTING CONDITIONS

NEW IDEAS

New Ideas or Additional Comments?