

Attachment F: Alameda Point Community Plan

Chapter 11: Alameda Point Community Plan¹

11.1. Introduction and Purpose

This Alameda Point Community Plan ("Community Plan") is a plan to redevelop a portion of the former Naval Air Station Alameda ("former NAS Alameda"). NAS Alameda was decommissioned by the United States government, acting through the Department of the Navy ("Navy"), in 1997. Pursuant to federal regulation, the Navy is expected to convey portions of the former NAS Alameda (described in this document as the "Plan Area" as further defined in Section 11.1.4. below) to the Alameda Reuse and Redevelopment Authority ("ARRA") in the near term. This Community Plan, when adopted by the City of Alameda as a new Chapter 11 to the General Plan, will provide the framework and General Plan (goals, policies and implementation measures) by which the City will implement redevelopment of the Plan Area as a transit-oriented development providing new jobs, homes, services, open space and recreation in a manner that takes advantage of the area's unique location and potential. Recognizing that the site is a distinct area of the island, this Community Plan provides both development policies and implementation measures tailored to the Plan Area.

11.1.1. Summary of the Plan

The intent of this Alameda Point Community Plan is to provide for the redevelopment of the Plan Area with a balanced mix of homes, workplaces and associated facilities that benefit future residents of the Plan Area and the City. The resulting neighborhoods will provide for compact, transit-oriented development, pedestrian-friendly streets, ample parks and open space, access to transit, and energy efficient infrastructure and services. Successful redevelopment of Alameda Point will include:

Seamless integration of Alameda Point with the rest of the City. Policies encourage development that is community-oriented and in keeping with Alameda's traditional character.

Fostering a vibrant new neighborhood. The Community Plan seeks to create new and energetic areas, encompassing a variety of uses. At the same time, policies in the Community Plan also seek to ensure that new development will not unduly impact surrounding neighborhoods.

¹ This proposed Community Plan incorporates text to accommodate rezoning to MX, as required by the Exclusive Negotiation Agreement. However, in order to also accommodate the potential for rezoning to Specific Plan, this Community Plan includes footnotes, where relevant, indicating how the text and charts can be adapted to address Specific Plan zoning and adoption of a Specific Plan.

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Maximizing waterfront accessibility. With an emphasis on perimeter shoreline trails along the San Francisco Bay and Oakland Estuary, the Community Plan policies aim to provide a publicly accessible waterfront.

De-emphasizing the automobile and making new development compatible with transportation capacity. Policies promote the use of alternative modes of transportation – such as bicycles, shuttles, buses, ferries and water taxis – to reduce present and potential future traffic congestion.

Encouraging economic development. The envisioned long-term reuse of Alameda Point will result in replacement of jobs lost due to cessation of naval operations, and Community Plan policies are intended to foster economic growth and development that benefits the community at large.

Creating a mixed-use environment. The Community Plan policies promote a mixed-use approach that will allow for the development of transit-friendly neighborhoods with a strong pedestrian character that will foster development that is community-oriented. The Community Plan policies promote creation of a highly walkable neighborhood with nodes of compact development and connections between them, incorporating the tree-lined street character and grid pattern that is characteristic of a small town.

Establishing neighborhood centers. The Community Plan policies encourage mixed use neighborhood focal points in Alameda Point. One focal point should be the mix of civic, community, residential and commercial uses in and around the core of the Historic District. Landscaped common areas in this area should reinforce and encourage gatherings in historic settings that would be shared with other Alameda residents. A second focal point should center on a new ferry terminal at the Seaplane Lagoon, where higher density, mixed use uses would cluster. Various transit modes should serve residents, workers and visitors in this area. Similar to existing neighborhood business districts, the retail areas within this mixed use area should include neighborhood serving uses. Retail, including neighborhood and island serving retail, offices, personal or business services and dining uses in these hubs could be vertically integrated with housing and workplaces on upper floors.

Respect for history. In recognition of the long military history of the site, the Community Plan policies emphasize preservation and reuse of key historic resources within the Plan Area.

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11.1.2. Consistency with General Plan

Previously, General Plan Chapter 9 governed the applicable policies for the Plan Area as well as other portions of the former NAS Alameda. With the adoption of this Alameda Point Community Plan, the City's General Plan is amended by adding this new Chapter 11 to address solely the Plan Area. The former Chapter 9 will continue to govern lands outside the Plan Area previously governed by that chapter. This Community Plan is consistent with the General Plan.

As permitted by California Public Resources Code Section 21083.3(e), this Community Plan incorporates by reference all the mandatory elements of the citywide General Plan. Notwithstanding the foregoing, certain supplementary development policies and implementation measures are identified herein that are specific to Alameda Point.

The new General Plan land use designation for the Plan Area is "Alameda Point Mixed Use" ("AP-X").²

11.1.3. Relationship to Other Plans

In addition to this Community Plan, other land use plans, jurisdictional agencies, laws and regulatory enactments that could affect and/or regulate future land uses at Alameda Point include the following:

- City of Alameda General Plan: establishes citywide land use and policy. This Community Plan is part of the General Plan and contains policies and recommendations that are focused on Alameda Point and are consistent with the remainder of the General Plan.
- Alameda Point Master Plan³: provides for the systematic implementation of the General Plan, including this Community Plan.
- Alameda Zoning Ordinance: has been amended to reflect a rezone for the Plan Area, to Mixed-Use Planned Development District, or "MX"⁴, so that the Alameda Point Master Plan governs the development regulations of the Plan Area.

² If "Alameda Point Specific Plan" ("AP-SP"), land use designation is utilized in lieu of "Alameda Point Mixed Use" ("AP-X"), all references in this Community Plan to "Alameda Point Mixed Use" ("AP-X") shall be modified to "Alameda Point Specific Plan" ("AP-SP").

³ If the "Specific Plan" is utilized in lieu of the "Master Plan", all references in this Community Plan to "Master Plan" shall be modified to "Specific Plan".

⁴ If "AP-SP, Alameda Point Specific Plan" zoning is utilized instead of "Mixed-Use Planned Development District" ("MX") zoning, all references in this Community Plan to "Mixed-Use Planned Development District" ("MX") shall be modified to "Alameda Point Specific Plan" ("AP-SP").

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- United States Fish and Wildlife Service: a Biological Opinion will be required to identify mitigation based on the identification of habitat of the endangered California Least tern and the endangered California brown pelican to the west of the Plan Area.
- California State Lands Commission: regulates permitted land uses on land designated or to be designated as public trust lands in the Plan Area and will implement the trust exchange contemplated by the NAS Alameda Public Trust Exchange Act.
- San Francisco Bay Conservation and Development Commission: requires permits and consistency with Bay Plan policies for activities along the Bay shoreline.
- Community Improvement Plan for the Business and Waterfront Improvement Project: identifies improvement plans for a small portion of land in the northeast corner of the Plan Area.
- Alameda Point Community Improvement Plan for the Alameda Point Improvement Project: identifies improvement plans for the Plan Area.

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.

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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.

The General Plan land use designation for the Plan Area is “Alameda Point Mixed Use” (“AP-X”).

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

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LAND USE DISTRICT	Acres	Residential Units	Density Per Net Acre	Square Feet of Non-Residential	Population Density
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.

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

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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 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.

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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 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.

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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 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.

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- 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 Master 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.
- 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.

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- 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.
- 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

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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 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.

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- 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.
- 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.

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- 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.
- 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.

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- 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.

11.4. Housing Element

This Community Plan provides the framework for an economically and socially diverse community by providing a range of housing styles, tenancy types and prices. As provided above, California Public Resources Code Section 21083.3 allows a Community Plan to reference elements of the citywide General Plan to satisfy the mandatory elements of a Community Plan. The Alameda Point Community Plan is consistent with the Housing Element of the City's General Plan and reference to the Housing Element is appropriate to satisfy the applicable requirements for a Community Plan. Notwithstanding the foregoing, certain supplementary development policies and implementation measures are identified below to illustrate how the Plan Area satisfies existing Housing Element policies and goals.

11.4.1. Affordable Housing

Alameda Point should incorporate affordable housing by incorporating a mix of housing types, efficient land use and supporting amenities. New affordable housing units should be reasonably dispersed throughout the phases of development, and may include exclusively affordable buildings. Affordable housing should be constructed so that it is coordinated with the overall residential construction program.

During the base reuse process, the City made a long term commitment to a collaborative of advocates for the homeless, women and children in need, and veterans. At the present time, a collaborative of

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former homeless residents, staff and volunteers occupy buildings in the Plan Area. Also on-site is a facility for families in need as well as a housing program with homes and single beds for veterans in transition. A more efficient, consolidated land use program is intended to accomplish the objectives of the original commitment and also achieve the City's overall redevelopment goals. A new group of facilities to serve the homeless population, help women and children in need, and support veterans in transition should be pursued.

11.4.2. Guiding Policies: Housing

- Increase the potential housing stock in the City by providing an array of new housing types, including multi-family housing; disperse housing units for all income levels in the Plan Area.
- Design new affordable housing to be comparable in exterior appearance and overall quality of construction to market rate units.
- Construct affordable housing concurrently with the overall residential construction program.
- Ensure that housing opportunities are available to households of all income levels throughout Alameda Point.
- Recognize the need for group housing and housing for persons with special needs or desires, including senior housing, congregate care for the elderly, single-room occupancy hotels, and housing with supportive services.

11.4.3. Implementation Measures: Housing

- Adopt a Master Plan that allows for various residential building intensities.
- Encourage high density development within ¼ mile of the ferry terminal and transit hub.
- Apply state law reforms and incentives described in Government Code Section 65582.1, including density bonuses as permitted by Government Code Section 65915.
- Apply fair housing practices in the sale, rental and advertising of housing units.

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- Encourage the Community Improvement Commission to fully program available housing fund tax increment within the Plan Area to promote conservation, financing and affordability of affordable housing within the Plan Area.
- Allow for adaptive reuse to encourage a variety of housing types.

11.5. Open Space and Conservation Element

The Plan Area at present is an underutilized former military base adjacent to the Oakland Estuary and San Francisco Bay. The Plan Area incorporates the Seaplane Lagoon. Open space consists of lawn and landscaped areas that receive basic maintenance. Much of the Plan Area is paved with little landscaping or open space value. Some playing fields are in current use adjacent to the old Bachelor's Enlisted Quarters, as well as at the base's former sports facilities along the Estuary and near the southern Bay shoreline. The Plan Area is primarily constructed on imported fill and has low potential for archeological resources and low value for natural habitats. Historic resources are located in the Plan Area.

The General Plan's Open Space and Conservation Element policies regarding Alameda and its relationship to San Francisco Bay waters, tidal areas and related uplands as well as water quality and water conservation apply to Alameda Point. As stated above, those provisions are referenced and apply as permitted by Public Resources Code Section 21083.3. Specialized urban open space, certain historic resources, natural resources, and focal points should be preserved throughout Alameda Point. Development should include a full array of active and passive recreational opportunities.

11.5.1. Conservation and Development of Open Space and Natural and Cultural Resources

11.5.1.1. Open Space

Public parks and plazas should be dispersed throughout the Plan Area. *Figure 11-4: Parks and Open Space* illustrates the proposed parks and open space in Alameda Point. Water facilities, including shoreline trails and a marina, should be included.

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11.5.1.2 Waterways, Harbors, Fisheries

Areas of the Alameda Point shoreline which are subject to Public Trust will be reserved for uses consistent with the AP-PT district designation.

11.5.2 Historic and Archeological Resources

Preservation and reuse of historic resources should be concentrated in the AP-PMU. The Plan Area includes an historic district determined to be eligible for the National Register for Historic Places.

Figure 11-5: Alameda Point Historic Resources displays the current Historic District, including contributing buildings. The boundaries and resources of the historic district may be revised through the final National Historic Preservation Act Section 106 Consultation to be completed prior to the Navy transfer of the property. The Plan Area is primarily on fill lands and archaeological resources are not likely to be present within areas to be disturbed for construction in the Plan Area.

The Community Plan recognizes the important role of the former NAS Alameda in the City's history and encourages reuse of historic buildings, structures, open space, and landscape elements on the base in order to promote the City's cultural, educational, and economic vitality today and for future generations. The Community Plan identifies the AP-PMU district as the primary location for the preservation and reuse of buildings, structures, landscapes, and views. It contains the cross-axial open space at the heart of the Historic District around which historic buildings are arrayed. Outside the AP-PMU, the Community Plan requires incentives for reuse, but anticipates that demolition and new construction will take place. Thus, while preservation and reuse is a focus of the Community Plan, in designating certain areas for new construction, the Community Plan recognizes that rehabilitation and/or repair of all historic resources within the former NAS Alameda is not feasible and that certain portions of the base must be redeveloped in order to permit revitalization.

11.5.3. Natural Resources

Natural resources should be protected in the Plan Area, as discussed below.

11.5.4. Water

The General Plan's Open Space and Conservation Element policies regarding Alameda and its relationship to San Francisco Bay waters, tidal areas and related uplands as well as water quality (see Section 11.6) and water conservation apply to Alameda Point and are incorporated herein. With respect to water supply, water conservation is encouraged in development of the Plan Area, including incorporation of policies that promote the use of recycled water. Current land uses in Alameda Point

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rely on water supplied by the East Bay Municipal Utilities District ("EBMUD"). EBMUD is planning and implementing the East Bayshore Recycled Water Project which will provide for the delivery of recycled water to the Plan Area.

11.5.5. Minerals

The majority of the Plan Area is formed with fill. The December 2002 Alameda Point General Plan Amendment EIR prepared by LSA Associates, Inc. ("2002 General Plan EIR") states that there are no minerals of significance in the Plan Area, as indicated by the State Department of Mines and Geology.

11.5.6. Wildlife Species and Wetlands

A 1999 Biological Opinion issued by the United States Fish and Wildlife Service found evidence of protected species in areas adjacent to the Plan Area but not within the Plan Area itself. Prior to transfer of the former NAS Alameda by the Navy, additional biological assessment will be required by the United States Fish and Wildlife Service. Certain protected marine species may also be present in the waters adjacent to and forming the submerged lands of the Plan Area. Biological assessments of the Plan Area prepared in connection with the 2002 General Plan EIR found that the upland areas of the Plan Area did not host protected habitat or species but did identify certain wetland areas within the Northwest Territories and in areas adjacent to the Plan Area.

11.5.7. Other Natural Resources

Section 5.5 in the Open Space and Conservation Element discusses climate and air quality, as it pertains to the island of Alameda as a whole. Land use policies in Sections 11.2 and 11.3 above emphasize transit usage and transportation management and the creation of a balance of jobs and housing. Water conservation, energy and sustainability are described in this Section 11.5 and in Section 11.8 below, all of which would further the Guiding Policies and Implementation Measures for climate and air quality in the Open Space and Conservation Element.

11.5.8. Guiding Policies: Open Space and Conservation

- Create an open space framework for the entire Plan Area that incorporates parks, plazas and open space including waterfront access. Provide a family-friendly environment serving all members and age groups of the community including individuals with special needs, children, teens, and seniors.
- Make neighborhood parks the anchors for residential areas.

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- Activate the waterfront edges with public open space.
- Provide local and citywide recreational facilities.
- Provide recreational amenities within walking distance of residents' homes.
- Integrate uses and vehicular routes with pedestrian and bicycle trail systems.
- Provide for community recreation opportunities throughout Alameda Point.
- Encourage historic preservation of buildings, scenic views and cultural landscape within the AP-PMU and provide incentives for preservation throughout the Historic District.
- Consider potable and recycled water supply and demand in development of the Plan Area.
- Protect natural resources through open space conservation and habitat preservation.
- Development should consider the effects on birds and other species that may inhabit the Plan Area or adjacent areas.
- Protect wetland areas or to provide mitigation for removal of same consistent with regulatory requirements.

11.5.9. Implementation Measures: Open Space and Conservation

- Require that a system of parks, especially along the shoreline, is part of the future redevelopment of Alameda Point.
- Establish pedestrian- and bicycle-accessible shoreline trails where feasible in Alameda Point. Subject to requirements of regulatory agencies, ensure that trails are open year round, that the trail meets minimum multi-use trail standards, and that landscape treatment of the open spaces adjacent to the Estuary and the San Francisco Bay does not block distant views.
- Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.

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- Preserve some of the Big Whites for their historical significance, and encourage surrounding development that is complementary.
- Adopt a process for the evaluation of the reuse and rehabilitation potential of historic resources at former NAS Alameda.
- Consider the preservation of the Admiral's House for residential or community use.
- Preserve as feasible buildings within the AP-PMU to maintain the historic character of the Historic District.
- Provide a mechanism for timely and expedient reviews to ensure that contributing buildings in the Historic District are managed in compliance with all applicable regulations.
- Preserve the historic sense of place of the AP-PMU by preserving as feasible the historic pattern of streets and open spaces in the area.
- Minimize, as feasible, impacts on the architectural integrity of individual contributing buildings and structures proposed for reuse within the AP-PMU.
- Make reasonable efforts to incorporate compatible adaptive uses or uses for which the buildings were originally designed.
- Allow for reuse of buildings in the AP-PMU for uses including fire station, community center and post office, and alteration of buildings to accommodate such uses.
- Allow for the use of the State Historic Building Code throughout the Historic District.
- Advise tenants and property owners within the Historic District of the financial tools and economic incentives that are available, including, but not limited to, the State Historic Building Code and federal and state tax incentives for the preservation and adaptive rehabilitation of historic properties.
- Prepare design guidelines and specifications for alterations, demolition and new construction within the Historic District.
- Ensure that water resources are used efficiently and require water conservation measures consistent with applicable law and regulations.

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- Redevelopment should consider a range of sustainable strategies to achieve reductions in water consumption, from the use of recycled water for irrigation to the building methods described in this Community Plan.
- A new system of pipelines and appurtenances for potable and recycled water should be constructed at Alameda Point. Distribution pipelines should connect to and extend from the existing water facilities at Main Street and should be constructed within the right of ways.
- If wetlands habitat and species are found within the Plan Area, preservation areas and buffers for adjoining uses should be established as required by resource agencies with jurisdiction.
- The effects of ferry service must not unlawfully disturb aquatic and shoreline habitats.

11.6. Health and Safety Element

Alameda Point has a number of physical features that pose potential risks for persons and property, including flooding, seismic, geologic and soils hazards. In addition, manmade hazards associated with the presence of hazardous materials exist.

State law requires a safety element to outline policies that will protect the community from both natural and human-induced disasters. Many of the health, safety and hazards policies addressed in the citywide General Plan's Health and Safety Element are applicable to Alameda Point. This section considers seismic, geology, flood and fire hazards, environmental cleanup, and emergency management in the specific context of Alameda Point.

Potential health, safety, and natural hazards impacts at Alameda Point will be addressed by integrating the redevelopment of Alameda Point into the City's existing programs and measures intended to ensure the health, safety and comfort of residents.

11.6.1. Water Quality and Flooding Hazards

11.6.1.1. Water Quality

The Plan Area currently has aging storm drain infrastructure. Stormwater run-off is a significant source of pollutants throughout the San Francisco Bay watershed. Alameda County has established the Alameda countywide Clean Water Program, as required by provision C.3 of the countywide municipal stormwater National Pollutant Discharge Elimination System permit, which program will apply to the Plan Area. Policies are intended to protect the Bay and Estuary water resources.

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11.6.1.2. Flooding Hazards

The Health and Safety Element description of the general conditions related to flooding that affect the City applies to Alameda Point. In addition, areas within Alameda Point are subject to flooding due to the large amounts of impervious surfaces in the Plan Area, deteriorating storm drains and flat, low-lying topography. Surface water occurs as sheetflow which is conveyed to receiving water through the stormwater drainage system. There are no creeks or natural water courses crossing the site to collect floodwater. Alameda Point has been studied by the U.S. Army Corps of Engineers but has not been mapped by the Federal Emergency Management Agency. As shown on *Figure 11-6: Alameda Point Flood Plains and Sea Level Rise*, areas of Alameda Point are subject to flooding and would be susceptible to damage in the event of a 100-year flood. Projected sea level rise would exacerbate the flood risks. The Bay Conservation and Development Commission ("BCDC") has stated that sea level rise should be considered for all public use areas surrounding the San Francisco Bay. Other sources of potential flooding include high tide events, wind and wave run-up and localized stormwater runoff impacts. Grading plans must account for these factors and potential sea-level rise. Engineering solutions must be consistent with Federal Emergency Management Agency standards in order to protect lives and property within the Plan Area.

11.6.2. Seismic and Geologic Hazards; Soils

The Health and Safety Element characterization of the general seismic and geologic conditions that affect the City pertains to Alameda Point. Alameda Point is partially protected from inundation and damage from tsunamis due to restricted hydraulic access at Golden Gate. The Plan Area is relatively flat with shallow gradients toward San Francisco Bay or the Oakland-Alameda Estuary from a slight, centrally-located east-west ridge. Alameda Point soils consist of surface and near-surface layers of sandy and silty un-engineered fill, underlain by young Bay Mud that is underlain by Yerba Buena mud (old Bay Mud). As shown on *Figure 11-7: Alameda Point Geotechnical Conditions* most of the Plan Area is subject to liquefaction. Accordingly, soil stabilization and suitable building foundations will be required to establish the structural integrity of new construction. These factors combined with the likelihood of primary and secondary effects of ground movement due to earthquakes require careful engineering analysis of subsurface conditions prior to redevelopment.

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11.6.3. Fire Hazards

Alameda Point does not contain open space that creates a risk of wildland fire. Redevelopment of the Alameda Point with more intensive uses will necessitate facility improvements to the peak-load water supply system to ensure the safety of future residents and structures from urban fires.

11.6.3.1. Emergency Management: Evacuation Routes and Minimum Road Widths

Reasonable access for emergency equipment and civilian evacuation is necessary to protect life, property and natural resources. The current roadway system is composed of streets of adequate width to accommodate emergency evacuations of the existing limited on-site population. The street system associated with future redevelopment of the Plan Area must be designed to establish and maintain primary evacuation routes that are integrated into the citywide plan for emergency preparedness. Additionally, fire access roads must be designed to ensure fire and emergency access.

11.6.4. Hazardous Materials and Waste Management

Hazardous materials resulting from prior industrial and military activities are present at Alameda Point. Previously, within the former NAS Alameda, there were two landfills, a municipal airfield, an army base, an oil refinery, various manufacturing facilities as well as former NAS Alameda facilities. During its peak, former NAS Alameda produced hazardous waste and residual hazardous waste exists on-site. Alameda Point has been designated a federal Superfund site, which establishes the U.S. Environmental Protection Agency as the lead agency for the coordination of clean-up of the site. A Federal Facilities Agreement has been signed between the Navy and the U.S. EPA in which the parties agree to a schedule and funding program for cleanup of the site.

As a part of its obligations under CERCLA and other federal laws, the Navy has started clean up Alameda Point under the oversight of other federal and state agencies. The objective of the cleanup activities is to reduce contaminants to levels necessary for residential or commercial applications within their respective designated areas.

11.6.5. Guiding Policies: Health and Safety

- Support improvement programs that address urban runoff and flooding.
- Manage runoff from Alameda Point together with existing City programs.
- Require all proposed reuse activity in Alameda Point to be in compliance with the Regional Water Quality Control Board stormwater recommendations.

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- Restrict the installation of water supply wells in the uppermost aquifer at Alameda Point to reduce the potential use, or migration of, groundwater affected by the release of hazardous materials.
- Support development of a water-quality testing program for all existing water supply wells in Alameda Point to determine the safe uses or appropriate discharge of pumped water.
- Coordinate incorporation of Alameda Point into the City of Alameda Urban Runoff Program to reduce potential water quality degradation related to urban runoff.
- Identify and implement improvement programs to address periodic flooding at Alameda Point.
- To protect human health and safety, incorporate engineering strategies for soil stabilization and building design to preserve and protect structures and their inhabitants.
- Ensure adequate facility improvements to the peak-load water supply system to protect the safety of future residents and structures from urban fires.
- Mitigate factors and conditions in Alameda Point that are conducive to fire hazards.
- Identify effective means of dealing with fire disasters should they occur.
- Continue to support cleanup of contaminated lands.

11.6.6. Implementation Measure: Health and Safety

- Support preparation of a Flood Insurance Study by Federal Emergency Management Agency for Alameda Point end use flood control maps and other agency regulations related to sea level rise, to determine areas subject to potential flooding and establish flood protection proposals to protect occupants new buildings and, where determined reasonably feasible, historic buildings and structures at Alameda Point.
- Development at Alameda Point should implement a network of water quality integrated management practices including Plan Area design practices, construction practices and post-construction water quality control measures to mitigate the potential construction and post-construction impacts from the Project on the surrounding beneficial uses of the San Francisco Bay.

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- Development within the Plan Area should implement a variety of source control and stormwater management measures to prevent pollutant discharge at the source. Such measures should meet or exceed the Alameda County Clean Water Program standards. These facilities should be designed to comply with the hydraulic design criteria presented in Provision C.3d of the municipal stormwater permit requirements.
- To facilitate prevention, control and correction of the erosion of soils, beaches and shorelines should be maintained with shoreline protection design solutions to make those areas safe, attractive and accessible.
- To protect water quality, development should integrate new pipelines, structures and outfalls designed to meet City of Alameda Flood Control standards along with water quality features designed to provide stormwater treatment consistent with the Alameda Countywide Clean Water Program.
- Development should include improvements to the water delivery systems for adequate emergency fire response in the Plan Area.
- Development should allow for the expansion of the City's fire protection and fire-fighting capability into Alameda Point to service the emergency needs of all residents and businesses of the area.
- Consider extending Alameda's current level of emergency medical service into Alameda Point as reuse activities and residential buildout proceed.
- Make reasonable efforts to identify "critical facilities" in Alameda Point area, as defined in Alameda's 1976 Safety Element, and integrate them into the City's existing "critical facilities" list and emergency provision plan.
- Provide information about contamination and clean-up activities and make the information available to the public.
- Create a land use and construction permitting program that requires consideration of residual contamination. The permitting program should include:

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- A means for tracking deed restrictions;
- A means for tracking remediation to help ensure that future land uses are compatible;
- A method for classifying land uses by exposure scenario;
- Identification of areas that might require special construction precautions;
- A system for ongoing communication with the environmental regulatory agencies.

11.7. Noise Element

Existing sensitive receptors in the Plan Area and adjacent areas include residential areas, the Coast Guard day care center, and educational facilities located off Singleton Avenue and the USCG housing area. Proposed new educational and day care facilities and residential neighborhoods may also be sensitive receptors in the future. Protected species may also be affected by noise.

11.7.1. Current and Projected Noise Levels

The Health and Safety Element identifies citywide noise sources and noise contours that are applicable to Alameda Point. It identifies aircraft and surface traffic as the City's primary noise sources. Aircraft noise in Alameda is generated by flights from two airports—Metropolitan Oakland International and San Francisco International. Former NAS Alameda, while still owned by the Navy, is no longer an operating airport. The Plan Area is over 2 miles from operating airports. Accordingly, aircraft flights generate noise levels ranging from 50 to 70 dBA in the Plan Area. Airport noise, which is a significant factor in certain areas of the City, is not anticipated to affect development of Alameda Point or current or future sensitive receptors in the Plan Area.

Other noise sources in the Plan Area include specific industrial activities, which have a localized effect on directly adjacent land uses. The highest surface street noise levels within the Plan Area occur along Main Street, north of Atlantic Avenue (60 to 65 dBA). Construction and hauling may also generate noise affecting sensitive receptors. Proposed water uses including a marina and ferry service in the Seaplane Lagoon may generate noise in areas adjacent to the water.

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The land use program described in Section 11.2 of this Community Plan does not propose any specific uses that are incompatible with the citywide General Plan's Noise Element, which this Community Plan incorporates by reference pursuant to Public Resources Code Section 21083.3.

11.7.2. Guiding Policies: Noise

- Be sensitive to temporary construction noise generated by construction and truck routes near sensitive receptors.
- Consideration should be given to using water access for construction related activities.
- Consider the effects of sound generating water-related activities to residential communities.
- Be sensitive to noise impacts upon sensitive receptors, if any, from operation of transit and light industrial uses.
- Consider the effects of excess noise generated by development of Alameda Point, if any, upon protected species in adjacent areas.

11.7.3. Implementation Measures: Noise

- Address temporary construction noise generated by truck routes by taking into account in development of truck routes the presence of existing neighborhoods and sensitive receptors and routing trips along commercial roadways to the greatest extent feasible.
- Avoid incompatible noise from uses in noise sensitive areas, if any.
- Comply with laws and regulations relating to noise standards for residential uses.

11.8. Energy and Sustainability Element

The implementation of a successful development in Alameda Point will rely upon denser, more clustered new development and the inclusion of multiple energy efficient forms of transportation such as public transit, carpooling, walking and bicycling. Development should meet or, where feasible, exceed state and local mandates with respect to reduction in greenhouse gas emissions and conservation of resources.

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11.8.1. Guiding Policies: Energy and Sustainability

- Pursue state policies designed to encourage infill development in order to minimize vehicle miles traveled and to promote accessibility to transit, both significant in the reduction of greenhouse gas emissions.
- Expand the City's transit options by including more energy efficient modes of travel.
- Take advantage of citywide incentives for the use of energy efficient technologies.
- Promote the implementation of sustainable energy practices and green technology.
- Create opportunities for alternative energy generation wherever feasible.
- Make information available regarding energy conservation techniques, products and methods.
- Preserve resources, including energy and water resources, by incorporating energy and water efficiency measures into homes and offices and using recycled water, when available, for irrigation.
- Divert a significant amount of waste away from landfills and promote use of recyclable materials that will reduce the overall impact of the project on the environment.
- Encourage and provide incentives for sustainable architectural and site planning design and construction standards for all structures in the community in a manner that results in an integrated approach to green buildings and helps steer the designs away from expensive green measures and toward cost-effective solutions.

11.8.2. Implementation Measures: Energy and Sustainability

- Cluster homes and mixed uses adjacent to a new ferry and transit center and develop pedestrian and bicycle corridors providing access to these transit nodes.
- Locate parks, bikeways and walkways in proximity to public schools and residential areas and as connectors to commercial areas to promote physical activity and community interaction.

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- Provide linkages via transit to the major job centers in the region through development of on-site transit including shuttle service to BART and development of a ferry terminal.
- Encourage transit uses through use of the Eco-pass, which requires monthly purchase by residents and businesses of transit passes.
- Construct a recycled water pipeline distribution system and connect to the EBMUD recycled water supply, when available.
- Require installation of water efficient fixtures for residential and commercial toilets, faucets, appliances and showers.
- New construction should meet or exceed Title 24 building energy standards.
- Through the Master Plan and design guidelines, establish criteria allowing for segregation and recycling of waste to help Alameda divert more waste from landfills by providing facilities for segregating and sorting of waste into commingled dry recyclables, compostable and non-recyclable/recoverable waste with a goal of meeting the diversion rate set forth in Measure D.
- Incorporate into the Master Plan mechanisms for implementation of sustainable architecture and construction methods.
- Participate in the implementation of alternative energy production where and when appropriate.

11.9. Amendments to the Community Plan

This Community Plan is being adopted by the City of Alameda. This Community Plan may only be amended in accordance with state and local law.

11.10. Severability

If any provision of this Community Plan is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect the remaining provisions of this Community Plan. In such case, the remaining provisions of the Community Plan may be implemented without the invalid provisions.

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11.11. Effect of Community Plan

This Community Plan is intended to satisfy all the requirements of a community plan as required by Public Resources Code section 21083.3. If a court of competent jurisdiction determines that one or more of the mandatory elements of a Community Plan has not been satisfied by this document, the surviving goals, policies, and implementation measures shall continue to be effective as an amendment to the General Plan.

11.12. Interpretation

This Community Plan is intended as the guiding policy document for development in Alameda Point. To the extent that this Community Plan may conflict with more generalized policy documents, such as the other provisions of the City's General Plan, this Plan should be considered a refinement which amends those other policy documents. It is recognized that aspects of this Community Plan are also subject to refinement as additional information becomes available, more detailed plans are prepared or errors are discovered. In general, such refinements will be accomplished without the need to amend this Community Plan so long as they substantially conform with this Community Plan. Errata or updates may be issued from time to time as appropriate.