

~~AP1—**Alameda Point Civic Core:** Located in the center of Alameda Point, the Civic Core encompasses much of the NAS Historic District and many of the historic buildings of the former Naval Air Station. The Civic Core is envisioned with a major emphasis on public service and civic uses. Business park, office, civic, residential, public/institutional, parks and public open space, commercial, and other supporting uses are allowed within the district. (GPA 01-01)~~

~~AP2—**Alameda Point Inner Harbor:** The Inner Harbor is a mixed-use area with major emphasis on research & development and light industrial uses. Light industry, office and supporting retail, commercial, and residential uses are allowed within the district. Supporting uses should be focused in or around a mixed-use neighborhood center along the extension of Pacific Avenue, associated with patterns of use in the adjoining Marina district. (GPA 01-01)~~

~~AP3—**Alameda Point Marina:** Marine-related industry, office, commercial, residential, recreation, and supporting retail are allowable uses within the district. Uses should be structured to promote waterfront activity and vitality along the open space spine located along the bay. (GPA 01-01).~~

AP-SP **Alameda Point Specific Plan:** Allows a balanced mix of homes, workplaces and associated facilities on the portion of the former Naval Air Station Alameda now known as Alameda Point. New development should provide compact, transit-oriented development, ample parks and open space, multiple transit opportunities, and energy efficient infrastructure and services.

- G. *Amendment to Section 2.9 Federal Government Facilities (p. 32). Section 2.9 (3^d paragraph) Federal Government Facilities is amended, as follows:*

After nearly 60 years as a military post, the United States Navy closed the Alameda Naval Air Station (NAS) and the Fleet Industrial Supply Center (FISC) in 1997. In 2001, the FISC property was conveyed to the City, which is transferring the property to the Catellus Development Corporation over time for the development consistent with an approved master plan for the area. Chapter 9 of the General Plan is the Alameda Point Element, which contains policies relating to the reuse and redevelopment of the NAS property, known as Alameda Point. (GPA 01-01) An Initiative enacted by the voters adopted the Alameda Point Community Plan and Alameda Point Specific Plan for a portion of the former Alameda Naval Air Station, as shown on City of Alameda General Plan Map, Figure 11-1. Accordingly, a new chapter of the General Plan, Chapter 11, the "Alameda Point Community Plan," sets forth policies to achieve a balanced approach to transit-oriented development, environmental sustainability, historic preservation, and economic redevelopment at Alameda Point. The portions of the former Alameda Naval Air Station not regulated by the Alameda Point Community Plan and Alameda Point Specific Plan are the Wildlife Refuge and the West Neighborhood, as shown on Figure 9-1. These areas have been renamed "Alameda West." Chapter 9 of the General Plan regulates redevelopment at the Alameda West properties.

3. Chapter 3: City Design Element

- A. *Amendment to Section 3.3. Architectural Resources (p. 36). Section 3.3 Architectural Resources is amended, as follows:*

The Historic Preservation Element, adopted in 1980, was based on a survey of about 80 percent of the Main Island; it identified 4,000 addresses as having architectural and historical resources. The report noted that 1,400 structures, most of them built before the turn of the century, had been demolished since World War II. Recommendations for preservation include designation of Heritage Areas (no added regulation), and Historic Districts (design regulation). Historic preservation district boundaries were not proposed, but three Heritage Areas subsequently have been studied under the Certified Local Government Program, and designated by the City Council: Bay Station (1986), Park Avenue (1988), and Burbank-Portola (1989). Since the adoption of the Historic Preservation Element, the City completed detailed surveys of unreinforced buildings, commercial buildings on Webster Street, and buildings and sites in the northern waterfront. These surveys fill in gaps in the original survey, leaving few buildings and sites undocumented.

In 1999, pursuant to an initial National Historic Preservation Act Section 106 Consultation and Memorandum of Agreement between the State Historic Preservation Office and the U.S. Department of the Navy, the City designated a portion of NAS Alameda as a local historic district. The boundaries of the NAS Alameda Historic District may be revised through the final Section 106 Consultation prior to Navy transfer of the property, and the City shall thereafter make corresponding changes to boundaries and to the list of contributing structures. Policies for new construction, redevelopment and alterations within Alameda Point are governed by the policies in Chapter II, Alameda Point Community Plan.

- B. *Amendment to Implementation Policy 3.3.b (p. 37). Implementation Policy 3.3.b is amended, as follows:*

Consider formation of Historic Districts within which alterations to existing structures would be regulated to maintain neighborhood scale and historic character. Establish a central area for preservation and reuse within the historic district at Alameda Point per the policies for preservation and reuse of historic districts and buildings at Alameda Point found in Chapter 11, the Alameda Point Community Plan.

- C. *Amendment to Implementing Policy 3.3.c (p. 37). Implementing Policy 3.3.c is amended, as follows:*

Maintain strong demolition control for historic properties. Recognize the unique redevelopment goals in the Alameda Point Community Plan and its Plan Area and establish demolition procedures and controls for historic properties consistent with redevelopment goals.

- D. *Amendment to Implementing Policy 3.3.d (p. 37). Implementing Policy 3.3.d is amended, as follows:*

New construction, redevelopment and alterations should be compatible with historic resources in the immediate area. Recognize the unique redevelopment goals for the Alameda Point Community Plan and establish procedures for new construction, redevelopment and alterations consistent with those redevelopment goals.

- E. *Amendment to Implementing Policy 3.3.e (p. 37). Implementing Policy 3.3.e is amended, as follows:*

Develop detailed design guidelines to ensure protection of Alameda's historic, neighborhood, and small-town character. Encourage preservation of all buildings, structures, areas and other physical environment elements having architectural, historic or aesthetic merit, including restoration of such elements where they have been insensitively altered. Include special guidelines for older buildings of existing or potential architectural, historical or aesthetic merit which encourage retention of original architectural elements and restoration of any missing elements. The design guidelines include detailed design standards for commercial districts. Develop historic resource design guidelines for Alameda Point.

- F. *Amendment to Implementing Policy 3.3.k (p. 37). Implementing Policy 3.3.k is amended, as follows:*

Require that any exterior changes to existing buildings receiving City rehabilitation assistance or related to Use Permits, Variances or Design Review, or other discretionary City approvals be consistent with (a) the governing design guidelines, if any, or (b) the building's existing or original architectural design unless the City determines either (a) that the building has insufficient existing or original design merit of historical interest to justify application of this policy or (b) that application of this policy would cause undue economic or operational hardship to the applicant, owner or tenant.

4. Chapter 4: Transportation Element

- A. Amendment to Street Classification System (p. 14 & 15). The following text is inserted at the end of the text on page 15:

Street Classifications for Alameda Point should be introduced to create smaller blocks and to establish Alameda Point as a more pedestrian-friendly, walkable part of the Alameda community. The street network and classifications should reduce the roadway width and widening the sidewalks and adjoining multi-purpose trails wherever possible. The new street network for Alameda Point should continue to have multiple easterly connections to the existing street grid.

- B. *Amendment to Land Use Classification (p. 23). The description of land use classifications is amended as follows:*

Land Use Classifications include:

1. Residential Corridor Street
2. Commercial Main Street
3. General Commercial and Industrial Street
4. School and Recreation Zone
5. Gateway Street
6. Alameda Point Corridor

- C. *Amendment to Model Classifications: 2. Bicycle Priority (p. 38). The first paragraph of bicycle priority is amended by adding the following text: Street Classifications – Bicycle*

At Alameda Point bicycle routes should be extended to access shoreline parks and open space.