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# **Draft Master Infrastructure Plan and Conceptual Financing Plan**



**Alameda Point**

# Outline

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- Objectives of the Draft MIP
- Existing Infrastructure - Resources and Conditions
- Infrastructure Policy Considerations
  - Development, Reuse Areas and NW Territories
  - Flood and Sea Level Rise Protection
  - Shoreline Seismic Stability
  - Street Network
  - Phasing and Implementation
- Estimated Costs of Infrastructure
- Approach to Implementation and Conceptual Finance Plan



# Objectives of MIP

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- Establish Requirements for Backbone Infrastructure
- Provide Guide for Infrastructure that will Evolve over this Project's 25-30 Year Build Out
- Present Flood Protection Strategy with Consideration for Long Term Protection from Sea Level Rise
- Present a Framework of Complete Streets Integrating the Site into the West End of Alameda
- Present Utility System Improvements
  - Sanitary Sewer
  - Storm Water Management
  - Potable Water
  - Recycled Water
  - Dry Utilities (Electrical, Natural Gas, Telecom)
- Consolidate Information from Other Relevant Plans
  - Parks and Open Space (Urban Greening Plan)
  - Transit (Regional Access Transit Study, TDM Plan, EIR)
  - Off-Site Street Improvements (EIR)
- Establish Phasing and Implementation Principles
- Analyze Infrastructure Adjustments to Accommodate Alternative Land Use Scenarios

# Existing Infrastructure

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## Resources

- Large Utility Capacities and Supplies to the Site that Supported Historical Navy Infrastructure Demand
  - Wastewater Treatment
  - Potable Water
  - Electrical Supply

## Conditions

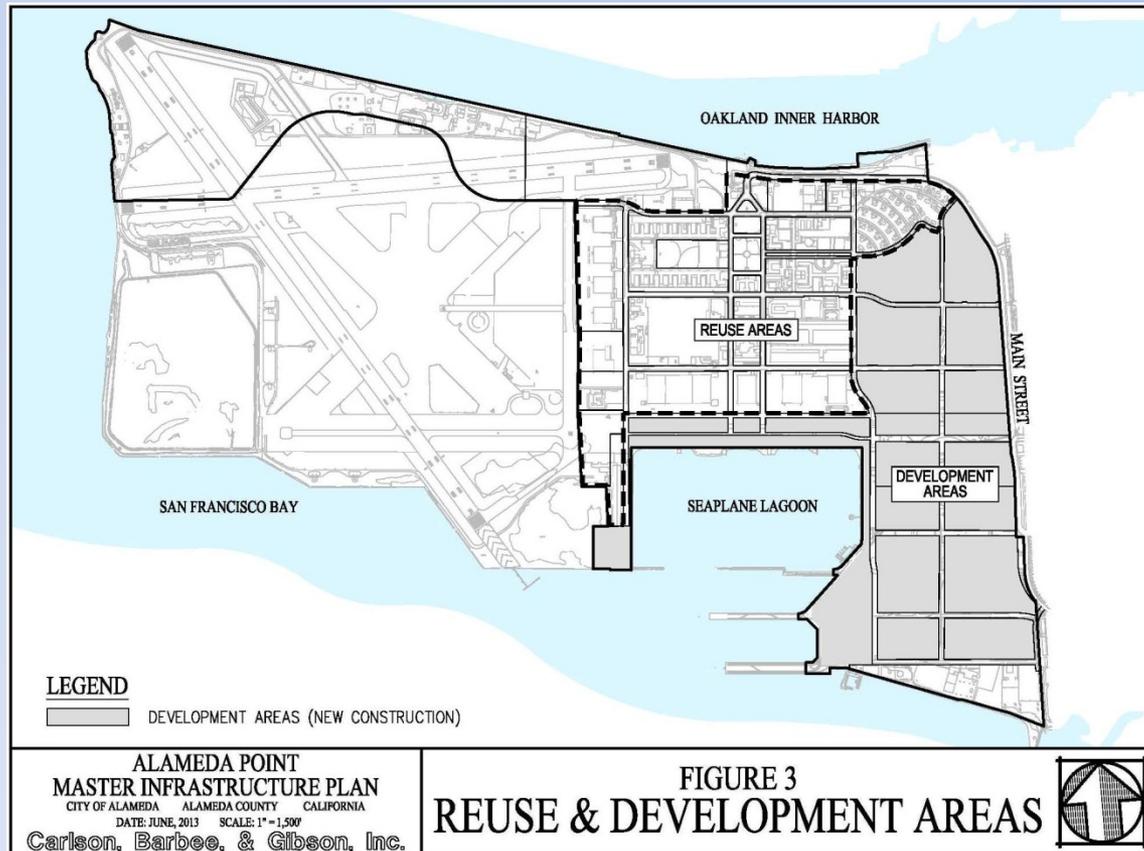
- Aged Infrastructure
- Reliability and Service Issues
- Flooding of Low Lying Portions of the Site
- Costly Maintenance and Repairs
- Does Not Meet Current Codes and Standards
- Not Capable of Supporting the Redevelopment of Alameda Point



# Proposed Infrastructure

## Development and Reuse Areas

- **Development Areas**
  - New Construction Areas
  - Likely Orderly Implementation
- **Reuse Areas**
  - Historic and Adaptive Reuse Areas
  - General Preservation Strategy
  - Potentially Opportunistic and Fragmented Implementation
- **Northwest Territories**
  - Open Space
  - Passive Uses



# Proposed Infrastructure

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## Flood Protection and Sea Level Rise

### Existing Areas of Inundation

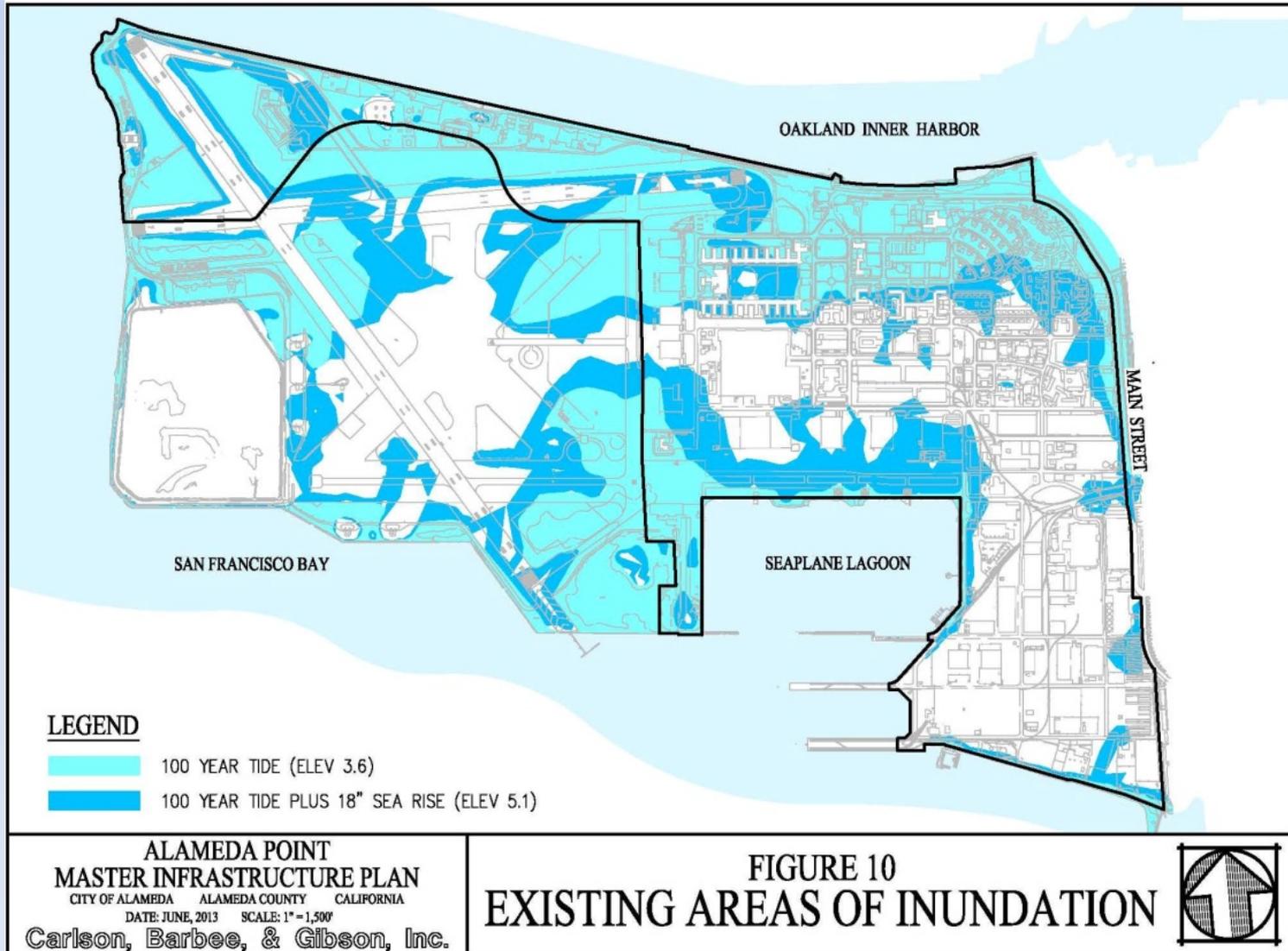
- Extreme Tidal Events
- Non-Functioning Stormwater Outlets

### Sea Level Rise (SLR)

- BCDC Bay Plan References SLR Projections Developed by the California Climate Action Team which are as follows:
  - 10 – 17 inches by 2050
  - 17 – 32 inches by 2070
  - 31 – 69 inches by 2100
- Strategies to Protect Existing and Proposed Areas
  - Elevate Above Expected Flood Levels
  - Perimeter Protection
  - Set Back from Shoreline
  - Adaptive Measures
- Options Evaluated for Alameda Point
  - Perimeter Protection Only
  - Hybrid - Elevate Development Areas / Perimeter Protect Reuse Areas
  - Variable Levels of Sea Level Rise (12", 18", 24", 36")
- Considerations
  - Long Term Site Protection
  - Site Constraints
  - Phasing and Implementation
  - Financial Feasibility

# Proposed Infrastructure

## Flood Protection and Sea Level Rise

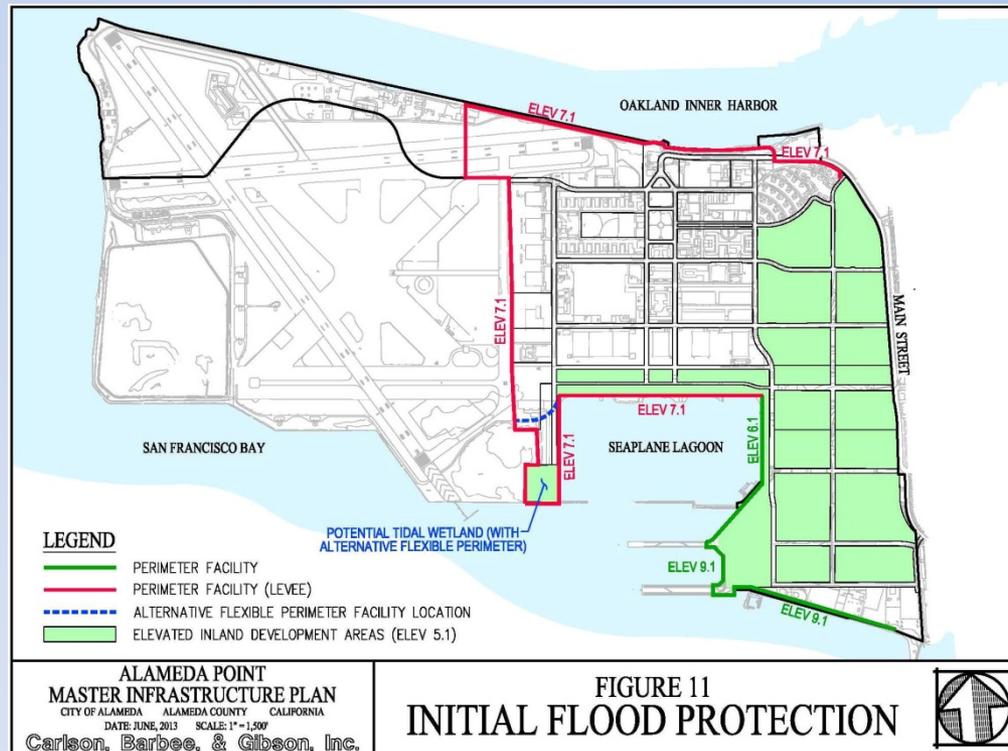


# Proposed Infrastructure

## Flood Protection and Sea Level Rise

### Proposed Adaptive Management Strategy

- Near Term Protection (100 Year Plus 18" of Sea Level Rise)
  - Development Areas = Elevate Development Areas
  - Reuse Areas = Improve and Elevate Perimeter Measures
  - Reserve Land for Future Adjustments if Necessary to Provide Long Term Protection

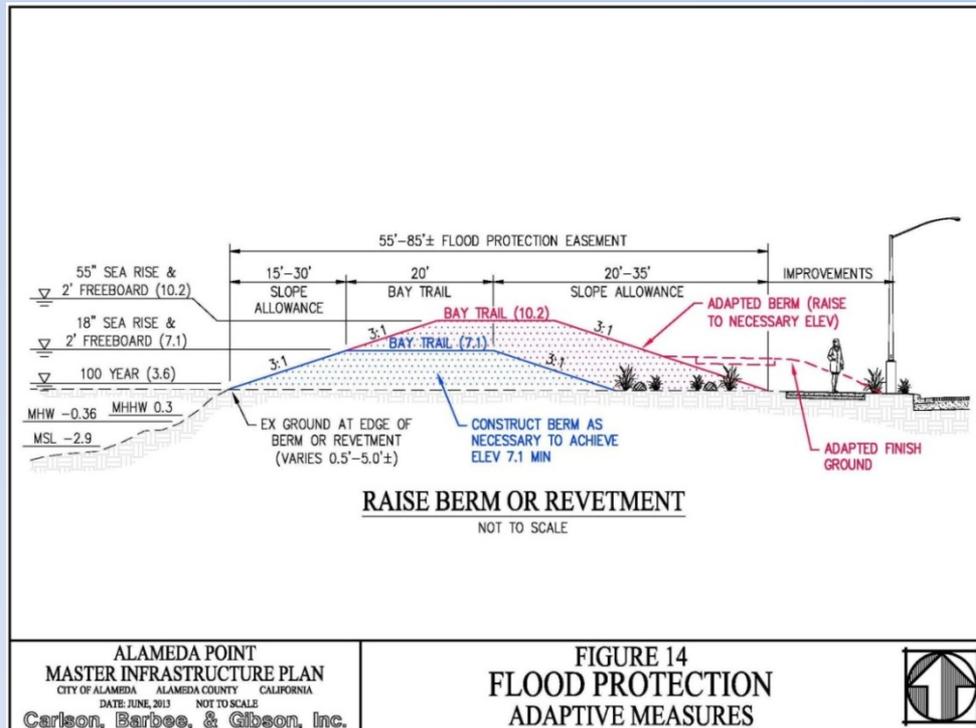


# Proposed Infrastructure

## Flood Protection and Sea Level Rise

### Proposed Adaptive Management Strategy

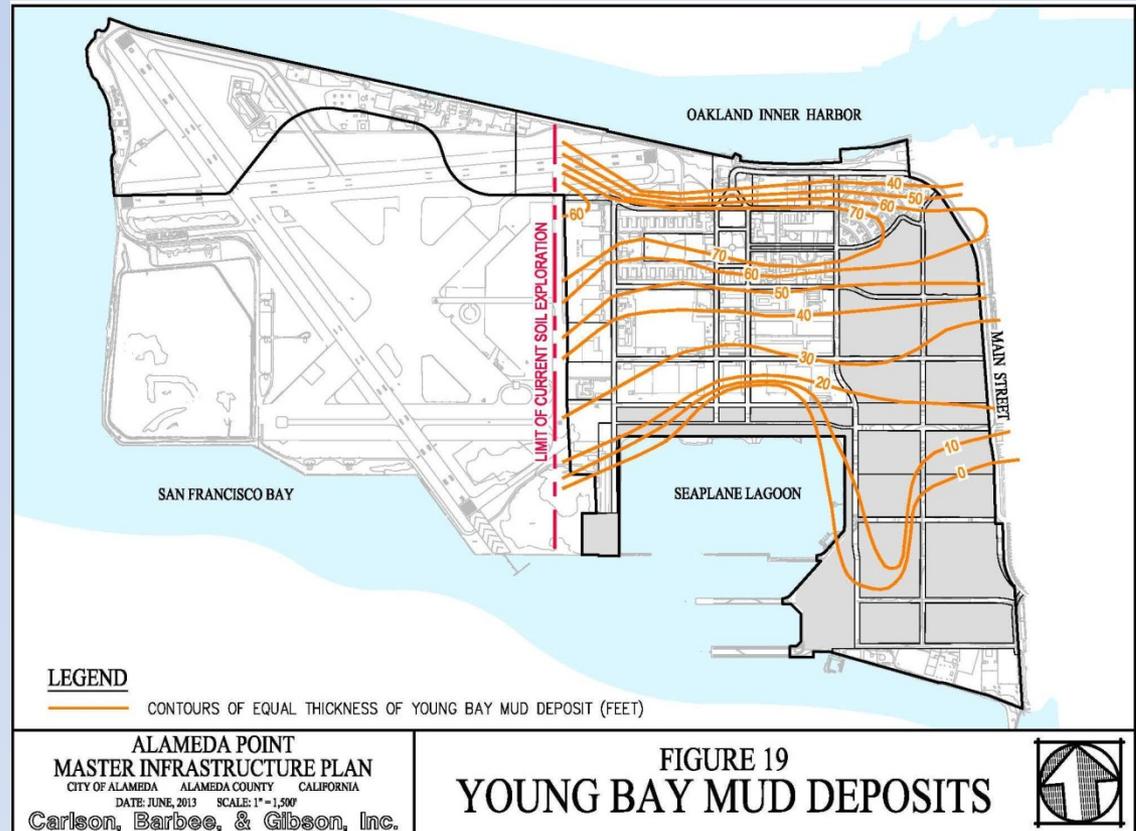
- Adaptive Management Plan
  - On-Going Sea Level Rise Monitoring
  - Implement Adaptive Measures in the Future if Necessary
    - Raise Perimeter Measures
    - Flexible Shoreline
    - Storm Drain Pump Stations



# Proposed Infrastructure

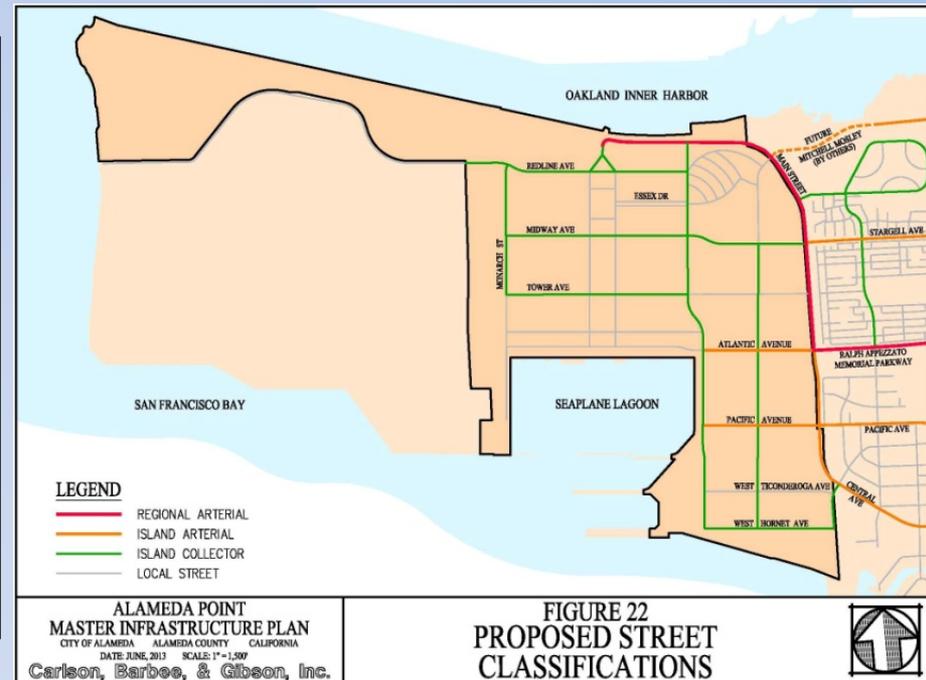
## Geotechnical Seismic Stability

- Liquefaction
- Compressible Soils
- Northern Shoreline Stability
  - Preserve Critical Infrastructure
  - Sports Complex
  - NW Territories



# On-Site Street System

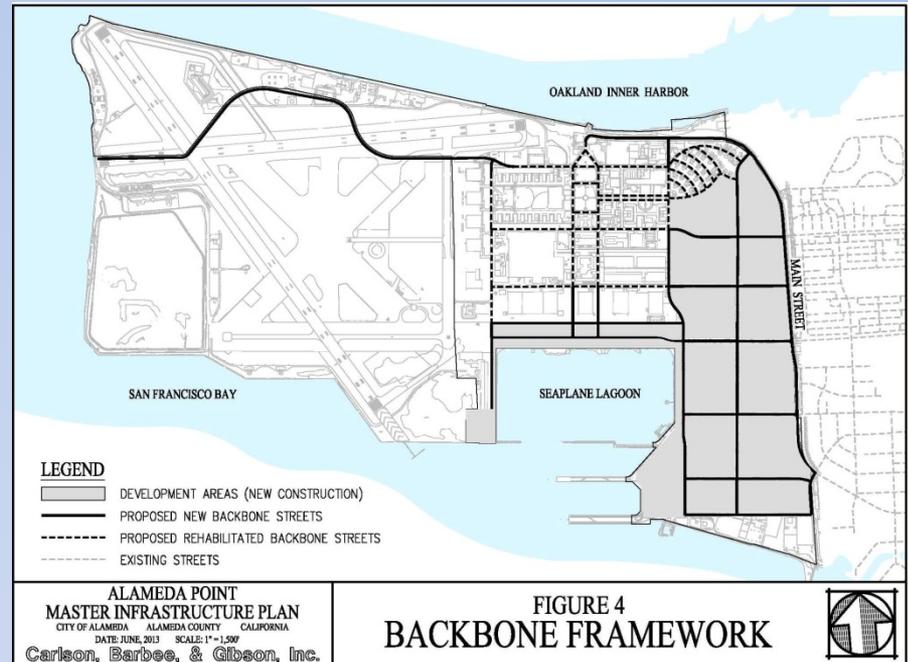
- Proposes Updates to the Transportation Element of General Plan for Alameda Point
- Concurrently working with the Planning Board Sub-Committee to Determine Street Classifications and Street Sections
- Provide System of Complete Streets that Support all Modes of Transportation
- Provide a Comprehensive Network of Bike Facilities



# Proposed Infrastructure

## Utility Systems – Sanitary Sewer, Stormwater, Potable Water, Recycled Water, Electrical, Natural Gas and Telecom

- Incremental Replacement Entire Existing Utility Systems with New Facilities
- Minimize Infiltration to the Regional Wastewater System
- Minimize Stormwater Outfalls
- Integrate Water Quality Treatment Facilities
- Connect to Existing Reliable Facilities in Main Street
- Preserve Existing Electrical Cartwright Substation



# Proposed Infrastructure

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## Estimated Backbone Infrastructure Costs

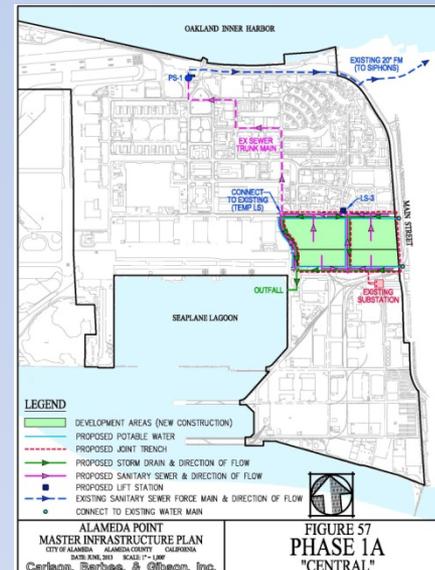
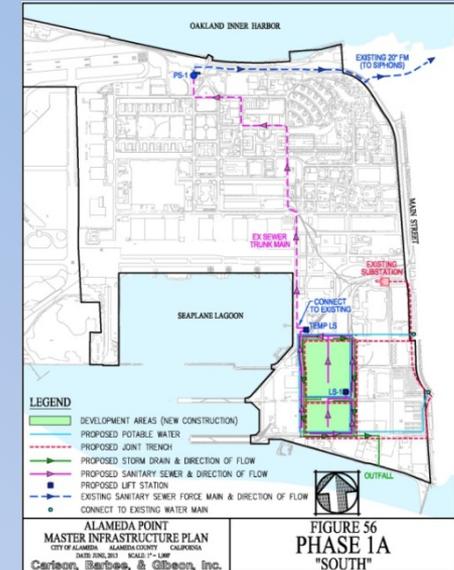
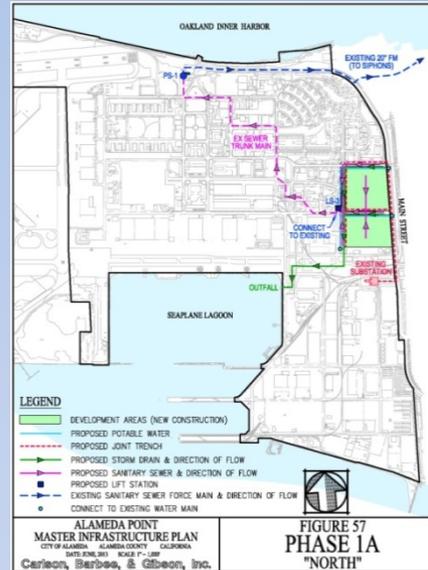
• Site Preparation	\$ 95M
• Flood / Sea Level Rise Protection	\$135M
• Stormwater Management	\$ 40M
• Utilities (Sewer, Water & Dry Utilities)	\$ 85M
• On-Site Streets	\$ 65M
• Transportation	\$ 55M
• Parks & Open Space	<u>\$100M</u>
Total	\$575M



# Proposed Infrastructure

## Phasing and Implementation

- Phasing Principles
  - Closely Align Required Improvement with Each Phase of Development
  - Balance Improvements with Financial Feasibility
  - Connect to and Extend Reliable Utilities
  - Establish Flood and Sea Level Rise Protection Measures
  - Contribute Fair Share to Site Wide Improvements
  - Maintain Utility Service to Existing Tenants
  - Flexibility
- Conceptual Phase 1 and Sub-Phase 1A Scenarios
- Sub-Phase 1A Scenarios = \$45M - \$60M



# Proposed Infrastructure

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## **Summary – Policy Considerations**

- Infrastructure Approach – *Development and Reuse Areas and NW Territories*
- Sea Level Rise Approach – *Hybrid System with Adaptive Protection Measures*
- Shoreline Stability – *Western Extent of Stabilization*
- Street System – *Update to Transportation Element*
- Phasing and Implementation – *Contribution to Site-Wide Improvements, Maintain Utility Service to Existing Tenants*

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# Alameda Point Conceptual Financing Plan

# Proposed Approach

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- Incremental – Projects and Infrastructure develop gradually over time, taking into account long term needs.
  - Each development site pays for on-site and site-adjacent infrastructure
  - Each development site contributes its fair share to a fund for backbone infrastructure
- Market Responsive – The development and infrastructure plans are flexible and balanced.
- Cumulative – The plan builds on success over time.

# Example: Hunters Point Naval Shipyard

- Lennar is master developer of entire site
- Initial feasible parcels (residential) currently under development by master developer after 10 year planning effort
- Subsequent parcels (commercial, retail, residential) await market feasibility

## Example: MCAS Tustin – Tustin, CA

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- Originally under an agreement with a master developer, pulled out in economic downturn
- Development arranged into “Development Disposition Packages” with responsibility shifted to developers
  - Entitlements on specific parcels bundled together
  - Infrastructure contribution (or fee) combined with certain required infrastructure attached to each package
  - Developers invited to bid on each package
- Initial packages currently in negotiation

## Example: Fort Ord – Monterey County, CA

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- Fort Ord Reuse Authority (FOR A) covers Seaside, Marina, Del Rey Oaks and the County of Monterey
- Basewide Fixed Infrastructure Fee Managed by FORA.
- Each jurisdiction handles local entitlement and development of sub-backbone infrastructure
- Basewide Infrastructure Fee of \$27,000 per residential unit (recently reduced to reflect reduced CIP).
- FORA has seen significant retail and residential development over the past eight years, East Garrison currently under construction

# Alameda NAS Financing Strategy Potential Elements

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- Land Sale Proceeds (to be used at NAS)
- Community Facilities Districts and Assessments
- Infrastructure Financing District (or annual revenue if no IFD)
- Infrastructure Fee
- Public Grants and Loans
- Developer Equity

# Example First Phase

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- Portions of Town Center and Main Street Neighborhood
- 29 Acres of Mixed-Use Residential:
  - 456 residential units
  - 30,000 square feet of retail/commercial development
- \$210 million in Assessed Value at Completion
- \$45 million in Infrastructure Costs

# Illustrative Infrastructure Financing

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- \$9.1 million Community Facilities District Bond
- \$5.0 million Infrastructure Financing District Bond (or \$460,000 annually on a paygo basis)
- Other sources for some costs (such as transportation)
- Remainder from Infrastructure Fee Program and/or developer responsibility, or funded from land sales proceeds
- Developer responsibility for infrastructure is 13% of total development value
- Public services costs will be mitigated (fiscal neutrality policy)

## Campus User (large office/retail user)

- Large campus user would lead to some modifications in approach:
  - More infrastructure internalized to project
  - Potential additional general fund benefits (such as sales tax)
  - Accelerated infrastructure and development program

# Feasibility Considerations

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- Overall Infrastructure Burden (typical is 10-15 percent)
- Anticipated Funding and Revenues (amount and timing)
- The myth of “Cherry Picking”
- Reuse Area and Historic District