

EXTERNAL CORRESPONDENCE

The City Clerk's Office received
the attached correspondence regarding
**Agenda Item #6-B on the
6-16-15 City Council Agenda**

LARA WEISIGER

From: Becca Perata <becca@voxpathulpr.net>
Sent: Tuesday, June 16, 2015 5:50 PM
To: LARA WEISIGER
Subject: Fwd: I support Alameda Point Partners' Site A!

Sent from my iPhone

Begin forwarded message:

From: pamela tozer <tozerpj@gmail.com>
Date: June 16, 2015 at 4:53:13 PM PDT
To: becca@voxpathulpr.net
Subject: I support Alameda Point Partners' Site A!

51 year old single mother of a 12 year old daughter, I have lived and worked in Alameda for 10 years. For over 3 years, my daughter and I have shared a room and bed; my current rent is more than half my pay - and more than a future 2 bedroom at Site A.

I support Site A!!

Thank you.

Pamela Tozer

LARA WEISIGER

From: ADCHousing <adchousing@sbcglobal.net>
Sent: Tuesday, June 16, 2015 4:02 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie
Cc: ANDREW THOMAS; LARA WEISIGER; Jennifer Ott
Subject: from Helen Sause -- YES for Site A - let's move forward after 20 years

Dear City Council:

The proposed development plan for Site A at Alameda Point reflects the plan that the Base Reuse Advisory Group (BRAG) put forward over 20 years ago and that has been vetted in public meetings ever since. It is a well thought out plan to take a significant piece of the former Naval Air Station, that's land mass represents one-third of our Alameda land mass, and begin to weave it into the community.

This development will benefit everyone in the City. It provides thousands of jobs, starting with construction and continuing with permanent ones, homes for people of all incomes, payment of annual taxes, public benefits like jump starting the infrastructure development, and providing other already enumerated benefits. The infrastructure work will provide immediate benefits by enabling the many businesses already at the Point to remain; current infrastructure is so bad the businesses would otherwise have little recourse but to leave as they are repeatedly shut down because of failed utilities. Imagine the Point without the Rockwall or Bladium!

You will do a great service to the community by looking at these benefits, working with the Developer to address any negatives, and voting for this project to go forward. The alternative if this fails will be not only a great blow to the immediate well-being of the City but will set the development of Alameda Point back for years and years. I regret not being present to urge your favorable consideration in person but knowing your thoughtful caring for our community will trust you benefit us all with a strong "yes" vote.

Sincerely,

Helen Sause
President

Alameda Development Corporation
950 West Mall Square, Suite 140A, Alameda CA 94501
ADC email: ADCHousing@sbcglobal.net
ADC phone: (510) 523-4460

LARA WEISIGER

From: Patricia Young <aht@alamedahometeam.org>
Sent: Tuesday, June 16, 2015 3:45 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie
Cc: ANDREW THOMAS; LARA WEISIGER; Jennifer Ott
Subject: Vote YES on Site A - Staving off now will cost Alameda

Dear City Council:

I am sending this from Israel where I am visiting our son and family and am unable to attend the June 16 Council meeting, You all know that I am passionate about the approval of the Site A Development and needn't reiterate the many many reasons that I believe it is an unparalleled opportunity for Alameda.

There are justifiable concerns but in the overall scheme, the advantages outweigh these concerns, There is ample time and opportunity to address them, and I know you believe that the Developer has shown his desire to accommodate the community and city. Let us continue to voice trepidations and work positively to start reviving this important new neighborhood.

Approval will give us jobs; it's impossible to know the market 3-4 years in the future; the City should want homes both affordable and market rate--whatever that might be. at the time. Staving off this development now can only cost sooo much later.

PLEASE VOTE YES!

Sincerely,

Diane Litchenstein
Vice President

Alameda Home Team

950 West Mall Square, Suite 140A, Alameda CA 94501

Phone: (510) 523-4460

Email: aht@alamedahometeam.org

The Alameda Home Team, builds community support and advocates for a variety of home types to meet the needs of all in our community, including seniors, families, individuals, and people with disabilities. We support programs to provide homes for everyone such as low-income, affordable housing, and home buyer incentives as well as meeting the needs of market rate buyers. We believe in the value of Alameda taking care of its own, knowing that a mix of housing types for all incomes creates vibrant neighborhoods, strong families, consistent education, and a healthy economy.

LARA WEISIGER

From: Becca Perata <becca@voxpathulipr.net>
Sent: Tuesday, June 16, 2015 1:09 PM
To: LARA WEISIGER
Subject: Fwd: Site A and Alameda Community Sailing Center

Sent from my iPhone

Begin forwarded message:

From: Kame Richards <kame@pineapplesails.com>
Date: June 16, 2015 at 12:59:57 PM PDT
To: tspencer@alamedaca.gov
Subject: Site A and Alameda Community Sailing Center

Madame Mayor:

I am writing you with the strong recommendation that you support Alameda Point Partners and the development of Site A. Joe Ernst and his team have gone far out of their way to get input from Alameda citizens to be sure the project reflects local interests and aspirations.

Further I would like to address the issue of Alameda Community Sailing Center (ACSC) operating in Seaplane Lagoon. The lagoon is a protected body of water which can provide a great public benefit to the citizens of Alameda by allowing them to move from the position of water spectator to water participant. I understand that someone is suggesting that strong currents inside the lagoon are an issue. This is simply not reasonable. To have strong currents, the water needs to have somewhere to go. The lagoon is a closed body of water. There will be only sufficient current flowing into or out of the lagoon needed to equalize the water level caused by the tides. The currents flowing elsewhere in the Bay will be far stronger, since they will have to fill (or drain) a much larger body of water.

There is no reason why ACSC and a ferry terminal cannot coexist in Seaplane Lagoon. Right now in the Oakland Estuary, we have a ferry terminal at Alameda's Main Street, a ferry terminal at Oakland's Jack London Square, and a gaggle of sailboats, paddle boards, kayaks along with trans-oceanic freighters and the US Coast Guard all operating on the same body with mutual respect. And there is far more current in the Oakland Estuary than there is in Seaplane Lagoon!

I urge you to support Alameda Point Partners and their vision for Site A, and the inclusion of Alameda Community Sailing Center as a key part of providing access to the water for our citizens.

Sincerely,

Kame Richards

Residence: 1302 Eighth St., Alameda
Work: Pineapple Sails, 2526 Blanding Ave., Alameda

President, Alameda Community Sailing Center

LARA WEISIGER

From: Irving Gonzales <irving@g7arch.com>
Sent: Tuesday, June 16, 2015 1:00 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; LARA WEISIGER
Subject: In Support of Alameda Point's Site A Development

Good afternoon everyone!

I look forward to seeing you all tonight, and I hope to speak on behalf of this wonderful development and moving Alameda forward.

I am the Board President of the American Institute of Architects, San Francisco Chapter, but am reaching out to you as a 27-year resident of our island community of Alameda. My wife and I live on Harbor Bay Isle at Centre Court.

Since 1997, when the Naval Air Station closed, we saw the west end struggle with the loss of 18,000 jobs as well as the residents of the Air Base that supported this community. Tonight, you have the opportunity to reverse those conditions and launch development of 800 new homes at Site A, of which I am pleased to see 200 units of inclusionary affordable housing, two-thirds of which are rental, all sorely needed and currently in short supply. In balance, this development will create 1,700 new permanent jobs. In combination, this will bring life back to the west end creating an economic engine for new businesses along with workforce housing that allows for residents to live close to work. This first effort will serve to provide relief to market pressures and provide a wonderful living environment that is affordable to many, in one of the Bay Area's worst kept secrets: Alameda is a great place to live, work and play.

Alameda Point is one of the city's greatest assets and the approval of the Site A development will have a huge positive effect of also leading to the financing of parks, site amenities, infrastructure improvements.

I encourage you all to vote for approval of this wonderful next step in the revitalization of Alameda Point.

Irving



67A Water Street, San Francisco, California 94133
V: 415.776.8065 Ext 1# | M: 415.254.4717

Irving A. Gonzales-Principal AIA | CGBP

Gonzales Architects [GA]
email: irving@G7Arch.com
web: gonzalesarchitects.com

President | 2015 Board of Directors, AIA San Francisco

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LARA WEISIGER

From: Deni Adaniya <deni.adaniya@gmail.com>
Sent: Tuesday, June 16, 2015 11:26 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; City Clerk
Subject: Please vote in FAVOR of Site A
Attachments: lett - AlaPt_6-16-15.pdf

Dear Mayor and members of the City Council of Alameda,
Please see my attached letter of support of Site A attached.

Sincerely,
-Deni Adaniya

On Mon, May 11, 2015 at 4:53 PM, Deni Adaniya <deni.adaniya@gmail.com> wrote:

Dear Mayor and Members of the City Council,
I am writing to *strongly urge* you to support the Site A Development Plan and the Development Agreement with Alameda Point Partners (APP).

Alameda's renters, and frankly renters throughout the region, have few options to escape rising rents other than to double and triple up occupancy and/or endure dilapidated conditions. Asking rents in Alameda have risen 18.4% from January - December 2014, compared with 11.6% in Alameda County and 11.4% across the Bay Area (RealFacts). Our housing crisis is a multifaceted crisis that seriously threatens the economic, socioeconomic, and environmental stability of our region.

And if one were so concerned with traffic impacts, here's another fact. Even if we do nothing but hope that either 1) someone else builds the housing somewhere else, or 2) that the problem just miraculously disappears, traffic will intensify regardless.

The APP proposal to include about 66% rental, 33% for-sale, and 20% affordable is a very well balanced mix of tenure and affordability, particularly in the context of the other residential proposals in Alameda, the vast majority of which are market rate for-sale homes.

APP's overall plan is aggressive and offers numerous benefits to Alameda: 400,000 square feet of redeveloped and reutilized commercial space, 200,000 s.f. of waterfront retail / hotel space, infrastructure improvements, well-designed active and passive open space, and recreational facilities. These things do not just "happen".

Alameda is extremely fortunate to be partnering with the robust collaborative that is "APP", all of whom are committed to the highest quality urban and architectural design standards and all of whom have well-established local track records.

Doing nothing does not mean "status quo". Doing nothing means we are left holding a bag full of dilapidated structures, the exodus of many of our corporate citizens, continuing rent increases and distressed residents, growing traffic congestion, and lawsuits as a result of being terribly out of compliance with the state mandated Housing Element and RHNA allocation.

Sincerely,
-Deni Adaniya
Alameda resident

DENI ADANIYA
3233 Briggs Avenue
Alameda, CA 94501
510/ 337-9380

June 16, 2015

Dear Mayor Spencer, Vice Mayor Matarrese, and Council Members Daysog, Ezzy-Ashcraft, and Oddie,

I most recently sent correspondence urging the Council to vote in favor of Site A at Alameda Point on May 11th. I would like to reiterate my strong support for Site A and urge the Council to vote unanimously in favor of:

- 1) Resolution No. PB-15-09 approving the development plan for Site A and approving the density bonus waiver;
- 2) The introduction of the ordinance approving the Disposition and Development Agreement; and
- 3) The introduction of the ordinance approving the Development Agreement.

As I have discussed previously, there are numerous reasons to move forward with the work at Alameda Point and that a no-vote will not perpetuate the status-quo in Alameda. On the contrary, growth and traffic are coming regardless of how the Council votes tonight as the Bay Area's economy and population continues to proliferate.

I am writing today to clarify two issues that have come up in recent discussions: 1) "workforce housing" and 2) potential new ferry service

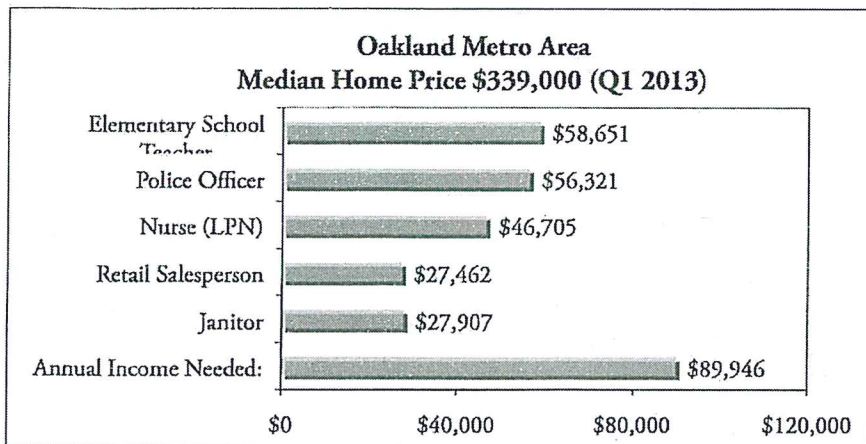
"Workforce Housing"

It has been suggested that this master plan, and the City in general, is only offering housing to those whose household income are at the lowest levels and those whose incomes are at the highest. And it is further implied that those whose incomes are at the lower levels do not work. That is not correct.

The HUD FY 2015 area median income (AMI) for a household of four persons in Alameda County is \$92,900 per year.

The proposed mix of housing affordability at Site A includes 48 units for a four-person household at or below 50% AMI (\$46,450), 80 units for households at or below 80% AMI (\$74,320), and 72 units for households at or below 120% AMI (\$111,480).

The following table illustrates average salaries for a variety of professions (as well as the income needed to afford a median priced home) in the Oakland Metro Area.



Source: Paycheck to Paycheck, National Housing Conference, First Quarter 2013

Notes: Oakland MSA includes Alameda and Contra Costa counties.

In total, Site A will offer 25% of its units that are affordable to households whose annual incomes range from approximately \$30,000 up to \$111,000. This inclusionary percentage of affordable housing is higher than most jurisdictions around the Bay Area require and is therefore highly laudable.

In addition, Alameda Point Partners are actively working with Alameda Point Collaborative, Building Futures With Women and Children to provide improved sites to rebuild and expand their housing and services to extremely low-income individuals, families and single parent households (with incomes generally less than \$30,000).

Ferry Service

Alameda Point Partners is committing \$10M as an initial, but substantial, investment into new, critically needed, ferry service at Alameda Point. While it is yet to be determined how much a new ferry terminal will cost, there is no doubt that this substantial commitment will play a significant factor in increasing the City of Alameda's ability to leverage additional transportation funding to make expanded service on the West End a reality.

In addition, while the exact location is also yet to be finalized (pending an entirely separate entitlements process), these unknowns should absolutely NOT be used as deciding factors to reject the actions being presented to you today.

I strongly urge that the City Council vote in unanimous favor of all three actions and send a message to potential investors (both public and private) that the City of Alameda is unequivocally supportive of sustainably redeveloping Alameda Point and that the City of Alameda is open for business.

Sincerely,

Deni Adaniya
Alameda Resident

LARA WEISIGER

From: Christi Price <christiprice@me.com>
Sent: Monday, June 15, 2015 11:36 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; LARA WEISIGER
Subject: Vote No on Site A!

City Council:

On June 16th, I urge you to consider postponing approval of Site A until the Council has the opportunity to first revise the zoning of the North parcel.

While I appreciate the benefits of the Site A plan, I believe the City Council should be simultaneously and proactively pursuing more measured and more limited development in the West End.

The West End is a wonderful place to live. Proponents of Site A who assert that traffic used to be terrible and folks will adapt are not persuasive. Just because traffic used to be terrible doesn't mean we should return to that lower quality of life. And we already exceed the population at the time of the Navy. I have lived in Alameda for 22 years and the traffic has gotten so much worse in the past few years. And this is before all of Alameda Landing and other projects are complete.

Furthermore, I urge you to require the developers to move ahead with the communal/commercial spaces at the same time as the private residences. Otherwise we run the risk of the developer running out of money after selling the homes and not finishing the project.

Thank you.

Christi Price
Alameda Resident

City Council:

I appreciate the tough choice you have to make regarding Site A. You have to spend a lot of money or accept a lot of congestion, in order to create jobs and Alameda Point amenities you believe the community wants.

I'm sure you have read many letters from both sides of the debate. I'm sure you're also aware that letters and other proactive methods of civil participation are not a representative sample. I hope you consider the attached poll to be worth more -- it surveys 191 Alamedans, which is enough to determine with 99% confidence that 65%-83% of Alamedans with an opinion want no new homes built at Alameda Point.

For many years the City has been trying to sell an Alameda Point project to a public who may want it, but doesn't want to pay for it. When you consider whether the people want to pay for this project by accepting increased congestion from additional homes, please be realistic about what people want to accept.

I realize there are no easy, attractive ways to pay for this project, but please give people more choices than you have given them so far. Fiscal neutrality, for example, is old policy. Reconsider it -- if the Alameda community truly does stand to gain from this project, as you claim they do, then it may be appropriate to consider paying for it directly.

Please also consider that your approval of the resolution and ordinances in this agenda item may be illegal, in that it directly causes action which violates Section XXVI of the City Charter, and no other law or contract obliges you to approve it. See details in my second attachment.

There can be a better solution. Please ask Joe Ernst to provide an alternate, nonresidential, fiscally negative plan to develop Alameda Point. Please determine funding for it, and see if that new plan gets a better reception from the public than the "No" you have gotten with this plan. Thank you.

- Travis Wilson
Alameda resident

Legality of passage of Site A ordinances

It appears that the City is legally bound to reject the following resolution and ordinances (collectively, City Council Agenda File #2015-1756, referred to here as the "Plan"):

- Planning Board Resolution No. PB-15-09
- "Ordinance containing Disposition and Development Agreement (and Related Documents) between City of Alameda and Alameda Point Partners"
- "Ordinance containing Development Agreement between City of Alameda and Alameda Point Partners"

To approve the Plan causes multiple dwelling units to be built which would otherwise not be built. Section XXVI of the Alameda City Charter prohibits any party, including the City, from freely taking action that directly causes multiple dwelling units to be built.

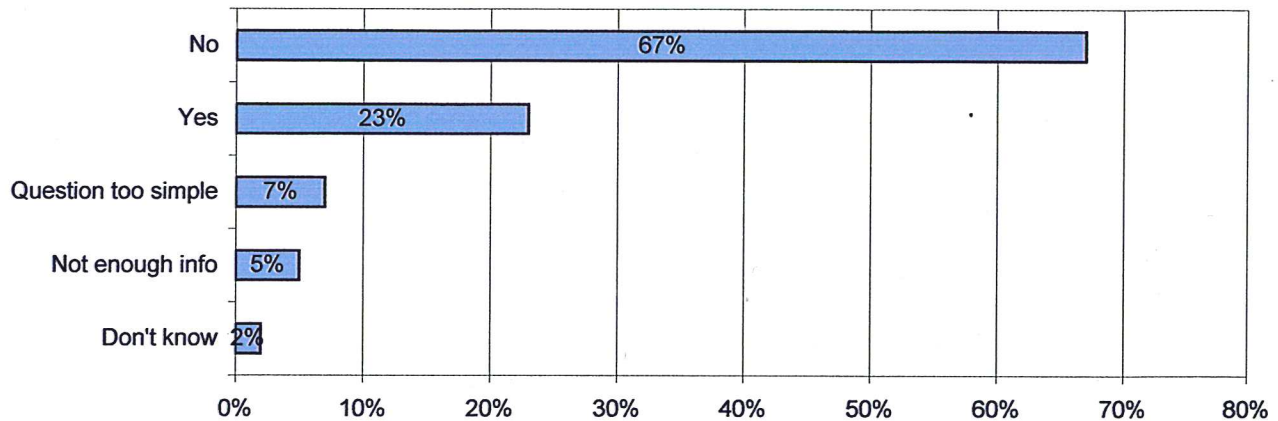
There is no conflicting or overriding law, nor existing contract, which expressly allows or obliges the City to approve the plan:

- The City's current, certified Housing Element does not designate any area at Alameda Point, so it does not conflict with Section XXVI with regard to the Plan.
- Alameda Municipal Code Sections 30-16 and 30-17 grant certain options to a developer who has rights to develop land. The developer can, under certain conditions, request waivers of Section XXVI restrictions, which the City must grant. The Plan includes the developer's stated intent to exercise that option. Sections 30-16 and 30-17 do not, however, oblige the City to approve the Plan in the first place, before the developer has rights to develop the land.

Article XI, Section 3 of the California Constitution provides that the charter may only be amended by popular vote. Since there is no law which expressly allows or obliges the City to approve the plan, Section XXVI is binding, and approval of the Plan is illegal.

Respectfully submitted,
Travis Wilson

Do you want more homes built at Alameda Point?



(Results add to more than 100% because respondents could choose more than one answer.)

One important note about this poll is that it was conducted as a poll. The respondents didn't come to me; I went to them. This poll was conducted at various public Alameda locations, and online; in either case a respondent only needed about ten seconds to respond. This eliminated most of the selection bias present in more intensive forms of community feedback (workshops, meetings, etc).

Response

Both polls combined

Approval:	26%	Of 172 respondents who said yes or no, 44 said yes.
99% confidence interval ¹	17.5% - 35.1%	Assuming a random sample in our polls, there is 1 chance in 200 that more than 35% of all Alamedans want more homes built at Alameda Point.

Street poll

Approval	28%	Of 103 respondents who said yes or no, 29 said yes.
99% confidence interval	17.5% - 40.9%	

Online poll

Approval	22%	Of 69 respondents who said yes or no, 15 said yes.
99% confidence interval	10.6% - 37.0%	

¹ Binomial confidence interval (using the Clopper-Pearson method) is provided courtesy of <http://www.danielsoper.com/statcalc3/calc.aspx?id=85>

Methodology

Street poll

With no advance notice, I polled seven public locations scattered around Alameda over 96 hours.

I stood in place (or, on Park Street, walked up and down the blocks) with a sandwich board displaying the question “Do you want more homes built at Alameda Point?” With one hand I held up the pile of response forms with “YES” and “NO” clearly displayed, with the other hand I held up a fat Crayola marker. I carried no clipboard. I made some eye contact but didn’t speak to anyone unless they spoke to me first.

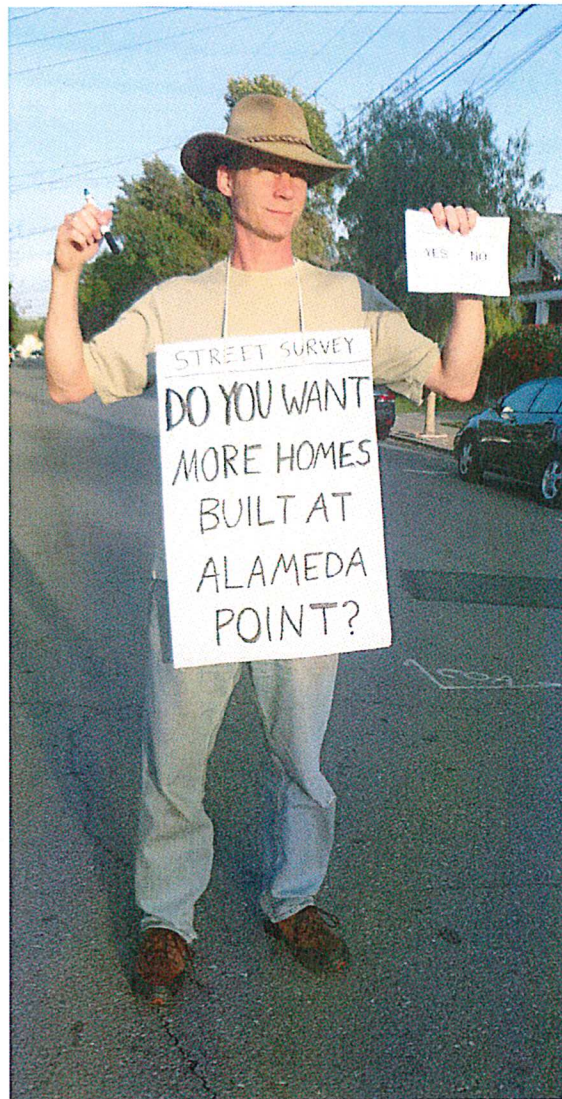
To respond, a participant merely had to mark “YES” or “NO” with the marker. Some people simply shouted their answer at me and I marked the form for them.

Most people already had a clear, unqualified yes or no answer ready to go. One guy, in his car at a red light, called me over and marked the form through his car window.

In every case where someone tried to convey more than “yes” or “no” (e.g. “It’s hard to say”, “It depends; what kind of houses?”, “I don’t know enough”, “Um...”, etc.) I indicated the back of the form and said they could write whatever they wanted.

A few parents asked if their children could fill out forms too. I obliged them but excluded the children’s forms in any counts. There are four of them, marked “(child)”.

My protection against double-voting (a single person voting twice or more) was just face recognition. I was at any single polling location for at most 75 minutes and I believe that if there were double-voting attempts, I would have detected at least some of them. Since I detected none, the double-vote effect is statistically very small and likely zero at any single location. It is possible that there were a few people who voted at multiple polling locations, but the variety of locations should make this statistically insignificant.



Street poll form: Front

Do you want more homes built at Alameda Point?

<p>YES</p>	<p>NO</p>
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Street poll form: Back

Do you want more homes built at Alameda Point?

Yes No Don't care Not enough information Question too simple

Optional: What do you think would be a better question?

Optional: Name and/or any contact info you want to share

Online poll

I joined the Facebook group "What's Happening Alameda!" which claims 3000 members. A week later I used Facebook's "Ask a question" feature. The full text of my question was:

Do you want more homes built at Alameda Point?
Just "Yes" or "No" is totally enough; doesn't matter how informed you are, this is about your opinion. But any comment or more complex answer is fine too.

Group members who saw the poll¹ between Sunday morning (when I posted it) and Tuesday morning (when I recorded responses) had the opportunity to respond. Respondents could select one of five options: "Yes", "No", "Question too simple", "Don't care", "Not enough information". Unlike the pen-and-paper street poll, a respondent could not select multiple answers. Respondents could optionally leave a comment on the poll.

Facebook presented the poll to group users in accordance with its usual rules, which involve recency, the post's comment thread, likes, etc. Those algorithms are not documented here.

The screenshot shows the Facebook interface for the group "What's Happening Alameda?". At the top, there is a search bar and navigation links for "Travis", "Home", and "Find Friends". The group cover image features a bridge over water with the text "WHAT'S HAPPENING, ALAMEDA?". Below the cover, there are buttons for "Joined", "Share", "Notifications", and a menu icon. The group name "What's Happening Alameda?" is displayed, along with tabs for "Members", "Events", "Photos", and "Files", and a search bar for the group.

The main content is a post by Travis Wilson, dated May 3 at 11:29am. The post text is: "Do you want more homes built at Alameda Point? Just 'Yes' or 'No' is totally enough; doesn't matter how informed you are, this is about your opinion. But any comment or more complex answer is fine too." Below the text is a poll with three visible options: "No" (+54), "Yes" (+15), and "Question too simple" (+8). There is a "2 More..." link for additional options. Below the poll, it says "Like · Comment" and "2 people like this." Below that, there are two comments: one from Margje Kekaha saying "No" and one from JoanAnn Radu-Sinaiko saying "Sorry this is not an up and down vote since there are no additional means off the Island! Traffic leaving and coming into the Island is awful and I really do leave the island as if I notice this it has to be bad!"

On the right side of the page, there is an "ABOUT" section for the group, which has 3,012 members and is a "Closed Group". It includes a welcome message, a "Tag: Alameda, California" section, and a "CREATE NEW GROUPS" section with a "Create Group" button. There is also a "SUGGESTED GROUPS" section with a "See All" link and a list of groups including "OAKLAND RAIDERS RUMORS RANTS AND REPORTS" with a "Chat (2)" button.

¹ You may need to be a group member to view the poll, but it's available at <https://www.facebook.com/groups/whathappeningalameda/permalink/1610642322483594/>

Detailed response

Street poll

	YES	NO	ABS	Approval	Don't care	Not enough info	Question too simple	Time spent (hrs)	Response rate (resp/hr)	
Total	110	29	74	7	28%	2%	7%	5%	3.95	28

By polling location

1. 5 th & Central (Paden school)	Th 8am	1	2	0	33%			0.25	12	
2. Park Street (daytime)	Th 10am	3	7	1	30%		3	1	0.75	15
3. Safeway @ Harbor Bay Landing	Th 2pm	1	2	0	33%				0.4	8
4. Main St Ferry	Fr 8am	5	13	3	28%		4	1	0.5	42
5. Farmers Market	Sa 11am	14	30	1	32%		1	3	1.25	36
6. Park Street (night)	Sa 9pm	3	10	1	23%	1			0.5	28
7. Harbor Bay Ferry	Mo 8am	2	10	1	17%	1			0.3	43

By response simplicity	Proportion of responses								
Unqualified answer (simple yes, no, or don't care)	23	65	2	26%	2				82%
Had additional thoughts	6	9	5	40%		8	5		18%

Here are the questions I was asked more than once during the street poll:

Q: Where is Alameda Point?

A: The old navy base, all the land across Main Street.

Q: "More homes" – more than what?

A: More than are already built right now.

Q: What's the consensus?

A: If there was a consensus, I wouldn't be here.

Q: What do you think?

A: I can't get into that. We're trying to make this as unbiased as we can.

Q: Do I have to give you my name?

A: Nope.

Responses to: What do you think would be a better question?

(No) Do you want more homes built ... than are already built?

(No) Question is okay.

(No / not enough info) What would be your suggestion?

(Not enough info / question too simple) What eco-sustainable ways can we facilitate to get on and off the island? (ex: a better bike friendly tunnel!)

(No) What about raising the issue of Affordable Housing in Alameda and the right for all to the shelter and comfort of a place to live

(Yes / not enough info / question too simple) Provide options for follow up questions – what type of housing? Other infrastructure / development?

(No) How should the base be used?

(Yes) What kind(s) of housing should be built @AP? At what densities? How much of AP should be developed as: a) commerce, b) housing, c) parks + open space / public uses?

(Yes / Question too simple) How many homes should be built?

(No) Do we really need more big box + corporate retail chains?

(No) Addressing the transportation problems. Too many cars in the tube.

Here are the other statements people wrote on the forms:

(Yes) Combined affordable housing and mid->luxury housing.

(No / not enough info) Not until there's another bridge or tunnel.

(No) Traffic

(No / not enough info) We need to find a balance between growth and traffic. Some housing maybe OK, but we need to find out the impact on our current lives.

(No) Not unless they find a way to get people on and off the island

(Not enough info) Old person retirement plan [build a retirement home]

(Yes) If they're ToD[?] / multifamily, incl. Lots of affordable housing + rentals. I still think we need ~3000 housing units @AP – mostly (80%) multifamily in ToDs. It's the only way to sustain/support/attract good transit to AP, incl. A 2nd BART tube, shuttles, AC transit...

(Yes) We need more houses and more apartments!

(Yes) Too much low income already. Don't give things away for free. Have people work for what they get.

(No) Unless we get another tube to get out of Alameda in the west end.

(Question too simple) Single family homes or one-three unit dwellings, not more large complexes

(No) If they build good houses. But they probably won't.

Online poll

54 - No

15 - Yes

8 - Question too simple

2 - Don't care

2 - Not enough information

These are the additional comments left by respondents:

“Sorry this is not an up and down vote since there are no additional means off the island! Traffic leaving and coming into the island is awful and I rarely do leave the island so if I notice this it has to be bad!”

“No, until another tunnel or Bridge is built on the West End.”

“I'm more concerned about the existing housing. We currently rent on the point and love it here.”

“No, not until traffic on the west end is eased.”

“We need another way on and off the island. Not more housing”

“Yes. Density is good. But, not until we get another West End egress.”

“No, I want to be able to afford what's here...lifelong resident.”

“I'm hoping for a 3rd Chipotle.”

“No. I want an amusement park out there oh wait Alameda already is an amusement park sorry!”

“I don't mind more housing and there's so much room out there that they have to make housing but I can't stand it to be all 1. Something million dollar homes that are 5 ft away from the neighbors home. Alameda homes all range from having 5k sq ft lots to 7200 ft lots to maybe 10k on the large double lots. If you are building a 4k sq ft house and putting on a 2.5k lot it's a problem. We want some land, not just a house. You want some big houses fine, take 2 to 3 percent of the total housing and build some big ass houses out on the water with a view of the city and make them 3 mil. We'll take the property taxes. But save at least 20 percent of the housing for some small single family homes that the average person can afford. 1200 sq ft homes with just a little bit of land. Put it on the estuary side, first need to have a good view. And price it close to 500k to let some diversity get into alameda. Blue collar workers who will contribute to the community and care about what happens. They are the ones using our local businesses. Not asking for much, just a small portion of affordable houses. The rest you can build 700 to 900k homes on top of one another. And then your million dollar homes as well. Keep alameda diverse. All the rich people don't tend to stay on the island for everyday use. Blue collar people do. Ok, off my soap box. Thanks.”



June 12, 2015

SENT VIA - E Mail

Dear Mayor Spencer and Alameda City Council Members:

Tideline Marine Group (TMG) Inc. is a maritime transportation and logistics company focused on mobility, advancement in transit options and maritime management and consulting. We are writing to you today in support of Site A at Alameda Point and urge a YES vote on June 16th.

Tideline Marine Group, Inc., operates a cross-bay water taxi service. Since 2012 Tideline has transported thousands of passengers around the Bay with a 100% safety record. Maritime transportation start-up companies are rare and Tideline has spent its first few years carefully developing landing spots, market demand and operational needs. We believe that our 42-passenger vessel is the perfect small boat model for the future of public water transportation in the Bay area that will complement ferry service.

According to a recent joint report released by the Association of Bay Area Governments and the Metropolitan Transportation Association, over the next 30 years the nine county Bay Area is expected to add 1.1 million jobs, 2.1 million people, and 660,000 homes. Moving people from their homes to the jobs being created remains a core issue with employers, transportation planners, elected officials and policy leaders. . We believe that a project such as Site A at Alameda Point reflects good urban planning and urge a YES vote on June 16th.

The California Legislative Analyst Office (LAO) recently suggested that, to contain price growth, the geographical distribution of new housing over the past three decades needs to be different, with significantly



more building in coastal areas and somewhat less building in inland areas.

The LAO recommended that the Legislature focus on what changes are necessary to promote additional housing construction in these areas.

We know that Alameda has a growing demand for water transportation. Site A includes a \$10 million contribution toward a new ferry terminal and services at the Seaplane Lagoon. We hope to be a part of those services.

Site A's plans for a multi-modal transit network to support new residents and businesses creates one of the most sustainable mixed-use developments in Alameda in decades.

Site A will provide critical infrastructure and services, resulting in comprehensive, long-term planning to reduce vehicular traffic and emphasize convenient, accessible alternatives, like water transit.

Again, Accessible, available water transit helps link job centers and increases tourism. Providing new opportunities for water transit is part of a long-range strategy to help alleviate traffic and allow future generations of Alamedans to travel more easily on and off the island.

We urge your approval of Site A on June 16th

Thank you

Taylor Lewis, CEO
Tideline Marine Group

LARA WEISIGER

From: Bruce Knopf <brucejmknopf@gmail.com>
Sent: Friday, June 12, 2015 9:12 AM
To: Frank Matarrese; Trish Spencer; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulipr.net; jane@voxpathulipr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners has worked hard to implement a plan consistent with what Alameda residents have said they want through countless hours of community meetings that were held to prepare the General Plan and the Request for Proposals which guide the work of the Developer.

Please approve this project.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Sincerely

Bruce J. M. Knopf
Sent from my iPhone
510.508.3175



June 9, 2015

Mayor Trish Herrera Spencer
City of Alameda City Council
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Alameda Point Site 'A' Project

Dear Honorable Mayor and City Council:

Thank you for your continued coordination with AC Transit on projects and initiatives within the City of Alameda. If the City proceeds with adopting the Alameda Point Site 'A' Project, AC Transit will play an active role in providing transportation solutions to mitigate any identified traffic impacts resulting from the project. AC Transit is aware of the City's Transportation Element requirements for trip reductions of 10% for new residential developments and 30% for commercial developments. In addition, the District is currently engaged in a Comprehensive Operations Analysis that will lay out a plan for service expansion and improvements over the next five years. AC Transit completed a public workshop in Alameda in October 2014 and received feedback to support the planning process. If Site 'A' is approved, some of the planned transit enhancements could be in operation by the time Site 'A' is built and move-in ready (2019).

Preliminary proposals that positively impact the Site 'A' project include:

- **New BRT-like Service to Downtown Oakland via RAMP and Webster** to provide direct, fast, frequent and reliable service between Site 'A' to Downtown Oakland and connections to other parts of the island.
- **New Service: Stargell/Main Street Ferry** – This new route would originate at the Main Street Ferry Terminal and serve Main Street, Stargell, Otis, Shoreline and High streets before terminating at the Fruitvale BART Station in Oakland. This route would enable access across the entire island and provide service from the east end of Alameda to the Ferry Terminal and new commercial activity at Alameda Landing.
- **Enhanced Transbay Service** – AC Transit acknowledges that Transbay service needs to expand in order to meet demand. This could mean larger buses, more frequency, and/or longer span of service. AC Transit is exploring new Transbay service to the western portions of the City and Alameda Point.

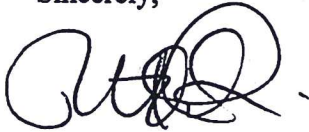
- **EasyPass** - A transit pass, sponsored by the project Transportation Management Agency, which may allow residents unlimited rides on certain AC Transit local and Transbay lines.

AC Transit believes these enhancements will play a vital role in helping the City achieve its goal of attaining a 15% transit mode share for all trips into and out of Alameda Point. In addition to providing direct service to the project, AC Transit plans to create a robust transit network that allows residents and employees to travel to multiple key destinations in Alameda, Oakland and San Francisco via public transit, including service to the Main Street Ferry Terminal. This network would reduce the need for private automobile use and reduce overall congestion, particularly through the City's tubes and bridges.

The recent passage of Measure BB will help fund some expanded service not only in Alameda but throughout the AC Transit District. Those operating dollars combined with developer fees and other contributions will allow AC Transit to operate better service than what is required.

AC Transit looks forward to working with the City to further develop and implement these proposals in order to provide a high-level of quality and sustainable transit service.

Sincerely,



Robert del Rosario
Director of Service Development
AC Transit

LARA WEISIGER

From: Peter Dreyfuss <padreyfuss@att.net>
Sent: Thursday, June 11, 2015 1:18 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpopulipr.net; jane@voxpopulipr.net; LARA WEISIGER
Subject: from a Tenant - Vote Yes on Site A!

Dear Alameda City Councilmembers:

I have been a tenant at Alameda Pt. for 15 years, first master leasing Bldg. 113 at 450 W. Atlantic for 10 years, and then at 1701 Monarch, Bldg. 29 for the past 5 years. Alameda Pt. is a tremendous resource that will blossom over the next 5-15 years.

Eventually the industrial portion will be upgraded, and our power won't go out with the rains.

Well, that was the old days, no rain lately.

Anyway, the City is brave, and careful, and needs to push this process forward.

Thanks,

Peter Dreyfuss
415 244-6427

On June 16th, I urge you to vote YES on Site A! Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex. Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th. Thank you.

LARA WEISIGER

From: William Sonneman <bsonneman@comcast.net>
Sent: Thursday, June 11, 2015 12:04 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpopulipr.net; jane@voxpopulipr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

LARA WEISIGER

From: Uri Pachter <upachter@greenbelt.org>
Sent: Thursday, June 11, 2015 10:54 AM
To: Trish Spencer; Frank Matarrese; Jim Oddie; Tony Daysog; Marilyn Ezzy Ashcraft
Cc: Jennifer Ott; City Clerk; City Manager
Subject: Alameda Point Site A Endorsement Letter
Attachments: Greenbelt Alliance Endorsement- Site A, Alameda Point.pdf

Mayor Spencer and Alameda City Council,

Greenbelt Alliance is pleased to endorse the Alameda Point "Site A" development proposal. Our complete endorsement letter is attached.

Thanks,
Uri

Uri Pachter
Project Manager

Greenbelt Alliance
312 Sutter Street, Suite 510 | San Francisco, CA 94108
1 (415) 543-6771 x327 | upachter@greenbelt.org

greenbelt.org | [Facebook](#) | [Twitter](#)

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

June 11, 2015

Mayor Spencer and Alameda City Council
2263 Santa Clara Avenue
Alameda, CA 94501



RE: Alameda Point Site A: Greenbelt Alliance Endorsed

Dear Mayor Spencer and Alameda City Council,

For over 50 years, Greenbelt Alliance has been the champion of the places that make the Bay Area special. We defend natural and agricultural landscapes from development while helping create great cities and neighborhoods to make the Bay Area an even better place to live.

Since the 1980s, we have provided an independent validation of outstanding infill development to help ensure the right development happens in the right place. Since 2000, our endorsements have helped improve 111 neighborhoods around the region. Our endorsement program has recently been updated and features a revised set of evaluation criteria that reflect the latest innovations in urban design and smart growth.

Greenbelt Alliance is pleased to endorse the Alameda Point "Site A" development proposal.

After careful review of the project details, it gives us great pleasure to announce our support for the Site A development proposal at the former Alameda Naval Air Station as a prime example of sustainable, equitable transit-oriented development.

The Site A proposal calls for redevelopment of this underutilized brownfield site with compact development—providing new homes at a range of incomes and creating walkable transit-friendly neighborhoods with a vibrant mix of homes, shops, offices, and open space. Such a development pattern will help address the region's housing crisis, provide opportunities for healthy living for residents and workers, support the local economy, relieve development pressure on the region's open spaces, and provide other environmental and quality of life benefits.

The proposal lays out a vision for a community of 800 new homes and 600,000 square feet of commercial and retail space with 15 acres of parks and open space, as well as \$93 million in infrastructure improvements to establish the compact, transit-oriented town center of Alameda Point. Twenty-five percent of new homes will be affordable, ensuring an inclusive community in which residents across the socio-economic spectrum benefit from these investments.

Site A will be sensitively designed to reduce greenhouse gas emissions and conserve energy through habitat restoration, repurposing existing structures, utilization of sustainable materials, and energy efficiency best practices.

The proposal provides new and existing residents with a variety of transportation choices. This includes a \$10 million contribution to build a new ferry terminal at the Seaplane Lagoon, as well as a package of transit strategies, including bus rapid transit facilities, “last mile” connection to BART (with shuttle service every 15-minutes in peak periods), and bike and car sharing. The Site A Transportation Demand Management program includes transit subsidies (AC Transit Easy Pass and Clipper Card Cash) for residents, and employee programs (i.e. carpools and ridematching). Site A will have smart design elements that make walking and biking safe and comfortable, with pedestrian paseos, wide sidewalks, protected bikeways, and new connections to the Bay Trail. These transportation choices improve community health, minimize time stuck in traffic, help ease the strain on the regional transportation network, and reduce air pollution.

Alameda Point is one of the largest remaining developable pieces of land in the inner Bay Area. It’s essential that we use this land wisely. By providing a thoughtfully designed compact walkable community, the Site A proposal provides significant environmental, social, and economic benefits to the City of Alameda and the larger Bay Area region. Therefore, Greenbelt Alliance enthusiastically endorses Alameda Point Site A, as a smart first step toward the long-awaited redevelopment of Alameda’s former Naval Air Station.

Sincerely,



Uri Pachter
Project Manager, Endorsement Program

Cc: Elizabeth D. Warmerdam, Interim City Manager
Jennifer Ott, Chief Operating Officer – Alameda Point

LARA WEISIGER

From: Kari Thompson <karithompson63@gmail.com>
Sent: Wednesday, June 10, 2015 9:47 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulpr.net; jane@voxpathulpr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

LARA WEISIGER

From: Dos Santos, Margaret <mmdossantos@essvote.com>
Sent: Wednesday, June 10, 2015 8:48 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulpr.net; jane@voxpathulpr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

Thank you,
Margaret Dos Santos
402.215.5748

Sent from my Verizon Wireless 4G LTE smartphone

LARA WEISIGER

From: Conner, Julie <j1conner@ucsd.edu>
Sent: Wednesday, June 10, 2015 5:33 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to consider postponing approval of Site A until the Council has the opportunity to first revise the zoning of the North parcel.

While I appreciate the benefits of the Site A plan, I believe the City Council should be simultaneously and proactively pursuing more measured and more limited development in the West End.

The West End is a wonderful place to live. Proponents of Site A who assert that traffic used to be terrible and folks will adapt are not persuasive. Just because traffic used to be terrible doesn't mean we should return to that lower quality of life.

Furthermore, I urge you to require the developers to move ahead with the communal/commercial spaces at the same time as the private residences. Otherwise we run the risk of the developer running out of money after selling the homes and not finishing the project.

Thank you.

Julie Conner
Alameda Resident



GreenTRIP
ADVISORY COMMITTEE

Marcial Chao
Pyatok Architects

Elizabeth Deakin
University of California
Berkeley

Joe DiStefano
Calthorpe Associates

Adam Garcia
Greenbelt Alliance

Robert Cunningham
Santa Clara Valley
Transportation Authority

Megan Kirkeby
California Housing
Partnership Corporation

Valerie Knepper
Metropolitan
Transportation
Commission

Richard Lee
Transportation Choices for
Sustainable Communities

Todd Litman
Victoria Transport
Policy Institute

Kathleen Livermore
Former, City of Alameda

Pilar Lorenzana-Campo
Non-Profit Housing
Association of
Northern California

Adam Millard-Ball
University of California
Santa Cruz

Jeff Ordway
BART

Jeffrey Tumlin
Nelson\Nygaard

Aaron Welch
Raimi + Associates

Kate White
California State
Transportation Agency

Jeff Wood
The Overhead Wire

June 1, 2015

Gillian S. Cho, Managing Director, Acquisitions & Development
Thompson|Dorfman
39 Forrest Street, Suite 201
Mill Valley, CA 94941

Dear Gillian,

Congratulations! We've selected Alameda Point as one of the innovative projects that our team will work with to achieve GreenTRIP Certification in 2015.

We are thrilled to work with bold developers like Thompson|Dorfman who are ready to meet the burgeoning demand for homes in convenient, connected communities that don't require driving as the only way to get around.

We have begun our evaluation and feel confident that this project will meet GreenTRIP Standard Certification once we have completed it. We are investigating whether a portion of the site may also meet our higher Platinum Certification level.

Your project joins an esteemed group of certified projects with low traffic and excellent transportation amenities.

Thank you again for stepping up to achieve GreenTRIP Certification! Please contact me at jwest@transformca.org or 510-740-3150 x305 if you have any questions.

Sincerely,

Jennifer West
GreenTRIP Policy Analyst

LARA WEISIGER

From: michelle.r.jensen@gmail.com on behalf of Michelle Session
<michelle.session@gmail.com>
Sent: Wednesday, June 10, 2015 12:08 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulpr.net; jane@voxpathulpr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

Michelle and Jared Session
616 Westline Dr.
Alameda, CA 94501

LARA WEISIGER

From: Allen Michaan <amichaan@michaans.com>
Sent: Wednesday, June 10, 2015 12:22 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulipr.net; jane@voxpathulipr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

As one of the original tenants out here at Alameda point who has seen a parade of developers come and go with no progress I urge you to allow this project to proceed as an important first step towards the full revitalization that all Alameda citizens wish to see.

We are in dire need of infrastructure improvements and this is an excellent start working with a team that includes fellow Alameda residents.

On June 16th, I urge you to vote YES on Site A!

Thank you.

Allen Michaan, President
Antiques by the Bay, Inc.
Auctions by the Bay, Inc.

LARA WEISIGER

From: Penny Stanley <rsvpstanley@comcast.net>
Sent: Wednesday, June 10, 2015 11:47 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulipr.net; jane@voxpathulipr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

Sent from my iPhone

Dear Councilmembers:

On June 16 you will vote on whether to approve development of Site A at Alameda Point. We, the City's last three living former mayors, have been involved in reimagining the former Naval Base since 1997. Time is overdue to implement a plan, and you can now deliver it for Alameda.

Since 1993, we have each helped position the City for this opportunity to initiate development at the Base and rebound from the severe economic hit caused by the Navy's departure. After decades of hard work and three failed attempts, Alameda has one last chance.

The road to get here has been as rocky as the terrain at the project site. The Base was identified for closure in 1993 during Bill Withrow's mayoral term (1991-94), and he kick-started negotiations with the Navy over a no-cost transfer and the community dialog with the Base Reuse Advisory Group.

Mayor Withrow's efforts paved the way for the first attempt to develop the Base by Alameda Point Community Partners (APCP), a partnership of homebuilders and a financial investment firm, selected in 2001 as the master developer. APCP planned to build 1,700 homes and commercial/retail space, but walked away in 2005 because of the cost.

Changes in Washington D.C. eliminated the no-cost transfer as the Navy demanded \$108 Million for the Base and a lower level of environmental cleanup than the City requested, thus driving up costs. This led the City to select SunCal as its master developer in 2007. But SunCal's plans escalated to 4,500 homes, prompting Mayor Beverly Johnson to lead the charge against the plan. Mayor Johnson and her colleagues, including councilmember Marie Gilmore, unanimously voted down the plan.

In 2011, during Mayor Gilmore's term, the Navy dropped its financial terms and the Base was finally transferred to the City—15 years after the Base's closure. In response to the community's plea not to give total control to another master developer, the City decided to master plan the site itself.

Despite prior failures to re-develop the Base, the City tenaciously maintained control over the property, allowing us a chance to revitalize this coveted real estate once and for all. With community input, the City adopted the current plan to develop Alameda Point in thoughtful, measured steps. The plan calls for just 1,425 homes for the entire Base—far fewer than Suncal's 4,500.

Site A is the catalyst for re-developing the Base. By repairing the infrastructure (i.e., rocky roads, lights, sewer and communications), and building a true mixed-use community on the 68-acre parcel, we will attract others to later develop additional parcels. We cannot attract

jobs without these amenities, which is why we failed to attract Lawrence Berkeley National Laboratory in 2012.

The City chose Alameda Point Partners (APP) to develop Site A because the team met all the requirements our community requested. APP is led by Alameda resident Joe Ernst, a local developer who understands Alameda. APP's plan is consistent with the quality and character of our City, and will partially address our rent crisis that is hurting residents and limiting job growth. It features only 800 homes, including 25% affordable housing, and provides for small businesses and green space. This is why Alameda business leaders, housing advocates, and residents support APP's plan for Site A.

We understand concerns about traffic. We were in office, or resided here, when the Base had 18,000 employees--many driving on and off the island. But traffic is a regional issue that cannot be resolved by hindering development of Alameda Point. Studies have concluded that Oakland's Broadway-Jackson intersection is the main culprit for our traffic in the Webster Tube. Moreover, the State has declared that traffic is not a legal reason to deny additional housing, which means the City would likely face litigation if housing is denied for this reason.

Thus, traffic mitigation is the answer to the traffic problem on our side of the Webster Tube. And APP will mitigate traffic with more buses, shuttles, and ferry usage. It will offer transit solutions and affordable housing for employees, residents, our children and grandchildren.

If Site A is not approved, it will send the message that Alameda will never develop the Base. The business and investment community will look elsewhere. Our current Base businesses, surviving on crumbling infrastructure, also soon will leave; City finances will be diverted to frequent infrastructure failures (lights, sewer and communications); and, housing advocates will likely challenge Alameda in court.

This council can avoid all that and turn the Base into something beautiful and enjoyable for all of Alameda. We respectfully ask you to make this your legacy and unanimously approve APP's plan for Site A. Alamedans have waited three decades for this—and it is, likely, our last chance.

Fmr Mayor Bill Withrow
Fmr Mayor Beverly Johnson
Fmr Mayor Marie Gilmore

LARA WEISIGER

From: Linda Weinstock <lindaweinstock@comcast.net>
Sent: Friday, June 05, 2015 8:51 AM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulpr.net; jane@voxpathulpr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A - only after adding a planned senior community

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th.

Thank you.

Sent from my iPhone

LARA WEISIGER

From: Kookykitsch@aol.com
Sent: Thursday, June 04, 2015 9:55 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulpr.net; jane@voxpathulpr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council: On June 16th, I urge you to vote YES on Site A! Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex. Time is overdue to rebuild Alameda Point. I support plans for Site A. Vote Yes on June 16th. Thank you.

Thanks,
Jessica Lindsey
Pop Culture Collectibles
Lost City Antiques ~ 1519 Park St, Alameda, CA

LARA WEISIGER

From: GABA <info@gabaonline.org>
Sent: Thursday, June 04, 2015 4:04 PM
To: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; Jennifer Ott; ANDREW THOMAS; becca@voxpathulipr.net; jane@voxpathulipr.net; LARA WEISIGER
Subject: Vote Yes on Site A!

Dear Alameda City Council:

On June 16th, I urge you to vote YES on Site A!

Alameda Point Partners plans for Site A will bring thousands of jobs, critically-needed housing, retail and commercial business, and open space and parks to the now languishing former Naval Air Station. The plan commits \$93 million in infrastructure improvements to benefit existing and future Point businesses. Additionally, Site A includes construction of a new ferry terminal, a multi-modal transit network, and \$5 million toward a new sports complex.

Time is overdue to rebuild Alameda Point. I support plans for Site A.
Vote Yes on June 16th.

Thank you.