

Recommended Approval Site A - Alameda Point

City Council
June 16, 2015



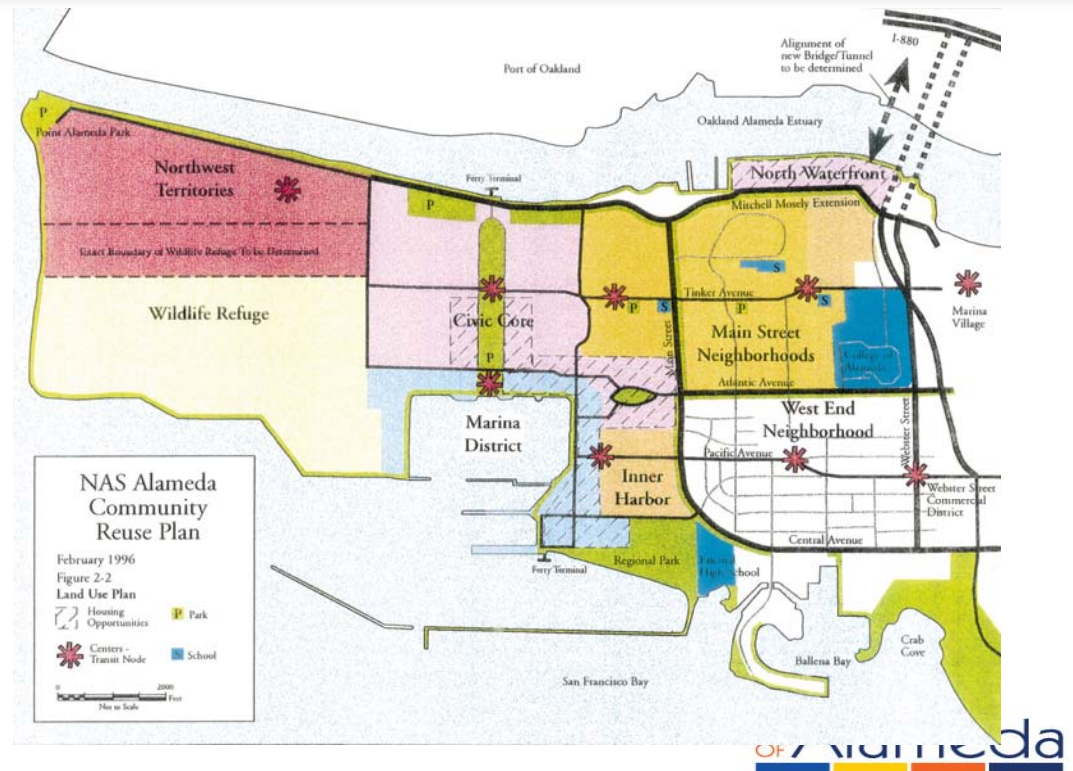
Recommended Approvals

1. Upholding of Planning Board Approval of Site A Development Plan
2. Approval of Disposition and Development Agreement (DDA)
3. Approval of Development Agreement (DA)



Alameda Point Planning Process: 1993-2010

- 1993-1997 Base Closure
– City Loses 18,000 Jobs
- 1996 Reuse Plan
- 2003 General Plan Amendment
- 2003-2010 Master Developers



Alameda Point Planning Process: 2011-2014

- City Led Community Planning Process:
 - Reaffirms vision from Reuse Plan
 - 30 public hearings before City's boards and commissions
 - Zoning, General Plan Amendments, Master Infrastructure Plan, TDM Plan, Town Center Plan, and EIR Approval
 - RFQ from Qualified Developers for Site A and Site B



Site A Planning Process: 2014-2015

- November 18, 2014 – City Council approves ENA with Alameda Point Partners
- December 2014 – June 2015 – Site A planning process
 - 13 public meetings before the City Council, boards and commissions
 - 3 public open houses, including an on-site walking tour
 - Significant developer-led outreach



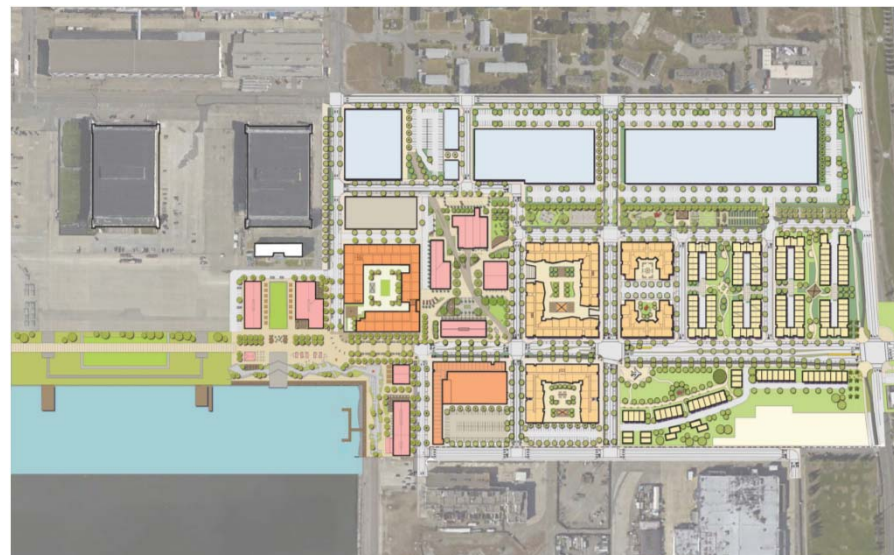
Summary of Public Benefits

- \$103 million in total infrastructure and parks
- 15 acres of publicly accessible parks
- Significant permanent and construction jobs
- 200 affordable housing units
- Compliance with fiscal neutrality policy
- Dedicated annual transportation funding
- Transit services to BART every 15 minutes in peak hour
- Major contributions toward new ferry terminal



Mixed-Use Development

- 68-acre mixed-use TOD development consistent with Zoning, MIP, Town Center Plan, EIR, and TDM Plan
 - 800 total housing units
 - 200 affordable units (25% of total)
 - 600,000 SF of commercial uses in new and existing buildings
 - 15 acres of publicly accessible parks
 - All units within one-block of transit corridor and 5 minutes to ferry terminal



Jobs & Economic Development

- Development of 600,000 square feet of commercial and retail
- 1,472 permanent jobs - 1.5X existing job base
- \$400 million in construction costs - 2,570 direct construction jobs
- Minimum \$2.5 million commitment to improve and lease 100,000-square-foot building for flex office and light industrial uses by end of Phase 1 occupancy



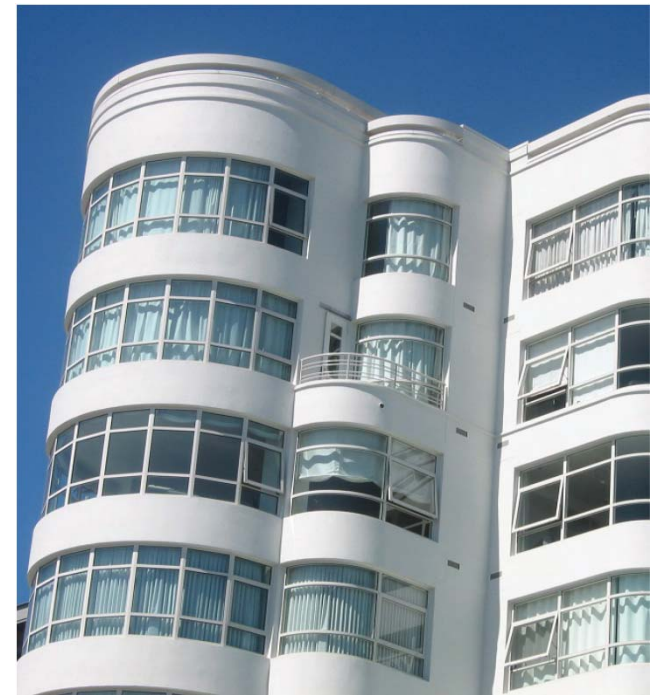
SLIDE #7

Catalyzing Employment Uses

- Priority on infrastructure and amenities that retain existing jobs and catalyze new jobs
- Upfront construction of new sewer line benefits Adaptive Reuse and Enterprise areas by reducing upfront costs
- RAMP “gateway” improvements create an attractive entry into Alameda Point
- Parks and phase 0 plans along waterfront create sense of place and offer amenities crucial to attracting major commercial users

Affordable Housing

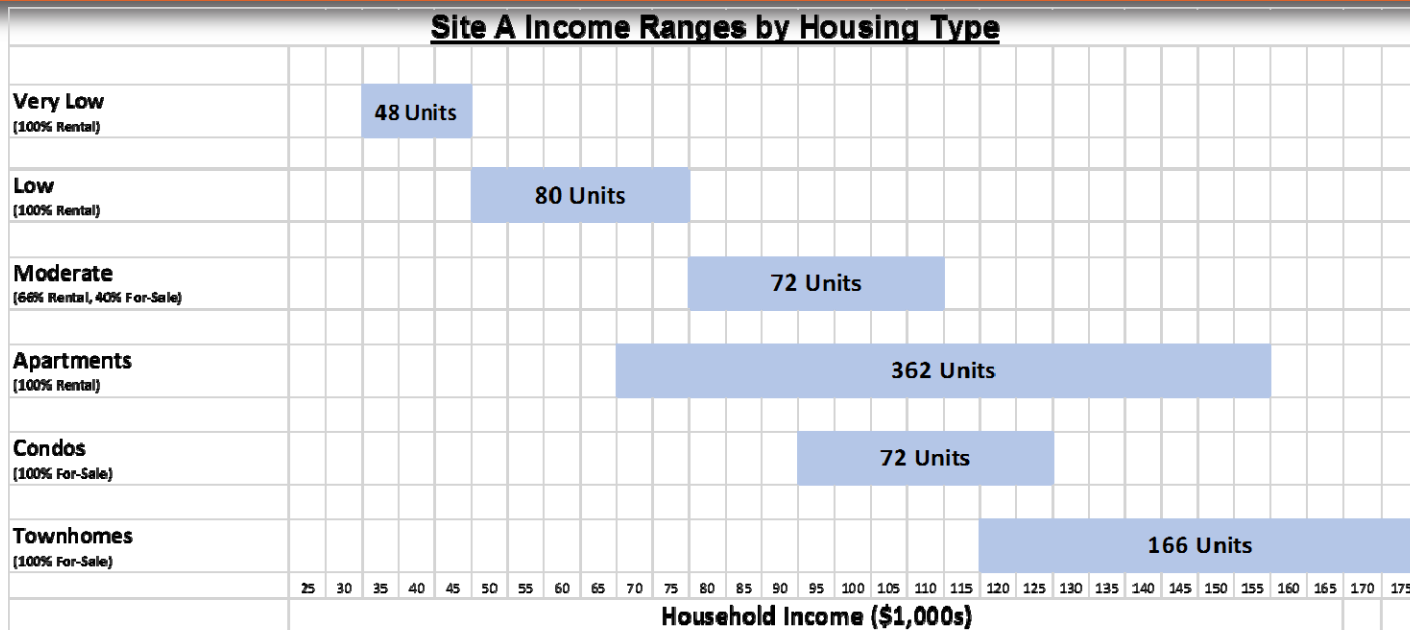
- 200 below market rate units (25% of total)
- Stand-alone very-low and low-income project in Phase 1 – tax credit project
 - Eden Housing, nonprofit affordable housing developer
 - Free land and infrastructure
 - \$3 million direct subsidy
- Moderates integrated within market rate
- Permanently affordable
- Assurances that affordable will be built or market rate units are halted



SLIDE #9

Mixed-Income Development

Site A Income Ranges by Housing Type



- Assumptions:**
1. Very-Low Income @ 50% AMI: Income Ranges for 1-4 person households per HUD
 2. Low Income @ 80% AMI: Income Ranges for 1-4 person households per HUD
 3. Moderate Income @ 120% AMI: Income Ranges for 1-4 person households per HUD
 4. Apartments: Income range based on 500-1,100 square foot units at \$3.50/square foot and housing costs at 30% of Income
 5. Condos: Income range based on 800-1,100 square foot units at \$600/square foot; mortgage payment assuming 20% downpayment, 5% interest rate, 30-year term, and mortgage costs at 28% of Income
 6. Townhomes: Income range based on 1,400-2,000 square foot units at \$468/square foot; mortgage payment assuming 20% downpayment, 5% interest rate, 30-year term, and mortgage costs at 28% of Income

Transportation

- \$18 million in transportation infrastructure
- \$590,000 annual dedicated revenue at buildout
- 15-minute “last mile” transit service to BART in peak
- Bus passes for all residents and employees
- \$50/month clipper card subsidies for employees
- Bike and car share facilities
- Dedicated staff, website, and other programs



Traffic Impacts

- ✓ Existing crossings near capacity
- ✓ Alameda Point contributes to traffic congestion
- ✓ Bay Area and local congestion worsening
- ✓ Capacity for more automobiles is reducing
- ✓ Peak hour spreading
- ✓ Transit ridership increasing
- ✓ Regional transportation funds for alternatives increasing
- ✓ Require residents and employees to pay for transit
- ✓ Attract residents and employers that want transit oriented location
- ✓ Annual monitoring
- ✓ Control parking supply and pricing
- ✓ City controls development phases



SLIDE #12

CITY OF Alameda

Transit Infrastructure

- Complete “gateway” extension of RAMP, including dedicated bus rapid transit lanes
- \$8.5 million in complete streets
- \$10 million upfront contribution towards new ferry terminal at Seaplane Lagoon
- Leverage funds for grants for West End transit, bike and pedestrian improvements



Parks and Open Space

- \$36.5 million of infrastructure (or 33% of total) towards parks
- 8 acres of waterfront park along northern edge of Seaplane Lagoon
- A neighborhood park/greenway and urban park district
- Significant phase 1 park improvements
- Upfront payment of \$5 million towards an initial phase of Sports Complex



Disposition and Development Agreement (DDA)

- Price and terms of payment and development obligations over a 20-year term with possible extensions (capped at 10 years). DDA includes:
 - TDM Compliance Strategy
 - Affordable Housing Implementation Plan
 - Milestone Schedule
 - Phasing Plan
 - Infrastructure Package and Phasing
 - Mitigation, Monitoring and Reporting Program from EIR
 - Interim Leases for Building 117 and 118
 - Long-Term Lease for Areas within Tidelands Area
 - Public Improvement Agreement
 - Other Exhibits

Proposed DDA Revisions

1. Exterior repainting of Buildings 117 and 118 by end of Phase 1 construction [Section 8.16]
2. Temporary shuttle service to Main Street ferry terminal until Seaplane Lagoon ferry is operational in addition to other transit service [Section 8.14]
3. Use of City profit participation for more moderate income housing in Phase 2 condo project [Section 2.3]
4. Clarifications regarding Ferry Terminal Plan [Sections 4.3 and 5.2]

Site A Next Steps

- Detailed Project Design and Construction
 - Tentative and Final Maps
 - Design Review for All Parks and Buildings
 - Infrastructure Improvement Plans
 - Outside Agency Contracts and Permits
 - Building Permits

Staff Recommendation

1. Uphold Planning Board Approval of Site A Development Plan
2. Approve DDA
3. Approve DA



Q & A



SLIDE #16

Ferry Images



Ferry Images

