



Alameda Chamber & Economic Alliance
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November 26, 2025

Alameda Planning Board
c/o City of Alameda Planning, Building & Transportation Department
2263 Santa Clara Avenue
Alameda, CA 94501

RE: Strong Support for Planning Area A Entitlements at Alameda Point

Dear Members of the Alameda Planning Board,

On behalf of the Alameda Chamber & Economic Alliance, our Board of Directors, and the hundreds of businesses and employers we represent, I am writing to express our unequivocal support for the approval of entitlements for Planning Area A at Alameda Point.

This project is not just another development—it is a critical step toward fulfilling a bold, community-centered vision for Alameda's future. Planning Area A aligns with the City's strategic goals around housing, infrastructure, climate, and economic equity. It is a thoughtful and transformative investment that will address some of the most pressing needs of our community and economy.

Specifically, the Planning Area A entitlements will:

- **Deliver urgently needed housing** near existing infrastructure and transit—helping us meet our RHNA goals and enabling local employees to live where they work.
- **Promote equitable, sustainable urban design** with walkable, bikeable neighborhoods that reduce car dependence and foster livable communities.
- **Activate and strengthen our commercial corridors**, providing businesses with the customer base and workforce stability needed for long-term success.
- **Advance key City priorities** across transportation, environmental resilience, and inclusive growth, consistent with the Alameda Point Master Infrastructure Plan and General Plan.

Our Chamber has long championed policies that support smart growth, economic opportunity, and inclusive prosperity. This project checks all those boxes. It represents a rare opportunity to create a vibrant, mixed-income, mixed-use community that benefits residents, employers, and the broader region alike.

Additionally, we commend the City and its partners for pursuing this entitlement package with intentionality and a phased, responsible approach. Predictability and momentum at Alameda Point are essential—not only for attracting future investment, but for delivering on the promises we've made to the community.

Now is the time to move this project forward.

We respectfully urge the Planning Board to approve the entitlements for Planning Area A and support a more inclusive, economically vibrant, and sustainable future for Alameda.

Thank you for your continued service and for your thoughtful leadership on this important matter.

Sincerely,

Madlen Saddik

Madlen Saddik
CEO/President
Alameda Chamber & Economic Alliance



Almanac Beer Company
651 W. Tower Ave
Alameda, CA 94501

December 5, 2025

Members of the Alameda Planning Commission
c/o City of Alameda Planning, Building & Transportation Department
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Support for Planning Area A Entitlements at Alameda Point

Dear Planning Commissioners:

I am writing on behalf of Almanac Beer Company to express our strong support for approval of the Planning Area A entitlements at Alameda Point.

Almanac has been a tenant at Alameda Point for eight years, and over that time we've become one of the most visible businesses on the base—serving hundreds of thousands of guests annually and building a thriving community gathering space. We've watched Alameda Point evolve, and we know firsthand how critical thoughtful, well-planned development is to the long-term success of this neighborhood.

Planning Area A represents exactly the kind of progress the Point needs. The project will deliver much-needed housing in a transit-accessible location, activate the surrounding area with increased foot traffic and connectivity, and provide critical infrastructure improvements—upgraded utilities, streets, and multimodal circulation—that will benefit both new residents and existing businesses like ours.

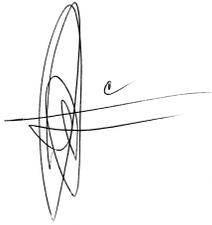
For Almanac specifically, this matters because a more complete, vibrant, walkable neighborhood directly supports our business model. Our guests come from all over the Bay Area, but we also depend on local residents and workers who can easily access us on foot or by bike. Planning Area A will strengthen that customer base while reinforcing Alameda Point as a true mixed-use community where people can live, work, and gather without being car-dependent.

(continued)

Almanac

We appreciate Brookfield's thoughtful approach to this project and the City's continued commitment to realizing the long-standing vision for Alameda Point. Almanac is invested in the future of this neighborhood, and we believe Planning Area A is an important step forward. We respectfully urge the Commission to approve the proposed entitlements.

Sincerely,

A handwritten signature in black ink, appearing to read 'Damian Fagan', with a horizontal line extending to the right.

Damian Fagan
Founder & CEO
Almanac Beer Company
damian@almanacbeer.com
415-816-4747



Janet Koike
Founder &
Artistic Director

Jennifer Radakovich
Executive Director

Owen Rubin
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Eric Anthony
Teff Ayral
Diane Cunningham
Rizzo
Bill Davis
Michelle Jacques
Camilo Landau
Liz London
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Richard McCline
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Ron Silva
Kari Thompson
Kathleen C. Woulfe

December 5, 2025

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c/o City of Alameda Planning, Building & Transportation Department
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Support for Planning Area A Entitlements at Alameda Point

Dear Alameda Planning Commissioners:

I am writing on behalf of Rhythmix Cultural Works to express our strong support for approval of the Planning Area A entitlements at Alameda Point.

As you know, Planning Area A represents a critical next step in realizing the community's long-standing vision for Alameda Point. The proposed entitlements will:

- Deliver much-needed housing in a location well-served by transit and existing infrastructure, helping Alameda move closer to meeting its adopted housing goals;
- Implement walkable, bikeable, compact urban design, including improved connections to transit, nearby neighborhoods, and the waterfront;
- Provide new public realm and infrastructure improvements, including upgraded utilities, streets, and multimodal circulation that will support both new and existing residents and businesses at Alameda Point; and
- Advance prior City policy direction and adopted plans, including the Alameda Point planning documents and the City's broader climate, equity, and transportation objectives.

For Rhythmix Cultural Works, this project matters because it will create stable housing for many vulnerable populations, bring new residents to the island, and provide more local housing opportunities for current residents and employees of Alameda businesses and non-profits. Planning Area A will help reinforce Alameda Point as a complete, mixed-income, mixed-use neighborhood where people can live, work, and access services without being car-dependent.

We also appreciate that the entitlement package continues the City's progress at Alameda Point in a thoughtful, phased manner. Approving Planning Area A will provide the predictability and clarity needed to move forward with detailed design, infrastructure investment, and future vertical



development that is consistent with the City's long-term vision and previous Council direction.

For these reasons, I respectfully urge the Planning Commission to approve the Planning Area A entitlements and allow this important next phase of Alameda Point to proceed.

Thank you for your consideration and for your continued service to the Alameda Community.

Sincerely,

Jennifer Radakovich
Executive Director

Janet Koike
Founder &
Artistic Director

Jennifer Radakovich
Executive Director

Owen Rubin
Board Chair

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December 5, 2025

Members of the Alameda Planning Commission
City of Alameda Planning, Building & Transportation Department
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Support for Planning Area A Entitlements at Alameda Point

Dear Planning Commissioners:

I am writing on behalf of San Francisco Bay Ferry (SF Bay Ferry) to express our strong support for approval of the Planning Area A entitlements at Alameda Point.

As you know, Planning Area A represents a critical next step in realizing the community's long-standing vision for Alameda Point. The proposed entitlements will:

- Deliver much-needed housing in a location well-served by transit and existing infrastructure, helping Alameda move closer to meeting its adopted housing goals;
- Implement walkable, bikeable, compact urban design, including improved connections to transit, nearby neighborhoods, and the waterfront;
- Provide new public realm and infrastructure improvements, including upgraded utilities, streets, and multimodal circulation that will support both new and existing residents and businesses at Alameda Point; and
- Advance prior City policy direction and adopted plans, including the Alameda Point planning documents and the City's broader climate, equity, and transportation objectives.

The SF Bay Ferry is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the SF Bay Ferry brand, WETA carries over three million passengers annually utilizing a fleet of 19 high-speed passenger-only ferry vessels. SF Bay Ferry currently provides service in Alameda, Contra Costa, San Francisco, San Mateo and Solano counties.

Planning Area A directly advances SF Bay Ferry's goals of improving regional mobility, strengthening multimodal access, and supporting transit-oriented growth in Alameda. With new housing, walkable and bikeable street design, and improved connections to the waterfront and existing transit, the project will help reinforce Alameda Point as a complete, mixed-income, mixed-use neighborhood where people can live, work, and access services without being car-

dependent. These improvements will enhance first- and last-mile access to our nearby ferry terminals, support long-term ridership growth, and deepen Alameda's role in the regional ferry network that links residents to major job centers across the Bay.

We also appreciate that the entitlement package continues the City's progress at Alameda Point in a thoughtful, phased manner. Approving Planning Area A will provide the predictability and clarity needed to move forward with detailed design, infrastructure investment, and future vertical development that is consistent with the City's long-term vision and previous Council direction.

For these reasons, I respectfully urge the Planning Commission to approve the Planning Area A entitlements and allow this important next phase of Alameda Point to proceed.

Thank you for your consideration and for your continued service to the Alameda community.

Sincerely,

Seamus Murphy

[Seamus Murphy \(Dec 8, 2025 09:03:24 PST\)](#)

Seamus Murphy
Executive Director

From: [Shelby S](#)
To: [City Clerk](#); [Planning](#)
Cc: [Tod Hickman](#)
Subject: [EXTERNAL] Public Comment Planning Board 12/08/25 Item 2025-5596 --Permit PLN25-0256
Date: Monday, December 8, 2025 2:04:42 PM

RE: PLN25-0256 – West Midway Phase A

To the Members of the Planning Board:

This comment addresses the continuing threshold legal defects that have invalidated every “approval” and CEQA determination for the South of West Midway Project since inception, rendering this item’s Design Review and Vesting Tentative Map approvals *ultra vires* and void.

For years I have warned the City that the West Midway/RESHAP project is materially inconsistent with the Alameda Point EIR, the Main Street Neighborhood Specific Plan, the AP-MS zoning district, the Base Reuse Plan, the Homeless Assistance Agreement, and ABAG PDA requirements. What began as a lawful mixed-use plan has been converted into an overbuilt residential block with only token commercial space, coupled with the unlawful seizure of the RESHAP federal entitlement constitutes a misuse of authority and diversion of public resources for private benefit under color of law.

A project that violates its governing documents cannot be lawfully approved, and CEQA streamlining is barred as a matter of law. Any approval issued under these defects is void ab initio.

CEQA Determination Errors

Staff asserts — without evidence and contrary to law — that CEQA streamlining under Guidelines §15183 and PRC §21083.3 applies. The claim that the project’s impacts were already evaluated in prior EIRs is demonstrably false and contradicted by the City’s own adopted documents.

Critically, Staff is misrepresenting the meaning of the statutes they invoked: CEQA §§15162, 15183, and PRC §§21083.3 and 21166 prohibit that determination. Here, every trigger to require supplemental review under CEQA §§15162 and 15183 are met because the project has substantially changed, density has dramatically increased, new and more severe impacts exist, and the project directly conflicts with controlling plans.

Under §15064(f)(2), the City cannot lawfully conclude that no new impacts exist when substantial evidence shows otherwise. Accordingly, Staff’s CEQA determination is therefore unlawful and a nullity as a matter of law.

Legal Consequences

Approving this project on the basis of prohibited CEQA findings constitutes a failure to perform your legal duties. CEQA requires the decisionmaker’s independent judgment, not blind deference to staff’s incorrect and misleading assertions.

Any approval relying on these inapplicable exemptions is unlawful, void, and is not subject to the statute of limitations and therefore remains reversible at any time.

1. Main Street Neighborhood Plan Nullity

The MSNP established the Main Street Neighborhood as a mixed-use district with

fewer than 300 new residential units, distributed retail, civic and employment uses, walkable nodes, and a separate dedicated 200-unit RESHAP campus on the easternmost portion of Alameda Point.

The current South of West Midway project abandons the MSNP mixed-use framework entirely, replacing it with a single-use residential superblock with one token commercial pad and an illegal relocation and encroachment of public uses and affordable housing into the RESHAP parcel, making it (at the very least) a project that is inconsistent with an adopted Specific Plan and therefore void under Gov. Code §65454 .

Specifically, the current Project includes:

- 132 new affordable units placed on the RESHAP parcel—expressly prohibited by the Navy conveyance agreement, the MSNP, the Homeless Assistance entitlement, and constituting an improper use of the density bonus law.
- 478 new market-rate units on the West Midway blocks.
- Splitting and relocating RESHAP supportive services onto the Food Bank site, mixed with prohibited County social-service uses.
- Four-story massing next to single-story Historic District resources with no historic-resource analysis or Certificate of Approval, in violation of mandatory EIR mitigation and CEQA.
- Elimination of required commercial, civic, employment, and public-open-space components essential to the MSNP and ABAG PDA compliance.

The result is 810 units—nearly double the MSNP’s capacity and far beyond the <500 units evaluated for this district in the Alameda Point EIR and as confirmed by the General Plan EIR, directly violating all governing regulatory limits.

Accordingly, the West Midway project is materially inconsistent with the MSNP and void as a matter of law under Government Code §65454.

2. Violation of the Alameda Point EIR’s 1,425-Unit Hard Cap

The Alameda Point Program EIR (“AP EIR”) establishes a hard cap of 1,425 total residential units west of Main Street, derived directly from the Base Reuse Plan. The Navy conveyed Alameda Point to the City under the binding requirement that all development conform to the Base Reuse Plan’s land-use limits and environmental assumptions.

As a result, the 1,425-unit cap functions as a mandatory environmental and legal constraint governing the Base Reuse Plan, the Main Street Neighborhood Specific Plan, the AP-MS zoning district, and all subsequent entitlements.

The South of West Midway project, together with the proposed Site A density increases, expands residential development west of Main Street to approximately 2,100 units, exceeding the AP EIR cap by more than 675 units.

The 1,425-unit limit originated as a condition of the Navy’s conveyance of Alameda Point, requiring the City to adhere to the Base Reuse Plan’s land-use and environmental constraints. Once codified in the certified AP EIR, this limit became the controlling regulatory cap on residential development west of Main Street.

Any entitlement that exceeds this cap departs from the City’s adopted land-use authority, violates CEQA’s requirement to remain within certified EIR parameters, and is void as a matter of law under Government Code §65454.

3. The City’s Claim That “No Supplemental CEQA Review Is Required” Is Objectively False and Legally Indefensible

The City's "no further CEQA review" finding collapses under its own record. Every governing document the staff relies on is contradicted by the facts in the City's own regulatory documents including the updated Master Infrastructure Plan—each of which independently triggers CEQA Guidelines §15162.

The certified AP EIR's 1,425-unit cap is exceeded by more than 675 units; the MSNP's mixed-use framework is abandoned and its ±300-unit plan doubled; the Base Reuse Plan's land-use limits—a condition of the Navy's conveyance—are disregarded; AP-MS zoning is replaced with an 800-plus-unit residential block; and the legally restricted RESHAP parcel is repurposed for uses it cannot lawfully host and 4-story massing adjacent to one-story Historic District resources without the required Certificate of Approval and in violation of mandatory EIR mitigation.

These conflicts represent substantial changes in use, intensity, location, and environmental impact that trigger CEQA Guidelines §15162 as a matter of law. A CEQA conclusion that ignores these triggers is a failure to proceed lawfully and an abuse of discretion under PRC §§21168–21168.5, rendering the approvals invalid and void.

5. Failure of Independent Judgment

The Board's refusal to acknowledge clear inconsistencies with the AP EIR, the Base Reuse Plan, the MSNP, the AP-MS zoning district, and the legal limitations on the RESHAP parcel reflects a failure to exercise the independent judgment CEQA requires. The record contains unambiguous evidence of exceeded housing caps, unlawful relocation of RESHAP, elimination of required mixed-use components, zoning conflicts, and multiple §15162 triggers. Ignoring this evidence constitutes arbitrary and capricious decision-making and a failure to proceed in the manner required by law, rendering any approval legally void.

6. Void Approvals Never Vest

An approval issued in violation of CEQA, the MSNP, the AP EIR, or the Base Reuse Plan is void ab initio. A void approval never gains validity, never vests, and remains challengeable at any time because the City lacks authority to issue it. The passage of time cannot cure an ultra vires act.

The City has no legal authority to approve this project. Any such action would be ultra vires, arbitrary, capricious, and void. The only lawful path is to deny and reverse the illegal Project changes.