

**From:** [Jennifer Ott](#)  
**To:** [Lara Weisiger](#)  
**Cc:** [Yibin Shen](#)  
**Subject:** Fwd: Questions on Agenda Items: 6A, 6C, 7B, and 7C  
**Date:** Wednesday, November 29, 2023 12:53:24 PM  
**Attachments:** [image001.png](#)

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Lara - can you please post these questions and responses to the agenda?

Thanks,  
Jen  
Sent from my iPhone

Begin forwarded message:

**From:** Jennifer Ott <jott@alamedaca.gov>  
**Date:** November 29, 2023 at 7:17:00 AM PST  
**To:** Trish Spencer <tspencer@alamedaca.gov>  
**Cc:** Amy Wooldridge <awooldridge@alamedaca.gov>, Justin Long <jlong@alamedaca.gov>, Allen Tai <ATai@alamedaca.gov>, Andrew Thomas <athomas@alamedaca.gov>, Yibin Shen <yshen@alamedacityattorney.org>  
**Subject:** Questions on Agenda Items: 6A, 6C, 7B, and 7C

Hello Trish:

Please find below staff responses to your questions from our 1:1 on Monday:

- 6A (AUSD/City Easements) – questions about O’Club parking lot:

AUSD owns the entire parking lot area across from the O’Club, which has been informally used by O’Club users for parking. Recently, AUSD began using the portion of the parking lot that is furthest from the O’Club to park school buses used for special need students. According to AUSD, this is a service that is mandated by the State. A large portion of the AUSD owned parking lot that is closest to the O’Club remains open.

O’Club parking was primarily impacted during the Holiday Boutique weekend. However, ARPD is working to make the parking lot along Main Street, located on the back side of the O’Club, the primary parking area with the remaining AUSD parking lot across the street as the overflow area for larger events. This will provide sufficient parking for all events at the O’Club.

AUSD has applied for a use permit and design review for the school bus vendor on the AUSD-owned property and that is on the 12/11 Planning Board meeting agenda. The local use permit and design review decision can be appealed by a member of the public or called for review by the City Council.

- 6C (CARP Update) – Who was the contractor that prepared the CARP? How much did that contract cost and have we spent other City funds since the approval on CARP planning (not implementation)? If so, how much? [Eastern Research Group \(ERG\)](#) prepared the original CARP that Council adopted in 2019.  
The total paid ERG was \$378,437 and there was a \$75,000 contract with AECOM to peer review the plan. There was also a separate contract for the GHG inventory which was completed in 2017 for approximately \$30,000. Total amount is approximately \$483,000. No other planning funds have been spent since the CARP adoption in 2019.  
What are the dollar amounts of all proposals?

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<b>Lead</b>	ERG, Inc.	Raimi & Associates	KLA	Thornton Tomasetti
<b>Subs</b>	Kearns & West, Rincon Consultants, Inc.	Pathways Climate Institute, Cascadia Consulting, Fehr & Peers	NCE	Bonner Communications
<b>Amount</b>	\$199,976	\$199,999	\$200,000	\$606,000

Why do we recommend Raimi? Raimi was selected via an RFP process that involved the City soliciting over 30 firms. A selection committee comprised of staff from Public Works, AMP, and PBT as well as members from CASA scored the proposals received against the rubric included in the RFP. The Committee interviewed ERG, Raimi, and KLA. Raimi scored the highest and was selected on the basis of their price and timeline, experience, qualifications, approach to the project and performance on past projects.

- 7B (AC Transit) – How will AC Transit’s changes impact those routes used by seniors and people with disabilities that are provided free transit passes?

The City of Alameda Free AC Transit Pass for Seniors and People with Disabilities currently serves over 760 pass-holders taking an average total of 13,400 rides per month. We have requested that AC Transit staff be ready to speak about what affect their service change scenarios might have on seniors participating in this program.

- 7C (Turning Basin) – Why will construction in Alameda take twice as long as in Oakland? Staff shares the concerns of the construction impacts and we believe the City Council will have ultimate say on the mitigation measures that will apply to the construction because it is staff’s position that the project is subject to City Council approval. According to the Port, the anticipated 20-month construction duration at Alameda is related to the following items unique to Alameda, including but not limited to:

- 1) scope to partially remove portions of the north and south warehouses
- 2) scope for utility relocations related to item #1
- 3) greater number of piles to remove
- 4) greater sum of soil/sediment material to remove
- 5) removal of existing bulkhead (unique to Alameda, Howard Terminal does not have a bulkhead)
- 6) construction and maintenance of a sound attenuating noise barrier
- 7) less staging area assumed could be made available
- 8) consideration and coordination - reduced productivity rates - for certain portions of in-water work to accommodate the needs of vessel traffic requiring use of inner harbor turning basin

Thanks,  
Jen

Jennifer Ott, she/her  
City Manager  
City of Alameda  
[jott@alamedaca.gov](mailto:jott@alamedaca.gov)  
510-867-8237

