

# Alameda Point Main Street Neighborhood North

## Preliminary Feasibility Results & Planning Priorities

Planning Board  
June 8, 2026

# Main Street Neighborhood North

## Why Are We Here Today

**OVERALL GOAL:** *Evaluate the next steps for new residential development north of West Midway at Alameda Point (Citywide Strategic Plan HH7a)*

### **PRESENTATION TOPICS:**

- Recap of December 6, 2025 Study Session and Tour with City Council, and Historic Advisory Board, and Planning Board
- Feasibility Analysis Summary
- Critical Issues to Be Addressed for a Developer Solicitation
- Staff Recommendation for Next Steps

### **DISCUSSION:**

- Key Planning Priorities

# Main Street Neighborhood North

## Where Are We in the Process

★ WE ARE HERE



1

PRELIMINARY  
INVESTIGATION



2

PRIORITY  
SETTING/  
PUBLIC  
DISCUSSION



3

STAFF & CITY  
COUNCIL DECISION  
TO ISSUE RFQ,  
IF FEASIBLE



4

DEVELOPER  
RFQ PROCESS



5

DEVELOPER AND CITY  
COMMENCE  
DEVELOPMENT  
CONCEPT PLANNING

# Recap of December 6, 2025 MSNN Study Session and Tour

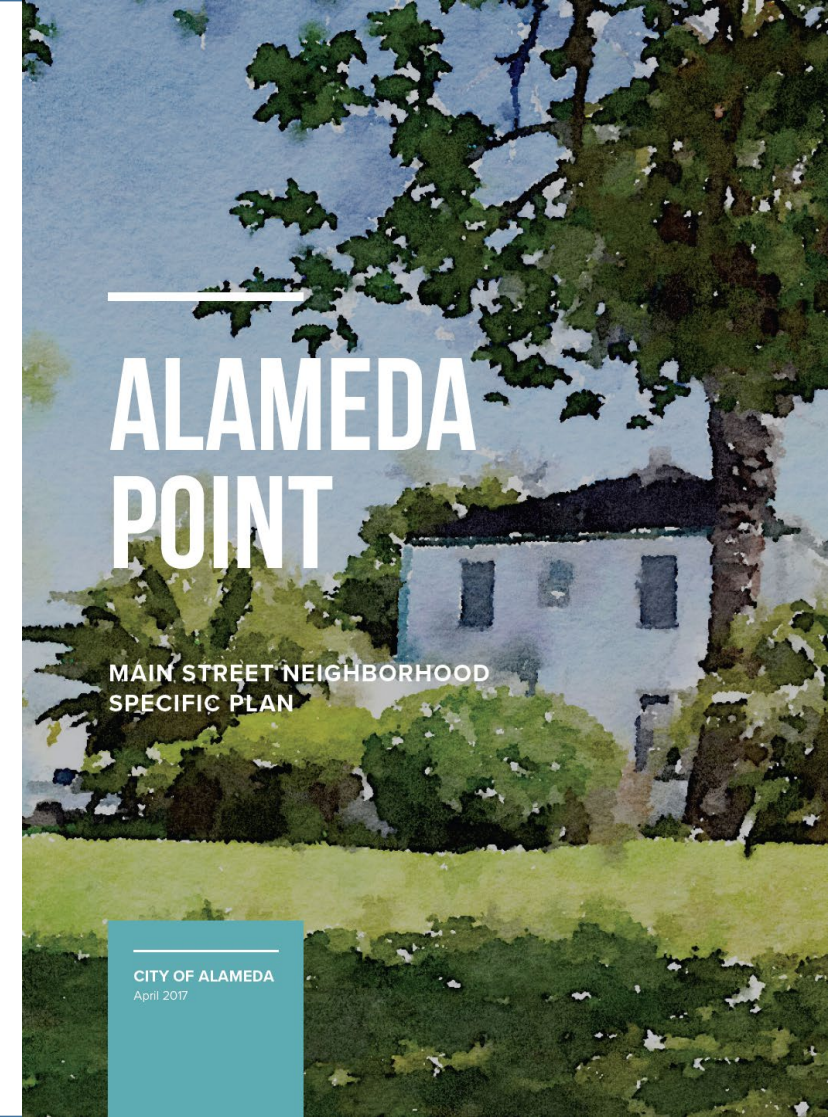
# December 6, 2025 Background Planning Context

## Vision

- Create a walkable, mixed-income neighborhood that expands housing opportunities while honoring its historic character.
- Modernize infrastructure, shoreline protection, and mobility systems to support resilience and future housing.

## Planning Context

- Main Street Neighborhood Specific Plan (2017)
- Alameda Point Master Infrastructure Plan (2020)
- Alameda Point EIR (2013), including historic mitigations and infill guidelines



# Alameda Point Development Update

## Site A Project (First development Project)

- 1,284 approved housing units
- Phase 1 complete (roads, housing, ferry terminal)
- Future phases remain paused

## West Midway & RESHAP Projects

- 810 planned housing units, incl replacement affordable housing
- Infrastructure construction underway
- West Midway Vertical construction: Q1 2027

## Main Street Neighborhood North

- Next major redevelopment planning effort
- Feasibility analysis underway; priority setting
- Potential developer RFQ issuance: 2026/2027



# Main Street Neighborhood North

## Study Area

- Main Street Neighborhood Specific Plan Area
- Affordable Housing / Collaborative Partners Lease Areas
- For Consideration
- Naval Air Station (NAS) Historic District
- AUSD



East of Pan Am, City Ownership	48 acres
West of Pan Am, City Ownership	7 acres
West of Pan Am, AUSD Ownership	<u>15 acres</u>
<b>Total</b>	<b>70 acres</b>

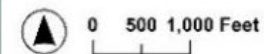
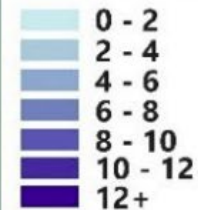
# December 6 Background: Sea and Groundwater Flooding

## 1% Annual Chance Coastal Flood with 12" of Sea Level Rise

**Sea Level Rise:** Long-term adaptation requirements for MSNN site, as well as stabilization/adaptation along shoreline

**Historic Assets:** Flood-protection measures compatible with preservation standards.

### Inundation Depth (ft)



# December 6, 2025 Background

## Unique Challenges To This Area

### Property Characteristics

- Infrastructure: existing streets and utilities must be replaced
- Shoreline stabilization and flood protection measures required
- Historic district / contributing historic structures and Layout

### Development & Financial Considerations

- 25% affordable housing required
- Navy payment: ~\$34k per market rate unit due at conveyance (new for this project)

### Challenges Differ East and West of Pan Am

- **East of Pan Am:** historic housing & landscape, flood protection, timing dependency on RESHAP affordable project, occupied housing.
- **West of Pan Am:** Offsite costs for shoreline stabilization/flood protection, historic structures.

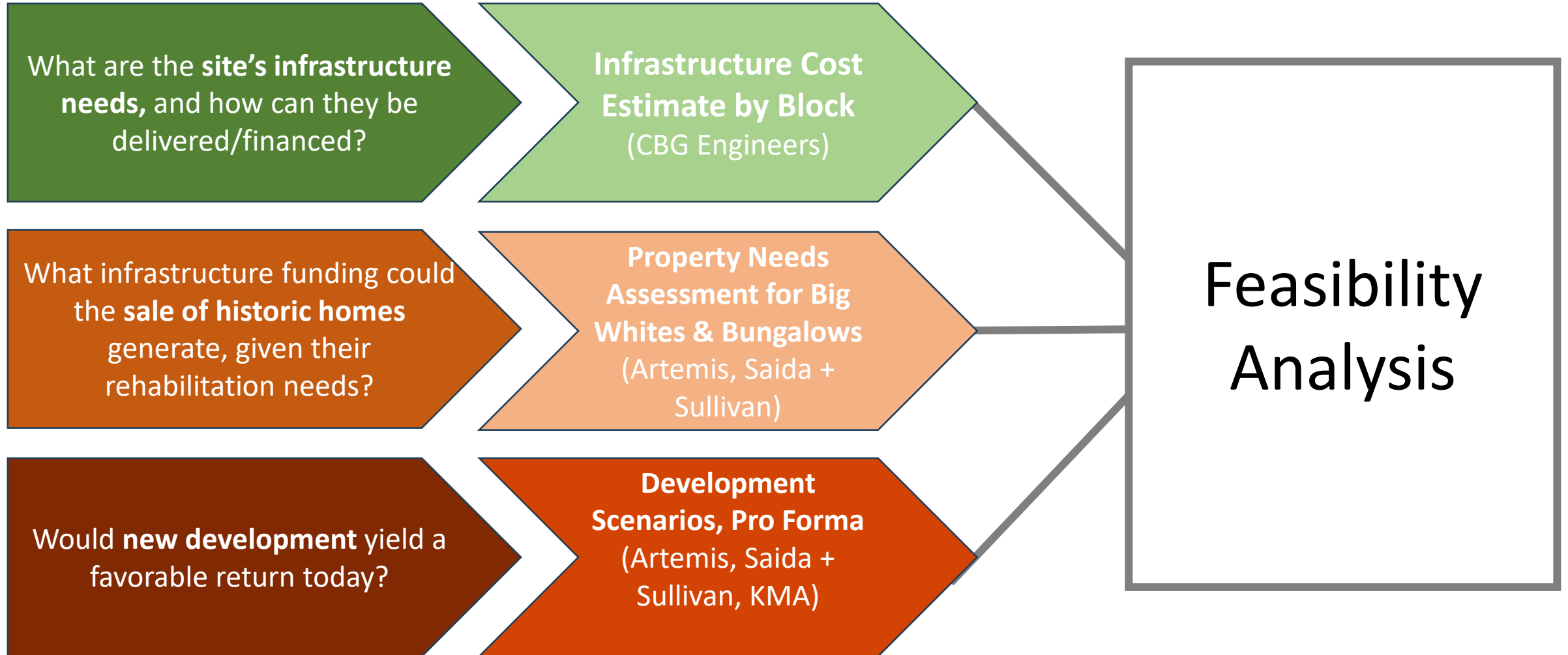
# December 6, 2025 Study Session & Tour

## Recap and Key Takeaways

- Reviewed Alameda Point Housing Work Plan and progress to date
- Discussed unique characteristics shaping land development north of West Midway Ave
- Staff Takeaways:
  - General support for the concept of rezoning for residential in in blocks west of Pan Am Way, including the area surrounding the O'Club.
  - Understanding that sea level rise adaptation, shoreline stabilization, and major infrastructure improvements will require significant external funding.
  - Openness to inclusion of AUSD properties in developer RFQ, if feasible.
  - Recognition that project feasibility requires potential tradeoffs among competing project objectives.

# Feasibility Analysis Summary

# Feasibility Analysis: Research Questions





# Feasibility Analysis:

## How to Lower Infrastructure Cost?

1. Rehabilitate and Pave Streets in Historic Neighborhood rather than replacing all backbone infrastructure: **\$12 million reduction**
2. Only construct levy and shoreline stabilization next to residential development (rather than extending to Monarch Street): **\$23 million reduction**
3. Consider grants and other sources for the offsite improvements called for in the Master Infrastructure Plan (e.g. Main Street improvements, shoreline stabilization, levy): **up to \$40 million additional**

**Could lower infrastructure + site costs to ~\$164 - \$204 million (from \$240)**

# Feasibility Analysis: Development Buildout Concepts

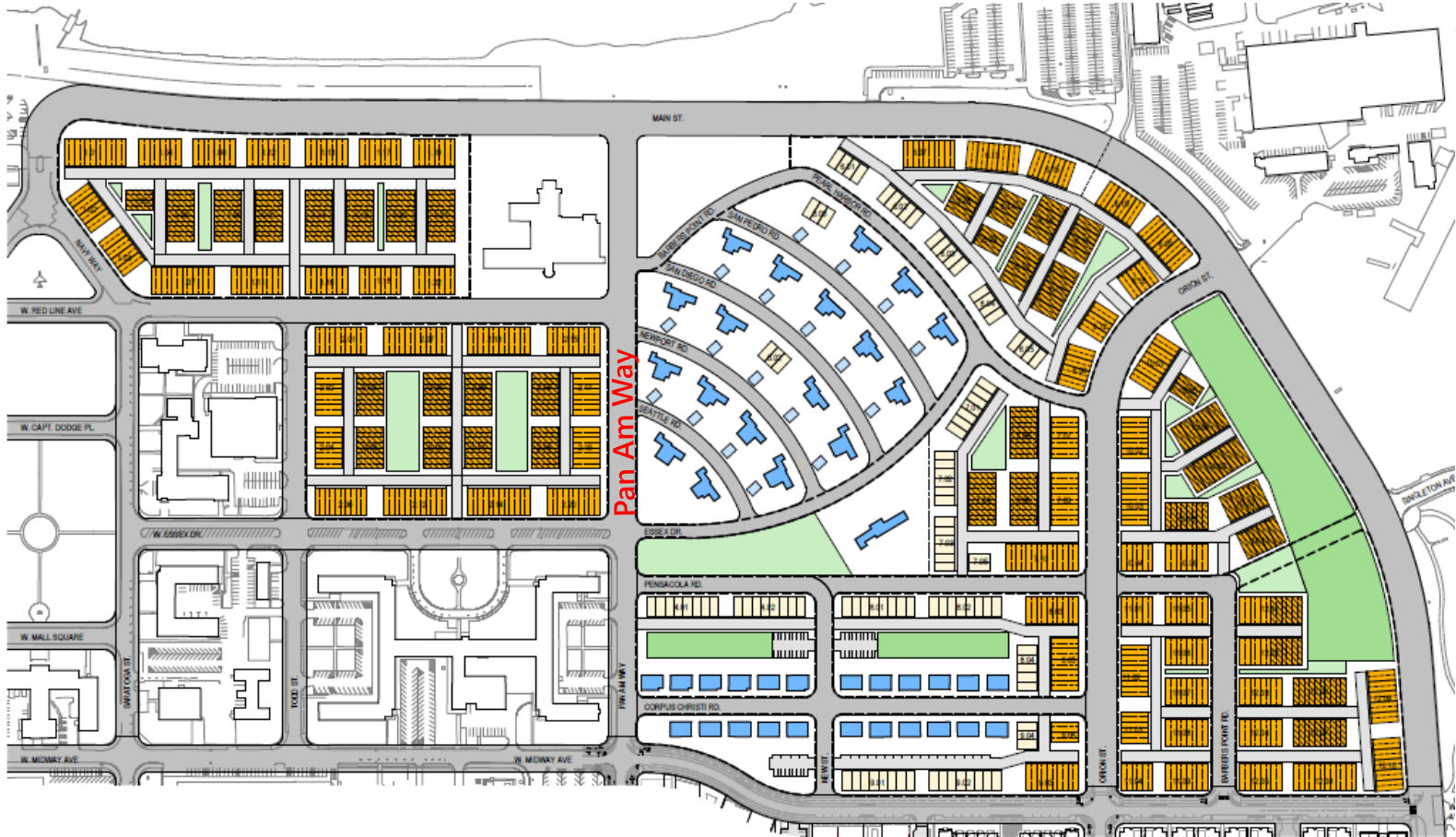
## Lower Density Scenario:

**600 Existing & New Homes (~140 Affordable)**, mix of two to three-story townhomes and multifamily affordable

## Medium Density Scenario:

**1,000 Existing & New Homes (~240 Affordable)**, mix of two to four-story townhomes and multifamily affordable

+ Consider potential development of AUSD south block (Building 17)



Source: Artemis and Saida + Sullivan

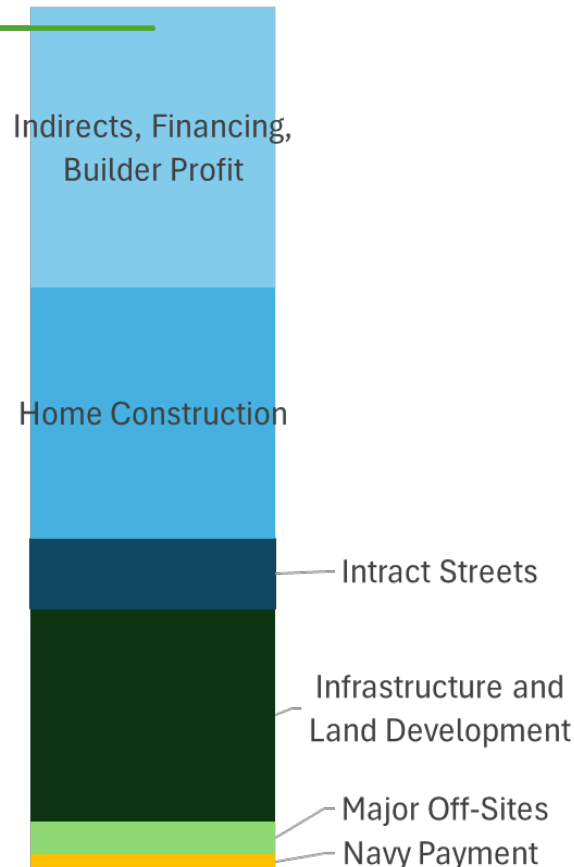
*\*Scenarios include 2- to 4-story townhomes and multifamily affordable housing, consistent with Main Street Residential Zoning*

# Feasibility is Within Reach with Townhomes

**Price Per Market Unit**  
\$1.25 M



**Costs Per Market Unit**  
\$1.28M



## Illustrative Costs Per Market Rate Unit

Navy Payment*	\$22,000
Major Off-Sites (Shoreline / Levy)**	\$49,000
Backbone Infrastructure	\$82,000
Demolition, Site Work, Flood Control	\$95,000
Cash Subsidy for Affordable Units	\$18,000
Overhead, Financing, Profit, Predev***	\$121,000
Subtotal Land Development	\$316,000
Intract Streets	\$102,000
Home Construction	\$372,000
Indirects, Financing, Builder Profit	\$415,000
Subtotal Home Construction	\$889,000
<b>Costs Per Market Rate Unit</b>	<b>\$1,276,000</b>

\*Average assuming use of available "free" units first.

\*\*Net of \$15 M assumed grant funding.

\*\*\* Net of \$30k per unit in CFD Bond Proceeds

Based on medium density, rehab big white infrastructure in place, full major off-site scope (levy, shoreline, main street improvements)

# Higher Densities are Less Feasible than Lower Densities

Some costs are incurred on a per unit basis, but land value per acre does not increase accordingly.

## Examples:

- Affordable Housing / Inclusionary Requirement (25% of Total Units)
- Navy Payment of ~\$34k per Market Rate Unit
- EBMUD Capacity Charges



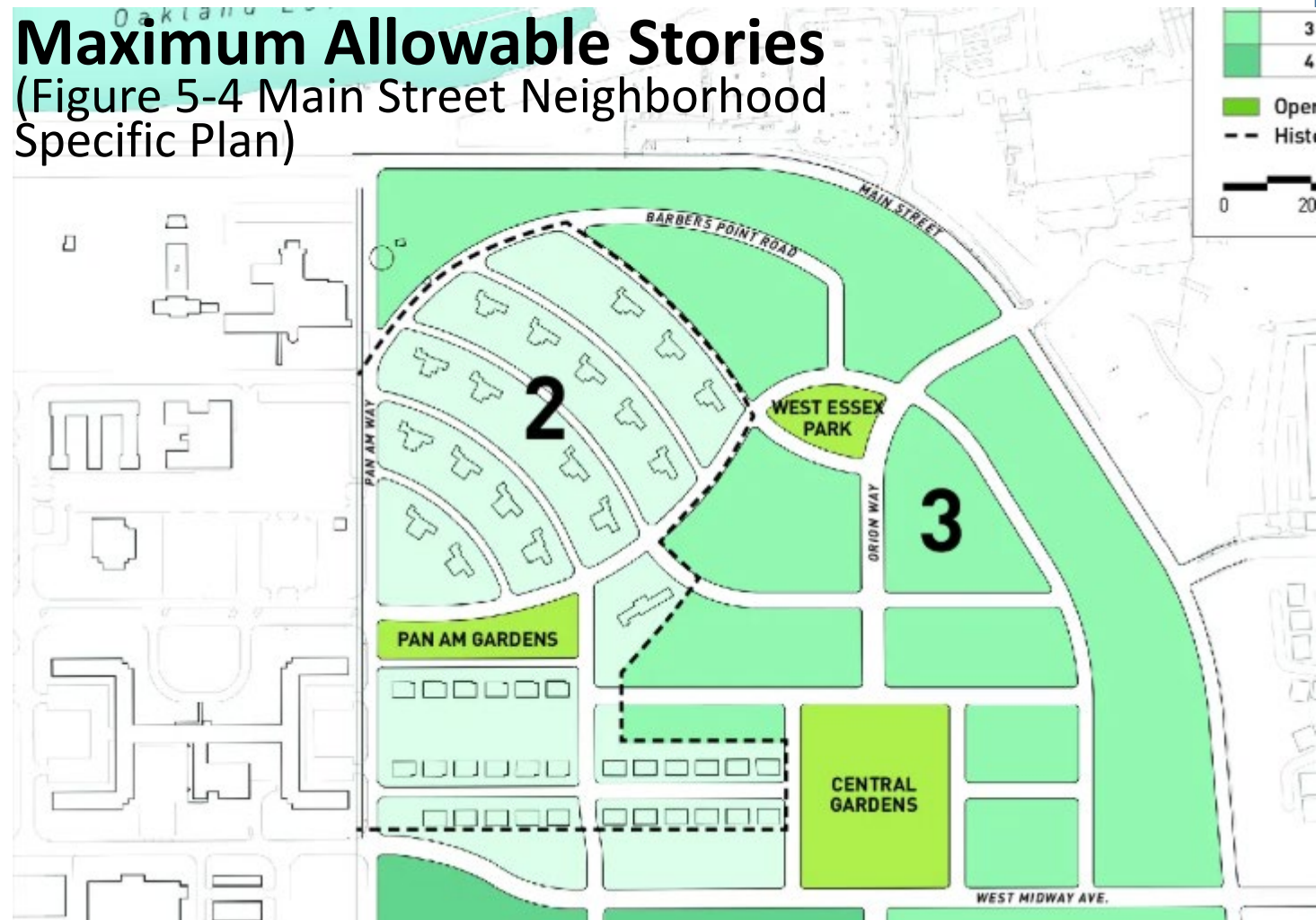
# Areas for Planning Board Feedback

# Zoning and Height Limits

## MSN Plan Section 5.4

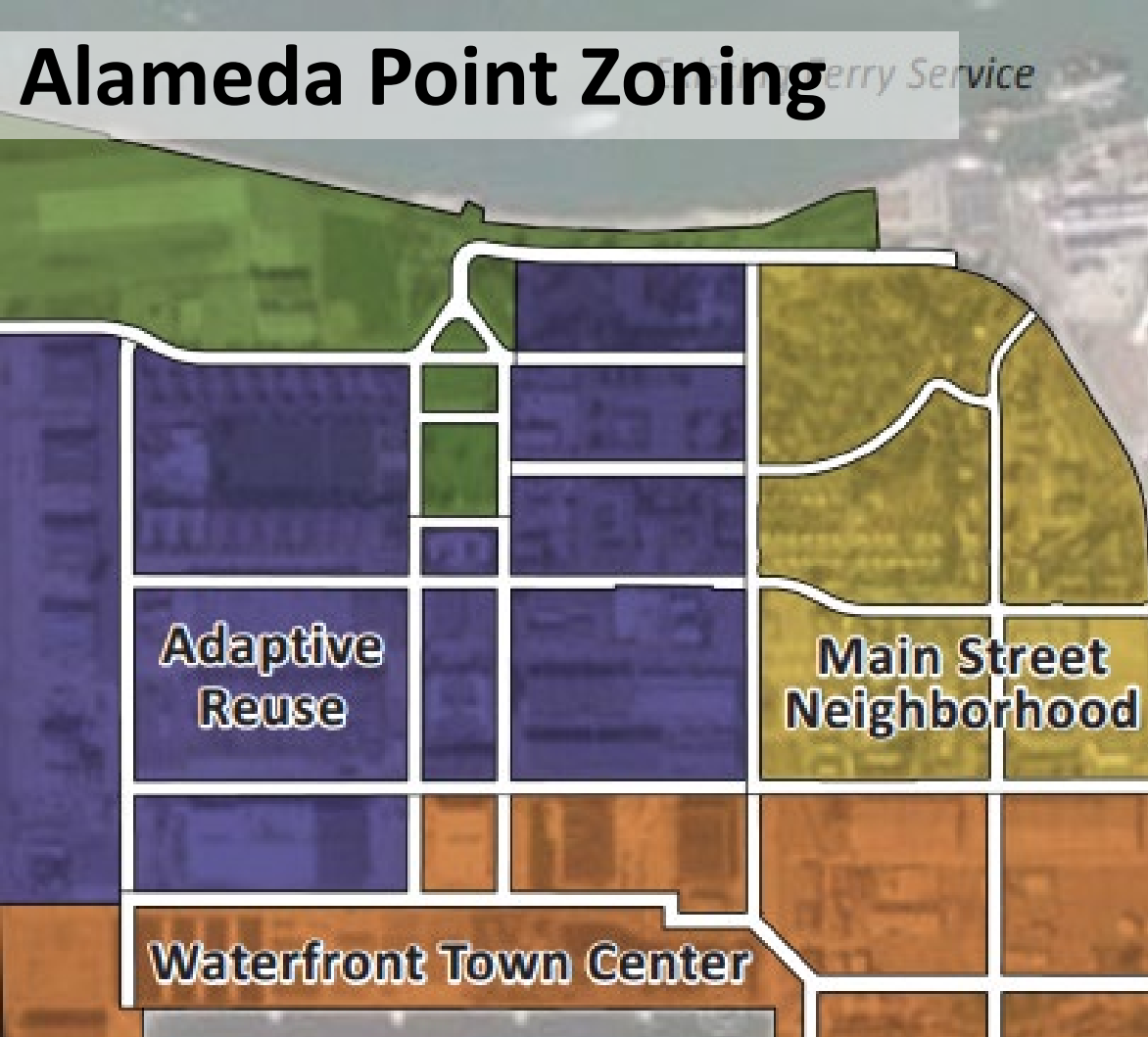
- Do the height limits in the plan still seem appropriate or would the City be open to a developer making an alternative proposal?
- Given its proximity to the Main Street Ferry Terminal, is greater density / height appropriate?
- If a developer can address the per unit cost constraints to more units, what density would be appropriate to consider?

### Maximum Allowable Stories (Figure 5-4 Main Street Neighborhood Specific Plan)



# Zoning and Height Limits

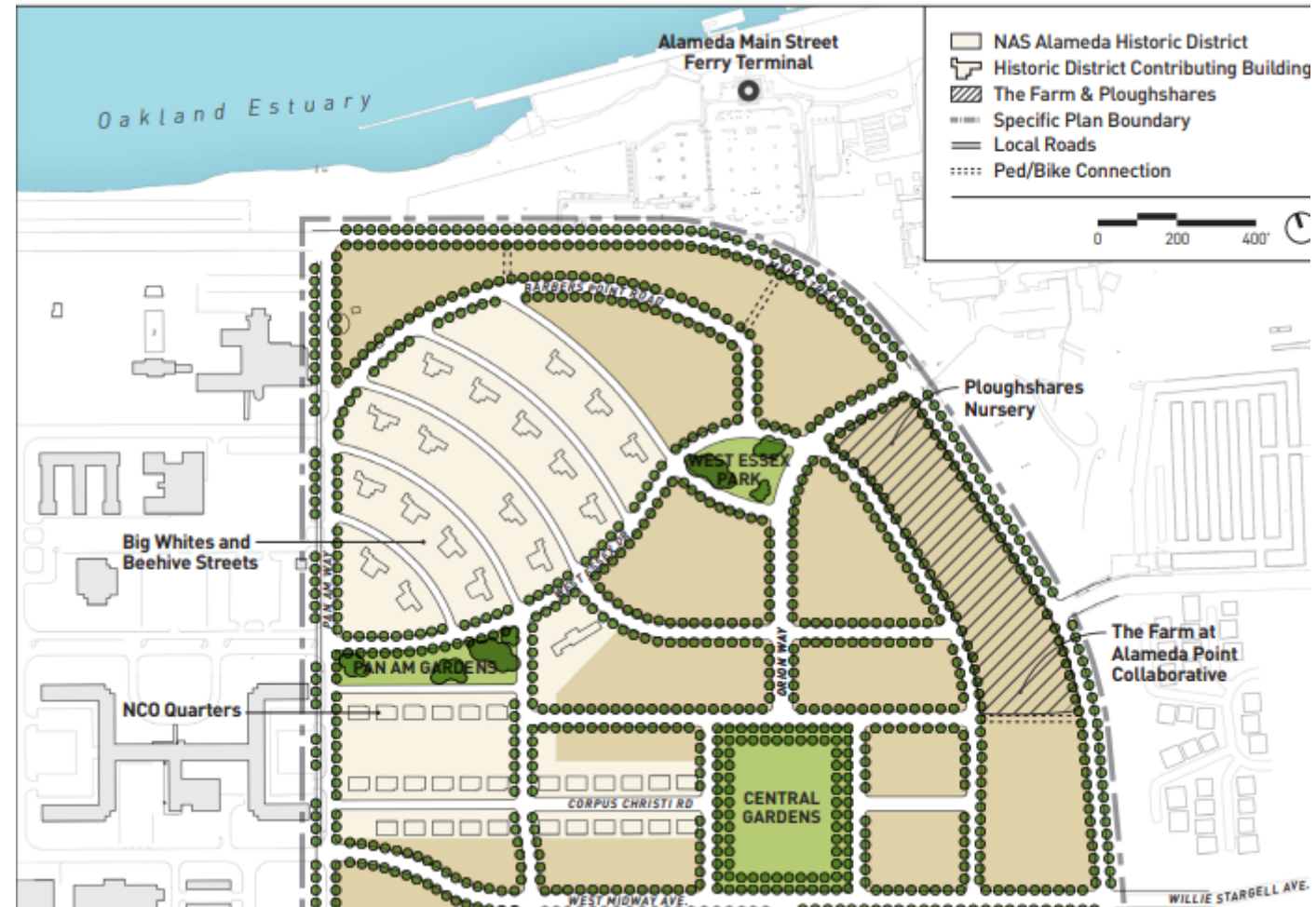
## AP Zoning and MSN Plan Section 5.4



- Main Street Neighborhood and Building 17 zoned for residential
- Buildings in AR area cannot exceed height of contributing buildings under MSN Plan
- Is there support for a developer to consider zoning the area surrounding the Officers' Club and other areas west of PanAm Way for housing?
- If so, how should a developer consider appropriate densities/housing types?

# Parks and Circulation

- Plan identifies a central garden, Farm, Ploughshares Nursery, Community Gardens as important contributors
  - How to consider whether smaller decentralized parks would be appropriate?
  - If APC chooses to relocate farm on Main Street, what is an appropriate interface use?
- Limited circulation to Ferry terminal is envisioned.
  - Should the City encourage greater connectivity to Main St Ferry?



# Affordable Housing Requirements

## Affordability levels required at Alameda

### Point:

- 6% Very Low Income
- 10% Low Income
- 9% Moderate Income

Required Under the Renewed Hope Settlement Agreement

MSN Plan calls for an additional 10% serving 120-180% median income, to satisfaction of (or waived by) Planning Board

- Developer will likely accommodate this requirement through clustered affordable housing
- ***Are there recommended changes or considerations from Planning Board?***

# Staff Conclusion and Recommendation

## Why Start This Process Now

- Put plan in place for when RESHAP units are completed and existing Alameda Point Collaborative and Building Futures units start to vacate.
- Long history in East Bay of planning projects at height of market, then missing market cycle.
- **Due to long lead time, starting work now positions property for development several years out, when housing market may be more favorable.**

# Main Street Neighborhood North

## Next Steps

- **Priority Setting / Public Discussion**  
*(Summer/Fall 2026)*
- **Staff & City Council Decision To Issue RFQ**  
*(Late-2026/Early-2027)*
- **Developer RFQ Process, if Feasible**  
*(2027)*

**Thank You!**