

Alameda Point Public Hearing

City Council
February 4, 2014



Feb. 4, 2014 Public Hearing

- Staff Presentation
- Council Questions
- Public Comments
- City Council Discussion and Action:
 - EIR
 - General Plan Amendment
 - Zoning Amendment
 - Master Infrastructure Plan



Community Planning: An On-Going Process

1993 - 2010

1993 -- NAS Alameda Closure Begins

1996 – Community Reuse Plan and **EIR**

2003 – General Plan Amendment and **EIR**

2000 – 2009 – Master Developers

2010-2014 -City takes control

2010 - Community Planning Workbook + Workshops

2012 - Council Authorizes EIR, MIP, and Town Center Plan

2013 - PB Planning Guide

2014 –GPA, ZA, MIP + **EIR**

2014- 2030 and beyond

- Future Decisions, Hearings, Proposals
- Discussions Do Not End
- City Controls and Monitors

Community Planning Process: 2012-2014

24 public hearings, workshops, and presentations:

- City Council, PB, TC, HAB, Parks, Disability Commissions

19 presentations to groups - 700

10 community events - 450

1 Bike Workshop-130 – Bike Alameda – on site.



Public Notice and Outreach: 2012-2014

Alameda Journal

Friday, January 10, 2014 • Vol. 26, No. 40 • Newsstand 25 cents

400

An edition of the *San Jose Mercury News*

PAGE A2
**HOOP-SHOOT AT
ALAMEDA POINT**



PAGE A3
**MINI-LIBRARIES
POPPING UP IN ISLAND**

GD TODAY'S DAILY DEAL
gotdailydeals.com/eb
Travelzoo (San Francisco)
57% off \$69 for Fairmont Dinner for 2 with Wine

DEVELOPMENT

Panel to weigh Alameda Point EIR

Report: Project will clog roads throughout city and Oakland

By Peter Hegarty

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ALAMEDA — The redevelopment of the Alameda Naval Air Station will increase traffic

throughout the city and parts of Oakland, clogging a road network already stretched near capacity, an Environmental Impact Report on the massive project has found.

The report, which the Planning Board will consider recommending to the City Council on Monday, also said it will not be financially feasible to offset the

IF YOU GO

The Planning Board will meet at 7 p.m. Monday in the Council Chambers at City Hall, 2263 Santa Clara Ave.

increased traffic by widening and building more roads, or by building a new bridge or tunnels across

the Oakland-Alameda Estuary.

Instead, the report said city officials should adopt a traffic plan that will encourage future residents and workers to use ferries and other public transport, and that the redevelopment of the 1,560-acre site now known as Alameda Point should be "transit-oriented."

Along with the EIR, the board will consider resolutions Monday that call on the council to amend the city's General Plan and municipal code, as well as a draft Master Infrastructure Plan that will help set the stage for private investment and redevelopment.

See **EIR**, Page 7

- Local press
- Advertisements
- Email blasts - 10,000 people
- Facebook posts and Twitter feeds with over 4,000 hits
- Website announcements
- Three public surveys

Regulatory Framework for Re-investment at Alameda Point



- ✓ General Plan Amendment
- ✓ Zoning Ordinance Amendment
- ✓ Master Infrastructure Plan

General Plan Amendment: Internal Consistency

- ✓ Consistency between General Plan and Reuse Plan:
 - increases non-residential square footage
 - decreases number of housing units
- ✓ Consistency between General Plan and Master Infrastructure Plan
 - Street Classifications (multi-modes)



Zoning Ordinance Amendment: Implementing the Plan

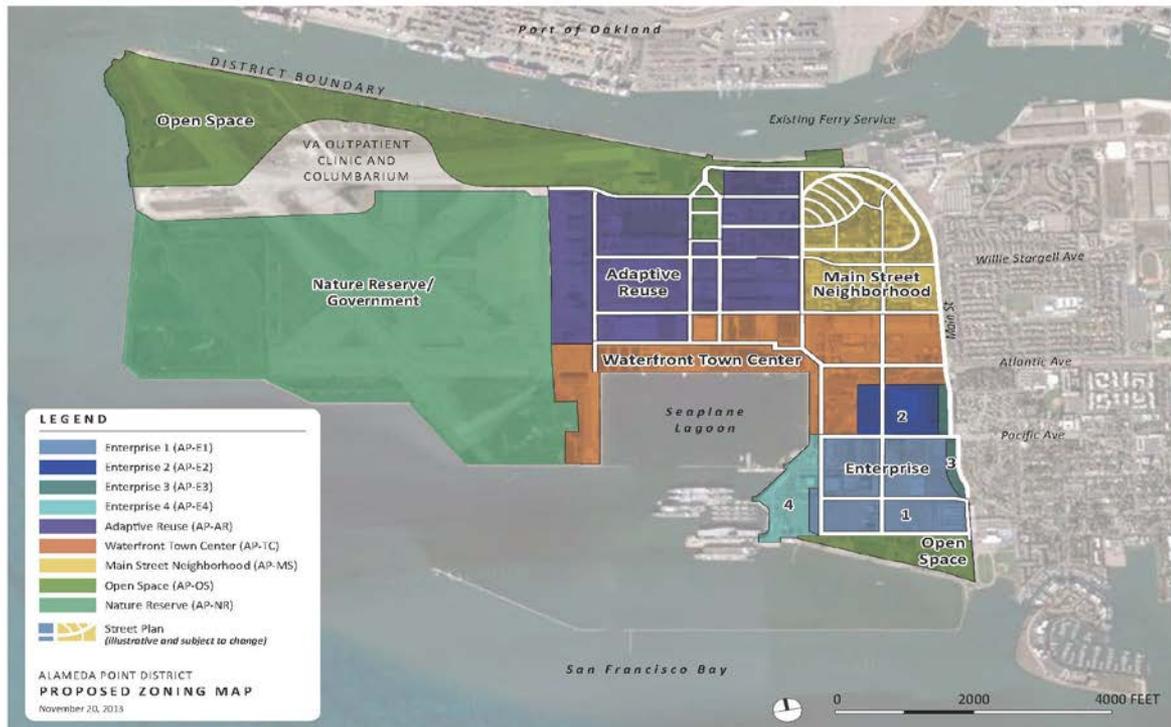
✓ Transit Oriented Mixed Use Districts

- Form Based Development Standards
- Use Standards
- Parking Standards

✓ Open Space and Parks

✓ Environmental Protections

- Wildlife
- Historic Resources
- Transportation



Master Infrastructure Plan

- Guide for Incremental Development over 30 years.
 - Streets
 - Sewer and Storm
 - Geotech. (earthquakes)
 - Sea Level Rise
- Costs
- City Control and Monitor



Environmental Impact Report: Disclosure

September 2013

Alameda Journal

Friday, September 13, 2013 • Vol. 26, No. 23 • Newsstand 25 cents

400 An edition of the San Jose Mercury News

PAGE A5
**MUSICIANS TO PERFORM
AT DIABETES BENEFIT**



PAGE A7
**ALAMEDA LEGACY HOME
TOUR ON SEPT. 22**

GD TODAY'S DAILY DEAL
gotdailydeals.com/eb
Rachel Dunn Chocolates (Concord)
55% off \$25 for a Chocolate-Making Class

ALAMEDA POINT

Study: Traffic to worsen with redevelopment

Officials now considering draft environmental report

By Peter Hegarty

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ALAMEDA — Traffic would increase on the city's main thoroughfares during commute times with the redevelopment of Alameda Point, a draft study on the environmental impacts of the project

has found.

Noise would also increase as crews work to build the 1,425 homes and about 5.5 square feet of retail and business space proposed for the former U.S. Navy base, plus the resulting dust and debris would undermine air quality.

But the draft Environmental Impact Report, which city officials are now considering, also recommends steps that could lessen the

short and long-term impacts, including offering incentives for the area's future residents to use water taxis and other public transportation to lower greenhouse gas emissions.

The City Council and Planning Board will gather public input on the document during a joint meeting Sept. 25. People can submit comments through Oct. 21.

"No matter what changes are made at Alameda Point, it will

cause issues and problems in some area," said Doreen Ludwig, 28, as she walked along the shoreline at the former base on a recent afternoon. "That's almost inevitable with any change. But it's a sacrifice that hopefully will make this a better place."

Along with more traffic in the city's West End, traffic would increase at the Island gateways, such as Doolittle Drive and Fernald Boulevard near the Fruitvale

Bridge, the 1,000-page document says.

At Broadway and Otis Drive, morning traffic could jump 12 percent, while the number of evening commuters would increase 14 percent.

But the document also said the effects could be lessened through lane reconfigurations that would require the loss of six parking

See **TRAFFIC**, Page 10

Impacts

- Transportation
- Air Quality
- Noise
- Cultural Resources

Transportation Impacts

- Regional Model
- Impacts all (4) modes,
- Alameda and Oakland

Transportation: A Local and a Regional Challenge

- I-880 and Crossings are at capacity.
- Regional Plan – 30 years
 - Add 2 million residents.
 - Oak. – 51,000 units (30 years)
- Regional, Oakland and Alameda Policy
 - Don't try to build your way out
 - GHG impacts
 - Focus on Alternatives
- More Bridges and Tubes
 - Costs,
 - Oakland,
 - I-880 Congestion
- Doing Nothing or Take Control?
 - Oakland and Alameda Impacts do Not go away.
 - Existing residents and business
 - Funds for Alternatives



A Local Solution

Alameda Point Transportation Strategy

- ✓ Reduce Auto Volumes
- ✓ Grow Alternative Modes of travel.
- ✓ Build Smart and Mix Uses
- ✓ Attract households and businesses that don't want to drive.
- ✓ Everyone Pays for Supplemental Transit Services – Buses, Shuttles, Ferries, Bicycles, Walk
- ✓ Annually Monitor for 10% and 30%
- ✓ Control: Parking/Costs + Development
- ✓ Partnerships: AC Transit, WETA, BART, ACTC, Bike Walk Alameda, Alameda Point TMA.



Chinatown

2003 EIR

- Traffic Impacts are real
- Alameda is a share
- Oakland and Chinatown must decide on Improvements
- Oakland come up with its share.

2003-2013:

- Oakland and Chinatown have not identified improvements
- Oakland has not required funding share of improvements.
- Oak. Lake Merritt EIR – No Pedestrian Impacts in Chinatown.

The Solution:

- Regional Plan and Regional Funds for Regional Improvements.
- Regional Cooperation:

The Technical Appendix



Recommendation + Public Hearing

Major Community Milestone

Recommendation:

- Public Hearing
- Action to Approve
 1. EIR
 2. General Plan Amendment
 3. Zoning Amendment
 4. Master Infrastructure Plan

