

Exhibit 1: Updated City Council, Planning Board and Other Community Comments

January 20th City Council Workshop - Discussion of Development Concept for Site A.

At the January 20th meeting, the City Council raised a number of issues and questions regarding the Site A development. A summary of those comments and staff's responses are provided below.

- Opportunities for creating unexpected and surprising public pathways and streets (e.g., non-linear curving features or paths) consistent with the “look and feel” of military towns should be explored as part of the site planning process.

Response: *Staff agrees. In fact, one of the aspects of the current site plan proposed by APP that staff appreciates the most is the curvilinear street around portions of the ellipse south of Ralph Appezzato Memorial Parkway (RAMP) and the pathways proposed through the “urban park” area that follows the non-linear remnants of the former railroad alignment. APP and its planning team incorporated additional opportunities for unexpected non-linear pathways consistent with former military towns.*

- The proposed concept offers a significant amount of connectivity between the adjacent Alameda neighborhoods and Site A, which invites the rest of the Alameda community into the proposed new development.

Response: *Staff agrees.*

- The plan proposes an exciting mix of job, open space and housing uses.

Response: *Staff agrees.*

- The reuse of existing buildings within the plan is a positive feature of the plan.

Response: *Staff agrees.*

- Historic resources and existing features, including the existing jet should be preserved.

Response: *Staff agrees. In fact, one of the major components of the current site plan proposed by APP that greatly improves upon the City's Town Center Plan is the preservation of the majority of the ellipse south of RAMP, remnants of the former railroad alignment, and a significant amount of existing buildings. These elements help to preserve the historic character of the site.*

- The elliptical entry along the extension of RAMP within Site A should be maintained.

Response: *The City's Master Infrastructure Plan (MIP) and Town Center Plan propose that the extension of RAMP within Site A be a straight grid connection between the existing RAMP corridor outside of Alameda Point and the Seaplane Lagoon because it is planned as the primary transit entry corridor into the entire Alameda Point property and includes exclusive, traffic mitigating, transit lanes. It is important to maintain a fast and direct transit route along RAMP connecting Alameda Point and Webster Street. One of the major improvements of the APP plan over the Town Center Plan is the preservation of the majority of the ellipse, including the existing tree and plane in their current locations, without impacting the straight exclusive transit lanes along RAMP.*

- The proposed development should promote sustainable development and reuse of existing materials.

Response: *Staff agrees. The MIP and Town Center Plan mandate sustainable practices including significant water quality improvements and the reuse of existing materials from the demolition of existing streets and buildings. APP's infrastructure and planning teams are incorporating these and other sustainable measures into the Site A project.*

- Concerns were expressed about the high ratio of rental-to-ownership housing (75/25) being proposed for Site A.

Response: *The appropriate mix of rental-to-for-sale housing is highly dependent upon market conditions and can only be determined at a future date closer to construction. Also, staff believes there are important reasons to maintain a high level of rental housing, including the following: (1) major commercial users and employers are more likely to locate at Alameda Point if a significant amount of high-quality nearby rental housing is provided for their workforce; (2) rental housing has a greater potential to attract residents who do not drive and use alternative modes of transit; (3) current market prices for condominiums in the local Alameda market do not support the high cost of the land and infrastructure at Alameda Point; and (4) very little market rate rental housing has been constructed in Alameda over the last several decades.*

- A greater percentage of affordable housing should be considered.

Response: *The Site A project is building 25 percent of its units as affordable housing. This is 66.7 percent more than the City's existing inclusionary requirement. In general, affordable housing requires significant financial subsidies from private and public sources. Increasing the number of affordable housing units even further will have a significant impact on the financial feasibility of the project and will force trade-offs that will diminish the provision of other amenities (e.g., parks and infrastructure) without additional public*

funding or a greater total number of housing units.

- Cost estimates of a Seaplane Lagoon ferry terminal should adequately address the need and cost of dredging of the Seaplane Lagoon.

Response: *Staff agrees and has already engaged a marine engineer in assessing the need to dredge the Seaplane Lagoon for a ferry terminal and any associated dredging costs now and into the future.*

- Contamination within certain storm drain lines within Site A should be disclosed to the developer.

Response: *Staff agrees and has disclosed this information to APP.*

- The City's long-term interests should be protected regarding environmental liability, especially as development occurs.

Response: *Staff agrees and will include appropriate insurance and indemnity clauses within conveyance documents with the Navy and the DDA with APP.*

- The Planning Board should be made aware of concerns expressed about the housing development being planned for the West End and the Northern Waterfront and its impact to the local transportation system.

Response: *Staff conveyed this concern to the Planning Board at its meeting on January 26, 2015.*

- The long-term fiscal impacts of new development should be analyzed, including an analysis of the sensitivity of the impacts to changes in the mix of rental and ownership housing.

Response: *While such an analysis has already been done for Alameda Point, changing market conditions and the need to set a special tax amount as part of the Site A development make it prudent to revisit this issue now. An updated fiscal impact analysis was prepared for Alameda Point and specifically, the Site A development to evaluate their fiscal impacts on the City's General Fund and other affected funds. The draft results of this analysis were presented to the City Council as part of the Site A status report for the May 19th, 2015 City Council meeting. The fiscal impacts analysis is also attached to tonight's City Council packet as Exhibit 10.*

January 26th Planning Board Workshop - Discussion of Development Concept for Site A

Major comments raised by the Planning Board and community and staff's responses are as follows:

- The linear park needs additional thought to make sure it is a useable, attractive public space and not a wide median circled by roads and cars. Consideration should be given to a one-way couplet around the park.

Response: *The APP Team revised the design consistent with this suggestion.*

- Project phasing should carefully consider and describe the timing and relationship between Phase 0, new commercial development, and the reuse of existing buildings for commercial uses.

Response: *The APP Team revised the Development Plan to explain that the reuse of existing buildings, while shown as “Phase 3,” will be marketed and potentially occupied as early as Phase 1 depending on market demand.*

- Town Center “Site A” needs a better name.

Response: *The APP Team is working on a better name than “Site A” for the project.*

- Consideration should be given to shifting the location of the stand-alone multi-family affordable housing site farther west away from Main Street.

Response: *The APP Team revised the Development Plan consistent with this comment and moved the affordable housing project closer to the center of the project.*

- Civic and public uses in and around Site A need to be better articulated and defined and public/private partnerships for these types of uses should be explored.

Response: *There are significant civic and public uses planned for Site A (e.g., parks, retail amenities) and for Alameda Point (e.g., other parks, single-screen theater, Veteran’s Affairs project, a new ferry terminal, etc.).*

- Block sizes need to be carefully considered to ensure that blocks are not too big per the Town Center Plan.

Response: *The APP Team revised the design consistent with this comment.*

- The south side of RAMP and a small section of the north side needs to be improved to create a better “street wall,” per the Town Center Plan.

Response: *The APP Team revised and improved the design to create a better “street wall.”*

- The relationships and relative massing of buildings at key locations, such as within the Urban Park District, should be carefully considered and articulated.

Response: *The APP Team created graphics and models to better illustrate these relationships.*

- The Seaplane Lagoon should be easily accessible by the public, not just to view, but to access with personal watercraft and sailboats.

Response: *The APP Team will address this as part of Phase 0 and as part of the long term physical improvements to the waterfront that will be subject to future design review.*

- The re-configuration of the streets and spaces in and around the central plaza with shared spaces for pedestrians, bicycles, and cars is a positive change.

Response: *Staff agrees.*

- The reuse of existing buildings in a number of locations is a positive improvement to the Town Center Plan.

Response: *Staff agrees.*

- While opportunities for non-linear pedestrian pathways should be explored further, rectilinear streets are important for continuation of the City's existing street grid and maximizing the potential for convenient and fast transit.

Response: *Staff agrees.*

- Images of proposed housing types should be provided and the current images of Granville Island provided as inspiration for the commercial uses are positive.

Response: *The APP Team revised the Development Plan to include images of proposed housing types.*

- The proposed development concept respects view corridors.

Response: *Staff agrees.*

- The proposed development concept does a good job connecting parks and open spaces with both the living spaces and the waterfront.

Response: *Staff agrees.*

January 29th Community Open House at Building 14 at Alameda Point

Key feedback received by the community includes:

General Design / Questions

- “Need a legend on the drawings;”
- Several people were confused about axial view from RAMP to San Francisco because the current entry road angle throws them off. A couple thought it might be helpful to dot in the existing entry drive and "green" w/ jet to help them orient themselves;
- A couple of people did not like the town center name but liked Seaplane Station or Seaplane Plaza (almost anything that referenced seaplanes) with an associated desire to have a seaplane on display somewhere;
- People like retaining the jet at the entry green;
- One request to continue the railroad tracks over to the entry green/jet area;
- “Are you going to keep the train tracks?”
- “I really like the thoughtfulness of the plan;”
- “What kind of tenants will be in the commercial spaces?”
- “Will you keep the plane?”
- Would like to see the illustrative plan inserted into a Google Earth aerial of the entire Alameda Point. Also would like a "you are here" identification on plan for future public meetings to help them orient themselves; and
- Label all streets and identify existing landmarks or tenants, building numbers and various product types.

Open/Public Space

- Several questions about the nature of the plaza but all seemed to support the anticipated approach and a couple of people liked that the buildings and road got closer to the water than the precise plan;
- “I’d like a 300’ public park around the entire seaplane lagoon;”
- RAMP design should conform with already approved Cross Alameda Bike Trail

designs;

- Two people liked the idea of a major attraction like London's big wheel (London Eye);
- Need to put more thought into dog parks. The existing ones on Alameda are tiny;
- I wish there were more trees;
- Put a public park on the east side of Seaplane Lagoon in between the street/buildings and the waterfront; and
- Request for a better and more detailed understanding of the size and functionality of the linear park.

Affordable Housing

- “Where will the affordable housing be?”
- Density/Heights/Housing
- “What are the heights of the proposed buildings?”
- “Density at the water makes sense;”
- Several questions about building height and number of stories. One person was disappointed that the tallest buildings might be taller than the existing hangers;
- A couple of members of the Planning Board liked the idea of shifting the townhomes south of RAMP directly adjacent to the entry green/jet and thought those units would be highly desirable; and
- “Density should be closer to Main Street so views of the water are not blocked.”

Transit/Parking

- “Where will the buses run?”
- “Where will the ferry terminal be?” Ferry Terminal should be close to office and retail uses;
- “Will the new ferry terminal replace the old one? Or, will there be two?”
- A couple of questions on where parking would be for retail, commercial buildings and larger events.

Other

- A few wanted to know who to contact regarding how to put down a deposit.

February 5th Historical Advisory Board to Discuss Development Concept for Site A.

The Historical Advisory Board provided the following general comments:

- The integration of existing buildings, railroad tracks and other features and structures from the former Naval Air Station Alameda (NAS Alameda) into the plan is a very good feature of the plan and will provide a good transition from Main Street through Site A to the NAS Alameda Historic District.

Response: Staff agrees.

- The design of new buildings and public open spaces on the taxiways in-front of Building 77 will require careful consideration to ensure compatibility with the NAS Alameda Historic District and create successful public open space. In general, building heights should step down from Building 77 to the water's edge at the Seaplane Lagoon.

Response: Staff agrees.

- Courtesy docks are essential to the success of the plan.

Response: Staff agrees.

- The straightening of RAMP will provide good views of the water and San Francisco.

Response: Staff agrees.

- Future drawings should include better legends and show the boundary of the Historic District.

Response: Staff agrees and the APP Team updated its Development Plan with this information.

- It would be nice, but probably cost prohibitive to move the AMP Transfer Station at Main Street.

Response: Staff agrees.

- Future drawings should provide more information regarding the height of new buildings in relation to existing buildings.

Response: *Staff agrees and the APP Team updated its Development Plan with this information.*

February 12th Recreation and Park Commission to Discuss Development Concept for Site A

- Very receptive to the adaptive reuse concept for the overall plan for the project and open space component.

Response: *Staff agrees.*

- Really liked the three park districts idea and that each district will have its own character associated with it.

Response: *Staff agrees.*

- Would like to understand more clearly the distinguishing characteristics of how that translates visually and programmatically in next round of plan.

Response: *Staff agrees and APP updated its Development Plan to address this comment. Additionally, all parks will be subject to future design review approvals.*

- Wanted to see playgrounds in neighborhood parks but also excited if there were more discovery/playful areas for kids in addition to traditional models in the neighborhood park area and in small pockets throughout project.

Response: *Staff agrees.*

- Liked cross fit station concept.

Response: *Staff agrees.*

- Liked idea of a small community garden in one of the neighborhood parks – agreed that perhaps there might be a connection with Alameda Collaborative youth programs and nursery.

Response: *Staff agrees.*

- Receptive to potential for craft and local manufacturing-oriented uses, jobs and place for local products and stores in urban park.

Response: *Staff agrees.*

- Liked APP's walkable community concepts.

Response: *Staff agrees.*

- Access to water is very important- liked boat access concept.

Response: *Staff agrees.*

- Accessibility for people and bikes is great, but also expressed concerned about car traffic in and out of the area.

Response: *The Alameda Point TDM Plan and Site A TDM Compliance Strategy help to address these concerns. Tonight's staff report also explains further the potential traffic impacts related to development of Alameda Point.*

- Want to make sure the parks within the Development Plan are accessible for elderly and people with cars who want to drive to the parks.

Response: *Staff agrees.*

- The idea of engaging the community through the parks/open spaces was well received.

Response: *Staff agrees.*

- Liked APP's connectivity concepts.

Response: *Staff agrees.*

- Concern about future water shortage and continuing drought and want the new parks to address this issue through appropriate sustainable design and planting materials.

Response: *Staff agrees and the APP Team will address this as part of the design of the parks and open spaces.*

- Very receptive to the possibility of developing a “youth conservation corps” that engages the entire youth community of Alameda similar to Presidio Trust model for youth stewardship and leadership development.

Response: *Staff agrees and the APP Team is exploring this concept.*

- It is important to give attention to people with disabilities when designing the parks and open spaces.

Response: *Staff agrees.*

- Idea to have Phase 1 develop all of the waterfront park not just piecemeal.

Response: *Staff and the APP Team agree that it is important to construct a portion of the waterfront park in Phase 1. In fact, the Term Sheet in the ENA states that APP will construct a \$5 million portion of the waterfront park in Phase 1. The waterfront park and associated flood protection improvements are some of the most expensive aspects of the Site A project. As a result, it is infeasible to construct additional waterfront park acreage in Phase 1 without reducing other infrastructure or park amenities in Phase 1 or obtaining outside public funding.*

- Supportive of the connection with bike trails on RAMP and Pan Am.

Response: *Staff agrees.*

- There was a question on how the Bay Trail will fit into the trail system at Site A.

Response: *Yes, the Bay Trail is planned along the entire waterfront of Site A. In fact, the City received a letter from the San Francisco Bay Trail Project as part of the EIR supporting the City’s Bay Trail plans.*

February 17th City Council Meeting to Discuss Update on Site A Development Plan

- Support for senior and family housing within the Eden Housing affordable project was expressed.

Response: *Staff agrees and one of Eden Housing’s proposals includes a project consisting of both senior and family housing.*

- Provide an image in the Development Plan that shows the location of the Ferry Terminal relative to Site A.

Response: *Staff agrees and the Development Plan was updated.*

- Design of affordable and market rate rental housing needs to be high quality.

Response: Staff agrees.

- Provide more detail on the commercial aspects of the Development Plan.

Response: Staff agrees and a number of the subsequent staff reports have addressed this issue.

- Truck routes should be shown on the Development Plan.

Response: Staff agrees and the Development Plan was updated with an image showing the truck routes per the Master Infrastructure Plan.

- Provide more information on Infrastructure Financing Districts.

Response: The State Legislature passed two bills [Infrastructure and Revitalization Financing Districts (Assembly Bill 229) and Enhanced Infrastructure Financing Districts (Senate Bill 628)] which allow local governments, including the City of Alameda, if it so elects, to create Infrastructure Financing Districts (IFD) to finance infrastructure costs and affordable housing related to military base and redevelopment projects. IFDs allow for the creation of a property tax increment financing district that re-directs the City's General Fund share of property tax from properties within the IFD (above a base amount) towards financing specific infrastructure improvements related to an eligible project, including utilities, streets, parks, affordable housing, etc. IFDs are similar to former redevelopment areas and related redevelopment tax increment financing.

The legislation details an extensive public process that has to be followed in order to implement an IFD. Additionally, other property tax entities (i.e., counties and special districts) can provide additional property tax to the IFD at those entities' discretion unlike the former redevelopment structure that automatically re-directed growth in property tax from these entities to local governments for redevelopment purposes. As a result, the property tax increment amount automatically accruing to a local government through an IFD is significantly less than under the former redevelopment program. For instance, the City of Alameda used to obtain approximately 80 cents on the dollar from the former redevelopment program for both infrastructure and affordable housing and through the current IFDs could at the most obtain approximately 26 cents on the dollar (the City's General Fund share of every property tax dollar).

IFDs are a potential source of funds for the financing of infrastructure improvements at Alameda Point. Given the City's fiscal neutrality policy, any impacts to the General Fund due to re-directing property tax revenue from properties at the base away from the General Fund towards the financing of

infrastructure would have to be mitigated. It is not clear whether the amount of funds generated from an IFD would be sufficient to offset these potential impacts. Further analysis would need to be conducted before IFDs would be recommended for Alameda Point.

- Provide density bonus waiver letter for Site A from APP and legal justification for waiver of Charter provision.

Response: *The density bonus letter for Site A from APP is attached to this staff report and the legal justification was provided under separate cover by the City's Attorney's Office.*

- The proximity of the buildings to water on Block 5 should be reviewed.

Response: *The APP Team reviewed the distances between the buildings and the water on Block 5.*

- The APP Team should consider different architects for different buildings on Blocks 7 and 8 to promote architectural diversity.

Response: *Staff agrees that architectural diversity is very important to the success of the Site A project. The Term Sheet of the ENA highlights this issue and there is appropriate language regarding this issue in the conditions of approval for the Development Plan and within DDA.*

- Provide a 3-D model or side view of existing buildings and new buildings.

Response: *The APP Team created graphics and models to better illustrate the relationship of the buildings at key locations within Site A.*

- Provide articulated rooflines for the buildings so that they are not all at the same height.

Response: *Staff agrees.*

- How are rents on rental housing controlled?

Response: *All of the rental and for-sale affordable housing units at Alameda Point will be required through enforceable contracts to ensure rents and home prices remain affordable in perpetuity. The market rate housing planned for Alameda Point will be regulated in the same fashion as the rest of the market rate housing in the City.*

- Demarcate the NAS Alameda Historic District on the Development Plan.

Response: Staff agrees and the APP Team updated its Development Plan to address this comment.

- New features and construction should be harmonious with existing buildings.

Response: Staff agrees.

- It is important to understand the transportation and TDM strategy for Site A at Alameda Point.

Response: Staff agrees and previous staff reports provided significant information regarding the Alameda Point TDM Plan and the Site A TDM Compliance Strategy. The Site A TDM Compliance Strategy was presented to the Planning Board, Transportation Commission, and City Council at a number of public meetings. The Site A TDM Compliance Strategy is attached as Exhibit J to the DDA.

February 23rd Planning Board Meeting to Discuss Update on Site A Development Plan

- The Site A development project should address universal design issues for people with disabilities.

Response: Staff agrees and APP updated its Development Plan with this information.

- The interface of development along the frontage of Main Street should be addressed, including at the corners of RAMP and Main Street.

Response: Staff agrees and the APP Development Plan was updated.

- There are still questions about the utility and configuration of the greenway within Site A.

Response: The APP team analyzed the greenway and updated the Development Plan to respond to these issues.

- The APP team should provide unique and high-quality architecture and possibly require different architects for different blocks.

Response: Staff agrees and the conditions of approval for the Development Plan and the DDA address this issue.

- More detail should be provided about what is occurring around the shared space at the corner of RAMP and Ferry Point Road.

Response: The Development Plan was updated with this more detailed information.

- The look and feel of development along the southern boundary of Site A should be explained and discussed in greater detail.

Response: *Staff agrees and the APP design was updated to help explain the interface.*

February 25th Joint Transportation Commission and Planning Board Meeting to Discuss Update on Site A Development Plan and Site TDM Compliance Strategy

- The Alameda Point TDM Plan is a good plan that both the Planning Board and Transportation Commission reviewed and worked hard on last year.

Response: *Staff agrees.*

- The initial presentation by APP on its Site A TDM Compliance Strategy looks like a good start and the Planning Board and Transportation Commission look forward to seeing more detail.

Response: *Staff agrees and, subsequently, the Site A TDM Compliance Strategy was presented to both bodies for final comment.*

- There is an interest in understanding how the Site A TDM Compliance Strategy will evolve over time and how APP will commit to future improvements and changes to the Plan if it isn't successful.

Response: *Staff agrees and this information was included in the final Site A TDM Compliance Strategy.*

March 23rd Planning Board Meeting to Discuss Update on Site A Development Plan and TDM Plan

- Provide more information regarding the urban design treatment of the “gateway” into the site (i.e., the corners of Main Street and RAMP).

Response: *APP updated its Development Plan with this information.*

- Provide more information on Phase 0 Activities Plan, including how the plan will evolve over time, diagrams and images to help depict the plan for Phase 0, and the potential for camping.

Response: *APP updated an outline of its plan for Phase 0 activities, which is attached to the DDA as Exhibit N. The Phase 0 Activities Plan will be coming*

back to the City Council for approval within 45 days of the Effective Date of the DDA.

- Good examples of architectural styles for all product types.

Response: *Staff agrees.*

- Good continuous street frontage along RAMP.

Response: *Staff agrees.*

- Provide more massing studies of the proposed development.

Response: *APP updated its Development Plan with this information.*

- Provide more detailed information on plan for addressing universal design issues.

Response: *APP updated its Development Plan with this information.*

- Supportive of the “naked streets” idea, but some concerns were raised regarding the width of the travel lanes and the diagonal parking spaces planned for this area.

Response: *APP updated its Development Plan to respond to this comment.*

- The TDM Compliance Strategy should explore opportunities to coordinate with Alameda Landing’s TMA.

Response: *Staff agrees. and language regarding potential coordination with other TMA’s was included in the final TDM Compliance Strategy.*

- Appreciated the comprehensive detail of APP’s letter requesting a density bonus waiver.

Response: *Staff agrees.*

April 21st City Council Meeting to Discuss Update on Site A Development Plan, TDM Compliance Strategy and Commercial Strategy

- Support for the Site A TDM Compliance Strategy and its proposed 15-minute headways for transit service was expressed.

Response: Staff agrees.

- Explore the possibility of incorporating transit/shuttle service stops outside of Alameda Point.

Response: *The City and its TDM consultants helping to implement the TMA for Alameda Point, along with APP, have agreed to explore the possibility of having stops outside of Alameda Point. This language was included in the final TDM Compliance Strategy. This needs to be carefully considered to make sure that it does not adversely affect the convenience, frequency and effectiveness of the AP transit service. It is contemplated, however, the AP transit service could be used by people who do not reside or work at AP.*

- Provide more information on the phasing and funding of the TDM Compliance Strategy.

Response: *APP provided a financial memorandum as a supporting document to the TDM Compliance Strategy.*

- Can the purchase of AC Transit Easy Passes for Site A residents and employees be coordinate with Citywide and other project efforts.

Response: *Yes, it can.*

- Is there sufficient space in the Seaplane Lagoon for both the planned ferry terminal and recreational use?

Response: *Yes, there will be sufficient space for the safe and easy sharing of the 110-acre Seaplane Lagoon between both passenger ferry service and recreational users (e.g., sailing and kayaking). In fact, the location of the planned ferry terminal at the foot of Pacific Avenue and immediately to the right as you enter the Seaplane Lagoon was selected for its minimization of conflict with other uses and the maximization of space for recreational use. Staff anticipates that the use of the ferry would at most occupy approximately 33 acres of the 110-acre Seaplane Lagoon, during the times it is entering and leaving the Lagoon, which during initial service may only be one boat every hour. Seventy seven acres of the Seaplane Lagoon, or 70 percent of the overall Seaplane Lagoon area, would essentially be available for recreational use.*

- Provide more information on the economics of the business deal for Site A.

Response: *The May 19th City Council staff report includes this information.*

- Provide an update on achieving labor peace regarding any new hotels and grocery stores at Alameda Point and on executing a Project Labor Agreement

with the Building Trades for the Site A development.

Response: APP provided a verbal update on these topics at the May 19th City Council meeting.

- A concern about the number of units potentially being planned for the West End and Northern Waterfront was raised.

Response: Based on City Council feedback provided at the March 10th City Council meeting, the Community Development Department proposes rezoning the 37-acre North Housing parcel consistent with the approved NAS Alameda Community Reuse Plan, as amended in 2009, which will reduce the number of planned housing units in the West End by approximately 800 units and still be compliant with the Housing Element. This is being done to address these concerns. The rezoning of North Housing was unanimously recommended to the City Council by the Planning Board on May 11th. This item is also before the City Council tonight.

- What are the proposed rental rates for the housing units in the Site A project, including the apartment project on Block 11?

Response: See below a table of estimated average monthly rental rates for the below market rate units based on the United States Housing and Urban Development income limits at a variety of income levels. As of January 2015, the Alameda County Area Median Income (AMI) by household size is as follows:

1 person: \$65,600
2 persons: \$75,000
3 persons: \$83,700
4 persons: \$92,900

The exact income levels and below market rates will be determined at the time Eden Housing finalizes its affordable housing project. Below 50 percent AMI is considered very-low; below 80 percent (AMI) is considered low and below 120 percent (AMI) is considered moderate. The below table also includes the currently estimated average monthly market rental rates from APP's cash flow analysis for apartments, including Block 11, which at this time assumes a range of unit sizes between 500 to 1,100 square feet at \$3.50 per square foot per month. Depending on market factors in 2018 when these units become available, actual market rate rental rates may be lower or higher.

Rental Category	1 Bedroom	2 Bedroom	3 Bedroom
Very Low Income (Below 50% AMI)	\$854	\$1,013	\$1,167
Low Income (Below 80% AMI)	\$1,382	\$1,641	\$1,892
Moderate Income (Below 120% AMI)	\$2,085	\$2,478	\$2,858
Estimated Market Rents	\$1,750	\$3,150	\$3,850

The staff report this evening also contains a table that shows the projected income range for each housing product type proposed by APP.

- Which blocks in the Development Plan will include affordable housing units?

Response: *The very-low and low affordable units will be located on Block 8. The Development Plan states that the moderate income affordable units will be interspersed throughout the market rate housing (Blocks 1, 3, 6,7, 9 or 11) and will be a varied unit and product type mix (i.e., townhouse, flat, apartment, etc.) and ownership type (rental/for sale). At this time, APP only anticipates offering for-sale moderate income units in the Phase 2 condominium project on Block 3.*

- Workforce housing should be provided.

Response: *The Site A Development Plan will provide a mix of housing types and unit sizes at a mix of affordability levels with an emphasis on rental housing that will provide a significant amount of workforce housing. Very little rental housing has been built in Alameda over several decades. Site A will be the first project in decades to build a significant amount of market and below market rate rental housing in the City. As the table in the staff report demonstrates the various below market and market rate housing product types provide housing for a wide range of*

annual income levels from \$30,000 to \$175,000 with the greatest number of product types (four) covering the middle household income levels between \$65,000 to \$130,000.

May 19th City Council Meeting to Discuss Site A City Council Approval Process, Financing Plan, and Fiscal Impact Analysis

- The risk of completing the affordable housing project should be on the Developer.

Response: Staff agrees. The development of the affordable housing units are at the risk of APP. See tonight's June 16th staff report and Exhibit 6 of the staff report for further discussion.

- There needs to be a commitment to provide jobs within Phase 1.

Response: As described in the staff report and Exhibit 6 of the staff report, APP has agreed to a \$2.5 million commitment to rehabilitate and lease the existing 100,000-square-foot Building 117 for flex office, light industrial, and specialty manufacturing uses by the end of Phase 1 occupancy. This would be in addition to the development and renovation of approximately 100,000 square feet of retail uses planned for Phase 1.

- It is important to disclose that the new ferry terminal at the Seaplane Lagoon is not guaranteed and how much will it cost.

Response: Staff agrees and provided more detailed information regarding the ferry terminal in tonight's staff report. Further analysis and cost estimates will need to be prepared before the cost of the complete ferry terminal can be determined.

- The traffic impacts should be discussed and disclosed.

Response: See tonight's June 16th staff report for a summary of the potential traffic impacts of development of Alameda Point and the Alameda Point EIR, including a comprehensive traffic analysis, can be found at the following link <http://alamedaca.gov/alameda-point/eir>.

- Support for the 15-minute headways for the "last-mile" transit service proposed in the Site A TDM Compliance Strategy.

Response: Staff agrees.

- Money for the sports complex and hard improvements protects the City's interests in the event of a recession.

Response: Staff agrees. Additionally, the \$5 million contribution from APP

towards an initial phase of the sports complex becomes non-refundable once the Phase 1 land is transferred to APP.

- Need protections against land banking and are the extension payments automatic.

Response: *The DDA summary provided in Exhibit 6 of tonight's staff report provides a discussion of the potential extensions that could be taken by APP for the Site A development. Regarding concerns over land banking, APP is being held to an aggressive development schedule for a project this large and complex (15 years) and all extensions are capped at 10 years. The extension payments are at APP's discretion and require payments to the City, but are capped at 5 years total for all phases (within the overall 10-year cap) and they cannot be used beyond three consecutive years for any given major milestone.*

- Please provide information regarding the Developer entity.

Response: *The developer entity, Alameda Point Partners, is a Delaware limited liability company comprised of Trammel Crow Residential (formerly Thompson Dorfman Partners), SRM Ernst Development Partners, and Madison Marquette. Thompson Dorfman Partners (TDP), one of the managing partners of Alameda Point Partners (APP), has formed a new venture with Trammell Crow Residential (TCR), the multi-family arm of Crow Holdings. Crow Holdings is the family office of the Crow Family, the patriarch of which was one of the innovators in the real estate development industry. Crow Holdings is now a diversified investment firm with over \$10 billion of assets under-management. Staff and its financial consultant believe this is good news for the Site A project. As a result of this venture, the APP team will not need to seek outside third-party financing for the Site A project, as previously contemplated. The City's financial consultant, Willdan Financial, has reviewed TCR's balance sheet and confirmed that they have sufficient capital to fund the Site A project. Staff has met personally with high-level executives from TCR and was assured that they clearly understand the intricacies and risks associated with the Site A project. This transaction does not change the corpus of APP. The principals of TDP, Bruce Dorfman and Will Thompson, will continue to be the managing members of APP, albeit in a new entity which also includes TCR, and Madison Marquette and SRM Ernst Development will continue to be its members.*

- Favorable to seeing and having the opportunity to review the financial information regarding the Site A project.

Response: *Staff agrees.*

- Because the Site A land is public land owned and controlled by the City, the project should provide significant amenities for the Alameda community.

Response: *Staff agrees. Please see the staff report for the many reasons staff*

believes this project creates significant benefits for the Alameda community.

- How much will the Sports Complex cost and will there will be sufficient parking spaces?

Response: *The cost of the Sports Complex included in the Master Infrastructure Plan cost estimate is \$20 million. When the City creates a more detailed plan for the Sports Complex, it will include a plan for parking.*

- The project should include more workforce/middle income housing, especially for-sale housing.

Response: *See staff report table and response to this comment.*

- Are truck routes being provided?

Response: *Truck routes will be provided consistent with Figure 26 of the approved Master Infrastructure Plan for Alameda Point. This is shown on page 30 of the Development Plan.*

- Washer/dryers should be on the first floor of universal design units.

Response: *This issue will be reviewed as part of the design review process for each housing project once floor plans and elevations have been prepared.*

- Provide information on the annual fiscal impacts of Phase 1 of the Site A project.

Response:

**Phase I Annual Fiscal Impact
Alameda Point Fiscal Impact Analysis**

	2015	2016	2017	2018	2019	2020	2021	2022
General Fund Revenues ¹	\$0	\$0	\$0	\$1,113,000	\$604,000	\$0	\$1,013,000	\$2,414,000
Other Fund Revenues ^{1,2}	\$0	\$0	\$0	\$54,000	\$29,000	\$0	\$90,000	\$202,000
Expenditures ³	\$0	\$0	\$0	(\$316,000)	(\$171,000)	\$0	(\$667,000)	(\$1,412,000)
Net Impact	\$0	\$0	\$0	\$851,000	\$462,000	\$0	\$436,000	\$1,204,000
Cumulative Net	\$0	\$0	\$0	\$851,000	\$1,313,000	\$1,313,000	\$1,749,000	\$2,953,000
Fiscal Mitigation ⁴	\$0	\$0	\$0	\$42,015	\$64,891	\$64,891	\$102,212	\$191,793
Net Mitigated Impact	\$0	\$0	\$0	\$893,015	\$1,377,891	\$1,377,891	\$1,851,212	\$3,144,793
Additional Required Mitigation ⁵	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Figures are rounded to the nearest \$1,000. Figures may not add up due to rounding.

¹ See Table F and Table H for details. Includes transfer tax from initial sale of all for-sale residential units.

² Includes revenues from City Sewer Service fees, Urban Runoff Fund, Library Taxes, and Measure B Fund.

³ See Table L and Table M for details.

⁴ Fiscal Mitigation equal to any calculated negative fiscal impact at APP buildout, allocated by phase.

⁵ Additional Mitigation Required if Allocated Fiscal Mitigation Insufficient on a Phased Basis.

May 27th Transportation Commission Meeting to Provide Final Comments on TDM Compliance Strategy

- Approach to unbundled parking is a good one.

Response: *Staff agrees.*

- Add a goal to the TDM Compliance Strategy to attract employees and residents who use alternative modes of transportation.

Response: *The TDM Compliance Strategy was updated to include this goal.*

- Connections should be made to the popular Transbay bus routes.

Response: *The TDM Compliance Strategy was updated to reference the importance of this connection.*

- Favorable support for the 15-minute headways and would like to see this increase as the development at Alameda Point evolves.

Response: *Staff agrees.*

- Coordination between TMAs within the City should occur.

Response: *Staff agrees and the City Council directed staff to prepare a Citywide TDM and Transit Plans that will address this issue.*

- Annual monitoring should be performed by an independent consultant, not the Developer.

Response: *Staff agrees and the TMA and City will oversee the annual monitoring.*

- Transportation Commission should be included in annual review.

Response: *This is required in the Alameda Point TDM Plan.*

- Creating a partnership with AC Transit is a good thing.

Response: *Staff agrees.*

- What is “day-one” for providing TDM services?

Response: *The Alameda Point TDM Plan states that “day-one” is by first 100 new dwelling units or 100,000 square feet of new commercial development.*

- Grants should be explored for implementation of TDM services.

Response: *Staff agrees.*

