Recommended Approval
Site A - Alameda Point

City Council
June 16, 2015
Recommended Approvals

1. Upholding of Planning Board Approval of Site A Development Plan
2. Approval of Disposition and Development Agreement (DDA)
3. Approval of Development Agreement (DA)
Alameda Point Planning Process:
1993-2010

- 1993-1997 Base Closure
  - City Loses 18,000 Jobs
- 1996 Reuse Plan
- 2003 General Plan Amendment
- 2003-2010 Master Developers
City Led Community Planning Process:

- Reaffirms vision from Reuse Plan
- 30 public hearings before City’s boards and commissions
- Zoning, General Plan Amendments, Master Infrastructure Plan, TDM Plan, Town Center Plan, and EIR Approval
- RFQ from Qualified Developers for Site A and Site B

- November 18, 2014 – City Council approves ENA with Alameda Point Partners
- December 2014 – June 2015 – Site A planning process
  - 13 public meetings before the City Council, boards and commissions
  - 3 public open houses, including an on-site walking tour
  - Significant developer-led outreach
Summary of Public Benefits

• $103 million in total infrastructure and parks
• 15 acres of publicly accessible parks
• Significant permanent and construction jobs
• 200 affordable housing units
• Compliance with fiscal neutrality policy
• Dedicated annual transportation funding
• Transit services to BART every 15 minutes in peak hour
• Major contributions toward new ferry terminal
Mixed-Use Development

- 68-acre mixed-use TOD development consistent with Zoning, MIP, Town Center Plan, EIR, and TDM Plan
  - 800 total housing units
  - 200 affordable units (25% of total)
  - 600,000 SF of commercial uses in new and existing buildings
  - 15 acres of publicly accessible parks
  - All units within one-block of transit corridor and 5 minutes to ferry terminal
Jobs & Economic Development

- Development of 600,000 square feet of commercial and retail
- 1,472 permanent jobs - 1.5X existing job base
- $400 million in construction costs - 2,570 direct construction jobs
- Minimum $2.5 million commitment to improve and lease 100,000-square-foot building for flex office and light industrial uses by end of Phase 1 occupancy
Catalyzing Employment Uses

- Priority on infrastructure and amenities that retain existing jobs and catalyze new jobs
- Upfront construction of new sewer line benefits Adaptive Reuse and Enterprise areas by reducing upfront costs
- RAMP “gateway” improvements create an attractive entry into Alameda Point
- Parks and phase 0 plans along waterfront create sense of place and offer amenities crucial to attracting major commercial users
Affordable Housing

- 200 below market rate units (25% of total)
- Stand-alone very-low and low-income project in Phase 1 – tax credit project
  - Eden Housing, nonprofit affordable housing developer
  - Free land and infrastructure
  - $3 million direct subsidy
- Moderates integrated within market rate
- Permanently affordable
- Assurances that affordable will be built or market rate units are halted
## Mixed-Income Development

### Site A Income Ranges by Housing Type

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Housing Type</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>Apartments</td>
<td>48 Units</td>
</tr>
<tr>
<td>Low</td>
<td>Apartments</td>
<td>80 Units</td>
</tr>
<tr>
<td></td>
<td>Condos</td>
<td>72 Units</td>
</tr>
<tr>
<td></td>
<td>Townhomes</td>
<td>362 Units</td>
</tr>
<tr>
<td></td>
<td></td>
<td>166 Units</td>
</tr>
</tbody>
</table>

**Assumptions:**
1. Very Low Income @ 50% AMI: Income Ranges for 1-4 person households per HUD
2. Low Income @ 80% AMI: Income Ranges for 1-4 person households per HUD
3. Moderate Income @ 120% AMI: Income Ranges for 1-4 person households per HUD
4. Apartments: Income range based on 500-1,000 square foot units at $1,500 per square foot and housing costs at 30% of income
5. Condos: Income range based on 800-1,500 square foot units at $2,000 per square foot; mortgage payment assuming 20% downpayment, 5% interest rate, 30-year term, and mortgage costs at 28% of income
6. Townhomes: Income range based on 1,400-2,000 square foot units at $2,500 per square foot; mortgage payment assuming 20% downpayment, 3% interest rate, 30-year term, and mortgage costs at 28% of income
Transportation

- $18 million in transportation infrastructure
- $590,000 annual dedicated revenue at buildout
- 15-minute “last mile” transit service to BART in peak
- Bus passes for all residents and employees
- $50/month clipper card subsidies for employees
- Bike and car share facilities
- Dedicated staff, website, and other programs
Traffic Impacts

- Existing crossings near capacity
- Alameda Point contributes to traffic congestion
- Bay Area and local congestion worsening
- Capacity for more automobiles is reducing
- Peak hour spreading
- Transit ridership increasing
- Regional transportation funds for alternatives increasing
- Require residents and employees to pay for transit
- Attract residents and employers that want transit oriented location
- Annual monitoring
- Control parking supply and pricing
- City controls development phases
Transit Infrastructure

- Complete “gateway” extension of RAMP, including dedicated bus rapid transit lanes
- $8.5 million in complete streets
- $10 million upfront contribution towards new ferry terminal at Seaplane Lagoon
- Leverage funds for grants for West End transit, bike and pedestrian improvements
Parks and Open Space

- $36.5 million of infrastructure (or 33% of total) towards parks
- 8 acres of waterfront park along northern edge of Seaplane Lagoon
- A neighborhood park/greenway and urban park district
- Significant phase 1 park improvements
- Upfront payment of $5 million towards an initial phase of Sports Complex
Disposition and Development Agreement (DDA)

- Price and terms of payment and development obligations over a 20-year term with possible extensions (capped at 10 years). DDA includes:
  - TDM Compliance Strategy
  - Affordable Housing Implementation Plan
  - Milestone Schedule
  - Phasing Plan
  - Infrastructure Package and Phasing
  - Mitigation, Monitoring and Reporting Program from EIR
  - Interim Leases for Building 117 and 118
  - Long-Term Lease for Areas within Tidelands Area
  - Public Improvement Agreement
  - Other Exhibits
1. Exterior repainting of Buildings 117 and 118 by end of Phase 1 construction [Section 8.16]

2. Temporary shuttle service to Main Street ferry terminal until Seaplane Lagoon ferry is operational in addition to other transit service [Section 8.14]

3. Use of City profit participation for more moderate income housing in Phase 2 condo project [Section 2.3]

4. Clarifications regarding Ferry Terminal Plan [Sections 4.3 and 5.2]
Site A Next Steps

- Detailed Project Design and Construction
  - Tentative and Final Maps
  - Design Review for All Parks and Buildings
  - Infrastructure Improvement Plans
  - Outside Agency Contracts and Permits
  - Building Permits
Staff Recommendation

1. Uphold Planning Board Approval of Site A Development Plan
2. Approve DDA
3. Approve DA
Ferry Images
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