

Alameda Sun

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BAR Architects

The Site A development project now include more than 320 affordable housing units.

Planning Board Approves Development Plan Amendments for Site A Project

Nandini Sharma

At its July 25 meeting, the Planning Board voted unanimously to continue with the Alameda Point Site A development plan amendments, after their clarifying questions were answered in the resolutions.

The meeting began with a presentation from Alameda City Planner Allen Tai, who was filling in for Andrew Thomas, Director of Building, Planning, and Transportation. Tai was joined by Stephanie Hill and Jessica Murphy from Alameda Point Partners, the organization developing the site at Alameda Point. They presented the planned amendments for the development at Site A, which had been built on an extension of the former Alameda Naval Air Station. They mentioned that the construction would rely on private development.

Major highlights from the amended plan include an underground sewer and utilities, as well as increasing inclusionary housing to 25%.

The proposal would increase the number of housing units to approximately 1,300 units and support connection to the West Midway Project. There would also be a decrease in the commercial square footage that had been allotted to the ground floor. This would "ensure financial viability" for the



City of Alameda

A rendering of the Site A development at Alameda Point.

planned project, according to Tai.

Hill presented the development plan and specified the different phases of construction. She stated that the newer blocks would also have a focus on pedestrian and bike corridors and continue a close connection with the Seaplane Lagoon Ferry Terminal and the Waterfront Park. There would also be units set aside for veterans and formerly homeless people, as well as increased apartments and townhomes at market rate in the new plan.

The staff recommendation to the Planning Board was for approval of the development plan and development agreement amendments. The latter would memorialize the development regulations for the infrastructure.

Public comment on the item was from one resident, who raised their concern for the decrease in commercial square footage in the amended plan. Discussion from the board echoed this sentiment, indi-

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Social Media Connects Alameda Firefighter with Kidney Transplant Donor

Ekene Ikeme

Alameda firefighter Brandon Baley received a life-saving kidney transplant after making a connection with his donor through social media.

Baley, an 11-year veteran of the Alameda Fire Department, was diagnosed with Focal segmental glomerulosclerosis or (FSGS) in January 2019. FSGS is a disease in which scar tissue develops on the glomeruli, the small parts of the kidneys that filter waste from the blood. Baley believes he might have received the disease after battling the Camp Fire in Butte County in November 2018 ("Firefighters Return, Defeat Local Blaze," Nov. 27, 2018).

A study commissioned by San Francisco Firefighters Cancer Prevention Foundation states, "the aggregate results of the November 2018 Camp Fire study raises major concerns. The results indicate that immediately post fire, firefighters were carrying in their bodies

KIDNEY: Page 3



Frank Lima

Brandon Baley, right, sits in his hospital bed after receiving a new kidney. He is pictured with Frank Lima, Union President & Fire Captain at United Firefighters of Los Angeles.

Ready Reserve Ships Vacate Alameda Point

City ponders economic options for piers



Richard Bangert

The piers at Alameda Point as they looked on July 23 after the last of the Maritime Administration ships moved to new berthing locations. The USS Hornet Museum is on the right.

Richard Bangert

The Alameda Point waterfront that was once full of ships is looking different.

In mid-July, the last of the Maritime Administration (MARAD) Ready Reserve Force of ships left Alameda Point for new berths. The fleet, owned by the U.S. Department of Transportation, left Alameda because of the costs associated with dredging the channel. MARAD ships are on-call for transporting military supplies and providing humanitarian relief.

City staff will be seeking direction from the City Council soon on how to proceed with tapping the revenue potential at the vacant piers. Staff will also seek funding to repair severely deteriorated concrete support piles under Pier 2 and other deferred pier maintenance.

The eventual departure of the MARAD ships and loss of lease revenue has been anticipated for a decade, after it became clear that Congress was not going to provide any more funding for periodic dredging of the channel leading to the piers. "As you well know, going back to 2012 MARAD said that maintaining the channel depth was not economically feasible, and since then we have been working towards moving ships out of Alameda to avoid them getting trapped at the berth by a shallow channel," said MARAD's James R. Kahler in a Dec. 21, 2021, letter to the city.

The city has collected more than \$35 million in lease revenue from MARAD during its two-decade tenure, all of it going into the Base Reuse Fund. At its peak in 2016, the city received \$2.7 million. Of the eight ships that have berthed at Alameda Point in recent years, four have been moved to Oakland, three to San Francisco, and one to Benicia.

A post-MARAD economic development vision by the city for the piers never matured due to uncertainty about when the ships would all be gone. Initially, the larger ships left, but the smaller ships

hung on, since the silt build-up in the channel was not posing an immediate hazard.

"When MARAD solicited a new berthing facility a few years ago, we were in discussion with two full-service pier managers who would lease the piers and develop an improvement plan for us," said Nanette Mocanu, Assistant Director of Base Reuse & Community Development. But that idea got shelved when MARAD did not leave. "We may consider going down that direction in the future," said Mocanu, "but all of this needs to be discussed with the Council, and we need to get their input and direction. We have a bit more research to do."

The city may also consider a proposal to issue a bond that would fund the overdue structural repairs to the middle pier. An engineering study of the three Alameda Point piers was completed for the city in 2017. Its purpose was to determine if the piers met the structural standards for mooring the MARAD ships. Piers 1 and 3 were rated satisfactory to continue mooring MARAD ships. Pier 2 was not satisfactory.

"Certain regions of Pier 2 are not capable of meeting MARAD lease requirements due to concrete pile deterioration. The test of concrete core samples from the piles showed that concrete deterioration in many piles is in advanced stage, resulting in weakening and spalling of the concrete."

—EngineeringStudyoftheThreeAlamedaPointPiers

Inspection photos in the report show piles with large sections of concrete missing due to saltwater erosion and rusting rebar exposed.

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Date	Rise	Set
Today	6:15	20:16
Aug. 5	6:16	20:15
Aug. 6	6:17	20:14
Aug. 7	6:17	20:12
Aug. 8	6:18	20:11
Aug. 9	6:19	20:10
Aug. 10	6:20	20:09

Food Bank Seeks Community Input

Sun Staff Reports

The Alameda Food Bank is seeking feedback from community members. This survey is open to those who currently shop at the Alameda Food Bank, as well as those who may need to in the future. The Food Bank's goal is to continue to improve their service to better serve this incredible Island. The survey is available in English and Chinese. Participants will be asked questions like if they planned on shopping at Alameda Food Bank and how likely it is you would shop at the Alameda Food Bank during different times. The take part in the survey, visit <https://form.jotform.com/221807834149157>.

Alameda Food Bank is located at 650 West Ranger Ave. The food bank was founded in 1977. Alameda Food Bank is a non-profit organization that helps Alameda community by providing nourishing food to those in need.



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