



Of Special Interest

Measure A, May 15th

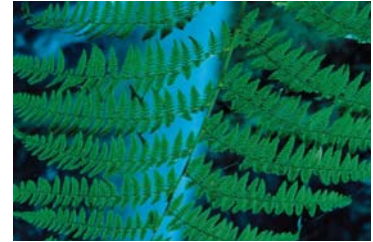
Call for Alameda Towne Center subcommittee.

Why is HOMES waging warfare on Alameda's low-income earners?

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Naval Air Museum Long-Term Lease Shot Down



By Kin Robles

On April 4th, the Alameda Reuse and Redevelopment Authority (ARRA) met behind closed doors to discuss lease terms for the Alameda Naval Air Museum. Once again, the museum was left hanging on a decision that seems simple enough to render. Extending a long-term lease to an Alameda Point tenant that pays its bills on time, works tirelessly to improve its facility, and diligently preserves a piece of Alameda's rich heritage.

Many seem very willing to forget that NAS Alameda was

the single greatest catalyst for the island's growth and prosperity. The late Mayor Chuck Corica understood the importance of the former military base as a partner to the City. Why then is it so difficult for this mayor and council to support an entity that is one of the last true ties to that legacy? An entity that has complied with all the City's requests and has never asked for more than a fair shake.

When will Alameda's elected leadership emerge from behind the secrecy of closed doors to extend its hand? And

if they are unwilling to do so, who will be left to tell the story of the small island who served her country and the world's "arsenal of democracy" so well, and for so long?

Perhaps the task of historic preservation is best left to the developers who covet the riches that Alameda Point represents.

Alameda Naval Air Museum
2151 Ferry Pt #77
Alameda, CA 94501
(510) 522-4262

In Short...

Alameda Power & Telecom
Earlier this year, the expert consultant estimated it would cost \$500,000 for AP&T to implement voice services. In the April 19th Alameda Sun, the figure has ballooned to \$2,000,000

Alameda Point Developer
A stunning upset for Mayor

Johnson on May 8th as third place developer SunCal Companies comes from nowhere to nudge her favorite, Catellus, out of the master developer role for Alameda Point.

Parking and Public Transit
While public transit advocates demand high-

density housing on Alameda Point to justify (heavily subsidized) public transit, the City pushes forward with the construction of a 350 space automobile parking garage downtown. If public transit is so important, shouldn't that parking structure be a bus terminal or a parking garage for bicycles?



Sally, a Working Wheels car owner in Seattle, WA, said: "The car has helped so much with my kids. We are on medical coupons, so the kids are restricted to the one dentist who takes coupons in our area. It takes 3 buses to get there, and this is impossible to manage during my working day. And of course that dentist doesn't offer night appointments. The kids hadn't been able to go to the dentist in about two years. Now that I have a Working Wheels car, I can take them."

HOMES Betrays Low Income Earners

By David Howard

Housing Opportunities Makes Economic Sense (HOMES), argues that Measure A needs to be relaxed to build "affordable housing" at Alameda Point. However, when you read their material, you realize that they aren't talking about what everyone else means by "affordable housing" for low-income families. Instead, they are talking about housing for a much higher income level. Yet, in their IRS filings claiming charitable organization status, they describe themselves as public educators and advocates for "affordable housing."

Read for yourself how HOMES mis-represents the term "affordable housing" from their FAQ on their web page and from their newsletters. Here is just one example from the FAQ on the HOMES Web page:

3) But isn't there subsidized housing?

Twenty-five percent of the new homes must be "affordable" defined by income levels for "very low," "low," and "moderate" incomes. People who earn mid-level incomes, such as young professionals, nurses, teachers, and safety officers, don't qualify for "affordable" housing, yet can't afford the

only types of homes permitted by Measure A.

So it seems that when HOMES is arguing for "affordable housing," they aren't talking about housing for very low, low and moderate income households. They are talking about housing for, as an example, a family of two making \$150K per year in Alameda. This is a shameful mis-use of the term "affordable housing" and a betrayal of the genuine low-income residents of Alameda, such as the residents of Operation Dignity and Alameda Point Collaborative out at Alameda Point.

Further, HOMES advocates high-density housing and mass transit so that residents need not own or use a car. But there is growing research across the nation suggesting that owning a car improves the lives of low-income families.

Consider this report from "Port Jobs" of Seattle, WA on their "Working Wheels" program, at a 2005 Brookings Institute conference on Low-Income Car Ownership (LICO):

Working Wheels opened in 2002 and has sold more than 225 cars to low income individuals and families.

Improved employment opportunities for low-income families:

*-Increased hours worked. An average 32% increase in weekly hours
-Increased flexibility in jobs and shifts
-Increased education and training opportunities*

Additional studies reported at the conference showed that doubling the number of people who take mass transit to work would reduce drivers by less than 5 percent, while if every car-deprived household in the bottom half of the income scale were to buy an automobile, it would increase the number of vehicles on the road by only 3.5%

Instead of insisting on high-density housing to justify public transit, why can't we subsidize low-income families to buy a low-emission hybrid vehicle? A hybrid vehicle would afford low-income families the benefits of owning an automobile without grossly increasing greenhouse gas emissions.

As for HOMES, why are they waging warfare on the lowest-income earning families in our city?

(See 'Internet Links' in this newsletter for more info.)

Call for ATC Subcommittee Members

By David Howard

The redevelopment activities at Alameda Towne Center (Formerly South Shore Shopping Center) stand to impact all of us in Alameda, not just those living close to the Center. Target, as a regional shopping hub, will draw traffic from the tubes and bridges all the way across the island – there is no point in Alameda further away from all the access points and freeways, and therefore ATC is worst place in all of Alameda to locate a Target.

Action Alameda is a grassroots organization made

up of a volunteer five person executive board with no staff, and the members themselves. As such, without members to undertake the necessary work, little work will get done.

We'd like to see interested residents step forward to form a subcommittee to track redevelopment at Alameda Towne Center and make suggestions to the board for ATC-related expenditures, e-mail alerts, newsletter items and more.

This subcommittee can identify DEIRs that need comment, meetings that need

to be attended, and suggested positions and arguments for attendees to articulate, and we'll get word out to the Action Alameda membership.

Not that Action Alameda has done nothing about Target. We have undertaken the "Big Box Swindle" education program, providing copies of Stacy Mitchell's book of that title to all three branches of the Alameda Public Library. The proposed Target store at ATC is an example of a big box swindle. Additionally, we hope to soon bring Stacy Mitchell to Alameda for a



public speaking engagement. Videos of the book donation and the ATC tour in March are available on the web site.

However, we do need more membership participation – like any grassroots organization, sending in your check to Action Alameda is where the real work begins, not ends.

Measure A at City Hall, May 15th

By Pat Bail

Please attend the Tuesday, May 15th City Council meeting and speak out in support of Measure A during discussion of the appeal of the Planning Board's decision to appoint a 3-person subcommittee to work with City staff to set the agenda - behind closed doors - for public forums about Measure A. Not surprisingly, City staff (Planning Department) is recommending the appeal be denied. Come to the meeting and insist that City Council *uphold* the appeal.

You may consider highlighting

the following issues when you speak:

City staff deliberately chose a 3-person subcommittee so it would be exempt from the Brown Act and not transparent. Demand transparency.

The Planning Board overstepped their boundary by forming a sub-committee to discuss changes to the City Charter.

Demand that City Council members stand up and take responsibility for proposed changes to our City Charter.

HOMES and the League of Women Voters (LWV) should self-fund the forums they are demanding. HOMES raised \$3000 last year.

HOMES is playing politics when they are supposed to be a charitable organization.

HOMES and LWV should go out to the community and collect signatures if they want to change the City's charter.

HOMES started with an agenda of repealing Measure A city wide, not just at Alameda Point.

It's mostly the same individuals within HOMES and the LWV arguing for these forums on Measure A.

High density development does not automatically make traffic better - transit use is typically only 30%

Since the 2002 Kaufman Auditorium meeting, there have been many offers to educate the Planning Board about Measure A but nobody currently on the board has availed themselves of these resources.

See you there Tuesday!

Action Alameda
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Alameda, CA 94501

E-mail
membership@actionalameda.org

*A grassroots voice in the
community.*

Internet Links

Alameda Naval Air Museum

<http://www.alamedanavalairmuseum.org/>

Guest Commentary in Berkeley Daily Planet on HOMES and LICO

<http://www.berkeleydailyplanet.com/article.cfm?issue=05-11-07&storyID=27039>

Brookings Institute Conference on Low Income Car Ownership (LICO)

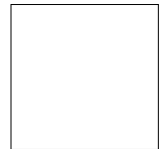
<http://www.brookings.edu/es/events/agendas/20051205.htm>

About Our Organization

Our Vision: Alameda as a community where our unique quality of life is based on solid principles of civil society, financial and environmental sustainability, social justice, respect for our

heritage and vision for our future. Where citizens are well informed and demand the right to democracy and self-determination.

COMPANY NAME
STREET ADDRESS
ADDRESS 2
CITY, ST ZIP CODE



CUSTOMER NAME
STREET ADDRESS
ADDRESS 2
CITY, ST ZIP CODE

We're on the Web!
See us at:
www.actionalameda.org
