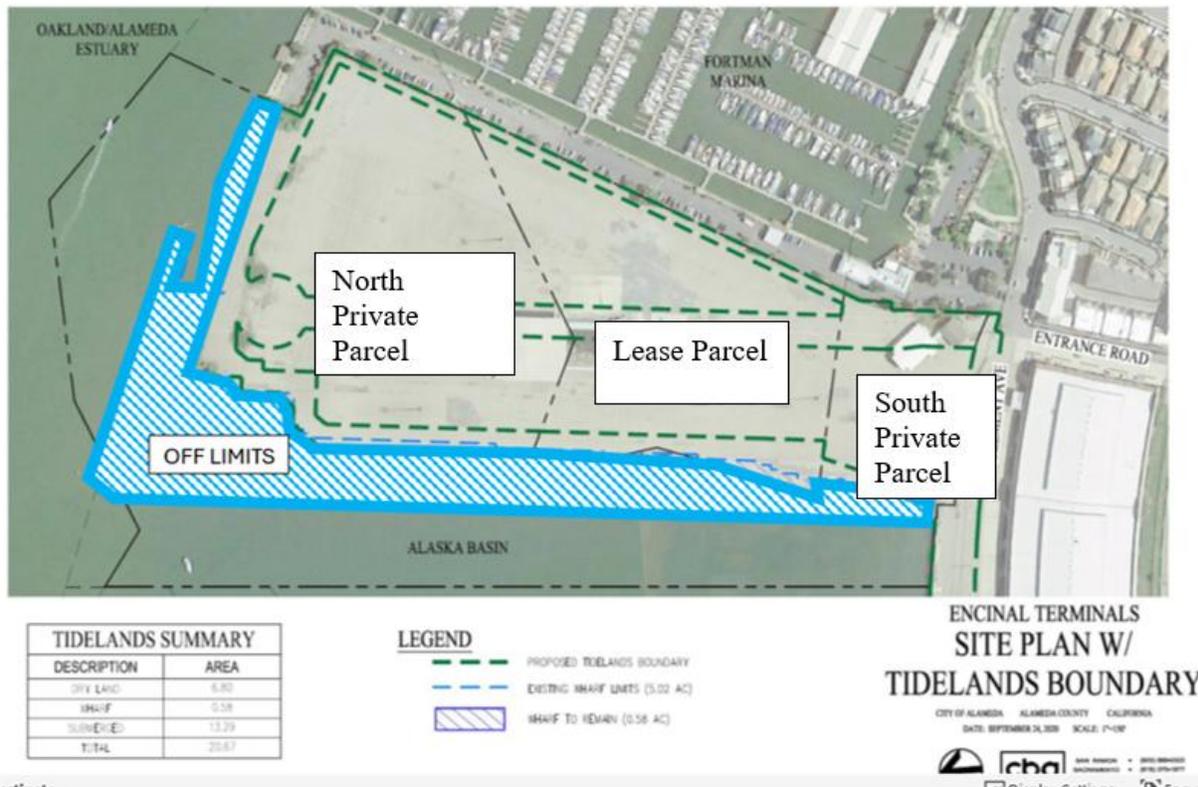


**Encinal Terminals (1521 Buena Vista Avenue, Alameda)
 Use Permit Operation Description**

Owner of the Encinal Terminals property, Bayview Landing, L.P. (“BL”) , a California limited partnership, seeks to utilize the entirety of the Encinal Terminals property (APN's 072-382-001, 072-382-002, 072-383-001, the “Private Parcels”, all of which are owned by BL, and 072-382-009, which is owned by the City of Alameda in trust for the state of California, and subject to a lease with BL (the “Lease Parcel”) for temporary uses while BL pursues its remaining development permits.



BL intends to enter a License Agreements with RAR Capital who will in turn then seek to secure agreements with one or more EV car makers to park cars on the site. BL and RAR will enter into a lease/license agreement on the North and South Private Parcels and BL and RAR will enter into a license agreement on the Lease Parcel. License terms would be for 364 days each, with the potential for extensions, as needed and mutually agreed. The site will be used exclusively for parking newly manufactured EV automobiles prior to delivery to the consumer, as described in further detail below.

SITE INFORMATION:

There will be no public access permitted, as only authorized personnel will enter the property. A staff of typically 1-2 employees will be on-site at any given time. Staff will move from car to car, but we also anticipate utilization of the existing building at the center of the site or possibly a temporary trailer on site. The user does not anticipate that there will be live security guards at the site, as they are not typically needed at other similar sites, but reserves the right to do so if it becomes necessary. In order to further enhance security, fence repairs will be made as needed, including securing the gate access; the user will screen the surrounding fencing. There will be no sales or repairs or other work being performed on the site besides loading and unloading and parking of cars.

VEHICLE DELIVERY INFORMATION:

It is anticipated that vehicles will be delivered via auto trailer trucks, typically ranging from single to double haulers, and nothing larger than a standard semi-truck, on a truck route that is expected to be limited to the 1.9 miles between the Fruitvale Bridge and the site. Delivery frequency is anticipated to range, on average, from 0-10 per day, although there will be a ramp up period that will initially have a higher average trip count to fill the site. After those first initial weeks, the average should slow down and be primarily driven by how many vehicles are coming offsite and creating space to bring in new vehicles.

The majority of deliveries will typically occur during non-commute hours. While the user typically has a corporate mandate to avoid leasing sites with restrictions, it has indicated a willingness to work with the City. As such, the user has agreed to limit the normal delivery time to between the hours of 7am to 7pm, however, given some of the uncertainties in traffic, shipment timings, employee hours, etc., there may be occasional exceptions.

Delivery operations will have minimal traffic and noise impact as all loading and unloading will be conducted wholly within the yard, towards the back of the site away from all access points; the auto carriers will drive down the public streets adjacent to the site, turn into the site, and perform their operations within the yard, with no stopping or parking on the street. Truck trailers will enter the site through manually operated gates. Vehicles will be driven off the trailers, and, given they are fully EV, there will be minimal noise disturbance. The cars will then be parked until transported offsite for delivery. The delivering trailer will be reloaded with EVs that were parked on the site and ready for delivery, thereby limiting the amount of traffic in and out of the site.

SITE CIRCULATION DETAILS:

The user is amenable to an entrance at the mid-block location where the curb cuts exist across from the Del Monte Warehouse/Star Harbor site and agrees to install a temporary three-way stop sign at that location if necessary. The user is also amenable to an entrance at the intersection of Clement Avenue and Entrance Road, if such improvements can be made in a timely manner and not delay access to the site. As such, Owner is amenable to implementing a temporary, non-permanent

modification to close off the current Fortman Marina entrance on Clement Avenue and provide paved asphalt access to the Fortman Marina from the Encinal Terminals site, for use solely during the Use Permit time. The temporary improvements would not be the final permanent entrance depicted in the Encinal Terminals Master Plan (ETMP); the permanent improvements would be installed once the Encinal Terminals site development improvement plans have been approved and permitted. We have provided an exhibit showing these temporary improvements.

If vehicles enter from the mid-block location, it is anticipated that trucks will circulate the site in a clockwise fashion. If the Entrance Road extension is used, it is expected that truck circulation would occur in a counter-clockwise fashion. Additionally, all loading and unloading will be done towards the back of the site away from all access points.

City Benefits:

The use described above is consistent with the desire to occupy the site and protect it in the interim and presents a low impact method of achieving this while enhancing site safety and security. Occupying the site as proposed will secure the site from further vandalism and trespassing. As the City and Alameda Police Department are aware, the vacant blighted site has long been the target for vandalism and trespassing, which is a nuisance, disturbance and security risk to us and our neighbors. Implementing this measure will secure the site from such nuisance during the term of the license agreement. The user has replicated this use in other municipalities with similar blighted lots eliminating the nuisances that were previously impacting the site. Those communities have considered this use a successful temporary solution as a bridge to development.

The site, at 23 acres, has sufficient area to isolate the activity areas from the residential neighbors to the south. The site is surrounded by water on three sides, with Fortman Marina to the east and the Wind River office park to the west.