

Evaluation of 1501 Buena Vista Ave (“Del Monte”) Development Plan PLN14-0059

Dear Mr. Thomas and Planning Board Members:

I respectfully request that the Planning Board defer any decision-making on the Del Monte development plan on the basis that all necessary and relevant information, including community feedback, has NOT yet been evaluated and addressed. A high level summary of the issues and detailed rationale for this request is explained in this document.

As a homeowner in very close proximity to the proposed Del Monte development project, I have spent several hours researching the available documentation so that my input would be as informed and fact-based as possible. Therefore, when you read my comments, please understand that they come from a synthesis of data, including help in understanding some documents from other Alameda residents who are professional development experts in historic preservation and TOD-model projects.

Sincerely,

Alison Greene

Pacific Avenue, Alameda

Summary of Feedback

1. Missing Community Engagement

The Planning Department staff has moved forward with their assessment and recommendation without seeking community input. There have been no efforts by Planning Department staff to actively seek community input and involvement, as offered by the developer and City Planning (4/23 meeting) and instructed by the Planning Board (4/28 meeting). Names and e-mail addresses were collected at the 4/23 meeting and several residents have reported contact or attempts to contact Mr. Thomas towards this end.

2. Conditional Community Support For Project

General consensus among immediate neighbors (approximately Buena Vista to Pacific, Sherman to Stanton), as well as the extended neighborhood, is that a well-planned, appropriate mixed-use project would be a welcome addition to the neighborhood. However, there are concerns and questions about the project that people want to see concretely addressed prior to full endorsement of Del Monte development. Some valuable suggestions were

made at the April 23 and April 28 meetings, by Planning Department staff as well as community members. Those have not been included in the Master Plan document.

3. Critical Issues Not Addressed In Master Plan Document

Among the issues of concerns (but not limited to) to be addressed are impact on neighborhood parking, housing density and height variance, impact on public services such as fire & police, and inconsistencies/misinterpretation between reduced personal vehicle goals, passive approach to finishing the Clement extension, plans to provide the necessary services to support that goal (TDM plan) and successful implementation of a TOD model..

Rationale

Missing Community Engagement

- No activity to get community involvement has taken place, despite promises and instruction for Planning Department staff to do so
 - Community attendees at the April 23, 2014 tour of the Del Monte site were invited to sign up on an e-mail list and promises were made that people would be contacted to participate in community feedback sessions.
 - The April 23 Del Monte tour was characterized as a “workshop.” This is a misnomer, as the meeting was not conducted in a way that facilitated discussion or exchange of idea. The developer (Tim Lewis Communities, LL) representative described their vision, architectural plans were on display and members of the developer staff and architectural firm were available for questions. However, no notes were taken, no alternative ideas or options were discussed, nor any other elements of a “workshop.”
 - At the April 28, 2014 Planning Board meeting, many residents offered comments, and most had concerns about the impact on the neighborhood. Planning Board members requested that Andrew Thomas initiate community involvement and feedback. This meeting cannot be considered a review of any “workshop” outcomes, as no workshop took place.
- Actions and lack of reasonable notice/effort to elicit feedback give the impression that there is no intent to incorporate community feedback into the Planning Department, and subsequent Planning Board, recommendation:
 - Public notices for meetings and input deadlines have been incomplete, misleading and mistimed so as not to impact Planning Department’s assessment and recommendation

- A notice sent to limited residents on June 3, 2014 states that the Planning Board will consider proposals for the Del Monte project and the Jean Sweeney Open Space will be on June 23, 2014. However, as of June 11, 2014 8:50pm, the city website states that the agenda for the June 23, 2014 Planning Board Meeting is “unavailable”
- The June 3, 2014 notice requires that comments be delivered to Andrew Thomas by June 12, 2014 in order to ensure that they are received by Planning Board members prior to the meeting. However, the notice also states that the Planning Department staff will have their report and recommendation posted on the city website one week prior to the hearing (June 16, 2014). The 1 business day period between the due date for “prior to meeting comments” and the publication of the staff report & recommendation indicate that no time has been allotted to include community concerns in the staff recommendation.

Conditional Support For Project

- It is important to note that there is little to no disagreement that a successful, community-oriented mixed-use development on the Del Monte site is a benefit to all, most especially residents of Buena Vista who have been promised (and waiting for) re-routing of truck traffic onto Clement Avenue for years. The concern and objection of the neighborhood and larger community is based on lack of transparency of the City in the process of moving this project forward. The manner in which the City appears to be shepherding the developer’s plans through, maneuvering around any potential obstacles, is not acceptable.

Critical Issues Not Addressed In Master Plan Document

- Parking management plan
 - Several community members expressed concerns about parking management; Planning Department staff had some general ideas of replicating programs used by Berkeley (i.e., selling stickers) but no prospectively researched, actionable plan.
 - One community speaker suggested “leasing” rather than “selling” parking spaces, to ensure that decisions about parking needs made by the first buyer of a unit do not become a de facto “bundled” parking/housing unit for the next buyer (and into perpetuity).
 - The master plan contains no information on how parking (on site or street) will be managed
- Square footage of retail space varies between documents, verbal statements and sections of the development plan document
 - June 2 notice: “up to 40,000 square feet”

- April 23 verbal statement by Tim Lewis representative: 9800 square feet
 - Table 2-1 Project Characteristics Associated With The Project (development plan): Retail space 9162 square feet
 - Page 19, section Master Plan Development: “10,000-25,000 square feet of retail space in the warehouse building itself”... for a total of 25,000 square feet”
- Verbal options to have the developer complete work on the Jean Sweeney Open Space rather than pay the “in-lieu fee” were suggested by Mr. Thomas at the April 23 meeting. However, this is not incorporated into the current Master Plan document.
 - Public Open Space and Landscape Improvements, p 24. “...applicant would contribute a portion of its development fees to the planned Jean Sweeney Open Space Park in lieu of providing the required amount of onsite open space”
 - Insofar as the Jean Sweeney Open Space Park site is put forth in the master plan as the open space required for this development project, in addition to the immediately adjacent areas (p. 28), actual completion of the proportional amount of the Sweeney Park should be required, rather than “payment in lieu
- While encouraging environmentally responsible development is appropriate and supported by the community, the current plan focuses on reducing automobile traffic for commuting. Successful TDM implementation is dependent on existing, high-quality, high-frequency public transport or other commuting modes. While a .25 mile walk has been deemed “close enough,” this statement is detailed in the Alameda Point TDM as relating to more commercial, retail and work sites, i.e., “locating parking .25 miles away from retail/entertainment to encourage alternative methods of transportation.
- It is neither reasonable nor realistic to expect that everyone will be able to walk .25 miles all the time (i.e., carrying heavy laptop a heavy laptop bag or taking a child in a stroller to daycare located near a parent’s workplace). Whether or not AC Transit bus lines that serve Alameda fulfill the “high-quality, high-frequency” criteria is another question. Who, then, is the target demographic for this project and what is it that will attract those buyers?
- Just as important, less auto use for commuting does not translate to no need for a personal vehicle, especially in a development lacking reasonably nearby services. A worthy and more immediately attainable goal is to reduce the number of cars per household to one for those who need them. Families still need to purchase groceries, take kids to events, etc. The nearest grocery and drug stores (Lucky and CVS) are one mile away from Del Monte. Alameda does not have any public transportation system that supports local businesses. Efforts to reduce private vehicle use should not come at the

expense of local stores and restaurants. The City of Alameda has a responsibility to the small businesses that contribute to and are members of the community.

- The master plan traffic analysis concludes that adding traffic lights at two places around the project will alleviate problems. However, this conclusion is based on the between 300 – 414 Del Monte units (the number is unclear). It does not take into account the future Encinal project's additional 505 housing units, to be located directly behind Del Monte. Consequently, the traffic analysis cannot be considered accurate and therefore should not be used to inform and recommendations for the overall project.
- Residents of the neighborhood, most specifically those directly across the street from the Del Monte site, have been waiting/promised for years that the Clement Extension would take trucks off the road in front of their homes.
 - This plan does not ameliorate the truck use, as it is separate from the Clement Avenue extension plan.
 - Adding more traffic to Buena Vista without commensurate diversion of some truck and through-traffic onto a Clement Avenue extension will worsen the traffic, not make it better.
 - The City has taken the passive approach of waiting for necessary rights/access to all roads needed to complete the Clement Avenue extension, while devoting what appear to be extraordinary efforts to develop the area. The City should reconsider this tactic and carry out proactive and vigorous efforts to obtain the access *before* approving a large-scale development, especially one that is seeking a density variance,

The June 3, 2014 notice states that "Any challenge of the proposed project in court may be limited to raising only those issues raised at the public hearing described in this notice or in written correspondence delivered to the Planning Board at, or prior, to the public hearing. (Government Code Section 65009(b)(2)). However, all documentation related to this project has not been available and the staff report is not completed. As a resident of Alameda, who owns a home and works a full time job, the timelines and available documentation do not allow sufficient and reasonable time for me to have all the information that may be presented at the public hearing. Therefore, I include in my issues to be addressed and reserve the right to further pursue or challenge in court, anything that may come forth as a result of information that takes place between now and the end of the public hearing.

Erin Garcia - Re: Objection to Del Monte Project

From: Erin Garcia
To: Heard, Justin
Subject: Re: Objection to Del Monte Project

>>> Justin Heard <justinheard@hotmail.com> 5/12/2014 6:15 PM >>>
Erin Garcia egarcia@alamedaca.gov

I object to the current proposal for this housing and commercial project.

The fact that close to 400 units are proposed for this project right next to a current project of 94 units is outrageous.

My objects are the following.

- 1) Lack of Parking
- 2) Too many cars on Buena Vista Avenue
- 3) Congestion and quality of life for current residents.
- 4) I don't believe there is a value placed in the planning office and city leadership on open space and enough park space.

Let's be a model for development and not allow overcrowding.

The property revenue is not worth it. This proposal is very short sighted.

Please call me so we can discuss more.

Thank you

Justin Heard
1902 Paru Street
Alameda, CA 94501
510-282-3452

From: Debra Arbuckle <zebra4@icloud.com>
To: "athomas@alamedaca.gov" <athomas@alamedaca.gov>
Date: 6/11/2014 11:02 PM
Subject: Objections and issues on the Delmonte Development

To Andrew Thomas and Planning Board

The manner in which the Delmonte Project has been handled has not sufficiently included the input of the community. Notices have been spotty at best and the help and or response from the planning dept. has been slow if not nonexistent . Why do the neighbors have to call each other to find out what is going on? There is a lot of confusion on the neighborhood side of things.

Public information has been very minimal. It should be of utmost importance because we all live on this little Island, so we all live with the consequences.

Considering this project is asking for 3 major variances from our master plan it seems there should be more care with the particulars that are its components .

1. Five stories does not fit into the single family neighborhood it is close to.
2. The number of housing units, up to 414 units, is too large for the neighborhood and for west end streets and tube traffic.
3. The plan to have fewer parking places than units or for retail and to sell them unbundled does not fit the neighborhood either or plan for any resale issues in regard to these units in the future.

The lack of open space and any specific plans from the developer to build any on the site is a further mistake; the developer should be required to complete a portion of the Jean Sweeney Open Space, not just make a payment.

In general the plan has many vague statements as to what is actually going to happen or be built in it. How much retail space is it 9100 or 44000??

How will the transportation mitigations actually work? It seems as if the City's TDM, crafted for the Point, is being being overlaid onto Del Monte like a one-size-fits-all. The TDM also happens to classify Alameda with Walnut Creek in a TOD model. We have no BART, we have no buses on Buena Vista (which is where they propose to build); this is just one of the many glaring problems with the TDM being applied here: it doesn't fit.

It isn't that I nor the neighbors that have called me about, or I have talked to, don't want Delmonte built; we do. But with appropriate scale to the neighborhood and issues about traffic and parking being adequately resolved.

A Level F intersection will not be improved by the piecemeal approach to development that is being planed all over the main Island of Alameda . Again and again each development is said to have no or minimal impact on traffic or the environment. Someone should be able to do the math and realize that all the developments are one great impact where no one will be going anywhere, with the limited exits in Alameda.

Please spend a bit more time and care on this project's details and public input before you approve it.

Sincerely,
Debra Arbuckle
Pacific Ave.

Andrew THOMAS - Del Monte Building - Comment

From: Amanda Soskin <amandasoskin@gmail.com>
To: <athomas@alamedaca.gov>
Date: 6/10/2014 4:39 PM
Subject: Del Monte Building - Comment

Dear Mr. Thomas,

I am writing in light of the Planning Board meeting on June 23rd to hear and decide their recommendation for specifically the Del Monte Building (albeit heavily tied to the Jean Sweeny Park Preserve initiative).

There is no doubt that the Del Monte's successful development, as a historical and cultural asset is a substantial undertaking, and ultimately a great benefit to the community!

Unique to both Del Monte and Jean Sweeny Preserve is that fact that both building and land are considered community assets. Ensuring the balance between public/private access, activation of space, safety and sustainability are key factors in each initiatives respective plans.

Open Issues / Del Monte:

1.) There has been no substantive initiative to seek community input. Tim Lewis Communities (TLC) at the behest of the Preservation Society hosted an Open House on April 23rd to which you attended.

Monday night Planning Committee meetings are not opportunities for dialogue as you well know, and do not meet this requirement. Ahead of a decision on behalf of the Planning Board, TLC communities should be able to show tangible initiative for enabling public dialogue and regard for input.

2.) The Master Plan sets very broad guidelines to which there is significant latitude with those guidelines, for purpose of use. It is readily understood that the Master Plan is in front of the Planning Board, will there be Design Reviews? The public are not educated with respect to process, please kindly make transparent, what is the process, and per #1, provide touch points (perhaps a community task force) with the community.

3.) TLC also has ownership of the Encinal Terminals parcel, and one can expect there will be some continuity between projects. What is the general plan for Encinal Terminals, can the public be informed of TLCs intentions?

4.) The public notice mentions 44K sqft of retail space, up from 9.8K sqft as suggested in April. This number albeit improved, is far below other developments of relative size, when considered in context of a walkable neighborhood, amenities in a 1 mile radius. There is the potential to enable a mixed-use offering, however, this dialogue sees not to be happening (hence community input). I would recommend that TLC hire a economic development consultant to consider issues/opportunities specific to place-making.

5.) Del Monte is to be delivered with regard to TOD and TDM guidelines, however, the island has neither a TOD nor a TDM plan that is not in a draft from. The TDM plan currently under review is that for the Point, and that for the Island seems a carbon copy of that for the Point. Given that the Point is new build and the Island is "built" it is not feasibly that the two not vary in some manner. What are some of the strategies, as there has been quite a bit of thinking in this regard on behalf of TLC, to offer alternatives to the car, existing public transport, or newly devised routes/mechanisms. The public will struggle to accept "parking" limitations without some insight into solutions that are realistic. Permitting is an alternative but not a solution, where are we with this issue? Who is taking it on? Related is parking in the streets which dead end onto Jean Sweeny Park. These are currently used by residents, if used for park visitors accessing the pedestrian access points along 8th, Nason and 9th for example, will create disharmony in the neighborhood. Again, who is tackling this issue? Again the public are generally not educated with regard to Plans, nor conceptual issues raised by the plans..

6.) Sustainability. As a general theme, the building and the residents it will eventually house, will add

burden to infrastructure and environment. Everything down from public services, to how homes are heated to lighting, storm water run off and collection, carbon release, waste, rising sea levels, urban heat effect etc. How has TLC measured the projects potential impacts and what is it doing to mitigate these impacts?

Thank you,

Amanda

925-216-0447

Andrew THOMAS - No permit parking near Del Monte, more condo parking stalls please

From: Kimberlee MacVicar <demodiva@yahoo.com>
To: "mgilmore@ci.alameda.ca.us" <mgilmore@ci.alameda.ca.us>, "mezzashcraft@c...
Date: 6/5/2014 10:56 AM
Subject: No permit parking near Del Monte, more condo parking stalls please

Dear Mayor, Council Members and Mr. Thomas:

I live at 1209 Eagle Avenue, near the T-interesection of Sherman and Eagle, by the old Del Monte factory. This morning I received a notice that there is a proposal to turn our neighborhood into a permit parking section as the proposed condo development is not going to provide at least 400 parking stalls for the 400 proposed units.

I write in opposition to permit parking especially if those condo units will qualify for permits, and instead write in favor of forcing the developer to provide at least one stall for every unit plus guest parking. At a minimum, this property will have 400 cars and they need to park on their property. The city will probably also need to remove the "no parking" signs on Buena Vista alongside LittleJohn and Del Monte to provide prime parking.

I encourage you to drive down our street around dinner time. The majority of homes do not having driveways for off-street parking, so we already do not have enough spaces for the current residents. Many of the other homes have 2 cars each parking on the street. We even have a duplex with 6-7 vehicles alone! No kidding.

I believe not providing enough parking spaces in this development is not a way to encourage incoming owners to give up their cars and use public transportation but a slick way for the developer or property manager to simply make more money charging those residents a monthly fee for a reserved parking space. Smells fishy as they would make more money putting a home instead of free parking stalls in a section of that lot.

Please include me in communication to neighbors about Del Monte. I look forward to your reply.

Thank you for your consideration.

Kimberlee MacVicar

April 23, 2014

Dear Planning Commission,

I am a neighbor of the Del Monte building. My house faces Littlejohn Park.

On the whole, I am supportive of the application, but with these comments:

- The site plan calls out future development on lots to the east and northeast of the building. However, development on those (small, compromised) lots should not block views of the Del Monte. Ideally, these parcels should be incorporated into the development and be appropriately developed and landscaped.
- Can the Clement extension be completed? Or does the developer need to acquire land from Wind River? The impact of this proposal on the neighborhood and Littlejohn Park is completely different if the Clement extension is not realized.
- The addition of hundreds of new users of Littlejohn Park is great. I see this as a positive. However, it will also impact the park in the way it is used and will increase maintenance needs. There needs to be a financial contribution to the park, both for improvements and maintenance. The quality of the park is an important amenity for this development. Alcohol is prohibited in the parks and this rule is often ignored at Littlejohn; we will need to have enforcement of this rule as the intensity of use of the park increases.
- The retail location is puzzling and I think wrong. It faces away from the neighborhood in space that has a water view. There's no parking adjacent. I would think it would be better to have the retail space face the park or be at the west end of the building facing the corner of Sherman and Buena Vista. As shown, it's likely to be compromised and vacant. Also, what kind of retail is planned (corner store, small market)? As noted above, alcohol is prohibited at Littlejohn Park and so this retail should not sell alcohol to people who are going to take it to the park.
- The existing curved metal canopy is shown being glazed. This isn't an appropriate treatment of this important historic element. Why not renovate the metal. It will provide better shading, avoid glare, and be historically appropriate.
- Regarding traffic, is this proposal consistent with previous traffic studies and cumulative projections? That is, how many units have past analyses assumed for this site vs. how many are proposed? If this is a big increase from past projections, there needs to be new analysis done.
- Regarding parking, parking for the units needs to be accommodated on site with a realistic estimate of parking demand from residents and visitors.
- The curb cut on Buena Vista near Sherman looks too close to the corner.

I like the taller residential in the middle part of the building. I like the contrast between old and new. I don't think they will loom over the park. I think these units will have better views and light; they will be more livable than the others. It's important that the units are livable because we as neighbors want the project to be as desirable and successful as possible.

Thank you for your consideration,

Stuart Rickard

Date: March 28, 2014
To: Historical Advisory Board
From: Jay Ingram, Alameda Resident, Former Recreation & Parks Commissioner
Re: Public Workshop/Public Hearing on PLN14-0059 - 1501 Buena Vista Avenue, Northern Waterfront Cove, LLC

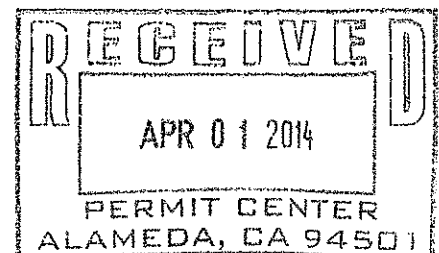
Since we are neighbors to the proposed project, we received information through a Notice of Public Workshop letter, dated, March 13. First off, thank you to the city staff for sending the information. Unfortunately I am unable to attend the April 3 Historical Advisory Board public workshop due to a previous commitment. I would like this to serve as my public comment.

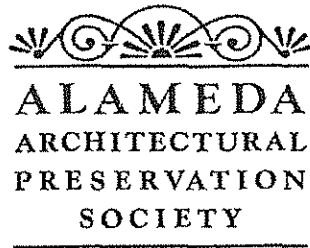
I understand it is proposed for an additional 309 dwelling units. I also understand that there is potential for additional dwelling units on adjacent parcels in the future. My concern, and the reason for writing this communication is recreation and parks related. Alameda prides itself on its beautiful neighborhood parks and ARPD does a great job improving and maintaining them. With an additional 309 dwelling units and potentially more on adjacent properties there needs to be serious consideration for additional park amenities within the development. Littlejohn Park is an extremely overused parks with Alameda Soccer, Alameda Little League, the summer park program, morning childcare program, weekend and summer evening reserved and non-reserved bbq picnics and parties, playground users, basketball players, dog walker and more. It is great to see all this use, but with additional housing and people, the uses at Littlejohn will be even more impacted.

If I correctly understand the Northern Waterfront Cove project, there is currently no planned public park. I've heard that the existing Littlejohn Park will serve these new residents. If I have heard this incorrectly, I apologize. If I am correct, please, as the development progresses I ask that you, the Recreation and Parks Commission, Planning Commission and the City Council all consider the opportunity for additional dedicated public parkland of a reasonable size (please not 1/2 acre passive pocket park that will serve very few). Please also consider accessible public trails that connect people and families to the estuary via walking, biking, strolling, etc. The developer is required to include amenities such as this and I have to believe with 309 proposed units the new public park amenities should be pretty robust.

The front cover of the Summer 2014 ARPD Activity Guide says, "Parks Make Life Better." This being true, why would we not want to focus on doing the best we can for future residents and our current ones as well? Please do what you can and make life better in Alameda.

cc: Recreation and Parks Commission
Planning Commission
City Council





April 2, 2014

By Electronic Transmission

City of Alameda
Historical Advisory Board
2263 Santa Clara Avenue
Alameda, CA. 94501

Re: Del Monte Warehouse Project

Dear Board Members:

The Alameda Architectural Preservation Society (AAPS) appreciates the opportunity to comment on the proposed adaptive re-use project for the Del Monte Warehouse. Due to the limited time for review, our comments are somewhat preliminary and may be supplemented later by additional comments. We are pleased that this historic structure will find a new life so that it can become a fully functioning asset to the community.

Although significant historic fabric will be lost through removal of approximately half of the monitor roof and surrounding roof structure, there is much to like in the preliminary design. In particular, AAPS agrees with the historic preservation consultant that the new construction planned for this project is adequately subordinate to the original building as called for in the U. S. Department of the Interior's Preservation Brief 14, *New Exterior Additions to Historic Buildings* since the new construction is set well back from the building perimeter. This simple concept conceals the addition when the building is viewed from close vantage points. However, as recommended by Preservation Brief 14, story poles should be provided to verify the low visibility of the addition.

Although we are generally pleased with the overall concept and design, there are some modifications and clarifications that we would suggest:

1. **Provide a more industrial look for the new buildings.** We suggest that these exteriors be faced with brick or corrugated metal surfaces using subdued colors to blend more seamlessly with the original building. Preservation Brief 14 states: "Use building materials in the same color range or value as those of the historic building. The materials...should not be so different that they stand out or distract from the historic building." The proposed white Portland cement plaster surfaces excessively contrasts with the existing brick and corrugated metal surfaces and is too light in color.
2. **Fenestration.** The windows of the original building are small lights set in metal industrial type frames, which we understand will be restored. However, we could not determine what type of glazing would be

used. Clear glazing should be used in the original building, and similar windows in the new building as well.

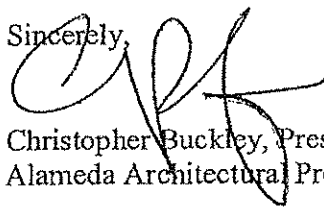
Preservation Brief 14 states: "Base the size, rhythm and alignment of the new addition's window and door openings on those of the historic building." However, the rhythm of openings in the new building is somewhat irregular in contrast to the strong rhythm of windows within the existing brick surfaces and the continuous glazing of the monitor roof. The fenestration pattern in the new building should be modified to reflect the existing fenestration. Similarly, the new building's glazing should use a multipane industrial style sash that better relates to the existing industrial sash in the existing brick walls and monitor roof.

3. **Awning.** The design calls for the original corrugated metal awning to be replaced with glass. The corrugated metal should be retained using new material. Glass will quickly get dirty and excessively contrast with the building's industrial character. Corrugated metal is used in many modern architectural designs today. A solid canopy will also provide much-needed shade along the building's south elevation.
4. **Provide design details for the new infill within the existing roll-up door openings.** Replacing the later cargo doors with more appropriate entries for small businesses is welcome. The design, color and materials of the new infill should relate well to the industrial sash windows in the level above, using a similar multipane industrial sash and recessed significantly within the openings.
5. **Clarify new entry canopy.** A new freestanding entry canopy appears to be proposed in front of the central bay along Buena Vista Avenue. A clearer presentation of this structure needs to be provided.
6. **Provide samples of all materials and colors with adequate time for review by the HAB and public.**

The project appears eligible for the 20% Historic Preservation Investment Tax Credit. The applicant should be asked whether the tax credit will be pursued.

Please contact me at (510)523-0411 or cbuckleyaicp@att.net if you would like to discuss these comments.

Sincerely,



Christopher Buckley, President
Alameda Architectural Preservation Society

Cc: Andrew Thomas and Allen Tai (By electronic transmission)
Planning Board (By electronic transmission)
AAPS Board and Preservation Action Committee (By electronic transmission)

THE PROPOSED DEL MONTE DEVELOPMENT PROJECT DOES NOT PROVIDE ADEQUATE PARKING

- DRAFT MASTER PLAN PROVIDES 309 OFF STREET PARKING SPACES FOR 309 UNITS WITH 551 BEDROOMS
- CITY OF ALAMEDA ORDINANCE NUMBER 3012 REQUIRES 895 OFF STREET PARKING PLACES FOR NEW DEVELOPMENTS WITH 551 BEDROOMS

- DRAFT MASTER PLAN INCLUDES 132 ON-GRADE (ON-STREET) PARKING PLACES
- CITY OF ALAMEDA ORDINANCE NUMBER 3012 STATES: "A development may provide "onsite parking" through tandem parking or uncovered parking, BUT NOT THROUGH ON-STREET PARKING"

- OFF STREET PARKING PLACES WILL BE SOLD SEPARATELY
- RESIDENTS WILL NOT BE REQUIRED TO PURCHASE A PARKING SPACE

NET IMPACT: IF ALL 309 SPACES ARE PURCHASED, ALAMEDA WILL SEE A MINIMUM OF 586 MORE CARS SEEKING STREET PARKING

DEVELOPMENT PROPOSAL

- Draft Master Plan Parking Allocation = 1.25 cars per unit (page 24)
- Revised plan estimate: 1.42 cars per unit = 438.78 (increased on-grade parking from 75 to 132)

Planned Parking		
onsite	309	(6 accessible)
On-grade	132	(2 accessible)
TOTAL	441	

Planned Housing Units	Units	Bedrooms
1 BR	127	127
2BR	162	324
3BR	20	60
Total	309	511

CITY OF ALAMEDA RESIDENTIAL PARKING REQUIREMENT FOR NEW DEVELOPMENT

Bedrooms	Units	Bedrooms	Parking Required*
1 BR	127	127	127
2BR	162	324	648
3BR	20	60	120
Total	309	511	895

* City of Alameda Ordinance No. 3012

PARKING SPACE DEFICIT

	DEVELOPMENT PLAN	CITY REQUIREMENT
Off Street	309	895
On-grade	132	0
TOTAL SPACES	441	895
DEFICIT	132	586

APPENDIX 1: CITY OF ALAMEDA REQUEST FOR REDUCED PARKING RATIO

Upon the request of the Applicant, a Development meeting the criteria of 30-17.7, shall be subject to the following on-site parking ratios (inclusive of handicapped and guest parking):

1. Zero to one bedroom: one onsite parking space.
2. Two to three bedrooms: two onsite parking spaces.
3. Four and more bedrooms: two and one-half parking spaces.

If the total number of parking spaces required for a Development is other than a whole number, the number shall be rounded up to the next whole number.

For purposes of this subsection, a development may provide "onsite parking" through tandem parking or uncovered parking, but not through on-street parking.

This subsection shall apply to a Development that meets the requirements of subsection 30-17.7 but only at the request of the Applicant. An Applicant may request parking incentives or concessions beyond those provided in this subsection.

APPENDIX 2: CONSERVATIVE ESTIMATE OF ACTUAL SPACES NEEDS (Per 2010 National Standards)

According to **Ward's, the United States has the largest fleet of motor vehicles in the world, with 239.8 million by 2010. Vehicle ownership per capita in the U.S. is also the highest in the world with 769 vehicles in operation per 1000 inhabitants, or a ratio of 1:1.3 vehicles to people

The U.S. Department of Energy reports an even higher motorization rate of 828 vehicles per 1000 people

APPENDIX 3: BY THE NUMBERS...

Estimated Housing Density:
Bedrooms x 30-17.13 ratio = Housing Density
551 x 1.42 = 782

ESTIMATE OF ACTUAL PARKING SPACES NEEDED USING WARD'S FACTOR

782 x 1.3 = 1,016

References:

- Del Monte Redevelopment Master Plan
- City of Alameda Density Supplement, Ordinance No. 3012
- Ward's 2010 Vehicle ownership per capita in the U.S
- U.S. Department of Energy

April 23, 2014

Dear Planning Commission,

I am a neighbor of the Del Monte building. My house faces Littlejohn Park.

On the whole, I am supportive of the application, but with these comments:

- The site plan calls out future development on lots to the east and northeast of the building. However, development on those (small, compromised) lots should not block views of the Del Monte. Ideally, these parcels should be incorporated into the development and be appropriately developed and landscaped.
- Can the Clement extension be completed? Or does the developer need to acquire land from Wind River? The impact of this proposal on the neighborhood and Littlejohn Park is completely different if the Clement extension is not realized.
- The addition of hundreds of new users of Littlejohn Park is great. I see this as a positive. However, it will also impact the park in the way it is used and will increase maintenance needs. There needs to be a financial contribution to the park, both for improvements and maintenance. The quality of the park is an important amenity for this development. Alcohol is prohibited in the parks and this rule is often ignored at Littlejohn; we will need to have enforcement of this rule as the intensity of use of the park increases.
- The retail location is puzzling and I think wrong. It faces away from the neighborhood in space that has a water view. There's no parking adjacent. I would think it would be better to have the retail space face the park or be at the west end of the building facing the corner of Sherman and Buena Vista. As shown, it's likely to be compromised and vacant. Also, what kind of retail is planned (corner store, small market)? As noted above, alcohol is prohibited at Littlejohn Park and so this retail should not sell alcohol to people who are going to take it to the park.
- The existing curved metal canopy is shown being glazed. This isn't an appropriate treatment of this important historic element. Why not renovate the metal. It will provide better shading, avoid glare, and be historically appropriate.
- Regarding traffic, is this proposal consistent with previous traffic studies and cumulative projections? That is, how many units have past analyses assumed for this site vs. how many are proposed? If this is a big increase from past projections, there needs to be new analysis done.
- Regarding parking, parking for the units needs to be accommodated on site with a realistic estimate of parking demand from residents and visitors.
- The curb cut on Buena Vista near Sherman looks too close to the corner.

I like the taller residential in the middle part of the building. I like the contrast between old and new. I don't think they will loom over the park. I think these units will have better views and light; they will be more livable than the others. It's important that the units are livable because we as neighbors want the project to be as desirable and successful as possible.

Thank you for your consideration,

Stuart Rickard



May 23, 2014

Andrew Thomas, City Planner
City of Alameda Planning Department
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Subsequent Mitigated Negative Declaration for the Del Monte Warehouse Project,
Alameda

Dear Mr. Thomas:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Subsequent Mitigated Negative Declaration for the Del Monte Warehouse Project located in the City of Alameda (City). EBMUD has the following comments.

GENERAL

On pages 26 and 137, it states that there is a 10-inch pipeline in Clement Avenue to the east of the site. The existing pipeline in Clement Avenue is an 8-inch pipeline.

On pages 136 and 138 it states that new pipelines would connect to the EBMUD interceptor in Buena Vista Avenue. Any new connections must be made at a manhole so the sentences should be revised to say, "...connect to **an** EBMUD interceptor **manhole** in Buena Vista Avenue..." It should also be noted that any new connections to the EBMUD interceptor must go through an EBMUD application process; it may be easier for the project sponsor to connect to the City's collection system rather than directly to an EBMUD interceptor.

On page 138, the end of the second paragraph states that in 2010 EBMUD cleaned the interceptor and thus increased the capacity of the interceptor to 16.3 mgd. The study that calculated this capacity was not prepared by EBMUD and, as such, cannot be confirmed by EBMUD. Although the cleaning of the interceptor has been performed, the rate of sediment increase in the interceptor is unknown. Since the cleaning occurred several years ago, it is possible that the capacity available just after the cleaning has since decreased.

On page 138, the second sentence in the last paragraph should be revised to say, "Since the MWWTP and the EBMUD interceptor are expected to have adequate **dry weather** capacity to serve projected new demand generated by the proposed project..."

WATER SERVICE

EBMUD's Central Pressure Zone with a service elevation between 0 and 100 feet will serve the proposed development. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Project sponsors for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary.

In addition, the project sponsor must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater. EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the project sponsor's expense.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsors comply with the Alameda Municipal Code, Chapter 30, Article IV regarding landscaping water conservation. Project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

Andrew Thomas, City Planner

May 23, 2014

Page 3

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning, at (510) 287-1365.

Sincerely,

Bill Maggion for WRK

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:TRM:sb
sb14_113.docx



Making San Francisco Bay Better



May 23, 2014

Mr. Andrew Thomas
City of Alameda
City Planner
2263 Santa Clara Street
Alameda, CA 94501

SUBJECT: Initial Study/Subsequent Mitigated Negative Declaration for the Del Monte Warehouse Project, in the City and County of Alameda (SCH No. 2014042091)

Dear Mr. Thomas:

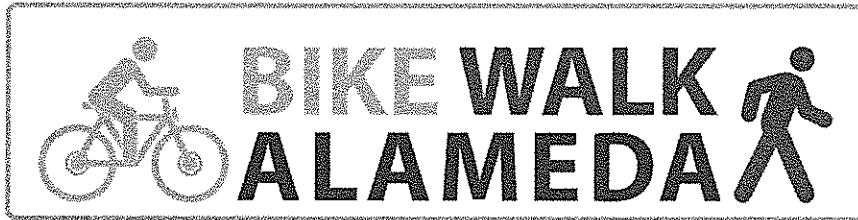
We have received a copy of the above-referenced document dated April 2014, prepared pursuant to the California Environmental Quality Act (CEQA) whose subject is a proposed redevelopment of the Del Monte Warehouse Building and the possible construction of several new structures on the site, located at 1501 Buena Vista Avenue, in the north-central portion of the City of Alameda, Alameda County.

The San Francisco Bay Conservation and Development Commission ("Commission") staff reviews such documents on behalf of its Commission to assess, among other things, the project's consistency with the McAteer-Petris Act, the Commission's *San Francisco Bay Plan*, the Commission's federally-approved management plan for the San Francisco Bay, and the federal Coastal Zone Management Act (CZMA), and the project's relationship to the Commission's jurisdiction.

The Commission's permit jurisdiction includes all tidal areas of the Bay up to the mean high tide line or to the inland edge of wetland vegetation in marshlands up to five feet above Mean Sea Level; all areas formerly subject to tidal action that have been filled since September 17, 1965; and the shoreline band that extends 100 feet inland from and parallel to the Bay jurisdiction. The Commission also has jurisdiction over managed wetlands adjacent to the Bay, salt ponds, and certain waterways.

Commission permits are required for construction, dredging, dredged material disposal, fill placement, and substantial changes in use within its jurisdiction. Permits are issued when the Commission finds proposed activities to be consistent with its laws and policies. In addition to any needed permits under its state authority, federal actions, permits, and grants affecting the coastal zone are subject to review by the Commission, pursuant to the federal CZMA, for their consistency with the Commission's federally-approved management program for the Bay.

It is unclear at this time whether the proposed project is located within the Commission's jurisdiction. Please refer to the jurisdictional information above to determine whether a portion of the project is within our jurisdiction. If so, the project would require authorization via a Commission permit or a federal consistency action. Please visit our website at www.bcdc.ca.gov for the relevant laws, policies and Commission issues that should be considered when evaluating your project under CEQA.



www.bikewalkalameda.org

(510)595-4690

PO BOX 2732

ALAMEDA, CA 94501

April 28, 2014

Alameda Planning Board
Alameda City Hall

Attn: Andrew Thomas

Re: Draft Master Plan for Del Monte Warehouse Site

Board Members:

Bike Walk Alameda is recommending some modifications to the master plan street designs. These changes for the design of biking and walking facilities would better meet our current understanding of best practices for the complete streets that the City of Alameda Transportation Element requires.

Clement Ave and Buena Vista Avenue medians - BWA does not support medians. The extra width along the right -of-way that would be used for a median should, instead, be used for the best possible use of the people using the street- wider bike facilities, wider sidewalks and street vegetation along the sidewalks. Medians only shade the cars passing by and do not benefit the users of the street. Instead, sidewalk-side tree plantings provide shade and separation from moving vehicles to those who need it the most.

Cross Alameda Trail (CAT) connection to JSOSP - The western connection across Sherman Street to the Jean Sweeney Open Space should be clear and well-defined to the planned entrance of the CAT on the JSOSP.

Cross Alameda Trail (CAT) along Clement Avenue from Sherman to eastern terminus of project should be a cycle track. Clement Ave has designated bike facilities in the Bicycle Master Plan. There is sufficient width to put the highest level of bike facility - a cycletrack*. The cycle track could be either a bi-directional facility on the north side of the roadway or one way on each side of the road. The separation could be parked cars or a tree median strip, like the one designed for a traffic separator median. The portion of Clement from Grand Street to Broadway is being studied for a complete streets project that might include a similar cycletrack.

A cycle track is defined as a bike-only facility that is separated from moving cars. The separator can be parked cars or curb stops or raised delineators. See attachment for details on bike facilities.

Sherman is a designated bike facility. The indicated bike lanes could be widened to 6', if the curb gutter will be greater than 1.5' wide. Otherwise, a 1' painted buffer area could be used with the 5' bike lane.

Buena Vista Avenue

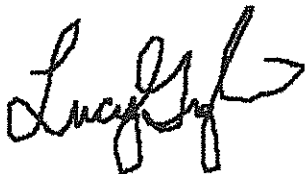
- Once Clement Avenue is built, Buena Vista will no longer be a truck route, so the widths of the travel lanes can be smaller 10' - 11'.
- With the 45 degree parking, it is unclear where the pedestrians who exit the cars will be walking. Presumably, they are going somewhere within the Del Monte property and should have access to get there with a sidewalk.

Sidewalks The recommendation from the Pedestrian Design Guidelines is for the width of sidewalks to vary upon expected use. Buena Vista and Clement should have wider sidewalks. We recommend a minimum of 6' sidewalk along all the major streets in the development.

- Sidewalks on local or collector streets: Five feet – FHWA and AMC.
- Sidewalks on arterials or major streets: Eight to ten feet – City staff recommendation.
- Sidewalks in business districts: 10 to 12 feet – City staff recommendation.
- Sidewalks adjacent to parks, schools, or other major pedestrian generators: 10 to 12 feet – City staff recommendation.
- Sidewalks with outdoor seating: 15 to 20 feet – Designing with Transit.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lucy Gigli', with a stylized flourish at the end.

Lucy Gigli, President Bike Walk Alameda