

ENCINAL TERMINALS

A New Waterfront Mixed-Use Neighborhood
Alameda, California

PRE-APPLICATION DRAFT MASTER PLAN



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INTRODUCTION

PROJECT GOALS

This Master Plan will guide the reuse and enhancement of the former Encinal Terminals site, consistent with the General Plan Northern Waterfront goals and policies adopted by City of Alameda City Council in 2008. In 2009, the Alameda City Council rezoned the Encinal Terminals and adjacent Del Monte properties for mixed-use development (MX) consistent with General Plan policies for the area. The MX zoning requires that a Master Plan be prepared that will guide the reuse of the property consistent with the policies and goals of the General Plan and Zoning Ordinance.

In 2011, a Master Plan was prepared for the Encinal Terminals site and the adjacent Del Monte Warehouse and Chipman sites but never formally adopted. Since that time, the Chipman site has been approved for 89 residential units, and construction has commenced on this site, now known as Marina Shores. The Del Monte Master Plan was approved in December 2014 for 380 dwelling units and 30,000 square feet of non-residential retail, restaurants and entertainment uses.

The goal of this Master Plan is to implement the vision first contemplated in the City of Alameda's Northern Waterfront Plan. It provides land use, circulation and infrastructure standards and guidelines for development of the Encinal Terminals site in conformance with the requirements of the City's MX zoning ordinance. It also defines open space and waterfront public access

provisions as well as use and design standards for the submerged lands within the project area.

ORGANIZATION OF THIS DOCUMENT

The Master Plan is organized as follows:

- Chapter 1 re-affirms the General Plan objectives for the Master Plan area and describes a vision for the plan area
- Chapter 2 establishes the public realm improvements, which include its interface with the streets, parks, promenades, alleys, and open spaces that will be used by the public and are necessary to achieve the Plan objectives for the area
- Chapter 3 establishes the site development standards for the subareas within the Encinal Terminals site
- Chapter 4 discusses the development processes and procedures for implementation of the Master Plan (to follow).

EXISTING SITE LOCATION

The Encinal Terminals project site is located in the north central portion of the City of Alameda in Alameda County, California, in an area approximately two miles south and west of downtown Oakland and approximately 12 miles from San Francisco (10 miles by ferry). The property is located on the north shore of Alameda overlooking the

Oakland Estuary. It is surrounded on three sides by water with the Alaska Basin on the west, the Oakland Estuary on the north, the Fortman Marina on the east, and the future Atlantic / Clement Avenue on the south.

Surrounding land uses in the vicinity include:

- Wind River Systems office / research park across the Alaska Basin channel to the west
- The Oakland Estuary to the north. Approximately 425 yards across the Estuary is the Oakland shoreline, with a mix of underutilized former maritime industrial sites that are currently entitled for high density residential mixed use development, known as the Brooklyn Basin project. Approximately 375 yards to the northeast lies Coast Guard Island which is situated generally in the middle of the Estuary.
- The Fortman Marina to the east. The marina is relatively large, containing approximately 500 boat slips as well as the Alameda Yacht Club, which is owned by the City of Alameda.
- The Del Monte Plant # 48 building to the south, which is currently partially used for warehousing activities. As mentioned above, the Del Monte Warehouse Master Plan was approved in December 2014 for 380 dwelling units and 30,000 square feet of commercial uses. Beyond the Del Monte building to the south are primarily single family residential neighborhoods and Littlejohn Park.

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Figure i.1: Regional context



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EXISTING AREAWIDE CONTEXT

The Oakland Estuary, on which the Encinal Terminals site is strategically located, is an area undergoing significant change. Historically, the Estuary and its surrounding lands were devoted almost exclusively to maritime industrial uses. Over the past several decades, the land and water use patterns have changed, as industrial uses have moved to more efficient locations for production and transportation, and a variety of mixed residential, commercial and recreational are taking their place.

The high amenity value of the Estuary has attracted new high quality retail and restaurant uses as well as office and residential development. In addition, the Estuary is becoming a prime location for new recreational open space opportunities both on land and on the water. The result is existing and planned development at relatively high densities, on both the Oakland and Alameda shorelines, that maximizes the opportunity for people to live, work and play in, on and near the water. In Oakland, this includes Jack London Square, The Landing and Portobello West, and the planned Brooklyn Basin Development, which collectively are changing the face of the Oakland shoreline directly across from the Encinal Terminals site. The same opportunities exist on the Alameda side of the Estuary, which is gradually being redeveloped.

Viewed holistically, the Estuary and its surrounding ring of waterfront land in both Alameda and Oakland can become an important subdistrict in the East Bay with the Estuary serving as a recreation- and water-oriented “Central Park”. The scale of the Estuary is ideal for the creation of such a high-density subdistrict. It is large enough to accommodate numerous water-related activities and high density development, while providing long distance views and a sense of openness. At the same time, it is small enough to facilitate connections between the cities and their services via water shuttles and ferries.

It is in this context that the re-use of the Encinal Terminals site is conceived: A relatively high density waterfront place that is part of a new Oakland Estuary “neighborhood.”



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EXISTING SITE ACCESS

Access to the Encinal Terminals site is currently limited. The only public street access to the site is from the north-south Entrance Road, which connects to Buena Vista Avenue one block to the south. To the west, Atlantic Avenue dead ends near the western property line of the site, into the existing Wind River Systems parking lots.

The Alameda General Plan indicates that Clement Avenue is to be extended from its existing terminus at Ohlone Street, which is approximately 790 feet to the east. Clement Avenue will be extended along the south property line of the Encinal Terminals site as a collector roadway connecting to Atlantic Avenue to the west near the main entrance to the Wind River Systems property. This segment of Clement Avenue is not currently in place. It is envisioned that it will be completed concurrently with the development of the properties adjacent to the planned alignment, including Encinal Terminals.

There are currently no designated bicycle or pedestrian facilities (bicycle lanes or sidewalks) providing access to the Encinal Terminals site. The nearest dedicated pedestrian facilities are a narrow walkway along the Fortman Marina waterfront edge, sidewalks along Buena Vista Avenue one block to the south, and sidewalks along Atlantic Avenue up to its existing terminus approximately 1000 feet west of the property.

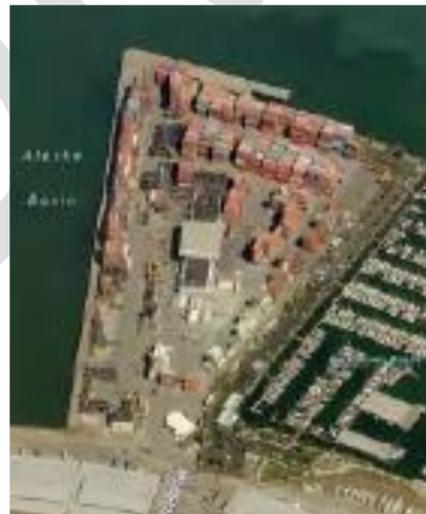
See Chapter 2 of this document for further discussion related to site access and circulation in and around the Encinal Terminals reuse project.

EXISTING SITE CONDITIONS

Encinal Terminals Master Plan encompasses approximately 32 acres of both land and water, with a net usable land area of approximately 22 acres, including wharves. The property consists of four parcels, one of which is leased from the City of Alameda under a long-term ground lease (the “Leased Parcel”). The owner of the three fee parcels, North Waterfront Cove LLC (“NWC”), is also the tenant under the lease for the Leased Parcel.

The existing character of the Encinal Terminals site is a byproduct of its past maritime industrial use. The project site and the surrounding area was once a vital component of the fish canning industry. Fishing boats delivered their catch to Alaska Basin, where it would be unloaded and processed on the Del Monte property, to the south of the project site. Most recently, the site served as a shipping container dock. However, that use ended in the early 2000’s and the property is now largely vacant.

The project site is flat and above the mean high tide in elevation. Surface materials consist primarily of asphalt and concrete paving, with both concrete and wooden wharves and a wooden pier along the northwestern edge. There is a large metal shed in the middle of the property and miscellaneous small buildings scattered around the edges, none of which have been identified as being of historic or architectural significance.



Far right: The Encinal Terminals site was once the home of the Alaska Packers, with one of the largest fishing fleets and processing facilities in the world. Near right: In recent years, the site has served as a storage facility for shopping containers.

E N C I N A L T E R M I N A L S



The Encinal Terminals site is generally flat with few existing structures.



Top: A wood and concrete wharf structure, portions of which were constructed in 1927 and 1965, are located along the west and northwest edges of the site. Bottom: Existing structures on the site include a large metal shed and a two story office building in poor condition. Surface materials are primarily asphalt and concrete paving.

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Along the north waterfront edge, views extend to the west along the Estuary all the way to Mt. Tamalpais in Marin County. Views to the north include downtown Oakland, the Oakland Hills and Coast Guard Island.



To the west, the site has views of the Alaska Basin waterway. Across the waterway is the Wind River Systems campus.



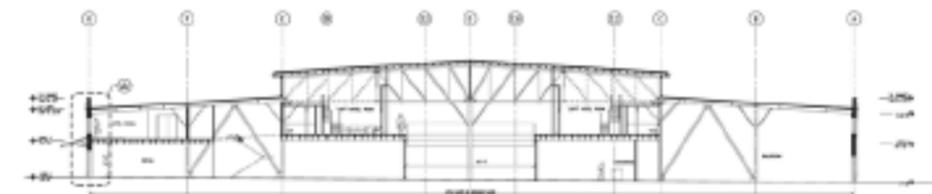
To the east, the large Fortman Marina provides attractive views of boats of all sizes and sailing activities.

EXISTING SITE VIEWS

The site enjoys attractive views in all directions. Unlike hilly cities like San Francisco and Oakland, where waterfront development can block waterfront views, the flat terrain of Alameda, combined with the large mass of the existing Del Monte Building, creates a situation where development of the Encinal Terminals site will have minimal impacts on the minimal impact on views of the water from existing neighborhoods.



To the south is the historic Del Monte Warehouse building (formerly Del Monte Cannery #48). This building is an attractive brick structure which provides interesting short distance views from the Encinal Terminals property. The building is over 950 feet long and visually separates the Encinal Terminals site from existing residential neighborhoods to the south. A Master Plan for the site, with 380 units and 30,000 s.f. of commercial use.



Beyond the Del Monte building to the south are existing residential neighborhoods and Littlejohn Park. Due to the great length of the Del Monte building, no portion of the Encinal Terminals property or Estuary is currently visible from existing surrounding neighborhoods, with the exception of a short segment of Sherman Street between Eagle Street and Atlantic Avenue.

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MASTER PLAN VISION

The vision for the reuse of the Encinal Terminals site is a future that is no longer a place of 18 wheeled trucks, warehouses, shipping containers, and chain link fences. Instead, Alameda residents and visitors will be able to walk, jog, stroll, and bicycle along the water's edge, moving freely through the area to new waterfront promenades, parks, trails, and public facilities.

SHORELINE ACCESS

The Encinal Terminals project will meet the objectives of the City of Alameda's General Plan by providing unprecedented access to the shoreline and Estuary in this location that has, throughout its history, been closed off to all but industrial users. Public access to these amenities will be provided around the entire Encinal Terminals site.

A MIXED USE WATERFRONT RESIDENTIAL



COMMUNITY

Envisioned primarily as a residential community with a strong tie to the water that surrounds it, Encinal Terminals seeks to combine a mix of restaurants and entertainment, artist studios and galleries, work spaces for maritime activities and craftspeople, a marina, work/live



studios, retail establishments, kayak and bicycle rental shops and multiple public gathering spaces, all encircled by a public shoreline promenade with views of the Marin County hills, the Oakland skyline and hills, the Oakland Estuary and Coast Guard Island and Fortman Marina.



PART OF AN EMERGING NEW ESTUARY NEIGHBORHOOD

Beyond providing public waterfront access, infrastructure improvements and a mix of waterfront-oriented uses, the redeveloped site will become a part of the new sub-center that is emerging with the Estuary as its center. The Encinal Terminals location is just one of several on both shores of the Estuary that is changing from a formerly industrial district to a mixed-use water-oriented neighborhood. The mix of uses, densities, open space and recreational facilities conceived for the Encinal Terminals site are consistent with the overall reuse and enhancement of the Estuary as a whole.

Over time, the increased mix of uses and development densities surrounding the Estuary will enhance the economic feasibility of establishing new connections between the island of Alameda and the mainland via water shuttles, taxis and ferries. Over time, it will also be possible to circumnavigate the entire Estuary as a pedestrian or bicyclist. The Encinal Terminals project will provide a key link in these improved facilities and connections, with its location in the geographic center of Alameda's north waterfront.

MINIMAL IMPACTS ON EXISTING NEIGHBORHOODS

The Encinal Terminals site is geographically separated from the existing residential neighborhoods that constitute the inland portions of the city. Therefore, the Encinal Terminals site will have minimal impact on existing neighborhoods.



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POTENTIAL FEATURES OF THE ENCINAL TERMINALS PLAN

The objective for developing the new Encinal Terminals development plan site is to create a vibrant and exciting waterfront. Many of the features below could be incorporated into the ultimate plan:

- Waterfront-related public open space and parks, including public access around the entire waterfront perimeter
- Locations for direct public access to the water, including kayak/small craft launches, waterfront steps and ramps
- A potential marina, with possibly a harbormasters office



- Facilities for boat sales and rentals including small craft such as kayaks, row boats and board sailing equipment
- Water transit opportunities, including water shuttles or taxis to provide transportation across the Estuary.
- A mixed-density residential neighborhood, with residential dwelling units in a variety of configurations, including townhomes, stacked flats, live/work, lofts
- Commercial uses (a mix of retail, restaurant and office) along Clement Avenue and along the waterfront
- Mixed use buildings, with ground floor retail and residential units above



- Accessible public waterfront parking strategically located at various points to allow access to the waterfront perimeter



E N C I N A L T E R M I N A L S



CHAPTER 2: THE PUBLIC REALM

INTRODUCTION

This chapter establishes the requirements for improvements related to the entire Encinal Terminals site, including the following:

- Circulation and Public Access
- Public Open Space
- Landscape Improvements
- Infrastructure

CIRCULATION AND PUBLIC ACCESS

This section establishes the general circulation requirements for the Encinal Terminals site, including the streets, sidewalks and bicycle facilities that allow the public to move through and enjoy the waterfront location as well as service and emergency vehicle access and general parking requirements. It is the intent of this Master Plan to implement the guidelines contained in the City's Master Plan for the Encinal Terminals, Del Monte Warehouse, Chipman/Marina Cove Sites (January 2012).

AUTOMOBILE, TRUCK, TRANSIT, WATER TRANSPORT, EMERGENCY VEHICLE ACCESS AND TRANSPORTATION DEMAND MANAGEMENT

Off-site Roadways

Clement Avenue will be extended along the frontage of the Encinal Terminals project area from the intersection of Entrance Road to a point approximately 400 feet to the west. It will be designed and constructed for a maximum operating speed of 25 miles per hour to reduce noise and calm traffic-flow past residential areas. It will accommodate the movement of trucks, transit and/or rail transit vehicles, bicycles, and pedestrians through its area. The roadway extension will be constructed in conjunction with the development of the Del Monte Warehouse.

Internal Streets

An inviting, well-designed internal public street system will be established. Key elements of this street system include:

- The western vehicular access into the site will occur along a new street (West Entrance Street) that will originate at a three-way intersection at Clement Avenue approximately 320 feet west of the centerline of the Clement Avenue / Entrance Road intersection. The new West Entrance Street will extend northward into the property along the west shoreline near, but setback from, the Alaska Basin. Over most of its length, it will be a two lane roadway. Parallel and perpendicular parking shall be allowed along the West Entrance Street.
- The eastern site entrance shall be provided at the Clement Avenue / Entrance Road intersection extending northward into the site along the east property line adjacent to the Fortman Marina. This East Entrance Street will also be a two lane roadway. Parallel and perpendicular parking shall be allowed along the East Entrance Street.
- Internal east-west streets will cross the site generally perpendicular to the West Entrance Street in order to serve the interior

development subareas. East-west streets will be two lane roadways. Parallel and perpendicular parking shall be allowed along the internal East-West Streets.

- All of the above-mentioned streets shall be open and accessible to the public 24 hours per day.
- The location and spacing of all internal streets described here are illustrative of intent only. Actual location and alignment of internal streets may be modified based on development plans for specific subareas, provided the intent of these provisions is assured and subject to approval by the City of Alameda.

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Truck Access

All publicly-accessible streets will be designed and constructed to be accessible to service and maintenance vehicles. Permitted use of the Encinal Terminals site shall be limited to a maximum of 50 truck trips per day

Transit Access and Facilities

If bus transit service is provided along Clement Avenue by a public transit agency in the future, a bus shelter with seating shall be provided on the Clement Avenue frontage of the project at a location agreed upon with the City of Alameda and relevant transit agencies.

Water Transit Access

Opportunities for water transit facilities are expected to be provided along the northern edge of the Encinal Terminals site.

Emergency Vehicle Access (EVA)

- Two points of access/egress for emergency vehicles onto the project site from Clement Avenue shall be provided at buildout.
- An internal network of improved roadways and easements, suitable for access by all City and County emergency vehicles, shall be provided such that two access routes are provided to all building sites.
- Locations of EVA easements shown on illustrative exhibits are illustrative of intent only. Actual alignment of EVA easements may be modified based on development plans for specific subareas, provided the intent of these provisions is assured and subject to approval by the City of Alameda and relevant agencies.

Transportation Demand Management (TDM) Program:

The TDM Program shall be approved prior to approval of the first subdivision map for the first development. The TDM Program shall include: 1) An annual fee per residential unit and a per square foot fee for commercial space will be applied to transit services (“Transit Fund”); 2) Creation of a Transportation Management Authority (TMA) with representation from each phase of the development shall be established to manage the Transit Fund and plan its transportation programs (or join other existing TMA’s); 3) Provision of shuttle services (bus and/or water shuttle) to BART on Day One; 4) An annual report to the City evaluating the effectiveness of the TDM measures. The TDM measures may be combined with other developments to more effectively manage the program. The TDM Program may include shuttle services, car share programs and parking programs provided with funds from an assessment district and any onsite parking revenues.

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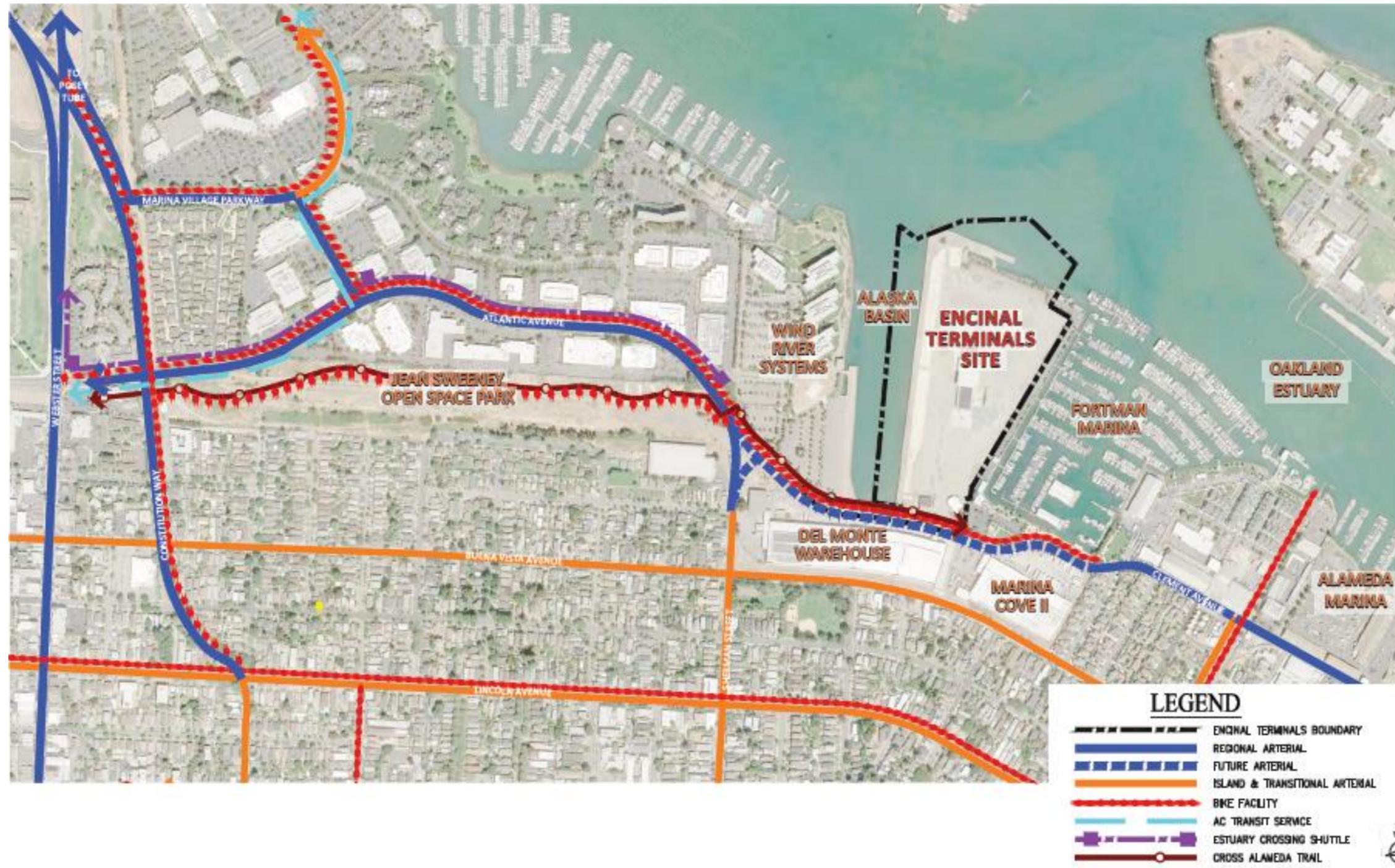


FIGURE 2.1 AREA-WIDE ROADWAY SYSTEM

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PEDESTRIAN ACCESS

- All new streets shall include sidewalks on both sides of the street and pedestrian crossings at all intersections.
- A traffic signal with pedestrian countdowns is planned for the intersection of Sherman Street and Clement Avenue. Traffic signals may be added at a future date at the intersections of Entrance Road and Clement Avenue, and Entrance Road and Buena Vista Avenue, in the event that a new traffic engineering study is prepared and approved by the City Public Works Department that demonstrates that one or more of the intersections needs to be signalized.
- Internal sidewalks shall be a minimum of 5 feet wide, but shall be a minimum of 7 feet wide when fronting a major public road (i.e., fronting Clement Avenue or either of the major north-south entry roads into the site).
- Pedestrian access ways shall be well lit and have clear sightlines in order to provide pedestrians with a sense of safety and comfort.
- Street trees shall be provided on all streets and pedestrian areas. Street trees should be planted within the planting strips on each side of the street and spaced on average every 30 feet.

BICYCLE ACCESS

Bicycle access within the Encinal Terminals site will be provided in accordance with the following:

- Bicycle facilities shall be provided in conformance with the standards established by the Alameda Bicycle Plan on the Clement Avenue Extension. It is expected that the Cross Alameda Trail will pass along the frontage of the Encinal Terminals site, with a planned 12' wide cycle track.
- Bicycle racks shall be provided at strategic spots and located in convenient, well-lit areas, clearly visible from a building's primary entrance. Racks shall be placed at sufficiently short intervals so that bicyclists can easily find a place to park their bicycles.

WATERFRONT ACCESS

- A continuous public shoreline promenade shall be provided around the waterfront perimeter of the site. The promenade will include a sequence of open spaces and recreational opportunities including walking, running, bicycling, rollerblading, fishing, watercraft launch, and vista points, and will include the necessary structural and safety improvements that will allow convenient pedestrian access to the Alaska Basin and Encinal Terminals site.
- The shoreline public promenade will be limited to use by pedestrians and bicyclists and not available to general vehicular

traffic. It shall, however, be designed to be available for use by emergency, service and maintenance vehicles.

- The shoreline public promenade shall have a paved width of a minimum 12 feet adjacent to the Alaska Basin and around the perimeter of the Encinal Terminals site from the Wind River Systems property to the Fortman Marina property. It shall be designed to include public viewing and gathering areas at the northwest corner of the Encinal Terminals project site.
- Docking facilities to encourage waterborne modes of transportation should be encouraged.
- Opportunities for a public human powered/non-motorized boat launch facility, as well as pedestrian steps down to the water in the Alaska Basin and/or along the northern shoreline shall be provided.
- The shoreline public promenade shall be designed to avoid flood inundation with considerations for climate change and sea level rise.
- Physical and visual connections between Alameda and the waterfront shall be provided to the extent possible in order to support and enhance public access to the waterfront.
- Public use areas along the shoreline shall be clearly delineated with "Public Shore" signs, planting and/or special features.
- Public amenities including, bike racks, benches, trash containers, restrooms, and drinking fountains shall be provided for public use within the shoreline public access areas.
- Public art and public view areas shall be provided within the public areas.

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FIGURE 2.2 AREA-WIDE PEDESTRIAN AND BICYCLE CIRCULATION AND OPEN SPACE FRAMEWORK PLAN

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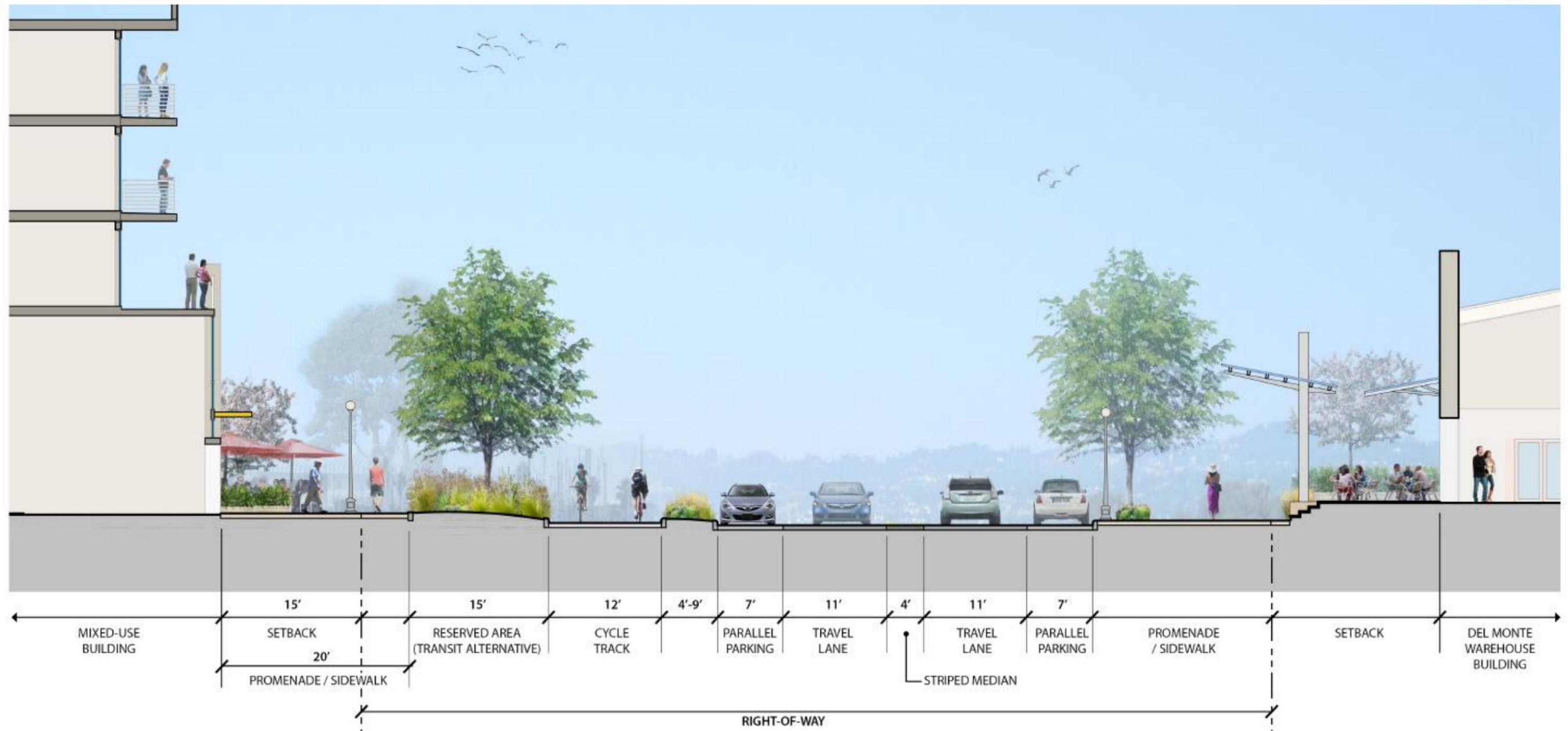


FIGURE 2.3 ILLUSTRATIVE CONCEPTUAL CROSS SECTION: CLEMENT AVENUE

E N C I N A L T E R M I N A L S

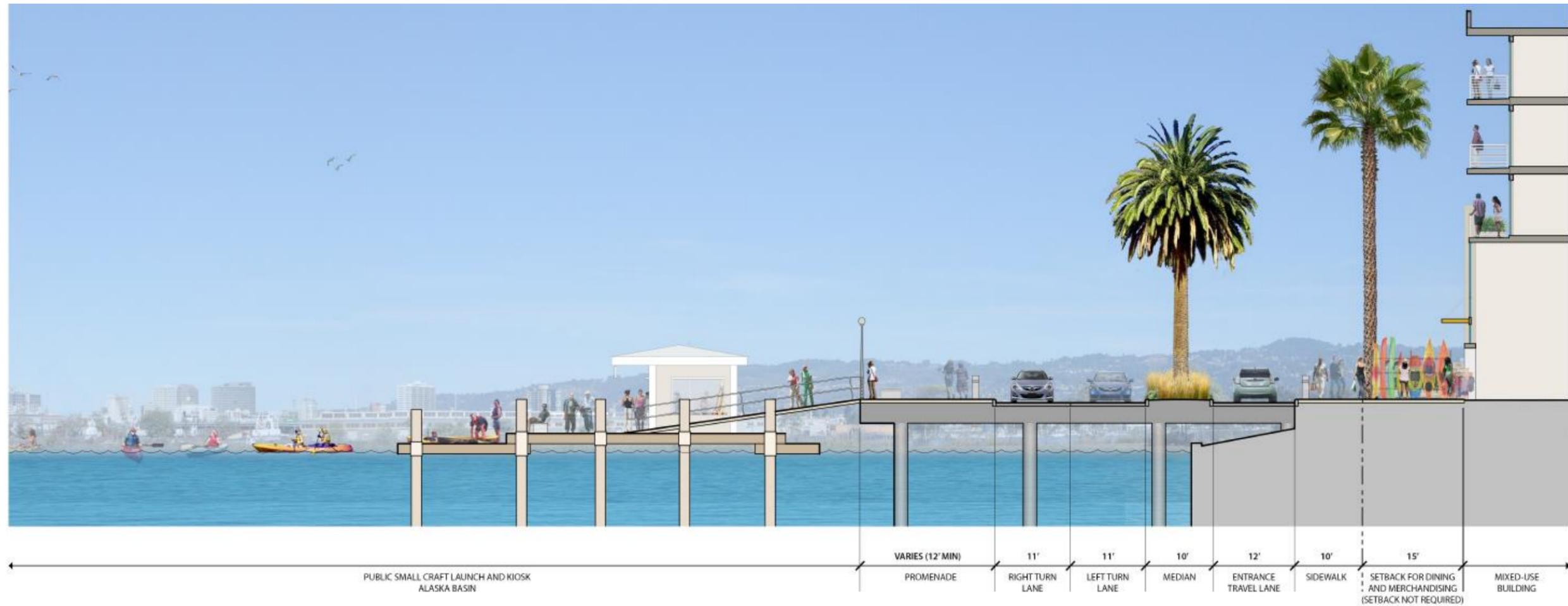


FIGURE 2.4 ILLUSTRATIVE CONCEPTUAL CROSS SECTION: WESTERN ENTRY ROAD AND WATERFRONT PROMENADE AT CLEMENT AVENUE (VIEW NORTH)

E N C I N A L T E R M I N A L S

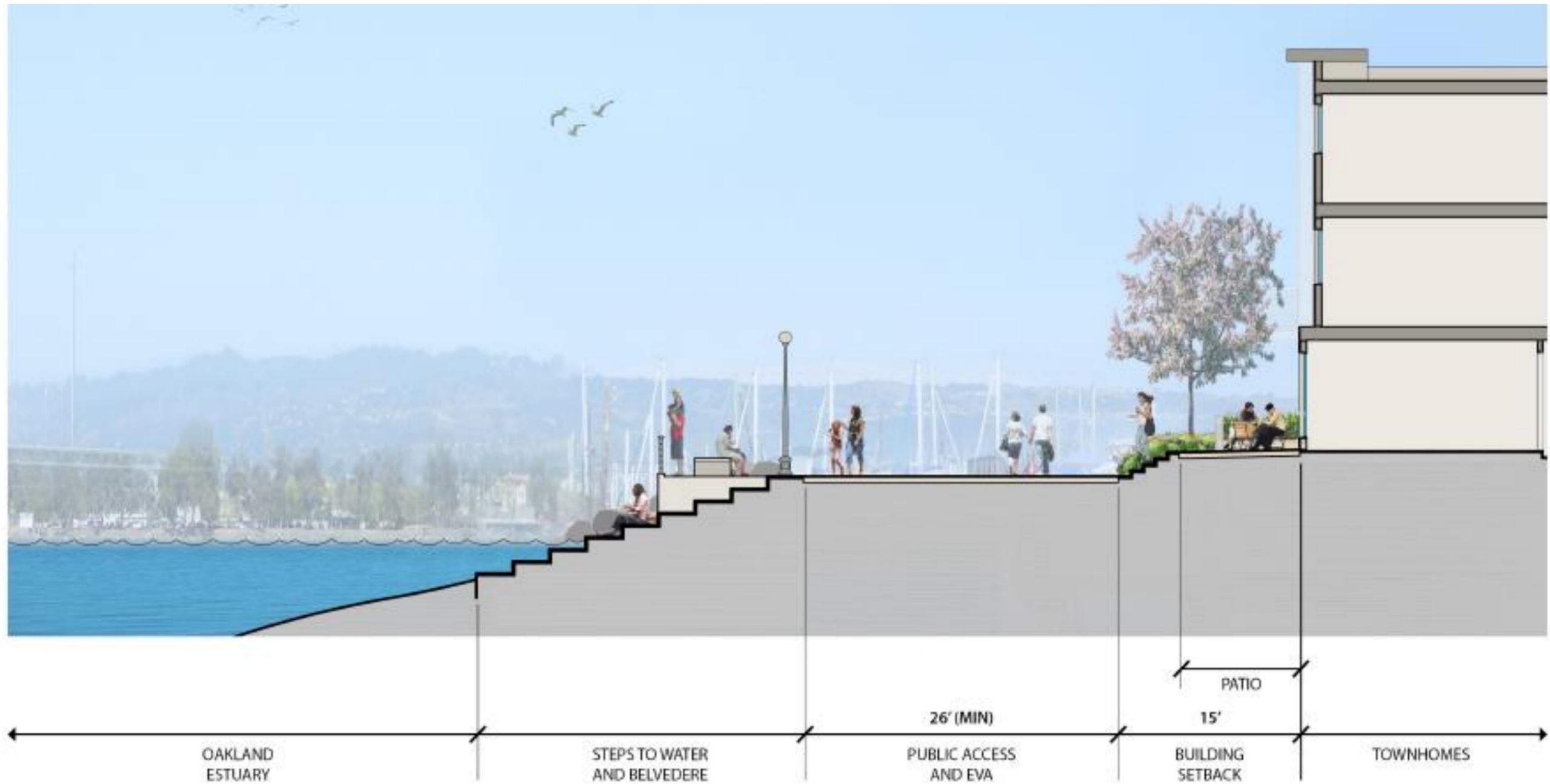


FIGURE 2.5 ILLUSTRATIVE CONCEPTUAL CROSS SECTION: PUBLIC WATERFRONT PROMENADE ALONG NORTH EDGE OF THE SITE (VIEW EAST).

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PUBLIC OPEN SPACE

In addition to the public access and open space to be provided in the continuous public promenade that will extend around the waterfront perimeter of the site, the Encinal Terminals site shall provide a central open space of over an acre with at least one side open with views to the Estuary. The site will also be proximate to the planned 22 acre Jean Sweeney Open Space Park.

Acreage allotted to public open space within the site will also include open space within each of the subareas, as part of the development plan for each subarea. In addition, the project will include both public common open space as well as private open space in the form of mini-parks and open space patios for the ground floor units and balconies/decks for elevated units, or possibly in the form of rooftop gardens.

AMC Section 30-5.12 requires a minimum of 300 square feet of common open space per housing unit. It is expected that the site plan will exceed the minimum requirements. However, to the extent that the minimum 300 square feet of common open space per housing unit is not met, any residential development shall make off-site improvements to City parks (or contribute an in-lieu fee) as a condition of a subdivision map. The amount of the improvements or fee shall be determined prior to, and included in, any Subdivision Map or Development Agreement. Please refer to the “Area Wide Pedestrian and Bicycle Circulation and Open Space Framework Plan (Figure 2.3).

LANDSCAPE IMPROVEMENTS

The landscape of Encinal Terminals will celebrate its stunning location on the waterfront. It will reinforce the extension of the block pattern and street grid of Alameda. Most plant materials shall be compliant with *Bay Friendly Landscape Guidelines*, with the exception of isolated ornamental gardens and recreational turf areas. Plant materials will consist of mostly native and non-invasive species, tolerant of salt water and air. Views will be respected and framed by tree and plant locations.

Plantings will be organized to respond to six site typologies or zones, including:

Waterfront – Plant materials will be salt and wind tolerant, arranged to not block views, and will support Bayfront habitat and species. Initial criteria for the selection of these trees includes:

- Palm trees along the main entry drive
- Shoreline trees at the Northern Waterfront, which are tolerant of salt water and air
- Appropriate tree species to consider include:
 - Washingtonia filifera*, California Fan Palm
 - Phoenix canariensis*, Canary Island Date Palm
 - Arbutus unedo*, Strawberry Tree.

Clement Avenue – Plantings will be colorful and inviting, arranged to not block views of Alaska Basin, and will identify the project area and its main entry road. Initial criteria for the selection of these plants includes:

- Deciduous trees
- Large, spreading canopy
- Palm trees within the street median
- Ornamental trees along the pedestrian promenades
- Colorful low shrubs and ground covers beneath the trees and within the planters
- Appropriate tree species to consider include:
 - Platanus x acerifolia*, London Plane
 - Washingtonia filifera*, California Fan Palm
 - Phoenix canariensis*, Canary Island Date Palm
 - Cercis occidentalis*, Western Redbud.
 - Leptospermum laevigatum*, Tea Tree

Major Parks and Open Spaces – These spaces will utilize turf or similar ground plane materials to enable active recreation and will incorporate screening and buffering of wind/noise/objectionable views in key locations. Initial criteria for the selection of these materials includes:

- Evergreen trees and screening materials
- Turf or a lawn substitute for the ground plane
- Appropriate species to consider include:
 - Arctostaphylos hookeri*, Hooker’s Manzanita
 - Festuca rubra*, Red Fescue
 - Quercus agrifolia*, Coast Live Oak

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Internal Streets – The streets will be lined with large shade trees, on a regular spacing, which will provide shade in the summer, sun during the winter, shelter, and a unique definition/identity for each street. Initial criteria for the selection of these trees includes:

- Deciduous trees
- Large, spreading canopy
- Provide interest and color in more than one season, if possible.
- Appropriate species to consider include:
 - Acer negundo* “californicum”, California Box Elder
 - Corylus cornuta* “californica” Western Hazelnut
 - Platanus x acerifolia*, London Plane
 - Populus fremontii*, Fremont Cottonwood

Private and Semi-Private Gardens – Spaces will be provided within the residential areas, which will include colorful ornamental materials and possibly some non-native species as focal points. Initial criteria for the selection of these materials includes:

- Both deciduous and evergreen trees
- Flowering ornamental trees and perennial plants
- Turf (or lawn substitute), showy shrubs and ground covers for the ground plane
- Appropriate tree species to consider include:
 - Acer circinatum*, Vine Maple
 - Ceanothus spp.*, Ceanothus
 - Cercis occidentalis*, Western Redbud
 - Pinus torreyana*, Torrey Pine
 - Quercus agrifolia*, Coast Live Oak
 - Ranunculus californicus*, California Buttercup

Nodes and Accent Areas – A number of special “spots” will occur at key locations within the community and will provide focal points. Initial criteria for the selection of these trees includes:

- Small shrubs, grasses, perennials and ground covers
- Evergreen shrubs and ground covers
- Colorful/flowering shrubs , perennials and ground covers
- Appropriate species to consider include:
 - Baccharis pilularis* “pilularis” , Dwarf Coyote Bush
 - Ceanothus thyrsiflorus repens*, Creeping Blue Blossom
 - Dichelostemma congestum*, Ookow
 - Muhlenbergia rigens*, Deer Grass
 - Limonium californicum*, Sea Lavender

E N C I N A L T E R M I N A L S

INFRASTRUCTURE

INTRODUCTION

The project site is currently served by existing private utilities that are deteriorated and at the end of their service life. Many of these existing utilities do not meet current codes or standards.

The Encinal Terminals project will replace the existing infrastructure with utility systems that include stormwater, wastewater, potable water, electrical, natural gas and telecommunications that will be designed in accordance with current adopted standards.

FLOOD AND SEA LEVEL RISE PROTECTION

The existing topography of the project site is generally flat with elevations ranging from 4 to 8, City of Alameda Datum, and the proposed project is not located in a 100-year floodplain as defined by FEMA. The current 100-year tidal elevation has been established as 3.9 (Alameda Datum) for this area of the City of Alameda by the Federal Emergency Management Agency (FEMA).

The flood protection criteria for this project site are established by the 100-year tidal elevation of the adjacent Oakland Estuary plus consideration for sea level rise. The majority of the existing elevations are well above existing mean high tide, on average over four feet above the mean high tide, providing built-in protection against anticipated sea level rise. The proposed project will establish a minimum elevation within the project site above the 100-year tidal elevation of the Estuary plus consideration for sea level rise.

A flood protection system shall be constructed for the Encinal Terminals project that provides protection from anticipated impacts of climate change and sea level rise. Additional improvements will be implemented to improve the seismic and soil stability of the project site. Furthermore, an adaptive management design strategy will be implemented along the shoreline perimeter of the Encinal Terminals site in the event that sea level rise exceeds the currently anticipated amounts. A portion of the site along the perimeter will be reserved for future adaptive measures to allow for future adjustments to the perimeter of the project site, should they be necessary. These perimeter improvements shall be designed to be implemented without requiring fill to be placed within the Bay. Adaptive measures may include increasing the height of a sea wall or levee. These adaptive measures would only be implemented if future sea level rise exceeds the projected amount assumed in the original design.

Additionally, a funding mechanism will be established for the Project to generate the Project's ability to implement the adaptive management of this issue. This mechanism may be a Community

Facilities District (CFD) and / or a Geologic Hazards Abatement District (GHAD). The Project residents and businesses will begin to contribute to the funding of the future sea level rise adaptive measures immediate upon their occupancy of the structures within the project site.

ENCINAL TERMINALS

STORMWATER SYSTEM

The majority of the storm run-off from the Encinal Terminals site is collected by on-site inlets and conveyed to various private on-site outfalls that discharge directly to the Oakland Estuary. The southernmost portion of the site is collected and conveyed to the City of Alameda's storm drain system, eventually discharging to the Arbor Street Pump Station.

The storm drain system shall maintain the existing drainage patterns of the site in order to avoid potential capacity impacts associated with diverting additional run-off to the City's system. The proposed system shall include the following:

- Installation of new inlets and pipelines appropriately sized to convey the site run-off. The proposed collection pipelines will range in size from 12 to 24 inches in diameter. The portions of the system that directly discharge to the Oakland Estuary will likely require improved outfall structures.
- The remainder of the project site shall be collected and conveyed by a new system of inlets and pipelines to connect to the City's 54-inch pipeline, which will connect to the City's 54-inch pipeline, which eventually discharges to the Arbor Street Pump Station.
- The proposed quantity of run-off conveyed to the City's system will be reduced in comparison to the existing condition because of the reduced amount of impervious area included in the proposed site plan, and if necessary implementation of an on-site underground detention system. Bio-treatment areas to treat runoff from the proposed impervious areas shall be in accordance with Alameda County Clean Water Program guidelines.
- To the maximum extent feasible, bio-treatment areas shall be integrated into landscaping areas adjacent to street and parking areas or buildings.

WASTEWATER SYSTEM

Currently, the wastewater generated from the Encinal Terminals site is collected and conveyed by an existing 10-inch pipeline that falls east to west towards Sherman Street, along the north side of the Del Monte warehouse building. The 10-inch pipeline extends to Sherman Street and connects into the City of Alameda collection system near the intersection with Eagle Avenue. The City's pipelines within Sherman Street range in size from 8 to 12 inches and flow from north to south. The 12-inch pipeline in Sherman Street connects to the East Bay Municipal Utility District (EBMUD) 60-inch interceptor pipeline at the intersection with Buena Vista Avenue.

New wastewater infrastructure shall be constructed throughout the Encinal Terminals project site which will connect to the EBMUD interceptor in Buena Vista Avenue. The existing private wastewater collection facilities will be abandoned in place or removed.

A new on-site wastewater collection system will be installed throughout the proposed street network within the project site and shall include:

- Pipelines ranging in size from 6 to 8 inches in diameter.
- Construction of a pump / lift station in order to minimize the depth of the proposed system.
- Installation of wastewater facilities extending off site through Entrance Road to convey the Encinal Terminals project wastewater from the project site and surrounding properties to Buena Vista Avenue.
- Construction of a short segment of pipeline in Buena Vista Avenue flowing westerly to connect to an existing manhole on the EBMUD interceptor.
- Construction of new wastewater infrastructure throughout the project site which will connect to the EBMUD interceptor in Buena Vista Avenue

POTABLE WATER

EBMUD provides potable water service to the City of Alameda and the Project Site via a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street and a 10-inch pipeline in Clement Avenue to the east. Existing private water pipelines extend from the EBMUD distribution system to the existing structures within the project site. The project site is currently served by existing pipelines ranging in size from 6-inches to 15-inches and are located in Entrance Road and along the northern side of the Del Monte Warehouse building.

A new potable water distribution system will be constructed to serve the Encinal Terminals project site and will include the following:

- New supply lines within Clement Avenue and Entrance Road with pipes ranging in size from 8-inches to 12-inches.
- An on-site distribution system extending from the pipeline in Clement Street and located within the street network throughout the project site. Distribution pipelines will range in size from 6 to 8 inches in diameter.

E N C I N A L T E R M I N A L S

DRY UTILITIES

Alameda Municipal Power (AMP) provides electric service to the Project Site. Existing transmission and distribution lines extend along Buena Vista Avenue, and will likely be the electrical source for the project.

Pacific Gas & Electric (PG&E) provides natural gas service to the Project Site

AT&T will provide telecommunication service to the Project Site.

A new joint trench will be constructed from the source to and throughout the project site, and will include new facilities for all dry utility systems.

MISCELLANEOUS PROVISIONS

An Assessment District and/or Community Facilities District may be established on all properties in the Plan area to fund public improvements, municipal services such as street and sewer maintenance, and transit services to the area.

Alameda Municipal Power shall review each phase of the development to ensure that adequate facilities for the provision of power are provided.

The City of Alameda Public Works Department shall review each phase of the development to ensure that adequate water, storm drain, wastewater, and transportation infrastructure are provided.

E N C I N A L T E R M I N A L S

CHAPTER 3: SITE DEVELOPMENT REQUIREMENTS AND STANDARDS

INTRODUCTION

This chapter establishes the requirements for improvements related to specific subareas of the Encinal Terminals Master Plan, and will outline the specifics for the Master Plan area on topics such as Land Use, Residential Density, Non-Residential Density, Balancing Provisions for Residential and Non-Residential Development, Affordable Housing, Parking and Building Design. This iteration of the Master Plan will focus on a general discussion of Land Use.

LAND USE

The Master Plan will create guidelines for development within certain Subareas on the Site.

LAND USE ALTERNATIVES

This Master Plan requires that land use for the approximately 6 acres of land that are subject to the Tidelands Trust must be consistent with restrictions of the Tidelands Trust.

In addition, since there are multiple options with regard to how the property currently subject to the Tidelands Trust, this Master Plan will propose two alternatives:

- One alternative will leave the Tidelands Property in its current configuration. See Tidelands A on the following page.
- Another alternative will follow the General Plan/Northern Waterfront Plan and propose a swap of land, which would reconfigure the Tidelands Trust land such that all of the Trust property is in a swath of waterfront property surrounding the site, and would remove the Tidelands restrictions on some of the property in the interior of the site. In essence, the perimeter lands would be swapped for some of the more interior lands, and the land uses throughout the property would be consistent with the Trust/Non-Trust provisions listed above. See Tidelands B on the following page. Such an action is subject to State of California approval, and would come after the local land use approvals.

With either alternative, there will be both lands subject to the Tidelands Trust and lands not subject to the Tidelands Trust. We will outline the restrictions related to property which is subject to the Tidelands Trust. Then we will outline the anticipated uses on property not subject to the Tidelands Trust.

E N C I N A L T E R M I N A L S

PERMITTED LAND USES SUBJECT TO TIDELANDS TRUST

The following uses shall be permitted on the Encinal Terminals site on lands that are subject to the Tidelands Trust

- Public recreation facilities, including hotels, restaurants, commercial recreation centers, entertainment facilities and attractions
- Public waterfront promenades, pedestrian trails, sidewalks and landscaped areas
- Public Parks, playgrounds and open space
- Public buildings, convention centers, museums, assembly areas and meeting places
- Streets, parking areas and landscaped areas
- Maritime related industry (excluding boat repair and storage), boat sales with limited outside display, rentals, leasing, marina berths

PERMITTED LAND USES ON PROPERTY NOT SUBJECT TO TIDELANDS TRUST

The following uses shall be permitted on the Encinal Terminals site on lands that are not subject to the Tidelands Trust

- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities.
- Hotels, restaurants, and associated parking and landscape areas
- Restaurants and Taverns
- Office or medical facilities
- Commercial Recreational uses
- Commercial Work/ Live Units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted.
- Multi-Family Residential Units
- Private and public Parks and Open Space
- Home Occupations consistent with AMC 30-2.
- Artist Studios and Galleries and Museums.
- Performance, Entertainment, Amphitheater, Amusement Parks but not multiplexes
- Maritime – Boat sales, rentals, leasing, marina berths
- Light warehousing, light manufacturing conditionally permitted with Planning Board approved Use Permit and finding that the use will not generate significant truck traffic.
- Farmers Markets and Community Gardens
- Roadways
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives

E N C I N A L T E R M I N A L S

CURRENT TIDELANDS TRUST CONFIGURATION TIDELANDS TRUST A:

Currently, the land subject to the Tideland Trust is configured as shown below in Tideland Trust A. The approximately 6 acre site that is currently subject to the Tideland Trust is shown in brown. The area in red is not subject to the Tideland Trust restrictions.



FIGURE 3.1 TIDELANDS A: CURRENT

CONTEMPLATED SWAP TIDELANDS TRUST CONFIGURATION TIDELANDS TRUST B:

The Northern Waterfront Plan contemplated swap of land could reconfigure the Tideland Trust land such that all of the Trust property is in a swath of waterfront property surrounding the site, and would remove the Tideland restrictions on some of the property in the interior of the site. One potential configuration of the swap is shown below. The approximately 6 acre site that is currently subject to the Tideland Trust is shown in brown. The area in red is not subject to the Tideland Trust restrictions.

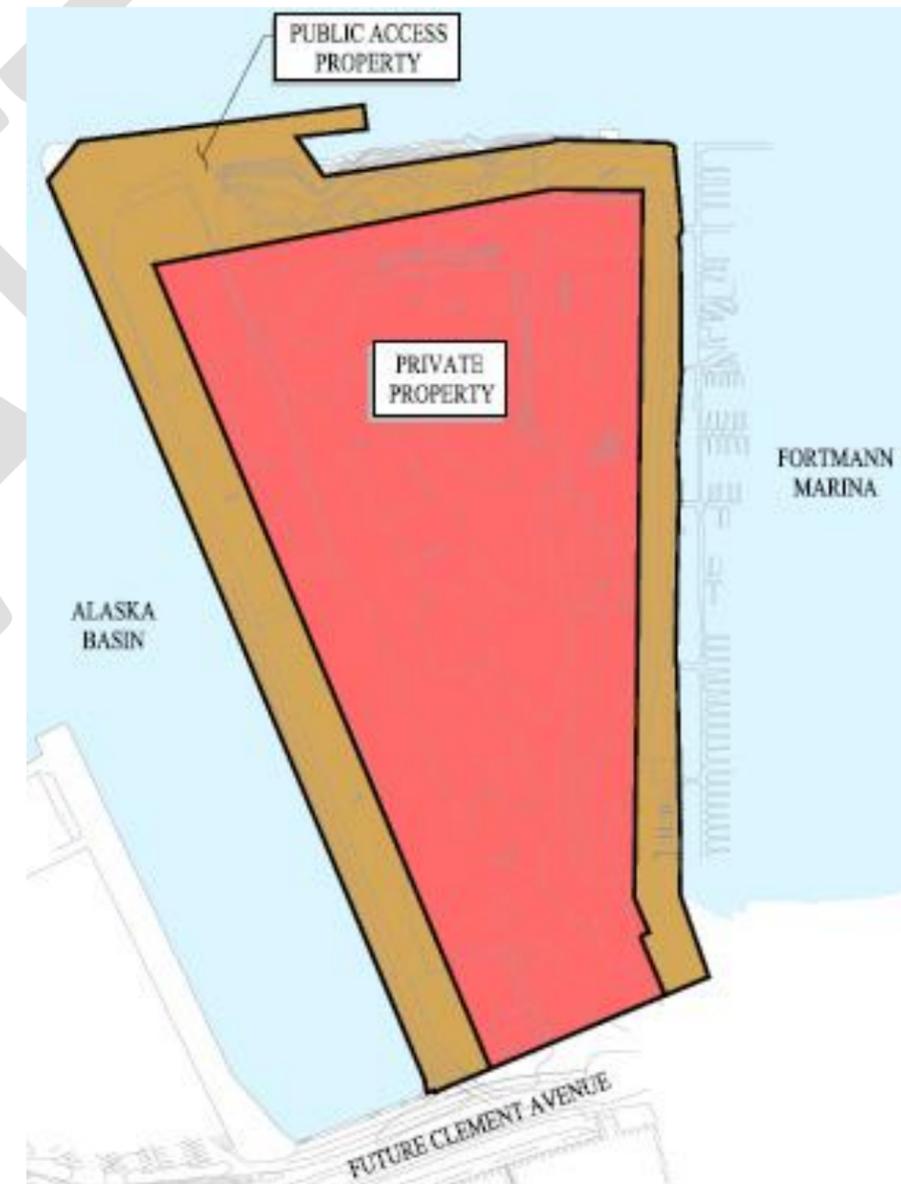


FIGURE 3.2 TIDELANDS B: CONCEPTUAL LAND SWAP

E N C I N A L T E R M I N A L S

NEXT STEPS

Future updates to this document will allow for the creation of a Subarea plan that will spell out the specific permitted uses throughout the site, along with height regulations, parking and other requirements and guidelines for the various use areas. In addition, the Master Plan will include sections on:

- Residential Density
- Non-Residential Density
- Residential and Non-Residential Development Balance
- Affordable Housing
- Parking
- Building Design
- Project Phasing Requirements
- Project Schedule

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