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Bike Walk Alameda is fiscally sponsored by Bike East Bay, a 501(c)(3) nonprofit organization.

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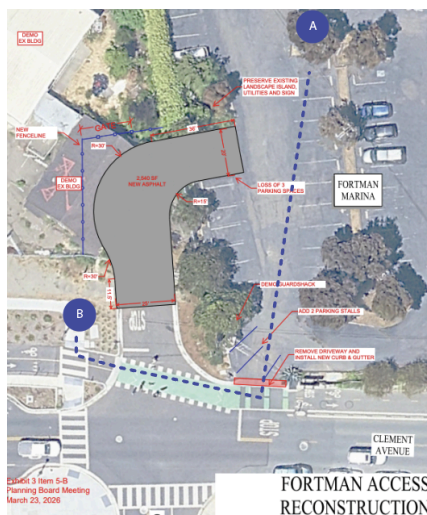
March 19, 2026

RE: Item 5-B: Temporary Use Permit / Encinal Terminals

Dear Members of the Planning Board and Staff,

Because this proposal would affect both the Bay Trail and the Cross Alameda Trail, we recommend that any approval be conditioned on the requirements below.

First, **the applicant should provide dedicated pedestrian space** that allows Bay Trail users to walk safely and comfortably between the Fortman Marina property and the sidewalk opposite the Del Monte/Star Harbor building on the north side of Clement. The dashed blue line reflects the route currently and frequently taken by Bay Trail users. If the existing driveway is removed and converted into parking stalls, pedestrian access would be limited to the new driveway, which—as currently depicted—does not include dedicated space for pedestrian travel.



Second, **the applicant should be prohibited from using the mid-block entrance** to the property. All vehicle access should be through Entrance Road, consistent with the circulation plan established in the Encinal Terminals Master Plan.

Thank you for your consideration,

Bike Walk Alameda

Subject: Public Safety and Environmental Risks of Unmonitored EV Storage at 1521 Buena Vista Ave.

**Re: Resolution No. PB-26-XX // PLN25-2027 Use Permit / Encinal Terminals (Encinal Terminals Interim Use):
Formal Objection**

Dear Planning Board,

This letter serves as additional public comment on the Resolution listed above. We believe the "interim" label is being used to bypass critical safety and environmental oversight, placing our community and the Oakland-Alameda Estuary at unacceptable risk.

We request that the Planning Board at a minimum, delay the decision with the following as mandatory Conditions of Approval:

- Have Alameda Fire complete a safety review to inform this decision
- Have the San Francisco Bay Conservation and Development Commission complete a sustainability review to inform this decision
- Address the planned lack of security and monitoring, given these concerns

Absent these conditions, the record would be incomplete with respect to fire safety, environmental impact, and shoreline jurisdiction.

MAIN Points of Concern:

1. **Catastrophic Fire Risk and Unaddressed 2026 State Fire Safety Standards:** The 2026 California Fire Code (Section 1207) and SB 283 (Clean Energy Safety Act) reflect that concentrated lithium-ion battery storage requires fire authority consultation, hazard mitigation analysis, and emergency response integration before approval. While these laws were codified in response to stationary battery installations, the underlying fire hazard they address — mass thermal runaway of lithium-ion cells — is comparable in scale at a large EV vehicle storage lot. To our knowledge, no such review has been completed or required here. We respectfully request that the Planning Board condition any approval on the Alameda Fire Department completing a formal pre-approval safety consultation consistent with the standards and intent of the 2026 California Fire Code.
2. **Saltwater Proximity as an Ignition Risk** — EV batteries stored adjacent to a tidal estuary face a documented ignition hazard: saltwater is highly conductive and, when it contacts lithium-ion battery packs through tidal surge or flooding, can trigger short circuits and thermal runaway — sometimes days after initial exposure. Notably, Alameda had a tsunami warning in December 2024. Consider resident evacuations sharing the same streets as fire trucks accessing the area.
3. **Toxic Estuary Fallout:** As seen in the 2025 Moss Landing fire, battery fires release tens of thousands of pounds of toxic heavy metals (Nickel, Cobalt, Manganese). In a fire here, this toxic fallout and firewater runoff would likely discharge into the Oakland-Alameda Estuary. Long-term wildlife impacts in Elkhorn Slough remain under active scientific study.

Additional Points of Concern:

1. **Misleading "Prior Use" & "Blight" Claims:** This EV storage activity is *not* aligned with the site's historical use. Nor is it aligned with the current area's use, which has been redeveloped. Furthermore, the plan only demolishes structures blocking truck access, leaving the primary blighted warehouses untouched as "placeholders" for future delays. The Owner's letter is non-committal regarding fencing and old structures, side-stepping related concerns. We maintain our request that the main blighted building facing Clement Avenue be demolished as part of this project.

2. **The letter sent to neighbors about tonight’s meeting did not include “EV”.** This omits crucial information that impacts the community’s ability to discern impact.

Please see the Addendum that follows for references.

Again, we’re not asking you to deny this tonight—we’re asking you not to approve it without the basic fire and environmental review this scale of risk clearly warrants.

Respectfully and with appreciation,

Kym Cadle and Benjamin Grass
Marina Shores residents

Addendum: Technical References & Precedents

- **Moss Landing (2025):** The January 2025 Moss Landing battery fire prompted evacuation orders affecting roughly 1,200–1,500 residents who were evacuated, some for days, and subsequent scientific reporting found elevated nickel, cobalt, and manganese in Elkhorn Slough soils. The facility also experienced renewed fire activity about a month later.
- **The 2025 California Fire Code, which took effect January 1, 2026, and SB 283 reflect California’s recognition that large concentrations of lithium-ion batteries require formal fire-authority involvement,** and that the Board should require equivalent Alameda Fire review here because the hazard profile is comparable
- **CEQA Section 15300.2(c):** Categorical Exemptions are prohibited when "unusual circumstances" create a significant environmental effect. An unmonitored EV storage lot adjacent to a designated coastal estuary, on a peninsula with constrained emergency access, qualifies squarely. The "interim" designation does not extinguish this CEQA obligation.
- **SB 283 – Clean Energy Safety Act (eff. January 1, 2026):** Requires applicants for large-scale battery storage projects to conduct a documented 30-day meet-and-confer with the local fire authority prior to application, and mandates fire department inspection before operations commence. Though scoped to stationary BESS, the law establishes the state's clear policy: fire authorities must have a formal seat at the table before any large-scale battery concentration is approved. That process has not occurred here.
- **BCDC Jurisdiction** Because BCDC regulates substantial changes in use within its shoreline jurisdiction, including the first 100 feet inland from the Bay and tidally influenced tributaries, the City should obtain written confirmation from BCDC whether this proposal requires BCDC permit review or other shoreline jurisdiction review.

From: [Steven Buckley](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Planning Board meeting comment - PLN25-0217
Date: Monday, March 23, 2026 11:55:45 AM

For Planning Board distribution

From: Aaron <aeclements@gmail.com>
Sent: Monday, March 23, 2026 11:52 AM
To: Steven Buckley <sbuckley@alamedaca.gov>
Subject: [EXTERNAL] Planning Board meeting comment - PLN25-0217

Hello,

I am writing in support of the use permit for vehicle storage at the Encinal Terminals site.

As one of the closest residential units to the site, I am regularly reminded of the lack of progress at the terminals site and disappointed by the lack of progress developing housing there.

That being said, I'm aware of the market conditions that are currently making that development very difficult. If the site can be put to use temporarily, and in a responsible manner, I am in support of doing so.

I would urge that any approvals be contingent on following the proposed guidelines for hours of operation to avoid disturbing neighbors. In addition, the removal of the deteriorating buildings at the front of the property, and realignment of the Fortman Marina entrance would help to ensure the safety of residents, cyclists and pedestrians in the area.

Thank you,
Aaron Clements
1538 Clement Ave.