

Exhibit 4: Encinal Terminals General Plan Policies

Encinal Terminals is an approximately 22-acre peninsula of land surrounded by water on three sides located behind the Del Monte Warehouse on the Northern Waterfront. The Wind River office campus is immediately across the Alaska Basin from the site, and the eastern edge of the peninsula is occupied by Fortman Marina. By boat, the site is located approximately 425 yards from Oakland and approximately 10 miles from San Francisco.

The 2008 Northern Waterfront General Plan Element includes the following community objectives and policies that govern the preparation of a Master Plan for Encinal Terminals:

"The intent of the site specific development policies for the Encinal Terminals Site is to facilitate redevelopment of the site with new land uses that will take advantage of the unique site configuration and waterfront location, increase opportunities for public access and enjoyment of the waterfront and eliminate the existing uses which contribute a large volume of truck traffic in the vicinity. The Mixed Use designation will allow for the development of a wide range of land uses to capitalize on the site's unique location adjacent to the Alaska Basin, Oakland/Alameda Estuary, Fortman Marina, and Del Monte Warehouse site. Anticipated land uses in this district include a range of housing types, including senior housing, commercial, office, and public parks and open space. Public waterfront access around the perimeter of the site is envisioned, as well as a new marina on the Alaska Basin."

Mix of Uses

- 1. The Master Plan for the Encinal Terminals site shall replace the existing container storage and cleaning operation with a mix of uses to create a lively waterfront development. The plan should include at least the following four land uses: residential, retail, commercial, and public open space.*
- 2. Residential uses may include senior housing or assisted living facilities.*
- 3. Commercial uses may include restaurants, marine related uses, office uses, and/or additional berths in the Alaska Basin. Additional berths should not be allowed on the northern edge of the site facing the Estuary and Coast Guard Island to preserve views of the water and Oakland.*
- 4. Encourage water and maritime related job and business opportunities that relate to the area's unique waterfront location.*
- 5. Encourage retail uses that offer recreational products and services, such as windsurfing and sailing equipment and lessons and bicycle and boat rentals.*
- 6. Encourage a variety of restaurants and activities that meet the needs of people of all ages and income levels.*

Form and Development Standards:

- 7. Require that the master plan for the development of the Encinal Terminals site illustrate how the various parcels can be developed as a unified development. The master plan must address all phases of the development of the site.*

8. *Require that the master plan include adequate open space and a clear public access around the perimeter of the site.*
9. *The Master Plan should consider relocating the tidelands trust lands to the perimeter of the site to allow residential mixed-use development in the core of the site with publicly accessible open space around the perimeter of the site.*
10. *The site plan should allow for a shoreline public promenade around the perimeter of the site and adjacent to the Alaska Basin and Fortman Marinas.*
11. *Cluster development to maximize open space and view corridors to the estuary.*
12. *Require that buildings at waterfront locations be designed with attractive and varied architecture style.*
13. *To ensure design compatibility with adjacent developments and neighborhoods; limit new building heights to 60 feet.*
14. *Require building heights to “step down” as they approach the water.*
15. *Require that new development provide a pedestrian-friendly scale with building sizes consistent with adjacent and historic land uses in the area.*
16. *Given that Encinal Terminals is surrounded by water on three sides, taller buildings should be located at the southern end of the site. [Staff anticipates a public discussion of the relative merits of fewer taller buildings with more open space and wider view corridors vs. shorter buildings and narrower view corridors and less open space. The discussion will likely also address whether it is not in fact better to place taller buildings at the northern end of the site rather than the southern end. At the northern end, a taller building is going to have less of a view impact on the public rights-of-way and the adjacent neighborhoods than a tall building at the southern end of the site.]*
17. *If a parking structure is proposed, require ground floor uses and/or a pedestrian friendly facade.*
18. *If a parking structure is proposed, locate the structure to serve public access to the waterfront and future development at the Del Monte site.*
19. *Require that the master plan include inviting, well-designed public entrances from Clement Street. Primary vehicular access into the site should occur at a four-way intersection at Clement/Entrance, if feasible.*
20. *Consider opportunities for a public human powered/non-motorized boat launch facility at Alaska Basin.*
21. *Require public art installations adjacent to the Alaska Basin shoreline consistent with the Public Art Ordinance.*

- 22. The Encinal Terminals development should fund a fair share of the costs of the Clement Street extension from Sherman to Grand.*
- 23. The Encinal Terminals development should fund a fair share of the costs to upgrade storm sewer and wastewater facilities necessary to serve all future development within the Northern Waterfront area.*