
Subject:

[EXTERNAL] Encinal Terminals

Dear Planning board members,

I urge you to support the Tideland swap as the Encinal Terminals project will not be feasible without it. The maintenance of the land will be too expensive for the City to take on if this project does not go forward. I believe that this development will be a huge asset to the city. Thank you.

Regards,

Karen Miller

720 Paru St



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RE: Item 7-B: Support for the Tidelands Swap/Encinal Terminals Project

Dear Planning Board Members,

Bike Walk Alameda is writing in support of the Tidelands Swap/Encinal Terminals project. We are excited about the Bay Trail extension, new waterfront access and open space, and other public amenities that will improve the lives of Alamedans. We would like to see it move ahead with just a few conditions.

We are concerned about the Bay Trail along the eastern edge of the project adjacent to the Fortman Marina. The illustrative site plan shows a 12 foot multi-use path on this side of the project. However, Page 7 of the Master Plan reads:

*The public promenade and Bay Trail shall extend continuously from the Wind River Property line at the southwestern corner of the property at the Alaska Basin, along the Alaska Basin, and along the northern edge of the site. On the Fortman Marina side of the site, **the pedestrian path shall connect to the existing path on the Fortman Marina property.***

While connecting to the Fortman property is a reasonable interim condition during construction, it is critical that the Master Plan commits to a Bay Trail segment on the eastern edge of the Encinal Terminals site as the Estuary District is built and connecting all the way back to the Cross Alameda Trail at Entrance Rd. and Clement Ave as shown on page 17. The Fortman Marina waterfront path is extremely narrow, does not meet accessibility standards and would dump bicyclists into a quarter mile long parking lot and fire lane. The nature of that site makes us skeptical that any redevelopment capable of constructing a Bay Trail segment of even minimum standards will happen in this lifetime.

We would also request that the Master Plan upgrade the planned "public launch facility for kayaks and stand-up paddle boards in Alaska Basin" (page 7). It should be capable of handling both the launching of small, personal watercraft AND docking of waterborne modes of transportation such as water shuttles and taxis. Given the phasing plan, this facility is likely to be built years earlier than the dock at the northern tip of the site. Additionally, bringing water transit a quarter mile closer to the existing residential neighborhoods will dramatically increase the number of people that can walk to such a facility in a reasonable amount of time. The approved design of the Alameda Landing dock is a good model to support these different uses in a safe, accessible way.

We appreciate the effort Tim Lewis Communities has made over the years to engage Alameda's biking community and look forward to this project breaking ground.

Thank you for your consideration,

Cyndy Johnsen
Board Member, Bike Walk Alameda



SIERRA CLUB
SAN FRANCISCO BAY

NORTHERN ALAMEDA COUNTY GROUP

ALAMEDA ALBANY BERKELEY EMERYVILLE OAKLAND PIEDMONT SAN LEANDRO

March 8, 2021

City of Alameda Planning Board
2263 Santa Clara Avenue
Alameda, CA 94501
SUBMITTED VIA E-MAIL

RE: Comments on Encinal Terminals 2021 Tidelands Exchange Master Plan

Dear Members of the Alameda Planning Board,

The land use plan in the 2021 Encinal Terminals Tidelands Exchange Master Plan is virtually the same as in the 2017 Tidelands Exchange Master Plan. The main change to the land use plan from the 2017 plan to 2021 plan is that about 50 percent of the aging industrial concrete wharf will be removed over the proposed new state Tidelands.

This reduction in size of the concrete wharf means the developer will save a lot of money in not having to retrofit as much of the wharf to meet higher structural safety standards for the new public open space use. It will also mean less risk of having to expend community funds on maintenance and to repair or replace the wharf after an earthquake effecting this liquefaction zone.

In 2017, the Sierra Club voiced concerns about the proposed Tidelands Exchange on the Encinal Terminals site because of the city's financial risk of maintaining the wharf and insufficient attention to the marine environment. Those public risks and shortcomings outweighed the public benefits. The 2017 land swap would have left the City saddled with owning, on behalf of the people of California, an aging concrete wharf in a liquefaction zone, with only a "promissory note" of future project fee assessments being sufficient to replace the structure if damaged beyond repair. The 2017 Development and Disposition Agreement allowed the developer to take 15 years to complete the project and provide the public benefits, which meant a failure of the wharf structure in the early years would have left the City with an unfunded mess to clean up.

In summing up the current proposal, the developer is providing nothing more than the waterfront access community benefits that are mandated by law, regardless of whether those benefits are on state Tidelands. The current Tidelands exchange proposal provides great financial benefit to the developer, but provides no net increase in benefit to state Tidelands.

The Sierra Club recommends that the state receive a net benefit to its Tidelands as a result of relinquishing ownership of the existing Tidelands and ask that the Planning Board recommend the same.

The attention to the surrounding marine environment in both the 2017 plan and the 2021 plan is limited to enhancing the enjoyment of people who would live at and visit the site. But what about the remaining marine life in this once-thriving marshland? More opportunities for people to enjoy the outdoors along Alameda's shoreline are always welcome. But the Bay is not a theme park solely for the pleasure of people. It is a living ecosystem that we, as stewards of the environment, should earmark funds to enhance and restore after more than a century of degrading it.

The Sierra Club's primary responsibility in public land exchanges is to promote the protection and restoration of biological and ecological values. This plan does little toward that end.

The developer's lowered costs of construction activity will merely produce an incidental benefit of more daylight entering the water. We can achieve more.

Given that the developer is savings millions of dollars in its new plan and the public is not gaining any more shoreline benefits than prescribed by law, the city should ask for something in return for giving up public tidelands for a lucrative development project. Since the opportunities for the developer to make in-Bay enhancements of the marine environment around its project are limited, the Sierra Club recommends that the developer be asked to contribute funds to the city's Tidelands Fund to be earmarked for Tidelands restoration elsewhere in Alameda.

The City just so happens to have a Tidelands restoration project ready to launch when it receives funding for planning. That project is DePave Park. The currently unfunded DePave Park master planning and permitting process could be launched by a \$2 million contribution to the City's Tidelands Fund. Time is wasting, costs are rising, and opportunities for construction funding are out of reach without a master plan.

Please consider recommending a Tidelands net benefit clause in the master plan and that the development agreement and land exchange provide funding for DePave Park, a priority climate adaptation project of the City of Alameda's Climate Action and Resiliency Plan.



Igor Tregub, Chair
Sierra Club Northern Alameda County Group

Subject:

[EXTERNAL] Item 7B Encinal Terminals, Tidelands Exchange

RE: Comments on Encinal Terminals 2021 Tidelands Exchange Master Plan

Dear Alameda Planning Board, President Teague, Board Members Cisneros, Curtis, Hom, Rothenberg, Ruiz, and Saheba,

I am writing in support of the conceptual proposal in the letter submitted on Item 7B by the Sierra Club, Northern Alameda County Group. The letter points out very clearly:

"In summing up the current proposal, the developer is providing nothing more than the waterfront access community benefits that are mandated by law, regardless of whether those benefits are on state Tidelands. The current Tidelands exchange proposal provides great financial benefit to the developer, but provides no net increase in benefit to state Tidelands."

"Given that the developer is saving millions of dollars in its new plan and the public is not gaining any more shoreline benefits than prescribed by law, the city should ask for something in return for giving up public tidelands for a lucrative development project."

"The City just so happens to have a Tidelands restoration project ready to launch when it receives funding for planning. That project is DePave Park. The currently unfunded DePave Park master planning and permitting process could be launched by a \$2 million contribution to the City's Tidelands Fund. "

When the Alameda City Council voted unanimously against the previous Tideland Swap proposal in 2017, Council members noted the millions of dollars the developer would make on housing built on the swapped land parcel.

\$2 million is a minimum amount of money that that a developer should pay.

The City of Alameda has not done a comprehensive study, report or public hearing on how we will defend and protect current housing, or future housing from the twin dangers of sea level rise and groundwater flooding. What DO those measures cost? Who is paying for them? Factor THAT into what is the fair cost of this Tideland Swap. \$5 million? \$10 million? (That's not even 10 housing units selling at \$1 + million apiece.

Check out the ancient sea wall in front of the current Del Monte Housing Construction project. There is a path connecting the abandoned, decaying wharf next to the parking lot at the vacant Wind River office buildings to the Encinal Terminals property. Never replaced. No sign of a plan.

Future generations will look at this type of waterfront development, scratch their heads and ask--- was their plan?? What is it?

You have a tough job, thank you for your service,

Sincerely,

Patricia Lamborn, Alameda Resident 30 years
patricia.lamborn@aol.com

Subject:

FW: [EXTERNAL] Letter of Support for Encinal Terminals

From: Tina Blaine [mailto:tblaine@gmail.com]

Sent: Monday, March 8, 2021 9:41 AM

To: Andrew Thomas <athomas@alamedaca.gov>; Alan Teague <ateague@alamedaca.gov>; Ronald Curtis <rcurtis@alamedaca.gov>; Asheshh Saheba <asaheba@alamedaca.gov>; Rona Rothenberg <RRothenberg@alamedaca.gov>; Teresa Ruiz <truiz@alamedaca.gov>; Xiomara Cisneros <xcisneros@alamedaca.gov>; Hanson Hom <hhom@alamedaca.gov>

Subject: [EXTERNAL] Letter of Support for Encinal Terminals

Dear Planning Board Members,

Since I am unable to attend the Planning Board meeting tonight, I am writing in support of the Tidelands Exchange plan for Encinal Terminals. This industrial site has been a blight for far too long and I believe the City should adopt this proposed Master Plan, to finally allow development of this site to move forward. This plan delivers 589 units of badly needed housing suitable for a broad spectrum of residents and includes 80 units of affordable housing and 10 additional middle-income units. Over 4 acres of waterfront open space that will support Bay Trail expansion and recreational opportunities, provided at no cost or maintenance burden to the City, is a fabulous Win-Win for the City and its residents!

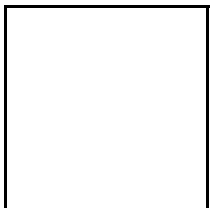
My understanding is that approval of the proposed Tidelands Exchange also unlocks Encinal Terminals' units for the next Housing Element, so that fewer units on fewer sites elsewhere in Alameda will need to be re-zoned for multi-family housing. Without your approval, this housing will be put on hold, units will not count in the Housing Element and the waterfront will remain closed to the public indefinitely.

I encourage you to support this project to improve waterfront access and create more low-income housing opportunities for the community. Thank you for your consideration.

Tina Blaine
Alameda Resident

--

Tina Blaine
2505 Blanding Ave, Alameda, CA 94501
T: 510.435.4352



Nancy McPeak

From: Heinrich Albert <henrik@hawaii.edu>
Sent: Monday, March 8, 2021 3:38 PM
To: Nancy McPeak
Cc: Andrew Thomas
Subject: [EXTERNAL] Public Comment on Encinal Terminals project Tidelands Swap

Dear Planning Board Members,

As a Sierra Club member, I'm aware that the Club opposed the original "tidelands swap" for Encinal Terminals. I supported that position, as I felt that neither the City nor our tidelands environment received adequate benefits to balance the benefits afforded the project by the swap.
Now you will consider this project again, and the "tidelands swap" portion remains essentially unchanged.

I write today to support the Sierra Club's current position, namely that the developer provide a benefit for the City and our tidelands environment by providing funding for the planning of DePave Park.

As you know DePave Park is an important project our City needs to implement as we adapt to sea level rise, and that project is currently stalled by lack of funds for planning.

Thanks for your consideration,

Heinrich Albert
2525 Webb Ave
Alameda, CA 94501

Subject:

[EXTERNAL] Encinal Terminals Master Plan

I have the following comments on the Encinal Terminals project before you tonight.

1) As the operator of a kayak rental service in Alameda and an avid kayaker myself, I appreciate the easily accessible kayak launch that is being proposed in the Alaska Basin right next to Clement Avenue at Clement Plaza, and also the dock in the Estuary at the Waterfront Promenade that kayakers can utilize.

2) As one of the advocates for DePave Park at Alameda Point, I support the proposal from the Sierra Club for the developer to provide funding for DePave Park planning via the city's Tidelands Fund. The community's vision should be about more than just people enjoying the marine environment. It should also embrace opportunities for restoring our marine environment in the face of climate change. Contributing funding toward DePave Park will not compromise the plans before you tonight, but rather compliment them by taking a big picture approach to planning around Alameda's waterfront.

Thank you,
Joe Stack, owner
Stacked Adventures