

NORTH WATERFRONT COVE, LLC

Andrew Thomas
Director of Planning, Transportation and Building
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Dear Mr. Thomas:

North Waterfront Cove, LLC, (NWC) is the owner of the vacant Encinal Terminals site located at 1521 Buena Vista Avenue, between the Alaska Basin and the Fortman Marina and north of the Del Monte Warehouse (~26 acres, APN 072-0382-001, -002, and 72-0383-003), and Lessee of the City owned property located within the site (6.4 acres, APN 072-0382-009). NWC hereby submits an application to amend the Master Plan and Density Bonus project approvals granted in 2018 and request a new Development Agreement and Disposition and Development Agreement to implement the amended Tidelands Exchange Master Plan.

In 2016 NWC submitted an application for a Master Plan and Development Agreement that would develop the property with up to 589 housing units, up to 50,000 square feet of commercial space, and a 160-berth marina consistent with the site's MX and MF Overlay Zoning designations. The development proposal also relied upon a Tidelands Exchange, that was consistent with the General Plan which states:

"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."

In September 2017, the Planning Board recommended approval of the EIR, Master Plan and Development Agreement, but in December 2017, the City Council certified the EIR but fell short of the four votes necessary to approve the Tidelands Exchange, and therefore did not approve the Master Plan or the Development Agreement.

In 2018, NWC submitted a revised Master Plan to develop the property surrounding the 6.4-acre Tidelands Property in its current configuration, which was approved in September 2018. This plan provided for the development of the site with up to 589 units, including 79 affordable units, up to 50,000 square feet of commercial uses, a 160-berth marina and 3 acres of public waterfront open space, including a public kayak launch and a public water taxi dock.

Efforts to implement the 2018 approved plan have stalled because the current configuration has proven to be infeasible. Because the project is not viable at this time, NWC is proposing to amend the approved 2018 Master Plan and amend the 2018 approved Density Bonus in order to propose a Tidelands Exchange. As such, NWC will submit a Tidelands Exchange Master Plan (MP) and will work with the City to establish a Development Agreement (DA) for the site, and a Disposition

and Development Agreement (DDA) for the conveyance of parcels to implement the Tidelands Exchange.

The basics of the plan are not changing. There is no increase in units or in the intensity of development. Reconfiguring the property lines pursuant to a Tidelands Exchange will create a significantly improved land plan, which allows the residential uses to be located within the interior of the site and public, tidelands-compliant open space and maritime uses on the edges of the property and on the adjacent submerged lands. The result is a plan that makes the site financially feasible to develop by providing additional residential development acreage, which reduces the per acre density of housing, lowers the average building height and provides for more varied housing.

The Tidelands Exchange Master Plan creates a viable project that transforms a vacant, blighted, 23-acre site into a transit oriented, residential mixed-use neighborhood of up to 589 housing units, including 79 deed restricted affordable units, with water-based and land-based transit options, and provides housing that is adjacent to the 1.4 million square feet of office space at the Research Park at Marina Village. The Exchange places all the waterfront lands and adjacent submerged lands into public trust and ownership for present and future generations of Californians, and provides approximately 4.5 acres of waterfront open space, with waterfront plazas, promenades, a half-mile of new Bay Trail around the perimeter of the site, a public small craft launch, and a water shuttle docking facility. The commercial components include 20,000 to 50,000 square feet of waterfront and visitor serving commercial uses, and opportunities for a new Alaska Basin marina with up to 160 berths. Further, the site's 589 residential housing units will be able to be included in the upcoming 2023-2031 regional housing needs cycle.

The plan remains consistent with the site's MX and MF Overlay Zoning designations and the General Plan requirements. We are proposing to amend the Density Bonus approved in 2018: while retaining 2018 approved waiver of the Multifamily Housing Prohibition and waiver of the 35' height limit, we also seek a concession to the City's Universal Design Ordinance requirement for 100% visitability. This concession results in actual and identifiable cost reductions which allows for the provision of affordable housing.

We look forward to working with the City of Alameda to create this vibrant new waterfront community, bringing badly needed housing to market and spectacular waterfront open space to all Alamedans.

Sincerely,

DocuSigned by:
Michael O'Hara
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Michael S. O'Hara
Director of Forward Planning