ENCINAL TERMINALS

A New Waterfront Mixed-Use Neighborhood
Alameda, California
MASTER PLAN
May 12, 2016

OWNER/APPLICANT
North Waterfront Cove LLC
c/o Tim Lewis Communities
12667 Alcosta Blvd., Suite 170
San Ramon, CA 94583

ARCHITECT:
Van Tilburg Banvard Soderbergh, AIA
1738 Berkeley Street
Santa Monica, CA 90404

CIVIL ENGINEER:
Carlson, Barbee & Gibson, Inc.
2633 Camino Ramon, Suite 350
San Ramon, CA 94583

LANDSCAPE ARCHITECT:
Page/BMS Design Group
414 Jackson Street
San Francisco, CA 94111

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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, restaurant 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.

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.

Figure i.1: Regional context

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 uses 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."

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.

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.

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. *Inset: Encinal Terminals at dusk looking northwest.*

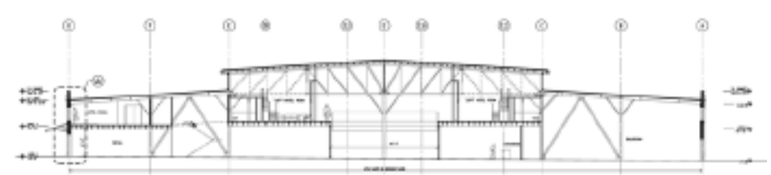
To the west, the site has views of the Alaska Basin waterway. Across the waterway is the Wind River Systems campus.

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 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.

CHAPTER 1: MASTER PLAN OBJECTIVES & VISION

MASTER PLAN OBJECTIVES FOR THE NORTHERN WATERFRONT

This Master Plan is designed to ensure that the reuse of the plan area achieves the General Plan objectives for the Northern Waterfront area:

Reconnecting the community to the waterfront. The Master Plan seeks to reconnect the community to its waterfront by requiring new public shoreline access, extending the existing street grid to the waterfront, replacing existing waterfront industrial and warehouse uses with residential, commercial, retail, and open space.

Improving access through and around the district. Extending the existing Alameda grid system into and through the area allows for the extension of the Clement Avenue truck route, reduces traffic volumes on Buena Vista, and increases access to the waterfront. Requirements promote use of alternative modes of transportation, such as shuttles, water taxis, and bicycles and a future light rail line to reduce present and future congestion.

Fostering a vibrant new mixed-use environment. The Master Plan seeks to create a new and vibrant district with a variety of uses that are compatible with the waterfront location and adjacent neighborhoods and create a pedestrian-friendly, transit-oriented environment.

Preserving the unique history and environment of the Northern Waterfront Area. This Master Plan will preserve the unique environmental, cultural, and architectural assets within the area and repurpose and improve those assets in the creation of a new, vibrant mixed-use district.

Economic Development. This Master Plan seeks to generate jobs and services for the community while reducing citywide traffic and the associated environmental, economic and social impacts of long commute trips through mixed-use development.

Financially Sound Development. The Master Plan requires that new development fund and construct the public facilities and services that are needed to serve the plan area, achieve General Plan objectives, and avoid any financial impact on the City's ability to provide services to the rest of the City.

MASTER PLAN OBJECTIVES FOR THE ENCINAL TERMINALS SITE

To meet the City of Alameda's General Plan objectives, specific goals for the development of Encinal Terminals site include:

- ***Repurpose the site*** with a mix of residential, commercial, and water-related uses that will create and support a lively waterfront and a pedestrian-friendly environment.
- ***Provide water and maritime-related job and business opportunities*** consistent with the site's waterfront location and maritime history.
- ***Create a continuous public waterfront promenade*** and sequence of public waterfront open spaces that provide opportunities for walking, biking, kayaking, and other waterfront activities.
- ***Reduce truck traffic in the adjacent neighborhoods*** by replacing warehouse and trucking uses with employment and residential uses.
- ***Provide a mix of uses and activities*** that will support a variety of lifestyles and employment opportunities.
- ***Assure a significant portion of new residential development is affordable*** to households at all income levels.
- ***Establish linkages to the surrounding city and neighborhoods*** for all modes of travel.
- ***Provide clear, safe access and linkages for pedestrians and bicyclists,*** where none have existed in the past.
- ***Strengthen references to the historic background of the site*** and environs through design.

FIGURE 1.1 CITY CONCEPT MASTER PLAN

The Concept Master Plan for the Encinal Terminals area prepared by the City of Alameda, January 2012. This plan was prepared to illustrate the City's intent and desire to see a mix of residential and commercial uses in the area, consistent with General Plan objectives. It was not intended to represent a specific design or physical layout.

MASTER PLAN VISION

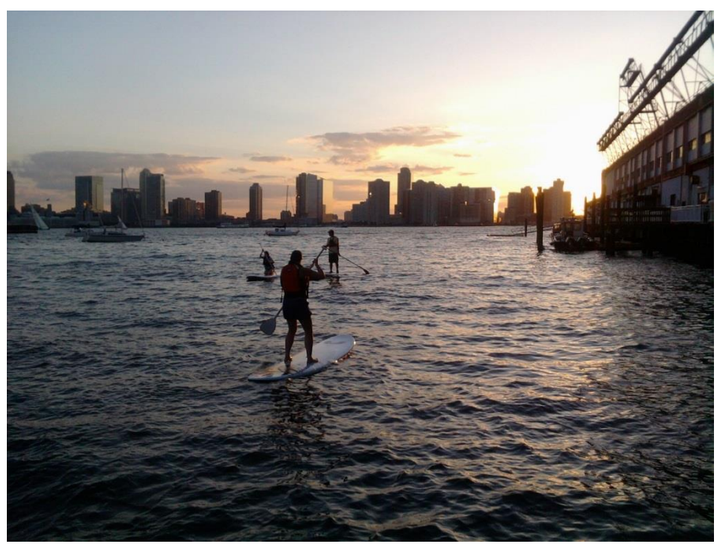
The vision for the reuse of the Encinal Terminals site is a future that is no longer a place of 18 wheeled trucks, warehouses, shipping containers, and chain link fences. Instead, Alameda residents and visitors will be able to walk, jog, stroll, and bicycle along the water's edge, moving freely through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

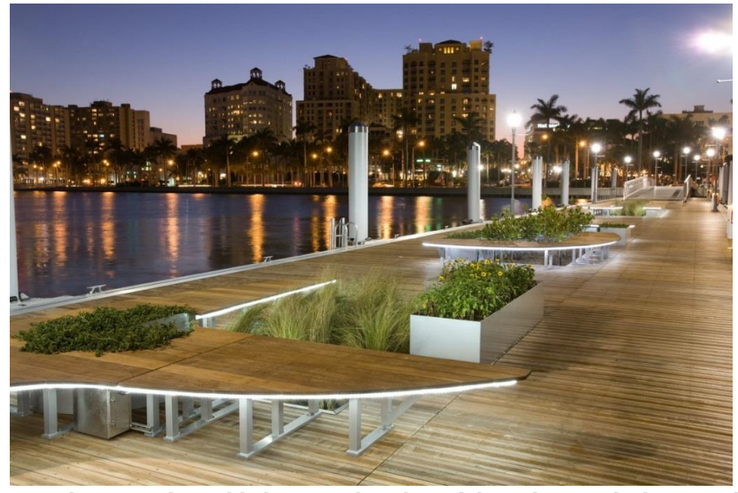
SHORELINE ACCESS

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.

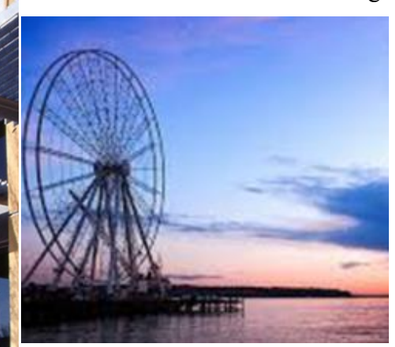
A MIXED USE WATERFRONT RESIDENTIAL COMMUNITY

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.



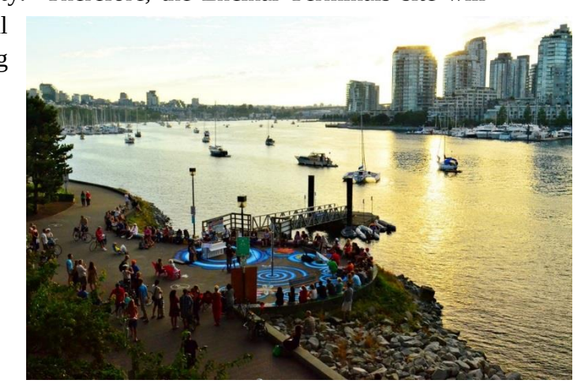
PART OF AN EMERGING NEW ESTUARY NEIGHBORHOOD

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.



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

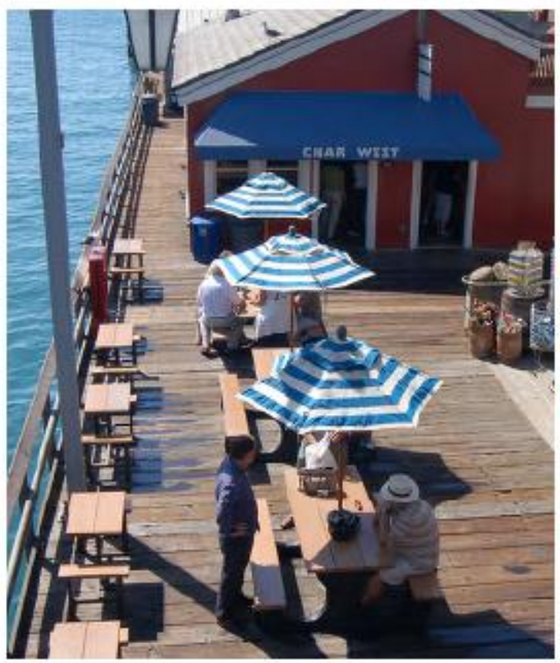
FIGURE 1.2 ILLUSTRATIVE CONCEPTUAL MASTER PLAN FOR POTENTIAL DEVELOPMENT AREAS

This plan illustrates how the concepts defined in this Master Plan as may be applied to portions of the site. This is NOT a proposed development plan; rather, it is best to look at each of the components in a vacuum, such as how townhomes may be developed, or how podium buildings may be spaced and developed. Development Plans will be developed in accordance with the details included in Chapters 2, 3 and 4, and each Subarea will require further Development Plan and Design Review.

Legend

A. Mixed-use Commercial / Residential
B. Low-Rise Condominiums
C. Mixed-use Commercial / Residential
D. Townhomes
E. Public Park
F. Public Waterfront Promenade
G: Ferry / Water Shuttle
H. Marina
I. Primary Entry
J. Secondary Entry
K. Small Craft (Kayak) Launch

aquabus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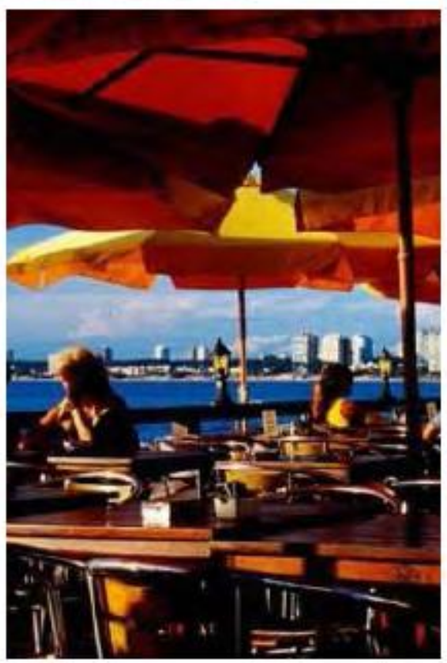


CHAPTER 2: THE PUBLIC REALM

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.

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:

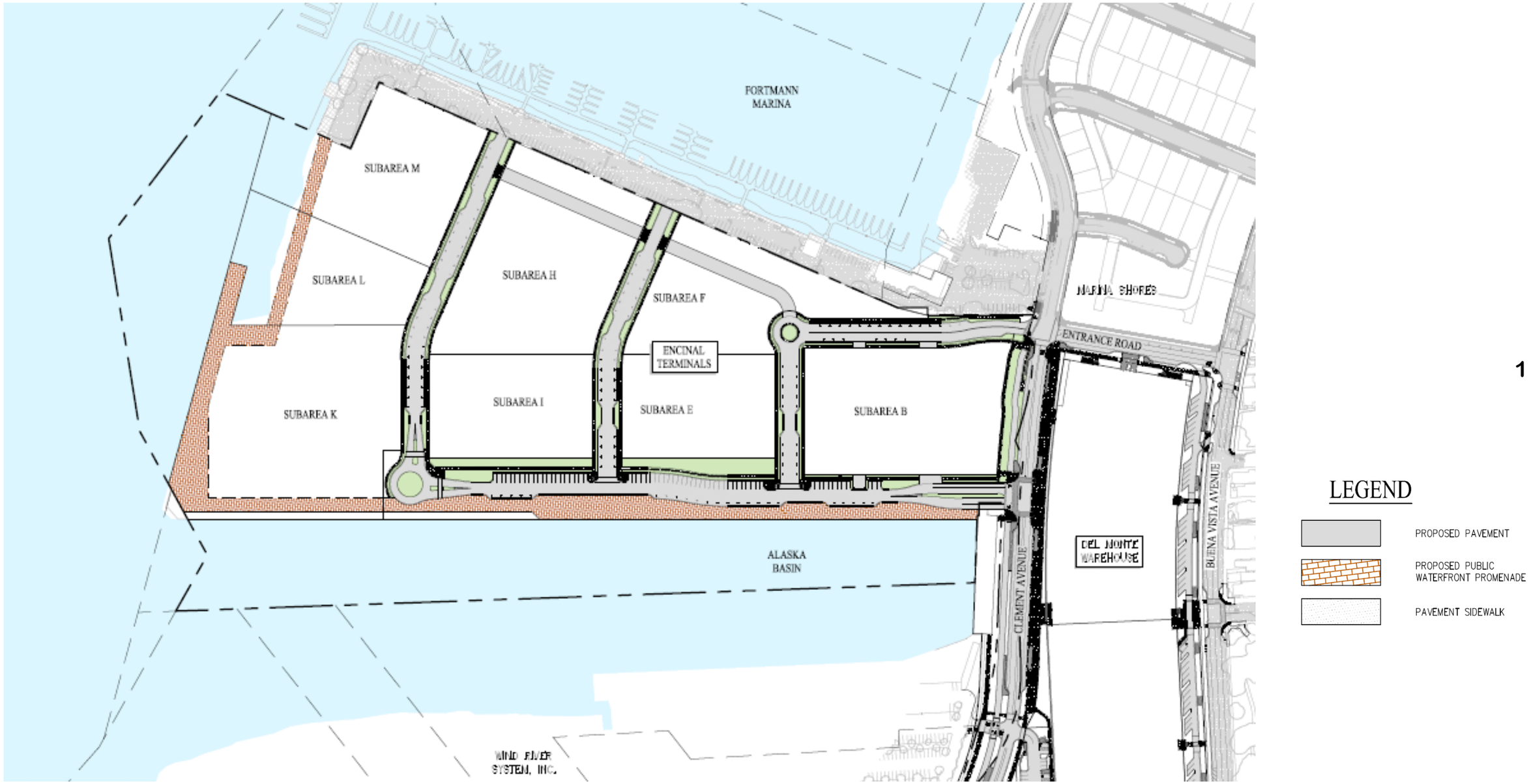
The TDM Program shall be approved prior to approval of the first subdivision map for the first development. The TDM Program shall include:

- An annual fee per residential unit and a per square foot fee for commercial space will be applied to transit services ("Transit Fund");
- 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);
- Provision of shuttle services (bus and/or water shuttle) to BART on Day One;
- 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.

FIGURE 2.1 AREA-WIDE ROADWAY SYSTEM

FIGURE 2.2 CIRCULATION DIAGRAM



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 of 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

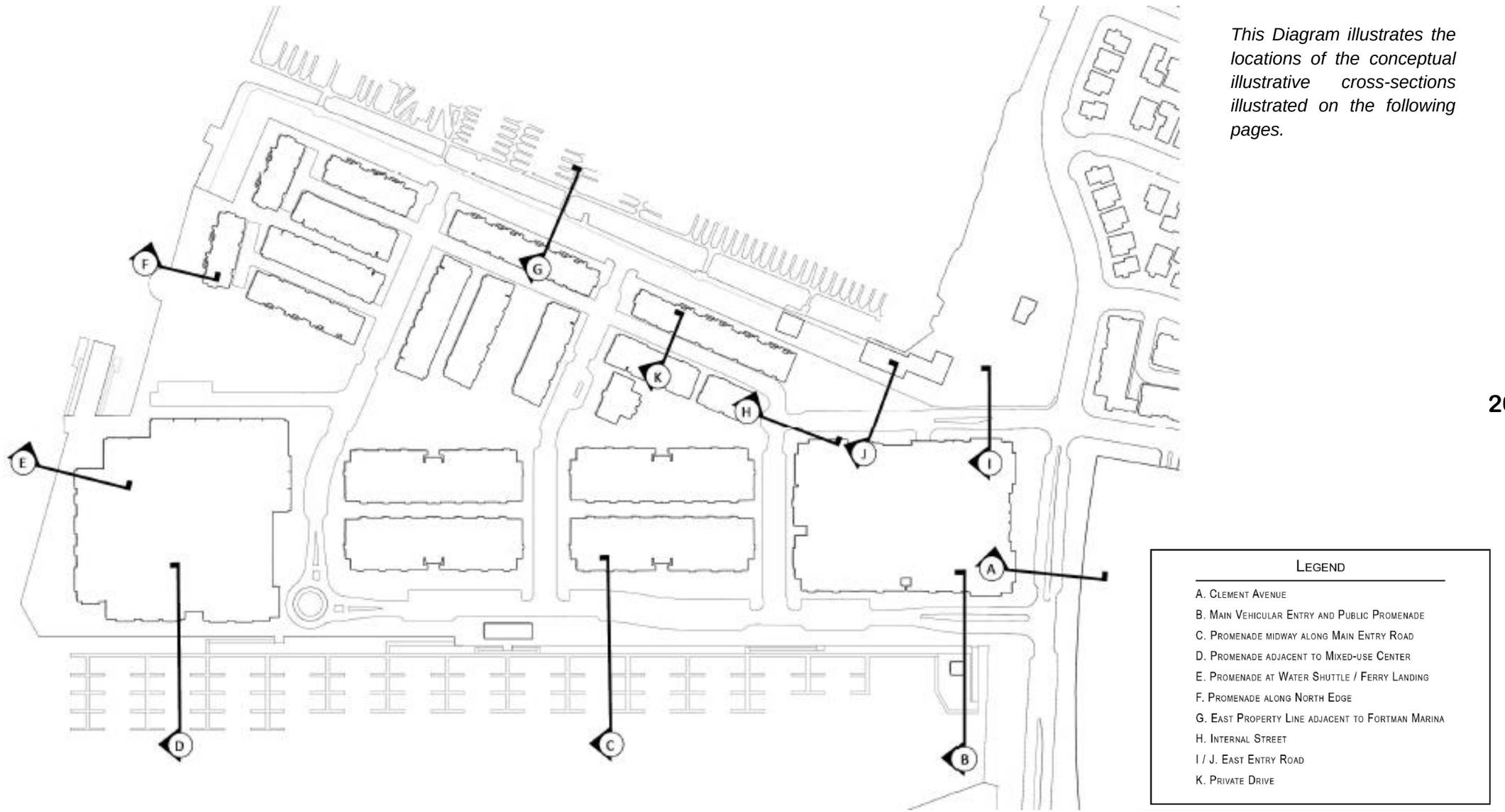
A continuous public shoreline promenade shall be provided around the waterfront perimeter of the site. The promenade will include a sequence of open spaces and recreational opportunities including walking, running, bicycling, rollerblading, fishing, watercraft launch, and vista points, and will include 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. In addition,

- 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.

FIGURE 2.3 AREA-WIDE PEDESTRIAN AND BICYCLE CIRCULUATION AND OPEN SPACE FRAMEWORK PLAN

FIGURE 2.4 CROSS SECTION LOCATION DIAGRAM



This Diagram illustrates the locations of the conceptual illustrative cross-sections illustrated on the following pages.

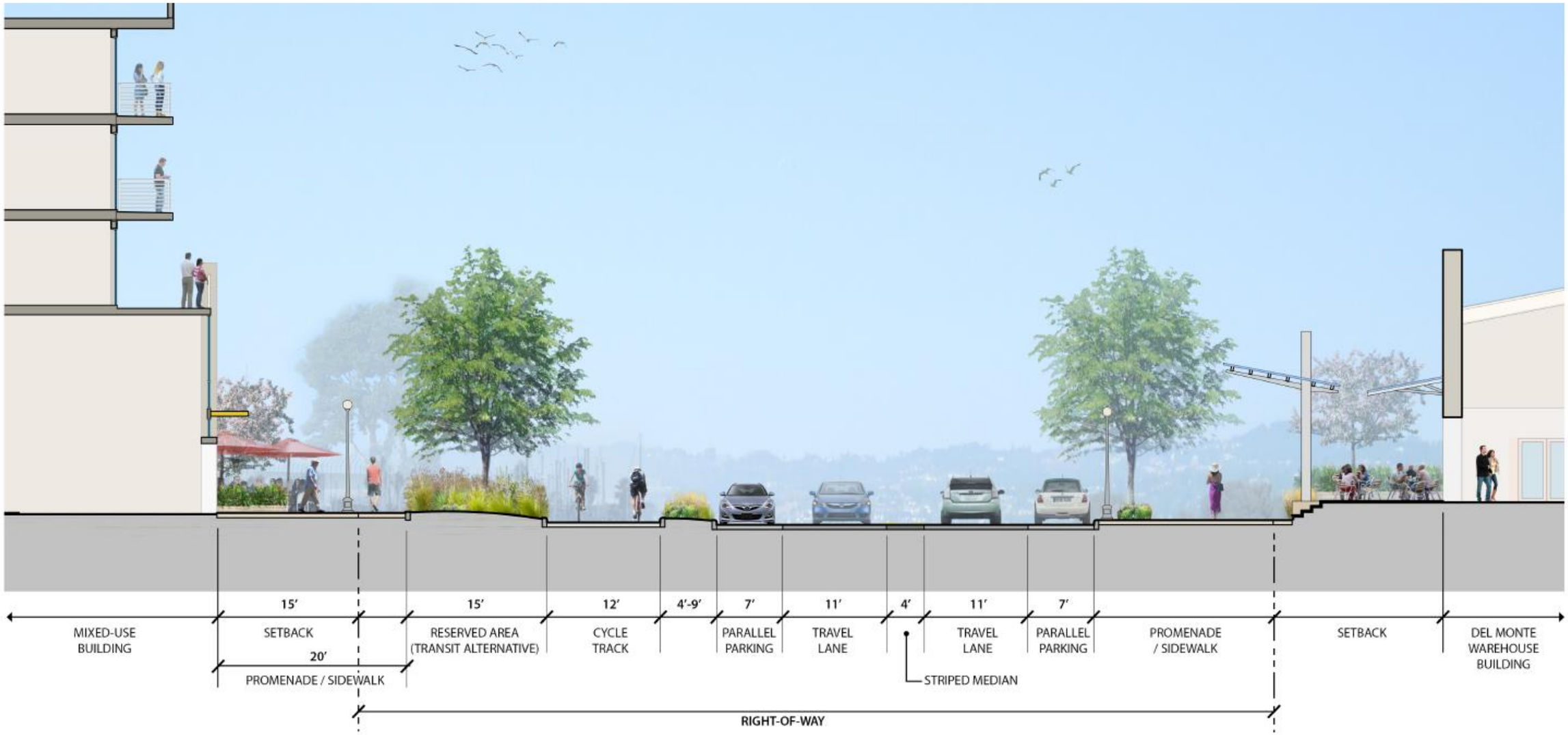


FIGURE 2.5 ILLUSTRATIVE CONCEPTUAL CROSS SECTION A: CLEMENT AVENUE

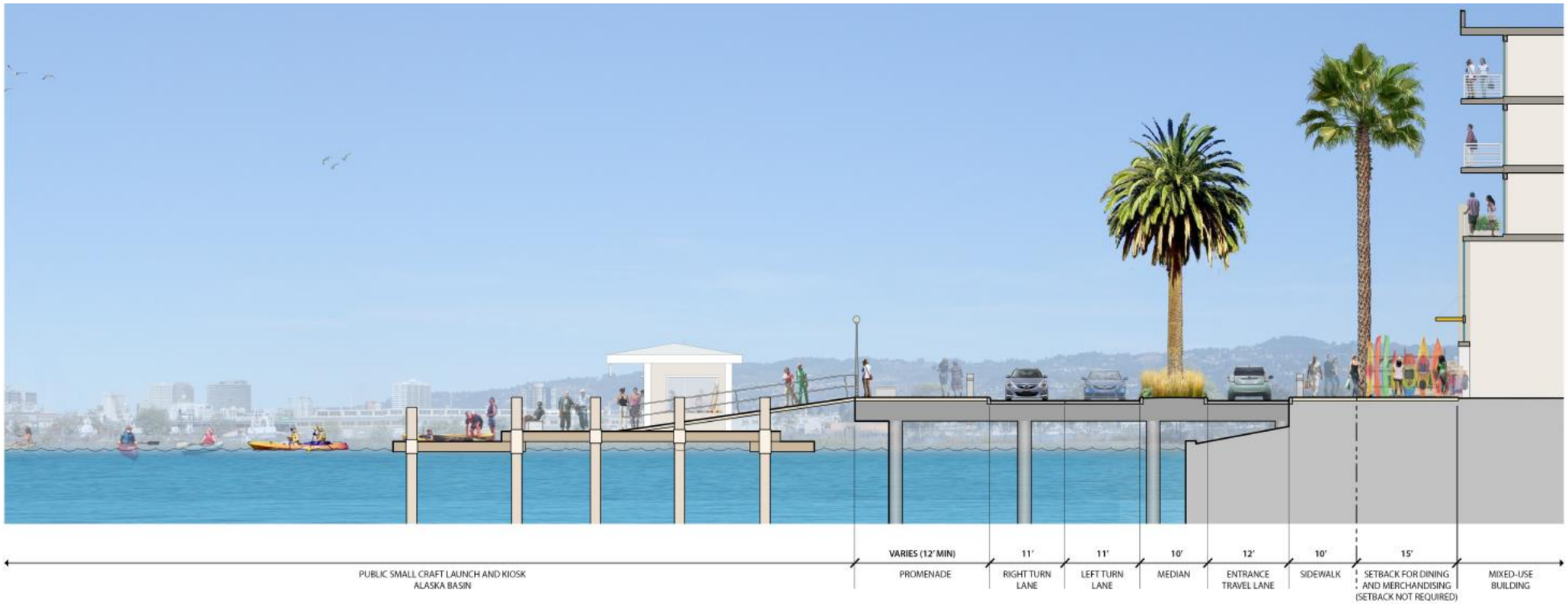


FIGURE 2.6 ILLUSTRATIVE CONCEPTUAL CROSS SECTION B: WESTERN ENTRY ROAD AND WATERFRONT PROMENADE AT CLEMENT AVENUE (VIEW NORTH)

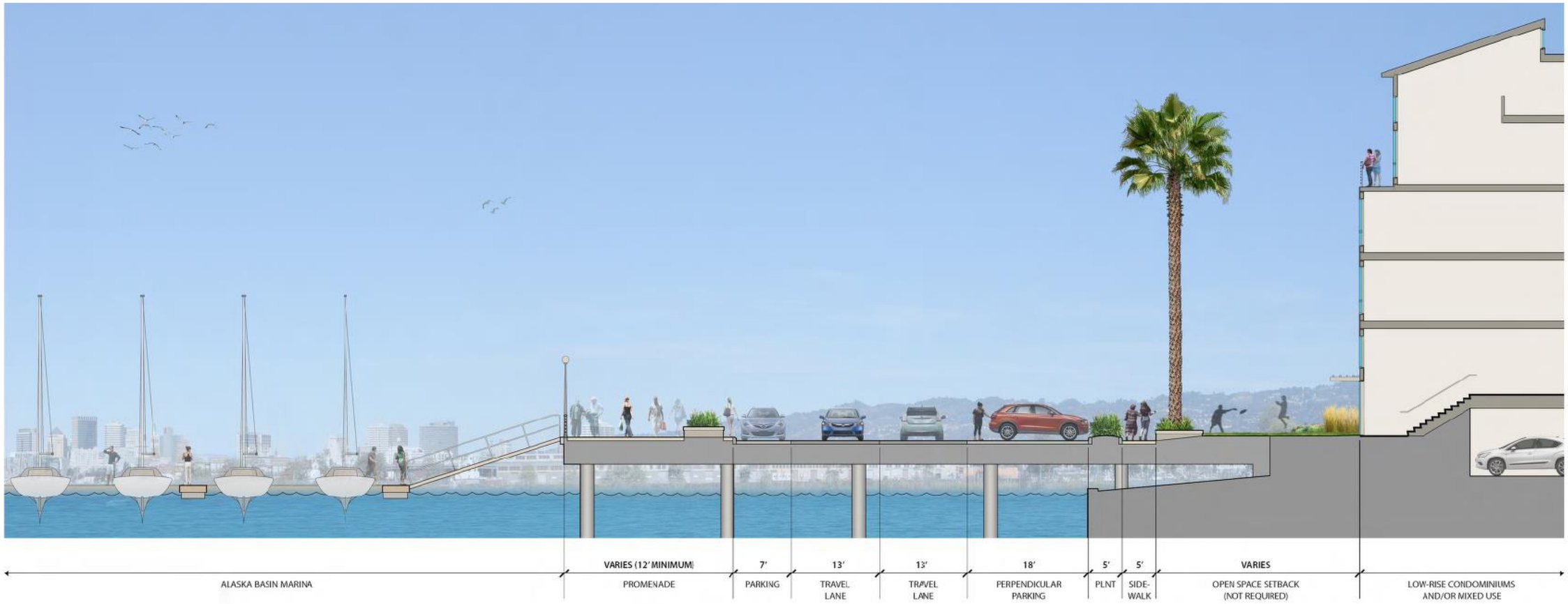


FIGURE 2.7 ILLUSTRATIVE CONCEPTUAL CROSS SECTION C: PUBLIC WATERFRONT PROMENADE MIDWAY ALONG THE WEST ENTRY ROAD ADJACENT TO ALASKA BASIN AND POSSIBLE MARINA (VIEW NORTH).

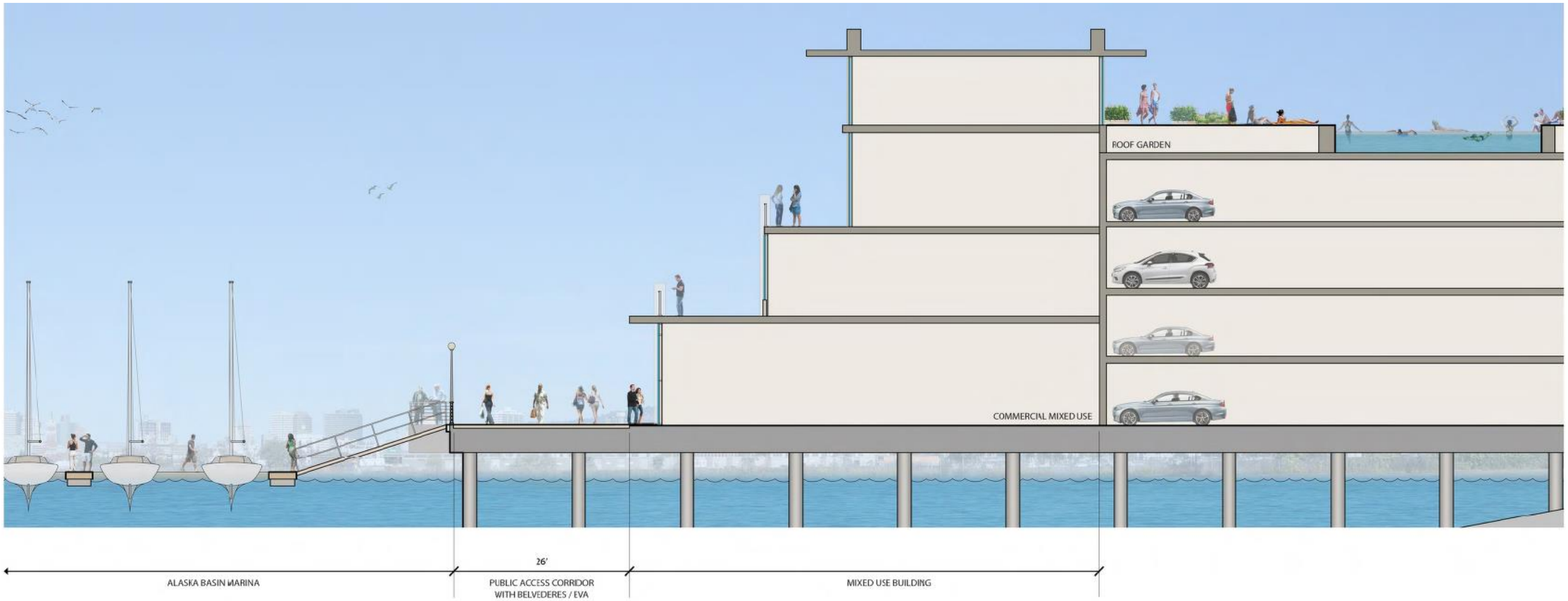


FIGURE 2.8 ILLUSTRATIVE CONCEPTUAL CROSS SECTION D: PUBLIC WATERFRONT PROMENADE ADJACENT TO MIXED USE CENTER AT NORTHWEST CORNER OF THE SITE (VIEW NORTH).

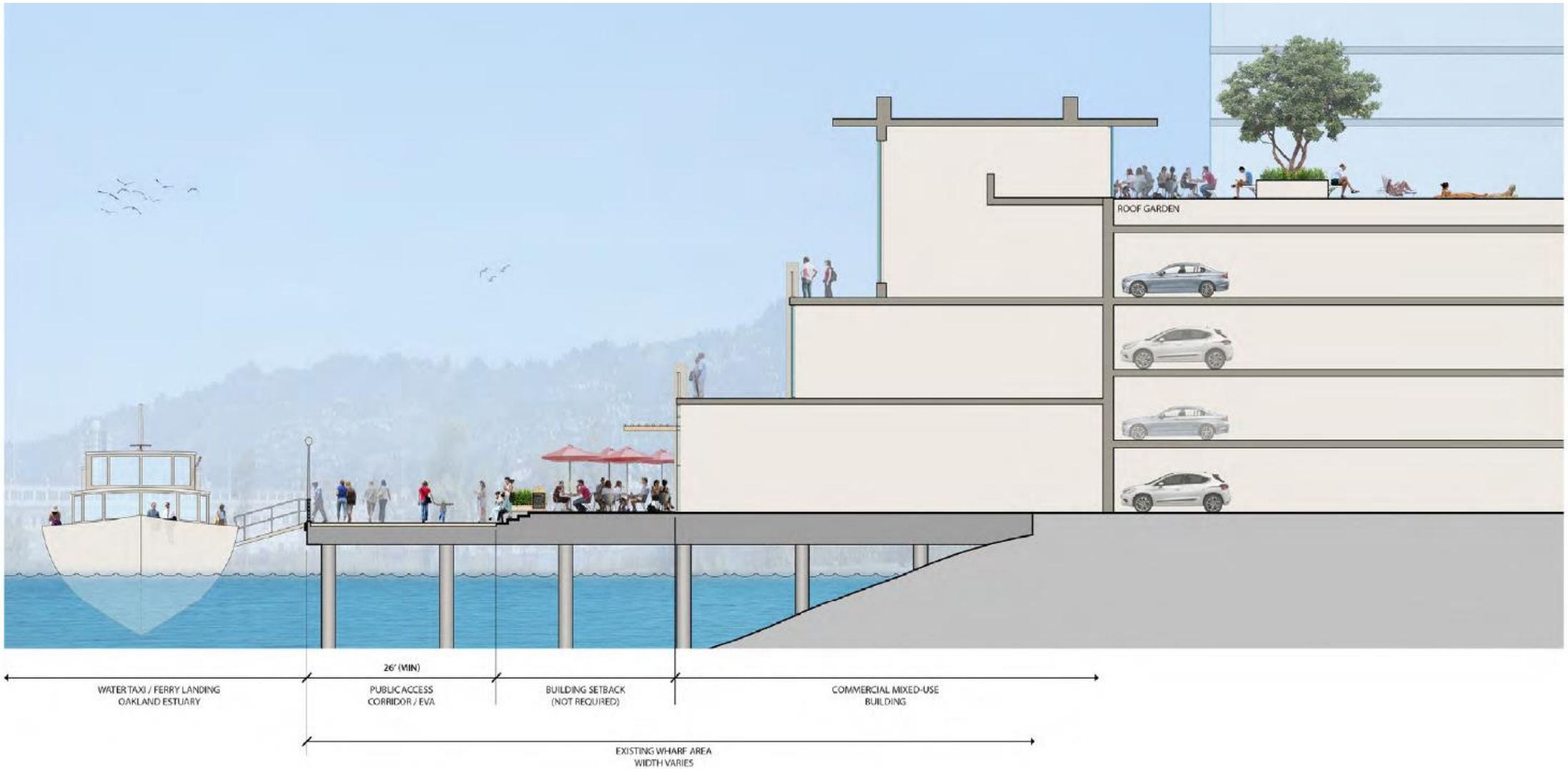


FIGURE 2.9 ILLUSTRATIVE CONCEPTUAL CROSS SECTION E: PUBLIC WATERFRONT PROMENADE AT THE WATER SHUTTLE/FERRY LANDING ALONG NORTH EDGE OF THE SITE AT THE ESTUARY (VIEW EAST).

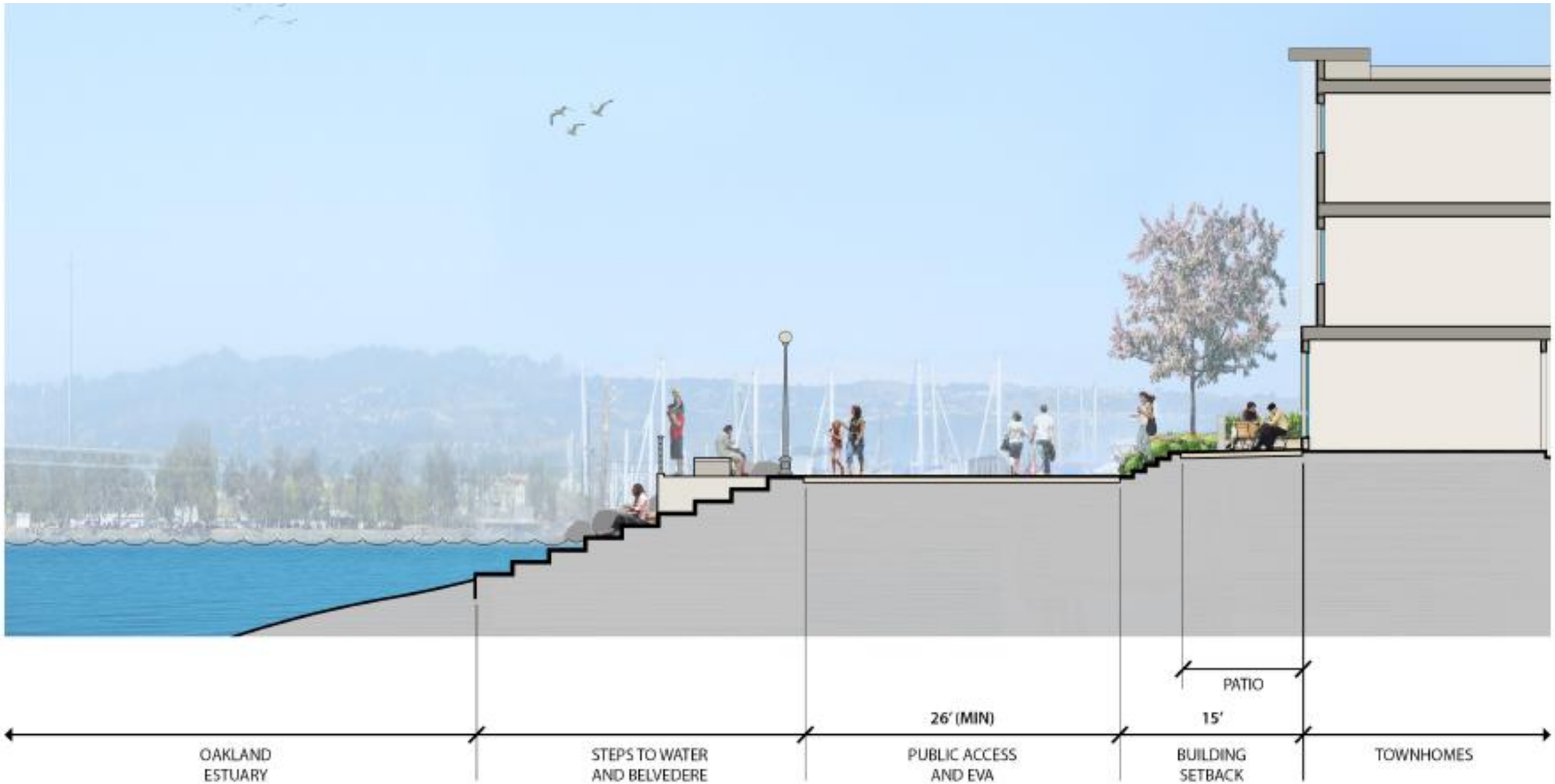


FIGURE 2.10 ILLUSTRATIVE CONCEPTUAL CROSS SECTION F: PUBLIC WATERFRONT PROMENADE ALONG THE NORTH EDGE OF THE SITE AT THE ESTUARY (VIEW EAST).

FIGURE 2.11 ILLUSTRATIVE CONCEPTUAL CROSS SECTION G: PUBLIC WATERFRONT PROMENADE ALONG EAST EDGE OF THE SITE (VIEW EAST).

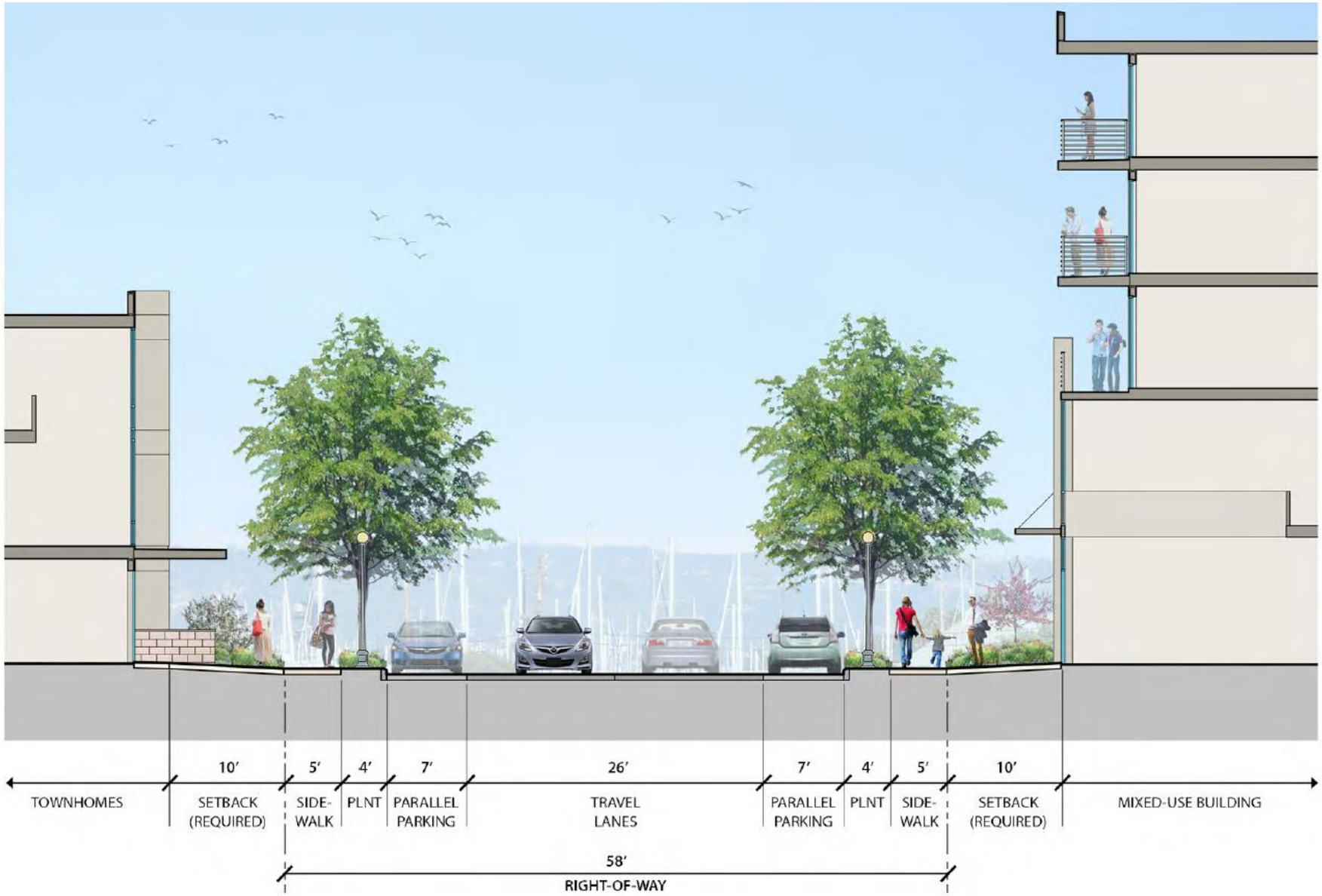


FIGURE 2.12 ILLUSTRATIVE CONCEPTUAL CROSS-SECTION H- INTERNAL STREET EAST ENTRY ROAD

2.13 ILLUSTRATIVE CONCEPTUAL CROSS SECTION I – EAST ENTRY ROAD

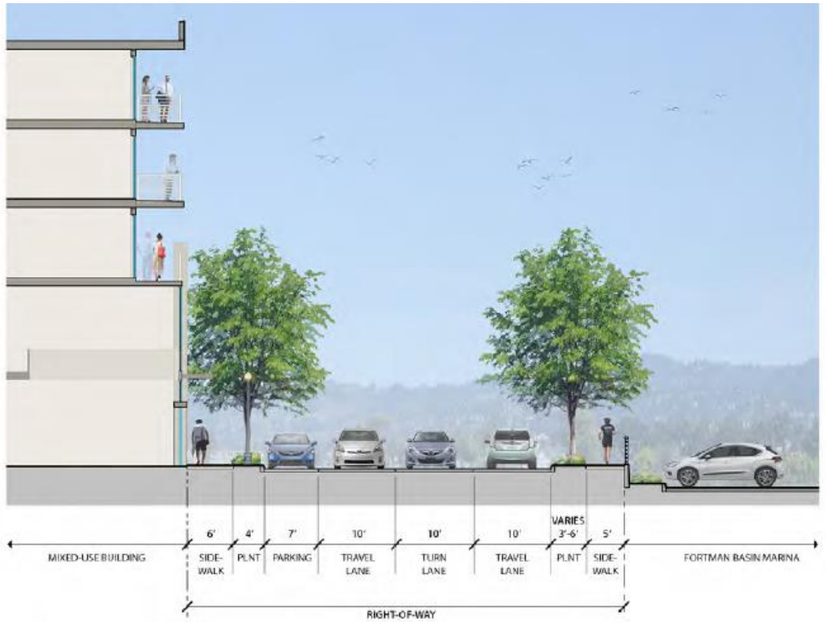


FIGURE 2.14 ILLUSTRATIVE CONCEPTUAL CROSS-SECTION J- EAST ENTRY ROAD

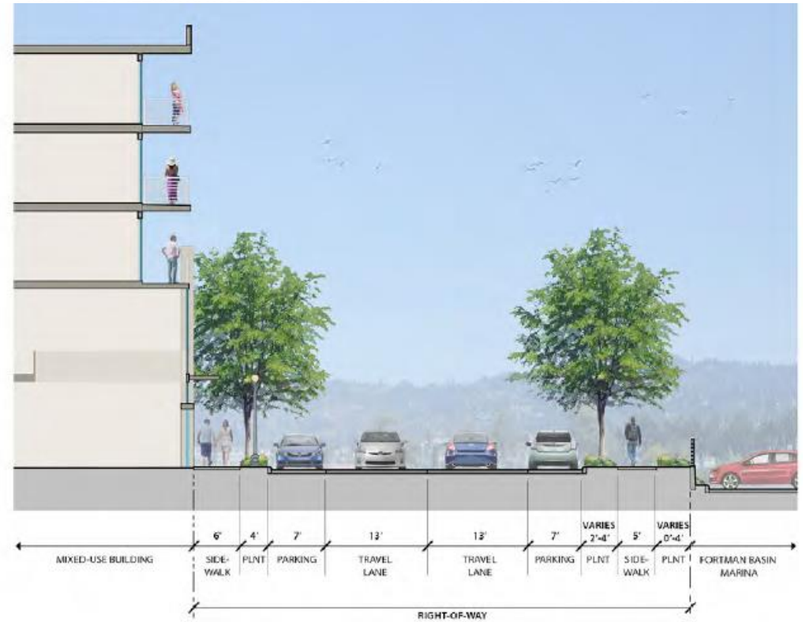


FIGURE 2.15 ILLUSTRATIVE CONCEPTUAL CROSS SECTION K: PRIVATE DRIVE/EVA

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 to allow 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 well 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

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:

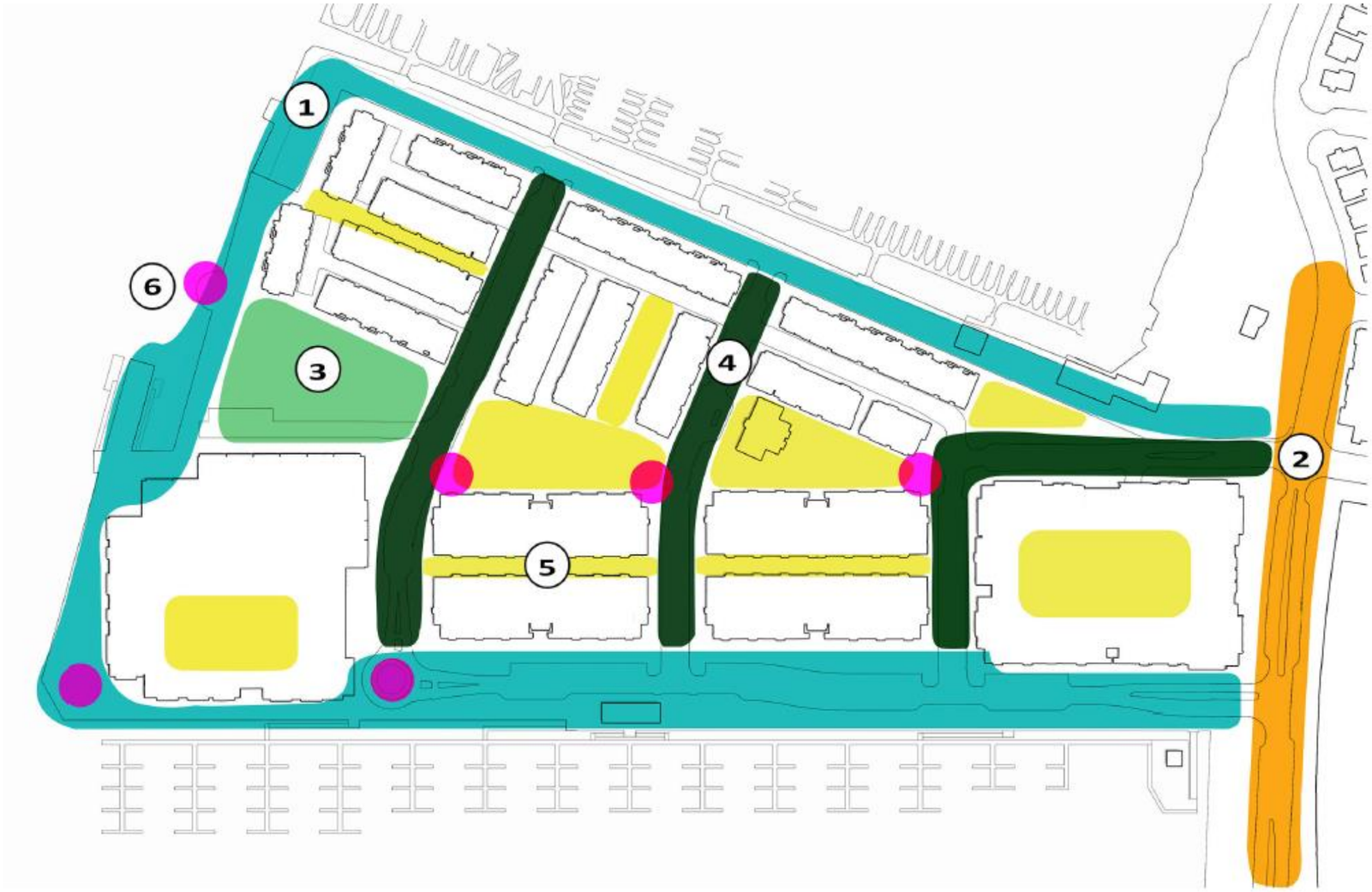
- Both deciduous and evergreen trees
- Flowering ornamental trees and perennial plants
- Turf (or lawn substitute), showy shrubs and ground covers for the ground plane
- Appropriate tree species to consider include:

  Acer circinatum, Vine Maple
  Ceanothus spp., Ceanothus
  Cercis occidentalis, Western Redbud
  Pinus torreyana, Torrey Pine
  Quercus agrifolia, Coast Live Oak
  Ranunculas californiucus, 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



This Exhibit diagrams how the landscape concepts discussed on the immediately preceding pages might be applied to the Illustrative Conceptual Master Plan shown in Figure 1.1. Actual locations of landscape zones will vary; landscape elements will be defined in Development Plans for each Subarea.

LEGEND

1. WATERFRONT
2. CLEMENT AVENUE
3. MAJOR PARKS & OPEN SPACES
4. INTERNAL STREETS
5. PRIVATE & SEMI-PRIVATE GARDENS
6. NODES & ACCENT AREAS

FIGURE 2.16 LANDSCAPE TYPOLOGIES

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 (City of 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.

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 which will connect to the City's 54-inch pipeline, and eventually discharge 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 that 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.

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.

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, including:

- Land Use
- Residential Density, Maximums and Minimums
- Non-Residential Density, Maximums and Minimums
- Residential and Non-Residential Development Balance
- Affordable Housing
- Parking
- Building Design

LAND USE

TIDELANDS VS. NON-TIDELANDS PROPERTY

The Land Use section must start with an understanding of the Tidelands Trust which affects a portion of the site that is approximately 6 acres. Lands subject to the Tidelands Trust are restricted in their usage, as outlined below.

Permitted Land Uses on Property Subject to the Tidelands Trust

The following uses are permitted on lands that are subject to the Tidelands Trust

- Public recreation facilities, hotels, restaurants, commercial recreation centers, entertainment facilities and attractions
- Public waterfront promenades, pedestrian trails, sidewalks, landscaped areas
- Public Parks and open space
- Public buildings, convention centers, museums, assembly areas and meeting places
- Streets, parking, 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 the Tidelands Trust

The following uses are permitted 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, taverns and associated parking and landscape areas
- 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
- Roadways, Private and public Parks and Open Space and Playgrounds
- 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
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives

CURRENT TIDELANDS TRUST CONFIGURATION

Currently, there are approximately 6 acres of land that are subject to the Tidelands Trust restrictions ("Trust Property") noted above; this is shown in brown below. The remaining approximately 16 acres is not subject to the Tidelands Trust restrictions, and is indicated below in red.

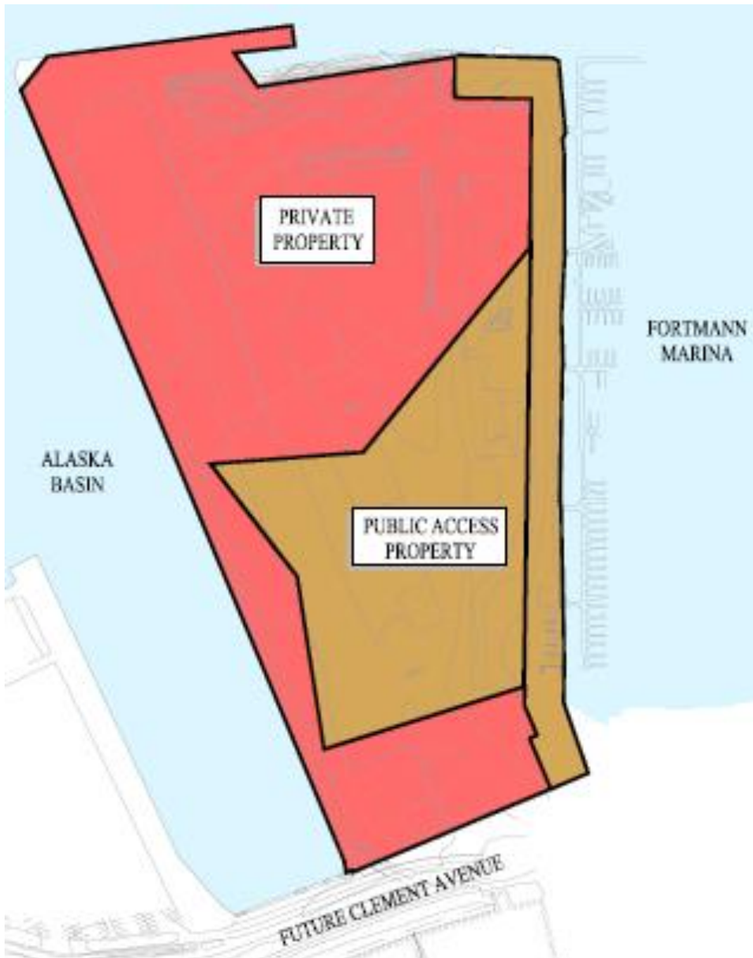


FIGURE 3.1 CURRENT TIDELANDS CONFIFGURATION

CONTEMPLATED SWAP TIDELANDS TRUST CONFIGURATION

The Northern Waterfront Plan contemplates that a swap of land would reconfigure the Tidelands Trust land such that all of the Trust Property is in a swath of waterfront property on the perimeter of the site, and would remove the Tidelands restrictions on some of the property in the interior of the site. One potential configuration of the swap is shown below.

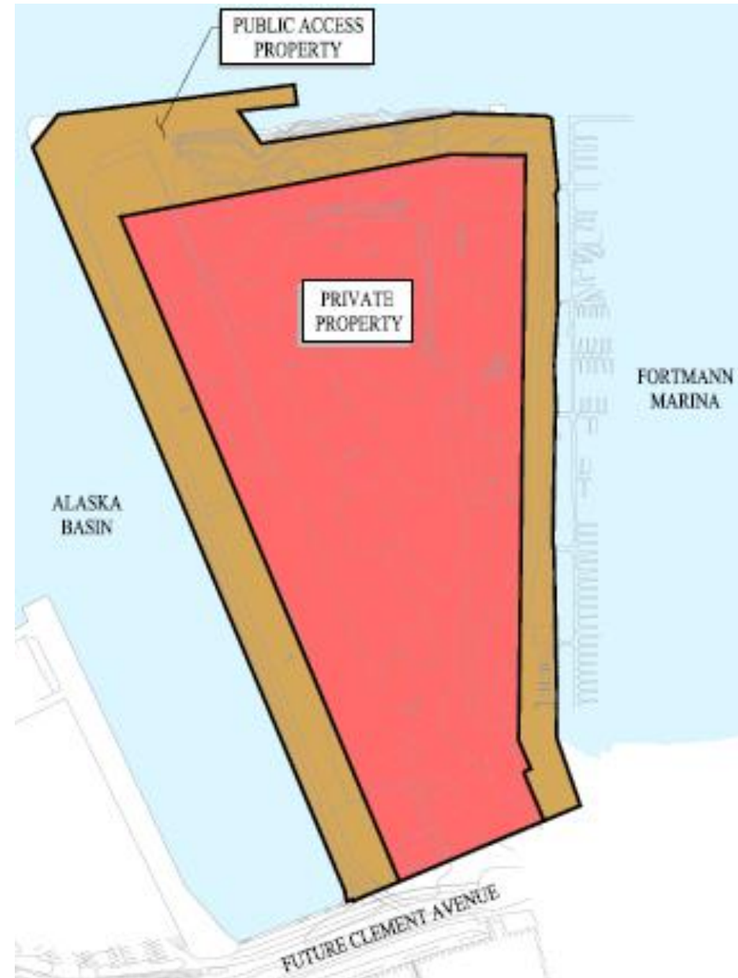


FIGURE 3.2 CONCEPTUAL LAND SWAP

MASTER PLAN BASE CONCEPT

This Master Plan 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, similar to what is shown in Figure 3.2 above. Such a swap would be subject to approval by the State Lands Commission; the land swap would be finalized after Master Plan approval. The plan which is proposed for approval will be described herein and known as the Master Plan Base Concept.

In the event that a swap is not approved, and the land remains in its current configuration, a No Swap Alternative Plan, which is described in the Appendix, would be adopted.

Permitted and Conditionally Permitted Land Uses: Base Concept

This plan assumes that the State of California approves a swap of land to accommodate the uses described below. The following uses shall be permitted in the Subareas defined below, provided that:

1) The parking for the uses can be accommodated on site and the uses are consistent with the truck cap provided in Chapter 2, Truck Access
2) Permitted uses do not conflict with the restrictions of the Tidelands Trust. Some Subareas may have portions of property within them that are be subject to the Tidelands Trust. Such portions of the Subarea that are subject to the Tidelands Trust must adhere to the restrictions of Tidelands Trust, regardless of the Permitted Use.

All development is subject to Planned Development and Design Review approvals.

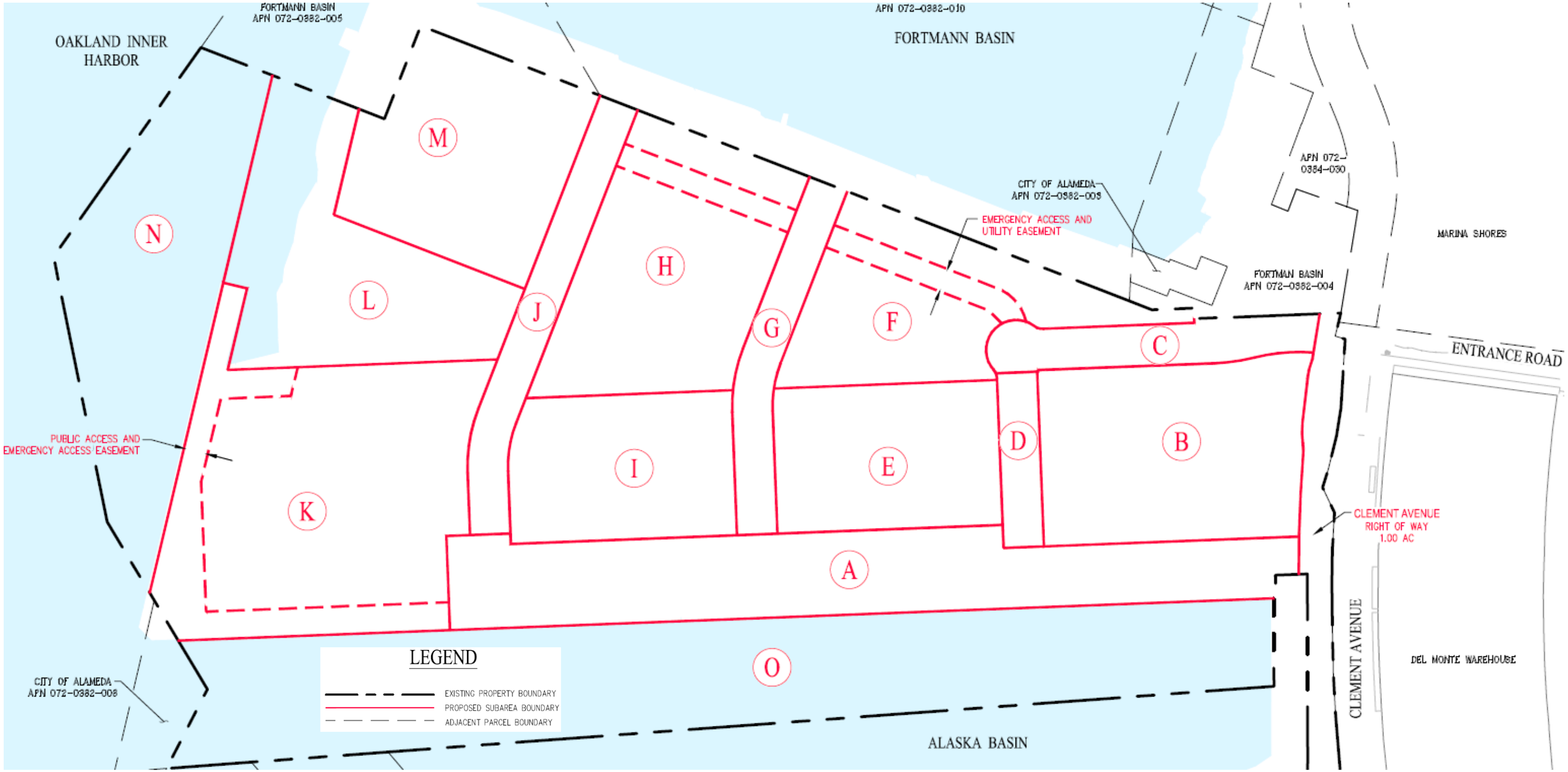


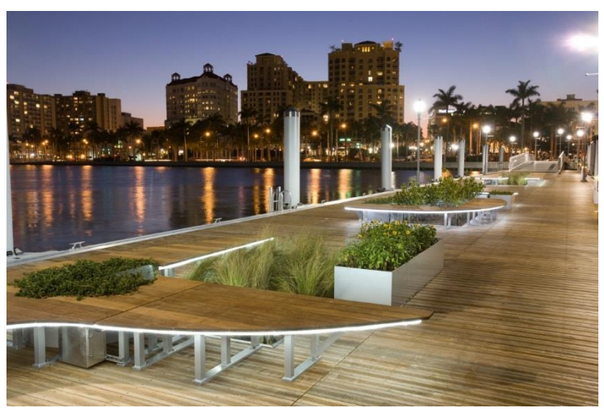
FIGURE 3.3 Base Concept Subarea Plan

SUBAREA A: WATERFRONT PEDESTRIAN PROMENADE AND WEST ENTRY STREET

This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea A.

Permitted Uses:

- Publicly-accessible open space, landscape and recreational facilities
- Commercial retail, but not including "super store" type retail commercial uses or drive-through commercial facilities
- Commercial recreational uses
- Artist studios and galleries and museums
- Public Amphitheaters.
- Maritime – recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.
- Public roadways

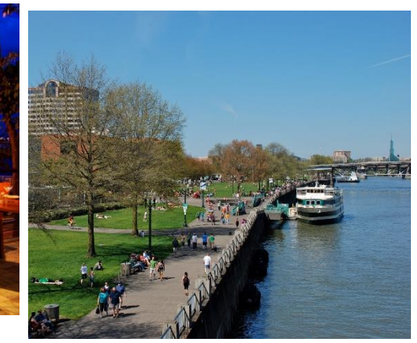


Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet



Site Development Standards

Building Setbacks

- From subareas B, E and H: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- Buildings shall not be located to block waterfront views from internal street corridors and public open spaces.

SUBAREA B: CLEMENT FRONTAGE

This Subarea fronts onto Clement Avenue and, with the northern commercial/retail edge of the Del Monte Warehouse, creates the anchor and hub for the mixed use elements of both developments. It also creates a sense of place for the waterfront revitalization and as such is a pivotal element in the project, as it is both a front door to the Encinal Terminals waterfront and a continuation of the retail components of the Del Monte Warehouse. The height of buildings in this Subarea matches the maximum height of the Del Monte Warehouse Master Plan. This Subarea will also tie into the Cross Alameda Trail and cycle track components of the Clement Avenue extension.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist studios and galleries and museums

- Public amphitheaters
- Maritime-related uses– Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 55 feet

Site Development Standards

Building Setbacks

- From West Entrance Street right-of-way (subarea A): 0 feet.
- From East Entrance Street right-of-way (subarea C): 0 feet.
- From internal street rights-of-way (subarea D): 0 feet.
- From Clement Avenue Right of Way: 15 feet.

SUBAREAS C, D, G AND J: PUBLIC ROADWAY RIGHTS OF WAY

These Subareas comprise the public roadways for the site.

Permitted Uses:

Public Roadways, pedestrian walkways, bike paths and landscaping

Maximum Building Height:

Not applicable

Site Development Standards

Building Setbacks

Not applicable.

Roadway Design Standards

See Chapter 2

Roadway Locations and Alignments

Subareas C, D and G may be realigned as needed to accommodate modifications to the building layout, as long as:

1) Public access, continuity and connections through the overall site are provided consistent with the intent of this Master Plan.
2) Two means of access are available to/from Clement Avenue to all developed subareas in all phases of development.
3) Roadway circulation and cross-sections are substantially similar to those defined in Chapter 2 of this Master Plan.

SUBAREAS E, F, H, I AND M

These Subareas comprise mixed use areas that could accommodate residential neighborhoods. The building heights are intended to accommodate buildings up to seven stories, but a mix of residential building heights could also be accommodated. Residential units or office space over ground floor retail would also work in certain areas of the site.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Public Amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 90 feet

Site Development Standards

Building Setbacks

- From east property line: 15 feet.
- From Internal Street Rights-of-Way (subareas B, C, D): 10 feet.
- From central open space, where applicable (subarea I): 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- From Waterfront Public Access / EVA Easement: 0 feet

SUBAREA K: NORTHWEST ESTUARY CORNER

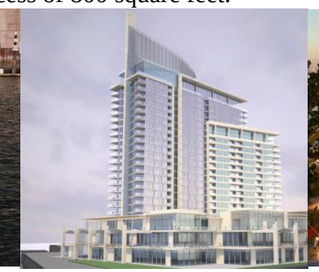
This Subarea, occupying some prime waterfront land, has excellent views up and down the estuary and of

the Oakland Hills to the east. It is envisioned that a strong, tall iconic building could be accommodated here, with retail and at the lower levels and residential above. The estuary fronting wharf in the area could also house future water transit facilities that could be supported by the retail. This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea H.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities.
- Hotel
- Office or medical uses
- 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

- Home occupations consistent with AMC 30-2
- Artist Studios, galleries and museums.
- Public amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.



Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 250 feet

Site Development Standards

Building Setbacks

- From West Entry Street right-of-way (subarea A) and internal street right-of-way (subarea G): 10 feet.
- From Central Open Space: (subarea I): 0 feet.
- From Waterfront Public Access / EVA Easement: 0 feet

SUBAREA L: PUBLIC OPEN SPACE AND PARK

This Subarea provides the primary public waterfront recreational space on the site. A Public park that ties into the waterfront promenade is envisioned for this area.

Permitted Uses:

- Publicly-accessible open space, walkways, bike paths and recreational facilities
- Commercial recreational uses
- Public amphitheaters

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas

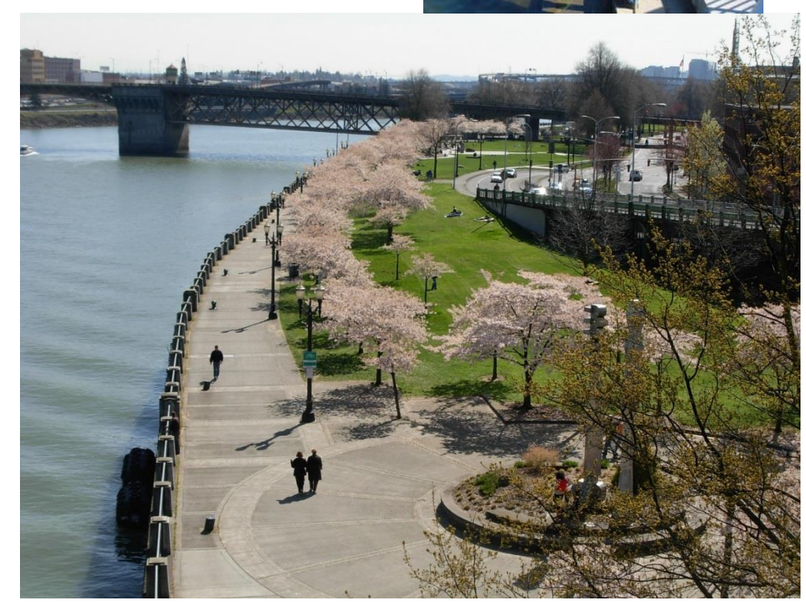
Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks

- From Internal Street Rights-of-Way (subarea D): 10 feet.
- From Waterfront Public Access / EVA Easement: 0 feet
- From subarea K and subarea M: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.

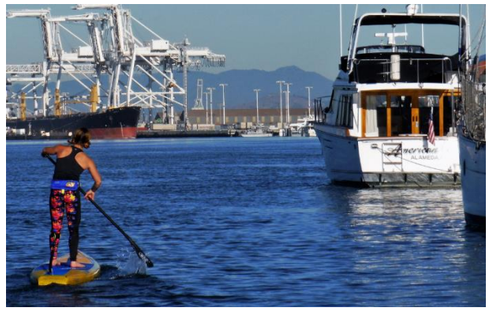


SUBAREAS N AND O: SUBMERGED AREAS (ALASKA BASIN AND OAKLAND ESTUARY)

These parcels include submerged property. Until there is a specific marina project proposed, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific marina proposal or wharf modification project proposal would require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies would not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) would be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific development project that may be proposed with the future buildout of Subareas K and L.

Permitted Uses:

- Public and private open space , walkways, bike paths and recreational facilities
- Maritime – Recreational boat and small craft rentals, sales and launch facilities but not boat storage.
- Maritime--Marina berths; up to160 berths
- Maritime office
- Public and private water transit facilities
- Public and private waterfront athletic clubs and yacht clubs
- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities



Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks:

- From Primary Entry Street right-of-way (subarea A) and subareas H, I and J: 0 feet.
- From west property line (within Alaska Basin): 25 feet.
- From north property line (within Oakland Estuary): 0 feet.

Buildings shall be located to minimize blockage waterfront views from internal streets and public open spaces, where possible.

RESIDENTIAL DENSITY/ MAXIMUM DEVELOPMENT

RESIDENTIAL DENSITY

In 2008, the North Waterfront General Plan Amendment (GPA) changed the land use designation for the property from Industrial to Mixed Use. More recently, in July 2012, with the adoption of the City's new Housing Element, the City rezoned the property to Mixed Use with a Multi-Family Overlay, which allows for a wide variety of residential, retail, marine and commercial uses.

All of the property is comprised of the MX Mixed Use Zoning District which permits a maximum allowable base residential density of one unit per 2,000 square feet of lot area for land designated for residential use or a gross residential density of up to 21.78 units per acre. In addition, the majority of the property (15.48 acres) on the site also contains the Multi Family Overlay (MFO) on the MX Zoning, which allows the maximum density to increase to 30 units per acre for this acreage. The portion of the property without the MF Overlay is 1.25 acres. There is an additional 6.4 acre portion of a parcel within the Master Plan that is currently owned by the City of Alameda and is zoned Mixed Use (MX) but is not included in the density calculation due to its status of being subject to the Tidelands Trust, which does not permit residential development.

Consistent with the existing zoning, 15.48 acres at 30 units per acre (MFO) yields 464 housing units. The 1.25 acres at 21.78 units per acre (MX) yields 27 housing units. Therefore, the existing zoning allows 491 housing units. However, since this Master Plan proposes to provide additional affordable housing units in excess of the minimum required (See Affordable Housing below), a density bonus will be applied to increase the number of units.

MAXIMUM RESIDENTIAL DEVELOPMENT

Notwithstanding the base density and bonus development standards stated above, the maximum residential development for the overall Encinal Terminals site shall not exceed 589 residential units.

NON-RESIDENTIAL DENSITY/ MINIMUM DEVELOPMENT

NON-RESIDENTIAL DENSITY

It is anticipated that the commercial square footage for the Master Plan will contain between 30,000 and 50,000 square feet.

MINIMUM NON-RESIDENTIAL DEVELOPMENT

There will be not less than 30,000 s.f. of commercial space provided at the Encinal Terminals site.

RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT BALANCE

It is the intent of this Master Plan to allow a mix of uses, of up to 589 residential units, up to 160 marina berths and up to 50,000 square feet of commercial space. The Planning Board may approve additional uses or an increase in the number of units in a subarea provided that a corresponding reduction in the authorized amount of another use is made or it can be demonstrated that the change will not result in new or substantially more severe environmental impacts.

AFFORDABLE HOUSING

Since the redevelopment proposal seeks to provide additional affordable housing units in excess of the required, the additional units will qualify the project for affordable housing incentives, waivers, and a density bonus in accordance with AMC 30-17 Affordable Housing Density Bonus. As such, the project will build a total of 79 affordable units, broken down as follows:

- Five percent (5%) of all units shall be affordable to very low income households (25 units).
- Four percent (4%) shall be affordable to low income households (20 units).
- Seven percent (7%) shall be affordable to moderate income households (34 units).

The project developer/owner shall be responsible for funding and constructing all 79 of the affordable housing units in the Encinal Terminals site. The project developer/owner may enter into an agreement with the Alameda Housing Authority or a non-profit housing developer to construct a portion of the units, but any such agreement shall not override the requirements of this Master Plan or the approved Affordable Housing Agreement with the City of Alameda. The project developer/owner may also seek whatever funding sources it deems necessary, including Low Income Housing Tax Credits and/or tax-exempt bond financing, to construct the affordable housing units, but failure to secure said funding shall not override the requirements of this Master Plan or the approved Affordable Housing Agreement with the City of Alameda.

This Master Plan and the Affordable Housing Agreement will ensure that the affordable units are provided throughout the project and concurrent with the provision of the market rate units, the project developer/owner shall comply with the following regulations:

1. It is anticipated that the 34 Moderate income units would be spread among and within the market rate units throughout the site, built in proportion to the market rate units. This will be specified further in the Affordable Housing Agreement.

2. The 45 Low and Very Low income units will all be built in one or more new buildings within the Encinal Terminals Master Plan area.

3. The project developer/owner shall enter into an Affordable Housing Agreement, covering all 79 affordable units, with the City of Alameda prior to issuance of the first Building Permit for the first market rate building to be constructed on the Encinal Terminals Master Plan properties, or prior to approval of the first final map for the project, whichever occurs first.

4. All 79 affordable units shall be provided within the first 500 of the total units permitted by the Master Plan.

5. The Development Plan and Design Review plans for the first Low/Very Low building must be reviewed and approved prior to the issuance of the first building permit for the first market rate building to be constructed among the Encinal Terminals Master Plan properties.

6. If the Low/Very Low income units are distributed within more than one building, the building permit for the building that includes at least 23 of the 45 Low/Very Low income affordable housing units shall be issued before any occupancy permits are issued for any market rate units. The building permit for the last of the 45 Low/Very Low units shall be issued prior to occupancy of the 300th market rate unit in the Master Plan.

7. In the event that the Alameda Housing Authority chooses to enter into an agreement with the property developer/owner for a portion of the 79 affordable units, the Planning Board may waive or adjust the timing requirements described above for the construction and occupancy of one or more of the buildings upon request from the Alameda Housing Authority, if the Planning Board is able to make the finding that the adjustment in the timing requirements is necessary to facilitate the provision of affordable housing or improve the overall coordination of development activities on the properties. In any event, the project developer/owner must provide all funding for the affordable housing project if the Housing Authority or other affordable housing entity is not able to secure all of the financing needed, such that the building(s) housing the last of the 45 low/very low affordable units must be completed no later than 24 months from occupancy of the 300th market rate unit.

8. Because this is a multi-phased Master Plan project, it is expected that the final building plans will be developed with an affordable housing provider pursuant to the Affordable Housing Agreement. As a result of this phasing, project site plans, floor plans and architectural elevations for all affordable units will be shown at the time that applications for Development Plan and Design Review are submitted for review by the Planning Board. Photographic or artist rendered examples of potential architecture for the Low/Very Low are included in the Master Plan, with the intent that the Low/Very Low building(s) will be compatible with other buildings on the site.

PARKING

GENERAL GUIDELINES

All parking for uses on the Encinal Terminals site shall be accommodated on site or along the Clement Avenue frontage.

All on-site, surface parking spaces shall be shared among the on-site uses and available for public use in support of the Transportation Demand Management (TDM) program.

Parking shall be allowed on all internal streets and Clement Avenue. Provisions will be made to ensure that all on-site, surface parking spaces are shared and available for public use.

Parking areas, garages, and driveway areas on private residential parcels are exempted from the shared parking requirement.

The following parking requirements are reduced from Alameda Municipal Code standard parking rates in recognition that all the spaces will be shared and that the development will include a site specific Transportation Demand Management program. Parking lots shall not be located or designed in a manner that would deter access to the waterfront or reduce the quality of the waterfront experience. The minimum number of multi-family residential parking spaces shall be 1.25 per unit and 2 per townhome unit. Minimum parking standards for non-residential uses will be as follows.

- Commercial retail uses: 2 spaces per 1,000 square feet.
- Hotel Use: One space per room plus one space for on-site manager.
- Office or medical use: 2 spaces per 1,000 feet.
- Entertainment and Recreational uses: 2 spaces per 1,000 square feet.
- Light warehousing, light manufacturing: 0.5 spaces per 1,000 feet.
- Commercial Recreational uses: 0.5 spaces per 1,000 square feet.
- Artist Studios and Galleries and Museums: 0.5 spaces per 1,000 square feet.
- Performance, Entertainment, Amphitheater: 1 space per 1,000 square feet.
- Restaurants and Taverns: Parking: 2 spaces per 1,000 square ft.
- Maritime: 1 space per 1,000 square feet of gross floor area.
- Schools and Educational Facilities - Per AMC or Planning Board decision based on type of school or facility.
- Farmers Markets, Community Gardens- no parking required.

Upon review of the TDM program and the proposed uses in each phase of the site development, the Planning Board may increase or decrease the number of parking spaces required for a particular phase of the site development through Site Development Plan approval.

BUNDLED/UNBUNDLED PARKING

In order to reduce traffic trips and parking demand, a mix of bundled and unbundled parking will be implemented in all residential buildings with structured parking (i.e., townhomes would be exempt) within the Encinal Terminals Master Plan area consistent with the following regulations, guidelines, and exceptions:

The on-site parking shall be managed by the Parking Owner/Operator (PO). The PO shall assign one (1) parking space to each owner or tenant of a residential unit (i.e., one bundled space). The cost of the assigned space shall be automatically included in the housing unit lease agreement or purchase price.

The PO shall lease the remaining additional spaces to individual users pursuant to the following guidelines:

- Monthly lease rates will be at market rate, and may be adjusted by the Parking Owner/Operator as market conditions change.
- Monthly leases shall be limited to one additional space per unit.
- The PO shall maintain the on-site parking pool to ensure that all on-site users have fair access to the available parking.
- If the available on site parking is 100% utilized, the PO shall maintain a waiting list of residents or commercial tenants who wish to lease spaces.
- The PO may offer spaces for lease to non-residents or non-tenants of the Encinal Terminals Master Plan, with the provision that such spaces must be vacated on 30 days' notice if needed for tenants or residents or car share spaces of the Encinal Terminals Master Plan.
- The PO shall maintain a written record of residents' and commercial tenants' on-site parking use. The record shall be provided annually to the City of Alameda as part of the TDM Annual report. The annual report shall include at least the following information:
    - Number of spaces leased to residents, commercial tenants, or others.
    - Number of car share spaces provided.
    - Current number of residents or tenants on waiting list if any.

Tenants of affordable residential units shall have an equal opportunity to rent a parking space on the same terms and conditions as offered to the potential buyers and renters of market rate units, at a price proportional to the rental price of their units as compared to comparable market rate units. In the circumstance that 100% of the units in a building are affordable to very low and low income households and the financing of the building depends upon Low Income Housing Tax Credits, and the Tax Credit financing prohibits unbundling of the parking, the Planning Board may grant an exception to the unbundled parking regulations contained in the TDM Plan.

SHARED PARKING

Mixed-use development creates opportunities for shared parking because of the staggered demand peaks for parking associated with different uses. All land uses generate unique levels and patterns of parking demand, varying by time of day and day of the week. Parking supplies at mixed-use locations accommodate these demand fluctuations more efficiently than segregated supplies, by accommodating peaking uses with spaces left vacant by other uses, thereby substantially reducing the overall number of parking spaces needed by a project. For example, spaces occupied by daytime retail shoppers or office workers during the day are largely empty during the evening and can be filled, or "shared," with residents who are parking overnight or visitors to a nearby restaurant. Shared parking is included in the Encinal Terminals Master Plan.

CAR SHARE PARKING

Car share companies are growing the Bay Area and Alameda as more and more Bay Area residents choose to reduce personal automobile ownership costs in favor for membership in a car share program. These programs allow members to use a car, when a car is needed, without the cost of owning a car. Car share spaces will be interspersed throughout the Master Plan to ensure that there are sufficient opportunities for residents to use car share programs.

BUILDING DESIGN

DESIGN AND ORIENTATION

Buildings should have a strong relationship to the sidewalk, shoreline promenade, and other public spaces.

Buildings shall provide a pedestrian-friendly scale along the waterfront edge that will enhance the waterfront experience for pedestrians.

Building facades adjacent to public pedestrian areas (especially at the ground floor) should have design elements that are human-scaled in order to enhance pedestrian comfort at the ground level.

All new buildings should include interesting façade treatments including ample building articulation, a variety of building materials, visually interesting facades, and window types that are complementary to the existing architectural styles in the area. Blank facades, unfenestrated walls and mirrored or darkly tinted glass should be avoided.

BUILDING ENTRIES

Primary commercial building entrances (for example, the entry to a store or the lobby entry to an office building) shall front onto public streets, entry plazas or public open spaces in order to emphasize the primary importance of the pedestrian realm.

BUILDING HEIGHTS

Building heights shall be as specified in Chapter 3, Subarea Development Standards.

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VIEW CORRIDORS

New buildings and trees shall be located to maximize view corridors to the Estuary. Permanent marina berths may be located on the northern edge of the site facing the Estuary and Coast Guard Island, but care should be taken to respect views of the water and Oakland.

BUILDING MATERIALS

Architectural character should be complementary to, but not mimic, the historic industrial/maritime character of the waterfront.

Materials should create an architectural character in keeping with the existing buildings and maritime architecture of the area in terms of color, scale, and texture, and convey a sense of durability.

SUSTAINABLE DESIGN REQUIREMENTS

Building improvements should be consistent with a LEED Silver designation or its equivalent. Use of solar panels for energy generation is encouraged.

UNIVERSAL DESIGN

All residential units shall be designed to be universally adaptable. All primary floors will be served by an elevator and every residential unit will have an accessible route to it and within it. Townhouse units will have an adaptable first floor and a second floor or mezzanine that is not adaptable.

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CHAPTER 4: DEVELOPMENT PROCESSES AND PROCEDURES

GENERAL REQUIREMENTS

All private and public improvements within the Master Plan area shall be consistent with the requirements of this Plan and the Alameda Municipal Code (AMC). In the event of a conflict between the provisions of this Master Plan and the AMC, the provisions of this Master Plan shall govern.

PHASING REQUIREMENTS

The project may be constructed and occupied in phases. The phasing may need to be adjusted from time to time due to economic conditions, public infrastructure improvements, or land acquisition timing. Phasing may occur in any logical pattern so long as:

- Each phase shall be consistent with the site wide infrastructure and open space plan, Transportation Demand Management Plan, Affordable Housing Plan, and the requirements of this Master Plan. All required public access and site wide infrastructure improvements shall be completed with completion of each phase, consistent with the Site Wide infrastructure and open space plans.
- Two completed means of access are available to/from Clement Street and /or Buena Vista
- Open space parcels or public open space or waterfront public access will be offered for dedication and improved concurrently with completion of the residential or commercial areas immediately inland of them.
- Each phase of the development shall be responsible for ensuring compliance with Federal, State and Regional standards and permits. Future specific development projects do not exceed the maximum densities specified in the Master Plan. All phase submittals must include:
    - Reconciliation of maximum unit densities for the Residential component as it relates to the entirety of the site build out.
    - Reconciliation of maximum square footage for the Non-Residential component as it relates to the entirety of the site build out.
    - An explanation of how all uses are consistent with the on-site parking plan, site wide infrastructure plan, and site wide public access plan.
    - A commitment that all required public access, and site wide infrastructure improvements are completed with completion of final residential phase.

PHASING APPROVALS

Prior to the issuance of a building permit for construction of the first phase, the applicant shall prepare and submit the following documents and applications for Planning Board review and approval:
In addition to the submittal requirements of AMC Section 30-4.20 and AMC Section 30-4.13, the first phase submittals must include:

- The site development plan shall include a site wide, "full build out" parking plan, a Clement Avenue extension plan, and an overall site development and open space phasing plan.
- A site wide Master Infrastructure and Site Improvement Plan that includes a wharf and perimeter assessment and improvement plan, storm water improvement plan, wastewater assessment and improvement plan, master grading plan, master on-site public space improvement plan, master on site power plan, and implementation and phasing plan for the Clement Avenue extension from Entrance Road to Sherman Road and Atlantic Avenue as shown in Exhibit A.
- A Tidelands Plan.
- The site wide Transportation Demand Management Plan,
- The site wide Affordable Housing Plan.
- The Development Plan for the first phase. The application submittals shall include the materials required by AMC Section 30-4.20 MX Zoning District and AMC Section 30-4.13 Planned Development
- Design Review application for the phase consistent with the requirements of AMC Section 30-36 and AMC Section 30-37 "Design Review".
- Density Bonus application consistent with AMC Section 30-17 "Affordable Housing Density Bonus," if requested by applicant. Residential use in excess of 491 residential units (up to 530 units) shall require approval of a Density Bonus Application

Prior to issuance of the first building permit for the first phase, the Community Development Director and Public Works Director shall review and approve a site wide Master Infrastructure and Site Improvement Plan that includes storm water improvement plan, wastewater assessment and improvement plan, master grading plan, master on-site public space improvement plan, and a master on-site power plan.

Prior to the issuance of a building permit for construction of any subsequent phase, the applicant shall prepare and submit the following documents and applications for Planning Board review and approval:

- The Development Plan for that phase. The application submittals shall include the materials required by AMC Section 30-4.20 MX Zoning District and AMC Section 30-4.13 Planned Development
- Design Review application for that phase consistent with the requirements of AMC Section 30-36 and AMC Section 30-37 "Design Review".
- Any updates to the site wide Phasing Plan.
- Alameda Municipal Power shall review each phase of the development to ensure that adequate facilities for the provision of power are provided.
- 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.
- City of Alameda Fire Department shall review each phase of the development to ensure that adequate emergency vehicle access is provided
- Any proposed subdivision of the property shall be subject to AMC 30-87 Subdivision.

ASSESSMENT DISTRICT/COMMUNITY FACILITIES DISTRICT

An Assessment District or Community Facilities District may be established to fund public improvements and/or municipal services such as street and sewer maintenance, and transit services to the site.

PRELIMINARY DEVELOPMENT SCHEDULE

It is anticipated that, upon receipt of all land use approvals, including approval of this Master Plan , Development Plan, Density Bonus Application and Design Review approvals, that the project team will commence preparation of improvement plans for the site and its adjacent frontages. It is expected that preparation of and approval of these plans will take up to one year. It is expected that construction could commence as early as late 2017, with first occupancies in 2019 or 2020. Phasing plans will be developed at the time of approval of the Master Tentative Map.

A New Waterfront Mixed-Use Neighborhood

May 12, 2016

APPENDIX

APPENDIX 1: NO SWAP ALTERNATIVE PLAN

This Master Plan Base Concept followed the General Plan/Northern Waterfront Plan and anticipated a swap of land, to 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. Such a swap would be subject to approval by the State Lands Commission; the land swap would be finalized after Master Plan approval. In the event that the a swap is not approved, and the land remains in its current configuration, the Non-Swap Alternative Plan, which is described in the pages following the Base Plan, would be adopted. The following pages would be substituted for pages 28 to 37.

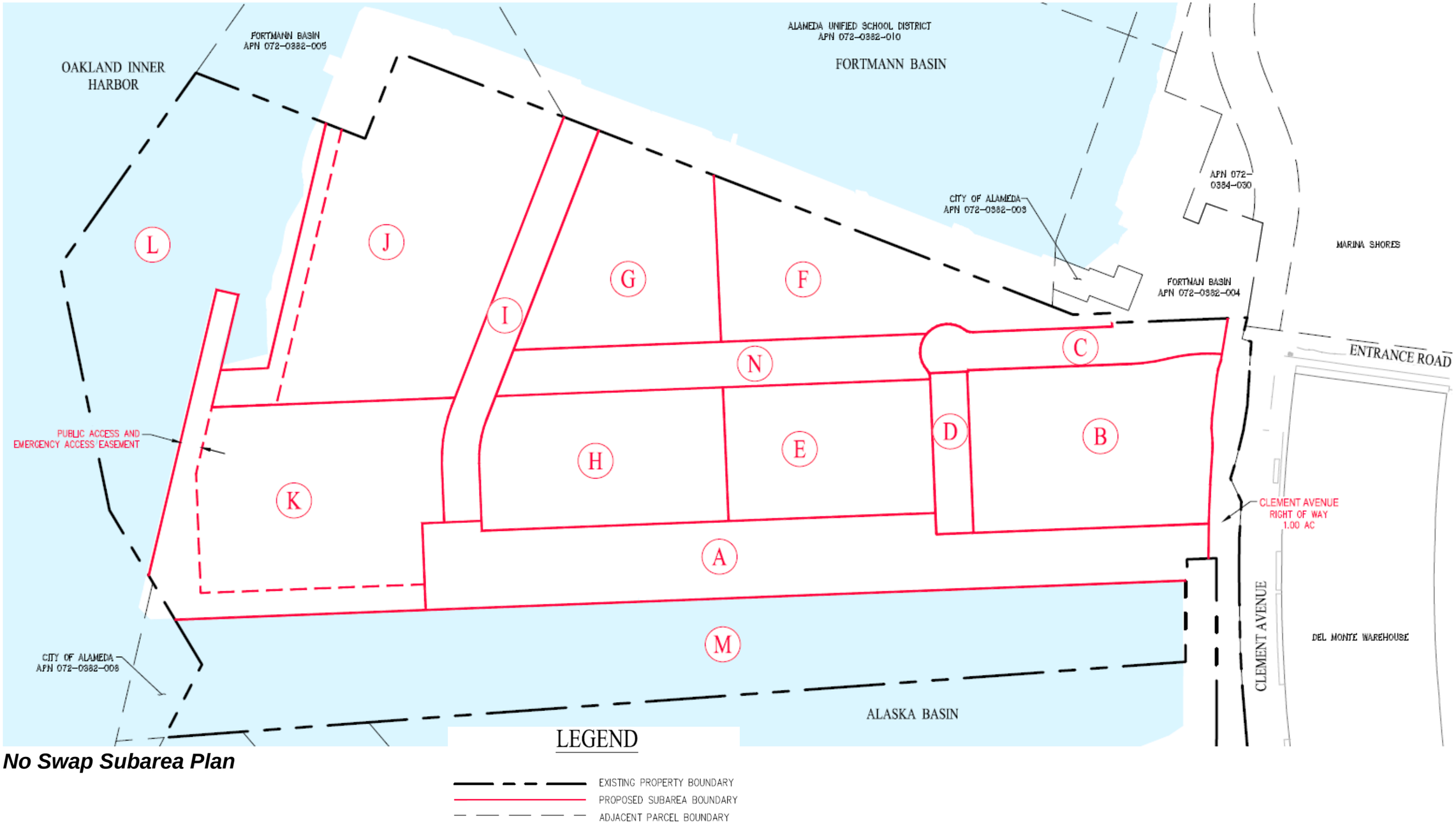
Permitted and Conditionally Permitted Land Uses: No Swap Alternative

This plan assumes that there is no swap of land, and that the Tidelands Trust lands remain as they are currently configured (as shown in Tidelands Trust A).

The following uses shall be permitted in the Subareas defined below, provided that:

1) The parking for the uses can be accommodated on site and the uses are consistent with the truck cap provided in Chapter 2, Truck Access.
2) Permitted uses do not conflict with the restrictions of the Tidelands Trust. Some Subareas (see Subareas A, B, C, D, E, F and N) have portions of property within them that are within the areas subject to the Tidelands Trust. Such portions of the Subarea that are subject to the Tidelands Trust must adhere to the restrictions of Tidelands Trust, regardless of the Permitted Use.

All development is subject to Planned Development and Design Review approvals.



No Swap Subarea Plan

SUBAREA A: WATERFRONT PEDESTRIAN PROMENADE AND WEST ENTRY STREET

This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea A.

Permitted Uses:

Publicly-accessible roadways, open space, landscape and recreational facilities

- Commercial retail, but not including “super store” type retail commercial uses or drive-through commercial facilities
- Commercial recreational uses
- Artist studios and galleries and museums
- Public Amphitheaters.
- Maritime – recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks

- From subareas B, E and H: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- Buildings shall not be located to block waterfront views from internal street corridors and public open spaces

SUBAREA B: CLEMENT FRONTAGE

This Subarea fronts onto Clement Avenue and, with the northern commercial/retail edge of the Del Monte Warehouse, creates the anchor and hub for the mixed use elements of both developments. It also creates a sense of place for the waterfront revitalization and as such is a pivotal element in the project, as it is both a front door to the Encinal Terminals waterfront and a continuation of the retail components of Del Monte. The height of buildings in this Subarea matches the maximum height of the Del Monte Warehouse Master Plan. This Subarea will also tie into the Cross Alameda Trail and cycle track components of the Clement Avenue extension.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist studios and galleries and museums
- Public amphitheaters
- Maritime-related uses– Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 60 feet

Site Development Standards

Building Setbacks

- From West Entrance Street right-of-way (subarea A): 0 feet.
- From East Entrance Street right-of-way (subarea C): 0 feet.
- From internal street rights-of-way (subarea D): 0 feet.
- From Clement Avenue Right of Way: 15 feet.

SUBAREAS C, D, I AND N: PUBLIC ROADWAY RIGHTS OF WAY

These Subareas comprise the public roadways for the site.

Permitted Uses:

Public Roadways, pedestrian walkways, bike paths and landscaping

Maximum Building Height:

Not applicable

Site Development Standards

Building Setbacks

Not applicable.

Roadway Design Standards

See Chapter 2

Roadway Locations and Alignments

Subareas C, D, I and N may be realigned as needed to accommodate modifications to the building layout, as long as:

1) Public access, continuity and connections through the overall site are provided consistent with the intent of this Master Plan.
2) Two means of access are available to/from Clement Avenue to all developed subareas in all phases of development.
3) Roadway circulation and cross-sections are substantially similar to those defined in Chapter 2 of this Master Plan.

SUBAREAS E AND F: SUBJECT TO TIDELANDS TRUST USES

These upland parcels would be wholly subject to the Tidelands Trust restrictions.

Permitted Uses:

- Public and private open space , walkways, bike paths and recreational facilities
- Maritime – Recreational boat and small craft rentals, sales and launch facilities but not boat storage.
- Maritime office
- Public and private water transit facilities
- Public and private waterfront athletic clubs and yacht clubs

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

***Building Setbacks*:**

- From Internal Street Rights-of-way (Subareas C, D and N): 10 feet.
- From E's west property line: 15 feet.
- From F's east property line: 15 feet.
- From subarea G and subarea H: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.

Buildings shall be located to minimize blockage waterfront views from internal streets and public open spaces, where possible.

SUBAREAS G AND H: MIXED USE TIDELANDS/NON-TIDELANDS

These Subareas comprise mixed use areas that could accommodate residential neighborhoods. The building heights are intended to accommodate buildings up to seven stories, but a mix of residential building heights could also be accommodated. Residential units or office space over ground floor retail would also work in certain areas of the site. Portions of these Subareas are within the Tidelands Trust area, and in those portions, uses are limited to the Tidelands Uses. Portions of the Subarea not subject to the Tidelands Trust are therefore only subject to the restrictions contained in the this section.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Public Amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Land Uses on Property Subject to the Tidelands Trust

The following uses are permitted 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, landscaped areas
- Public Parks and open space
- Public buildings, convention centers, museums, assembly areas and meeting places
- Streets, parking, landscaped areas
- Maritime related industry (excluding boat repair and storage), boat sales with limited outside display, rentals, leasing, marina berths

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 90 feet

Site Development Standards

Building Setbacks

- From Subarea G's east property line: 15 feet.
- From Internal Street Rights-of-Way (Subareas I and N): 10 feet.
- From subareas A, E and F: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.

SUBAREA J: NORTHEAST ESTUARY CORNER

This Subarea comprises mixed use areas that could accommodate residential neighborhoods. The building heights are intended to accommodate buildings up to seven stories, but a mix of residential building heights could also be accommodated. Residential units or office space over ground floor retail would also work in certain areas of the site.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Public Amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 250 feet

Site Development Standards

Building Setbacks

- From east property line: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas
- From Subarea K: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- From Internal Street Rights-of-Way (Subarea I): 10 feet.

SUBAREA K: NORTHWEST ESTUARY CORNER

This Subarea, occupying some prime waterfront land, has excellent views up and down the estuary and of the Oakland Hills to the east. It is envisioned that a strong, tall iconic building could be accommodated here, with retail and at the lower levels and residential above. The estuary fronting wharf in the area could also house future water transit facilities that could be supported by the retail. This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea H.

Permitted Uses:

- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities.
- Hotel
- Office or medical uses
- 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
- Home occupations consistent with AMC 30-2
- Artist Studios, galleries and museums.
- Public amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 250 feet

Site Development Standards

Building Setbacks

- From West Entry Street right-of-way (subarea A) and internal street right-of-way (subarea G): 10 feet.
- From Central Open Space: (subarea I): 0 feet.
- From Waterfront Public Access / EVA Easement: 0 feet

SUBAREAS L AND M: SUBMERGED AREAS (ALASKA BASIN AND OAKLAND ESTUARY)

These parcels include submerged property. Until there is a specific marina project proposed, and until a specific use and configuration of any waterfront facilities, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific marina proposal or wharf modification project proposal would require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies would not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) would be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific development project that may be proposed with the future buildout of Parcels K and L.

Permitted Uses:

- Public and private open space , walkways, bike paths and recreational facilities
- Maritime – Recreational boat and small craft rentals, sales and launch facilities but not boat storage.
- Maritime--Marina berths; up to160 berths
- Maritime office
- Public and private water transit facilities
- Public and private waterfront athletic clubs and yacht clubs
- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

***Building Setbacks*:**

- From Primary Entry Street right-of-way (subarea A) and subareas H, I and J: 0 feet.
- From west property line (within Alaska Basin): 25 feet.
- From north property line (within Oakland Estuary): 0 feet.

Buildings shall be located to minimize blockage waterfront views from internal streets and public open spaces, where possible.