ENCINAL TERMINALS

A New Waterfront Mixed-Use Neighborhood
Alameda, California
MASTER PLAN
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INTRODUCTION

PROJECT SUMMARY

This mixed-use, 23-acre community will transform an industrial site, formerly used for shipping container storage, into an exceptional, vibrant waterfront showcase for the City of Alameda. The plan features over 14 acres of public property, including a 2-acre waterfront park and about 6 acres of waterfront promenade, which opens 2,400 lineal feet of previously inaccessible industrial property for public use. An exchange of Tidelands property will create the opportunity to establish a spectacular waterfront, which will be the centerpiece of the site plan, with a promenade that stretches to over 100' in width. The Promenade will feature the continuation of the Bay Trail, which will circulate around the perimeter of the site, with a cycle track and walking path, as well as seating and gathering areas for lounging, and ample walking space to wander along the waterfront, do some window shopping at the retail shops, or enjoy a waterfront café. The northwest corner of the site features a 2-acre plaza area for congregating and enjoying the views of the Estuary, downtown Oakland, the Oakland Hills and the San Francisco skyline.

As a mixed-use community, the site will blend local-serving retail and commercial uses with a broad array of housing options to suit the largest cross section of occupants for the site, from studio apartments to large penthouse condominiums and townhomes. In addition to the low and very low-income affordable apartments, and moderate income affordable units spread throughout the project, the master plan will provide that at least 30% of the market rate units will be 1,200 square feet or less, thereby assuring a broad level of workforce housing, which is affordable by design.

Details of this exciting Master Plan are shown on the pages that follow.

PROJECT GOALS

This Master Plan guides the reuse and redevelopment of the Encinal Terminals site, consistent with the City of Alameda General Plan, as amended for the Northern Waterfront in 2008, and the Mixed Use residential zoning designations adopted in 2009 and 2012.

This Master Plan 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 (Mixed Use) and Multi-Family Overlay (MFO) zoning designations. 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:

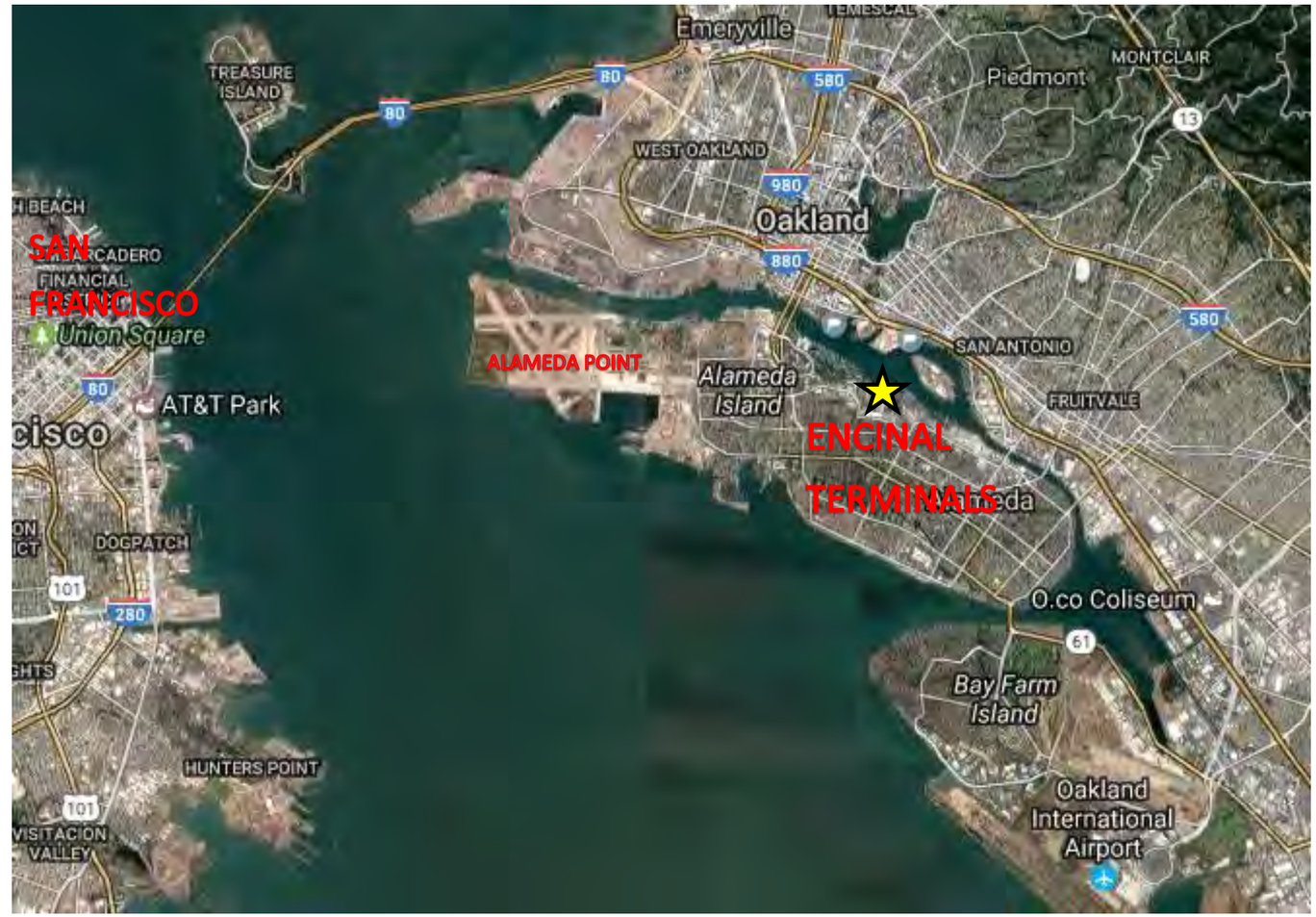
- Chapter 1 re-affirms the General Plan objectives for the Master Plan
- Chapter 2 establishes the public realm improvements, which include standards for streets, parks, promenades, alleys, and open spaces that will be used by the public and are necessary to achieve the Plan objectives for the plan area
- Chapter 3 establishes site development standards for the subareas within the plan area
- Chapter 4 discusses the development procedures and phasing for implementation of the Master Plan.

SITE LOCATION

The Encinal Terminals site is located in the Northern Waterfront Priority Development Area of the City of Alameda. 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.

Land uses in the vicinity include:

- Wind River Systems office / research park across Alaska Basin 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 a high density residential mixed-use development, known as the Brooklyn Basin project. Approximately 375 yards to the northeast lies Coast Guard Island, situated generally in the middle of the Estuary.
- The Fortman Marina to the east. The marina contains approximately 500 boat slips as well as the Alameda Yacht Club.
- The Del Monte Plant #48 building to the south. 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 residential neighborhoods and Littlejohn Park.

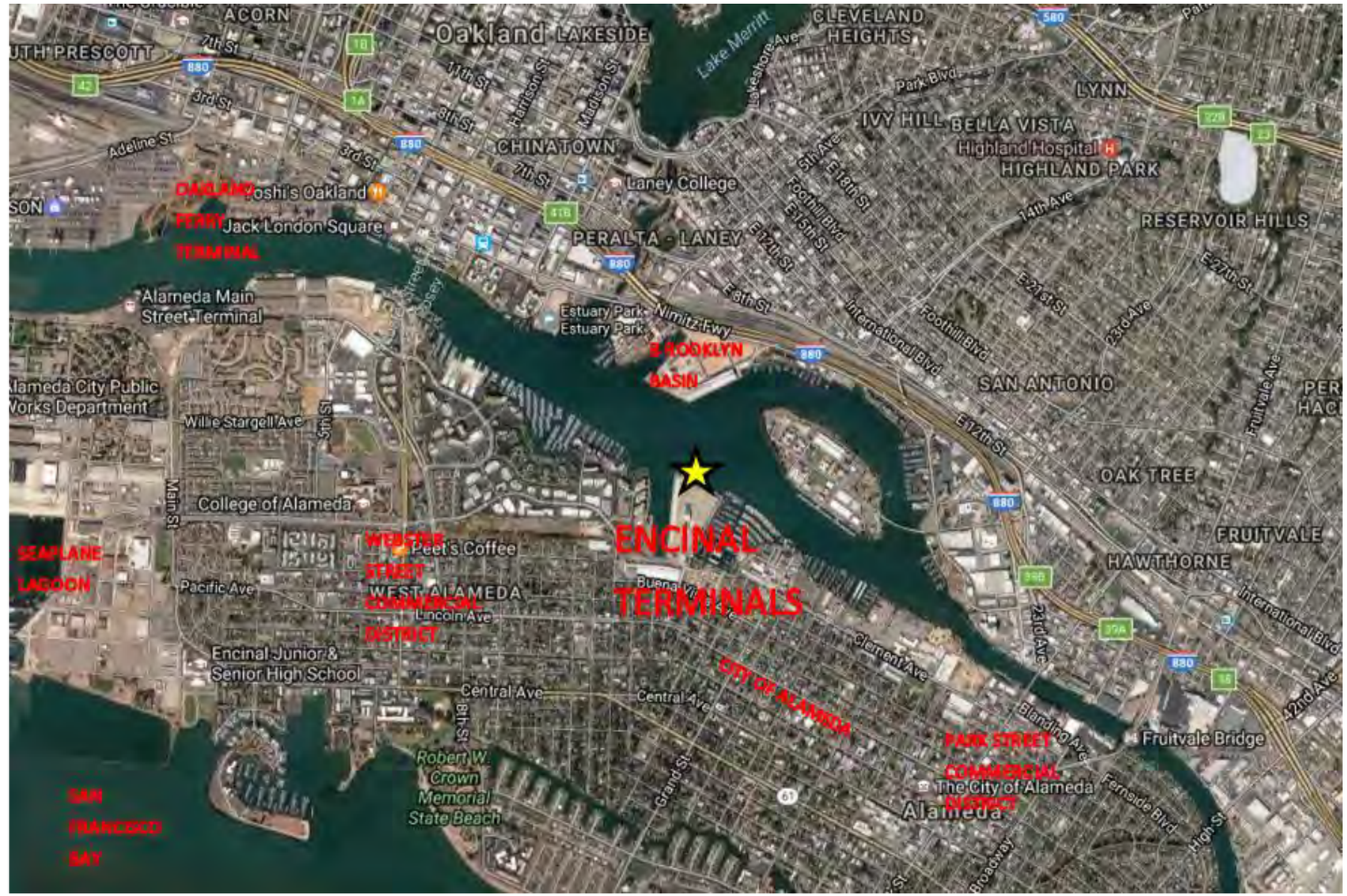


EXISTING AREAWIDE CONTEXT

The Oakland Estuary, on which the Encinal Terminals site is strategically located, is an area undergoing meaningful 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 have been gradually taking their place.

The high amenity value of the Estuary has attracted new high-quality retail and restaurant uses, as evidenced by Jack London Square, 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.

As a result, the Estuary "neighborhood" 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". It is large enough to accommodate numerous water-related activities and high-density development, while providing long distance views and a sense of openness. It is also small enough to facilitate connections between the cities and their services via water transit.



EXISTING SITE ACCESS

Access to the Encinal Terminals site is currently limited. The only public street access to the site is from 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, as a collector roadway, from its existing terminus at Ohlone Street (which is approximately 790 feet to the east of Encinal Terminals) to its intersection with Atlantic Street and Sherman Street (the "Clement Avenue Extension"). The segment from Ohlone to Entrance Road is now complete, as part of the Marina Shores development. The remainder of the Clement Avenue Extension, along the south property line of the Encinal Terminals and west to a new signalized intersection at Atlantic Street and Sherman Street, will be completed concurrently with the development of Del Monte Warehouse Master Plan and the Encinal Terminals site. There are currently no designated bicycle or pedestrian facilities (bicycle lanes or sidewalks) providing access to the Encinal Terminals site, but a new 12' wide cycle track will connect Jean Sweeney Open Space Park and the project site as part of the Clement Avenue Extension project. The nearest current dedicated pedestrian facilities are a narrow walkway along the Fortman Marina waterfront edge, sidewalks along Clement Avenue, 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. A new pedestrian pathway, the Cross-Alameda Trail, will be incorporated into the Clement Avenue Extension.

Chapter 2 of this document contains discussion related to site access and circulation in and around the Encinal Terminals reuse project.

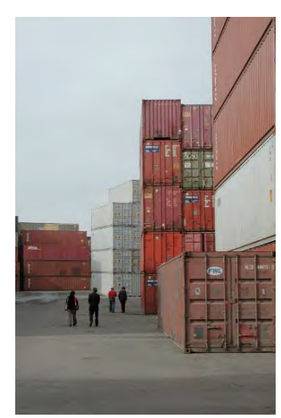
Far right: The Encinal Terminals site was once the home of the Alaska Packers, with one of the largest fishing fleets and processing facilities in the world. Near right: In recent years, the site has served as a storage facility for shopping containers.

SITE CONDITIONS AND HISTORY

Encinal Terminals Master Plan encompasses approximately 32 acres of both land and water, with a net usable land area of approximately 23 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 were once vital components 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 repair and storage facility. However, that use ended in the early 2010's and the property is now 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.

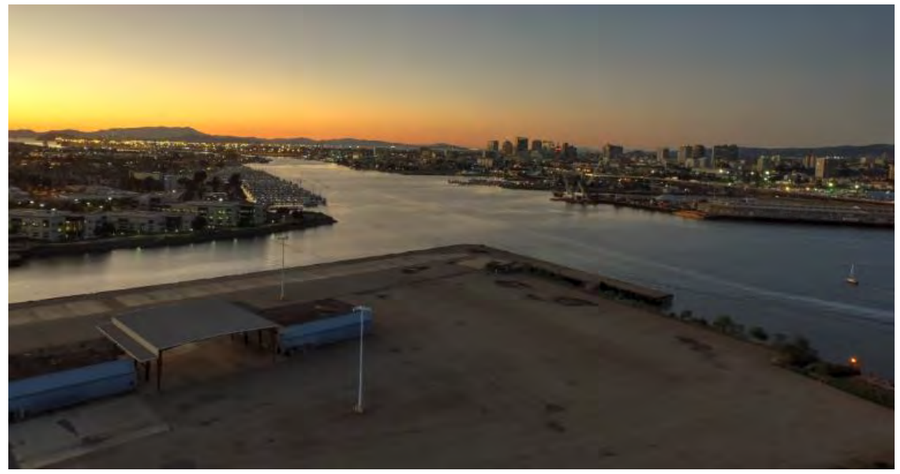


OAKLAND ESTUARY
WIND RIVER SYSTEMS
ENCINAL TERMINALS
ALASKA BASIN
FORTMAN MARINA
DEL MONTE WAREHOUSE
MARINA SHORES
LITTLEJOHN PARK
Buena Vista Ave
RESIDENTIAL NEIGHBORHOOD

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



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.

To the east, Fortman Marina provides attractive views of boats of all sizes and sailing activities.

To the south is the historic Del Monte Warehouse building (formerly Del Monte Plant #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 and Littlejohn Park to the south. A Master Plan for the site, with 380 residential units and 30,000 square feet of commercial use along Clement Avenue, was approved in 2014.

CHAPTER 1: MASTER PLAN OBJECTIVES & VISION

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. Transportation requirements promote use of alternative modes of transportation, such as shuttles, water taxis, and bicycles and a potential 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 to 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 through the creation of a new, vibrant mixed-use district.

Economic Development. Through mixed-used 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.

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.

GENERAL PLAN POLICY OBJECTIVES FOR THE ENCINAL TERMINALS SITE

This Master Plan includes the following community objectives and policies from the 2008 Northern Waterfront General Plan Element:

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

Mix of Uses

1. *The Master Plan for the Encinal Terminals site shall replace the existing container storage and cleaning operation with a mix of uses to create a lively waterfront development. The plan should include at least the following four land uses: residential, retail, commercial, and public open space.*

2. *Residential uses may include senior housing or assisted living facilities.*

3. *Commercial uses may include restaurants, marine related uses, office uses, and/or additional berths in the Alaska Basin. Additional berths should not be allowed on the northern edge of the site facing the Estuary and Coast Guard Island to preserve views of the water and Oakland.*

4. *Encourage water and maritime related job and business opportunities that relate to the area's unique waterfront location.*

5. *Encourage retail uses that offer recreational products and services, such as windsurfing and sailing equipment and lessons and bicycle and boat rentals.*

6. *Encourage a variety of restaurants and activities that meet the needs of people of all ages and income levels.*

Form and Development Standards:

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

8. *Require that the master plan include adequate open space and a clear public access around the perimeter of the site.*

9. *The Master Plan should consider relocating the tidelands trust lands to the perimeter of the site to allow residential mixed-use development in the core of the site with publicly accessible open space around the perimeter of the site.*

10. *The site plan should allow for a shoreline public promenade around the perimeter of the site and adjacent to the Alaska Basin and Fortman Marinas.*

11. *Consider opportunities for a public human powered/non-motorized boat launch facility at Alaska Basin.*

12. *Require public art installations adjacent to the Alaska Basin shoreline consistent with the Public Art Ordinance.*

13. *Cluster development to maximize open space and view corridors to the estuary.*

14. *Require that buildings at waterfront locations be designed with attractive and varied architecture style.*

15. *Require building heights to "step down" as they approach the water.*

16. *Require that new development provide a pedestrian-friendly scale with building sizes consistent with adjacent and historic land uses in the area.*

17. *If a parking structure is proposed, require ground floor uses and/or a pedestrian friendly facade.*

18. *If a parking structure is proposed, locate the structure to serve public access to the waterfront and future development at the Del Monte site.*

19. *Require that the master plan include inviting, well-designed public entrances from Clement Avenue. Primary vehicular access into the site should occur at a four-way intersection at Clement/Entrance, if feasible.*

Public Improvements and Infrastructure

20. *The Encinal Terminals development should fund a fair share of the costs of the Clement Street extension from Sherman to Grand.*

21. *The Encinal Terminals development should fund a fair share of the costs to upgrade storm sewer and wastewater facilities necessary to serve all future development within the Northern Waterfront area.*

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.

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 San Francisco skyline, Mt. Tamalpais, the Oakland skyline and hills, the Oakland Estuary and Coast Guard Island and Fortman Marina. 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.

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.

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, the Northern Waterfront, which 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/or ferries. Eventually, it will also be possible to circumnavigate the entire Estuary on foot or by bike. 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 Northern Waterfront.

ENCINAL TERMINALS PLAN FEATURES

The vibrant and exciting waterfront development plan for the Encinal Terminals site includes:

- 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 and waterfront steps
- A mixed-density residential neighborhood, with dwelling units in a variety of configurations, including townhomes, stacked flats, live/work, lofts
- A mix of retail, restaurant and office uses on Clement Avenue and along the waterfront
- Mixed use buildings with ground floor retail and residential units above
- Strategically located public parking to allow access to the waterfront perimeter and park

Other features that could be part of the development include:

- A potential marina with 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.

ENCINAL TERMINALS ILLUSTRATIVE PLAN

FIGURE 1.1 ILLUSTRATIVE MASTER PLAN FOR POTENTIAL DEVELOPMENT AREAS

This plan illustrates how the concepts defined in this Master Plan may be applied to portions of the site. This illustrative development plan utilizes the guidelines to show how they could be applied in development plans for each of the Subareas. A Development Plan will be created for each subarea in accordance with the details included in Chapters 2, 3 and 4 and each Subarea will require Development Plan and Design Review approval.

LEGEND

1. LOW TO MID RISE MIXED USE COMMERCIAL/RESIDENTIAL
2. LOW TO MID RISE RESIDENTIAL
3. MID RISE TO HI RISE MIXED USE RESIDENTIAL/COMMERCIAL
4. MARITIME MARKET HALL (COMMERCIAL)
5. TOWNHOMES
6. WATER SHUTTLE DOCKING
7. SMALL CRAFT LAUNCH
8. MARINA
9. PRIMARY ENTRY
10. SECONDARY ENTRY/SHARED PLAZA
11. PUBLIC WATER FRONT PROMENADE
12. PUBLIC PARK

CHAPTER 2: THE PUBLIC REALM

This chapter establishes the requirements for improvements related to the parks, streets and infrastructure necessary to achieve General Plan and Master Plan goals.

- Pedestrian, Bicycle and Waterfront Access
- Public Open Space
- Public Streets, Trails and Paths
- Transportation Demand Management
- Landscape
- Infrastructure and Sea Level Rise

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 for a range of activities 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, which will incorporate the Bay Trail within its dimension, will have a paved width that varies, but averages upwards of 100' along Alaska Basin and approximately 30' along the northern edge of the site to its connection with Fortman Marina. It will be designed to include public viewing and gathering areas at the northwest corner of the Encinal Terminals project site. See Figures 3.16, 3.19, 3.20, 3.22 and 3.23.
- As the promenade meets the Fortman property on the northeast portion of the site, the pedestrian path will continue onto the existing pedestrian Bay Trail path on the east edge of the adjoining Fortman property, near the Fortman fishing dock. The bicycle component of the Bay Trail will split from the pedestrian path and be accommodated along the east edge of the Encinal Terminals site, adjacent to the Fortman boundary. See Figure 3.24. In the event that an agreement can be reached between the Encinal Terminals property and the Fortman property, the bicycle component of the Bay Trail could be relocated onto the Fortman property, and possibly joined to the Bay Trail pedestrian path, as shown in Section 3.25.
- A docking facility to encourage waterborne modes of transportation will be included on the northwestern edge of the wharf/promenade.
- Opportunities for a public human powered/non-motorized boat launch facility for kayaks and stand up paddle boards will be provided in Alaska Basin and/or off the northern edge of the site, and pedestrian steps down to the water either 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 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

Please refer to the "Area Wide Pedestrian and Bicycle Circulation and Open Space Framework Plan" (Figure 2.1).

PEDESTRIAN ACCESS

- As shown on the cross sections (See Figures 3.17 and 3.21) from the site, the Central Boulevard will be designed with 6-foot sidewalks on both sides of the Boulevard. All other new streets shall include minimum 5-foot sidewalks on both sides of the street and pedestrian crossings at all intersections.
- Traffic signals with pedestrian countdowns are planned for the intersections of Sherman Street and Clement Avenue, and Entrance Road and Clement Avenue.
- 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:

- A 12' cycle track will run from Clement Avenue along the waterfront promenade, as part of the Bay Trail extension, and then continue along the northern waterfront edge, and then to the eastern edge of the property, providing about 8/10 of a mile of new bicycle trail.
- Bicycle facilities shall be provided in conformance with the standards established by the Alameda Bicycle Plan on the Clement Avenue Extension. When the Clement Extension is completed, 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.

FIGURE 2.1 AREA-WIDE PEDESTRIAN AND BICYCLE CIRCULATION AND OPEN SPACE FRAMEWORK PLAN

PUBLIC OPEN SPACE

The conceptual site plan provides a clear and attractive sequence of approximately 7 acres of public open spaces, including a waterfront promenade and two major waterfront areas at the perimeter of the site.

The approximately 3-acre Promenade area connects to Littlejohn Park and the adjacent neighborhood via the public passage way through the Del Monte Building envisioned in the General Plan and being implemented by the Del Monte Warehouse project (see Sections in Figures 3.16, 3.19 and 3.20).

The approximately 2-acre Waterfront Plaza will provide gathering areas at the northwest corner of the site to enjoy the Estuary and commercial spaces adjacent to it (see Sections in Figures 3.22, 3.23).

The Waterfront Park, which is approximately 2 acres, includes both passive and active uses. Active uses are expected to include a tot lot and possibly casual recreational sporting uses, such as a half basketball court or volleyball court. Passive uses could include large open space swaths of land for enjoying the waterfront, or a music venue, as shown in the illustrative conceptual plan (see Figure 3.11, 3.12 and 3.13). Uses for the public park will be determined in conjunction with the City Recreation and Parks Department. Additional design work will be needed to ensure that all public open spaces are appropriately sized, programmed, and designed.

The project will also 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. The site will also be proximate to the planned 22-acre Jean Sweeney Open Space Park.

AMC Section 30-5.12 requires a minimum of 300 square feet of common open space per housing unit. With the inclusion of the waterfront park, waterfront plaza, promenade and extension of the Bay Trail through the site, all minimum common open space and park requirements will be met. Further, individual unit open space requirements will be met with each development plan. To the extent that requirements are not met in a subarea development plan, the developer 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 Plan.

FIGURE 2.2 PUBLIC OPEN SPACE

harvest urban market
aquabus
KAHVIA

PUBLIC STREETS, TRAILS AND PATHS

This section establishes the general circulation requirements for the site (streets, sidewalks and paths that allow the public to move through and enjoy the waterfront, and create service and emergency vehicle access. For the context of the following facilities, please refer to the "Area Wide Roadway" figure (Figure 2.3).

CLEMENT AVENUE EXTENSION

Clement Avenue (see Figure 3.13) will ultimately be extended from the intersection of Entrance Road to the intersection of Atlantic Avenue and Sherman Street (Clement Extension). Pursuant to the design plans approved with the Del Monte Warehouse Master Plan, Clement Avenue will be constructed for a maximum operating speed of 25 miles per hour to reduce noise and calm traffic-flow past residential areas. It will accommodate trucks, transit and/or rail transit vehicles, bicycles, and pedestrians traveling through the area. Once complete, the Clement Avenue improvements will include an extension of the Cross-Alameda Trail.

STREETS

An inviting, well-designed internal public street system will be established within the Encinal Terminals site. The site plan provides a clear and simple hierarchy of streets organized around a single, central spine (the Entrance Road extension), which will provide automobile access to buildings and public open spaces on the site. Secondary streets will provide access to parking structures or private garages within each subarea as well as to all of the major waterfront open spaces. 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. Key elements of this street system include:

- The primary entrance to the site will be provided at the Clement Avenue / Entrance Road intersection extending northward through the center of the site. This Central Boulevard will be a two-lane roadway with parallel parking allowed along the east side of the road. See Figures 3.15, 3.17 and 3.21.
- The western access into the site will occur along a new shared plaza and emergency vehicular roadway (West Plaza) that will originate at Clement Avenue approximately 320 feet west of the centerline of the Clement Avenue / Entrance Road intersection. See Figure 3.16. This site entrance will be limited to emergency vehicles, and will be the primary pedestrian and bicycle entrance to the site. The West Plaza will extend northward into the property along the west shoreline near, but setback from, the Alaska Basin, and will provide access to the waterfront promenade.
- Internal east-west streets will cross the site generally perpendicular to the Central Boulevard in order to serve the interior development subareas. East-west streets will be two lane roadways, with parallel parking allowed along both sides.
- All of the above-mentioned streets shall be open and accessible to the public 24 hours per day.

EMERGENCY VEHICLE ACCESS (EVA)

- Two points of ingress/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.

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 of the project.

WATER TRANSIT ACCESS

A docking facility to accommodate water transit will be provided along the northwestern edge of the Encinal Terminals site.

TRANSIT ACCESS AND FACILITIES

Currently, AC Transit offers bus service (Line 19) along Buena Vista Avenue, one block south of the community entrance, which provides service to both Fruitvale BART and 12th Street BART stations in Oakland. See Transportation Demand Management section on following page. If a public transit agency modifies the bus transit service route to provide service along Clement Avenue in the future, a bus shelter with seating shall be provided on the Clement Avenue frontage at a location agreed upon with the City of Alameda and relevant transit agencies.

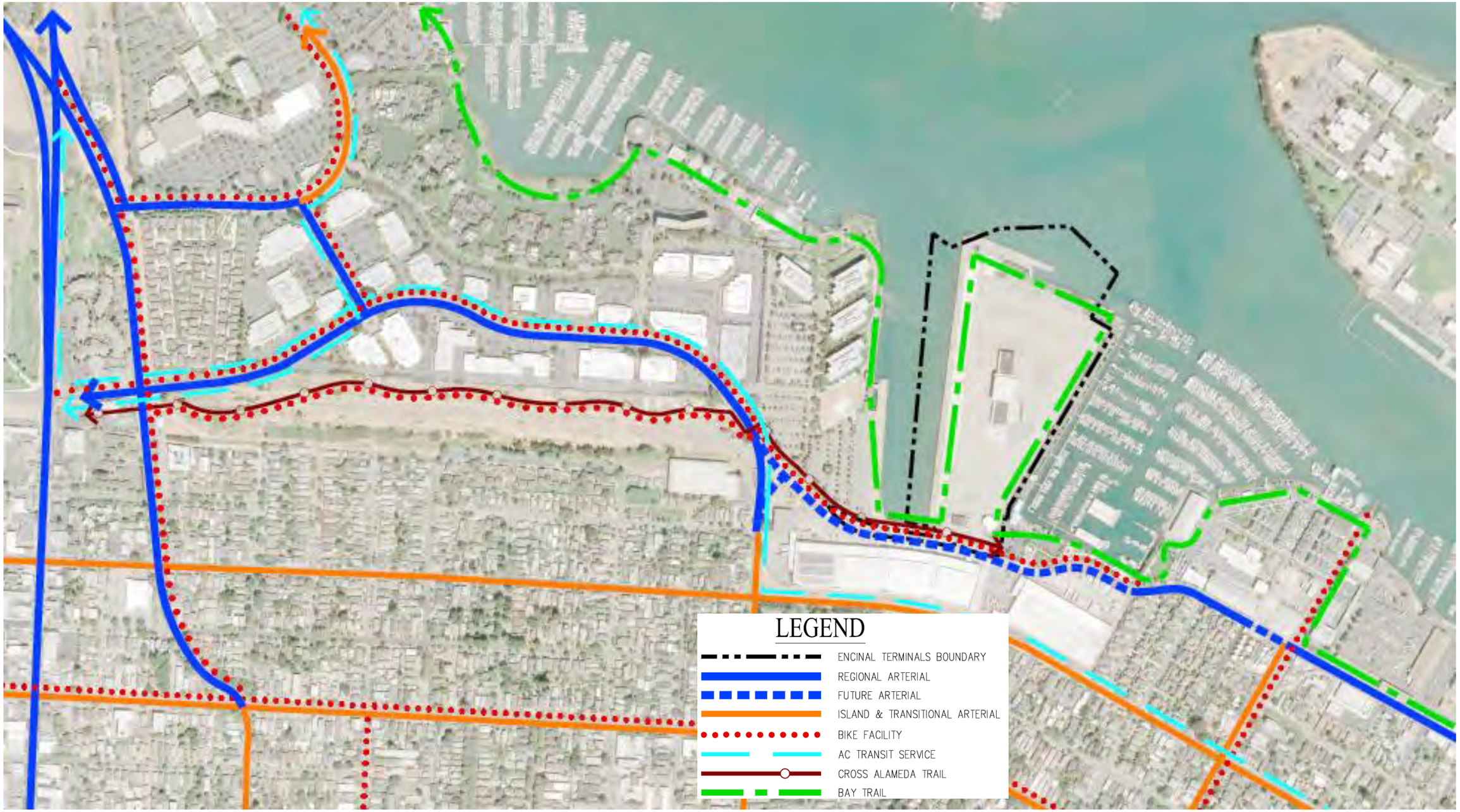


FIGURE 2.3 AREA-WIDE ROADWAY AND TRANSIT SYSTEM

TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

To create a truly transit oriented, sustainable and environmentally sensitive development, the Encinal Terminals Master Plan shall implement the following transportation demand programs and requirements:

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

- Join Alameda Transportation Management Association (ATMA): Encinal Terminals will join the ATMA, which will manage the various transportation demand management programs for the entire Northern Waterfront, including Encinal Terminals, Del Monte Warehouse, Marina Shores and other neighboring developments.
- Assessments: Encinal Terminals households will pay the ATMA to provide transit services via assessments on each housing unit and each commercial space, as follows:
  - Every Townhome that has private parking under the unit shall be assessed an annual fee of $500 (2017 dollars),
  - Each multi-family unit, with shared structured parking, shall be assessed an annual fee of $400 (2017 dollars), and
  - Commercial spaces shall be assessed $.75 per square foot per year.
  - Annual assessments shall be adjusted annually in accordance with the Consumer Price Index.
- Provision of Transit Services: Transit services will be provided to every Encinal Terminals household as follows.
  - Bus/Shuttle Service: Beginning with the first occupancy at Encinal Terminals, ATMA will arrange for transportation by ATMA or a Transit Provider (i.e., AC Transit, for example), which will provide regular bus service within one block from the project entrance to Downtown Oakland with a minimum of a 20-minute headway during peak hour commute periods.
  - Transit Passes: Each housing unit will receive one transit pass (such as AC Transit Easy Passes) for use on the Transit Provider service.
- Annual Reporting: Encinal Terminals will annually prepare a report to be submitted to the City that documents:
  - the results of an annual survey of residents and commercial tenants on their travel habits and needs
  - total amount of funds collected from Encinal Terminals by the Transportation Management Association and services provided for those funds

The TDM plan will also include a suite of additional measures intended to reduce vehicle trips by project residents, employees, and visitors to the site, which may include, but are not limited to, the following:

- Transportation Coordinator
- Transportation "Welcome Packet"
- Residential Website/Source for Transportation Info
- Designated Pick-Up/Drop-Off Ride sourcing services
- Real-Time Transit Information (e.g., Transit Screen)
- On-Site Car Share Parking (see Parking in Chapter 4)
- Unbundled Parking (see Parking in Chapter 4)
- On-Site Bicycle Parking (see Bicycles in Chapter 4)
- Pre-Tax Commuter Benefits
- Collaborative Work Space

Any revenues in excess of expenditures shall be used to supplement (not reduce) the annual transit funds collected through residential and commercial transportation assessments.

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.

LANDSCAPE

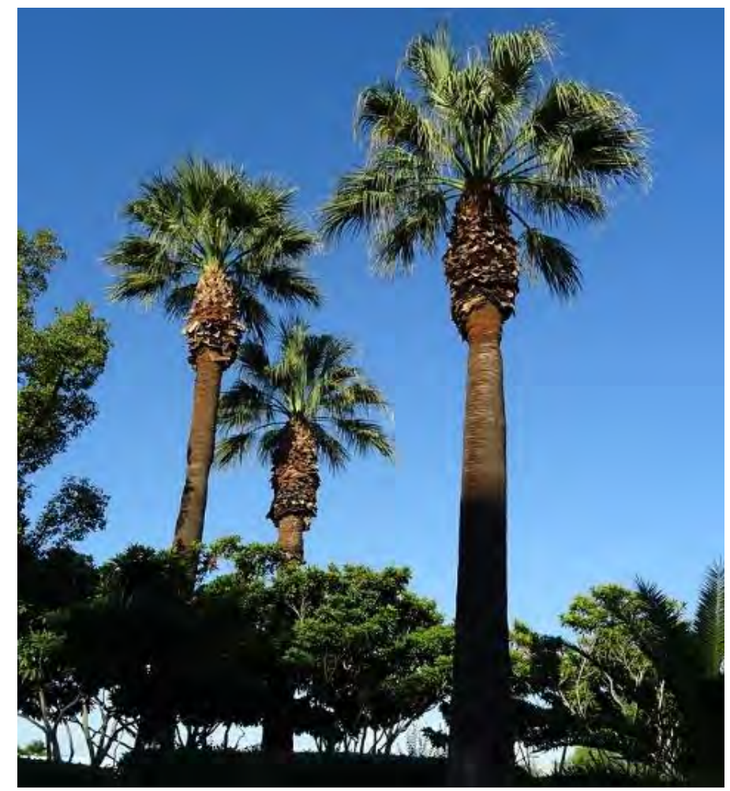
The landscape of Encinal Terminals will celebrate its stunning location on the waterfront. It will reinforce the extension of the block pattern and street grid of Alameda. Most plant materials shall be compliant with *Bay Friendly Landscape Guidelines,* with the exception of isolated ornamental gardens 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. With the Development Plan application for each subarea, a detailed landscape plan for each subarea will be included, and will be materially consistent with the below plant zones. 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

Phoenix canariensis, Canary Island Date Palm

Arbutus unedo, Strawberry Tree



Washingtonia filifera, California Fan Palm

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
- 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
  - *Prunus serrulata 'Kwanzan',* Kwanzan Flowering Cherry

Prunus serrulate 'Kwanzan', Kwanzan Flowering Cherry

Washingtonia filifera, California

Platanus x acerifolia, London Plane

Phoenix canariensis, Canary Island Date Palm

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

Arctostaphylos hookeri, Hooker's Manzanita

Quercus agrifolia, Coast Live Oak

Festuca rubra, Red Fescue

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

Acer negundo "californicum", California Box Elder

Populus fremontii, Fremont Cottonwood

Platanus x acerifolia, London Plane

Corylus cornuta "californica" Western Hazelnut

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 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

Ceanothus spp., Ceanothus

Ranunculas californiucus, California Buttercup

Acer circinatum, Vine Maple

Cercis occidentalis, Western Redbud

Quercus agrifolia, Coast Live Oak

Pinus torreyana, Torrey Pine

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

Dichelostemma congestum, Ookow

Limonium californicum, Sea Lavender

Muhlenbergia rigens, Deer Grass

Baccharis pilularis "pilularis", Dwarf Coyote Bush

Ceanothus thyrsiflorus repens, Creeping Blue Blossom

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

BUILT IN 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 36" of sea level rise by the year 2100, which projects to an elevation of 6.9. As can be seen in Figure 2.16, all of the existing elevations are well above existing mean high tide, providing at least 36" of built in protection against sea level rise throughout the site, with 50" alongside the wharf. As a result, no changes are required to the site to provide a flood protection system for the projected sea level rise.

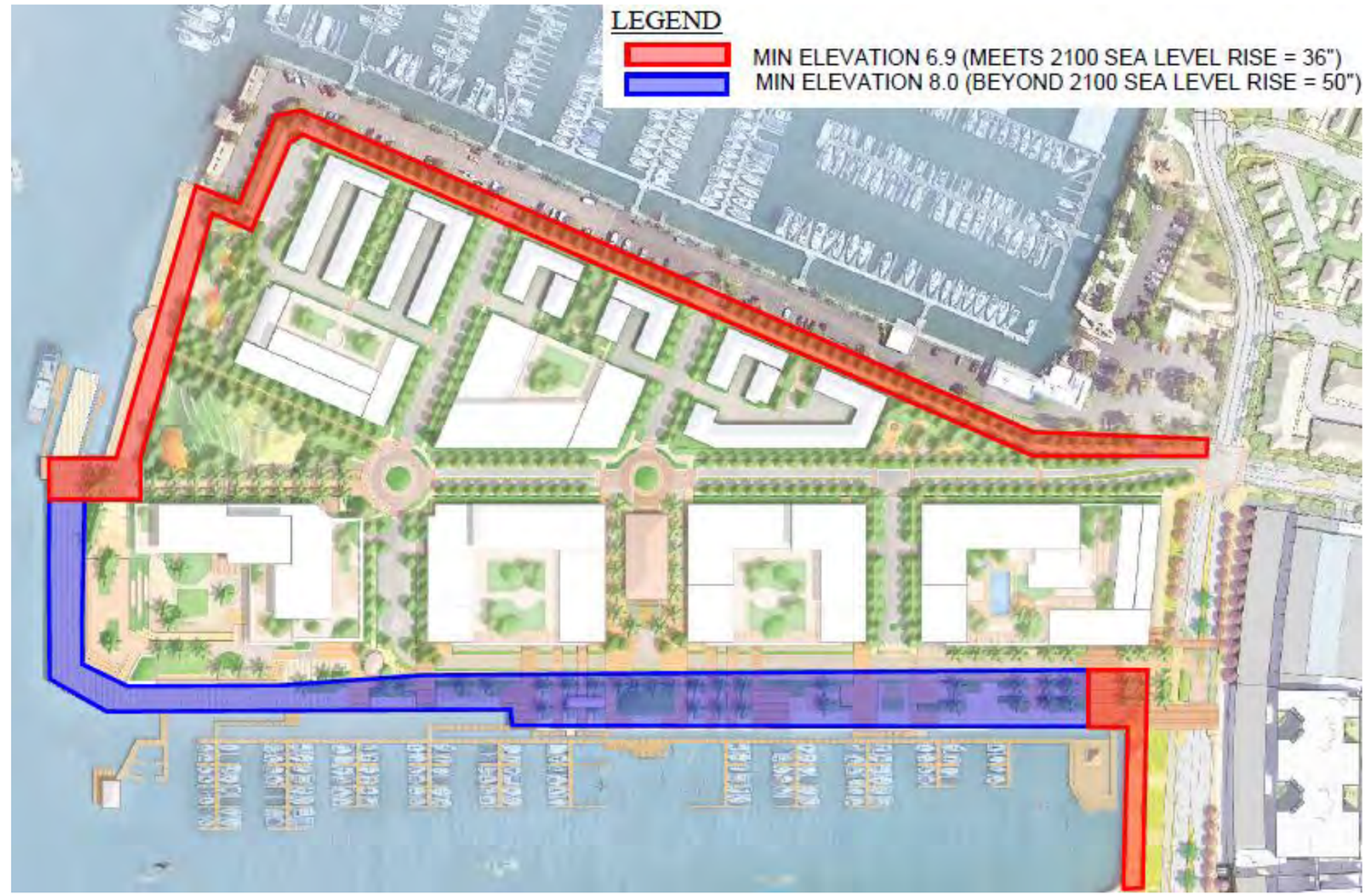


FIGURE 2.16 BUILT IN SEA LEVEL RISE PROTECTION

ADAPTIVE MANAGEMENT

In the event that sea level rise exceeds the currently anticipated amount of 36", an adaptive management design strategy will be implemented along the shoreline perimeter of the Encinal Terminals site, in which additional improvements would be implemented. Future adaptive measures to allow for adjustments to the perimeter of the project site flood protection, should they be necessary, are shown in Figures 2.5 through 2.8. These adaptive measures would only be implemented if future sea level rise exceeds the projected amount assumed in the original design, and would be designed to be implemented without requiring fill to be placed within the Bay.

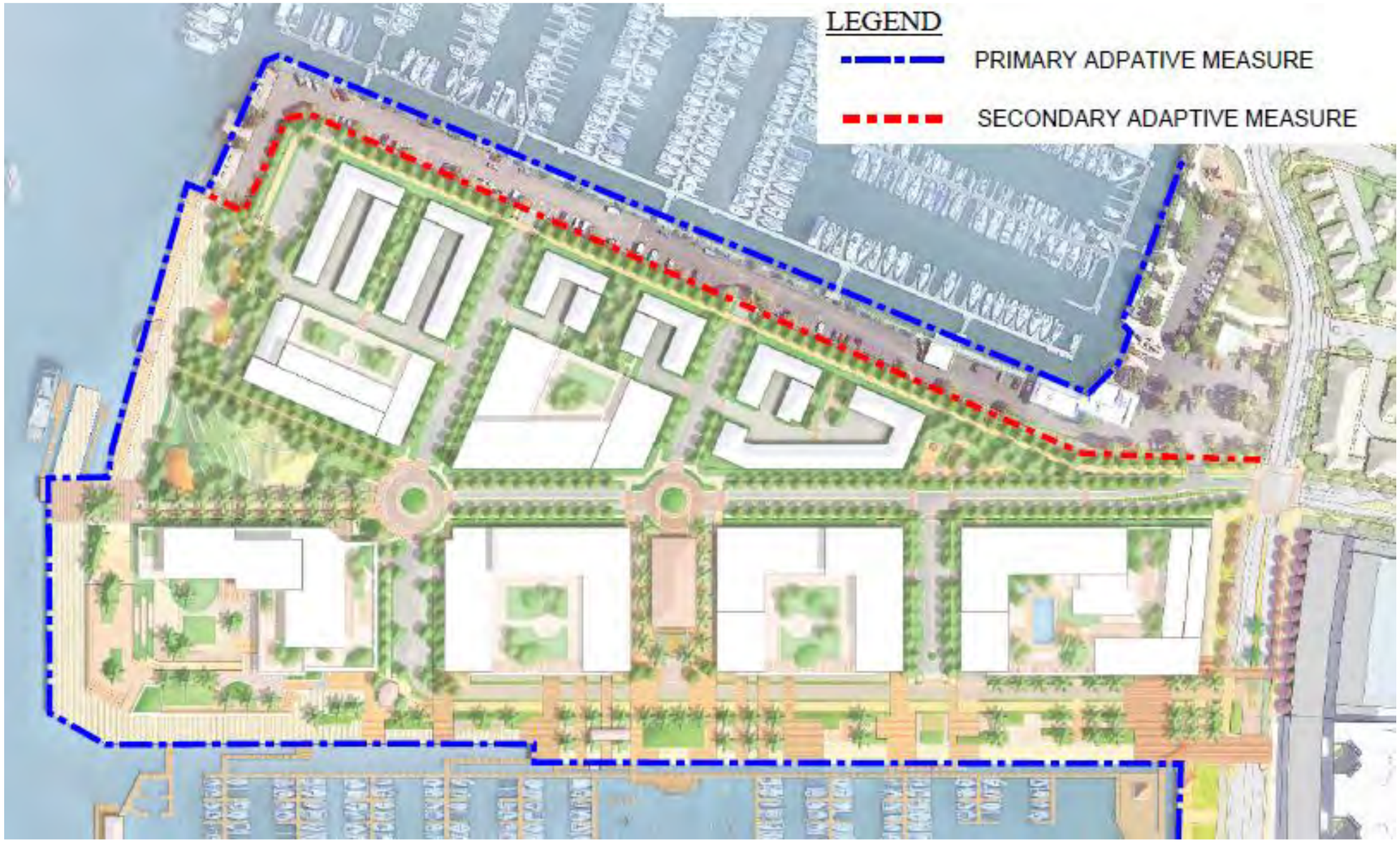


FIGURE 2.4 ADAPTIVE MEASURE AREAS

ADAPTIVE MANAGEMENT DETAIL

Adaptive measures are shown in four sections below. The adaptive measure is the construction of a seawall, as shown at the wharf's edge in Figure 2.5 and 2.6 and at the top of the steps along the northern edge at the waterfront park (Figure 2.7). Along the eastern edge, the seawall is planned to be constructed at the water's edge, on the Fortman property (Figure 2.8). If this is infeasible or impractical, a secondary measure is provided: a seawall at the edge of the cycle track. A funding mechanism, which could be a Community Facilities District (CFD) and / or a Geologic Hazards Abatement District (GHAD), will be established for the Project to ensure the Project's ability to implement the adaptive management of this issue. Encinal Terminals residents and businesses will begin to contribute to the funding of the future sea level rise adaptive measures immediately upon their occupancy of the structures within the project site.

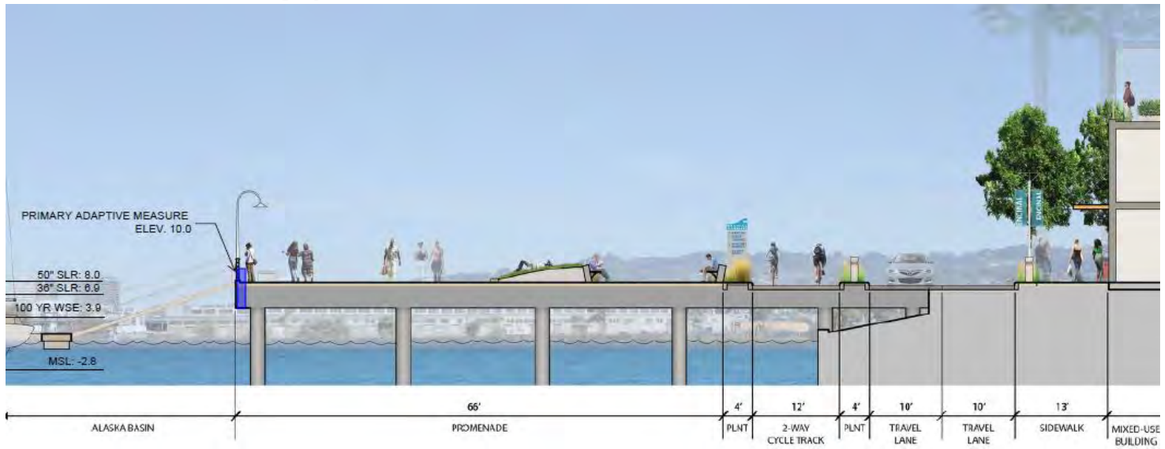


FIGURE 2.5 ADAPTIVE MEASURE AT WHARF EDGE, SECTION P2

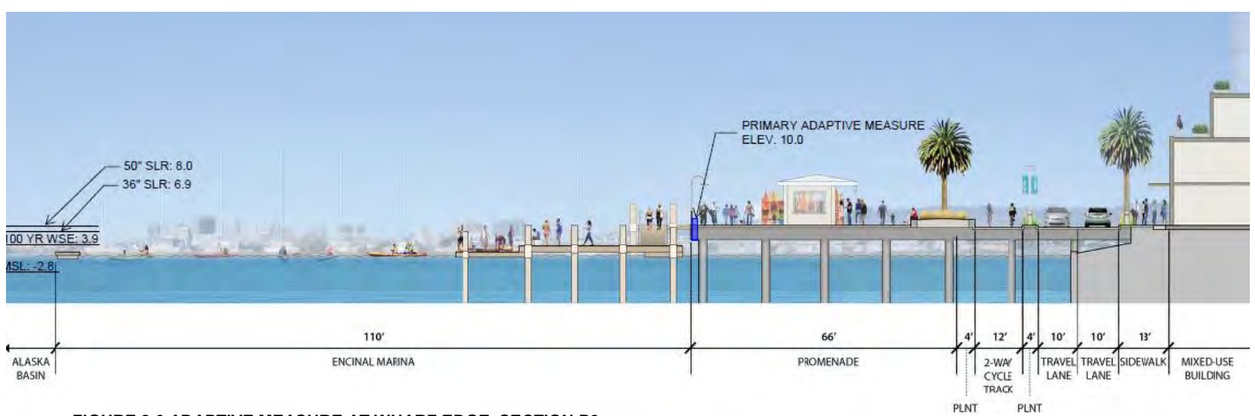


FIGURE 2.6 ADAPTIVE MEASURE AT WHARF EDGE, SECTION P3

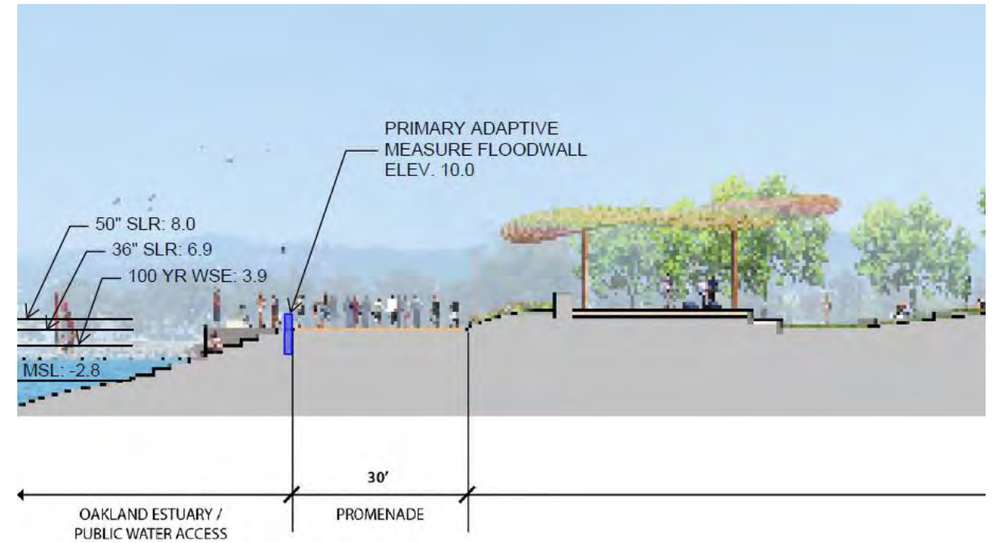


FIGURE 2.7 ADAPTIVE MEASURE AT NORTHERN ESTUARY EDGE, IN WATERFRONT PARK, SECTION P6

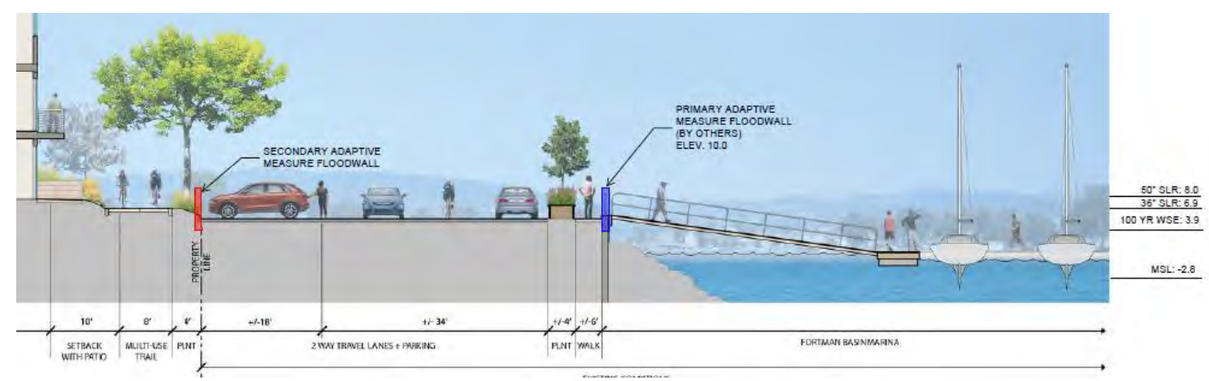


FIGURE 2.8 ADAPTIVE MEASURE AT FORTMAN EDGE (SECTION F1), SHOWING PRIMARY MEASURE IS A SEAWALL AT WATER'S EDGE (BY OTHERS). SECONDARY TREATMENT OF A SEAWALL AT THE ENCINAL/FORTMAN PROPERTY EDGE IN THE EVENT IMPROVEMENTS CANNOT BE MADE ON FORTMAN PROPERTY

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 streets, parking areas and 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

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.

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 park, street and sewer maintenance, and/or transit services to the site.

CHAPTER 3: SITE DEVELOPMENT REQUIREMENTS AND STANDARDS

INTRODUCTION

The purpose of the site-specific Encinal Terminals Master Plan Development Requirements and Standards is to serve as the site-specific zoning standards, which establish the requirements for the review of all future Development Plan and Design Review applications. The requirements and standards within this chapter are organized by Subarea and District to allow for phased development of the property and the re-configuration of the Tidelands Property as envisioned in the General Plan. Figure 3.1 depicts the configuration of the existing 6.4-acre Tidelands Property. Figure 3.2 depicts the proposed re-configuration and enlargement of the Tidelands Property to include over 8 acres of upland area and rehabilitated wharf and over 9 acres of adjacent submerged property. Figure 3.3 shows the Subarea Plan, delineating the 16 subareas labeled A through P.

FIGURE 3.1 EXISTING TIDELANDS CONFIGURATION

FIGURE 3.2 PROPOSED TIDELANDS CONFIGURATION

FIGURE 3.3 SUBAREA PLAN

ANTICIPATED DEVELOPMENT AND CONSTRUCTION PHASING

The project may be phased in any manner that complies with the Phasing Approvals outlined in Chapter 4. The City and developer may mutually agree to adjust the phasing, so long as the phasing requirements and approvals listed earlier in that chapter are adhered to. Though projections are subject to changing market conditions, it is anticipated that, upon receipt of all land use approvals, including approval of this Master Plan, the project team will prepare site improvements plans and perform site improvements in 2018 and 2019, with first residential occupancies beginning possibly as early as 2020 or 2021.

Due to prerequisite Tidelands Exchange phases, which is outlined on the next page, construction phasing for the site is anticipated as follows:

- The first Exchange Phase includes the southwestern portion of the wharf, near Clement Avenue, in exchange for a parcel of land that includes portions of Subareas B, C, D and E. As a result, the first Construction Phase is expected to include the areas identified in Phase 1.
- The areas affected by the second Tidelands Exchange phase would likely be included in Construction Phase 2, as shown below, which includes Subareas E, F and G. However, because Subarea F is outside the Tidelands Trust, it could be developed without an Exchange.
- The areas affected by the third Tidelands Exchange phase would likely be included in Construction Phase 3, as shown below, which includes Subareas H and I. Because Subarea I is outside the Tidelands Trust, it could be developed without an Exchange.
- Construction Phase 4 would include the future marina but because it is separate from any of the other phases, it could be done concurrent with or before any of the other 3 phases.
- Other Phasing Requirements
  1) Construction of the public kayak launch shall be completed with the adjacent promenade improvements required prior to final occupancy permits for the buildings in the Gateway District.
  2) Construction of Building D (the "Market Hall") shall be completed prior to the issuance of the final occupancy permits for the later of buildings C and E. The Design Review plans for the Market Hall must be included with the first Design Review application in the Alaska Basin Sub district.
  3) Construction of the public water shuttle dock shall be completed prior to the final occupancy permit for the Fortman Residential District.

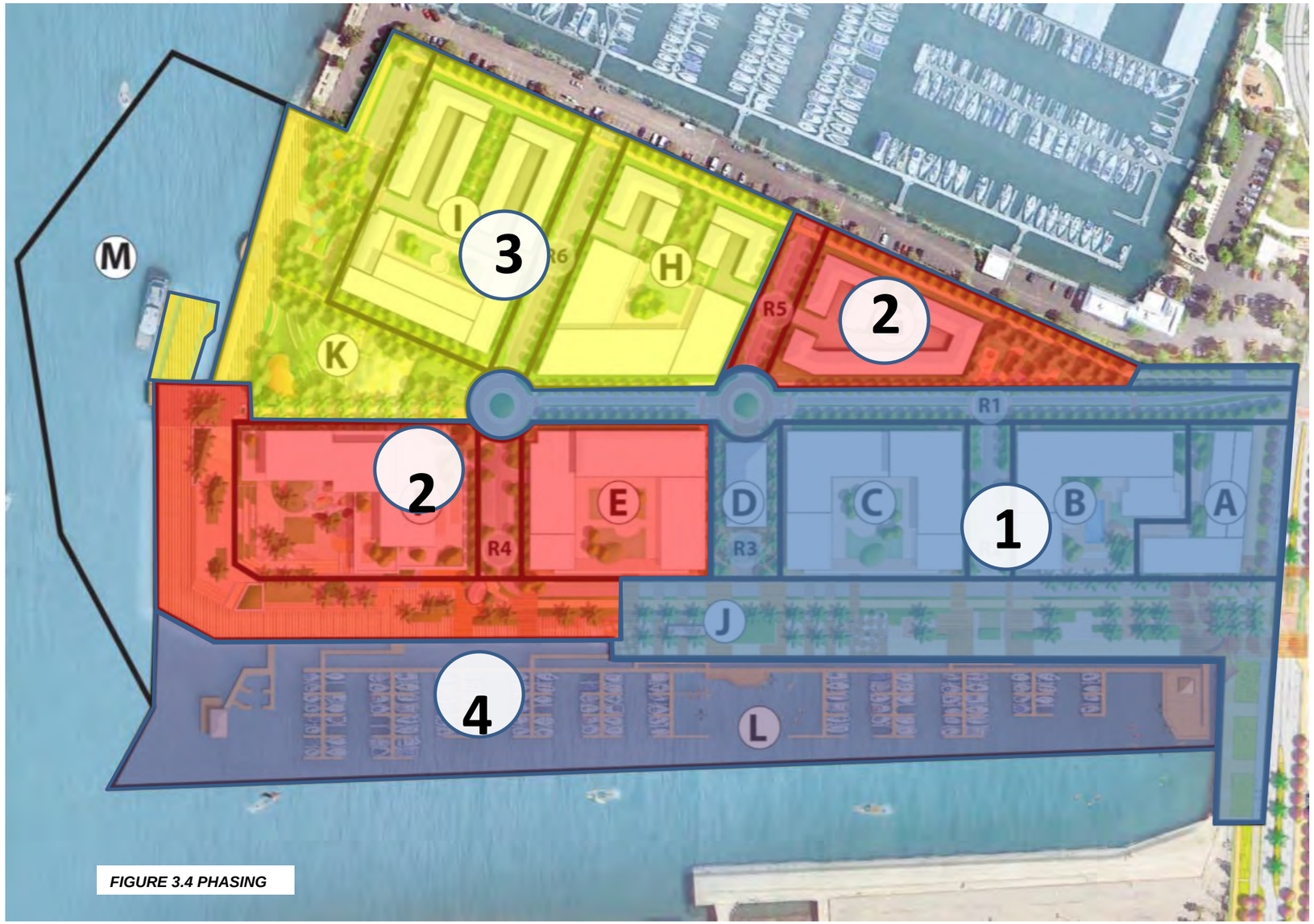


FIGURE 3.4 PHASING

TIDELANDS EXCHANGE PHASING

The proposed Tidelands Exchange includes a phasing schedule. The chart below shows how each of the Tidelands Exchange Phases will occur, what improvements need to be completed prior to the Exchange Phase, and how the finish improvements to the new Tidelands Trust properties will occur. The first Exchange Phase includes the southwestern portion of the wharf, nearest to Clement Avenue, in exchange for a parcel of land that includes portions of Subareas B, C and D. As a result, the project phasing will likely follow the Tidelands Exchanges, as lands that are subject to the Tidelands Trust need to be removed from the Trust prior to development. So, after Subarea A, it is assumed that Subareas will be built in sequential letter order along the west side of the site (i.e., A, then B, then C, D, E and F). Subareas G and H have prerequisite transfers prior to their development, but Subarea I is outside the Tidelands Trust and could be developed without an Exchange.

TABLE 3.1TIDELANDS PHASING

TIDELANDS EXCHANGE PHASE	IMPROVEMENTS REQUIRED PRIOR TO TRANSFER	ADJACENT IMPROVEMENTS COMPLETION TIMING
EXCHANGE PHASE 1	Wharf retrofit work complete	1) Wharf surface improvements and landscaping to be completed as buildings immediately adjacent to are completed 2) Kayak launch completed when Subarea A, B and C buildings are complete
	Underground infrastructure in Central Boulevard	
	Ground improvements, entire site	
	Bond for wharf-top surface improvements for Exchange Phase 1 area	
EXCHANGE PHASE 2	Exchange Phase 1 work	Wharf surface improvements and landscaping to be completed as building in Subarea F is completed
	Timber wharf removal	
	Bond for wharf-top surface improvements for Exchange Phase 2 area	
EXCHANGE PHASE 3	Exchange Phase 1 and Phase 2 work	Waterfront park improvements and landscape to be completed as buildings in Subarea I are completed
	Complete stabilization of northern edge of waterfront park and install water shuttle dock	
	Bond for completion of north edge of waterfront park within Phase 3	

FIGURE 3.5 TIDELANDS EXCHANGE PHASES

FIGURE 3.6 LARGER SUBAREA PLAN

SUBAREA DEVELOPMENT STANDARDS AND REQUIREMENTS

TABLE 3.2 SUMMARY OF PERMITTED AND CONDITIONAL USES BY SUBAREA

USE	A	B, C	D	E, F	G, H, I	J, K, N, O, P	L, M
Residential dwelling units, including age restricted Senior housing units, and home occupations consistent with AMC 30-2	P	P	X	P	P	X	X
Commercial Work / Live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted	C	C	C	C	C	X	X
Commercial retail, including grocery stores (including alcohol sales for on and off-site consumption) but not including, "super store" type retail commercial uses or drive-through commercial facilities	P	P	P	P	P	C	C
Office uses, including medical and assisted living care facilities and memory care facilities	P	P	P	P	P	X	X
Commercial recreational uses	P	P	P	P	P	C	C
Hotel	P	P	X	P	P	X	X
Artist studios and galleries and museums	P	P	P	P	P	C	X
Maritime-related uses, including marinas and water transit, recreational boat and small craft rentals and sales	P	P	P	P	P	C	C
Private Open Space	P	P	P	P	P	X	X
Public amphitheaters, performance and entertainment facilities, but not multiplex cinemas	C	C	C	C	C	C	C
Restaurants and taverns	P	P	P	P	C	C	C
Light warehousing, light manufacturing	X	C	C	C	C	X	X
Other uses determined by the Planning Board to be similar to the above and consistent with the plan objective	C	C	C	C	C	C	C

P: PERMITTED USE **C: PERMITTED USE SUBJECT TO CONDITIONAL USE PERMIT** **X: PROHIBITED**

TABLE 3.3 FORM BASED DEVELOPMENT STANDARDS BY DISTRICT

STANDARD	Gateway Mixed Use District Subareas A, B	Alaska Basin Mixed Use District Subareas C, D, E	Northwest Estuary Plaza District Subarea F	Fortman Residential District Subareas G, H, I	Public Spaces Subareas J, K, L, M, N, O, P
Developable Acreage (approx.)	1.7 acres	3 acres	1.2 acres	4.8 acres	16.7 acres
District Unit Count Range*	90-140	140-220	120-170	150-260	0-16 (Live aboard)
Ground Floor Commercial SF Range **, ******	6,000 to 12,000	20,000 to 30,000	6,000 to 12,000	0	0
Ground Floor Commercial Required***	Yes	Yes	Yes	No	No
Height Limit: facing Clement Avenue	55’	N/A	N/A	N/A	N/A
Height Limit: facing Central Boulevard	90’*****	90’	N/A	90’	N/A
Minimum Height facing Central Boulevard	40’	40’, except for D (30’)	N/A	30’	0’
Height Limit: <50’ from east/west edge of the Subarea (west edge for Subareas A thru F, east edge for Subareas G thru I)	40’	40’	60’	40’	40’
Height Limit: other areas	90’ *****	90’	90’****	90’****	40’
Height Limit: Building Setback Line * 80% rule: building must step back at 45-degree line up to maximum building height (see Figure 3.8), if over 3 stories	80% of maximum height limit	80% of maximum height limit	80% of maximum height limit	80% of maximum height limit	40’
Setback to Clement Avenue ROW******	15’	N/A	N/A	N/A	15’
Setbacks to Central Boulevard ROW******	10’	10’	10’	10’	N/A
Setback to other ROW’s/landscaped areas	0’	0’	0’	0’	0’

* Individual District unit counts can be increased by up to 50% when accompanied by a corresponding reduction in another District, and total unit count does not exceed 589

** Commercial square footage ranges in one District may be increased up to 50% when accompanied by a corresponding reduction in another District, and total square footage does not exceed 50,000

*** Ground floor commercial only required on south face of Subarea A, north face of Subarea C, Subarea D, and south face of Subarea E

**** Planning Board may approve a Design Review application that exceeds the height limits in Table 3.3 if a finding can be made that exceptional architectural design warrants the exception to the height limit; maximum height limit with exceptional architecture = 160’.

***** Building height may not reach maximum height until 75’ north of Clement ROW

******Design Review Exceptions: The Planning Board may approve a Design Review application that:

1. Includes less ground floor commercial space provided that a finding can be made that other subareas will provide the necessary commercial space to ensure a total of up to 50,000 square feet within the Master Plan area
2. Provides a smaller setback to the right of way, if a finding can be made that the reduced setback is not detrimental to the design of the adjacent public space

ALLOWABLE HEIGHTS

- WATER'S EDGE: 40' MAX HEIGHT (60' SUBAREA F); (50' DEPTH)
- TRANSITION: 55'-90' MAX HEIGHT (VARIABLE DEPTH)
- BOULEVARD: 90' MAX HEIGHT (50'-75' DEPTH)
- ESTUARY CORNER: 160' MAX HEIGHT (90' DEPTH) (ASSUMES EXCEPTIONAL ARCHITECTURE EXEMPTION IN NORTHWEST ESTUARY PLAZA DISTRICT)

FIGURE 3.7 ILLUSTRATIVE OF BUILDING HEIGHTS

Figure 3.8: 80% Building Height Maximum Rule Illustrated

The maximum building height is defined in the Guidelines. At the building line, at the edge of a road right of way, the building height on that face cannot exceed 80% of the maximum height. Behind the building face line, the building can slope up at a 45-degree angle up to the maximum permitted height

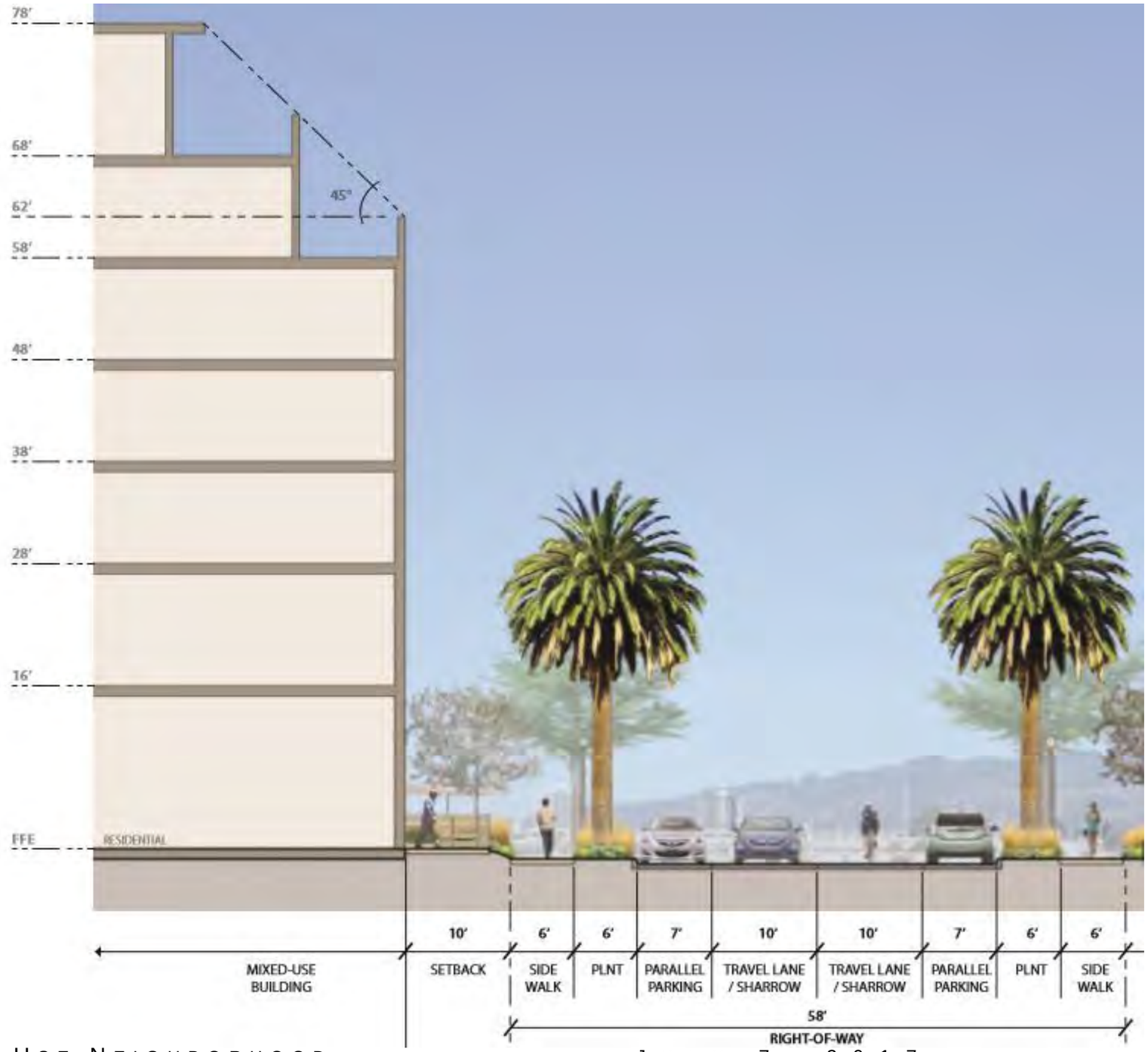
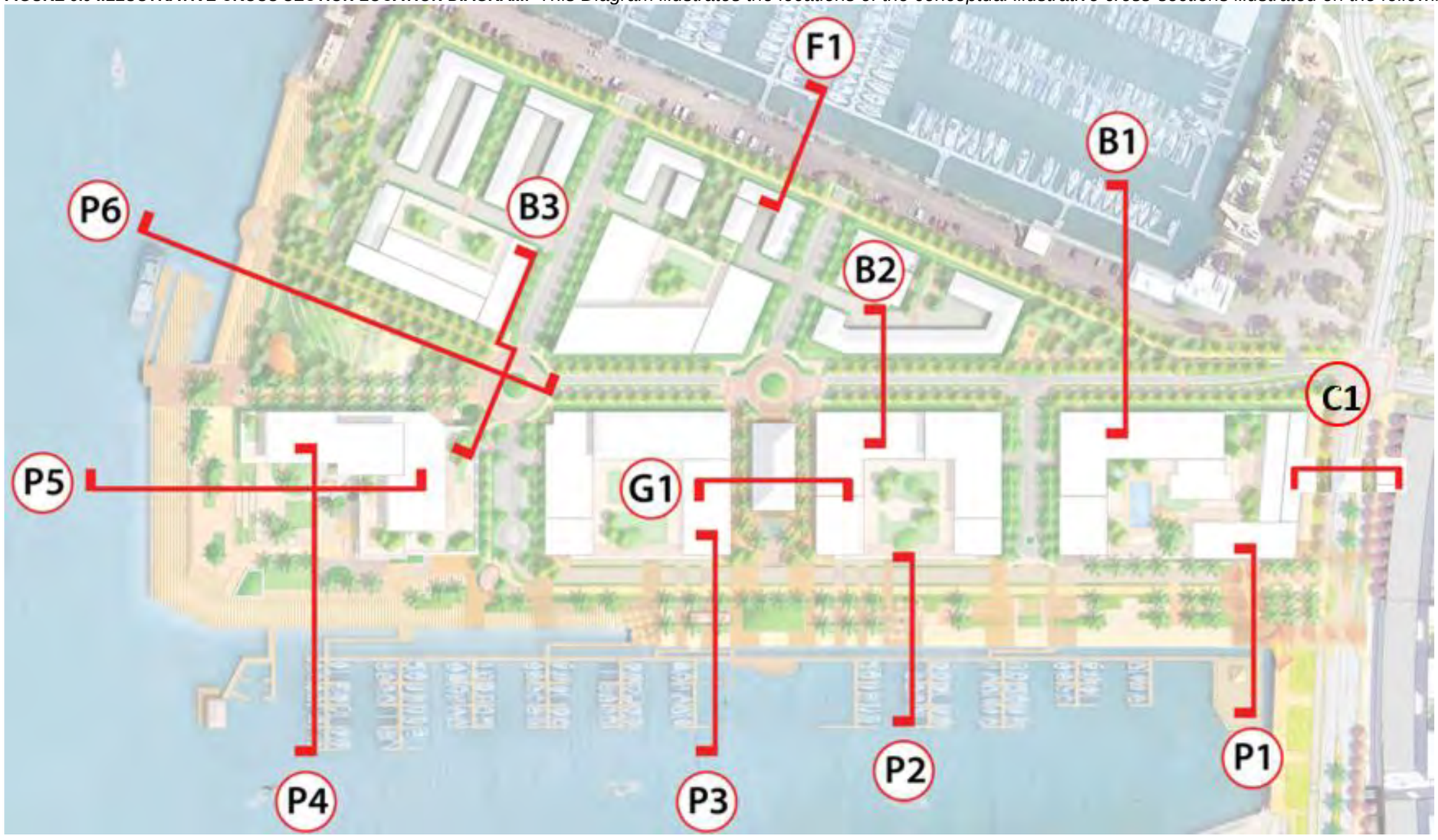
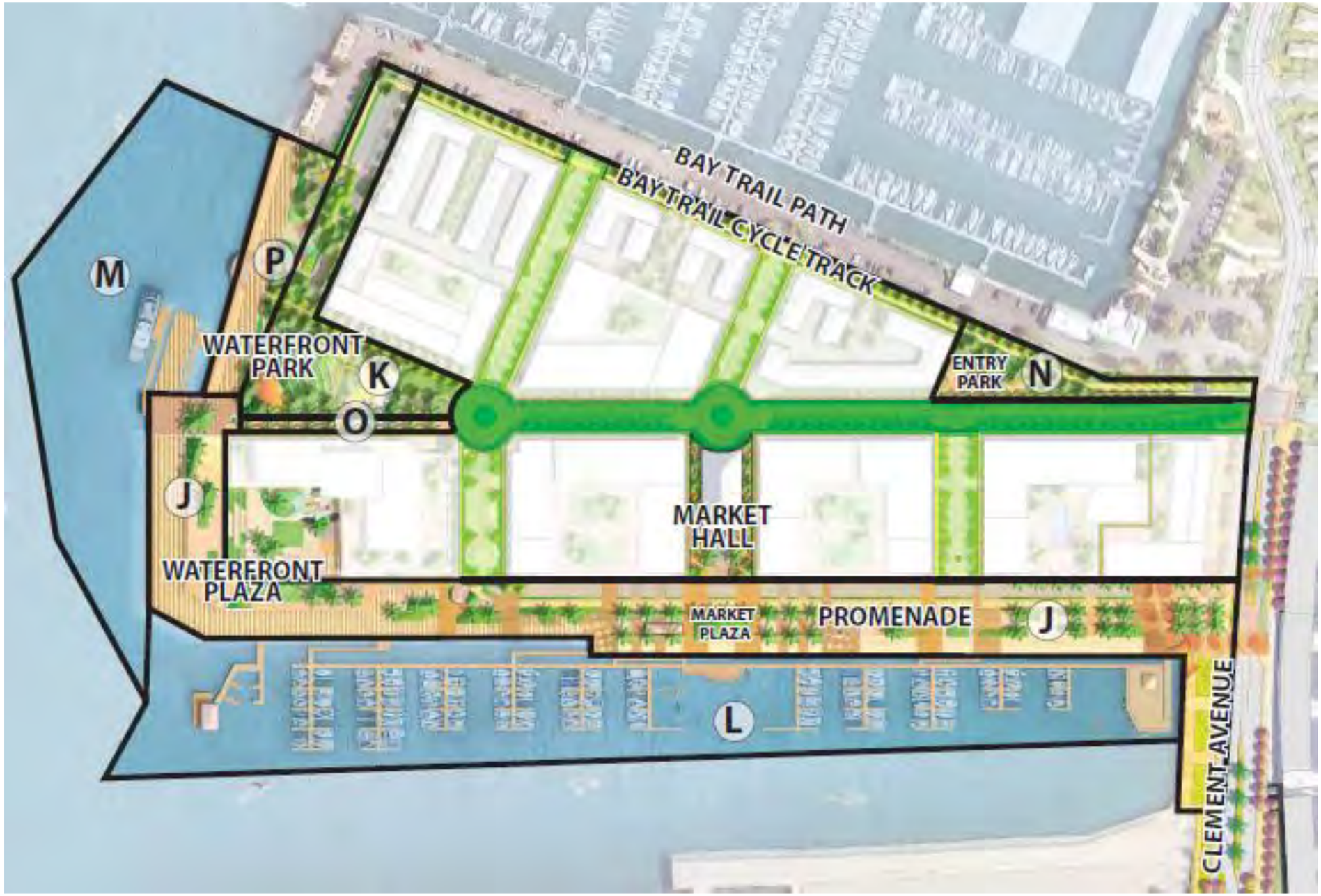


FIGURE 3.9 ILLUSTRATIVE CROSS SECTION LOCATION DIAGRAM. *This Diagram illustrates the locations of the conceptual illustrative cross-sections illustrated on the following pages*



PUBLIC SPACE

FIGURE 3.10 PUBLIC SPACE PLAN



PUBLIC PARKS, PROMENADE AND SUBMERGED LANDS

SUBAREAS J, K, N, O AND P: PUBLIC OPEN SPACE AND PARK

These Subareas provide the public waterfront parks and recreational space on the site. A 2-acre public park that ties into the waterfront promenade is envisioned for this area. A development plan for the park site will be developed in in conjunction with the Alameda Recreation and Parks Department, and will be the subject of a future Development Plan. Large expanses of lawns with some topographical interest will create great places for passive uses, such as picnicking or enjoying the view of the Estuary, while active uses will also be accommodated on the site. The Bay Trail will continue along the northern waterfront edge adjacent to the park. The park should also contain a music venue/public amphitheater.

The centerpiece of the Master Plan is the waterfront promenade. The western edge of the waterfront promenade runs approximately 1,700 feet along Alaska Basin, and the northern leg runs another 700 feet along the estuary. The promenade area has an overall width of over 100 feet, and will feature the continuation of the Bay Trail which will circulate around the perimeter of the site, with a cycle track and walking path, as well as outdoor spaces for lounging, and ample walking space to wander along the waterfront. In the mixed-use buildings, there will great opportunities for waterfront shopping and dining in this area. The northwest corner of the site features a 2-acre plaza area for congregating and enjoying the views of the Estuary, downtown Oakland, the Oakland Hills, Mt. Tamalpais and the San Francisco skyline.

This Master Plan assumes that significant portions of the existing timber wharf will be reconfigured and/or removed; specifically, the site plan assumes the removal of approximately .8 acres of timber wharf along the northwest portion of the wharf. The amount of work in the water related to wharf repair or modification has not been precisely determined. Wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by future studies and investigations prior to permitting activities. Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan for adjacent subareas.

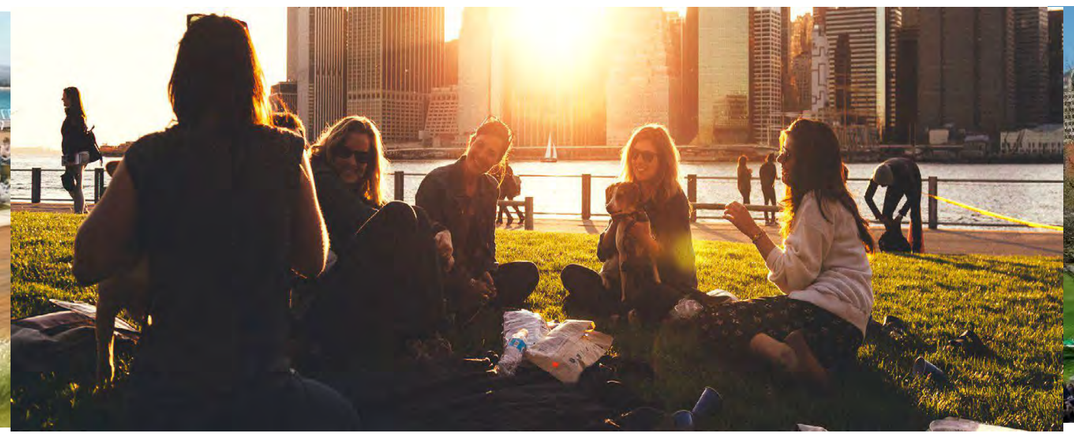


FIGURE 3.11 ILLUSTRATIVE CROSS SECTION P6: PUBLIC WATERFRONT PARK (VIEW EAST).

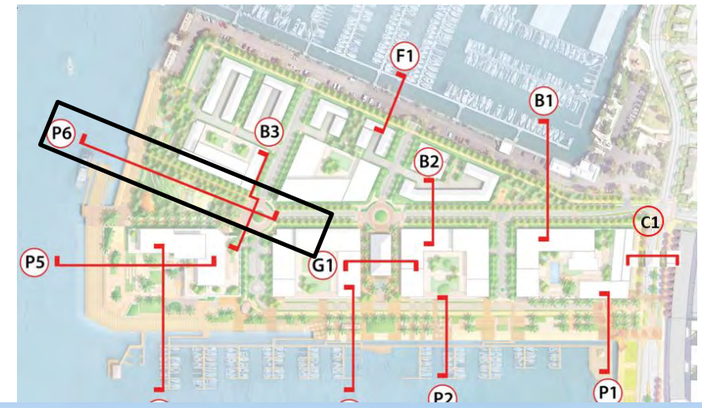


FIGURE 3.12 ILLUSTRATIVE CROSS-SECTION B3: CENTRAL BOULEVARD AT WATERFRONT PARK ENTRANCE (VIEW NORTH FROM NORTH PORTION OF SITE)

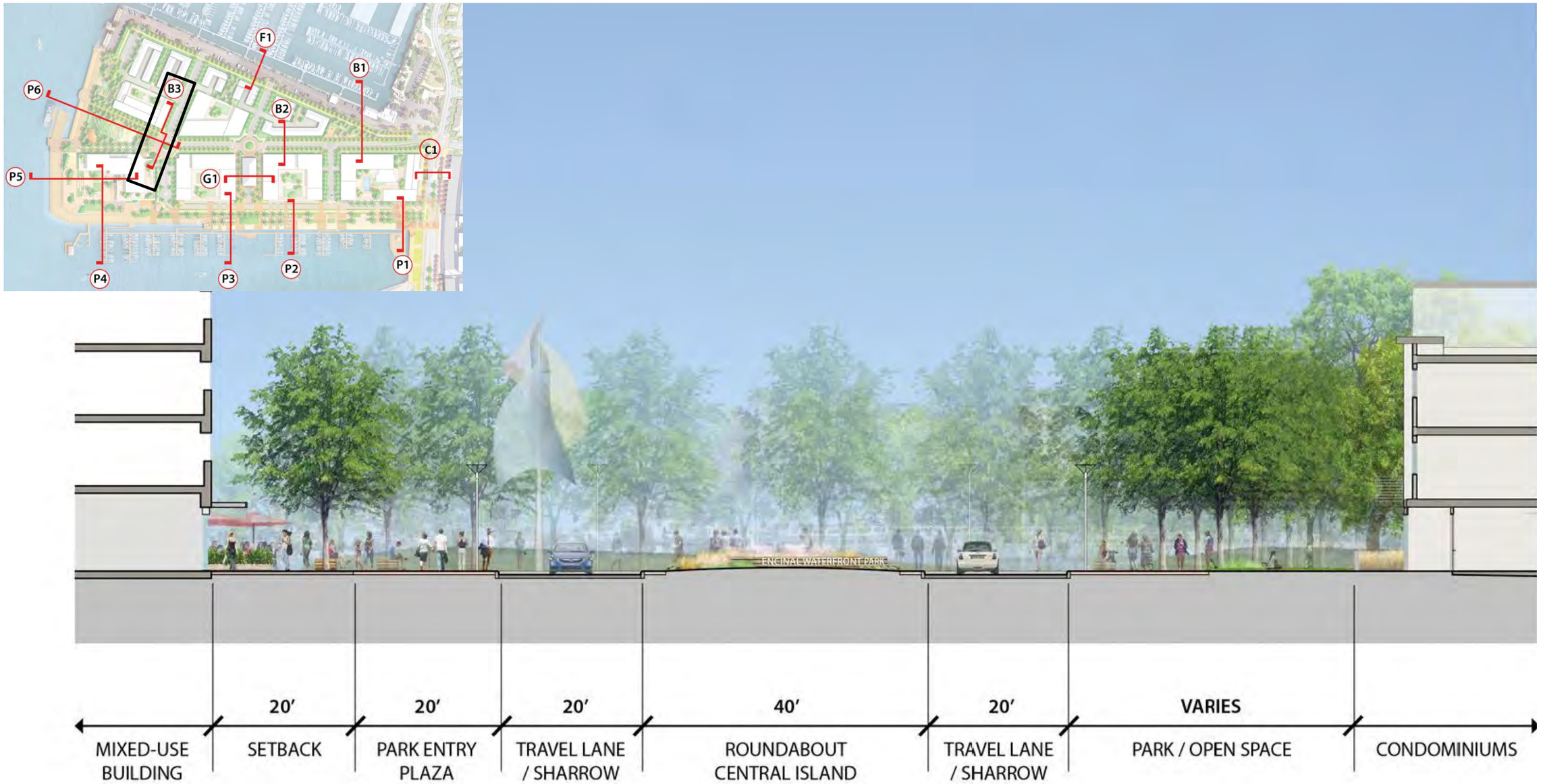
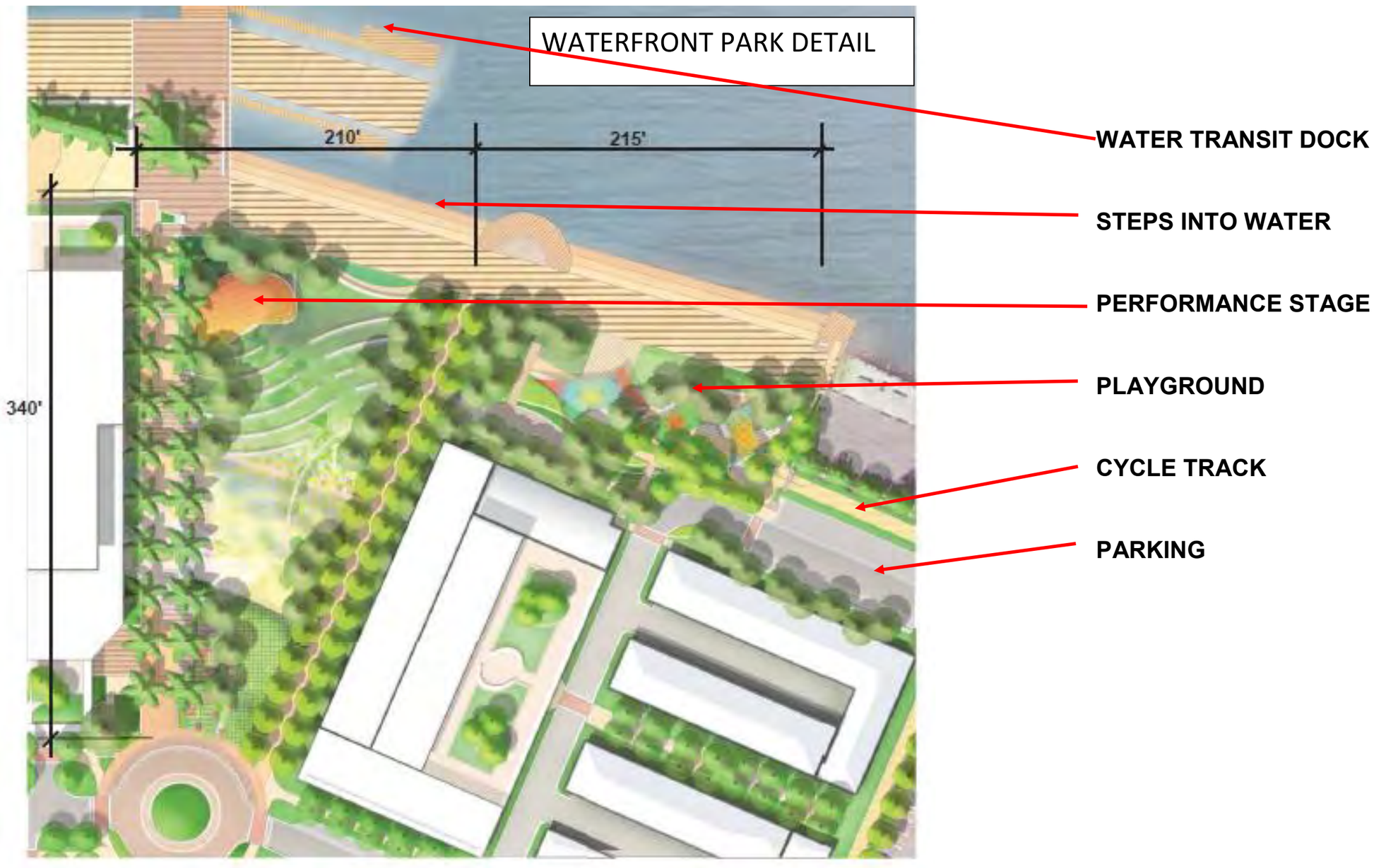


FIGURE 3.13 ILLUSTRATIVE DETAIL: WATERFRONT PARK



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

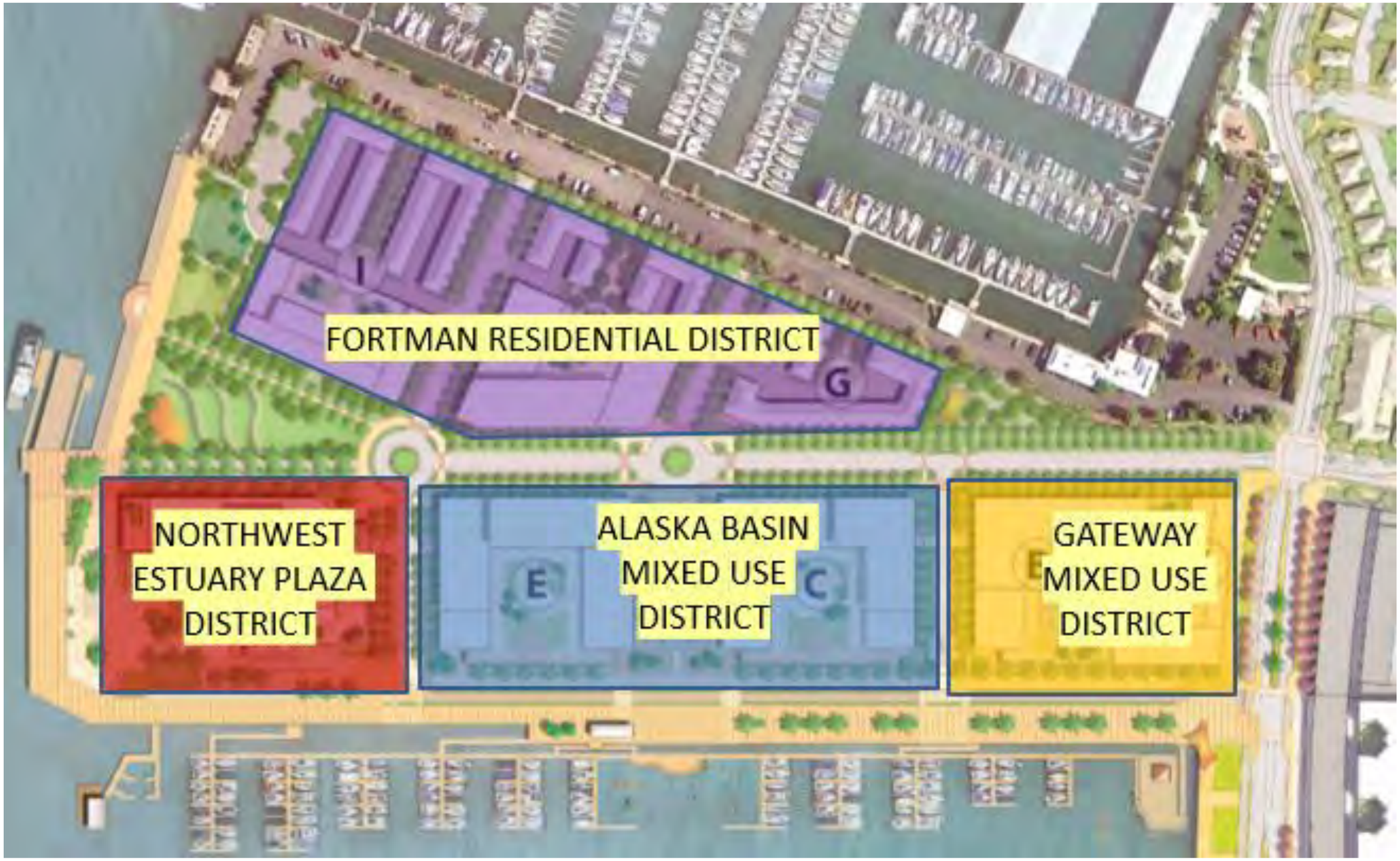
These parcels include submerged property, and would include uses suitable for water transit and recreational opportunities, including a marina with up to 160 berths in Alaska Basin. Any specific marina proposal or wharf modification project proposal would require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies would not be undertaken until the marina project is defined.

Small craft launch areas, for stand-up paddle boards, kayaks and the like will be accommodated with access either from within the future marina, or closer to Clement Avenue.

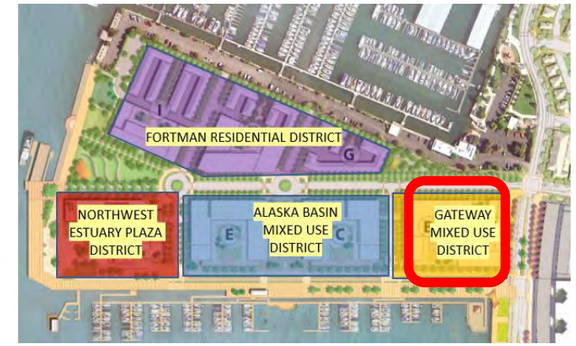
Water transit opportunities for transit boats of varying sizes will be created by completing docking facilities along the northern edge of the site, near Subarea F.

SUBAREA DISTRICTS

FIGURE 3.14 DISTRICTS PLAN



GATEWAY MIXED USE DISTRICT



SUBAREAS A AND B: RESIDENTIAL AND COMMERCIAL/RETAIL SUBAREAS

The Mixed-Use Subareas begin with Area A which 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 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. Subarea A will also tie into the Cross-Alameda Trail and cycle track components of the Clement Avenue extension. Subareas A and B are essentially linked, and are shown sharing a common parking structure. They likely would continue the commercial and building amenity spaces on the ground floor, with residential units above.

FIGURE 3.15 ILLUSTRATIVE CROSS SECTION C1: CLEMENT AVENUE (VIEW EAST)

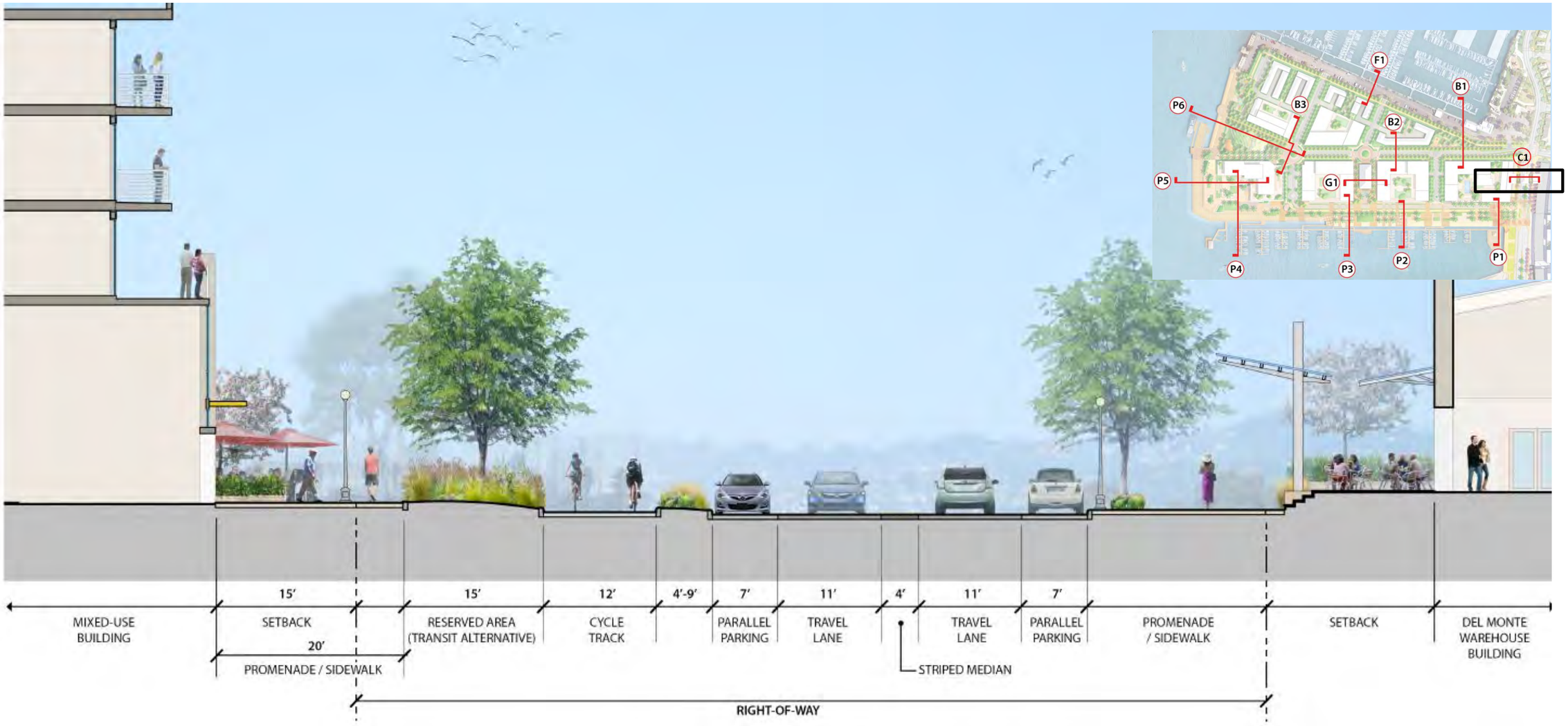
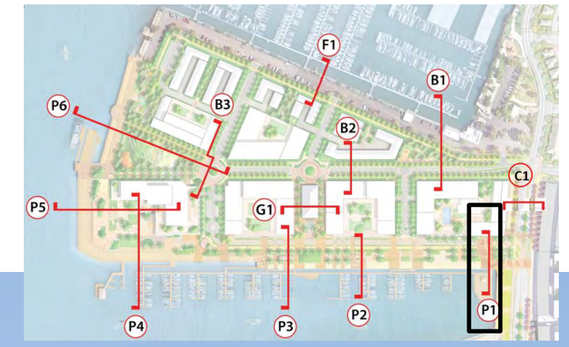


FIGURE 3.16 ILLUSTRATIVE CROSS SECTION P1: WATERFRONT PLAZA AND PROMENADE AT CLEMENT AVENUE (VIEW NORTH)



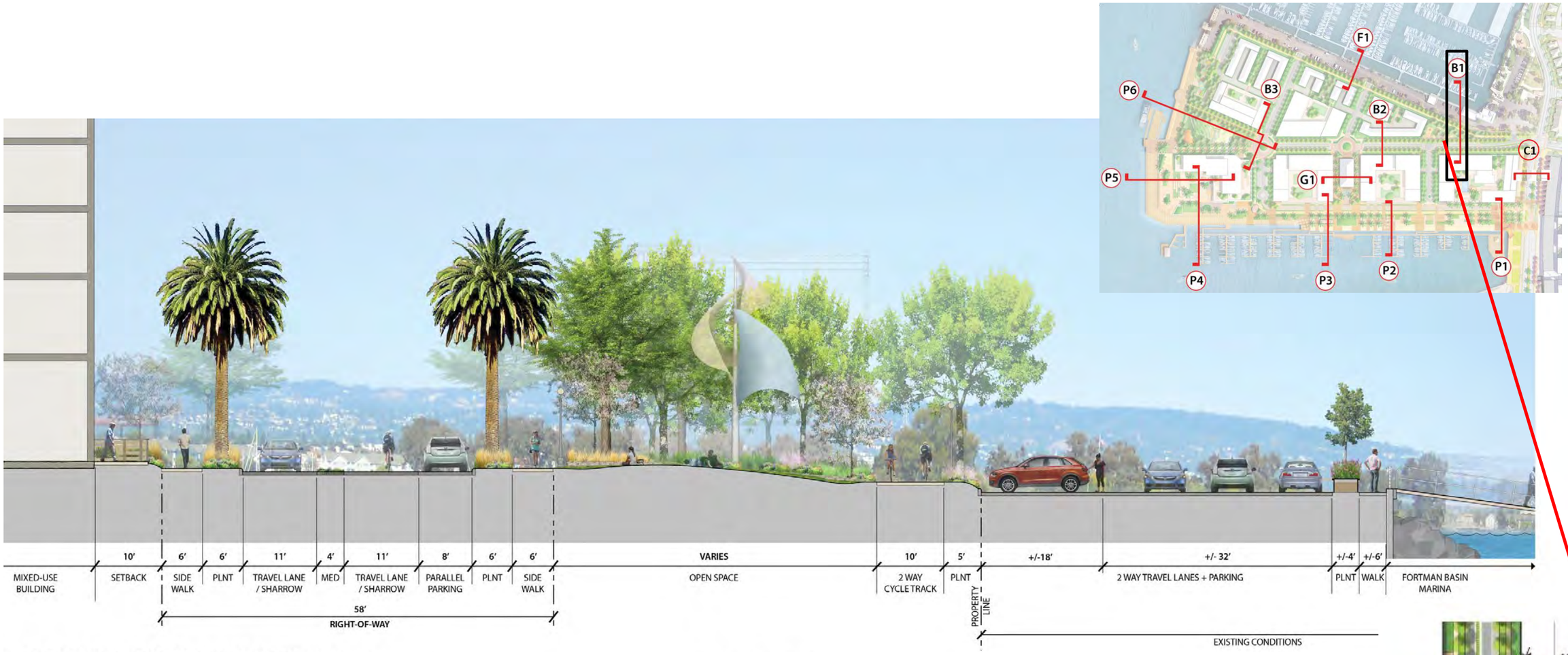
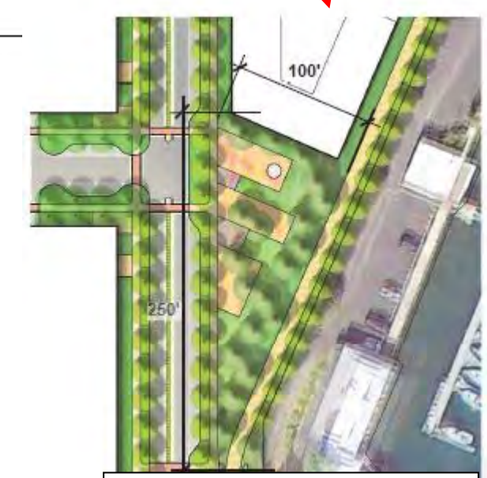


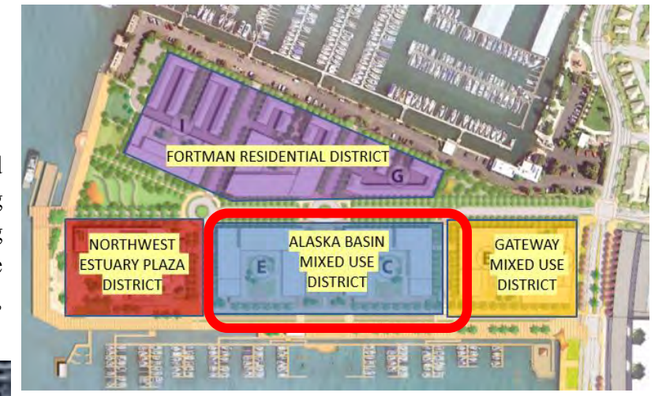
FIGURE 3.17 ILLUSTRATIVE CROSS SECTION B1: CENTRAL BOULEVARD (VIEW NORTH FROM CLEMENT AVENUE)



ENTRY PARK DETAIL

ALASKA BASIN MIXED USE DISTRICT

SUBAREAS C, D AND E: MARKET HALL AND MIXED-USE RETAIL/COMMERCIAL CORE



This Subarea is the home of the commercial core of the project. Due to its proximity to the water and marina areas, the commercial uses in this area could also be maritime in nature. The Market Hall is envisioned as a two story, high ceilinged open market with food products as well as eating and drinking establishments. The Market Hall would also provide the backdrop to facilities at the mid-promenade such as kayak and small watercraft rentals. The adjoining buildings in Subareas C and E would also provide similar types of ground floor commercial space for visitor-serving commercial uses, or could provide Work-Live units that lend themselves to maker spaces or other small business opportunities. Upper levels could be home to other commercial enterprises, and could include incubator or work-share spaces.

PUBLIC
MARKET
LA SALLE HOTEL
LA SALLE HOTEL

PUBLIC MARKET

PUBLIC MARKET
okeow

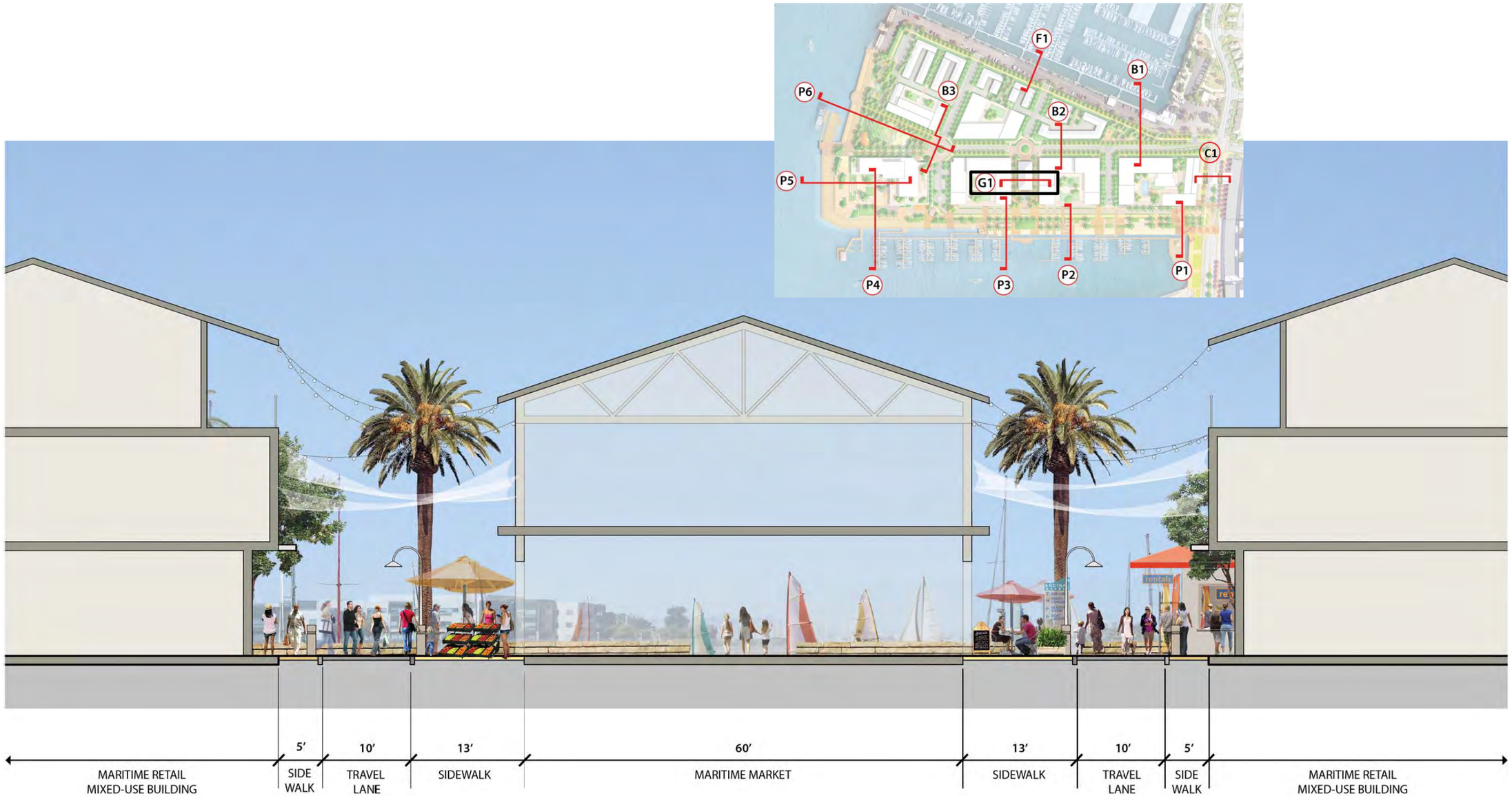


FIGURE 3.18 ILLUSTRATIVE CONCEPTUAL CROSS SECTION G-1: MARITIME MARKET HALL (VIEW WEST FROM CENTRAL BOULEVARD)

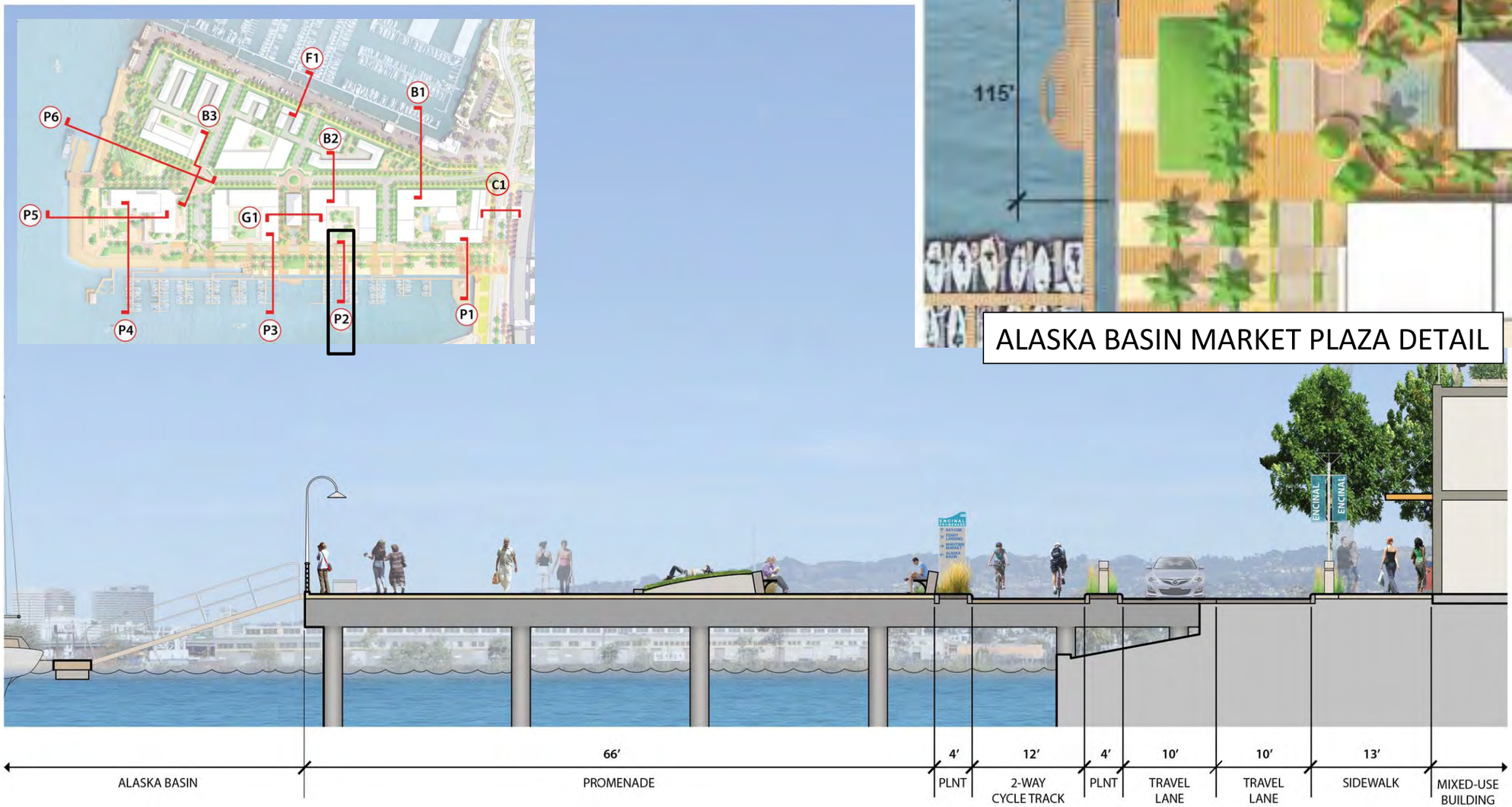


FIGURE 3.19 ILLUSTRATIVE CROSS SECTION P2: PUBLIC WATERFRONT PROMENADE MIDWAY ALONG THE WEST PROMENADE ADJACENT TO ALASKA BASIN AND POSSIBLE MARINA (VIEW NORTH).

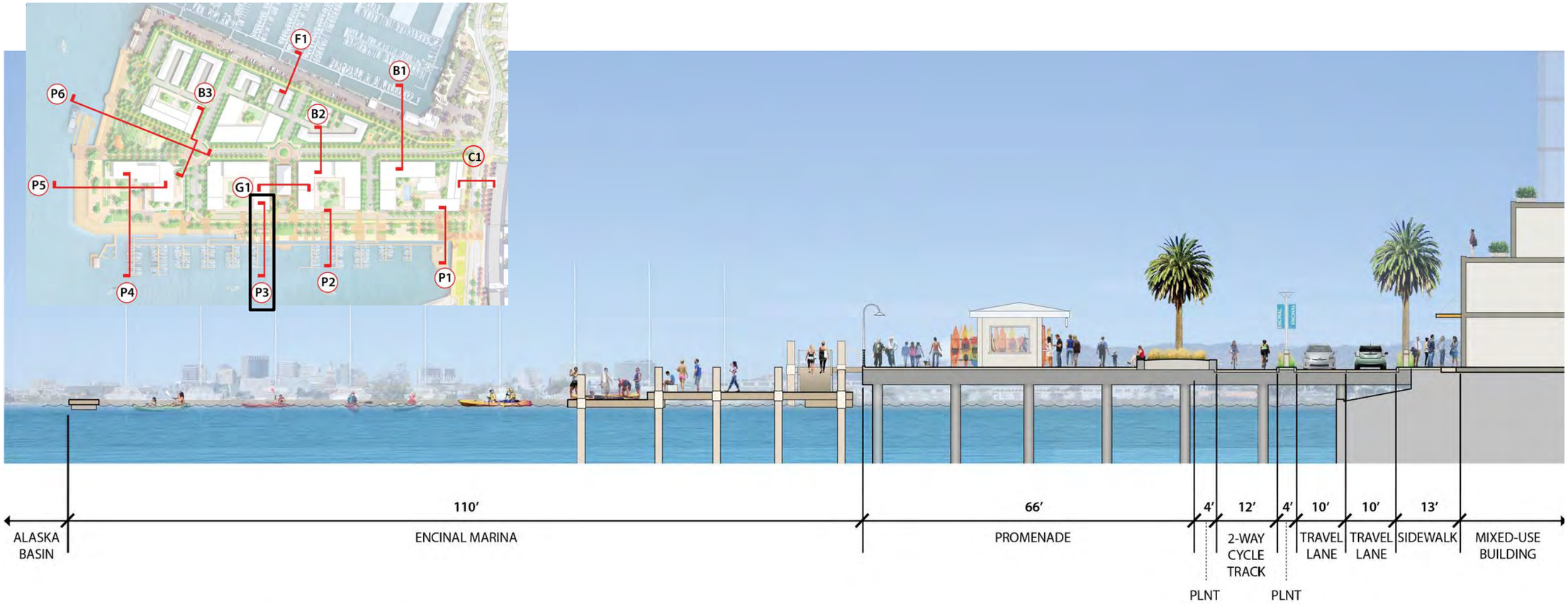
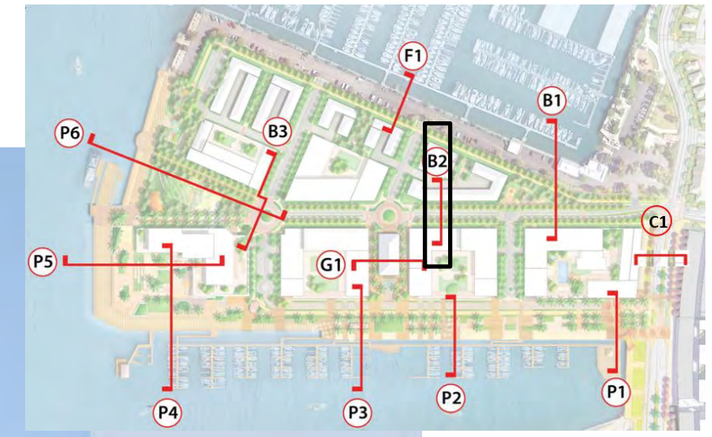
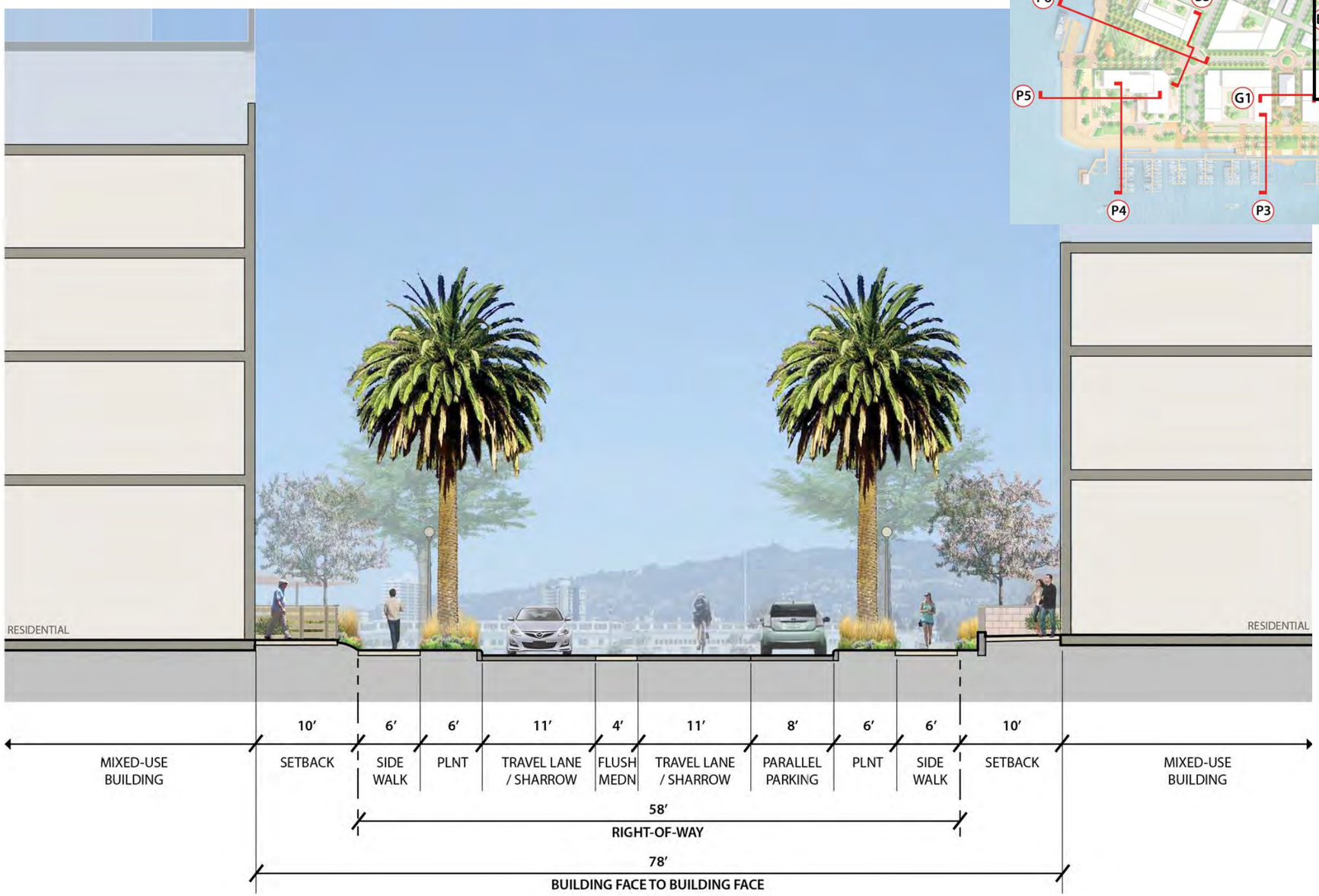


FIGURE 3.20 ILLUSTRATIVE CROSS SECTION P3: PUBLIC WATERFRONT PROMENADE ADJACENT TO MIXED USE CENTER AT NORTHWEST CORNER OF THE SITE (VIEW NORTH).

FIGURE 3.21 ILLUSTRATIVE CROSS-SECTION B2: CENTRAL BOULEVARD MIDPOINT (VIEW NORTH CENTER OF SITE)





NORTHWEST ESTUARY PLAZA DISTRICT

SUBAREA F: NORTHWEST PLAZA

Subarea F has excellent views up and down the estuary and of the Oakland Hills to the east. A 2-acre public plaza is envisioned for this portion of the site. A 200' setback from the water's edge to the building creates the opportunity for a large public gathering space. Ground floor commercial uses would serve the plaza, and coffee shops, a restaurant and wine bar or tavern will be a large draw for this area. The wharf in this area will include docking facilities for future water transit opportunities.

It is envisioned that a strong, tall iconic building could be accommodated here, with retail at the lower levels and residential above. Public access to a roof top garden or observation deck on the upper portions of the building will be provided.

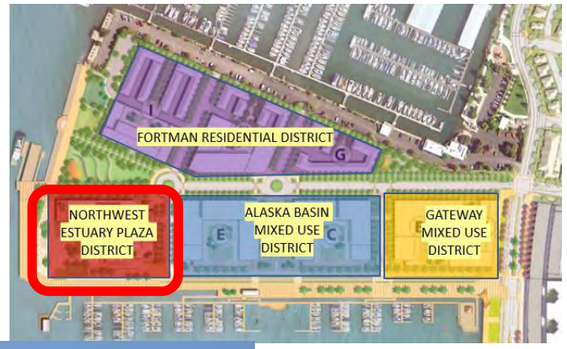
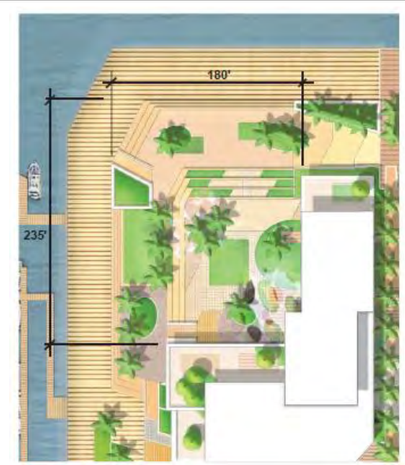


FIGURE 3.22 ILLUSTRATIVE CROSS SECTION P4: PUBLIC WATERFRONT PROMENADE ALONG THE NORTHWEST CORNER AT THE ESTUARY (VIEW NORTH)



NORTHWEST ESTUARY PLAZA DETAIL

FIGURE 3.23 ILLUSTRATIVE CROSS SECTION P5: PUBLIC WATERFRONT PROMENADE ALONG THE NORTHWEST CORNER AT THE ESTUARY (VIEW EAST).

FORTMAN RESIDENTIAL DISTRICT

SUBAREAS G, H, I: RESIDENTIAL

These Subareas comprise mixed use areas that accommodate residential neighborhoods with an anticipated mix of townhomes, stacked flats and work-live units. The buildings will be designed to step down from taller buildings at the center of the site, to lesser building heights of two to three stories on the eastern edge of the site. Residential units, as well as office space and ground floor retail are also permitted.

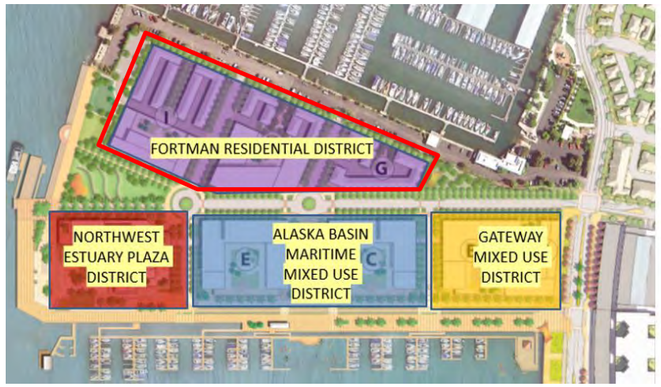


FIGURE 3.24 ILLUSTRATIVE CROSS SECTION F1: BAY TRAIL AND EAST EDGE OF THE SITE (VIEW NORTH)

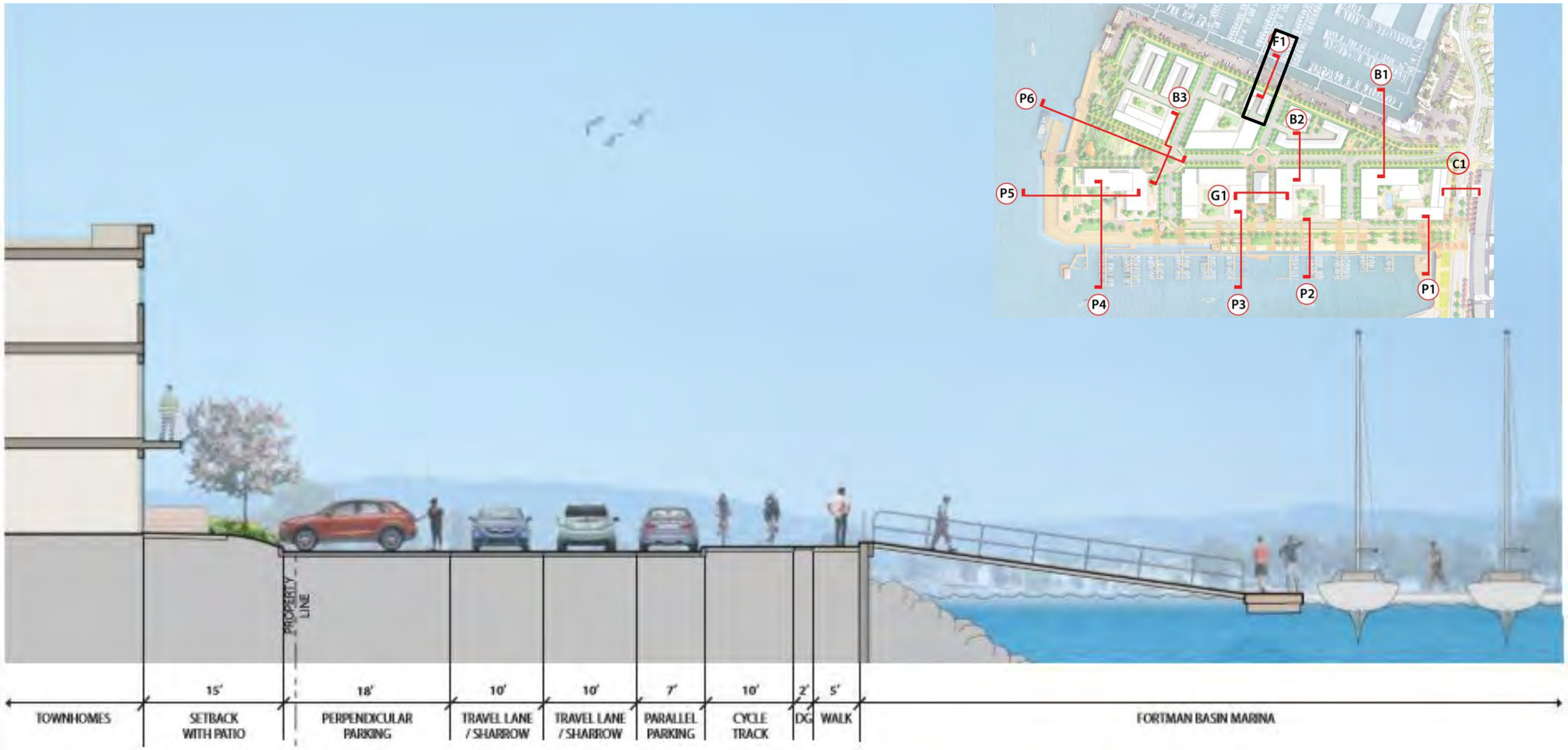


FIGURE 3.25 ILLUSTRATIVE CROSS SECTION F1-A: ALTERNATE FORTMAN SCENARIO (FORTMAN COOPERATION WITH NEW TRAIL ALIGNMENT) (VIEW NORTH)

RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT BALANCE

It is the intent of this Master Plan to allow a mix of uses up to 589 residential units, with up to 50,000 square feet of commercial space and up to 160 marina berths. 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 if it can be demonstrated that the change will not result in new or substantially more severe environmental impacts.

RESIDENTIAL DENSITY/MAXIMUM DEVELOPMENT

RESIDENTIAL DENSITY

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

All of the property is within 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 is located in the Multi Family (MF) Overlay, which allows the maximum density to increase to 30 units per acre. The portion of the property outside the MF Overlay is 1.25 acres. There is an additional 6.4-acre 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 because it is 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 ("Base Density"). 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. A density bonus of 20% would yield a maximum of 589 units within the Master Plan.

PRODUCT DIFFERENTIATION GUIDELINES

Detached single family homes are not permitted in any Subarea. No more than 102 units may be "townhomes" (multi-level attached single family homes, with attached private direct entry garage); multi-level units within buildings that have structured common parking do not count against the 102-townhome limit. As a result, most of the units (approximately 80%) in the Master Plan will be units in multi-story buildings with a common parking structure.

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-RESIDENTIALDEVELOPMENT

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

MARINA BERTHS

There will be no more than 160 total marina berths in the Master Plan properties.

AFFORDABLE HOUSING

DEED RESTRICTED AFFORDABLE HOUSING

Since the Master Plan seeks to provide additional affordable housing units in excess of that 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 79 affordable units (16% of the Base Density of 491 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. 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.

2. The 45 Low and Very Low-income units are proposed to be affordable apartment units and may be built in one or more new standalone buildings within the Encinal Terminals Master Plan area.

3. The 34 Moderate income units will be spread among and within the market rate units throughout the site, built in proportion to the general size and configuration of the market rate units. This will be specified further in the Affordable Housing Agreement.

4. 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 subareas.

5. 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.

6. 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.

7. 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 units 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.

WORKFORCE HOUSING

NON-DEED RESTRICTED AFFORDABLE HOUSING: AFFORDABLE BY DESIGN/WORKFORCE HOUSING UNITS

In order to assure a mix of housing options that spans the broad spectrum of product type and pricing, at least 30% of the market rate units constructed in the Encinal Terminals Master Plan will be 1,200 square feet or less. As a component of this 30%, at least 10% of the market rate units constructed in the Encinal Terminals Master Plan will be 900 square feet or less and 20% of the market rate units constructed in the Encinal Terminals Master Plan will be between 900 square feet and 1,200 square feet.

MARKET RATE AGE RESTRICTED SENIOR HOUSING

Age restricted market rate housing, for persons aged 55 and above, is a permitted use in the Master Plan. Age restricted units may be included in one building.

TABLE 3.4 SUMMARY OF HOUSING TYPES INCLUDED IN THE MASTER PLAN

UNIT TYPE	DEFINITION	SUBCATEGORY TOTAL	TOTAL	%
DEED RESTRICTED, VERY LOW INCOME (5% OF 491 BASE UNITS)	5% OF 491 BASE UNITS	25		4%
DEED RESTRICTED, LOW INCOME (4% OF 491 BASE UNITS)	4% OF 491 BASE UNITS	20		3%
DEED RESTRICTED, MODERATE INCOME (7% OF 491 BASE UNITS)	7% OF 491 BASE UNITS	34		6%
TOTAL DEED RESTRICTED AFFORDABLE UNITS		**79**	**79**	**13%**
WORKFORCE/AFFORDABLE BY DESIGN UNITS WITH COMMON PARKING, 900 SF OR LESS UNIT SIZE	NO LESS THAN 10% OF 510 MARKET RATE UNITS	51 (MIN)		9%
WORKFORCE/AFFORDABLE BY DESIGN UNITS WITH COMMON PARKING, 900 TO 1,200 SF UNIT SIZE	NO LESS THAN 20% OF 510 MARKET RATE UNITS	102 (MIN)		17%
ALL OTHER UNITS WITH COMMON PARKING, LARGER THAN 1,200 SF UNIT SIZE	REMAINDER OF UNITS WITH COMMON PARKING (TOTAL M.R. UNITS LESS #/TH LESS WF HOUSING)	255*		43%
UNITS IN MULTI-LEVEL BUILDINGS WITH COMMON PARKING	NOT LESS THAN 80% OF ALL MARKET RATE UNITS plus ALL MODERATE AFFORDABLE HOMES	442 (MIN): 544 LESS # OF TH)	408	**70%**
TOWNHOMES (attached single family homes, with attached private direct entry garage)	NOT MORE THAN 20% OF MARKET RATE UNITS	102 (MAX)	102	17%
TOTAL MARKET RATE UNITS			**510**	**87%**
TOTAL UNITS IN PROJECT			**589**	**100%**

- Assumptions:
  - Total Units in Project equals 589
  - All Workforce/Affordable by Design Units are assumed, in these calculations, to be single level units housed in multi-story, multi-family buildings with common parking
  - * Maximum # of Townhomes is built. For every townhome built less than 102, the # of multi-family units with common parking may increase by one (up to total of 510 market rate units)

BUILDING DESIGN STANDARDS AND GUIDELINES

BUILDING DESIGN AND ORIENTATION GUIDELINES

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 at the ground floor should have design elements that are human-scaled in order to enhance pedestrian comfort at the ground level. Primary commercial building entrances (such as an entry to a store or 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. Ground floors for commercial uses shall have not less than 16' ceiling height and the entry shall be accessible.

No single architectural firm may design buildings in more than one district, except that within Subareas G, H, and I, a single architectural firm may design townhome product that spans multiple Subareas. The design theme, massing and articulation of the buildings must vary between Districts. 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 HEIGHTS

Building heights shall be as specified in Table 3.3 of Chapter 3.

VIEW CORRIDORS

New buildings and trees shall be located to minimize blockage of water views from internal streets and public open spaces, wherever possible, in order to create view corridors to the Estuary.

BUILDING MATERIALS

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

SUSTAINABLE DESIGN REQUIREMENTS

Buildings must be consistent with a LEED Silver designation or its equivalent. Though this list is not meant to be exhaustive, nor does it consider new or developing sustainable technologies, features that shall be encouraged and investigated for feasible implementation within the project may include:

- Use of solar panels for energy generation
- Green roofs and roof gardens
- Rainwater and greywater harvesting
- Wind energy
- Community gardens
- Electric vehicle charging stations in all public parking areas

UNIVERSAL DESIGN

A large majority of the residences in the Master Plan shall be "visitable", in that they will meet the basic needs of a wide range of guests to enter and use critical portions of the home. Not less than 80% of the new residential dwelling units in the Master Plan shall be "visitable, as follows:

- The unit will have an accessible exterior access to an accessible entry;
- The unit will have an accessible interior access from the accessible entry to an accessible powder room, accessible common use room or bedroom
- If ground floor open space is provided, then an accessible path of travel to the open space shall be provided.

In addition to the "visitability" requirements listed above, no less than 70% of the units in the Master Plan shall also include an adaptable kitchen, adaptable laundry facility and adaptable stairs (multi-level units only).

Townhome units will be exempt from the above requirements.

All units offered for sale, in which a buyer may purchase a unit prior to completion of construction of the unit, must offer buyers the opportunity to select and purchase additional Universal Design features from a pre-approved list of offered features to improve the accessibility of the units. Those offered features may include:

- A wider front entry door of 42 inches in width.
- Grab bar reinforcement in all hallways.
- Rocker light switches throughout each unit
- Accessible heights for all light switches, electrical receptacles, and environmental controls
- Grab bar reinforcement in all bathrooms
- Removable base cabinets in all bathrooms
- Accessible shower stalls in all bathrooms
- Accessible medicine cabinet and integrated mirror in all bathrooms
- Lower towel racks and robe hooks and toilet tissue holder in all bathrooms
- Full length mirror in all bathrooms,
- Removable base cabinets under the sink in all kitchens
- Accessible countertops with a 30" wide workspace and/or one or more 15" breadboards installed between 28-32" high in all units in all kitchens.
- Under-cabinet lighting in all kitchens, and/or
- Any other feature that improves the design of the unit to accommodate visitors or residents with physical or other disabilities.

PARKING

GENERAL GUIDELINES

The Encinal Terminals Master Plan shall implement the following parking requirements and programs:

- All parking for uses on the Encinal Terminals site shall be accommodated on site.
- 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.
- All on-site, surface parking spaces shall be shared among the on-site uses and made available for public use in support of the Transportation Demand Management (TDM) program. Private parking areas, garages, and driveway areas associated with townhomes are exempted from the shared parking requirement.
- Parking shall be allowed in designated areas 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.

RESIDENTIAL PARKING

Each residential building with parking contained within a common shared structure shall provide a maximum of 1.5 spaces for each unit in the building and the common shared parking structure will also include an average of 50 public parking spaces in Subareas (see Non-Residential Parking below). Townhomes constructed at Encinal Terminals are exempt from the Residential Parking provisions of this section and may be constructed with private 2 car garages, which will not be managed by the Parking Owner Operator (PO), as defined below.

UNBUNDLED PARKING

In order to reduce traffic trips and parking demand, 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 one or more PO's. Residents wishing to have private use of a parking space may lease one or more spaces from the PO; such cost will be independent of the cost or rental rate of the unit. Parking spaces will not be sold with a unit or permanently assigned to a particular unit. The PO shall lease the parking spaces to individual users pursuant to the following guidelines:

- Monthly lease rates will be at market rate, and may be adjusted by the PO as market conditions change.
- 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.

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 event 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, to the extent the Tax Credit financing prohibits unbundling of the parking, the Planning Board may grant an exception to the unbundled parking regulations contained in this Master Plan.

NON-RESIDENTIAL PARKING

300 public parking spaces shall be provided, managed and marked for use by marina patrons, commercial patrons, and open space users.

- The 300 spaces shall be roughly allocated to create parking for approximately 50 vehicles in each of the following subareas: A, B, C, E, F, and H.
- A public parking lot may be utilized to accommodate a portion of the 300 required spaces

Upon review of the TDM program, the Planning Board may increase or decrease the number of parking spaces required for a particular phase of the site development at the time of Development Plan approval, so long as it can be proven that 300 spaces will be provided and allocated across the site.

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. For example, spaces occupied by daytime retail shoppers or office workers are largely empty during the evening and can be filled, or "shared", with residents. 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. Shared parking is included in the Encinal Terminals Master Plan, and will be managed by the PO.

CAR SHARE PARKING

Car share companies are growing in 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.

BICYCLE PARKING

Each residential building with parking contained within a common shared structure (i.e., stacked flats) shall provide no less than 1 permanent bicycle space per unit, and a minimum of 0.1 temporary spaces per unit.

ANNUAL PARKING ACTIVITY REPORTING

The PO shall maintain a written record of residents' and commercial tenants' on-site parking use at Encinal Terminals. The PO will also prepare a Parking Activity Annual Report, which will be combined and submitted concurrently with the TDM Program 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
- Parking receipts and parking management costs.

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 Master 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. Multiple final maps may be filed. Prior to the first Final Map for the Master Plan, the following requirements shall have been met:

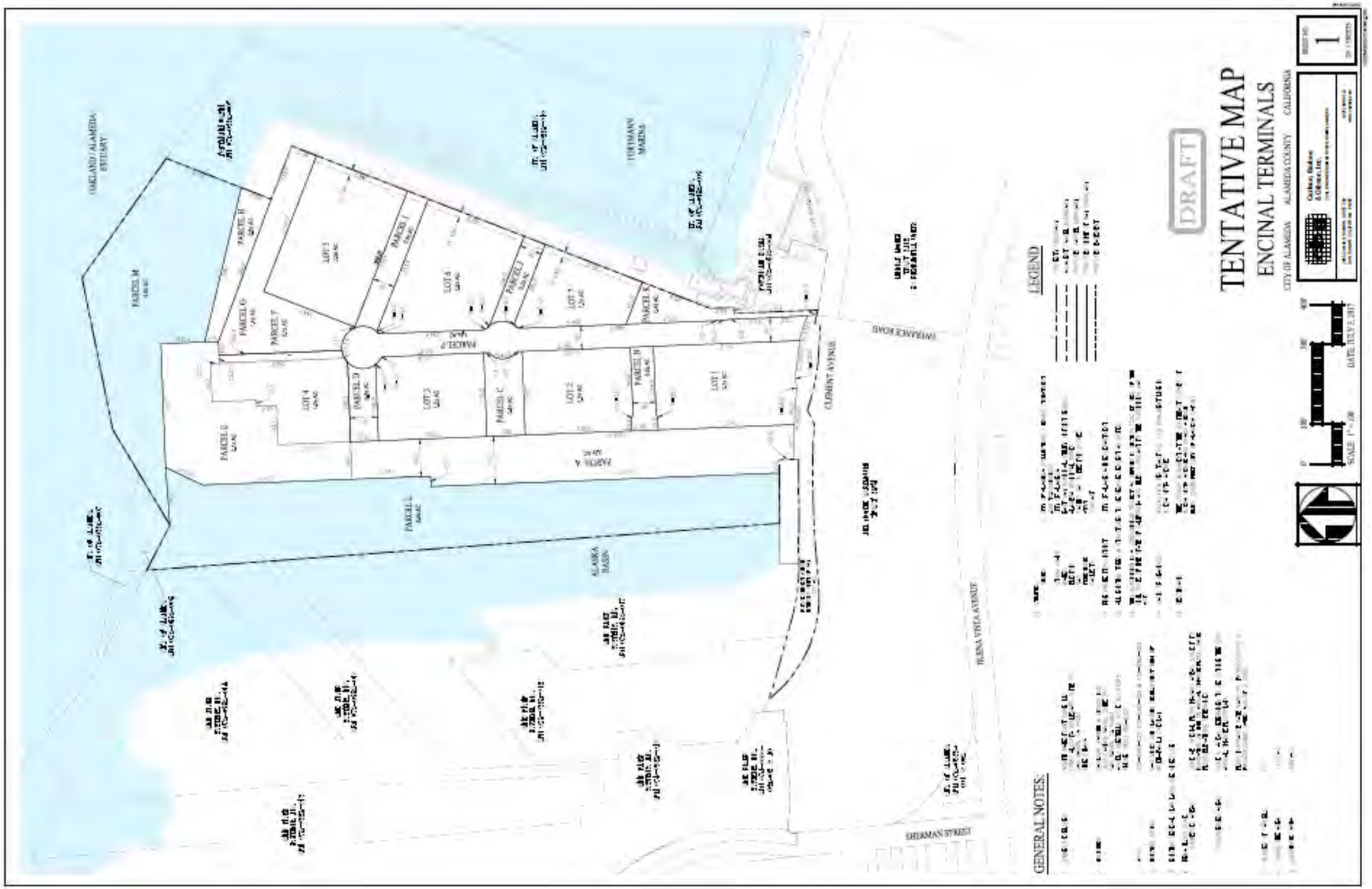
- State Lands Commission shall approve the Tidelands Exchange Agreement
- San Francisco Bay Conservation and Development Commission (BCDC) shall have issued a permit for the Master Plan

A Master Tentative Subdivision Map, which will be similar to the map shown on the next page (Figure 4.1), must be approved by the Planning Board.

Prior to the first phased Final Map, the applicant shall prepare and submit applications for Planning Board review and approval, as follows:

- The site wide Transportation Demand Management Plan
- The site wide Affordable Housing Plan

Prior to the first phased Final Map, 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, a wharf and perimeter assessment and improvement plan, a master on-site power plan, and an implementation and phasing plan for the Clement Avenue extension from Entrance Road to Sherman Road and Atlantic Avenue.


DRAFT
TENTATIVE MAP
ENCINAL TERMINALS
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
LEGEND
GENERAL NOTES
OAKLAND / ALAMEDA ESTUARY
PARCEL M
PARCEL H
PARCEL G
PARCEL F
PARCEL E
PARCEL D
PARCEL C
PARCEL B
PARCEL A
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
FORTMANN MARINA
ALASKA BASIN
CLEMENT AVENUE
SHERMAN STREET
BUENA VISTA AVENUE
SCALE 1" = 100'
DATE: JULY 7, 2017
SHEET NO. 1

PHASING REQUIREMENTS

The project may be constructed and occupied in phases. Each phase is subject to Development Plan and Design Review approval by the Planning Board, per AMC 30-4.20- M-X, Mixed-Use Planned Development District.

The phasing may be adjusted due to economic conditions, public infrastructure improvements, or land acquisition timing, provided:

- Each phase shall be consistent with 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 Avenue.
- Open space parcels, 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.
- All phase submittals must include:
  - A massing and land use plan for all the remaining subareas to illustrate how the remaining subareas can be developed consistent with the General Plan and Master Plan design and development standards. The Planning Board retains full discretion to approve or deny a Design Review or Development Plan application if it determines that the massing and land use plan for the remaining subareas is not consistent with the General Plan and Master Plan development and design standards.
  - An updated site-wide phasing plan.
  - 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.
  - Confirmation that all required public access, and site wide infrastructure improvements are completed with completion of final residential phase.
  - Reconciliation of the number of "Workforce Housing/Affordable by Design" units to total number of units required to be provided in the entirety of the Master Plan.

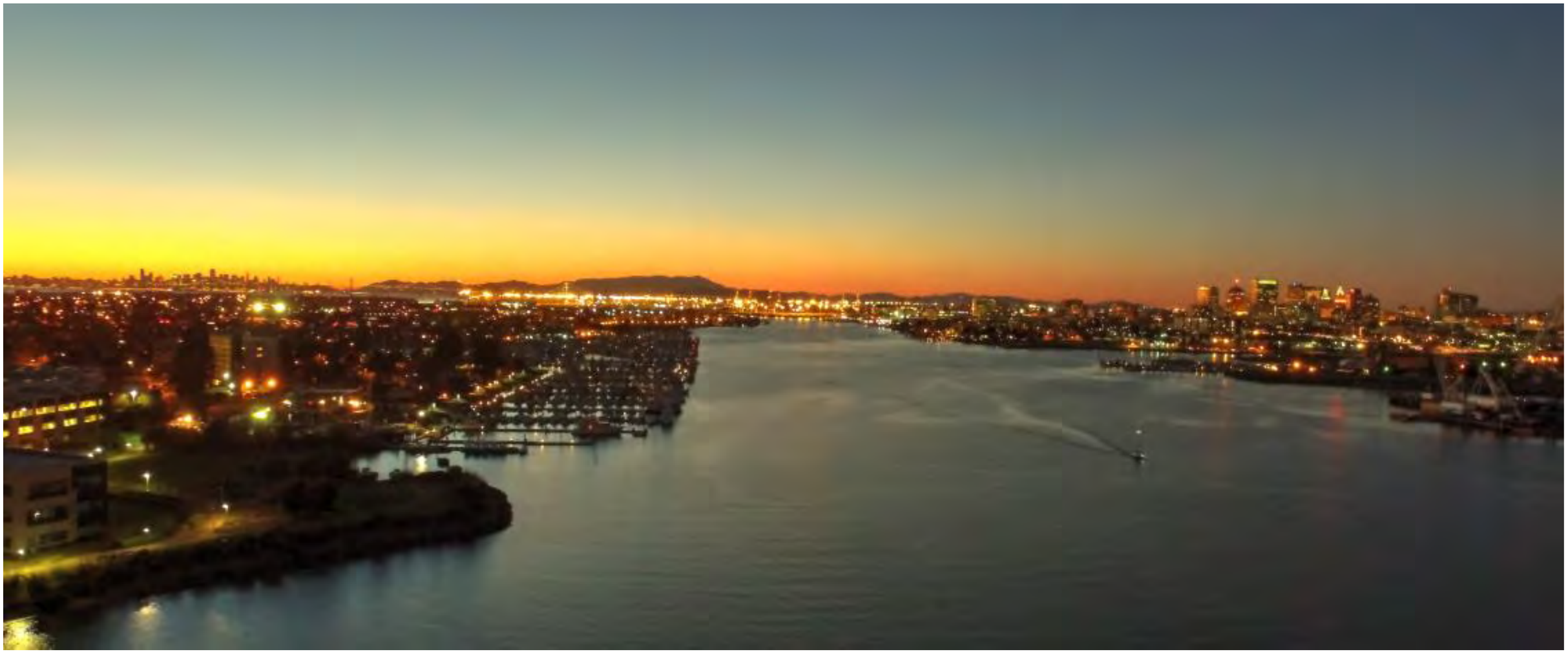
Prior to the issuance of a building permit for construction of any subsequent phase, the applicant shall prepare and submit the following documents and applications for Planning Board review and approval:

- 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 and the requirements included in this Master Plan.
- 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".

DESIGN REVIEW CRITERIA

The criteria used for Design Review approval are:

- Findings of conformance per AMC Section 30-36 and AMC Section 30-37 "Design Review".
- Consistency with the Master Plan.



A New Waterfront Mixed-Use Neighborhood

July 7, 2017