

August 15, 2016

Frequently Asked Questions about Warehouse 48 Master Plan

Tim Lewis Communities

What is the Warehouse 48?

Warehouse 48 is a 240,000 square foot red brick warehouse located at 1501 Buena Vista Avenue in Alameda. The warehouse was built in 1927 for the California Packing Corp., which eventually became Del Monte Foods. The warehouse was used for distribution and canning through the 1960s and has since been used for a variety of general warehouse purposes. It is one of the city's 30 designated historical monuments.

What is Tim Lewis proposing for Warehouse 48?

In December 2014, the City of Alameda approved a Master Plan that will create a living landmark on the Warehouse 48 site. The plan for the Warehouse 48 building itself calls for retaining and restoring the building's exterior and transforming the interior with a mix of lofts, flats and town houses (of which 10 units will be live/work), as well as up to 30,000 square feet of commercial space. The Master Plan also allows for additional development in two subareas along Sherman Street. A copy of the Master Plan can be found at: <http://alamedaca.gov/community-development/del-monte-master-plan>.

What is Tim Lewis Communities?

Tim Lewis Communities (TLC) is an established regional homebuilder and developer. TLC has been committed to building five-star quality move-up and luxury homes in the Sacramento area for over 30 years and established its Bay Area division in 2010. The company is dedicated to providing innovative, distinctive architecture and superior customer service, as well as offering the highest standards of quality and energy efficiency. TLC is currently working on projects throughout the Bay Area, including Alameda, Dublin, and San Jose.

Has Tim Lewis Communities worked on a restoration and reuse development like Warehouse 48?

Yes. Our Director of Forward Planning managed the completion of the Plant 51 community in San Jose, which transformed another historic Del Monte cannery. Built a century ago, the

historic Plant 51 cannery was reborn as a new residential community of lofts and flats that is today fully occupied. For more information: <http://www.plant51.com/index.php>

How many housing units are included in the Warehouse 48 plan and what kind?

The plan currently calls for a mix of 308 lofts, flats and townhomes within the Warehouse 48 building, and up to 72 additional units on two subareas fronting Sherman Street. More than 40% of the units in the Warehouse 48 building will be one-bedroom units.

What kind of commercial retail space is planned?

The retail and commercial uses will focus on neighborhood-serving uses, including restaurants, coffee shops, convenience stores, galleries and similar businesses, including:

- Approximately 10,000 square feet of retail space in the Warehouse 48 building in the waterfront portion of the building, fronting Clement Avenue.
- Approximately 10,000 square feet of general commercial space in work/live units in the Warehouse 48 building, also along Clement Avenue.
- An additional 10,000 square feet of retail and/or commercial uses to be located in the Warehouse 48 building.

How is this proposal consistent with the city's General Plan and compliant with Measure A?

The proposed Master Plan for Warehouse 48 is consistent with the city's General Plan, and specifically, the Northern Waterfront General Plan Amendment

http://alamedaca.gov/sites/default/files/document-files/files-inserted/n_waterfront_amendment.pdf.

The Northern Waterfront General Plan Amendment changed the land use designation for the Warehouse 48 site from industrial to mixed use, which allows for a variety of residential and commercial uses on the property.

In connection with the adoption of the City's Housing Element in 2012, the Warehouse 48 site is one of a limited number of properties in Alameda that were rezoned to allow multi-family housing. The rezoning was done in order to satisfy State law, which requires the City to "adequately plan to meet the existing and projected housing needs of all economic segments of the community."

What kinds of materials will be used in restoring the Warehouse and how will it be retrofitted?

The most distinctive historic materials, features, and finishes of Warehouse 48 are concentrated on the exterior of the building, and plans call for retaining and preserving the exterior brick walls. The historic industrial windows at the second floor level would remain and be repaired as needed. Brickwork damaged beyond repair would be replaced with brick matching the original in color and texture. In addition, on the interior of bays 1 and 4, the intricate truss framing will be preserved, both in a common area center courtyard and within the upper units; brick interiors will be retained and preserved as well.

In keeping with the building's new use, the non-historic steel overhead doors at the first floor level of the warehouse would be replaced with window systems. Some new openings also would be punched along the first floor level to allow light and air into the building. The loading docks along the north and south sides of the building would be modified to create private patios for the first floor units.

How does the Warehouse 48 Master Plan fit with the City's plans for revitalizing the estuary?

Revitalization of Alameda's northern waterfront along the estuary was made part of the City's General Plan with the adoption of the Northern Waterfront General Plan Amendment in 2007. Tim Lewis Communities' proposed Master Plan for Warehouse 48 helps fulfill the City's vision for reconnecting neighborhoods to the water, improving Alameda's street network, and breathing new life into the former industrial areas along the estuary.

What has Tim Lewis Communities done to study the potential traffic impacts of its proposal and what measures will it take to mitigate traffic?

All of the traffic studies for the project were updated in 2014 by consultants retained by TLC, and directed by the City of Alameda to conduct the analysis. The results of the traffic analysis show no significant impacts to traffic, provided new traffic lights are installed and a Transportation Demand Management (TDM) program is implemented as mitigation. The TDM Program for the Warehouse 48 Master Plan was approved by the City of Alameda Planning Board in October 2014.

What is TLC's Transportation Plan for Warehouse 48?

The Warehouse 48 Transportation Demand Management Program (the "TDM Program") is a comprehensive plan that will use proven methods to reduce car trips and encourage residents to use alternative transportation resources. The program was designed by a transportation consultant with extensive background in planning and implementing comprehensive TDM programs, including several already in place in Alameda. The goal of

the TDM Program is to offset project generated parking demand, pollution and emissions, and single occupant vehicle (SOV) traffic on Alameda major roads, tubes and bridges. The Warehouse 48 TDM Program will blend new and expanded transit alternatives with on-site amenities and a parking strategy that will enhance the residents' use of transit and reduce reliance on personal vehicles. Residents of Warehouse 48 will be offered alternative transportation options including car-sharing, shuttles to BART, an innovative parking strategy and bicycle amenities beginning on the date of first occupancy. To further these goals, the Master Plan encourages pedestrian access to the site and its neighborhood serving retail. Bicycle access is encouraged through on-site bicycle amenities and the cycle track that will be built on Clement Avenue and tie into the Cross Alameda Trail. Most significantly, the City is working on a new Northern Waterfront Transportation Management Association that will eventually oversee and coordinate transportation efforts for all new development along the Northern Waterfront. The Warehouse 48 TDM Program is designed to initiate and then fit seamlessly within the framework of the overarching Northern Waterfront Transportation Plan.

How will the Warehouse 48 Transportation Plan be implemented?

The Warehouse 48 TDM Program will serve as the initial phase of a larger Northern Waterfront Transportation Plan that will be approved by the City of Alameda. Under the Warehouse 48 TDM Program, certain limited services will be offered to residents of Warehouse 48, and the surrounding neighborhoods, starting on the date of the first occupancy at Warehouse 48. The Northern Waterfront Transportation Plan will be implemented in phases, as the development of the Northern Waterfront progresses. Hours of service and the types of services offered will expand as additional units are occupied at Warehouse 48 and at other projects within the Northern Waterfront area. Each project in the Northern Waterfront Area will have its own TDM program, all of which will be managed by a Northern Waterfront Transportation Management Association (TMA). The City of Alameda is also exploring the possibility of creating an umbrella TMA for all new and existing TDM programs on the island in order to better coordinate transportation efforts and maximize the benefit to Alameda residents.

Who will fund the Transportation Plan?

The residents of each project within the Northern Waterfront General Plan Amendment area will be required to pay an annual fee to the Northern Waterfront TMA to fund the TDM Programs. The obligation to pay the fee will be included in the Covenants, Conditions and Restrictions (CC&Rs) for each project in order to ensure a funding source for the TMA in perpetuity. In addition, residents of the neighborhoods adjacent to the proposed projects will be able to join the TMA by paying a similar annual fee.

How much parking is included in the proposal?

We realize that not everyone will give up their cars to live at Warehouse 48, however, our proposed plan allows for a total of 460 parking spaces on the site. Under the current plan, there will be 45 spaces for commercial/retail parking and 3 car share spaces, along with the abundance of available alternative transportation options described above. The remaining 412 spaces (a ratio of 1.33 cars per unit) will be dedicated for Warehouse 48 residents. The resident parking will be unbundled, meaning that the spaces are sold or rented separately from the housing units. In addition, the plan calls for 120 on-street parking spaces on Buena Vista Avenue, Sherman Street, Clement Avenue and Entrance Road, including 80 new spaces created with the build out of Warehouse 48.

Why does Warehouse 48 have less on-site parking?

Numerous studies have found that the combination of available transit opportunities and decreased parking counts decreases single car occupancy vehicle traffic. See the following resources:

Statewide Transit Oriented Development (TOD) Study: Factors for Success in California - *Special Report* Parking and TOD: Challenges and Opportunities, February 2002 (Business, Transportation and Housing Agency and Caltrans):

<http://transitorienteddevelopment.dot.ca.gov/miscellaneous/StatewideTOD.htm>

Metropolitan Transit Commission TOD Resources:

http://www.mtc.ca.gov/planning/smart_growth/

Several factors mitigate the need for additional parking:

- The preponderance of smaller units in the Warehouse 48 building, in which 94% of the units are two-bedroom, or less
 - 48% of the units are studios or one-bedroom
 - 46% are two-bedrooms
- The demographic of the target buyer includes:
 - Millennials who have embraced alternatives to the car for transit; they are used to and seek transit-oriented living options;
 - Seniors, who typically have fewer cars per household

TLC has established working relations with major public transportation agencies, including Alameda ferry/WETA, BART, and AC Transit to incorporate a multi-modal approach in reducing parking demand and providing viable transportation alternatives to residents and visitors to the Northern Waterfront area.

How is the Master Plan for Warehouse 48 a regional model for transit-oriented development?

The TDM Program for Warehouse 48 is part of an increasingly popular approach that combines lower parking counts and increased transit. Alameda's unique island location gives it the ability to tap into an underutilized asset in the form of water transportation.

Projects built along the Northern Waterfront over the next decade will provide a perpetual source of capital to fund innovative approaches to solve transit issues for the residents of the Northern Waterfront and throughout the island.

Does the Warehouse 48 Master Plan conform to the Alameda Bicycle Plan?

Yes, the Warehouse 48 Master Plan includes several features to further the goals of the Alameda Bicycle Plan. The plans for the extension of Clement Avenue will support the Cross Alameda Trail by building a 12' wide cycle track that will run from the Jean Sweeney Open Space Park to Entrance Road. The cycle track will conform to the standards established by the Alameda Bicycle Plan. In addition, public bicycle racks will be provided at strategic spots throughout the Master Plan and at sufficiently short intervals so that bicyclists can easily find a place to park their bicycles. Bike racks will be located in convenient, well-lit areas, clearly visible from a building's primary entrance. Finally, within the Warehouse 48 building itself, there will be secure bicycle storage for the residents as well as a "bicycle kitchen" where residents will be able to care for and repair their bicycles.

Was an Environmental Review of the proposed Warehouse 48 Master Plan conducted?

Yes, the Master Plan has undergone a full environmental review in accordance with the requirements of the California Environmental Quality Act (CEQA). The project is subject to the requirements of the Environmental Impact Report that was prepared in connection with the adoption of the Northern Waterfront General Plan Amendment. In addition, a project specific Subsequent Mitigated Negative Declaration (SMND) was published on April 29, 2014. The SMND found that the Master Plan would not result in any new significant impacts that cannot be mitigated.

How does the plan incorporate building Jean Sweeney Park?

Tim Lewis Communities has committed \$2 million toward the development of Jean Sweeney Open Space Park, a new 22-acre community park located in the heart of the island. In February 2015, TLC paid the first installment on that commitment in the form of \$300,000 which is being used to pay for the development of the construction plans for the park. The City of Alameda has also been able to leverage the TLC commitment to obtain a

matching grant from the State of California. The park site is the former Alameda Beltline Railroad property that was secured by the City at its original purchase price due the advocacy efforts of long-time resident Jean Sweeney. West of Warehouse 48, the property is bounded by Constitution Way, Atlantic Avenue, and Sherman Street. For more information: <http://alamedaca.gov/recreation/projects/jean-sweeney-open-space-park>

What are the economic impacts to the City of Alameda from Warehouse 48?

According to an economic study prepared by Economic & Planning Systems, Inc. in December 2014, the Warehouse 48 project will have a net positive economic impact on the City of Alameda. In other words, the costs associated with the new development will be outweighed by the revenues generated through taxes and employment at the project.

Will the units at Warehouse 48 be for sale or for rent?

At this early stage of the Master Plan, it has not been determined if housing at Warehouse 48 will be for lease or sale, or some combination thereof. While there are compelling reasons for both kinds of housing, ultimately, the market will dictate this decision. Irrespective of whether the units are for sale or for rent, a condominium map will be prepared to allow for future flexibility.

Will the plan include affordable housing?

Yes. In accordance with the City’s inclusionary housing ordinance and density bonus ordinance, the Master Plan anticipates that 55 of the units will be affordable rentals, with a mix of very low, low and moderate-income households. The unit distribution breaks down as follows:

Very Low (5%):	17
Low (4%):	14
Moderate (7%):	<u>24</u>
	55 total affordable units

The moderate income units will be spread through the Warehouse 48 building and possibly in any new building constructed on Subarea C of the Master Plan. TLC has partnered with the City of Alameda Housing Authority develop the 31 Low and Very Low units in a new building on Subarea B. Combining the Low and Very Low units in a new building will make it possible for the Housing Authority to take advantage of tax credit financing for the development of the building. The new building will provide rental housing for seniors, under the management of the Housing Authority.