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June 25, 2009

Mr. Andrew Thomas
Planning Services Manager
City Of Alameda Planning Department
2263 Santa Clara Avenue
Alameda, Calif. 94501

Subject: Use Permit Application No. PLN09-0184 and PLN09-0199

Dear Andrew:

It was a pleasure to speak to you yesterday about the aforementioned use permit requests by Conglobal and Peter Wong. As you know, I am a resident in Marina Cove which is a subdivision bound on one edge by Buena Vista Ave. I speak for the community and residents of Marina Cove which consists of some 70 homeowners.

As I am sure most everyone is aware, Buena Vista is a busy artery in the city, which is one of the main conduits to the Posey tunnel to Oakland and the 880 freeway. Many commuters use this road, as do the container trucks in question in this use permit.

I am in full agreement with staff's recommendations to the Planning Commission and the City Council regarding the termination of this use permit No. PLN09-0199 on August 3, 2010. It is an appropriate time for Mr. Wong to begin the responsible planning of all of this property as well as the Del Monte and Chipman Warehouses. I realize he has done preliminary work with S.O.M LLP, a world renowned architectural firm. This work needs to move forward for the residents and communities of Alameda that are neighbors to this industrial warehouse and container storage site to become consistent with the Northern Waterfront Plan.

In the interim, as I had reviewed with you by telephone, the sidewalk area fronting Chipman and Del Monte Warehouses as well as the corner dirt lot at Buena Vista and Sherman are eyesores to the city, its residents and those who use Littlejohn Park. The double chain link fence which runs in front of both warehouses on Buena Vista is the repository for litter from all those who throw things from their passing vehicles and to whatever litter the wind blows in that direction. I have asked for Public Works assistance and Code Enforcements assistance in working towards the clean up of this litter problem to no avail. I have taken it upon myself to hand pick up the litter on a weekly basis by walking this area so I, and others in the community do not need to look at an unsightly

Item 9-C
Attachment 7 7/13/09
Planning Board Mtg.

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condition. This situation is not representative of other neighborhoods in Alameda and needs to be remedied.

I have a masters in Urban and Regional Planning and an undergraduate degree in Landscape Architecture so well understand the conditions that can be imposed on an applicant at the time a use permit is reassessed. The following requirements should be imposed on the applicant Peter Wong:

- 1) Continuation of the design as proposed in the Encinal Master Plan for the container site, in addition to the design and revised use of Del Monte and Chipman Warehouses as proposed in the SOM Master Plan dated September 2007.
- 2) Removal of the entire length of the first tier (of two tiers) of chain link fence on Bunea Vista Avenue adjacent to the city sidewalk and installation of landscape street trees, irrigation and groundcover, shrubs/hedges to create a pedestrian friendly walkway/bikeway and entrance to the city. The second tier of chain link fence would be removed at the time of redevelopment of these parcels with appropriate landscaping installed to match the approved master plan.
- 3) Maintenance of this newly landscaped area to occur weekly and to consist of weeding, litter pick up, irrigation management and appropriate maintenance of all plant materials to include trimming and pruning and mowing as required.

Thank you for the opportunity to provide my comments on these use permits. I would pleased to discuss any comments or questions in person or by phone. I can be reached at 510 814-8338 or my email address at reveringha@aol.com.

Sincerely Yours,

Robert Everingham, ISHC
Principal
Everingham Associates
1917 Paru Street
Alameda, CA 94501
510 814-8338

Item 9-C
Attachment 7 7/13/09
Planning Board Mtg.

From: Andrew THOMAS
To: McPeak, NANCY
Date: 7/6/2009 11:03 AM
Subject: Fwd: Use Permits PLN09-0199, PLN09-0184

>>> suzan kaplan <suzank@pacbell.net> 7/5/2009 8:33 PM >>>
To the Planning Board, City of Alameda

Re: Use Permits PLN09-0199, PLN09-0184

When I moved across the street from the DelMonte warehouse 26 years ago it was full of cans of pineapple bits. A few freight cars on the belt line rumbled down the street twice a day. There were giant tanks of corn sweetener on the east side of Entrance Road and I could see the Encinal Terminal shipping cranes from my living room window. The waterfront was no longer active but the old port hadn't quite died. Then the cranes went away. Around 1994 I had noticed increased truck traffic; piles of shipping containers were being deposited behind the DelMonte building. DelMonte sold the building; the corn sweetener tanks disappeared and the train tracks were ripped up. That was 1998. Since then, it has been my hope that something great would happen to property across the street.

For the following reasons, I strongly urge the Planning Board and City Council to reject the request for extension of Use Permits PLN09-0199 and PLN09-0184 which would allow the current activities at 1523 Entrance Road to continue through August 31, 2015.

AIR QUALITY

- * High volume of diesel trucks produce visible exhaust, especially when accelerating on Buena Vista.
- * Locking rear brakes and smoking tires release harmful particulates as trucks slow to turn onto Entrance Road.
- * Fine black airborne particulates from truck exhaust deposit on houses, cars and plants.

TRAFFIC HAZARDS

- * Buena Vista was never configured or intended for the kind of heavy commercial traffic it has been subjected to and will be continued to be subjected to if the extension is granted.
- * Trucks back up in the left turn lane on eastbound Buena Vista at Entrance Road creating a passing hazard for eastbound traffic.
- * Trucks make wide right turns crossing over the yellow line into oncoming traffic westbound from Entrance Road onto Buena Vista .
- * From Sherman to eastbound Buena Vista trucks make wide left turns running over the curb near the bus-stop.
- * Damage to the road bed, curbs, stripping on Buena Vista between Sherman and Grand due to wear from heavy trucks.

NOISE

- * Constant revving of engines and shifting gears between Sherman Street, Entrance Road and Grand Street.
- * Screeching brakes.
- * Loud bangs and rattling of empty trailers as they bump down Buena Vista.

BLIGHT

- * Dumping ground for trash, building materials, mattresses,

shopping carts, campaign signs. (DelMonte)

- * Weeds and garbage untended by the property owner.
- * Graffiti.
- * Overgrown vegetation blocks pedestrian sidewalk on Sherman

Street.

* Broken glass, debris, and weeds accumulate on the triangle at Buena Vista and Sherman Street.

* Puzzling double chain-link fence between Sherman and Entrance Road.

WATERFRONT

* Delaying of plans for public access, pedestrian right-aways, bike paths between Wind River and Marina Cove.

* Wall of containers stacked five-high block water views from Fortman Marina.

- * Debris on shoreline behind Conglobal.

LITTLEJOHN PARK

* Young children playing, athletes exerting, and picnickers are subjected to air pollution, traffic hazards, and noise from truck traffic adjacent to Littlejohn Park, thereby degrading the value of the park.

ALAMEDA

- * Additional truck traffic through the tubes and on City streets.

* Large stretch of derelict frontage on one of the main east-west streets of Alameda.

For the last 15 years there has been a steady stream of trucks by my house, rattling my windows, screeching brakes, grinding gears and coating my house with fine particulates. I am concerned about the air I breathe and question the initial decision that allows high volume commercial trucking on residential streets and past a city park. DelMonte's freight cars were benign by comparison. Meanwhile, the DelMonte property itself has been allowed to deteriorate into a collection of trash and weeds. The property owner has had 15 years to do something creative with the property but instead he has turned his back on the neighborhood not giving a hoot about his property's public face. As long as he can put as little as possible into it and reap maximum benefit out of it, he is not motivated to bring his plans to fruition.

We have long been told that the owner is waiting for leases on the property to expire so he can develop the property. Now he asks for 6 more years of continued hardship for the neighborhood? We have waited long enough. If the City grants the extension, it is complicit in perpetuating the listed hazards. It is time for the City to get on with their rezoning plans. The removal of the containers and the elimination of heavy truck traffic is a good first step toward envisioning the waterfront as a thriving asset in a forward-looking city.

In considering these amendments I have three requests.

- * An Environmental Impact Report to determine if the truck volume conforms to latest environmental standards.
- * An exploration of altering the truck route so that eastbound trucks enter the property at Sherman behind the DelMonte building and

westbound trucks exit behind the building on Sherman Street.

* Limit hours of operation to exclude weekends.

Because you may have spam filters and mailbox size limits I did not include the photos I have which document many of the above points. I'm happy to provide them.

Thank you,
Suzan Kaplan
1518 Buena Vista Avenue
home 510-522-2832
mobile 510-406-8114