

**NEXT-GENERATION  
SPORTS AND RETAIL  
DISTRICT**

**2.1**

## ***Creating a Next-Generation Sports and Retail District***

### ***Retaining the Sports Teams***

The redevelopment of the Coliseum site replaces the obsolete Coliseum and Arena with a state-of-the-art Sports and Entertainment District that reinvents the sports experience in the Bay Area, and creates a compelling business case for all 3 professional sports teams to remain in Oakland. It also creates an opportunity to leverage these anchor tenants to create a larger diversified development opportunity for Oakland. Our approach for Coliseum City is to create a 21st century sports center that is carefully integrated into a dynamic and active urban center that has retail, entertainment, arts, culture, live and work uses. The Master Plan creates sports venues that are part of an authentic urban place.

### ***Creating a Best-in-Class Urban Sports Center***

In 1966 when the Oakland Coliseum Complex was created it was one of the best sports venues in the country. Today there is another opportunity to create a world class sports and mixed-use entertainment venue for the Bay Area that is unequalled in the Nation - one that integrates multiple professional sports venues at a transit served, central Bay Area location.

## ***Sports & Entertainment District Plan***





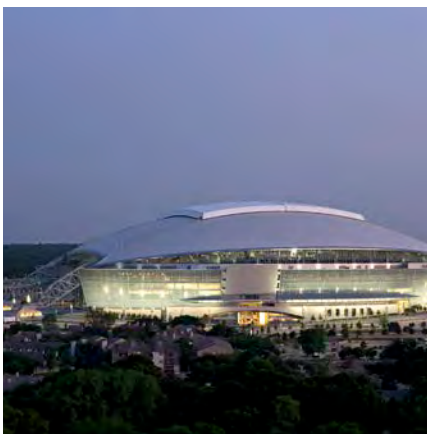
This new Sports/Entertainment District will bring a new generation of sports facility and fan experience to the Bay Area. The sports experience for the customer has become an extended extended-stay experience. This Master Plan development strategy is based on creating new 21st century sports venues for each of the professional sports teams. Each of these new venues have been planned around this new paradigm. Each venue is integrated into a dynamic and active urban fabric that has retail, entertainment, arts, culture – which forms an authentic urban place that supports opportunities to both live, work and play.

The proposed new sports facilities are based on a new generation of venue design – and ultimately fan experience. The proposed sports venues are flexible multi-use facilities. They are designed around a high level of fan experience, with multiple entertainment and media modes. They contain more clubs, food-and-beverage options, and retail offerings and give fans more access to information about the game than ever before.

This new generation of sports facility is also premised on creating new opportunities for multi-use facilities that accommodate a much higher ratio of non-game events. This multi-use configuration allows more flexible use, significant opportunities for new revenue, and potentially new sources of private finance.

***Leveraging Urban Development***

The master plan for Coliseum City is premised on integrating new sports venue development with sustainable mixed-use urban development. This proposed strategy will allow the City to leverage its investment in infrastructure necessary to support these new venues, and capture long-term land lease and tax revenues that are generated from the ancillary development. This new model also reflects the attraction of new commercial and residential uses to active retail entertainment urban places. Sports districts have become major catalysts for new economic growth, particularly in pioneering urban locations. Recent examples include: LA Live’s revitalization of South Park, Coors Field’s revitalization of Denver’s LODO district, Petco Park’s revitalization of San Diego’s Ballpark District, and Paul Brown Stadium and Great American Ballpark’s combined revitalization of Cincinnati’s Central Riverfront District.



Cowboys Stadium, Dallas, TX



Cowboys Stadium, Dallas, TX



Barclays Center, Brooklyn, NY



Victory Park, Dallas, TX



LA Live, Los Angeles, CA



LA Live, Los Angeles, CA



American Airlines Center, Dallas, TX

A third element driving this trend is that the sport fans themselves are looking for expanded experiences that go beyond the sporting event itself. Sport events are evolving into extended experiences that include shopping, dining, and other cultural experiences. The opportunity to integrate 2 or 3 state-of-the-art sports venues in a single location creates an unprecedented opportunity for the City of Oakland to create a major new urban development district.

### **Connecting to Transit**

The adjacency of regional transit to the site is one of the key assets of the Coliseum site. Leveraging this transit asset is a key element of the Sports District plan. Creating improved and exceptional connectivity to transit is one of the primary elements of the preferred site configuration. The master plan proposes to connect to the new stadium and arena with a new pedestrian connection that is relocated along the 73rd Avenue right-of-way. This new pedestrian connection will be used as a concourse connection to the new stadium, arena, and sports entertainment zone. The connector will also become a linear park that could potentially extend over I-880 and link BART to the bay.

The improved transit rider experience and ease of connection to the sports district and the new stadium are a key element of increasing regional participation. This improved transit connectivity is also a central element of increasing transit mode use to venue events and attracting the necessary new ancillary development in the sports district.



## 3D Massing



## 3D Massing





## 3D Massing

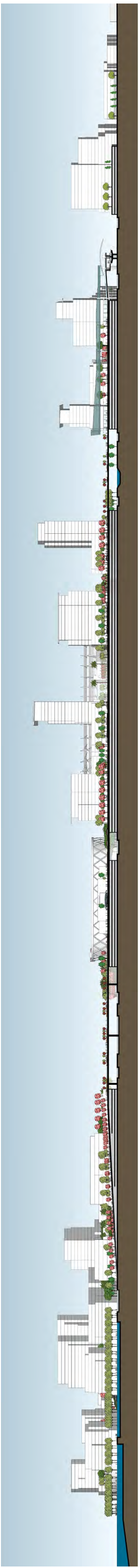


## 3D Massing

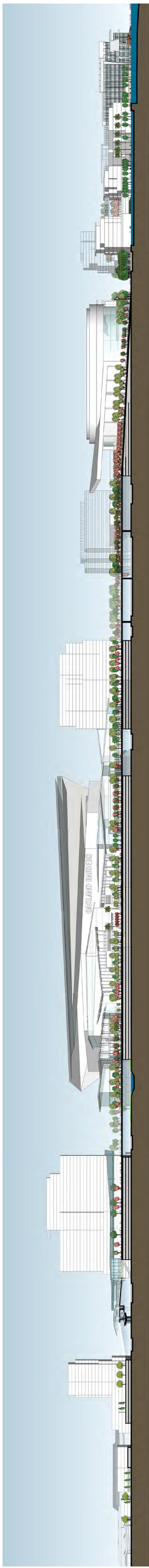




**Sections**



**Section Diagram E-W Looking North**



**Section Diagram E-W Looking South, Showing Concourse**



**Section Diagram N-S Looking West, Showing Venue Infrastructure**



## *Massing*

### *Entertainment Zone*

The concourse and NFL Stadium links to the MLB Stadium through a grand plaza which is lined with retail uses.



### *Plaza*

Streets on the plaza can be temporarily closed to accommodate large events.



### *Concourse*

Concourse links to MLB Stadium through grand plaza which is lined with retail uses.





## Massing

### Concourse

Eye level view looking west from the intermodal transit center.



### Concourse

Eye level view looking west from the center of entertainment zone on the concourse.



### Concourse

Eye level view looking east towards the intermodal transit center.





## ***Alternative Team Scenarios***

The proposed master plan is designed to allow long-term flexibility of a number of new venues and location alternatives. The master plan is configured to facilitate the development of 1, 2 or 3 new sports teams. A 0-team configuration which has no teams is possible; however, it must be noted that this scenario eliminates the catalyst effect of a sports team on the site. It therefore will require a new anchor, and potentially more time to evolve as a viable development district.

The master plan will accommodate 3 new venues including:

- ***NFL Stadium and Multi-purpose Event Center*** - with a seating capacity approximately 68,000 to 72,000; Building Area of approximately 1.8 to 2.2 Million Square Feet; Site Area of approximately 550,000 Square Feet; LEED Certification: Silver certified (minimum).
- ***MLB Ballpark*** - with a capacity of approximately 35,000 to 39,000 seats; approximately 1.0 to 1.2 Million square feet; Site Area equal to approximately 535,000 Square Feet; LEED Certification: Silver certified (minimum).
- ***NBA Arena and Multipurpose Events Center*** - with a seating capacity of approximately 18,000 to 20,000; approximate building size of 800,000 to 850,000 Square Feet; Site Footprint Area of approximately 210,000 – 250,000 Square Feet; LEED Certification: Silver certified (minimum). The preferred alternative is to locate the Arena on the west side of I-880, but still integrally linked with a concourse connection to the new Stadium and Ballpark venues.



## *Alternative Venue Configurations*

### *3 Team Scenario*



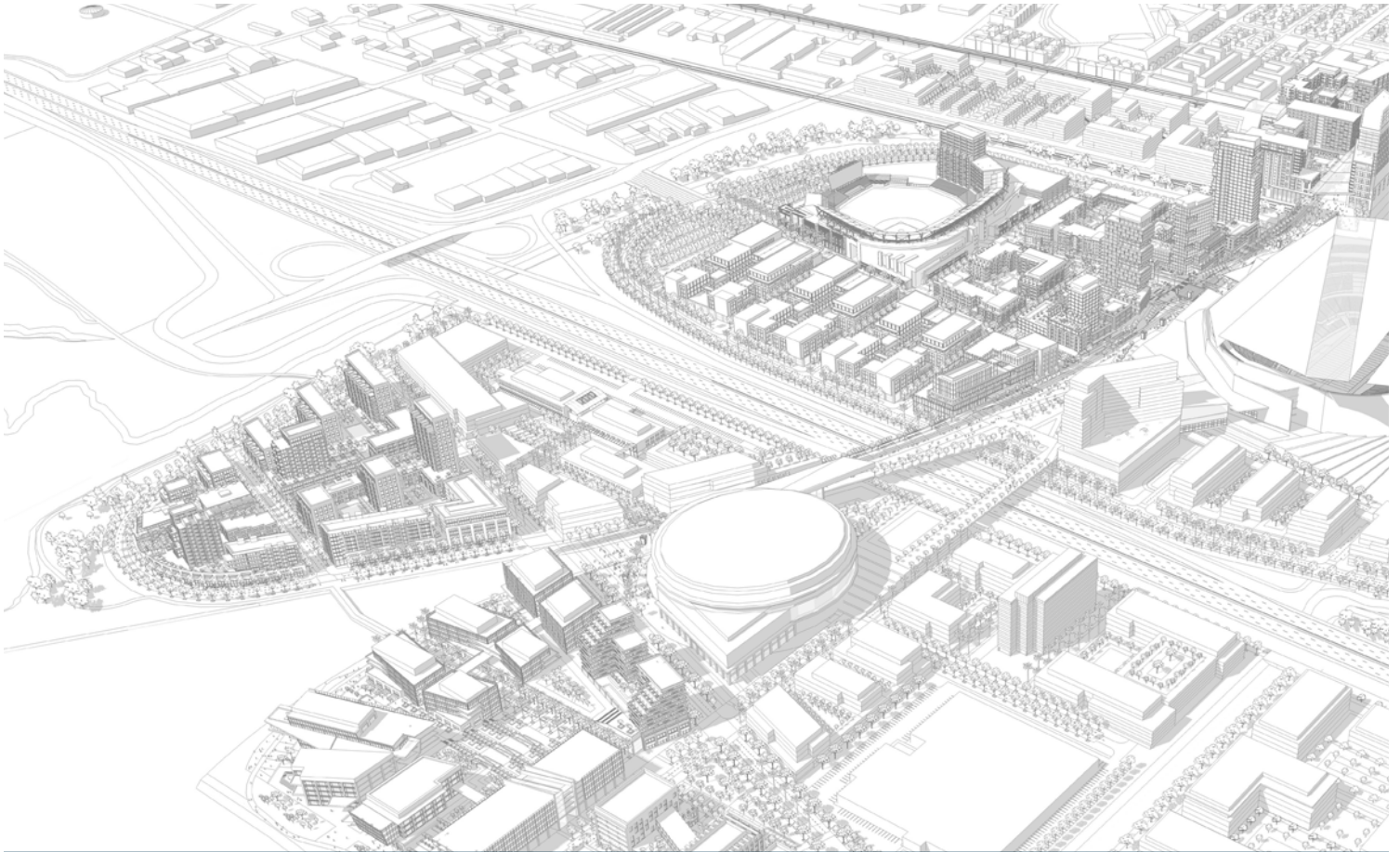
### *2 Team Scenario, Existing Arena is Retained*



### *1 Team Scenario, Existing Arena is Retained*







**CREATING A MIXED USE  
RESIDENTIAL DISTRICT**

**2.2**



## ***Creating a Vibrant Urban Community District***

### ***Defined Neighborhoods***

The Master Plan proposes to create distinct new residential and mixed-use neighborhoods as an integral part of the plan. Each neighborhood is planned to have a distinct character, urban form and boundaries. These neighborhoods are planned around activated commercial streets to ensure that the public spaces create a safe and secure neighborhood environment. These new neighborhoods are focused on creating a high level of quality urban place to ensure that they become sustainable new urban communities.

### ***Mixed-Use Residential District Plan***



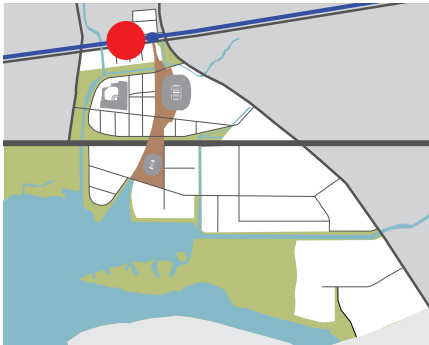


## ***BART Transit District***

The area surrounding the Coliseum BART station is planned to be a moderate to high density residential community. This new neighborhood will have neighborhood serving ground floor retail uses. The plan is focused on creating safe and active public streets that establish a high quality of place and neighborhood identity.

This Transit District will focus on workforce housing. This development zone is ideally suited for a more affordable housing product that will have advantages of easy transit accessibility. It will also benefit from having direct access to the retail and services that will be developed in the adjacent Ballpark Village.

## ***3d Massing***



Key Plan



Urban Infill Housing, San Francisco



Santana Row, San Jose



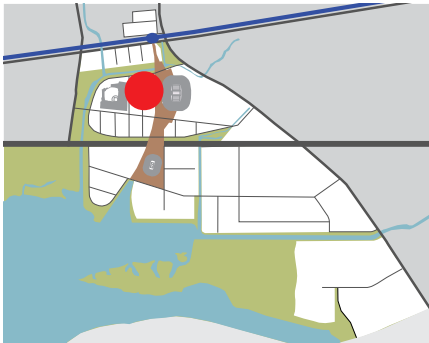
Delancey Street Mixed-Use Development, San Francisco



## BallPark District

The area between the new sports venues is planned to be a high density mixed-use neighborhood. This area will have housing, hotel and office uses. Ground floor uses will be regional and neighborhood service retail. The area is designed to integrate into the sports and entertainment zone and to establish a dynamic and active urban fabric that has retail, entertainment, arts, and cultural uses – which form an authentic urban place that supports opportunities to both live, work and play.

### 3d Massing



Key Plan



Santana Row, San Jose



Santana Row, San Jose



Santana Row, San Jose



**BallPark District 3D Massing**



**BallPark District 3D Massing**





## Waterfront District

The estuary Waterfront is an opportunity to reconnect Oakland to the Bay. This is a unique opportunity to create a world-class publicly accessible waterfront that is a catalyst element in remaking the Coliseum Area. The Waterfront can become both an amenity to the Coliseum Area uses and the City as a whole. Pedestrian paths, ecological tidelands, actively used park spaces become integrated into a comprehensive waterfront shoreline master plan that is sustained by the new development.

The estuary waterfront is a residential and mixed-use community, complementing the Science and Technology district with a range of residential densities. Streets and public spaces will be activated by retail uses and will create safe and high quality pedestrian environments.

### 3d Massing



Key Plan



Jack London Square, Oakland, CA



Dockside Green, Victoria, BC



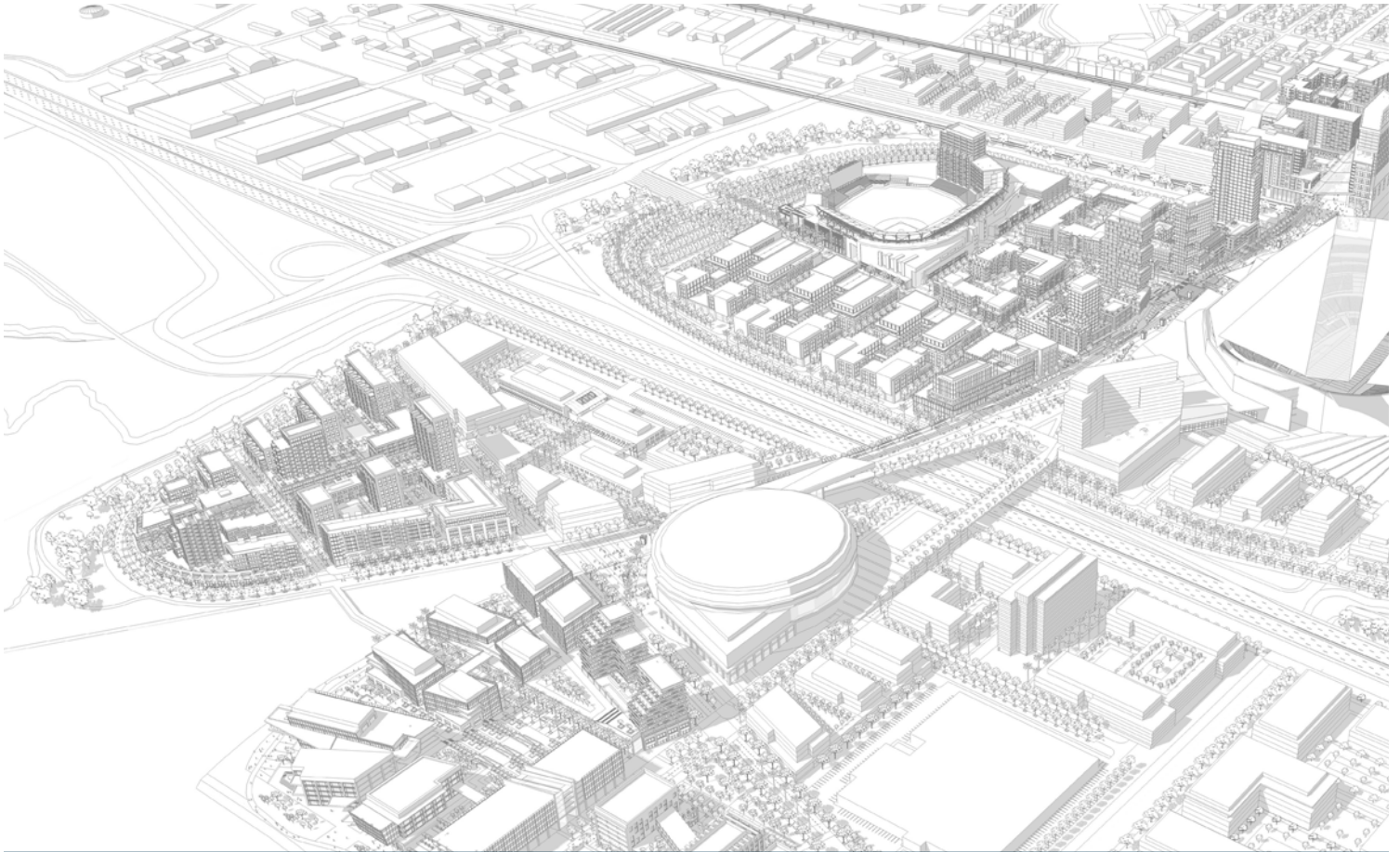
*Waterfront District 3D Massing*



*Waterfront District 3D Massing*







**NEXT-GENERATION  
SCIENCE &  
TECHNOLOGY DISTRICT**

**2.3**



## ***Creating the Next-Generation Science and Technology District***

Oakland is strategically located in the geographic center of one of the most dynamic economies in the world. The Bay Area is a world leader in the 21st century Innovation Economy, with private and public research centers and technology businesses representing an unprecedented range of science and research sectors. Connecting Oakland to this innovation economy and creating a sustainable long-term center for job growth is one of the primary elements of the master plan.

***Connecting Oakland to the Innovation Economy.*** The Bay Area’s strength as a dynamic leader in the world economy is made possible in part through its knowledge-based industries, which continue to drive job creation and economic growth in the region. The Bay Area generates 15% of all US patents— more than double the number of the next largest region. It attracts 37% of the world’s venture capital for new technology companies. This \$9B infusion of investment is one of the key elements of regional job growth. The Bay Area benefits from the nation’s largest concentration of basic and applied research facilities: five leading research universities, five national laboratories, and numerous private and independent research laboratories and organizations. These institutions are a magnet for research investment and human capital, and are central to the region’s track record of successful innovation.

### ***Science and Technology District Master Plan***





Many of the leading research international universities now understand that they must have a research “footprint” in the Bay Area if they are going to be connected to the most advanced changes and innovations in science and technology – and be a leader in the future world economy.

**World-Class Urban Research Center.** The Master Plan defines a new comprehensively planned Science and Technology district known as the ‘Innovation Gateway’. This district is designed to become a world-class institutional research center that will be home to local and international research entities who want to have access to the ‘innovation economy’ of the 21st century. This district is designed to become a model 21st century research center that will allow research institutions (locally and internationally) to locate in the inner Bay Area, and co-locate with other research partners in the Bay Area. The potential research sectors that could locate in the Innovation Gateway, includes: life science and bio science, clean tech and energy research, digital media, and information and software research.

**Opportunity to Leverage Knowledge Clusters.** Innovation Economy companies want to co-locate next to other partner companies and institutions. Established companies want to co-locate with smaller incubator companies. Innovation is ‘place based’. The networks at the heart of new innovation function most effectively when their components are clustered geographically. Sharing knowledge, skills and experience is easier when the components of the network are in the same location – face-to-face interaction is still a core element of making a knowledge cluster function effectively. The Innovation Gateway research district is designed to allow research entities and their partner networks co-locate in a single high-amenity urban campus location.

This ability to create co-location clustering of public and private entities to enhance their knowledge- ecosystems is one of the key factors determining where technology companies locate. Oakland’s current lack of existing or potential new campus clustering districts is a barrier to expanding the innovation economy in Oakland. The Coliseum Area master plan is strategically designed to change this legacy pattern. With 350 acres of potential development in Zones A, B, and C, the master plan provides enough scale to support a wide range of co-located entities – and the ability to create a viable urban campus district.



University Park at MIT, Cambridge



Roosevelt Island Cornell Campus, New York, NY





University Park at MIT, Cambridge

**The New Urban Campus Environment.** The new paradigm for business locations for the Innovation Economy is based on high amenity environments that will attract and retain the knowledge workers that power innovation. This “gen-x” and “gen-y” worker is looking for a completely new workplace environment from the traditional isolated suburban campus of the last decades. The 21st century urban research center will be diverse and complex. It will be connected to cafes, retail, housing and hotels that provides 7x24 urban activity. This master plan is focused on capturing a significant segment of future science and technology growth and its future workforce looking to locate in transit-accessible urban centers.

The potential to create a waterfront centered urban technology center, with access to shoreline parks, recreation, housing and other amenities is a critical location criteria for the potential tenants to the Innovation Gateway district. Integration with a world-class urban sports entertainment destination is a differentiating amenity that few urban locations can provide. The Coliseum Area is strategically planned to create a world-class urban Science and Technology location.



University Park at MIT, Cambridge

**Comprehensive Management.** The Science and Technology District is premised on creating a comprehensively managed development district that is able to create the synergies necessary to attract tenants and sustain growth. A master developer or development entity should own and/or control the property in Zone B for the science and technology district. The area now includes eight ownerships, one of which is the City of Oakland. Efforts will be needed to form a partnership and/or acquire property. The type of master development envisioned cannot be done incrementally by a number of parties.

The high quality of the district needs to be maintained over time so as to continue to attract tenants and sustain growth over time. Assuring the area’s security and safety should be an important component of ongoing efforts.



The Yards Foundry Lofts, DC

**Co-location, Research Clusters and Critical Mass.** The Science and Technology district needs to create and cultivate research clusters – co-location of complementary research and development knowledge domains that can support formal and informal partnerships and relationships. The master plan proposes to allow 2.5M-4.0M square feet of science and technology tenant space in Zone A and B. The master plan proposes to transition Zone C, that can accommodate a flexible range of manufacturing, research and expansion for the district over a long-term development horizon.

Over time, as the Science and Technology District becomes established, Zone C is anticipated to transition to related uses which could include: advanced technology and other manufacturing; research and development and pilot product design. Supporting uses include sales, marketing, professional service, and finance. Smaller science/technology/green-clean companies seeking less costly space also could locate in Zone C in proximity to Zone B. Over time, this zone could include new development, most likely lower-cost, lower-density, flexible development that adds to the mix of building product types being developed in Zone B.





Johns Hopkins Research Campus, Baltimore

**Anchor Tenants.** The waterfront location is planned to provide an important institutional anchor location in the Bay Area. These potential tenants may be local or international institutions looking for a strategic footprint in the Bay Area’s innovation economy. These institutional research anchors will form the nucleus around which corporate and other research entities want to locate. One or more anchors are possible. The master plan defines several waterfront locations which will attract potential anchor tenants. These waterfront locations are integrated into the proposed new Bay inlet, which establishes a high amenity expanded shoreline site configuration.

Examples include university research, public/private research, consortiums, government-sponsored research often through universities, and hospital-affiliated research. An international institution could be a possibility, likely in addition or in partnership with a US institution.



University Park at MIT, Cambridge

**Quality of Place.** Attracting and retaining key employees is critical, therefore locations must incorporate high amenities, including cafes, retail, parks, entertainment, recreation, hotels, etc. The new development should be a “part” of the other components of the master plan with access to employee amenities. The quality of “place” overall should be an attraction for science and technology businesses and their employees. On-site security throughout the area will be important in providing for a safe environment and for attraction of prospective companies.

**Access to Parks, Habitat and Open Space.** The plan proposes to create a world-class publicly accessible waterfront that is a catalyst element in remaking the Coliseum Area. The Waterfront will become both an amenity to the Coliseum Area uses and the City as a whole. Pedestrian paths, ecological tidelands and actively used park spaces can all become integrated into a comprehensive waterfront shoreline master plan.

**Transit Access and Infrastructure.** Accessibility for employees is critical. Access to transit and transportation as well as proximity to residential communities is defined in the plan.

The master development will re-parcelize property in Zone B and add infrastructure and area improvements. Improved roadways, utilities, state-of-the-art telecommunications/high-speed connections, and waterfront amenities will be needed. In addition, a major connection to Zone A over the I-880 freeway will be needed to connect the new district in Zone B to the other uses and activities in Zone A and to transit via BART.



Google Campus,, California

**International Research Location.** The site has the potential to create a distinct, differentiated, high-value international brand in the market. This brand will need to be part of a carefully managed marketing outreach effort. It will be important to effectively market the new district and seek to attract a mix of companies that can support partnerships and innovation, and build a strong brand in the marketplace. A partnership between the city and the master development entity could begin the effort, to be joined by the institutional anchor and other major tenants. For the city, this could be a targeted economic development effort.



## *Science & Technology 3D Massing*



## *Science & Technology 3D Massing*





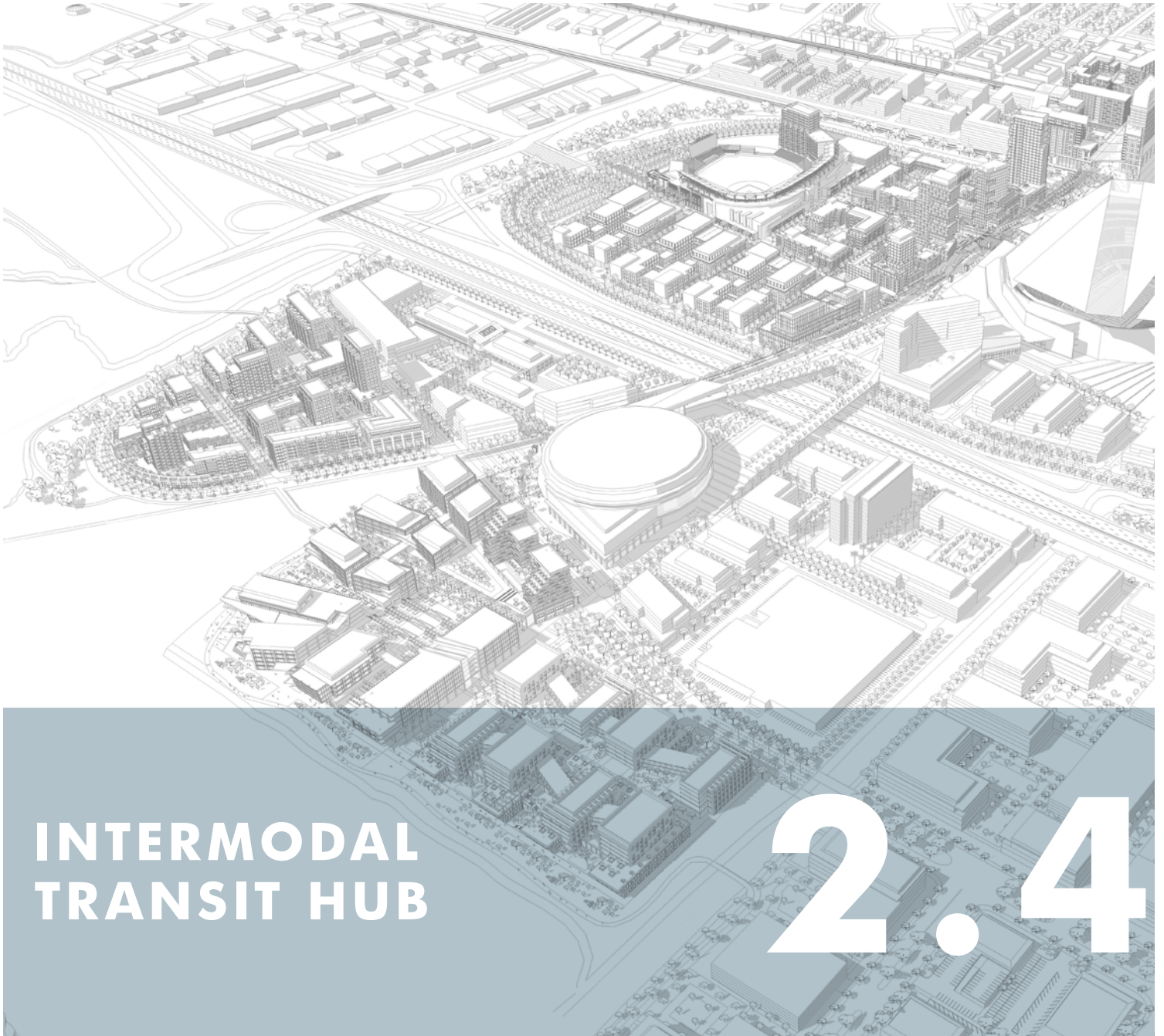
## *Science & Technology 3D Massing*



## *Science & Technology 3D Massing*







**INTERMODAL  
TRANSIT HUB**

**2.4**

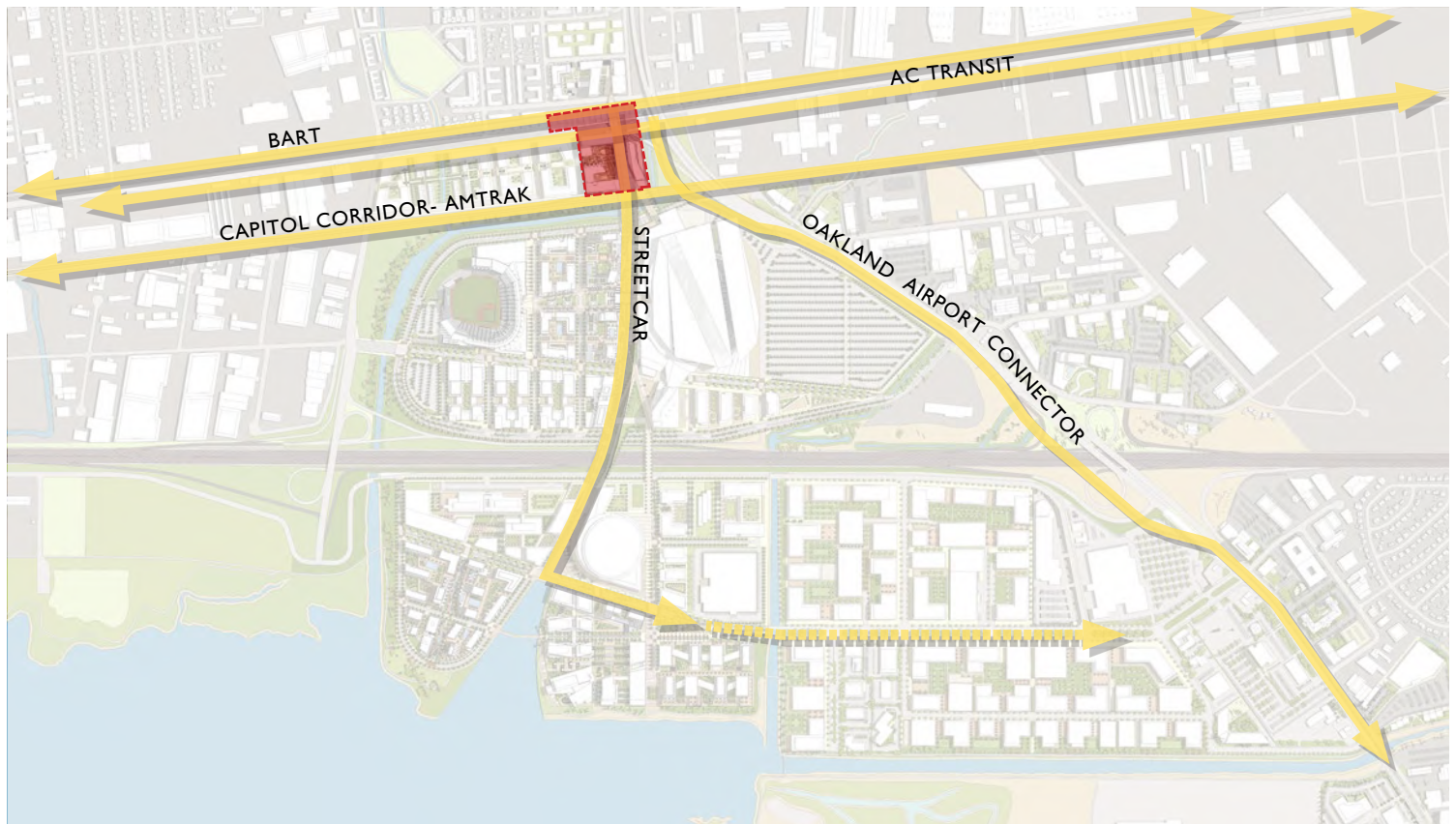


***Planned Intermodal Transit Hub***

The Master Plan is focused on reconfiguring the existing transit modes into an Intermodal Transit Hub that links: BART, Capitol Corridor-AMTRAK, the Oakland Airport Connector, AC Transit buses and a new streetcar connector. This intermodal transit hub is designed to facilitate an ease of interconnection, security, and legibility between each of these transit modes. The ability to add development density and increased public use within the Master Plan boundaries will absolutely depend on creating a transit design that successfully integrates local and regional transit with the current and new development uses.

The over-capacity condition of I-880 can only be overcome with a uniquely effective transit strategy and system that facilitates linkages of Zones B and C to the adjacent Coliseum City and the Transit Hub. This visionary Transit Community will be defined by its ability to shift people from cars to transit, to integrate into the surrounding community and to become a central focus for a dense vibrant urban community.

***Intermodal Transit Hub***





**Current BART Station Capacity.** The current BART station platform capacity is well below what is required to accommodate the proposed site development. The current platform capacity can accommodate approximately 1,900 persons. This is well below the requirement to efficiently move the 16,700 persons per hour on game day peaks. A recent Thursday night Raiders game recorded 30,000 riders on BART. At full development build-out the master plan will achieve 28,500 daily riders, making this one of the busiest stations in the BART system.

**Future Demand.** The impact of future new stadium development will create more and bigger events, ranging from 100-250 events per year. The improved venues will attract significantly higher attendance, creating bigger peak demands. Future urban development will begin to fill the non-peaks with daily commute demand. It is proposed that future transit mode share could increase to 40%-50%.

**Proposed Transit Improvements.** The master plan proposes the creation of a comprehensive redevelopment of the BART station, and linking that to an integrated Intermodal Transit Hub. This Transit Hub will become the gateway to the Coliseum City, and a critical part of its success.

Suggested improvements from BART planning staff includes:

- Cleaning up the current platform to increase the usable area and improve traffic flow;
- Creation of a Side Platform, which doubles platform capacity without disruption to existing operations;
- Development of a pedestrian connector that forms a continuous above-ground connection with expanded fair-gate zone, (eliminating the 'go-up to go-down' configuration of the current connector);
- Development of a Transit Hub to expand passenger holding area, expand fair gate area, improve passenger experience;
- Integration of transportation modes in a Hub configuration to increase utilization and leverage existing asset capabilities
- Connect OAC (Airport Connector) directly to Transit Hub and potential Joint Development opportunities.

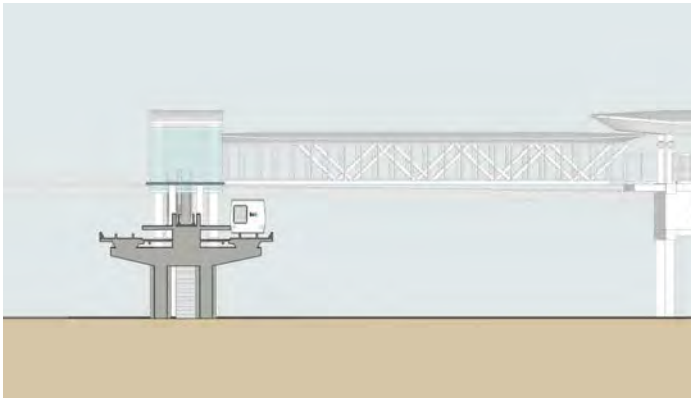
This is an opportunity for Oakland to develop a model transit system that becomes the local connector that links new higher density back to the regional BART and Amtrak systems. It is also desirable and even probable that a ferry connection located at the corporation yard site will provide a water link to the site from east and west bay locations. These transit modes are well proven models for encouraging urban development. Today, transit connectivity can be viewed as preconditions for attracting 21st century innovation focused companies.



## Intermodal Transit Hub Massing

### Current Condition

Not functional for peak travel during games.



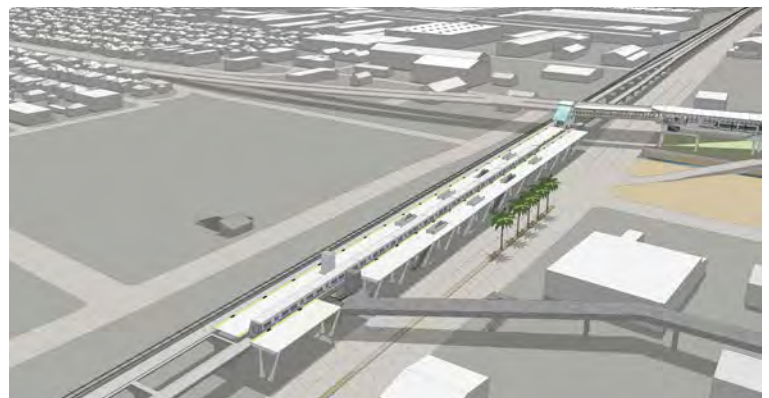
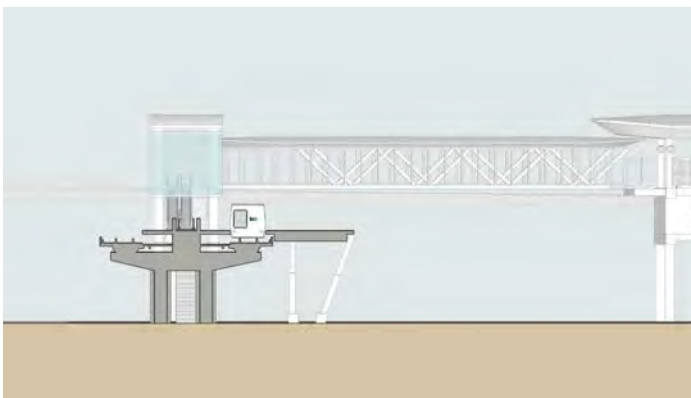
### Phase 1

Clean up current platform to increase usable area and improve flow.



### Phase 2

Create a Side Platform – doubles platform capacity without disruption to existing operations.

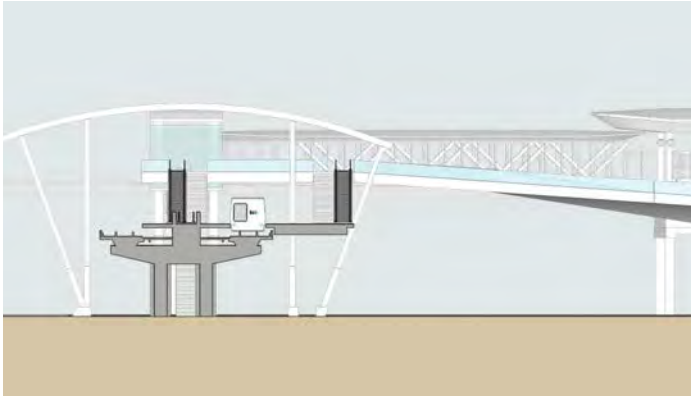




### *Intermodal Transit Hub Massing*

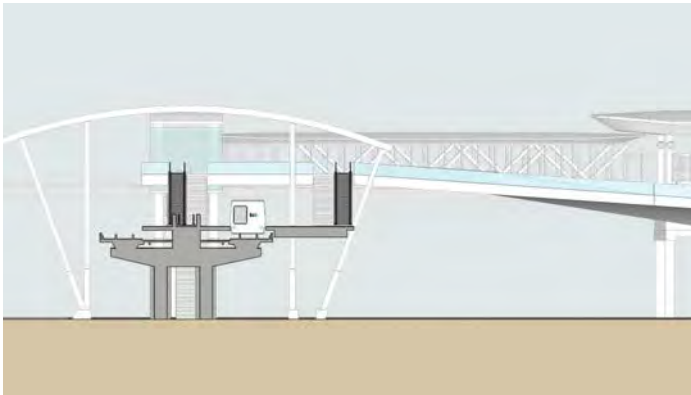
#### **Phase 4**

Add structure that is independent of the current station operations and create continuous raised connection with expanded fair-gate zone to connect to Coliseum City - Don't go 'down' to go 'up.' Redevelopment of San Leandro Street.



#### **Phase 4 Alternative**

Expanded upper platform to create better circulation.



#### **Phase 5**

Cover the station and bridge.





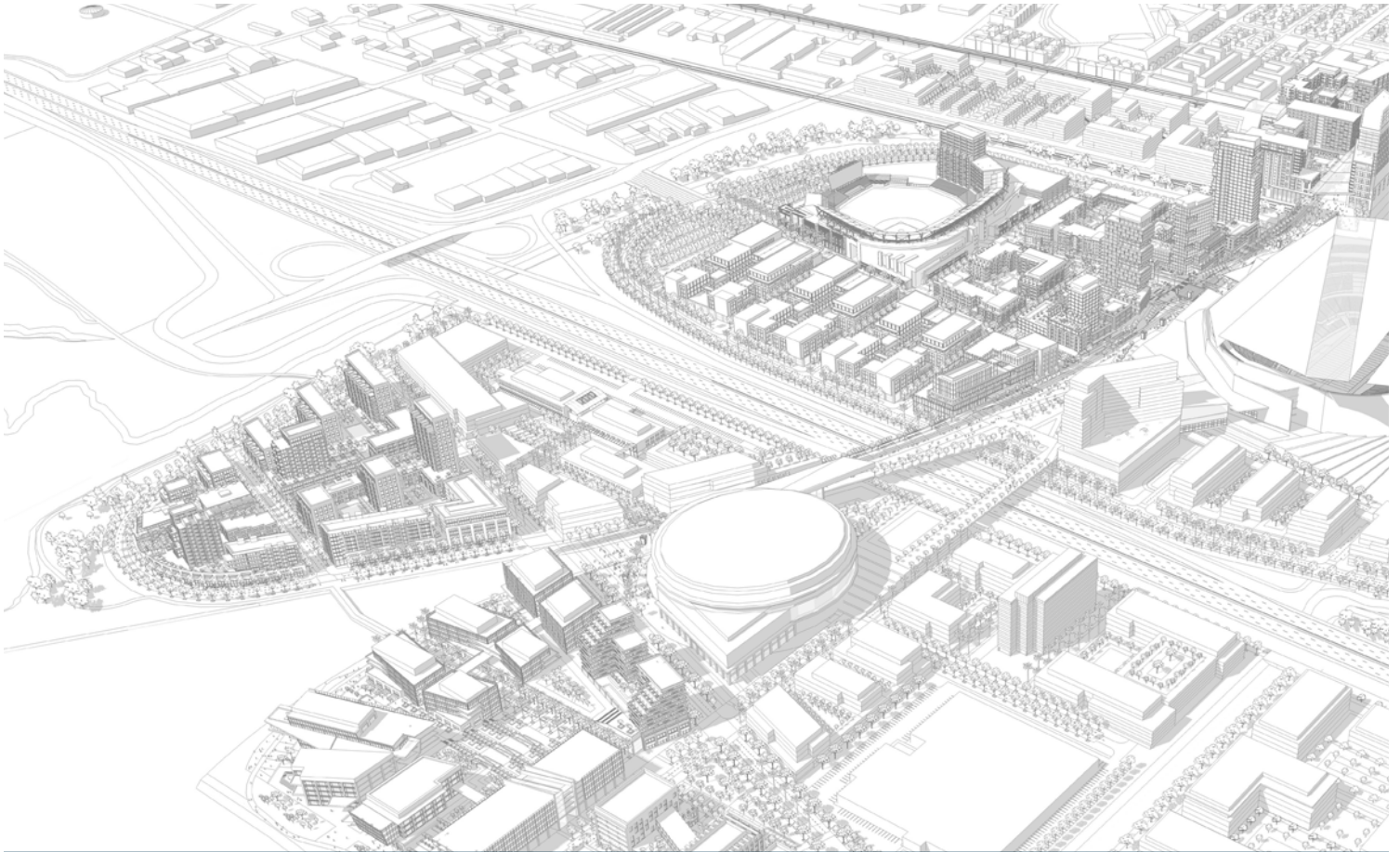
*Intermodal Transit Hub Massing*



*Science & Technology 3D Massing*







**OPEN SPACE &  
FUNCTIONAL HABITAT**

**2.5**






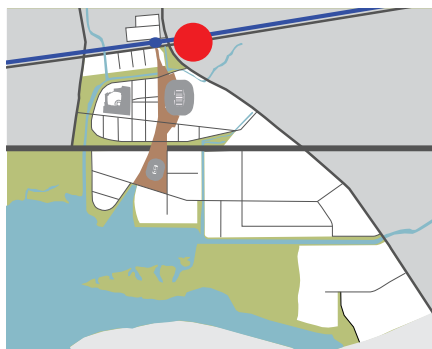
## Open Space and Habitat Strategy

The plan conserves and creates over 2 million square feet of open space through environmental reclamation and conservation, including recreational opportunities, natural habitat, trails and routes to Bay Access, and educational opportunities.

### Open Space Diagram

#### Habitats and Parks

-  Habitat
-  Concourse Park
-  Venue Plaza



Key Plan

### Elmhurst Creek

**Current Condition.** The Master Plan proposes to re-direct the Elmhurst Creek and connect it to Damon Slough, which will have the effect of improving the water and habitat quality of both Elmhurst Creek and Damon Slough. It will also greatly increase the efficiency of much needed parking and land use adjacent to the new stadium.

The creek is currently a channelized waterway through the urbanized East Bay area. The channelized creek then runs through the parking lots on the southeast side of the Coliseum complex, before finally connecting with other small tributaries and flowing into San Leandro Bay southwest of the Nimitz freeway. The habitat quality of Elmhurst Creek is of poor quality and of limited extent.

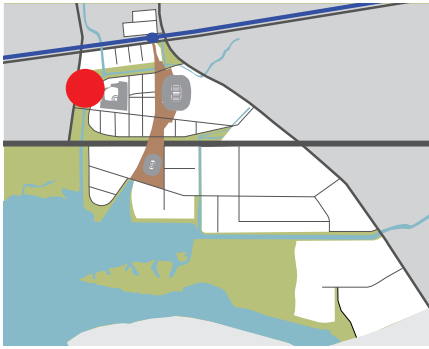
The Master Plan proposes to re-route Elmhurst Creek from the north edge of the Coliseum parking lot into Damon Slough, and to fill the portion of Elmhurst Creek adjacent to the Coliseum. The lower portion of what is currently the Elmhurst Creek channel will still be fed by two other small creeks from the east, therefore the development would reduce the water flowing out through the lower portion of Elmhurst Creek and increase the water flowing out through Damon Slough.



This habitat is a fragmented linear area surrounded by urbanized landscape, therefore the habitat loss is not considered to be of significance to wildlife or plant species. The changes to the flows in Damon Slough and to the lower Elmhurst Creek are not expected to create significant impacts, as they are tidally influenced and receive flushing from daily tidal action.

### **66th Avenue Habitat Site**

The Master Plan proposes to remove the paving from the site and restore this area to natural habitat. The Master Plan will create approximately 7 acres of natural habitat by removing the buildings and paved surfaces to create a park-like environment without public access. The 66th Avenue Site is currently a paved lot bordered to the west and north by roadways, Coliseum Way and 66th Avenue, respectively. The habitat quality of the paved lot is of poor quality, being almost completely paved with no natural or landscaped vegetation. However, Damon Slough is tidally influenced, and has a natural bottom and banks. Although the surrounding area is heavily developed, the banks of Damon Slough are lined with common native tidal slough plant species.



Key Plan

This greening of what is now mostly a parking lot will be beneficial for water quality in Damon Slough, which receives storm-water runoff from paved areas and industrial facilities. It will allow for infiltration of water on the site itself, and possibly also may be designed to accept some runoff from the surrounding urban areas. The change from a paved lot to a park environment will create new substrate that can accommodate native plants and animals, most likely providing habitat for birds.

Although it is a relatively small area, its location adjacent to the slough and the potential to limit public access, provides an opportunity to create a very natural habitat that will be of value to birds and a diversity of plants that otherwise have no upland habitat in the area. The site will be visible from the proposed baseball park, and will provide aesthetic value in addition to providing wildlife value. This could include native vegetation with a seasonal wetland feature, and an embankment along the north side of the site could create a very natural view from the ball park, while also increasing isolation for wildlife from the urbanized uplands surrounding Damon Slough. This site is bounded by roads and the slough, and provides an opportunity to transform a part of the dense urban landscape into a natural area with limited direct public access, providing a small island of habitat for migratory birds and other wildlife.



Mahon Creek Reclamation, San Rafael, CA



Martin Luther King Junior Regional Shoreline



There is also an opportunity to create a more developed park area, which could connect to the surrounding trail system, and perhaps include picnic facilities. This public park could provide an area where people can picnic and enjoy the atmosphere of ball-games without actually entering the ballpark. This recreational area would be BART accessible and could provide a low cost way to enjoy games and encourage residents and families to enjoy this and other outdoor areas provided by the new development. The site could even be designed to have visual access to the game itself.

### ***Edgewater Seasonal Wetland Site***

The Master Plan proposes a land swap between this key Zone B development site and other more valuable habitat areas in the Master Plan area.



Key Plan

The area was historically tidal salt marsh and mudflats (circa 1850). The area was subsequently filled and developed. Around the year 2000, the area was designated as a mitigation site for the Oakland Airport Runway 11-29 Rehabilitation Project. The mitigation included creating and enhancing wetland features on the site. The Alameda County Flood Control District holds a flood-control easement over Damon Slough and the embankment portion of the site.

The restored freshwater wetland now holds water six or seven months of the year and is used by migratory birds along the Pacific Flyway. The soils are saline because it was bay dredge that filled the site, but design of the restoration intends to allow for fresh water to pond in the area which dilutes the salts in the soils. As the ponded area dries out in the spring the vegetation species change, as do the wildlife species using this wetland.

The Master Plan proposes to develop this area as public outdoor space, landscaping and a significant portion would be incorporated into the development plan. The proposal would eliminate approximately 9.0 acres of restored seasonal wetland and surrounding upland. This area is considered essential to the economic viability of the Zone B water front development. The increase in the public access will be beneficial to humans, providing connections to both BART and the San Francisco Bay Trail.

### ***Oakport Street Vacant Lot (EBMUD) Site***



Key Plan

The Master Plan proposes a significant habitat restoration of this underutilized open space. The surrounding area was historically tidal salt marsh and mudflats (circa 1850). Much of the marsh has now been filled and partially paved. The property is currently owned by the East Bay Municipal Utility District (EBMUD) and appears to be an unused, vacant property. Habitat quality for wildlife and flora is currently very low at this vacant lot. This approximately 15.7 acre rectilinear vacant lot is partially paved and the vegetation is ruderal.

The Master Plan proposes to restore and create an approximately 15-acre freshwater seasonal wetland habitat that would replace habitat currently found at the Zone B mitigation site. The improvements would include removing paved material and grading the site to create low areas to retain fresh water rain and creating surrounding uplands to provide roosting habitat. The area would be planted with appropriate native plants to achieve a functioning seasonal wetland, and the area would be fenced to



exclude human and land based predators. This would improve the local water quality by removing pavement and increasing the infiltration capacity of the site.

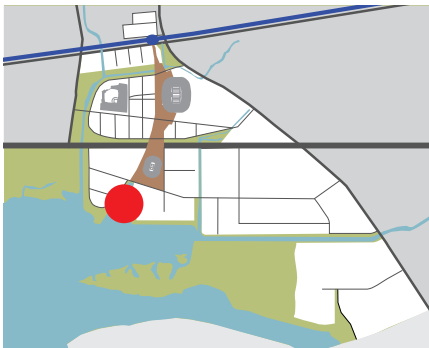
This site is adjacent to Damon Slough and San Leandro Bay, which is designated as an Important Bird Habitat. The site offers the proximity to a large area of high quality habitat for migratory birds that increases potential value to provide non-fragmented habitat. This would increase the total acreage of contiguous breeding and wintering habitat along the eastern shoreline of San Leandro Bay. There is also potential for the site to have a hydrologic connection to the bay and have tidal influence, which could allow for its restoration as a salt marsh. Restoration to a tidal salt marsh may benefit California clapper rail, which are abundant at the nearby Arrowhead Marsh, by providing foraging and breeding habitat.

The Martin Luther King Jr. Regional Shoreline to the west, which is directly adjacent to the bay, creates a contiguous area of protected lands. It is possible to maintain the recreational use of the shoreline, and to enhance habitat value, by fencing the restoration area. A bike path along the eastern edge of the area could provide excellent wildlife viewing opportunities for the public, while maintaining low disturbance for the birds.

### ***Proposed Bay Inlet***

The Master Plan proposes to create an approximately 12-acre inlet by excavating the area and allowing bay waters to enter. This would result in a removal of fill and an increase in bay volume, which may be considered as highly beneficial by some permitting agencies. There would be a loss of some developed infrastructure, but these will be removed or modified by the proposed development project. The inlet would be surrounded by the new buildings, including restaurants and public outdoor space.

There is an opportunity to create intertidal mudflats in the inlet, which would support shorebird foraging and possibly high-tide roosting habitat. This would be a great opportunity for the public to interface with this natural habitat. It is also possible to create a deeper profile, and therefore more open water, which might support more waterfowl. Engineering the depths and maintaining them is a challenge in the intertidal zone, so it may be advisable to have an adaptive plan for the actual depth profile of this area.



Key Plan