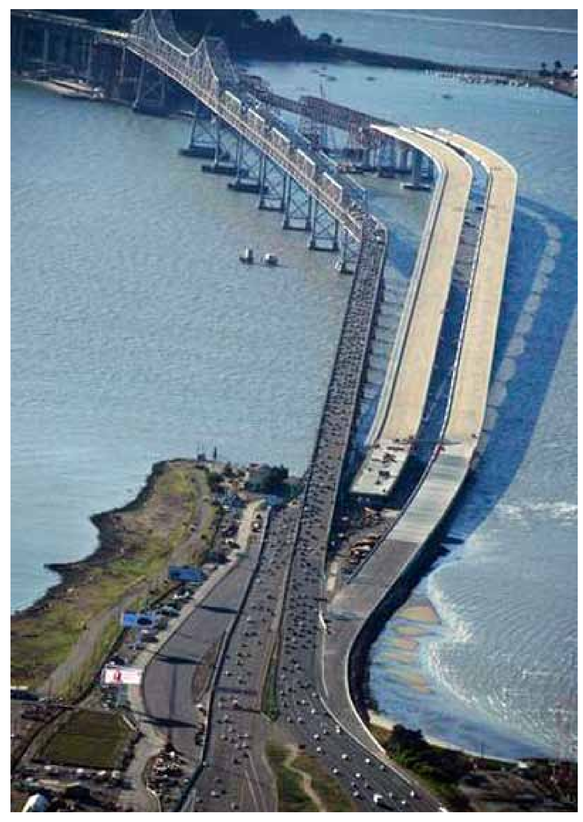
Gateway Park Public Workshop

Inviting Ideas and Goals for the Park

OVERVIEW

Over 10 years ago, the Bay Bridge design team identified a unique opportunity to create a park that provides a memorable gateway to Oakland and the East Bay and offers an unprecedented way to experience the Bay and the new bridge.

Gateway Park Area



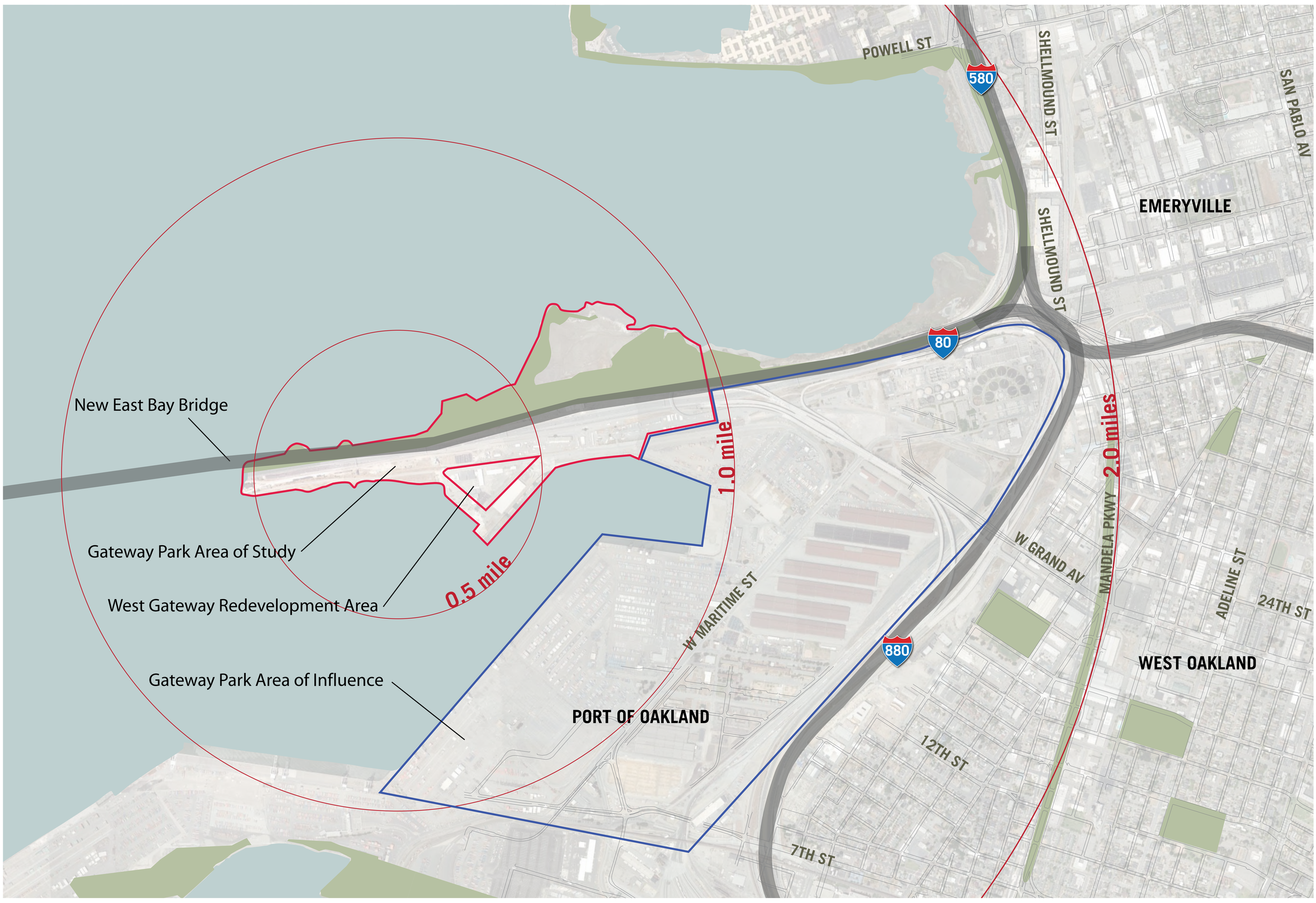
New alignment of Bay Bridge east span

The new Bay Bridge East Span, currently under construction, will offer one of the most spectacular bicycle and pedestrian experiences in the world, connecting Oakland to Yerba Buena Island. Gateway Park will be a starting point for that journey.

Representatives of nine agencies are working to explore the possibilities of a new park for local residents, commuters, businesses, international travelers, visitors, environmentalists, boaters, cyclists and more.

From February to September 2010, we will agree on goals, target activities essential to the park and consider early design concepts. At the end of this phase of work, a Project Study Report will lay out the bold ideas and multiple coordinated steps to the realization of Gateway Park. The report will also set forth the key steps for the next phases: design, engineering, funding, and construction. **With the completion of the Bay Bridge East Span targeted for 2013, this is the time to consider ideas, cultivate innovative approaches and design a park worthy of the site's unique character.**

Location of the Gateway Park Area



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THE GATEWAY PARK WORKING GROUP

February 25, 2010

Gateway Park Public Workshop

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OVERVIEW

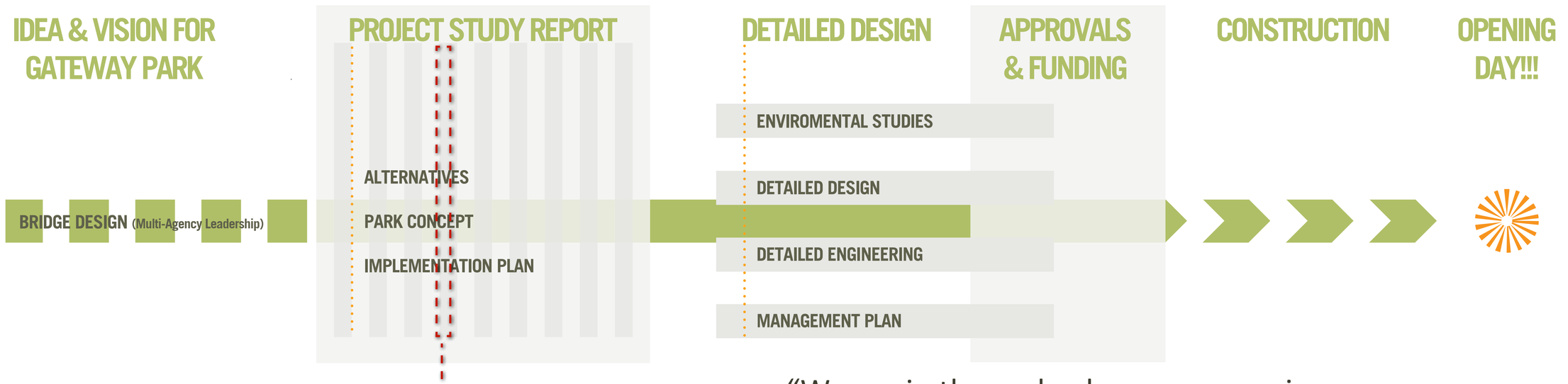
COMMUNITY

neighbors . workers . school children . business owners . cyclists . families . skateboarders . faith communities . kite fliers . teachers . volunteers . park enthusiasts . athletes . museum-goers . gardeners . retirees . boaters . organizations . parents . artists . college students . bird-watchers . ferry riders . kayakers . joggers . this list goes on . . .

GATEWAY PARK WORKING GROUP (GPWG)

- California Transportation Commission (CTC)
- Bay Conservation and Development Commission (BCDC)
- Port of Oakland
- California Department of Transportation (Caltrans)
- East Bay Regional Park District (EBRPD)
- East Bay Municipal Utility District (EBMUD)
- Bay Area Toll Authority (BATA)
- City of Oakland
- Association of Bay Area Governments (ABAG)

WHERE WE ARE IN THE PROCESS....



PROJECT STUDY REPORT

"We are in the early phases, so now is your chance for comments and input!"

Project Tasks

TASK 1
Prepare Project Management+ Participation Plan

TASK 2
Ongoing Public Participation Process

TASK 3
Document Existing and Future Conditions

TASK 4
Develop Goals, Objectives, Purpose, + Need

TASK 5
Develop Project Alternatives

TASK 6
Prepare Implementation Plan for Selected Alternative
- Selected Alternative
- Implementation + Transportation Plans

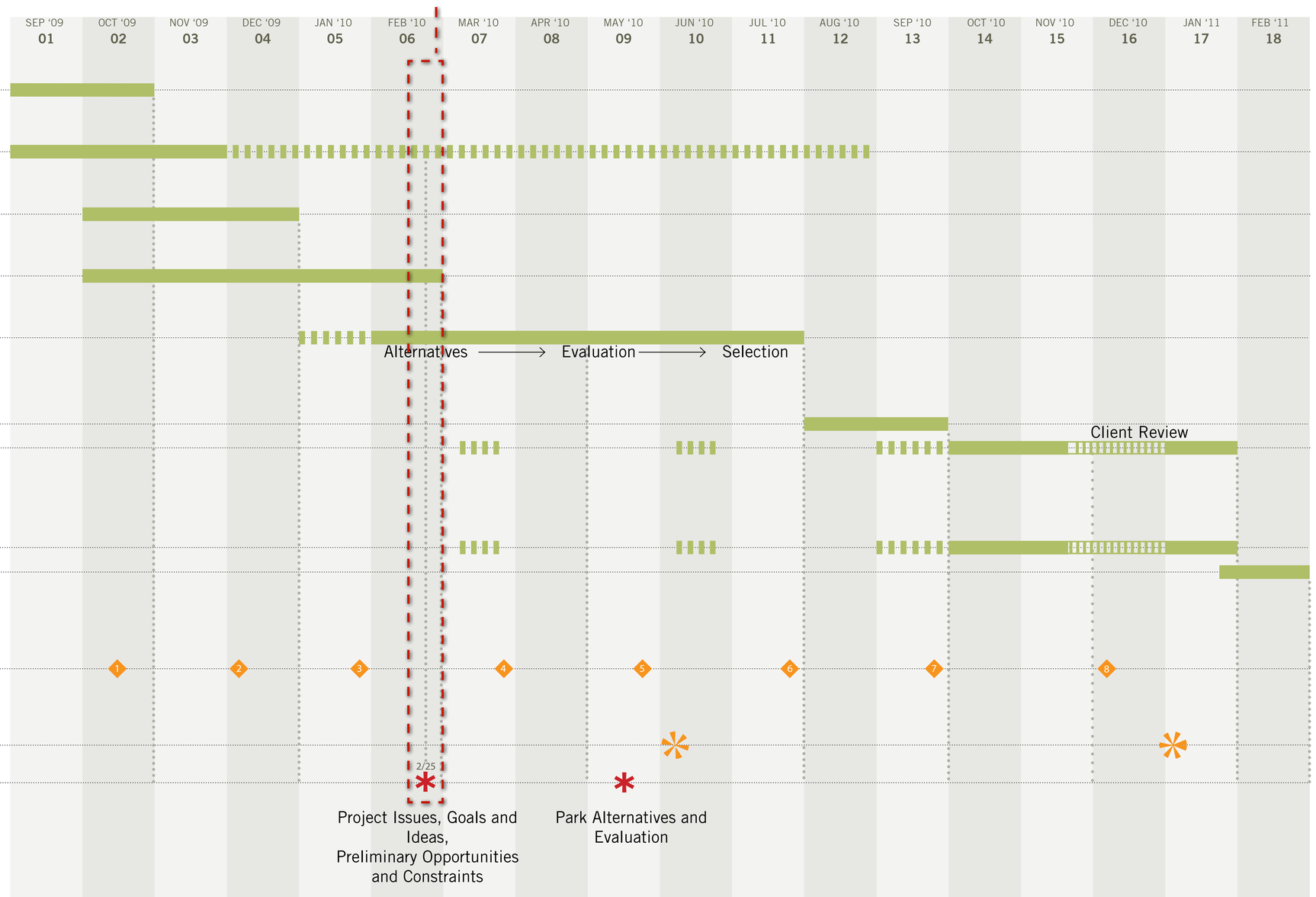
TASK 7
Prepare Cost Estimate, Funding Plan, and Project Study Report (PSR)
- Cost + Funding Plans
- Project Study Report Documentation

Meetings

Gateway Park Working Group [GPWG] (8)

Toll Bridge Program Oversight Committee [TBPOC]

Community Workshops (2)



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February 25, 2010

GOALS and OBJECTIVES

A **Goal** is a general purpose or aim for park improvements at the Gateway Park site.
An **Objective** is a desired future condition that will help the Community meet a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific.

World Class Waterfront

Create a stunning new gateway to the East Bay that celebrates the new Bay Bridge East Span.

OBJECTIVES

- Create a park design appropriate to the scale and grandeur of the Bay Bridge East Span.
- Provide visibility to the site from 360 degrees -- for motorists, pedestrians and bicyclists.
- Take advantage of the site's setting, views and history.
- Offer wide-ranging programs for many types of park visitors.
- Reuse historic structures.
- Incorporate a museum into the park design.
- Integrate "artifacts" into the park design that tell of the site's history.

Park Access

Maximize access and promote a safe and seamless experience for visitors.

OBJECTIVES

- Invite visitors from the Bay Area and around the world.
- Create attractive, safe and welcoming connections to the site.
- Provide connections that significantly reduce the physical, visual and operational barriers that now exist.
- Integrate transit, including bus and ferry service.
- Create bicycle, pedestrian and vehicular linkages.
- Integrate the park into the East Bay Regional Park system.
- Connect the park to the Bay Trail and the Bay Water Trail.

Community Benefits

Provide improvements that enhance the health and welfare of all visitors, including local residents.

OBJECTIVES

- Involve the community as substantive participants in park planning.
- Provide employment opportunities for building, maintaining and operating the park.
- Support economic development on adjacent lands and in West Oakland by creating an attractive setting for such improvements.
- Provide opportunities for relaxation, recreation and a unique park experience.
- Provide opportunities for learning about sustainability, natural resources, history and innovations in technology, transportation and industry.
- Provide educational opportunities for students through outreach to local and regional schools.

Sustainability and Green Development

Make sustainable practices a foundation of the park design and operations.

OBJECTIVES

- Bring awareness of sustainability practices into the visitor experience
- Exercise sound stewardship of the site's natural and cultural resources.
- Use resources, such as wind and water, in ways that maximize benefits while minimizing waste.
- Maximize the synergy between the park and adjacent development.
- Minimize maintenance and operational costs, address safety and design for versatility.

Site and Environment

Create a park that is harmonious with adjacent land uses and its natural setting.

OBJECTIVES

- Redevelop, redesign or relocate the Caltrans maintenance complex to be compatible with the park and with adjacent redevelopment areas.
- Design public access to be compatible with the natural resources and wildlife at the site.

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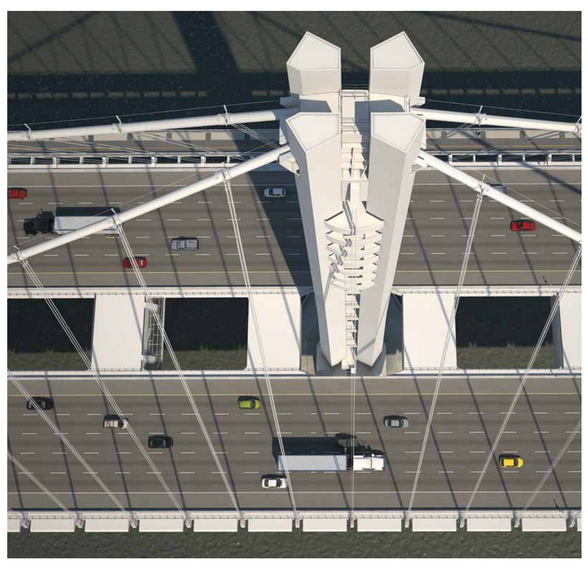
BAY BRIDGE EAST SPAN PROJECT

Bridge of the 21st Century

Dramatic New Bay Bridge East Span

The Bridge is meant to glow at night, an orchestrated event



Faceted Pentagonal Form

Alignment provides expansive views

Self Anchored Suspension Bridge

The intent is to emphasize the geometry of the structure by accentuating the height of the tower, and emphasizing the openness of the structure and providing a reflection in the water.

Bridge Design

- Approximately 2.2 miles long, 2% slope
- Two side by side structures, located on an alignment north of the existing bridge
- Bridge is composed of transition structure, main span, skyway, Oakland approach and Oakland touchdown
- Unified design from shore to shore
- Bicycle and pedestrian path located on south side of bridge with 55” railings

Structural Design

- Self Anchored Suspension
- 200 million pounds of structural steel
- 5,000 miles of half-inch steel strands in the tension cables
- 450,000 cubic yards of concrete
- Weight of the heaviest Skyway section: 780 tons
- Height of tower on new Self-Anchored Suspension (SAS) span: 525 ft.
- Largest lift in Caltrans history: 1,700-ton steel girder connecting the Skyway to the SAS spans on the new East Span

Vehicular Usage

- Daily average number of vehicles that use the Bay Bridge: 280,000
- Daily average number of vehicles that use the Brooklyn Bridge:137,500

Lighting the Bridge

- Even wash of light
- Lights shine in direction of traffic
- Multiple luminaries reflective of forms of tower
- Marker lights emphasize progression in height as an orchestrated event

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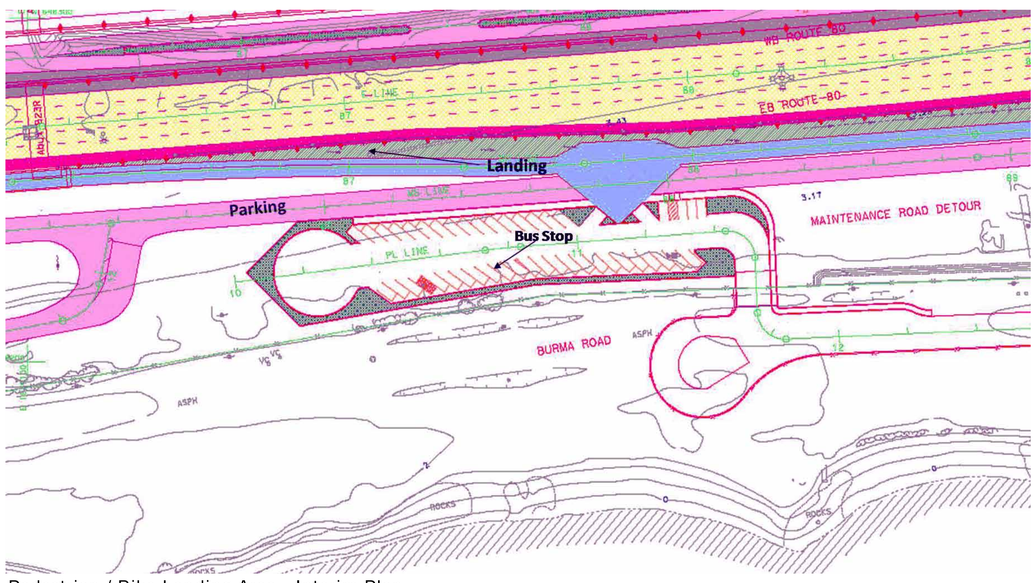
BAY BRIDGE EAST SPAN PROJECT

Bicycle and Pedestrian Path

View of Pedestrian / Bike Path Looking Towards Treasure Island

- Bicyclists and pedestrians separated by color of paving
- Vertical picket rail selected for maximum transparency and safety
- Vertical elements- faceted forms are derived from the bridge
- Railing posts are turned to reflect the faceted form of the main pylon
- Posts / bollards unify the railing with the supporting structure and provide a visual rhythm along the path
- Horizontal rails are circular and carry the form of the main cables along the length of the bridge

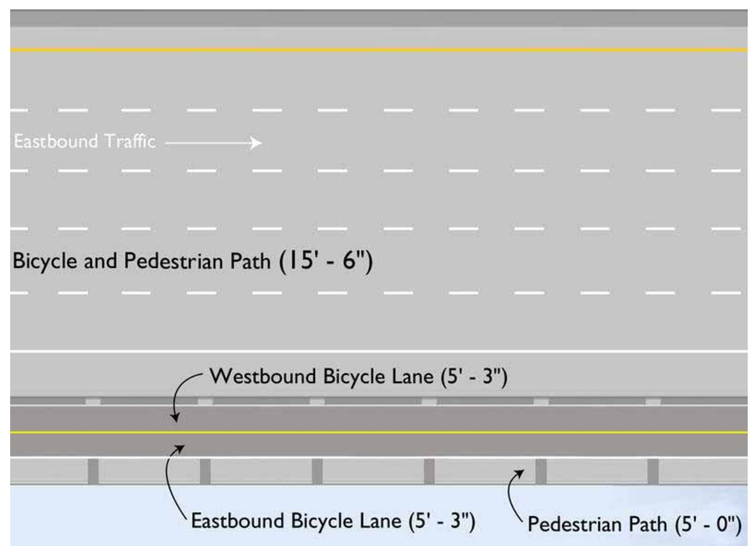
Pedestrian / Bike Landing at Gateway Park - Interim Rendering



Pedestrian / Bike Landing Area - Interim Plan

View of Pedestrian / Bike Path Looking Towards East Bay

Pedestrian / Bike Paths (Existing & Proposed) showing access to the Bay Bridge



Plan of Pedestrian / Bike Path on New Bay Bridge

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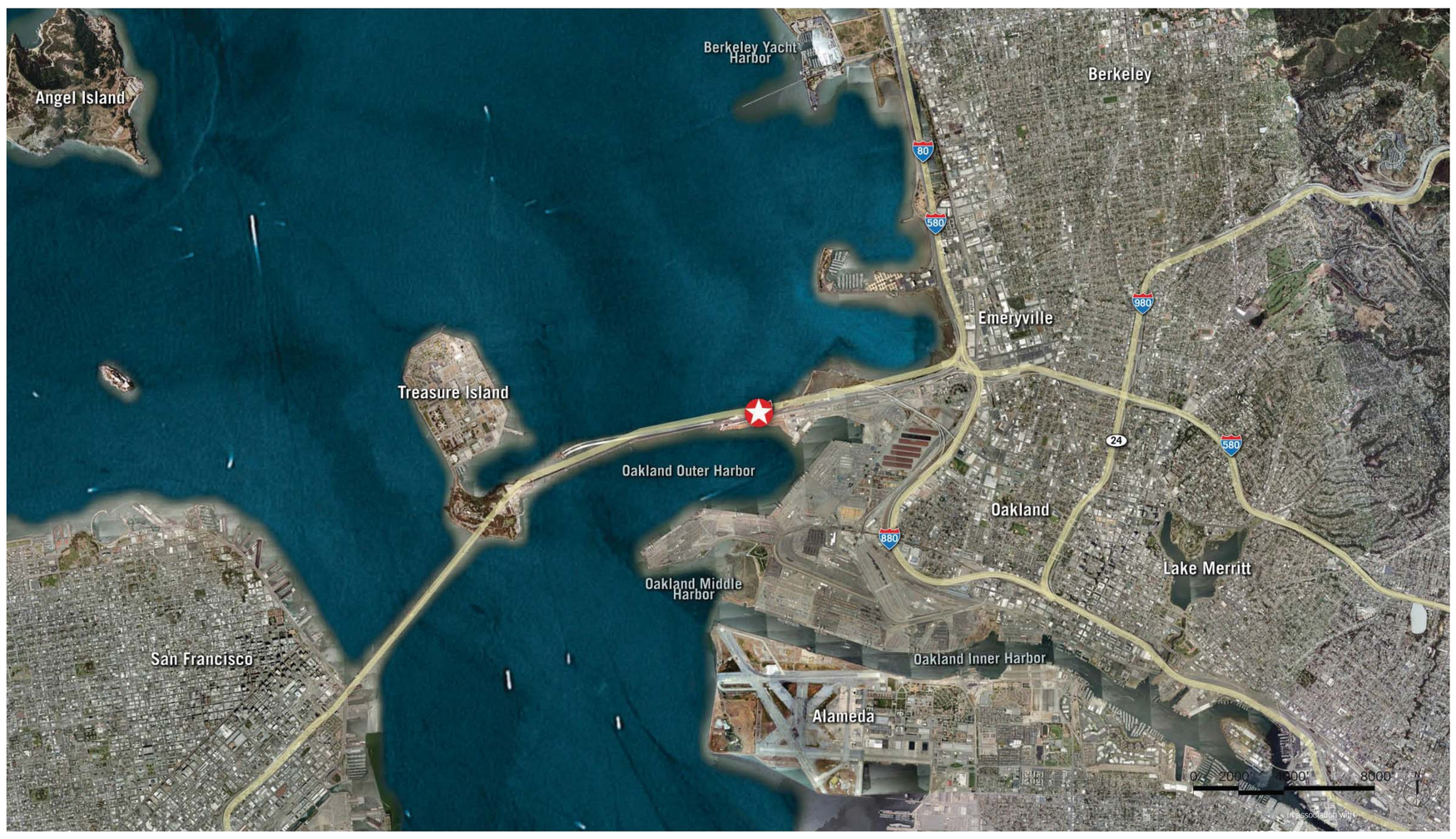
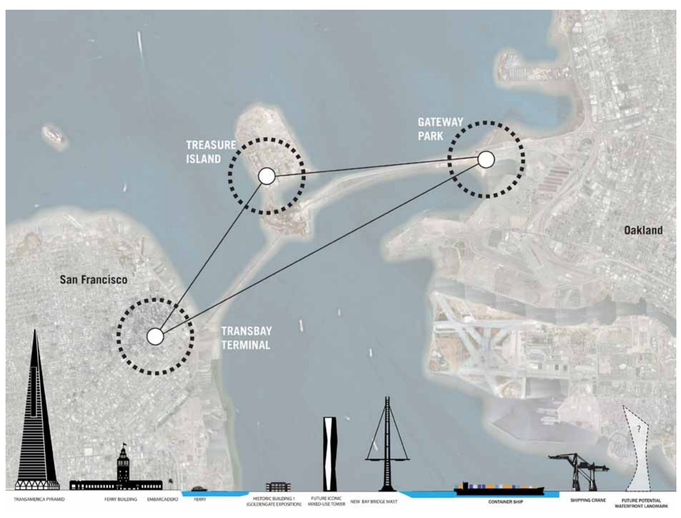
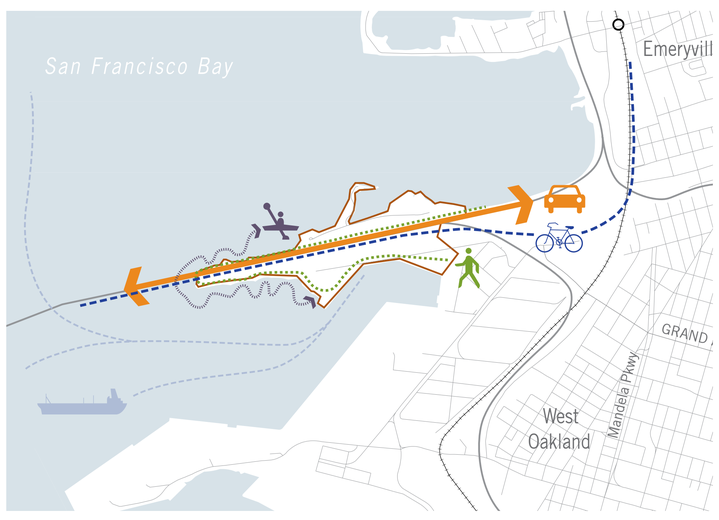
EAST BAY SETTING

Place in the Bay



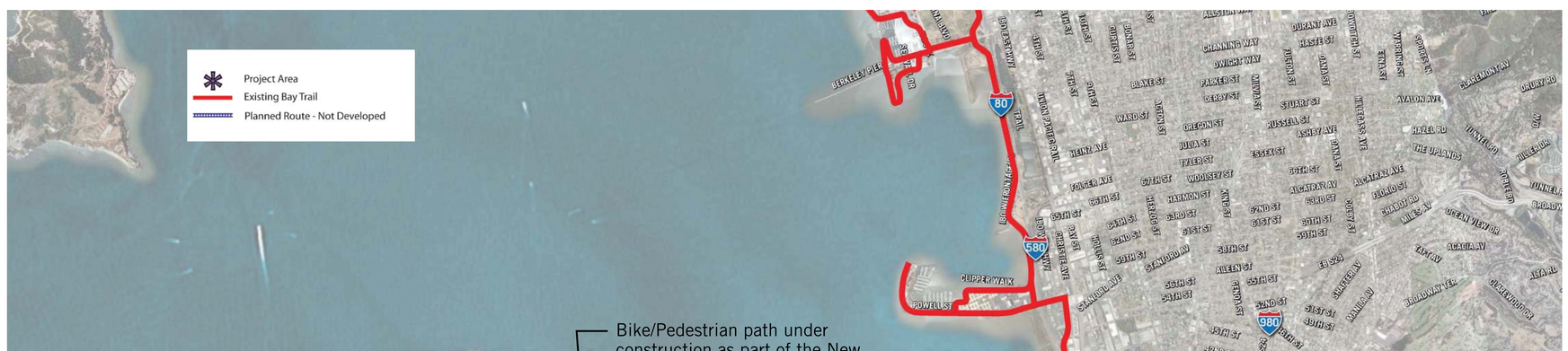
- Situated along the East Bay Waterfront near Emeryville and the Oakland Outer Harbor
- Two miles from Downtown Oakland
- Six miles to Treasure Island
- Panoramic Views of the East Bay and San Francisco
- Major Crossroad of Regional Transportation

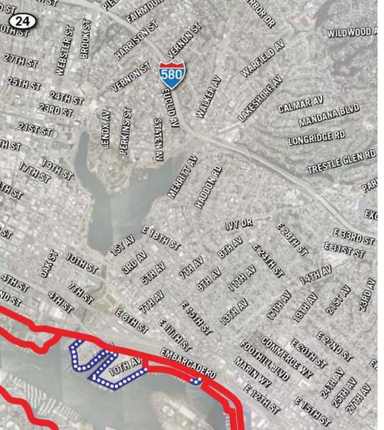


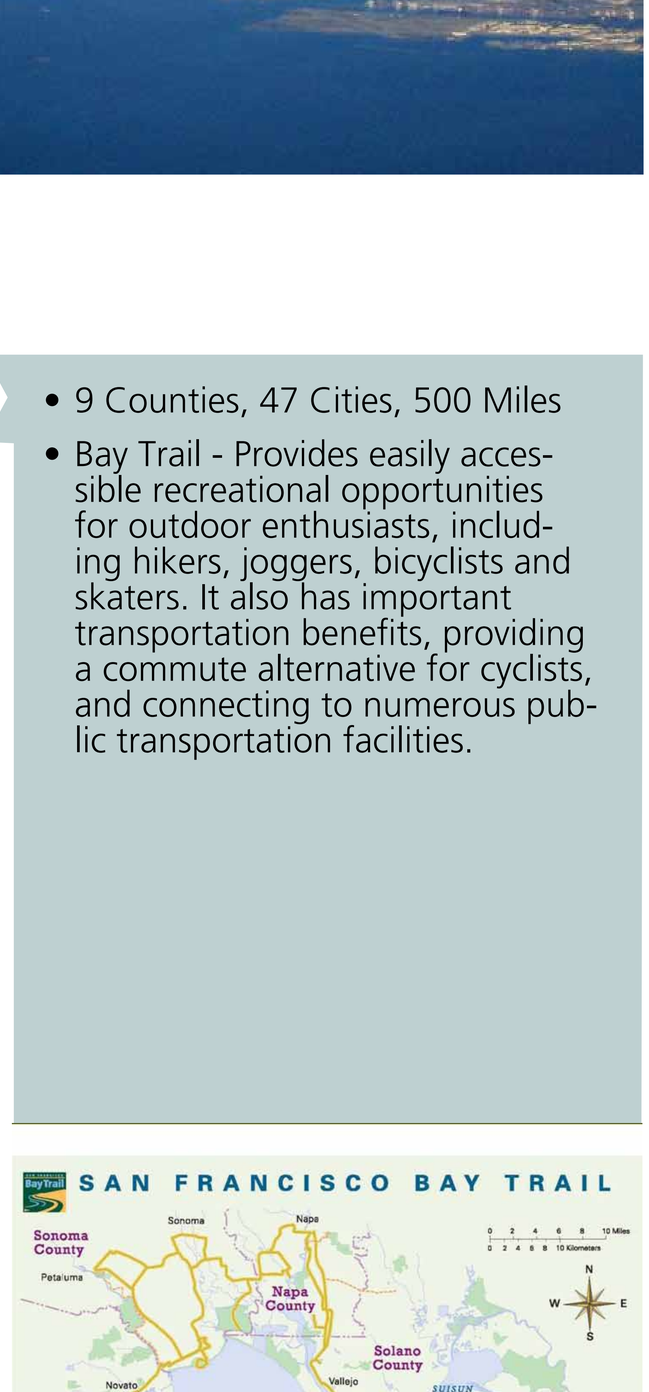


Bay Trail Facilities

- 9 Counties, 47 Cities, 500 Miles
- Bay Trail - Provides easily accessible recreational opportunities for outdoor enthusiasts, including hikers, joggers, bicyclists and skaters. It also has important transportation benefits, providing a commute alternative for cyclists, and connecting to numerous public transportation facilities.







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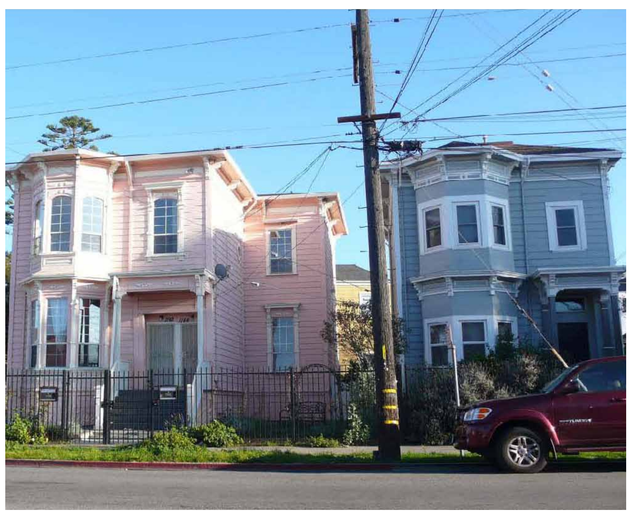
EAST BAY SETTING

Gateway Park Neighbors

- Gateway Park - Located at the foot of the new east span of the Bay Bridge on former Oakland Army Base land, this shoreline park is being planned as a green gateway to the east bay.
- EBMUD (East Bay Municipal Utility District) Facility - Provides water and sewage treatment for customers in portions of Alameda County and Contra Costa County
- Port of Oakland - First major port on the Pacific Coast of the U.S. to build terminals for container ships. It is now the fourth busiest container port.
- Emeryville
- West Oakland
- Downtown Oakland

Middle Harbor Shoreline Park & Port of Oakland

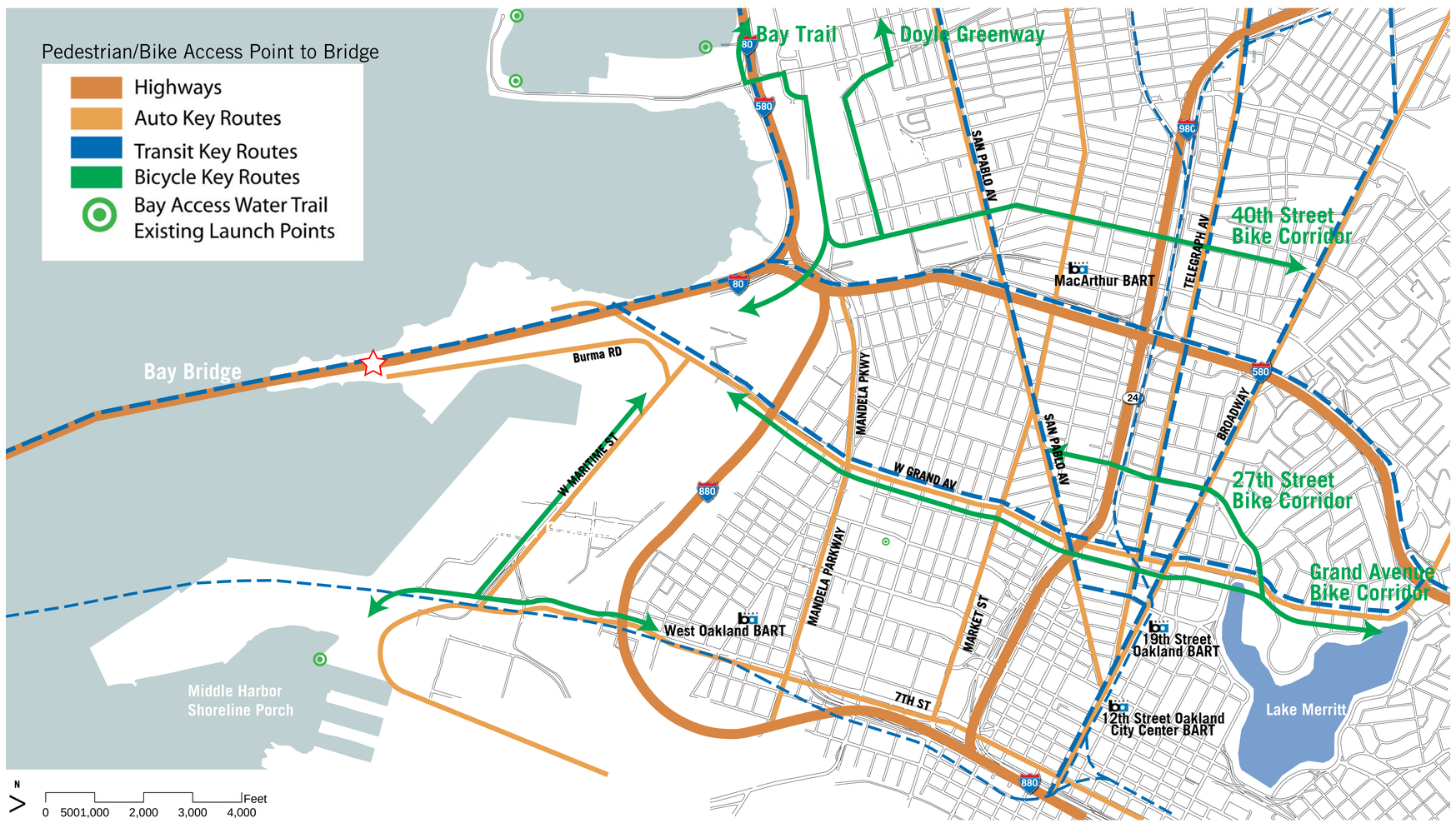


West Oakland

Downtown Oakland

Emeryville - Baystreet

Transportation Context



- 40th Street Bike Corridor
- 27th Street Bike Corridor
- Grand Avenue Bike Corridor
- BART - Bay Area Rapid Transit
- Amtrak
- MacArthur Maze - 3 freeways (I-80, I-880, and I-580), converge into one as they approach the Bay Bridge

I-80 Freeway

Mandela Parkway

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AREA

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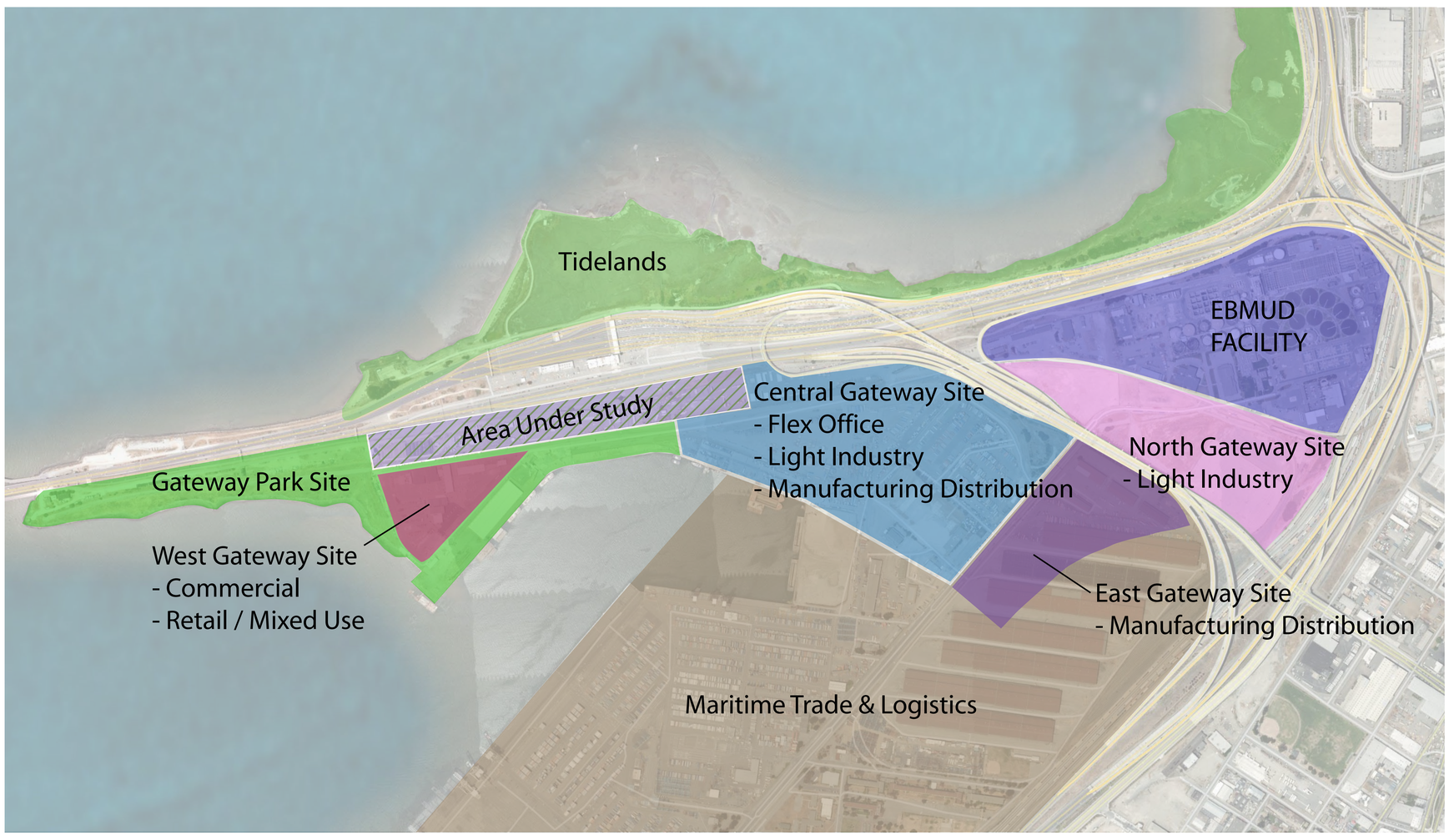
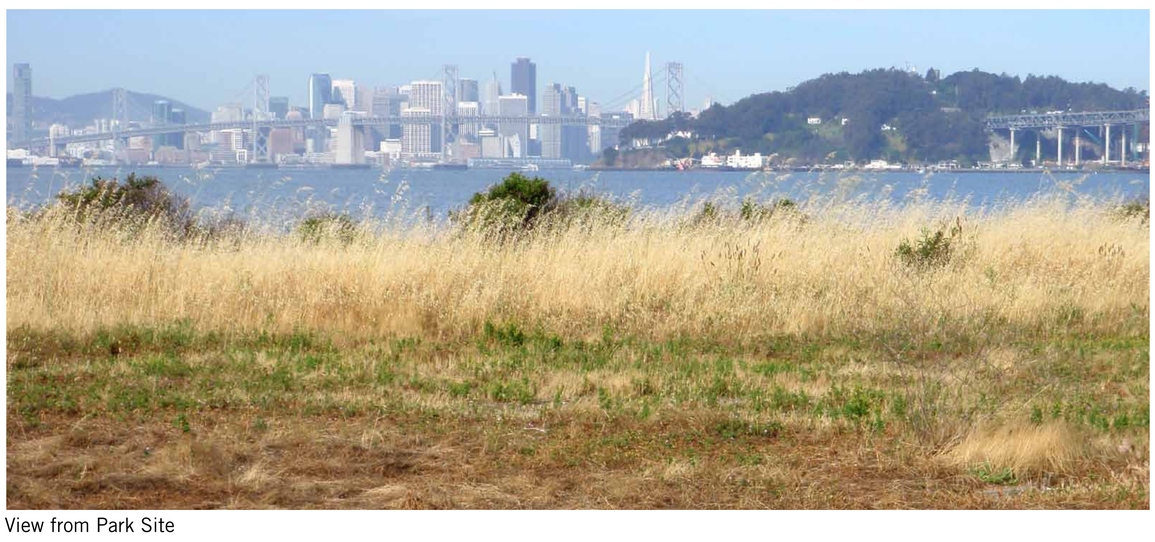
Future Land Use

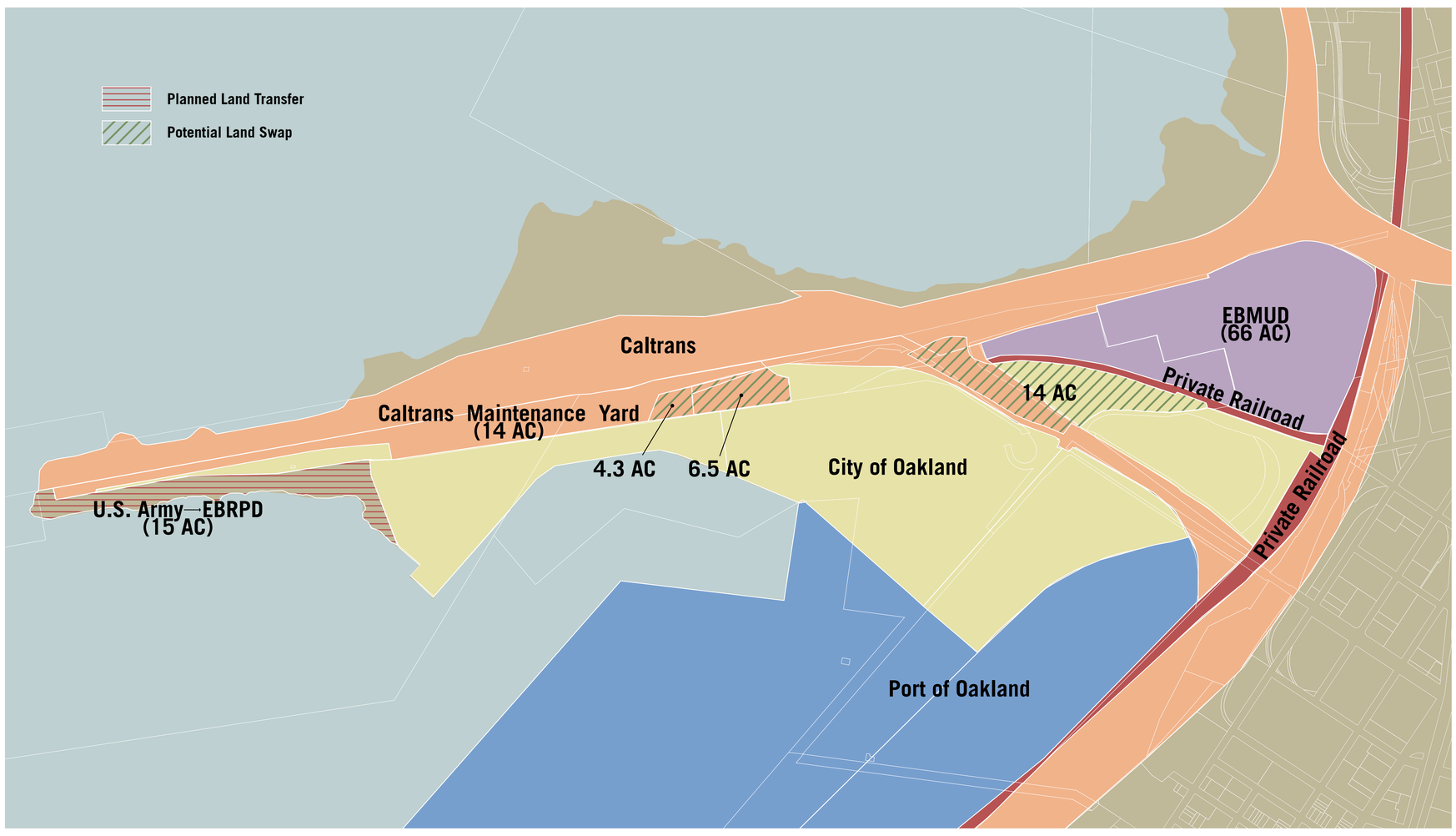


- Gateway Park - A park that provides a memorable gateway to Oakland, where the new bridge touches down in the East Bay, and an unprecedented way to experience the Bay and the new east span of the Bay Bridge.
- West Gateway - Commercial and Retail / Mixed Use
- Central Gateway - Flex Office, Light Industry, and Manufacturing Distribution
- Tidelands - The territory between the high and low water tide line of sea coasts, and lands lying under the sea beyond the low-water limit of the tide.
- North Gateway - Light Industry
- EBMUD (East Bay Municipal Utility District) Facility - Water and sewage treatment
- Maritime Trade & Logistics - Comprised of a variety of key institutions and companies, including the Maritime Port of Oakland as well as the Oakland International Airport



View from Park Site

Land Ownership



- U.S. Army to EBRPD (East Bay Regional Park District) - 15 acres of planned land transfer
- Caltrans (California Department of Transportation) - 14 acres plus 10.8 acres of potential land swap
- City of Oakland - 14 acres of potential land swap
- EBMUD (East Bay Municipal Utility District) - 66 acres
- Port of Oakland
- Private Railroad

EBMUD Facility

Port of Oakland

Underfreeway Land

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AREA

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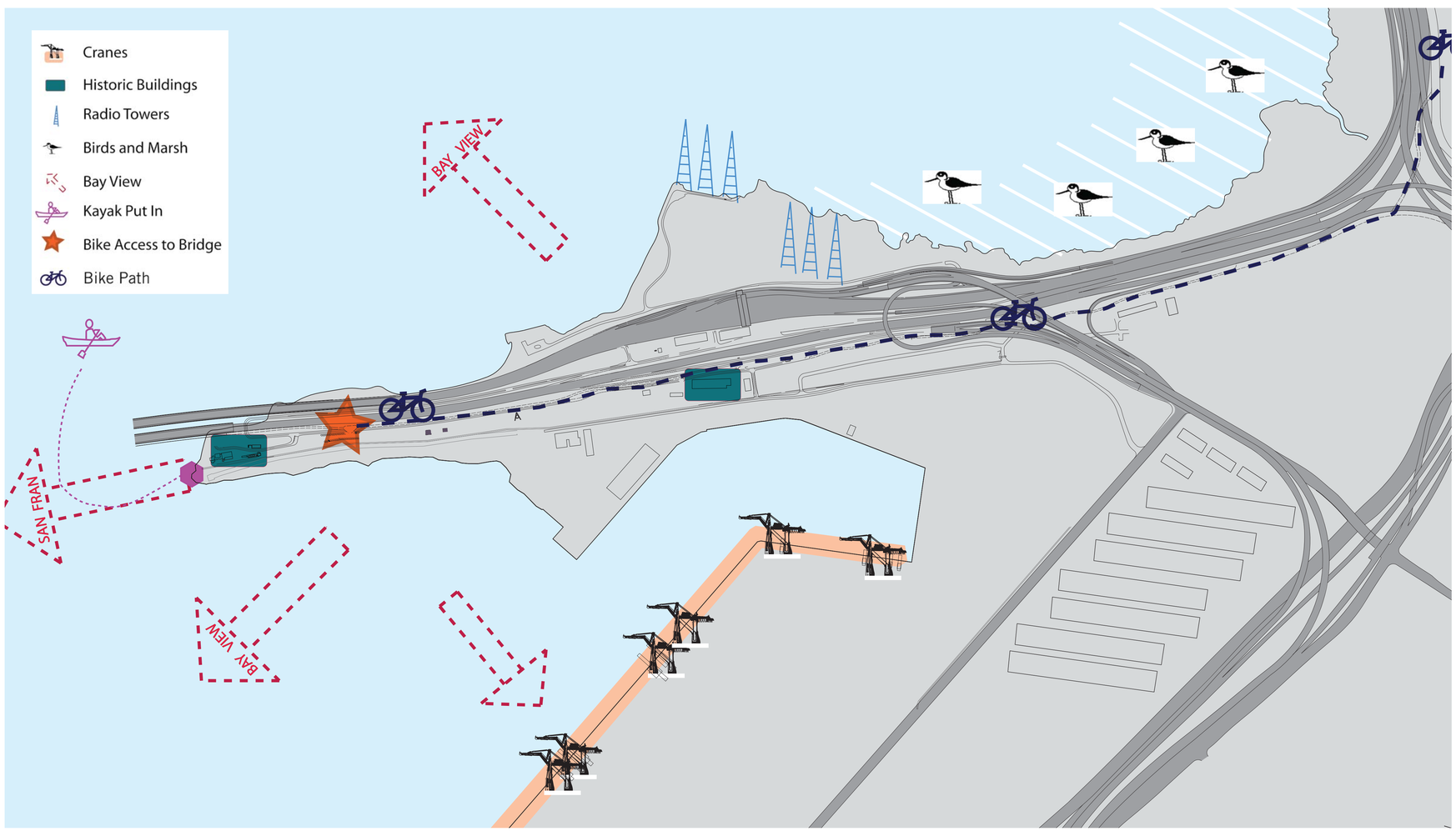
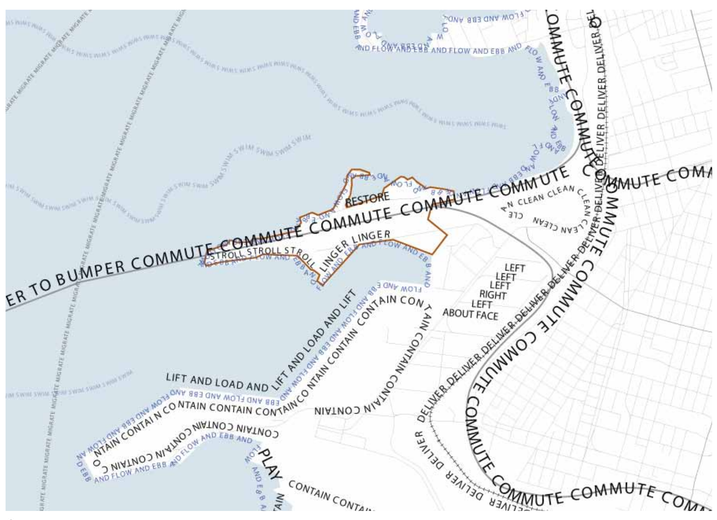
Area Features



- Port of Oakland cranes
- Historic Buildings: Key Pier Substation, Caltrans Substation, and IERBYS (Interurban Electric Railway Bridge Yard Shop)
- Radio Towers
- Birds and Marsh
- Panoramic bay views of the East Bay and San Francisco
- Kayak launch areas
- Bike access to Bay Bridge
- Bike paths that connect to Bay Trails, accessible recreational opportunities for outdoor enthusiasts, including hikers, joggers, bicyclists and skaters.

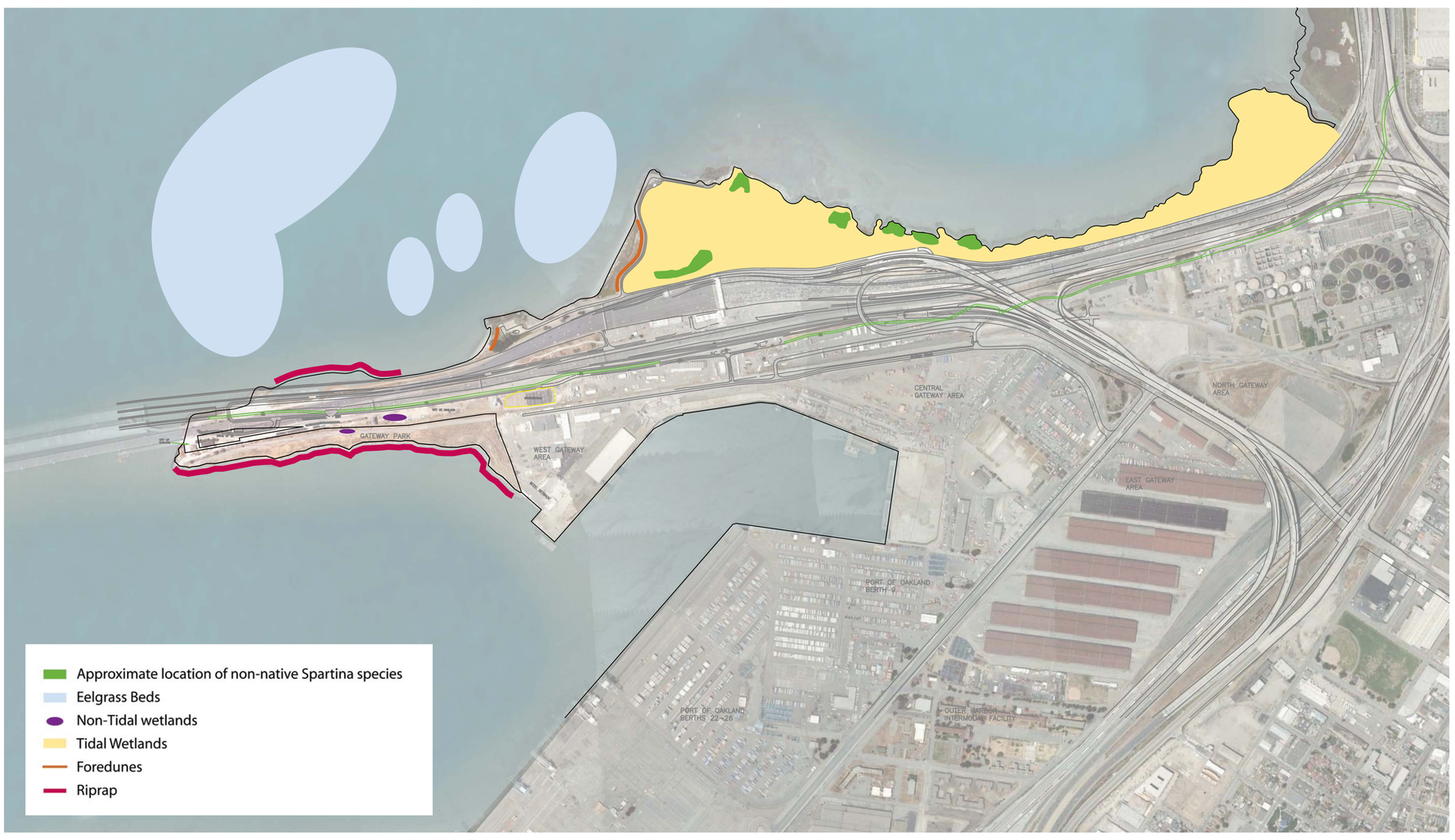


Sensory

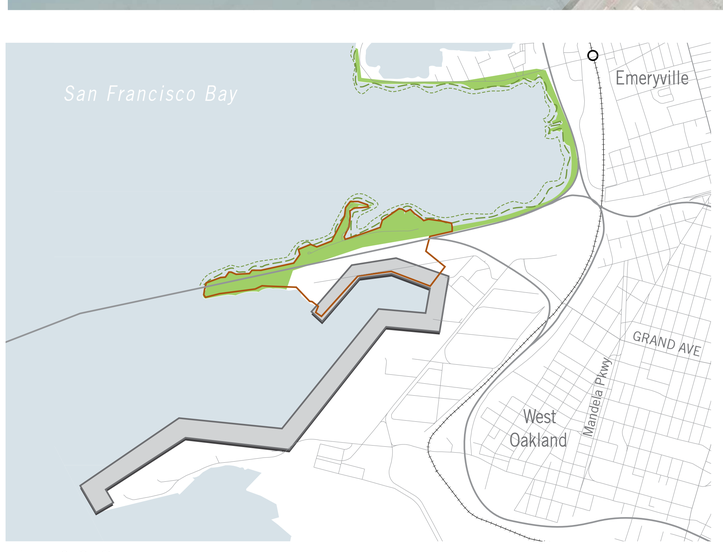
Under Freeway

Port Cranes

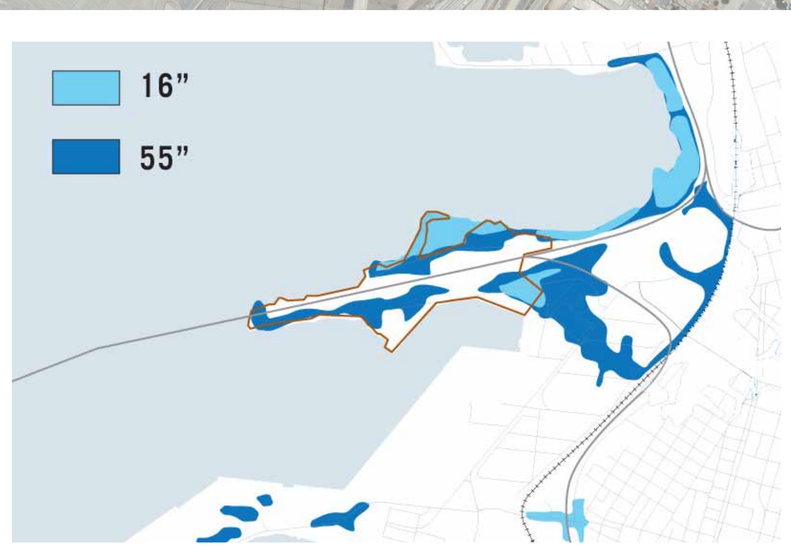
Ecological Conditions



- Non-Native Spartina Species - Cordgrass planted to reclaim estuarine areas for stripping, to supply feed for livestock, and to prevent erosion.
- Eelgrass Beds - Long blades of grass often covered with tiny marine plants and animals, providing these creatures with habitat, nursery grounds, and food.
- Non-Tidal Wetlands - Protect and improve water quality and control flooding and erosion in poorly drained depressions.
- Tidal Wetlands - These wetlands are flooded when tides rise. They are found along the shores of the Bay and are dominated by plants that are adapted for life in wet soils.
- Foredunes - Coastal dunes or ridges that is parallel to the shoreline and is stabilized by vegetation.
- Riprap - Rocks used to protect coastlines and structures from erosion.



Hard & Soft



Sea Level Rise

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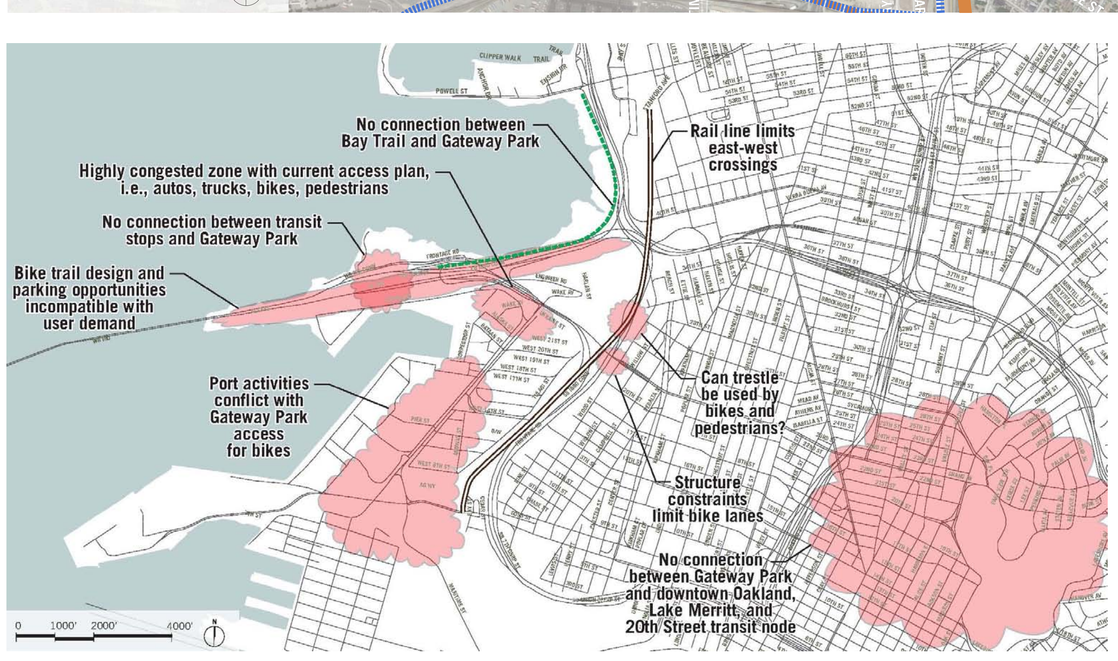
ACCESS

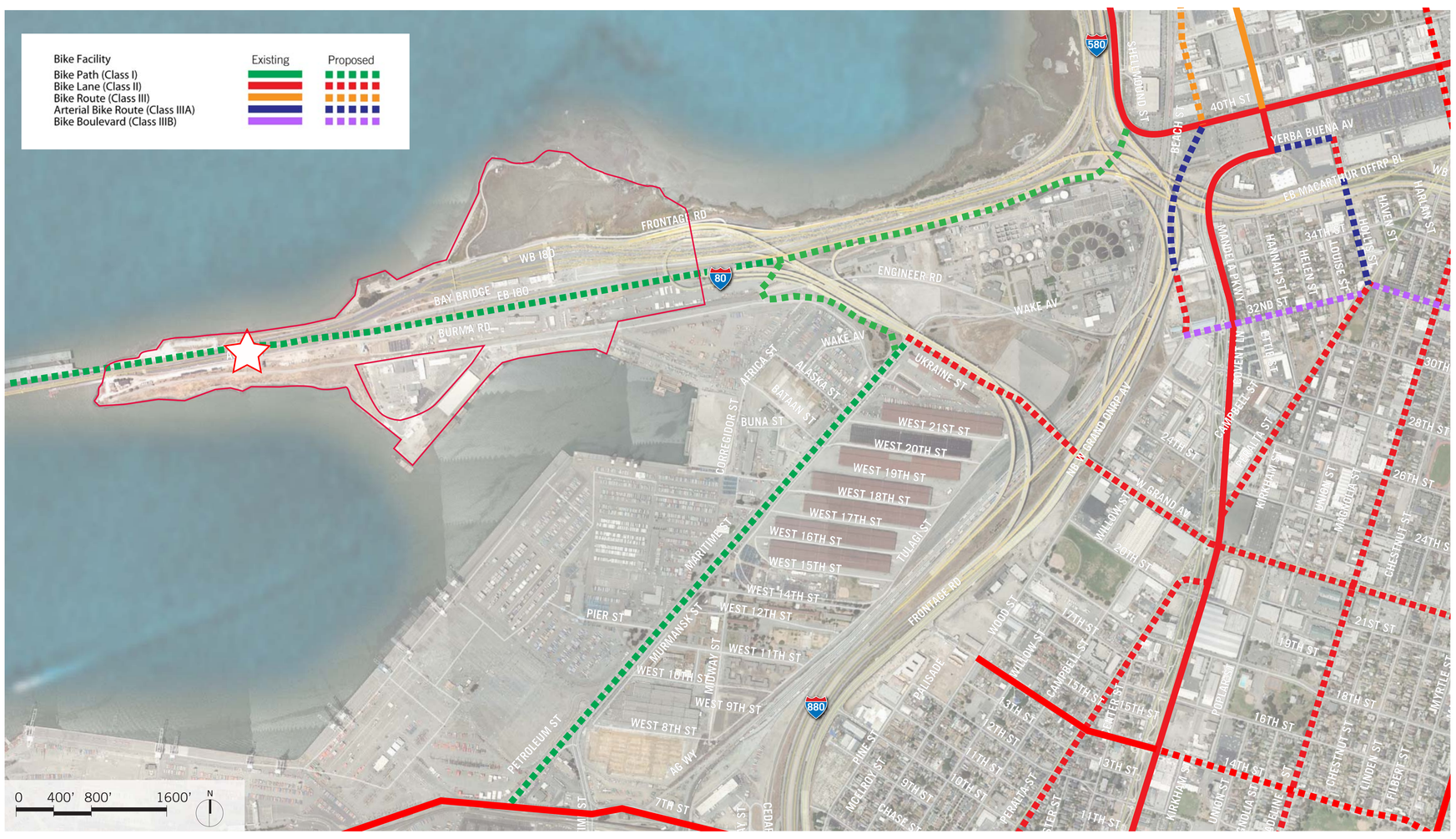
Circulation - Vehicular and Transit

- Limited access to Gateway Park areas
- Create new transit linkages
- Address parking demand



Intersection of Maritime Street and West Grand Avenue

Circulation - Bicycle, Pedestrian, and Water



- Provide a seamless connection from Gateway Park to existing bike paths and lanes for easy access to pedestrians and cyclists
- Provide an easy transition to the proposed bike / pedestrian path to the new East Span of the Bay Bridge
- Planned bike path that connects Bay Trail / Emeryville to bridge

Points of Access

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SITE

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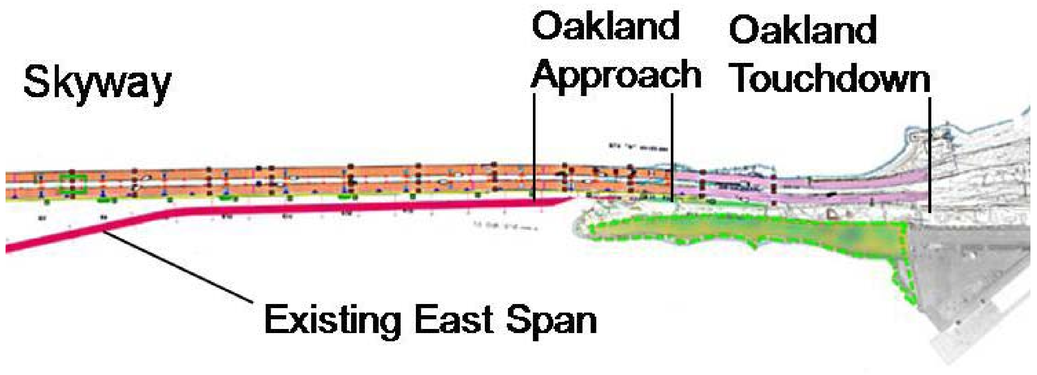
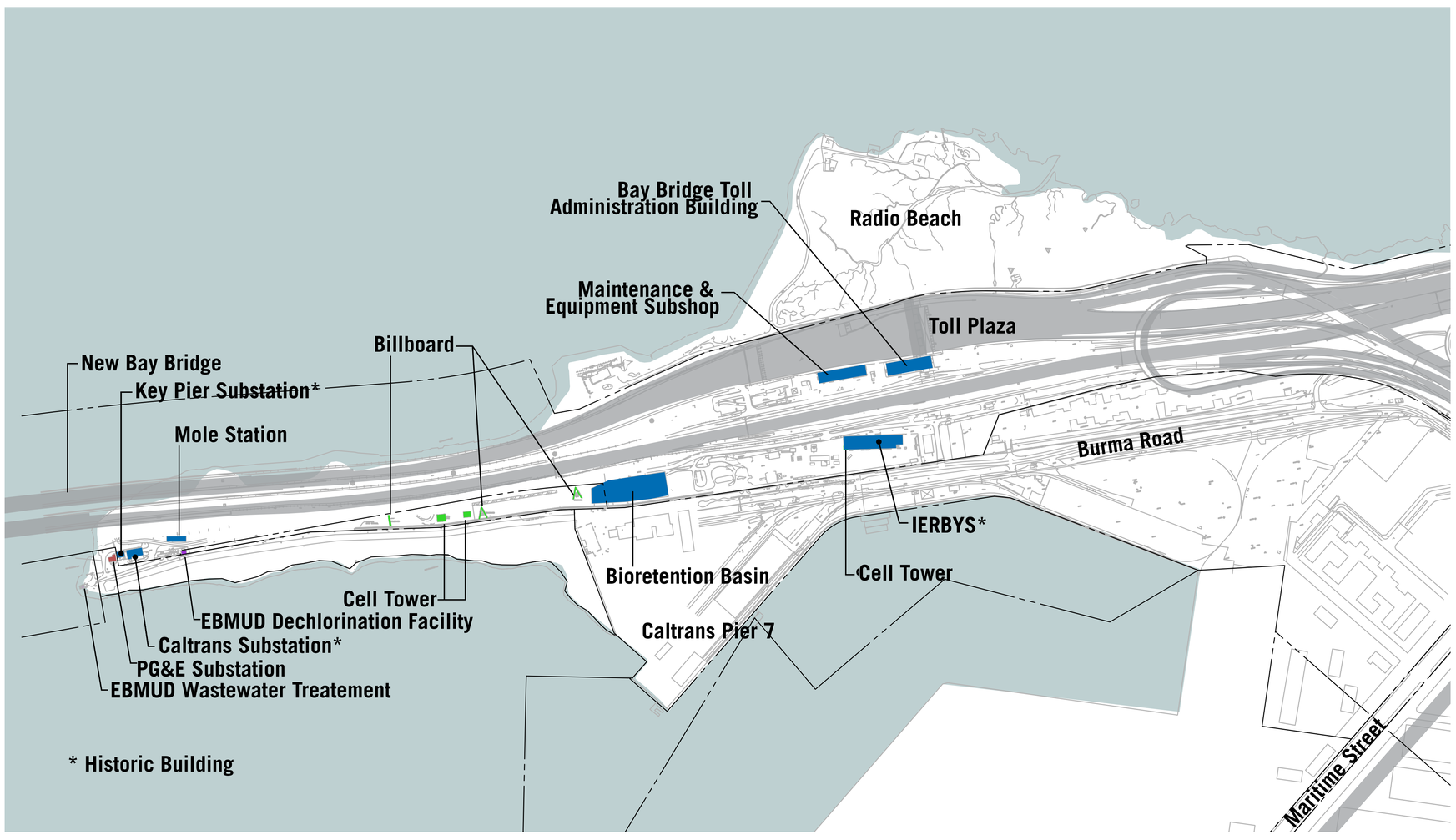
Touchdown

- Park site is located to the south of the new Bay Bridge east span
- MacArthur Maze - 3 freeways (I-80, I-880, and I-580), converge into one as they approach the Bay Bridge from the east



Existing East Span of Bay Bridge

Key Structures



- New proposed east span of the Bay Bridge
- Key Pier Substation
- Mole Station
- EBMUD (East Bay Municipal Utility District) Wastewater Treatment
- PG&E (Pacific Gas & Electric) Substation
- Caltrans Substation
- EBMUD (East Bay Municipal Utility District) Dechlorination Facility
- Cell Tower
- Maintenance & Equipment Subshop
- Bay Bridge Toll Administration Building
- Bioretention Basin
- Cell Tower
- IERBYS (Interurban Electric Railway Bridge Yard Shop)

EBMUD Wastewater Treatment

Key Pier Substation

IERBYS

Caltrans Maintenance Building

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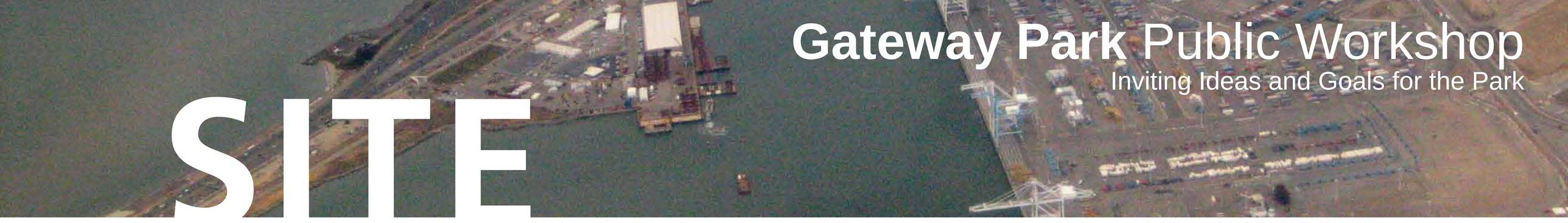

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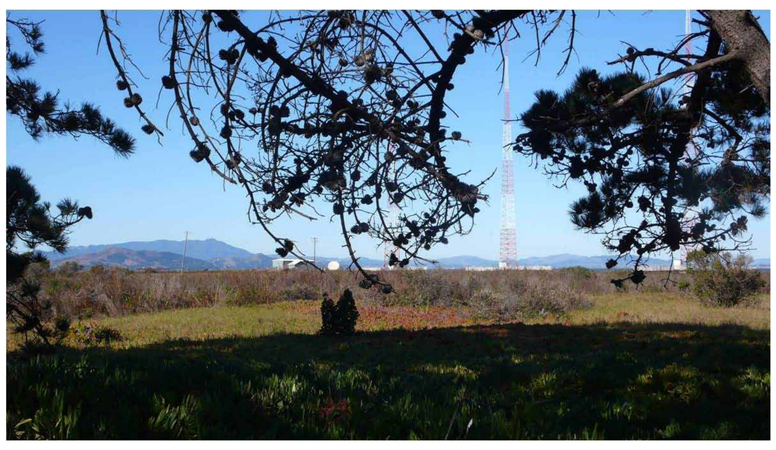
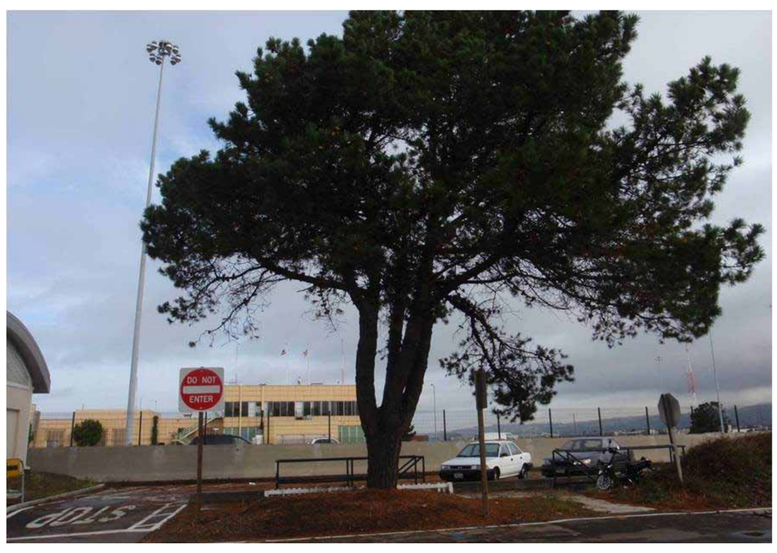
SITE

Existing Vegetation and Wind

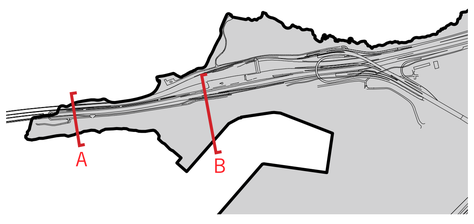


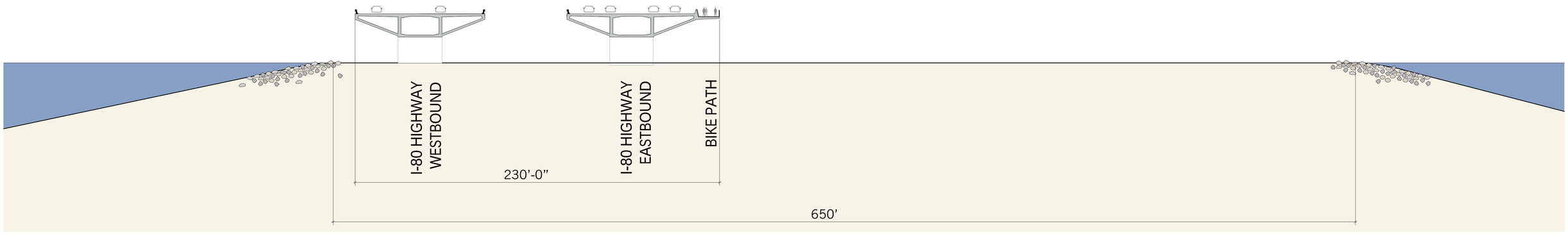


- Landscaped non-native plant communities
- Ruderal Vegetation - plant species that is first to colonize disturbed lands
- Marsh gumplant - bushy, leafy plant with bright yellow flowers
- Robust spineflower - cismontane woodland, coastal dunes, and coastal scrub
- Santa Cruz tarplant - coastal prairie, valley and foothill grassland; light, sandy soil or sandy clay
- Beach layia - coastal dunes
- Northwestwardly Winds
- Eelgrass beds - long blades of grass along water edge
- Northwestwardly winds

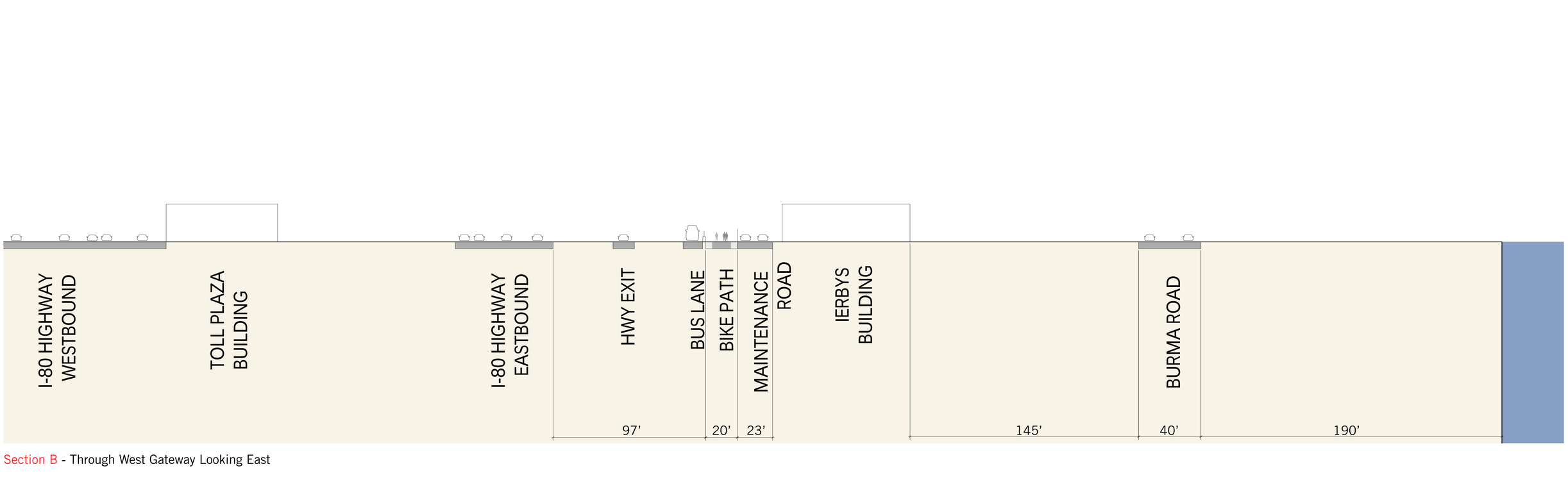
Tools for Sustainability

Site Sections





Section A - Through EBRPD Looking East



Section B - Through West Gateway Looking East

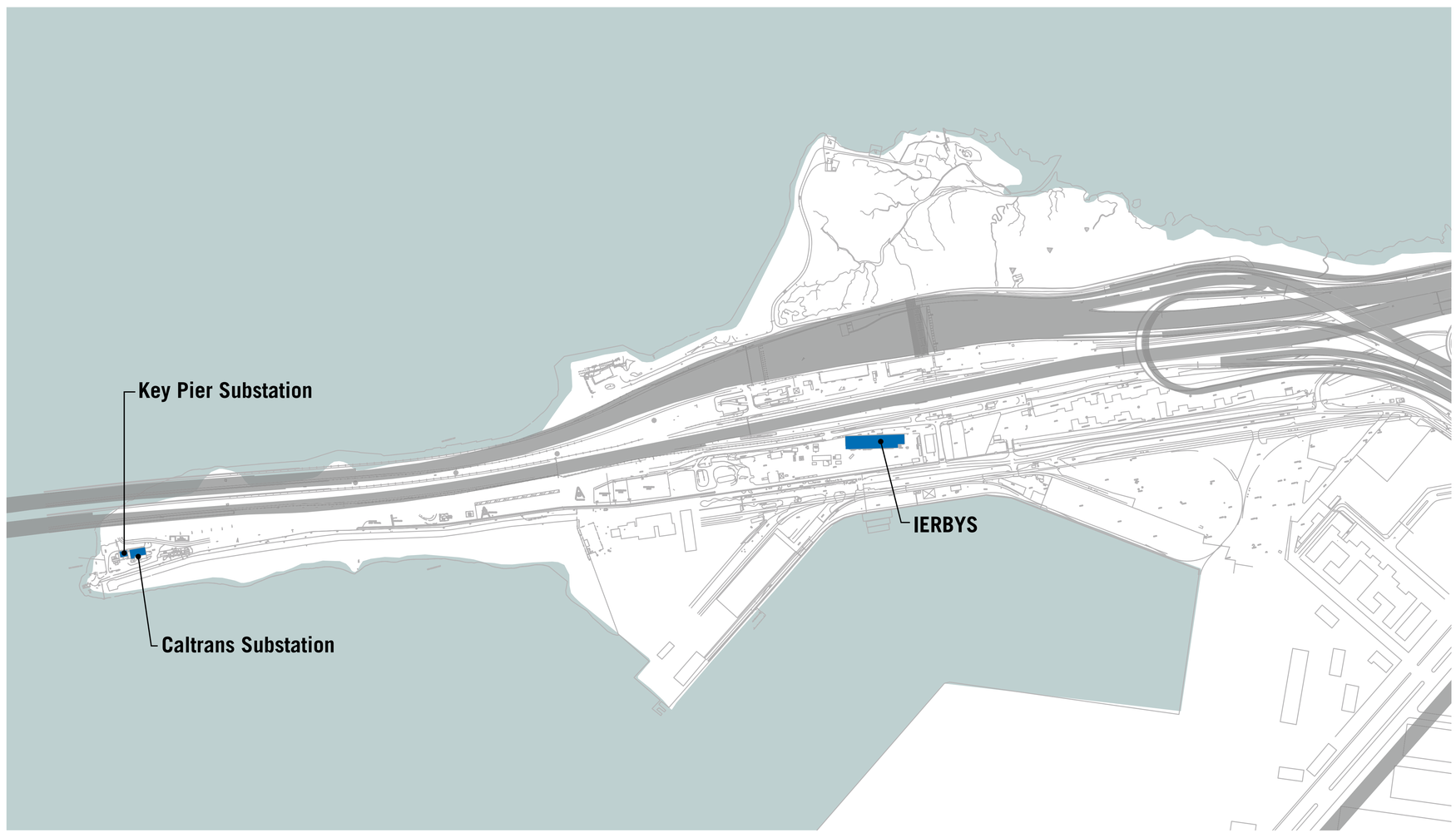
JOIN US TO ENVISION **GATEWAY PARK**

THE GATEWAY PARK WORKING GROUP

February 25, 2010

HISTORY

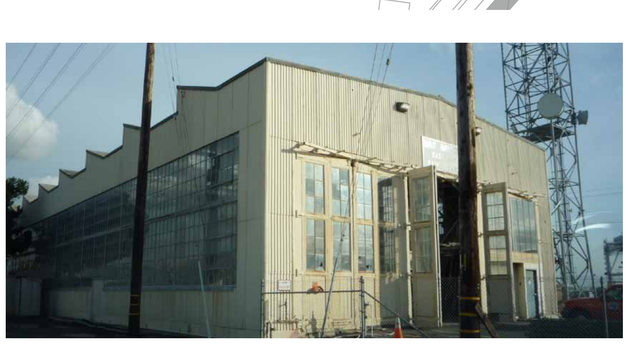
Historic Buildings



- Key Pier Substation - Built in 1925 to Provide Electricity to Rail Lines until 1950s
- Caltrans Substation - Concrete Structure Built in the 1930s to Provide Electricity
- Interurban Electric Railway Bridge Yard Shop (IERBYS)

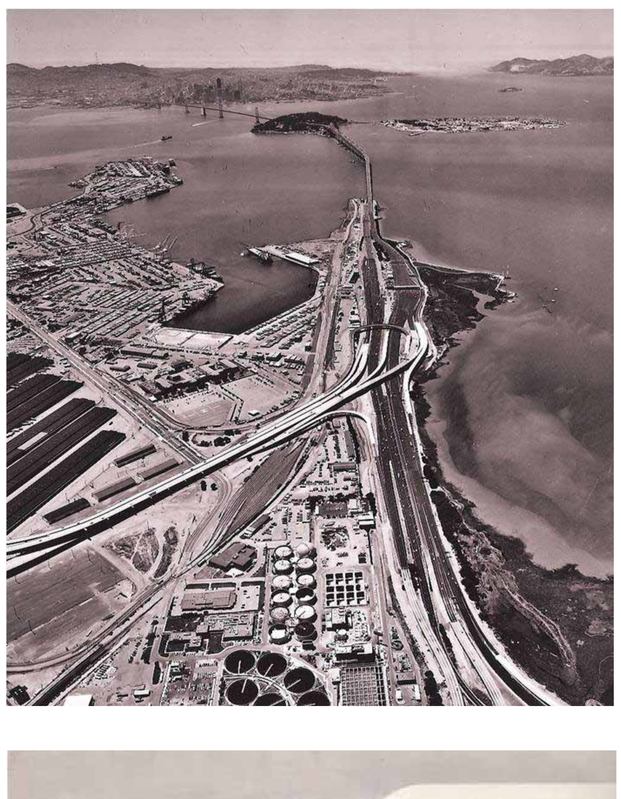

Key Pier Substation

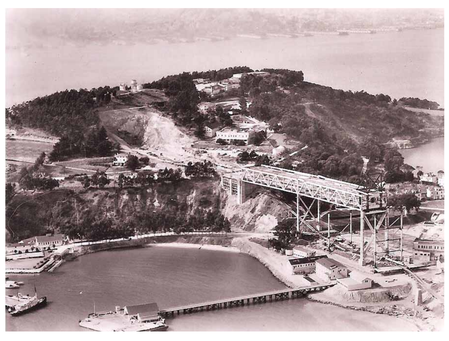

Key Pier Substation

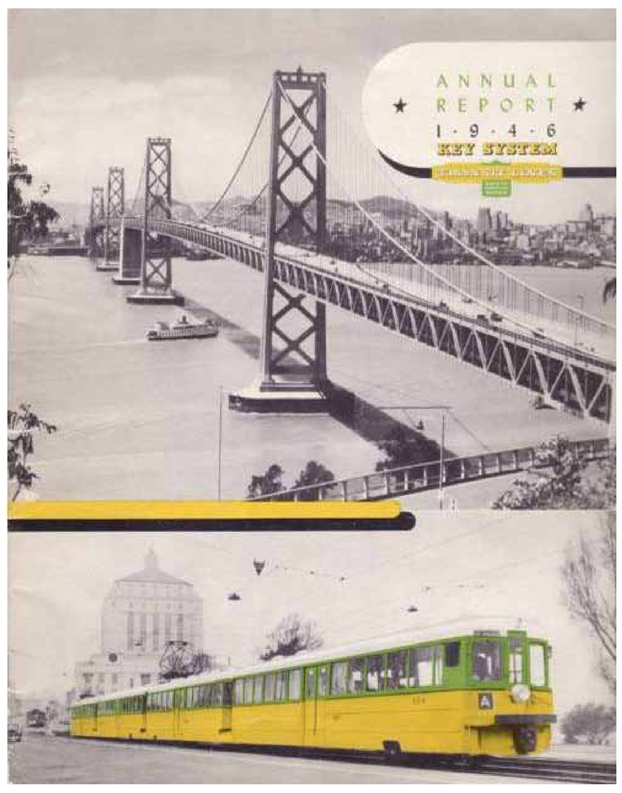

IERBYS

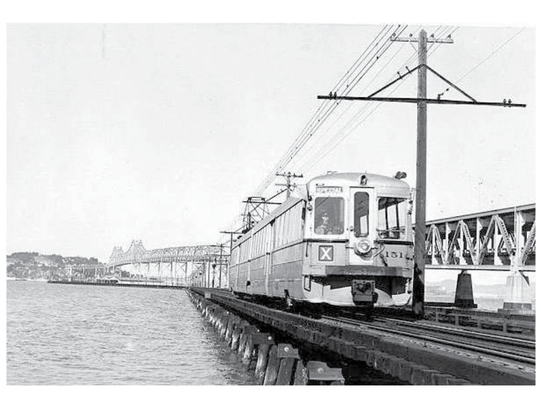

Caltrans Substation

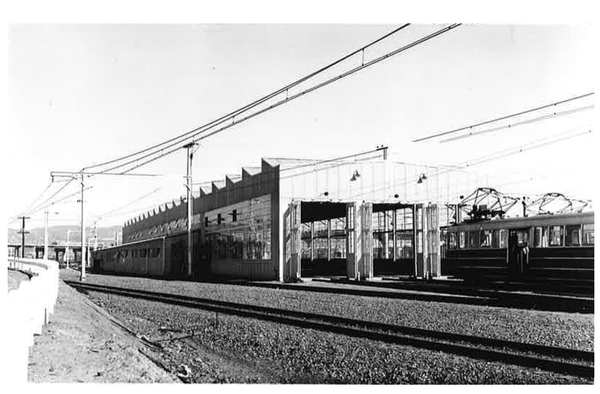
Site History











- Area has served as an Evolving Transportation Region for over 80 Years
- After the construction of the San Francisco - Oakland Bay Bridge in 1936, the site housed two key buildings that contributed to daily functions: Caltrans Electrical Substation and the Key Pier Substation
- The Key Pier Substation is a rare surviving component of the historically significant Key System railway, which was an important East Bay transit system in the early 20th century that connected Oakland and San Francisco on the bottom deck of the Bay Bridge.