San Francisco Bay Conservation and Development Commission
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June 9, 2025

**TO:** Design Review Board Members

**FROM:** Lawrence Goldzband, Executive Director (415/352-3653; larry.goldzband@bcdc.ca.gov)
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**SUBJECT:** **Channel Park, City of Oakland, Alameda County; Third Post-Permit Issuance Review**
(For Design Review Board consideration on June 9, 2025)

## Project Summary

### Project Proponent
Zarsion-Oakland Harbor Partners (formerly Oakland Harbor Partners, LLC), City of Oakland, and Port of Oakland

### Project Representatives
Patrick Van Ness (Signature Development Group); Sarah Kuehl, Claire Geneste (EinwillerKuehl, Inc., Landscape Architect); Matt Osowski (WRA Inc., Senior Regulatory Permitting Specialist)

### Project Location (Exhibit 1)
Channel Park is a proposed 6.2-acre waterfront park situated at the confluence of the Oakland Estuary and the Lake Merritt Channel, within the Brooklyn Basin redevelopment area in the City of Oakland, Alameda County. The proposed project is bounded to the north by the Embarcadero and to the east by the Brooklyn Basin Development Parcel M, and by private property along the project site's southeastern corner. Along the southwestern edge, the project shares a shoreline with the Oakland Estuary and is also situated across the Lake Merritt Channel from Oakland's Estuary Park.

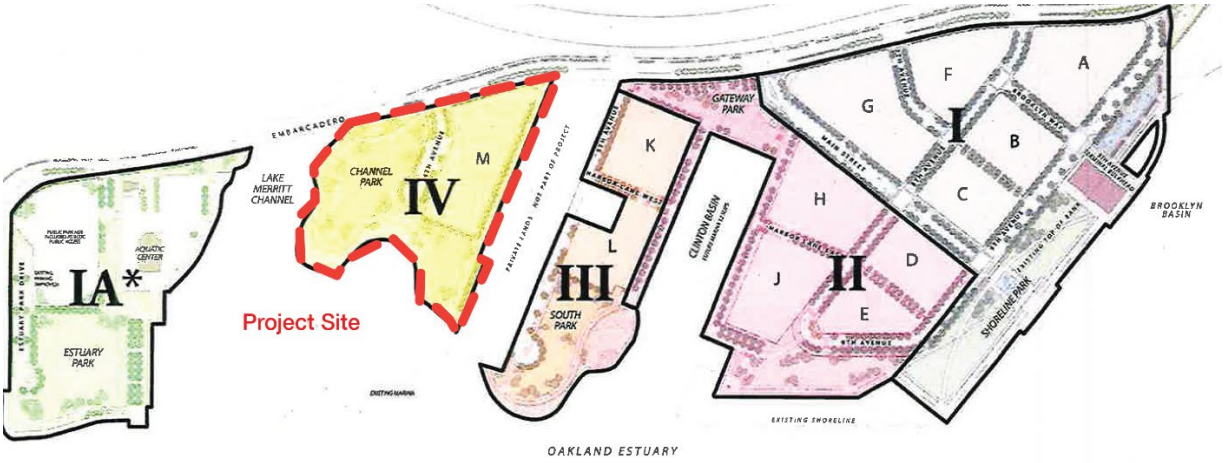
***Figure 1.*** *Project location*

## Project Overview (Exhibit 2)

On February 4, 2011, the Commission issued BCDC Permit No. 2006.007.00 for the Brooklyn Basin project, which consists of redeveloping a former maritime/industrial district into a mixed-use waterfront neighborhood. The development site covers 64 acres at the Oakland waterfront, and is bounded by the Oakland Estuary to the south, Lake Merritt Channel to the west, the Embarcadero and I-880 to the north, and the Brotzeit Lokal restaurant and North Basin Marina to the east.

Brooklyn Basin was envisioned as a new neighborhood district with improved connections to nearby downtown Oakland, Jack London Square, and adjacent neighborhoods. The primary land use is residential; however, the development includes visitor and neighborhood-serving retail and approximately 30 acres of public open space, including new public access at Shoreline Park, Clinton Basin promenades, Gateway Plaza, South Park, Channel Park, and improvements to Estuary Park. The overall development of the Brooklyn Basin project is phased into four parts. Construction Phase I is complete, including the development of Shoreline Park (now called Township Commons), with Phase II construction partially underway. Channel Park is the fourth phase of development within the larger Brooklyn Basin project, which includes several parks established in the original master plan, such as Township Commons, Shoreline Park, Clinton Basin, South Park, and Estuary Park.

***Figure 2**: Phasing Plan Authorized by Original Permit*




## Prior Review by the Board (Exhibit 3, Appendix A)

The overall development project underwent four reviews by the Design Review Board (May 9, 2005; April 10, 2006; November 6, 2006; May 7, 2007) prior to its approval by the Commission. The Design Review Board previously reviewed the Channel Park project on April 8, 2019, and March 10, 2025. During the most recent review, the Board had the following comments related to the updated design of Channel Park:

**Public Access and Bay Trail Connection**

- **Trail Geometry & Character**. The Board encouraged a more meandering trail design to align with the organic feel of the site and reduce through-traffic speeds, and expressed concern about conflicts between trail, street, and sidewalk; a future diagram was requested to clarify uses.

- **Edge Conditions & Safety**. The Board suggested that a raised boardwalk could help delineate the edges of use areas and improve public safety, especially at the water's edge.
- **Upland Alignment**. The Board supported pulling the trail inland in places to preserve shoreline diversity and provide varied experiences.
- **Sightlines**: The Board discussed the importance of visual access and how trail turns and berms affect views to the Bay.
- **Building Interface.** The Board requested clarification about how the building frontage at Parcel M would connect to the park and public access areas, and expressed concerns that townhomes may not support park operations funding.

**Water Basin and Breakwater Design**

- **Sedimentation Concerns**. The Board discussed the potential for silt build-up in the basin and recommended additional sediment modeling. The Board suggested exploration of stormwater drainage to help manage sedimentation naturally.

**Planting and Landscape Maintenance**

- **Plant Palette**: The Board praised the planting palette for its strength and ambition, but they expressed concern about proper installation and soil planning. The Board recommended a comprehensive soil plan and a letter of intent for long-term maintenance.
- **Lawn Area Concerns**: The Board mentioned that there was potential for takeover by geese/ducks if the project site was not properly maintained.

**Sea Level Rise Adaptation Scenarios**

- **Option B Preferred**: The Board unanimously favors Option B, which supports managed retreat and habitat-forward design. The Board suggested that the berm could serve as an overlook or support trail alignment.
- **Transition Planning**: The Board indicated the need for more study on how the site transitions over time, including a timeline for fill conditions.

In response to the Board's comments, the design team provided a table describing how the revised project design responds to the Board's suggestions, which is included in Appendix A of this staff report. In addition to appendix A, the following is a summary of project design modifications since the project's prior DRB review:

- **Site Circulation and Connectivity.** The Bay Trail alignment has been modified to respond to the Board's comments about bike and pedestrian connectivity. Though the design footprint remains substantially similar, the radii of the path now follow a more organic geometry throughout the site, particularly the approach from the Embarcadero. Additionally, the revised project design relocates the public sidewalk across the street from its former position, and is now adjacent to Parcel M. Raised crosswalks have also been added to help minimize pedestrian and vehicle conflicts at the driveway entrances to Parcel M.

- **Sea Level Rise.** The project now incorporates Option B as its sea level rise adaptation strategy, involving a raised berm and Bay Trail at the northwestern portion of the site and a taller breakwater at the southwestern portion of the site. In this managed retreat proposal, the peninsula would be allowed to flood. While the pedestrian paths would no longer be publicly accessible, the peninsula would remain visible from the Bay Trail.
- **Edge Condition Planting.** The 12-foot buffer of planting between the Bay Trail and the sloped shoreline down to the basin will be planted with low shrubs that allow visual access to the basin while deterring foot traffic to the marsh.

## Project Site

### Site History

The first known inhabitants of the Oakland Estuary were the Ohlone, who called the area Huchiun, and lived along the shores of the tidal channel that would later become the Oakland Inner Harbor. Prior to its industrialization, the project site was a tidal marsh and estuary formed at the mouth of the tidal lagoon now called Lake Merritt. As the Oakland waterfront became industrialized during the late 19th and 20th centuries, the marshes at Channel Park were filled to accommodate shipbuilding and related industry. Meanwhile, urbanization in Oakland drastically altered the natural flow of the Lake Merritt Channel, and the lagoon was transformed into a lake. Efforts to restore the connection between Lake Merritt and the Oakland Estuary began in 2013 and led to the removal of dams and tidal gates along Lake Merritt Channel. These improvement efforts also envisioned expanded bike and pedestrian connectivity between Lake Merritt and the Channel Park Project site, but limited funding has since stymied development plans for the necessary infrastructure.

The history of the project site for Channel Park traces that of the Lake Merritt Channel and the broader Oakland Estuary. Since the industrialization of the Oakland waterfront, the project site has been used primarily for shipbuilding and repair industries. In the early 1990s, a large area of Bay fill was removed from the project site with the demolition of the Pacific Dry Dock ship repair operations located near the 5th Avenue Marina in Oakland. Though the site has remained vacant for the past 20 years, historic fill placement and releases from previous industrial shipbuilding activities at the project site and along the Brooklyn Basin waterfront have led to soil contamination throughout the site—remediation efforts and requirements established by BCDC Permit No. 2007.006.00 are detailed in the following section.

### Permit History

In 2011, the Commission issued BCDC Permit No. 2006.007.00 authorizing the development of the Brooklyn Basin project, in part, upon findings that maximum feasible public access was provided consistent with the project and that the project was consistent with Bay Plan policies on Public Access, Recreation, and Appearance, Design, and Scenic Views. The Commission approved the project with conditions of approval, including a condition to allow preliminary plans for the phased public access areas and contiguous development to be reviewed by or on behalf of the Commission's Design Review Board prior to submittal of construction documents to the staff. It was anticipated by the Commission that some of the plan review activities would be conducted at the staff level, with review by the Board on site-specific, open space planning

and public access issues for each development phase (Special Condition II.A.l.b). To date, the permit has been amended three times.

As required by the original permit, public access improvements in the overall Brooklyn Basin development are phased according to the development and occupancy of adjoining parcels. Installation of permanent Bay Trail improvements are required prior to the occupancy of the first residential unit in each phase or within a date certain after issuance of the first City of Oakland building permit for a vertical structure within the overall project.

The permit requires that prior to commencing construction for Phases III and IV of the project, the permittees shall remove approximately 0.93 acres of contaminated material from the Bay and shoreline band, and backfill with clean material to create a minimum of 0.65 acres of new tidal waters along the shoreline of Channel Park and South Park as compensatory mitigation for fill impacts.

Required public access features of the permit include:

- An approximately 30-foot-wide segment of Bay Trail, with separated bicycle and pedestrian pathways and landscaping, connecting with the Lake Merritt Channel Bridge and Embarcadero pathways.
- 1,200 feet of pathways
- 14 benches
- 1 public view corridor
- Bay Trail Directional Map

## Existing Conditions (Exhibit 10)

Today, Channel Park is a mostly vacant industrial brownfield site that offers an interim public access trail around its perimeter. Shoreline conditions vary along the water's edge. Along the Lake Merritt Channel, the shoreline has a gentle slope with naturally occurring marsh vegetation, which is also found at the base of several sections of vertical concrete wall that remain in place from the site's former use as an industrial shipyard. The vegetation extends until the southwestern length of the shoreline, which is covered with decaying shotcrete.

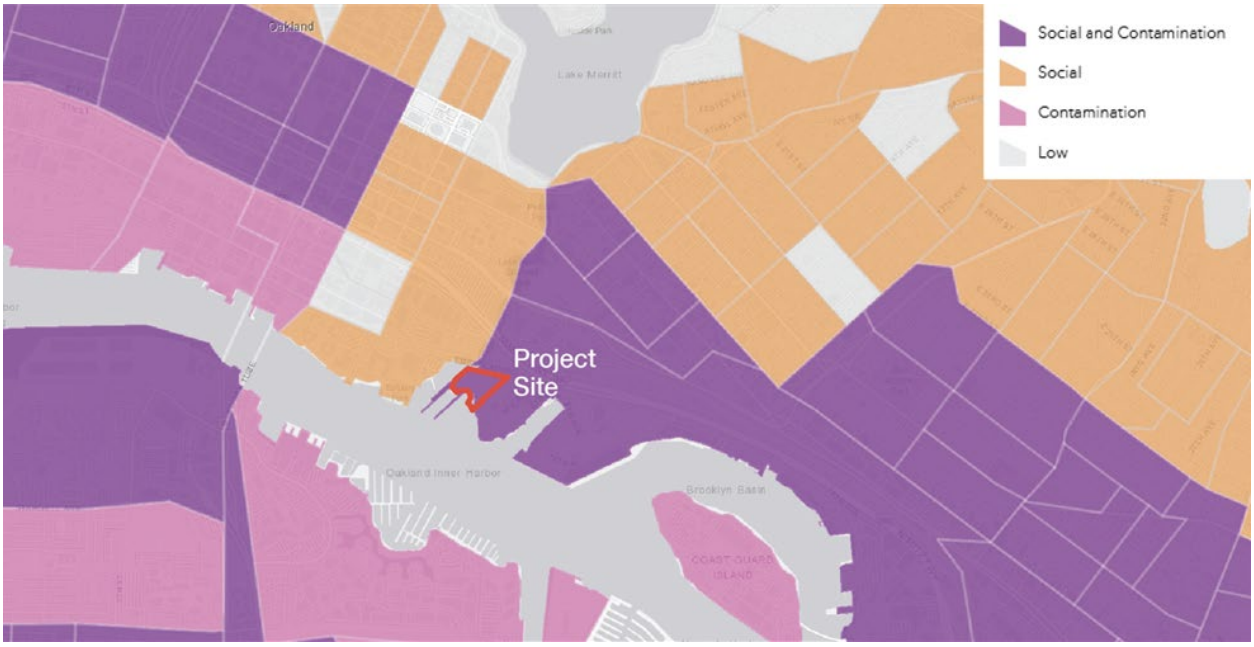
The site faces Estuary Park across Lake Merritt Channel, which features a heavily used community boating facility (Jack London Aquatic Center) and a trailhead along the Bay Water Trail. Estuary Park is also currently undergoing redesign through the City of Oakland.

While each of the parks to the east of the project site feature Bay Trail linkages that mostly align with the shoreline, the Bay Trail connection between Clinton Basin and Channel Park is currently diverted around private property along 5th Avenue. As illustrated in Exhibit X, the site can currently be accessed via the Embarcadero, which features bike and pedestrian connections to Jack London Square and the larger Brooklyn Basin Development, as well as vehicular connections to I-880. The site is approximately one mile to transit amenities at Jack London Square, including the Jack London Ferry Plaza and Jack London Amtrak station. The park is also within a half mile of a weekday commuter shuttle service connecting Brooklyn Basin residents to BART, the Uptown entertainment district, Downtown Oakland, and Jack London Square.

## Social and Environmental Context

The Commission has developed a Community Vulnerability Mapping Tool to help inform its analysis of how socioeconomic indicators and contamination burdens contribute to a community's vulnerability to climate change. The mapping tool collects information at the level of Census blocks using 2020 data and at the level of the Census tract using CalEnviroScreen 3.0. Commission staff use the tool to help identify communities with environmental justice burdens, including those disproportionally affected by environmental pollution and hazards and those with higher concentrations of people with socioeconomic characteristics indicative of a higher degree of social vulnerability.

***Figure 3:*** *Community Vulnerability*




The project is located within a 2020 Census block with a reported population of 843 people. The mapping tool shows the Census block as having "high social vulnerability" and "highest contamination vulnerability." For this Census block, Limited English proficiency has been identified as a social vulnerability indicator in the 90$^{th}$ percentile, and social vulnerability indicators in the 70$^{th}$ percentile include: Renter, No Vehicle, Over 65 Alone, Limited English Proficiency, Not U.S. Citizen, Very Low Income. This Census block is also in the 90$^{th}$ percentile for multiple contamination vulnerability indicators, including Cleanup Sites, Groundwater Threats, Hazardous Waste, and Impaired Water Bodies. Other Census blocks around the project site are shown with similar levels of social and contamination vulnerability, except for the Census block immediately to the west of the project site, which is shown with "moderate social vulnerability" and "lower contamination vulnerability."

# Proposed Project

## Project Elements (Exhibits 4-9, 11, & 12)

The project team's goal with the design for Channel Park was to integrate habitat preservation, accessibility, and recreation. Anchored by a 0.67-acre open water basin with a tidal channel, the

revised design includes native landscaping, ADA-accessible trails, and four primary recreation zones, all connected by the Bay Trail.

The park's central design feature, the 0.67-acre open water basin, would be carved out of the site from behind a proposed breakwater, which would be aligned based on three existing concrete bulkhead walls. Building on the existing cove at the base of 4th Avenue, the open water basin would also incorporate a 10-foot-wide tidal channel to connect aquatic life from the basin to the Oakland Estuary beyond. The channel is designed to contain water at the mean low low tide level, allowing for a constant flow of water through a narrow opening in the breakwater.

Existing conditions analysis showed that the shoreline along the Lake Merritt Channel currently supports a vegetated soft edge. The park design would preserve much of the existing native habitat and plants. The proposed shoreline of the open water basin is designed to replicate the conditions seen at the edge of the Lake Merritt Channel, with slopes varying between 1 to 7 and 1 to 3 to support vegetation growth, as well as plantings reflecting low, medium, and high marsh. Additional planting throughout the site features a variety of California natives, which are highlighted in the park's native scrub garden.

Circulation throughout the proposed park would be organized around the 18-foot-wide, approximatley 1,700-foot-long Bay Trail, which would wind through the project site and connect visitors to Embarcadero at both 4th Avenue and between Parcel M and the 5th Avenue Marina. The secondary paths would vary in width from 4 feet to 8 feet wide and would all be ADA accessible, creating a variety of experiences and ensuring inclusive public access to each area of the park. The 15-vehicle parking lot surrounded by planting is positioned to allow for immediate access to the Bay Trail and water's edge.

The park is organized into four zones: a native scrub and birdwatching area, an interpretive garden, a recreational lawn and picnic area, and a timeline trail. Each area is connected to the Bay Trail and incorporates shade from trees, bicycle racks, lighting, waste receptacles, and seating.

- The approximately 1.61-acre **native scrub and birdwatching area** is designed as a peninsula, surrounded by water on three sides. This area features immersive upland scrub planting and is conceived as the quiet contemplative space in the park, ideal for birdwatchers and passive activities by the water.
- The approximately 0.78-acre **interpretive garden** is in the center of the park and serves as the primary arrival space for visitors with direct access from the parking lot. It is designed to include educational installations and signage, to inform the public about the natural environment and pre-industrial history of the Oakland Estuary.
- The 1.6-acre **recreational lawn and picnic area** is located at the South end of the site, between the Parcel M development, the 5th Avenue Marina, and the water's edge. This is the most active area of the park, with larger areas of lawn to accommodate different sizes of gatherings and active recreation types.
- The 0.35-acre **timeline trail** provides an arrival connection to the site between the Embarcadero and the the recreation lawn and picnic area. Overlapping with the

proposed Bay Trail segment leading to the site, the timeline trail features an asphalt painted timeline illustrating the history of the site.

## Sea Level Rise and Shoreline Protection (Exhibit 15)

Channel Park is designed to be resilient to sea level rise to 2050, with recommendations for adaptation to 2100. All public access areas are set at elevation + 12.77' NAVD88, approximately 2.37 feet higher than the recommended BFE for 2050 resiliency.

For sea level rise adaptation to 2100, the design team proposes a three-pronged approach. First, modify the existing breakwater by incorporating a reinforced concrete wall with a shear key to the top of the existing concrete breakwater. This modification would increase the height of the breakwater to +14.77' NAVD88, making it resilient to 2100. Second, the design team proposes to raise the Bay Trail around the interpretive garden loop by 2 feet on a planted berm, allowing for managed retreat between 2050-2100. Third, a 2-foot-tall wall will connect the extended breakwater to the berm, providing continuous SLR resiliency across the recreation area, 4$^{th}$ Ave Parcel, and Interpretive Garden area. This approach will allow the native scrub garden peninsula area to become flooded and also allow for the marsh to migrate up the shoreline as sea levels rise.

Near the outlet of the Lake Merritt Channel, the project also involves a rip-rap armored breakwater to protect the shoreline of the open water basin from wave action from the Oakland Estuary. Wind waves are currently very low in the Oakland Estuary, per the wind wave figure in the 2018 SFEI SF Bay Shoreline Adaptation Atlas, suggesting that nature-based shoreline protection may also be successful in this location.

With respect to SLR and shoreline protection, the Plan Review Criteria established in the permit includes “assuring that appropriate elevations have been met to prevent overtopping, flooding, and 100-year storm events in all public access areas” (Special Condition II.A.3.d.(6)).

## Community Engagement

This project design has been informed by engagement with local organizations and neighbors conducted throughout the development of the overall Brooklyn Basin project as well as through post occupancy observation at Township Commons. Since 2004, the project has gathered input from community groups through public hearings, community engagement sessions, and regulatory agency presentations on the design of all the parks in the Brooklyn Basin Development. Outreach has engaged a wide range of stakeholders through local websites, BCDC stakeholder consultations, and direct involvement with the public. Specific community concerns, such as the need for access to nature, near-water experiences, and spaces for recreation, have been integrated into the design. Community engagement activities for the project are summarized below.

1. CALM (Coalition of Advocates for Lake Merritt): Directional signage and pathway connections along Embarcadero are designed to clearly and obviously direct people to the public areas of the park and to clarify public access possibilities. All furniture, fixtures and improvements provided will be durable enough to withstand the exposed conditions, and that a plan for replacement will be included and covered within the maintenance agreements.

2. Lee Huo, Bay Trail : Trail surface materials utilized for Bay Trail will have a consistent even surface without significant gaps or grooves that will catch tires.
3. Members of the 5th Avenue Community of Artists: In response to public concern the design maintains sensitive shoreline planting areas and ensures that where possible the shoreline habitat is protected and that adjacent design and activities are conducive to local flora and fauna.

## Commission Plans, Policies, and Guidelines

### San Francisco Bay Plan Policies

The *San Francisco Bay Plan* (Bay Plan) contains several policy sections relevant to the design of the public access areas for this project, including Public Access; Recreation; Appearance, Design and Scenic Views; Shoreline Protection; Environmental Justice and Social Equity; and Climate Change. The site does not carry any Bay Plan priority use area designations.

**Environmental Justice and Social Equity**

- **Policy 3**: "Equitable, culturally-relevant community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects and appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities," and "evidence of how community concerns were addressed should be provided."

**Climate Change**

- **Policy 3**: "Projects should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century."
- **Policy 5**: "Wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged."

**Shoreline Protection**

- **Policy 1**: "New shoreline protection projects… should be authorized if:
    a) The project is necessary to provide flood or erosion protection for… proposed development, use or infrastructure that is consistent with other Bay Plan policies;
    b) The type of protective structure is appropriate for the project site, the uses to be protected, and the causes and conditions of erosion and flooding at the site;
    c) The project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account;
    d) The project is properly designed and constructed to prevent significant impediments to physical and visual public access;

e) The protection is integrated with current or planned adjacent shoreline protection measures;
f) Adverse impacts to adjacent or nearby areas, such as increased flooding or accelerated erosion, are avoided or minimized."

- **Policy 5**: "All shoreline protection projects should evaluate the use of natural and nature-based features...and should incorporate these features to the greatest extent."

**Public Access**

- **Policy 2**: "Maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline."
- **Policy 8**: "Public access improvements provided as a condition of any approval should be consistent with the project, the culture(s) of the local community, and the physical environment, including protection of Bay natural resources."
- **Policy 10**: "Access to and along the waterfront should be provided by walkways, trails, or other appropriate means."
- **Policy 5**: "Public access that substantially changes the use or character of the site should be sited, designed, and managed based on meaningful community involvement to create public access that is inclusive and welcoming to all."
- **Policy 6**: "Public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding."

**Appearance, Design and Scenic Views**

- **Policy 2**: "All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay."
- **Policy 14**: "Views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water."

## Public Access Design Guidelines

- Public access should be designed "so that the user is not intimidated nor is the user's appreciation diminished by large nearby building masses, structures, or incompatible uses."
- Public access improvements should be designed for a "wide range of users" and should "provide basic public amenities, such as trails, benches, play opportunities, trash containers, drinking fountains, lighting and restrooms that are designed for different ages, interests and physical abilities."
- Designs should maximize "user comfort by designing for the weather and day and night use."
- Viewing the Bay is the "most widely enjoyed 'use'," and projects should be designed to "enhance and dramatize views of the Bay and the shoreline from public thoroughfares and other public spaces."

- Designs should incorporate "diverse public access to meet the needs of a growing and diversifying population. Public access should be well distributed around the Bay and designed or improved to accommodate a broad range of activities for people of all races, cultures, ages, income levels, and abilities."

**Public Access Design Objectives:**

- **Objective No. 3**: "Provide, maintain, and enhance visual access to the Bay and shoreline," for example, by "locating buildings, structures, parking lots, and landscaping of new shoreline projects such that they enhance and dramatize views of the Bay and the shoreline from public thoroughfares and other public spaces."
- **Objective No. 4**: "Maintain and enhance the visual quality of the Bay, shoreline, and adjacent spaces," for example, by "providing visual interest and architectural variety in massing and height to new buildings along the shoreline," "using building footprints to create a diversity of public spaces along the Bay," "locating service facilities away from the shoreline," and "utilizing the shoreline for Bay-related land uses as much as possible."

## Board Questions

Staff recommends the Board frame its remarks of the proposed park considering the public access objectives found in the Commission's Public Access Design Guidelines. Additionally, please provide feedback on the proposed public access park project with respect to the Commission's policies on sea level rise, shoreline protection, and environmental justice and social equity.

The seven objectives for public access are:

1. Make public access PUBLIC.
2. Make public access USABLE.
3. Provide, maintain, and enhance VISUAL ACCESS to the Bay and shoreline.
4. Maintain and enhance the VISUAL QUALITY of the Bay, shoreline, and adjacent developments.
5. Provide CONNECTIONS to and CONTINUITY along the shoreline.
6. Take advantage of the BAY SETTING.
7. Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies.

In addition, staff would like the Board's advice on the following issues:

1. Does the revised project sufficiently address the Board's previous concerns, including transitions between Channel Park and adjacent uses, such as the Embarcadero and Parcel M?

# Appendix A: Summary of Changes to Exhibits Since Prior Review (March 10, 2025)

| Comment # & Category | BCDC DRB Comments | Addressed in Exhibits? | Response | Exhibit to Reference |
|---|---|---|---|---|
| **Public Access and Bay Trail Connection** | | | | |
| 1 | Board Member Chow noted that the Bay Trail is designed in a very linear fashion where the rest of the site embraces a more organic design and feel. He recommended a meandering geometry for the Bay Trail to slow people down may be more appropriate considering that through traffic is likely using bicycle facilities on Embarcadero. | Yes | The Bay Trail design has been modified since the version presented to the DRB on March 10 to have softer curves as well as maintianing a comfortable speed of travel for bicycles. | Exhibit 4 |
| 2 | Board Member Chow and Chair McCann discussed the width of the Bay Trail and how in some places it appears to conflict with the right-of-way and transition from sidewalk to the street. They requested a diagram be provided in the future to better clarify the vehicular, pedestrian and cycling uses of the site, particularly as the Bay Trail connects to the Embarcadero. | Yes | Circulation hierarchy is illustrated in Exhibit 5. Vehicular traffic does not interact with the Bay Trail on the Channel Park site. Pedestrian entry to Channel Park can be done via the city sidewalk on the East side of 4th Ave -- crosswalks have been raised and vehicular traffic enters / exists Parcel M via speed tables. | Exhibit 5 |
| 3.1 | Board Member Pellegrini expressed concern that the edge condition of the Bay Trail may invite the public to use the basin. | Yes | There is a 12' buffer of planting between the Bay Trail and the sloped shoreline down to the basin, which will be planted with low shrubs that allow visual access to the basin, while also providing a physical detererrence to walking down to the marsh. | Exhibit 12, section D |
| 3.2 | Board Member Pellegrini suggested a raised boardwalk condition with a step may provide a better delineation of the trail edge and help cue safety. He also stated that while a boardwalk condition may not be a design standard for the Bay Trail, it may be appropriate to design that condition here given the redundancy of smaller pathways to the shoreline that encourage a habitat forward experience. | No | We are proposing the Bay Trail be paved with asphalt, per the MTC's San Francisco Bay Trail Design Guidelines & Toolkit. This maintains ADA and bicycle access to the maximum extent. | n/a |
| 3.3 | Board Secretary Tomerlin asked if the character of the Bay Trail is tied to a "loop" and if the Fifth Avenue connection could be provided would the Board's opinion change. Board Member Pelligrini agreed that a different approach would be taken if the Fifth Avenue connection was provided. | n/a | The current design cannot propose a connection through the 5th Ave Marina, as it is out of the property line. However, the Bay Trail path of travel has been modified to facilitate a future connection through the 5th Ave Marina, if the possiblity arises. | Exhibit 4 |
| 4 | Board Member Leader stated pulling the proposed Bay Trail alignment upland from the shoreline in some areas is reasonable in this case; the shoreline should offer more than just cycling. The small pathways along the shoreline are appropriate. | n/a | | n/a |
| 5 | Chair McCann noted that the sightlines play a critical role in the design given the turns in the Bay Trail and the berm proposed as part of the adaptation plan for example. | n/a | We have provided an exhibit outlining the views to highlight and mask from Channel Park. There are good views in nearly a 360 degree viewshed. | Exhibit 10 |
| 6 | Board Member Pelligrini stated that the building appears to be disconnected from the site and there would be value for the Board to see the frontage condition and how the tenant access interfaces with the public park. | n/a | Parcel M is outside of the project scope. | n/a |
| 7 | Vice Chair Strang stressed that while it may not be in the purview of the Board's review, Parcel M does play a critical role in how it interfaces with the site and would like to see a more developed design. He also stated that he is concerned that townhomes at this site may not generate the funds to cover the operations and maintenance component of the park that may be required. | n/a | Parcel M is outside of the project scope. | n/a |
| **Water Basin and Breakwater Design** | | | | |
| 8 | Board Member Leader expressed concerns that the basin will experience silting and recommended that the team conduct sediment modeling to confirm that the flushing is appropriately addressed. | Yes | The shoreline engineers on the team are not seeing any historical sediment build up on site based on a comparison of 2017 and 2024 bathymetry. Because there is no evidence of sediment build up today, we do not expect to see sedimentaiton in the future, even with the introduction of a tidal channel. | Exhibit 13, 14 |
| 9 | Board Member Anderson recommended that to address potential siltation at the water basin, stormwater drainage could be explored as a positive element to help naturally manage the silt in and out of the basin. | No | This option has not been explored, as siltation is not expected to be a concern in the basin. | Exhibit 13, 14 |
| **Planting Recommendations** | | | | |
| 10 | Vice Chair Strang stated that the proposed plant palette is excellent but noted that the overall design scheme relies heavily on successful installation and establishment of the plants. He stated that it is a very ambitious design and to address its complexity, he recommended the project include a comprehensive soil plan for the site. | No | A comprehensive soil plan for the site will be provided during construction document phase. | n/a |
| 11 | He recommended that a letter of intent for the maintenance plan be developed. If installed and established correctly, the landscape has the potential of being a low to no-maintenance planting on the site. | No | All of the parks at Brooklyn Basin are handed back to the City of Oakland and are public parks. The maintenance is funded by a community facilities district. The city has entered into a maintenance agreement with the HOAs of the surrounding residential buildings. It is the intent of the relationship to maintain the designs as proposed. The City of Oakland has oversight of the HOA's maintenance. | n/a |

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|---|---|---|---|---|
| 12 | Chair McCann noted that in other areas of the Bay, lawn areas are not used by people as intended due to the duck/geese population taking over. She stressed that operations and maintenance will need to be prioritized for the lawn area to succeed. | No | See response to comment #11 | n/a |
| **Sea Level Rise Adaptation Scenarios** | | | | |
| 13 | Boad Member Leader stated that of the two options presented for sea level rise adaptation he supports Option B as it allows the site to transition over time. He stated that the berm could be built higher to create an overlook or support the Bay Trail. | Yes | Option B is now the proposed SLR adaptation strategy. | Exhibit 15 |
| 14 | Board Member Chow noted that Option B leaves behind a "hard geometry" and this area could be refined to support a more organic form similar to the berm. | Yes | The Bay Trail can be raised to be resilient to 2100 in its current shape, whereas the previous diagram was proposing it be redirected and created a hard geometry. | Exhibit 15 |
| 15 | Board Member Pellegrini also stated that Option B is his preferred adaptation scenario and noted that the future scenario for shoreline proposes a significantly different public program than the present; he noted that they could be more consistent and better aligned. | Yes | The updated proposal for SLR adaptation retains all of the acreage of the interpretive garden and recreation lawn area. In this managed retreat proposal, the peninsula would be allowed to flood. While the pedestrian paths would no longer be publicly accessible, it would nonetheless be visible from the Bay Trail. | Exhibit 15 |
| 16 | Board Member Anderson stated that Option B is proposing a managed retreat. He noted that much of the Bay shoreline is an armored condition and appreciates the habitat and wildlife forward approach but noted that the change in landscape will still need to be "managed" and more study for how the site will transition over time is required. He asked when the fill condition would begin to exist for example. | n/a | Brooklyn Basin neighborhood has directed HOA fees towards the maintenance of the landscape and the longterm management of SLR. The strategy and timing will respond to future conditions. | |
| **Key Comments from the Chair** | | | | |
| 17 | Chair McCann highlighted Vice Chair Strang's comments related to the planting proposed for the project, and that the Board supports the development of a soil plan and a memo of intent regarding operations and maintenance of the planting scheme for the project. | No | A comprehensive soil plan for the site will be provided during construction document phase. A letter of intent for the maintenance plan will be provided with our final exhibits. | |
| 18 | Chair McCann emphasized that the concerns regarding the sedimentation in the basin should be addressed and recommended the team work closely with their engineering consultants on those challenges. | yes | See response to comment #8 | |
| 19 | Chair McCann noted that the Board unanimously prefers Option B for the adaptation strategy. | n/a | | |
| 20 | Chair McCann highlighted the conceptual comments for the Bay Trail that were put forth by the Board including exploring a meandering geometry and a boardwalk condition. | | See response to comments #1, 2, and 3.2 | |
| 21 | Chair McCann summarized that this was a first review of a new park design for the development project. She noted that the park concept is very strong, but an additional review is recommended to understand the Bay Trail alignment, the park's interface with the town homes, addressing the sedimentation challenges, and understanding the separation of people and pets. | n/a | | |