Working Paper 98-04

Learning About Union Point:
Waterfront Park Site Environmental Analysis

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The University-Oakland Metropolitan Forum is a partnership of the University of California at Berkeley; California State University, Hayward; Mills College; Holy Names College; the Peralta Community College District; and the Oakland community.

University of California at Berkeley
Institute of Urban and Regional Development

Learning about Union Point

Union Point Waterfront Park Site Environmental Analysis

For Spanish Speaking Unity Council, in partnership with City of Oakland, Port of Oakland, Trust for Public Land and the Friends of Cal Men's Crew

University-Oakland Metropolitan Forum,
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1. Introduction

1.1 Project and site description

Envisioned as a premiere waterfront park on the Oakland waterfront, the proposed Union Point Waterfront Park presents an opportunity to transform a previous industrial site into a recreational waterfront serving the region and the neighborhoods of Oakland. In addition to its importance in revitalizing Oakland's waterfront, the project is also expected to address the deficiency in parks and open space in San Antonio and Fruitvale areas where the communities have among the highest proportion of children in the city and the smallest proportion of parks and open space.

The site of the proposed nine-acre Waterfront Park is located between Dennison Street to the North, the Embarcadero to the East and the Con-Agra building to the South.

1.2 Scope and method of study

This report is intended to assist the community and participants in the design and development of the project in understanding the various environmental opportunities and constraints of the project site. Particularly, the study is to relate physical factors on the site such as wind, soil quality, hydrology, vegetation and natural habitats with potential use of the site as a public park.

The study undertook a review of related environmental reports, historical maps, existing site analysis, community survey and field reconnaissance to identify the various opportunities and constraints for the development of the site as a public park. The community survey provided by the Spanish Speaking Unity Council was conducted in spring 1998. In addition, an informal survey was conducted during a boat/walking tour of the site for the local residents on March 25, 1998.

1.3 Organization of the report

The remainder of the report is organized by a list of environmental factors and areas of concern such as site history, vegetation and wind. Analysis of each factor and area is presented in terms of the opportunities and constraints for the design and development of the park. A summarized list of the opportunities and constraints is presented at the last chapter of the report.

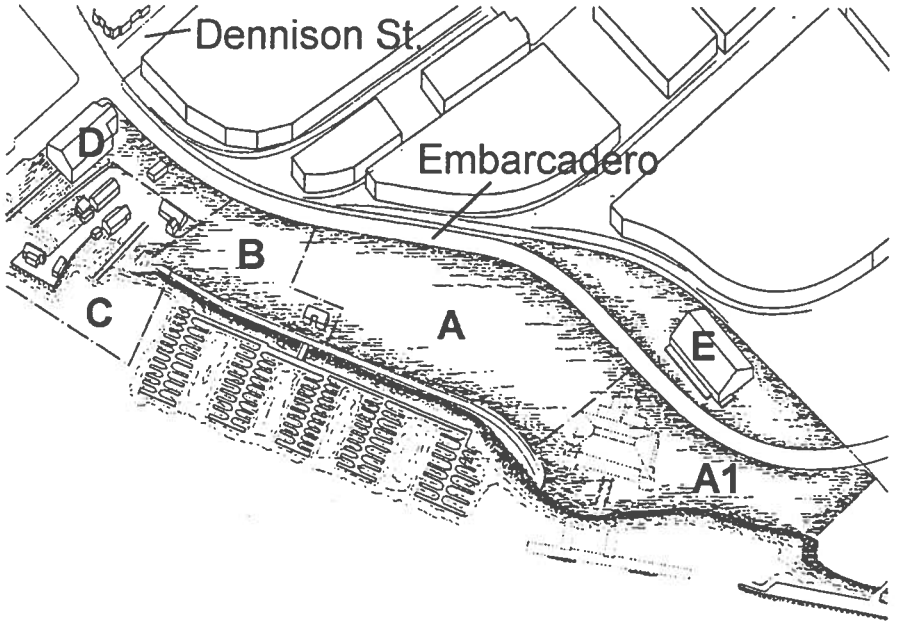


Figure 1. Site parcels

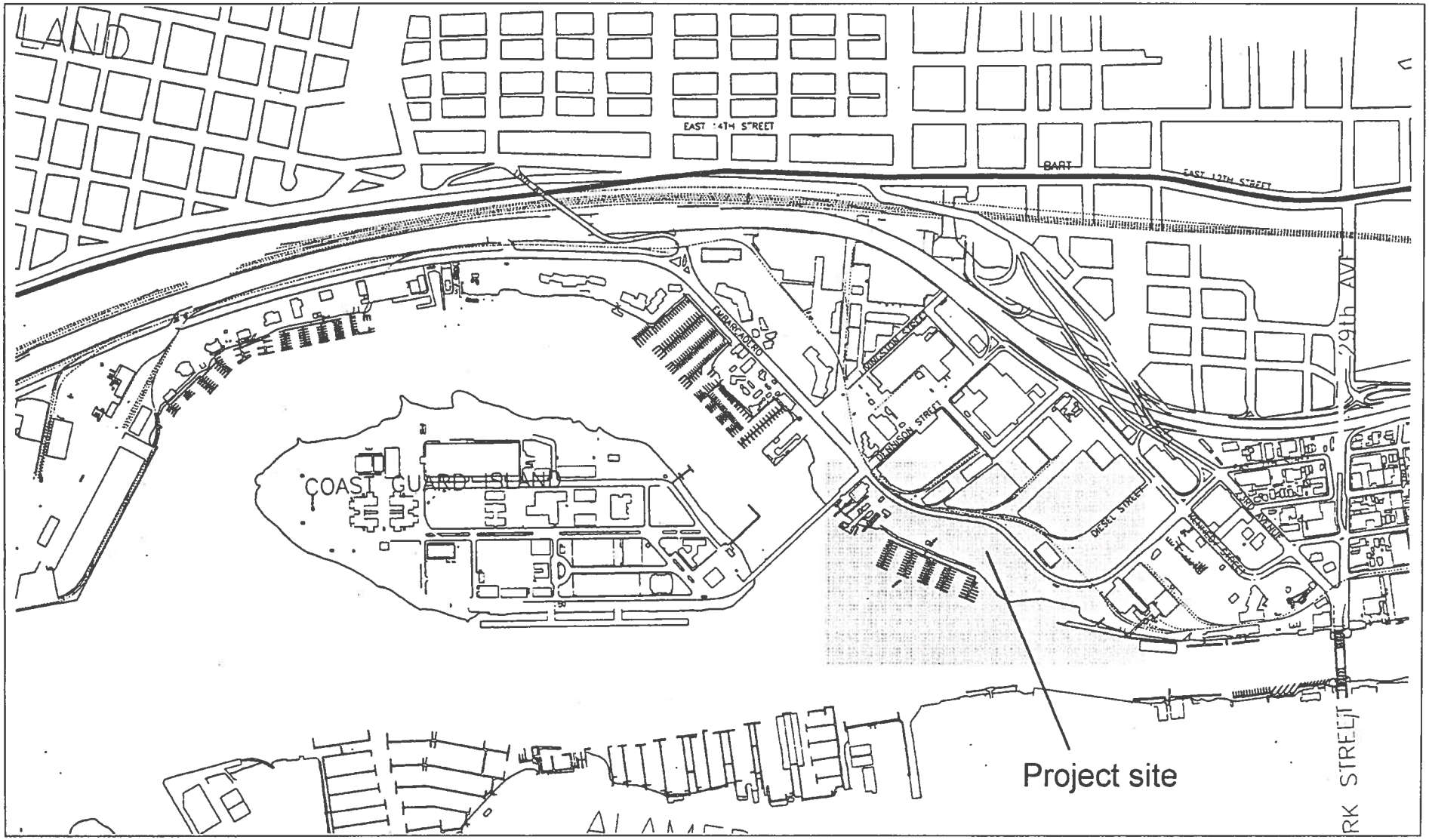


Figure 2. Oakland estuary: San Antonio Fruitvale sections (Port of Oakland, 1995)

2. Opportunities and Constraints

2.1 Natural Factors

2.1.1. Site History

Human activities in the last one hundred years have significantly shaped the waterfront area at Union Point. Like many other areas in the estuary, the site was once a natural tidal wetland. A few small creeks flowed into this area and into what is now Lake Merritt. Near the site, an Ohlone shell mount was found, indicating past activities of Native Americans in the area prior to the settlement of Europeans.

The present waterway in front of the site was created in the early twentieth century. A canal was dug into what used to be a tidal marsh, turning Alameda into an island, which was once a peninsula. Dredged soils were then used to create Coast Guard Island around 1911. Although the location of the shoreline remains similar to that of a hundred years ago, the condition has changed from a natural sloping edge to a concrete embankment with vacant ground covered by fill.

Over the years, various industrial uses have occupied the site, from boat industry facilities to lumber yard and auto wrecking (Moju Environmental Technologies, 1996), reflecting the nature of past urban use pattern of the waterfront area.

Opportunities

History of the Union Point site holds great value for environmental and cultural education. The diverse history of the Union Point site, including the Native American settlement, nearby natural estuary ecosystem and industrial uses provide important sources of design ideas for the park. From the layout of the park to planting and detail design, successful reference to the past will enrich people's understanding of the history and ecology of the estuary and waterfront.

Constraints

Current site conditions such as the concrete embankment present serious limitations to reconstruct the historic landscape at the site. Historic references need to be made through creative means.

Reference: Moju Environmental Technologies. 1996. *Phase I Environmental Site Assessment (Final) – 2301 Embarcadero & 2000 Diesel Street Sites.* Port of Oakland, Oakland, CA. 7 February 1996. Project No. 95-OKP01.

Figure 3. Historic map (ca. 1859)

2.1.2 Soil and Groundwater

The site is currently composed of fill materials of poor quality especially for vegetation growth. This is evident in the barrenness of the vacant site. Underneath the fill materials are recent alluviums composed of alluvial fan deposits and bay mud. According to the Phase I Study of Parcels A and A1 (Moju Environmental Technologies, 1996), the regional area is underlain primarily by unconsolidated sediments that reach a thickness of up to 1,100 ft and are of marine and continental origins. Groundwater beneath the site is generally confined as a result of overlaying clay deposits. Regional groundwater flow is to the West towards the San Francisco Bay. Shallow groundwater on the site is expected to be about 10-15 ft. However, the fill materials may cause local variation in the flow of groundwater (Moju Environmental Technologies, 1996).

According to the Phase I study, while there was no current evidence of hazardous substances or petroleum products on Parcels A and A1, past uses may have caused subsurface contamination. The report recommended that groundwater and soil samples be collected and analyzed for petroleum hydrocarbons and metal to determine current conditions. In addition to the Phase I Environmental Site Assessment of Parcels A and A1, a Phase II study has also been completed for the Cryer site (Parcels C and D). The study concluded that clean up was necessary for the Cryer site. The Phase II report indicated that copper, mercury, lead and arsenic are present in the soil and are above the respective residential Preliminary Remediation Goal (PRG) levels likely set for urban parks. In addition, a number of the polynuclear aromatic hydrocarbons (PAHs) are present above their respective residential PRGs. One recommended clean-up solution has been to cover the contaminated soil with clean fill. However, it is not clear whether the metal and PAHs are localized or so widespread as to require a complete capping of the site. Capping would preclude natural access to the water's edge.

Opportunities

The clean-up solution may offer opportunities to modify the landform of the site. There are also opportunities for environmental education in terms of designing a permanent on-site exhibition of environmental contamination and the process and techniques of clean up.

Constraints

Clean up requires creative solutions that can be integrated into the design of the park. A Phase II study is recommended for Parcels A and A1 to determine the safety of the site and required clean up, before design can proceed. A study also needs to be done for Parcel E. A toxics engineer should be retained to assist the design team.

Reference: Moju Environmental Technologies. 1996. *Phase I Environmental Site Assessment (Final) – 2301 Embarcadero & 2000 Diesel Street Sites.* Port of Oakland, Oakland, CA. 7 February 1996. Project No. 95-OKP01.

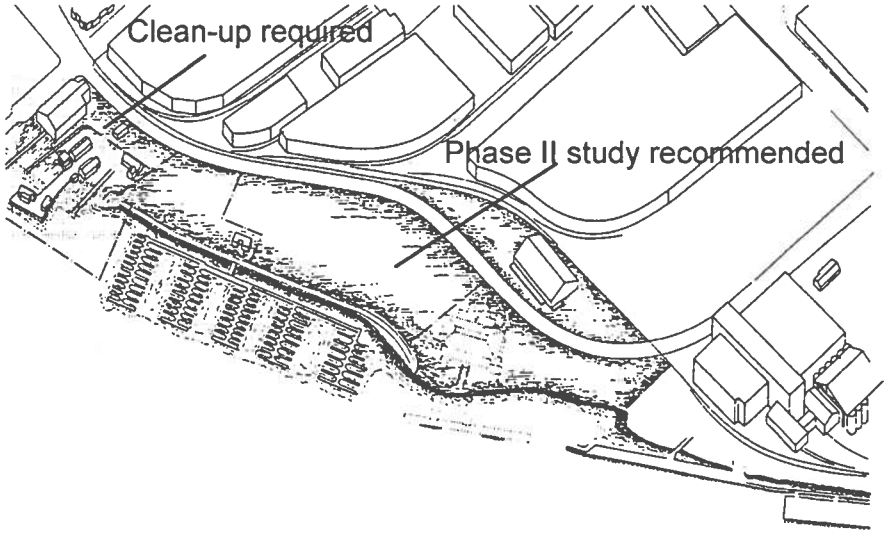


Figure 4. Site pollution

2.1.3. Wind

Being in a waterfront location, the site is prone to severe wind. The impact is evident in the shape of trees planted along the existing trail at the site. The direction of prevailing wind as evident from the shape of the trees is from west to east, perpendicular to the shoreline. In parts of the site toward the Embarcadero, the direction of wind tends to shift from north to south, most likely due to the presence of the warehouse buildings just east of the Embarcadero.

Wind can have both negative and positive impacts on the park. Strong wind can be uncomfortable to the users and impede various recreational activities in the park. It can also affect growth of vegetation. On the other hand, presence of wind can also provide opportunities for creating wind sculpture and various environmental and artistic devices in the park. Creative use of wind can help establish the identity of the park by connecting the site and the forces of nature. A breeze can also be attractive for users during the summer days.

Opportunities

Use of wind can help establish the identity of the park by connecting the site and the forces of nature.

Constraints

Mitigation of the impact of wind through means such as planting or structures is required to minimize the negative effect of wind on users and activities in the park. Plants must be carefully chosen to survive on the site.

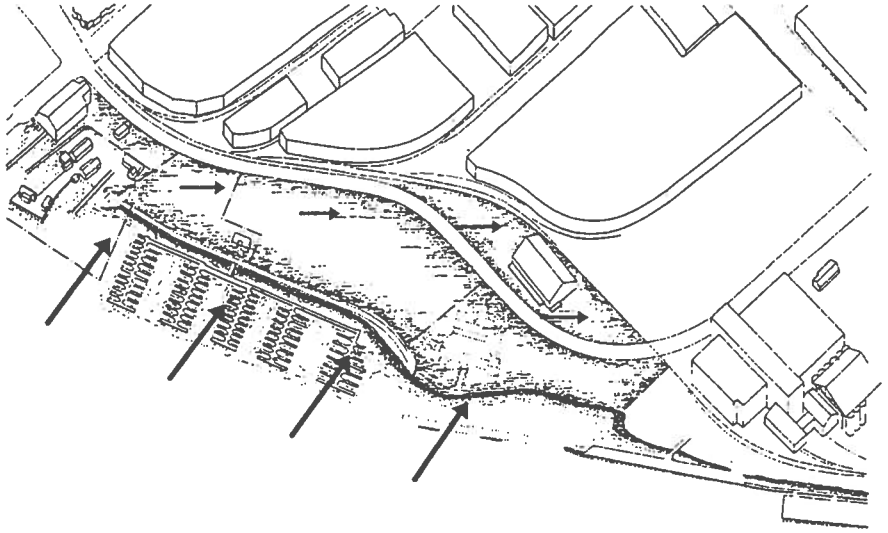


Figure 5. Wind direction at the site

Figure 6. Tree growth affected by wind

2.1.4. Vegetation

Vegetation is an important element of any urban park. Vegetation expresses the location of the site and its ecology, and also provides shelter for human and wildlife activities. Currently, the site has very minimal vegetation, largely because of the poor soil condition of the site and partly because of the wind and concrete embankment. These factors are therefore important to consider in designing vegetation and planting for the site.

The Union Park site is the only large open area along the Oakland Estuary and therefore presents a rare and important opportunity to create a more natural setting along the waterfront. Vegetation can serve as an important element in creating the natural setting of the park.

Opportunities

Vegetation to can express the ecology of the site and provide shelter for human and wildlife activities in the park and a natural setting along the waterfront.

Constraints

Wind and poor soil quality limit vegetation on the site. In addition, the concrete embankment at the waterfront presents a major difficulty to reconstruct a natural waterfront edge through planting.

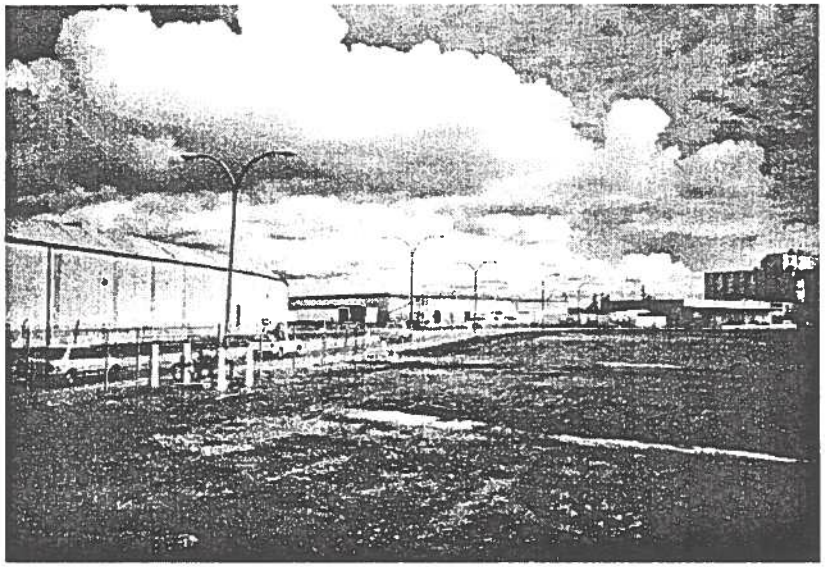


Figure 7. Poor soil quality limits vegetation growth on the site.

2.1.5. Wildlife

In an on-site survey that asked the respondants if they would like to see a place that would attract birds and other animals, 91 out of 101 people answered positively (see Appendix B). Our research indicates that the site can potentially support a variety of birds, fish, crustaceans and small mammals (see Appendix D). Currently, a few species of birds appear on the site, specifically along the shore. Research of the site history indicated that the area previously supported a different community of plants and wildlife prior to dredging of the canal and urbanization of the area. Modification of the site to a more natural state including a selection of specific plant communities and habitat restoration can potentially bring wildlife back to the site. Presence of wildlife such as fish, birds and small mammals can greatly enhance the ecological and educational value of the site.

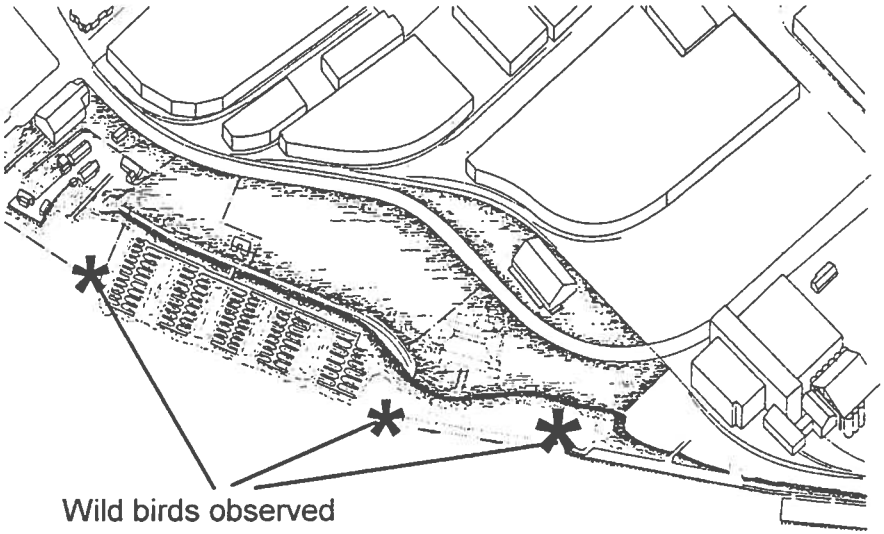


Figure 8. Locations of wild birds observed

Opportunities

The site can potentially support a variety of birds, fish, crustacean and small mammals. Presence of wildlife such as fish, birds and small mammals can greatly enhance the ecological and educational value of the site.

Constraints

Modification of the site to accommodate natural plant communities and habitats is necessary to bring wildlife back to the site. The present configuration of the site may limit the possibilities of restoration.

2.2 Site Planning Factors

2.2.1. Neighborhood Context

The area around Union Point contains a mix of land uses, ranging from large-scale industrial uses and warehouses to office and residential buildings. The industrial uses immediately around the site give the area a distinctive character. The increasing live-work businesses in the waterfront area presents a trend for future development in the area. However, the waterfront area in general is cut off from the rest of the city by the railroad and freeways. This may present a challenge to establish the park as a welcoming and accessible public open space for the community.

Opportunities

The site's industrial context can be a source of design ideas. Development of the park may bring transformation of the waterfront to become more community and publicly oriented.

Constraints

Design of the park will have to overcome the isolation from the rest of the city.

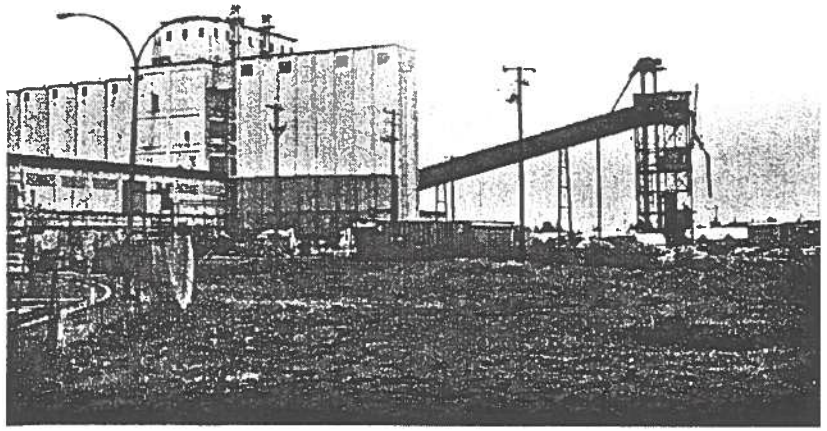


Figure 9. Con Agra plant south of the site.

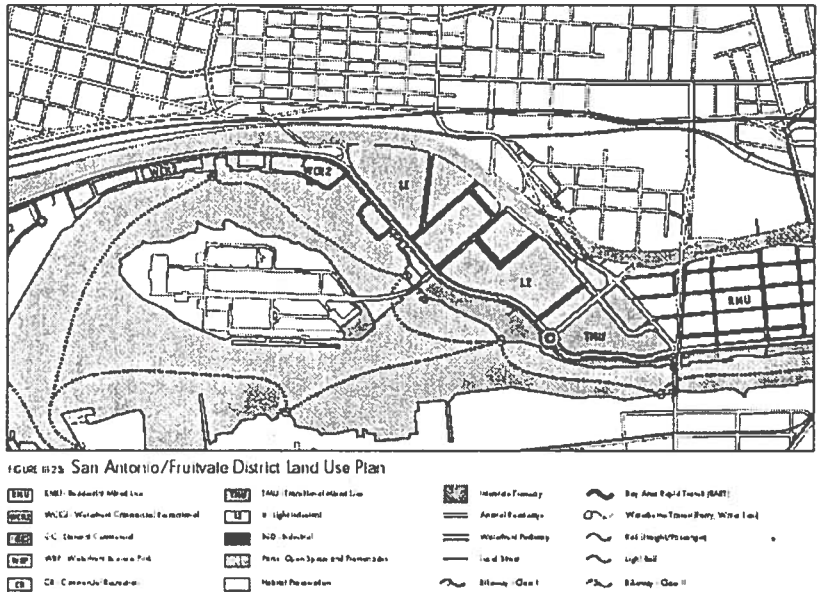


Figure 10. Area land use -- Oakland Waterfront Initiative: Estuary Plan .

2.2.2. Views

Views are the most important assets of this park. The waterfront location provides the site with a panoramic view of the Oakland Estuary, including the skyline of downtown Oakland, the port and Alameda. The irregular shoreline also provides visitors with views from different angles. These views of the estuary provide an important link between the site and other parts of the estuary and help the visitors better understand the context of the park.

Opportunities

Views of the estuary can greatly enhance the aesthetic, recreational and educational value of the park. Maintaining and enhancing the view should be one of the primary design goals for the project.

Constraints

The marina blocks the foreground view from most of the park. Future development immediately north and South of the site may obstruct views from the park. Efforts are needed to coordinate future development activities in order to protect the views.

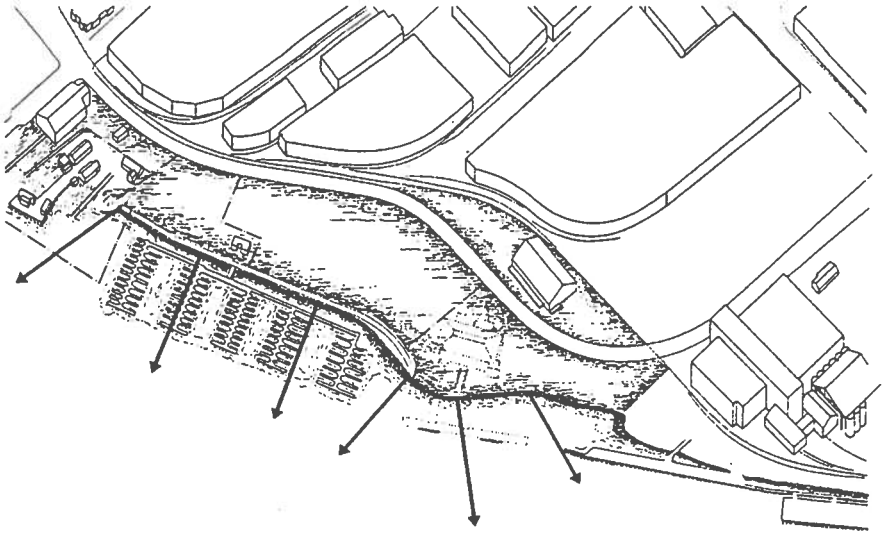


Figure 11. Viewing from the park.

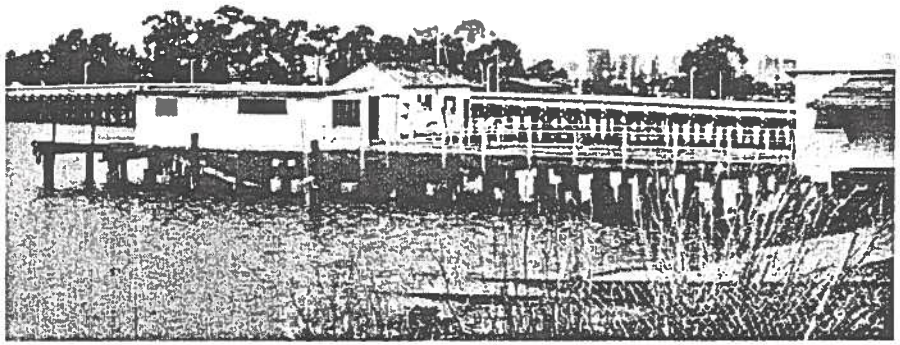


Figure 12. A view from the park: Cryer pier in the foreground, downtown skyline in the background.

2.2.3. Noise

Currently, the primary source of noise at the site is automobile traffic along the Embarcadero. The amount of traffic along the Embarcadero does not produce a significant noise impact on uses along the waterfront trail. However, it may have impact on future uses at the park particularly in areas close to the Embarcadero.

Future uses at the park itself may have noise impacts. In some cases, noises of people may be desirable to create a sense of place. In other cases, quietness may be desirable. Given the likelihood of mixed uses, compatibility and spatial arrangement of various uses need to be determined with consideration of noise impact. For instance, areas immediately along the waterfront may be used for more quiet and passive uses, while areas closer to the Embarcadero may be used for noisier activities.

Opportunities

The park is a relatively quiet place allowing a full range of recreational activities.

Constraints

Traffic noise along the Embarcadero may need to be mitigated, for instance by planting, in order to minimize impact on uses in the park. Compatibility and spatial arrangement of various uses also need to be determined with consideration of noise impact.

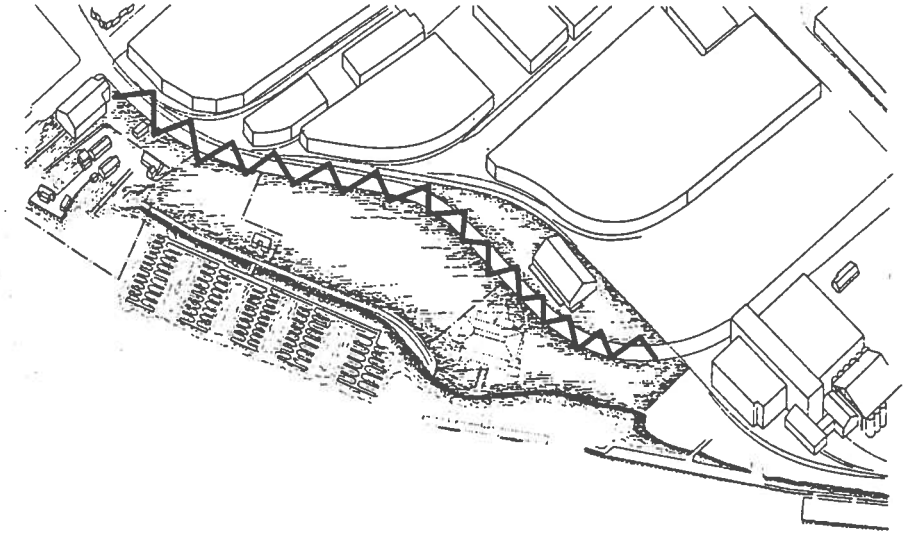


Figure 13. Traffic noise from the Embarcadero

Figure 14. The Embarcadero

2.2.4. Public Access to the Site

Convenient public access is important to the use of the park. Currently, access to the park site is limited by the distance from the inland neighborhoods and major public transportation such as BART and main AC Transit lines. Currently, the site is served only by the no. 35X line of AC Transit, which passes through the Embarcadero in alternating directions in the mornings and afternoon between Kaiser Center and Alameda. On the other hand, the site can be easily reached by driving. The site is conveniently connected to the regional highway through 23rd Street exit on I-880, Dennison Street and the Embarcadero. In the future, once the bay trail system is more fully established, the park can be accessed by the public through the trail system. However, to ensure that the park truly serves the San Antonio and Fruitvale communities, public transit and pedestrian and bicycle access to the park from the inland area needs to be improved. Appropriate signage can also improve ease of access to the park.

Opportunities

The site can be conveniently reached by driving. Future bay trail system can also improve public access of the park. Appropriate signage can also improve ease of access to the park.

Constraints

Currently, public access to the park site is limited by the distance from the inland neighborhoods and major public transportation such as BART and AC-transit. To ensure that park truly serves the San Antonio and Fruitvale communities, public transit and pedestrian and bicycle access to the park from the inland area needs to be improved.

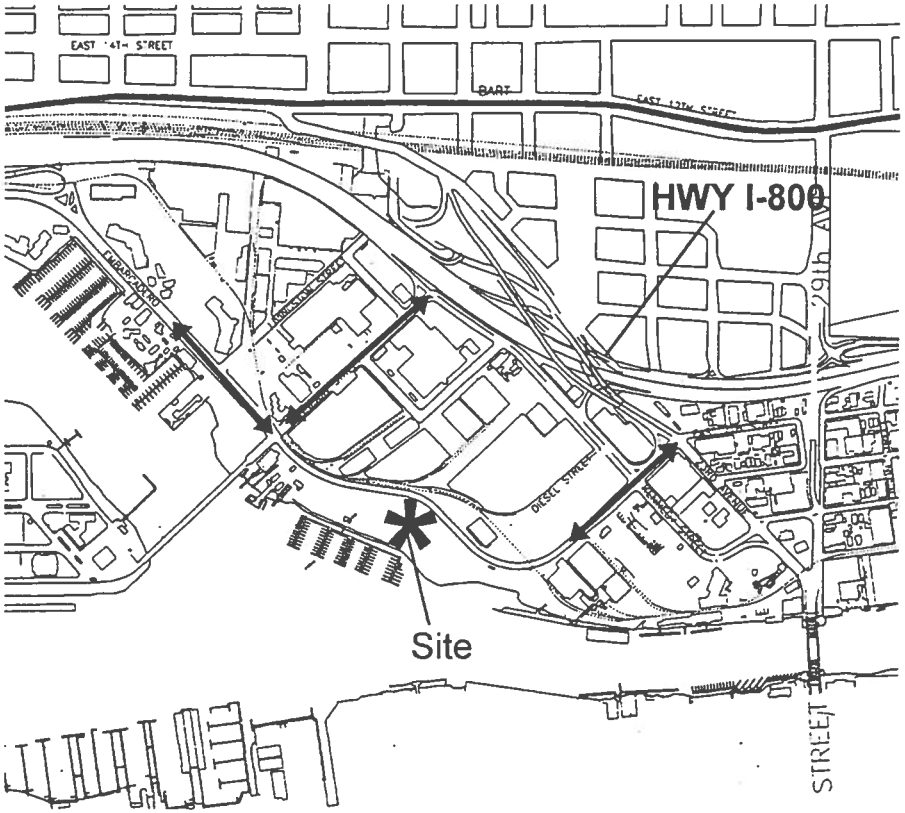


Figure 15. Current access to the site (map: Port of Oakland, 1995).

2.2.5. Waterfront Trail

As the only major open space along the estuary waterfront, the park will become an important part of the San Francisco Bay Trail system connecting communities in the San Antonio and Fruitvale districts to Jack London Square and downtown Oakland. Under the Estuary Plan of the Oakland Waterfront Initiative (Roma Design Group, 1997), one of the objectives has been to "create a major linear open space system that extends along the water and connects more urban recreational lands with undeveloped open space and natural habitat". Currently, the paved trail along the waterfront at Union Point is the most frequently used part of the site, offering both views of the estuary, access to water and a place for recreation. The trail can become an important part of the park, in bringing it closer to the public and creating a center of activities.

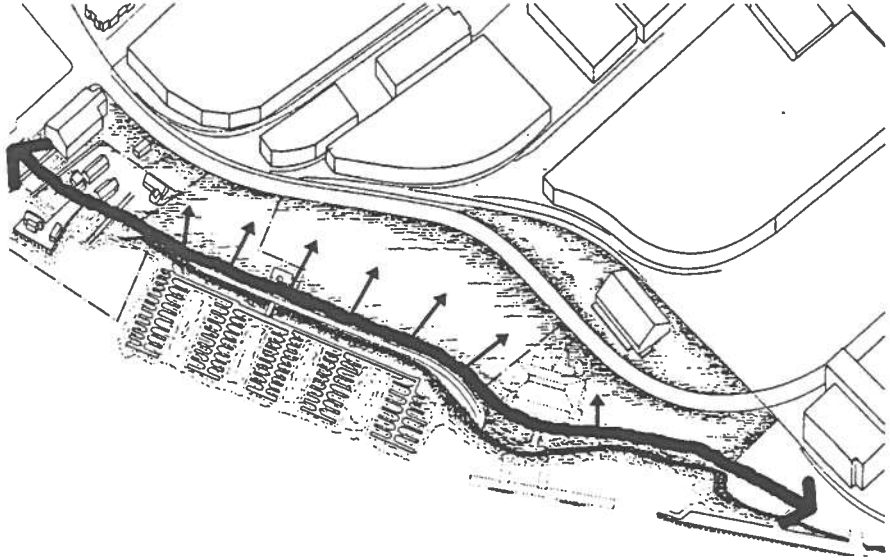


Figure 16. Waterfront trail

Opportunities

The park will become an important part of the San Francisco Bay Trail system providing the public with views of the estuary, access to water and place for recreation. The trail can become the center of activities along the waterfront, and provides an organizing structure for the park.

Constraints

Currently, the paved trail within the site is disconnected from other parts of the Bay Trail by the Coast Guard Island Bridge at the North and Con Agra facilities at the South. Connections need to be significantly improved to provide linkage to other parts of the trail. Also, the waterfront trail access in front of the future Cal Crew Boat House also needs to be maintained and carefully designed to prevent conflict with boat related uses.

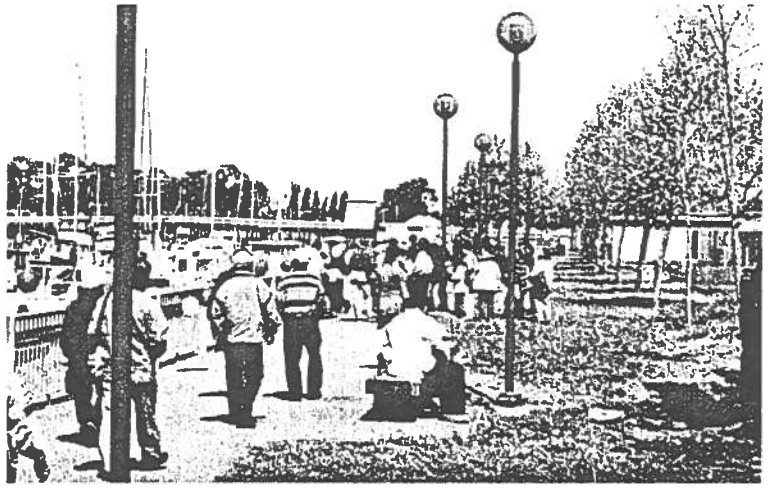


Figure 17. Crowds along the waterfront trail on Earth Day 1998.

Reference: Roma Design Group. 1997. *Oakland Waterfront Initiatives: Estuary Plan – San Antonio Fruitvale District.* Prepared for the Port of Oakland and the City of Oakland by Roma Design Group in association with Gabriel Roche Inc., Hausrath Economics Group and Hansen/Murakami/Eshima. 5 June, 1997.

2.2.6. Access to Water

Being a waterfront park, access to water can be one of the most important amenities of the park. However, direct waterfront access at the existing site is currently limited by the concrete embankment (except at the Cryer site), the marina facility, as well as the quality of the estuary water. The proposed Cal Crew facility may improve public access to water at the southern portion of the site if potential conflict with the use of the boating facility can be managed. Another possible point of access is at the Cryer site, once the problem of toxic soil is resolved and appropriate facilities are provided. An on-site survey (see Appendix B) has indicated a preference for having a public pier and boating facility. Availability of such facilities would also enhance access to water at the site.

Opportunities

Access to water is one of the most important priorities for residents of the community. The design of the Cal Crew facility and Cryer site and the provision of a public pier, boating facility and natural shoreline could enhance access to water at the site.

Constraints

Waterfront access to water at the existing site is currently limited by the concrete embankment (except at the Cryer site), the marina facility, as well as the quality of the estuary water. Access from the Cryer site requires that the problem of toxic soil is resolved and appropriate facilities are provided. The Cal Crew facility must be designed to increase rather than decrease public access to the water.

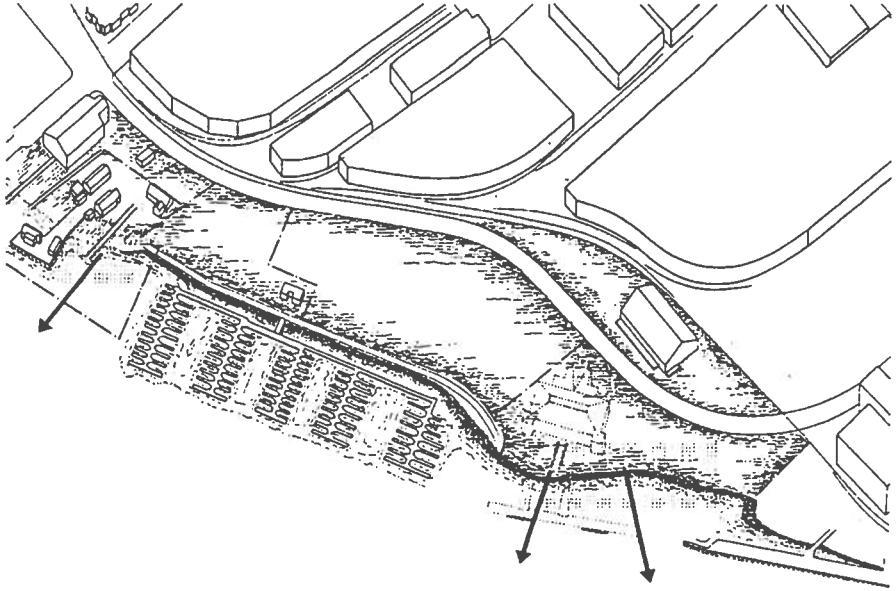


Figure 18. Possible water access

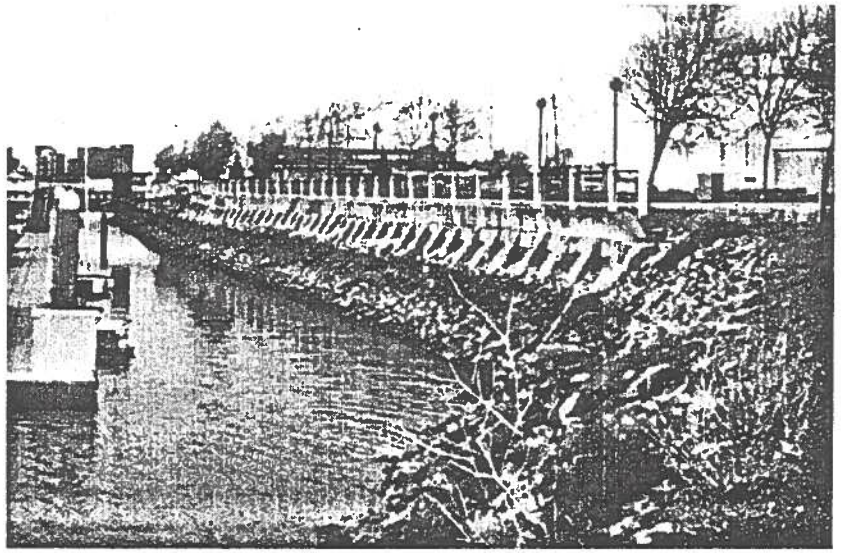


Figure 19. Existing concrete embankment

2.2.7. Open Field

The Union Point site is the only remaining major open space along the estuary relatively close to the communities. The site presently has a large vacant field. According to the community survey conducted by the Spanish Speaking Unity Council (see Appendix A), 78% of the respondents have indicated a preference for having a large open field in the park. Maintaining a large open field would potentially allow a mixture of and alternating uses in the. However, the impact of wind needs to be mitigated to reduce the negative effect on some activities in the field.

Opportunities

Maintaining a large open field would potentially allow a mixture of and alternating uses in the park such as large gatherings of people for festivals and various outdoor sports.

Constraints

Impact of wind needs to be mitigated to reduce negative effect on some activities in the open field.

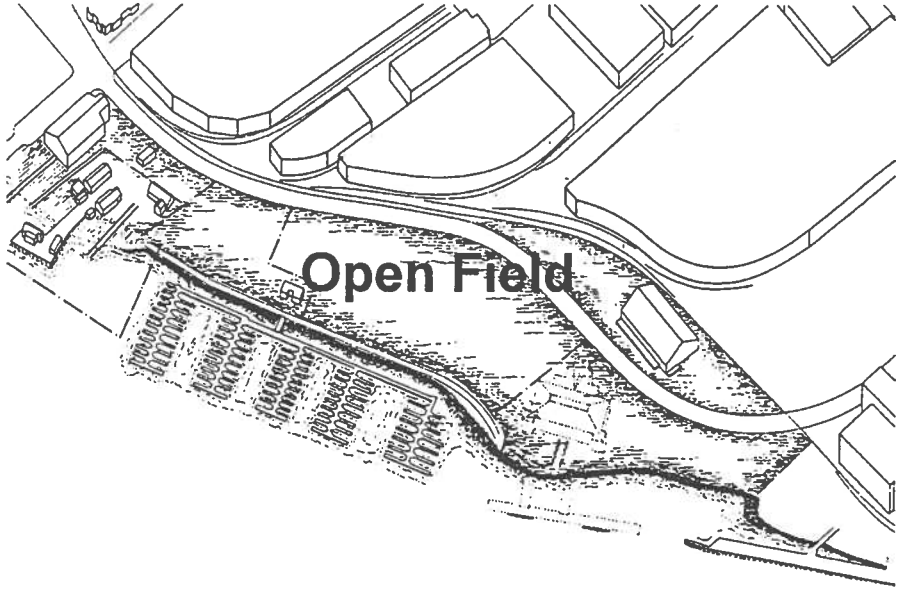


Figure 20. Open field

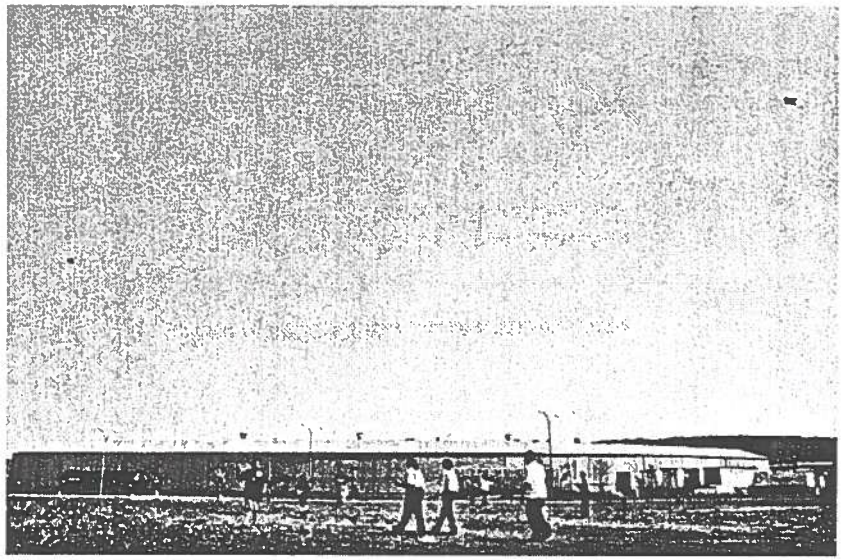


Figure 21. Flying kites in the open field

2.2.8. Cryer Site

The Cryer site (Parcels C and D) at the northern end of the park currently contains a large boat building facility said to be over 100 years old, an abandoned pier and several small structures formerly parts of the boat repair complex. Part of the site is in private ownership. The structures at the Cryer site are the only remaining evidence of the area's past boat industry, providing an important opportunity to incorporate an exhibit of the area's past history as part of the park. The large building in particular appears to be in good condition and has great potential for adapted reuse and conversion into a community center or profit-generating use such as a cafe, or a combination of both. The abandoned pier can also be restored to provide a better view of the estuary and to serve as part of a cafe or restaurant, and as part of the exhibit.

Opportunities

The structures provide an opportunity to interpret the area's past history. The large building has great potential for conversion into a community center and/or for profit-generating use. The abandoned pier can also provide a better view of the estuary and to serve as part of a cafe or restaurant, and as part of the historic interpretation.

Constraints

Part of the site must be purchased for public use. The abandoned pier and the toxic content in the soils require mitigation and safety measures need to be taken in order to open the site for public use.

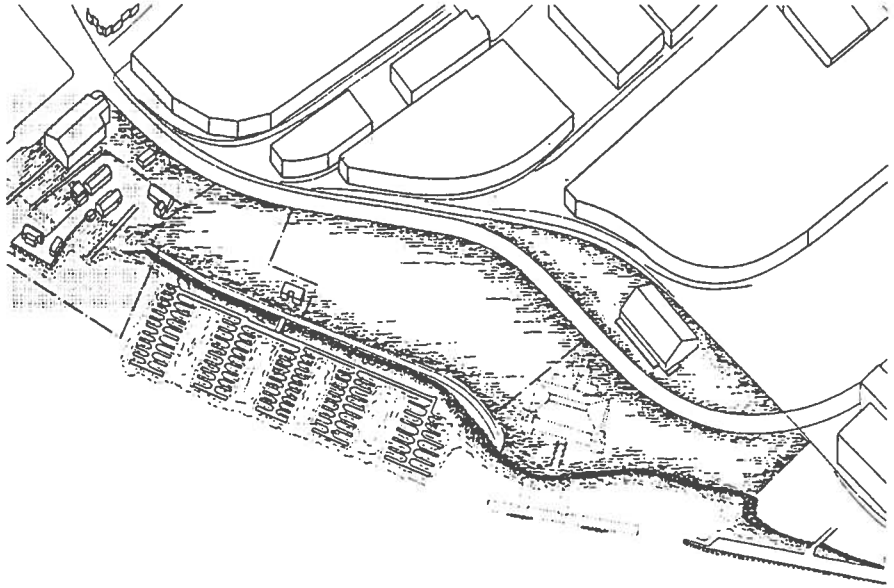


Figure 22. Cryer site

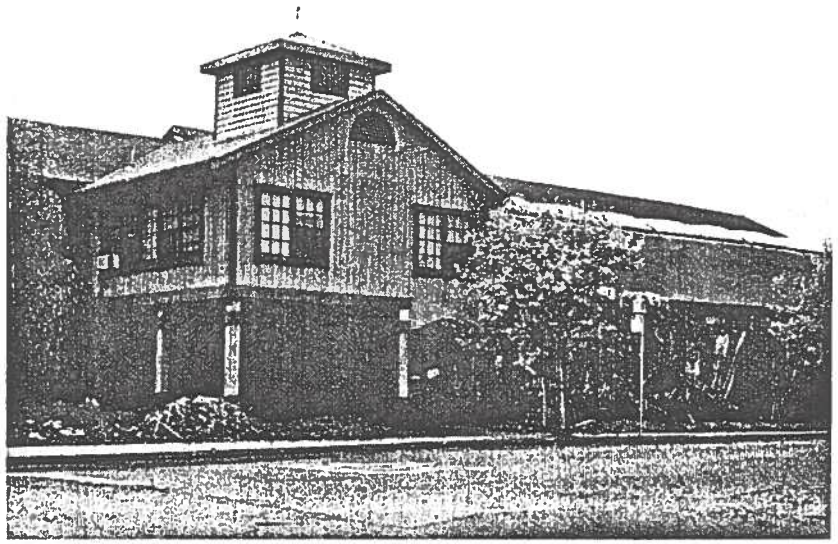


Figure 23. The Cryer building

2.2.9. Parcel E

Parcel E, located in southeast portion of the site, separated from other parts of the site by the Embarcadero, consists of a vacant bakery factory, a parking lot and an antique furniture store. The buildings on the parcel can be converted into various community uses or profit-generating uses. New activities can make the parcel a valuable part of the park.

Opportunities

The buildings on the parcel can be converted into various community uses, parking or profit-generating uses. The activities in and around the buildings and at the parcel can make the parcel a valuable part of the park.

Constraints

Measures need to be taken to improve pedestrian connection and safety between Parcel E and the rest of the park.

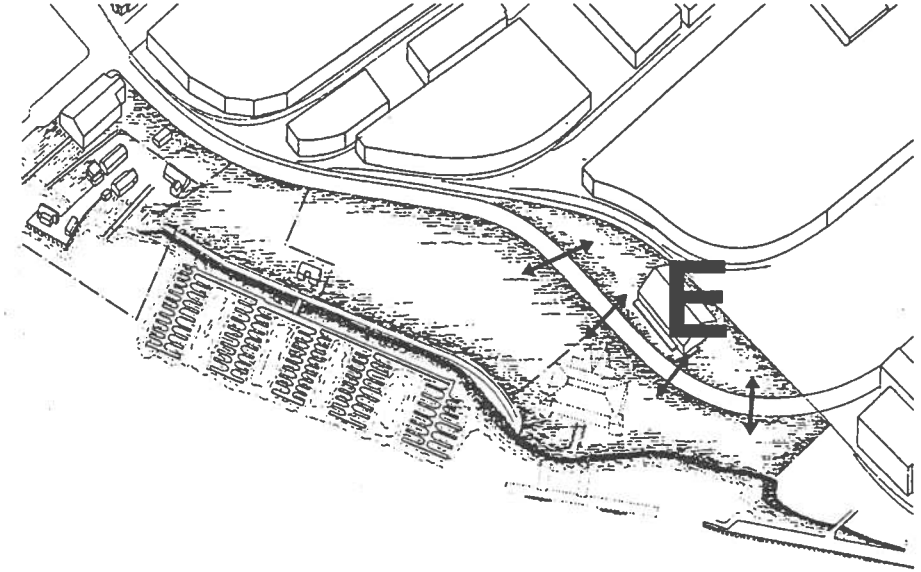


Figure 24. Parcel E

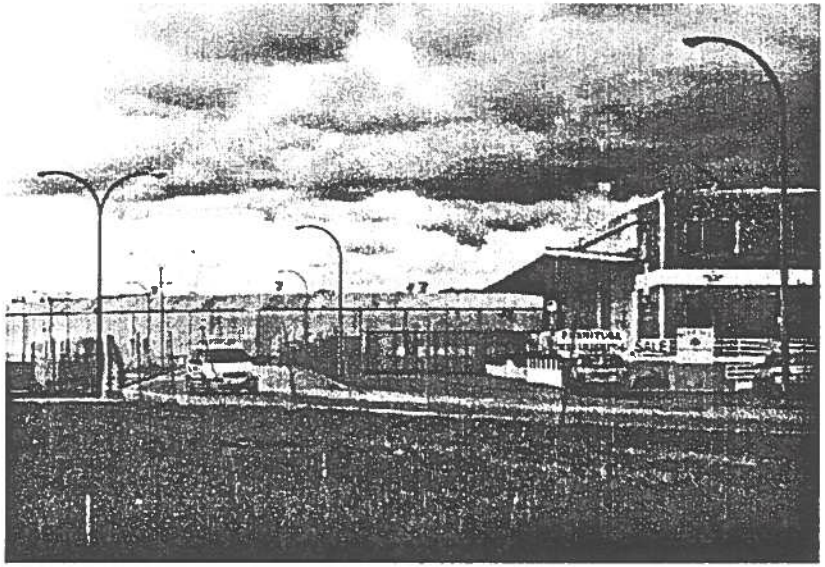


Figure 25. Parcel E buildings and the Embarcadero

2.2.10. Cal Crew Facility

The Cal Crew facility is to be located in the southern portion of the site west of the Embarcadero (Parcel A1). The proposed facility would include a two-story boat house and office complex, boat ramps, picnic areas and parking. The facility is seen as an important component of the development of the Union Point Waterfront Park. To ensure compatibility with other uses and amenities of the park such as access to water, views of the estuary and trail access, design of the facility needs to be carefully coordinated with that of the rest of the park.

Opportunities

The proposed Cal Crew boat house provides the park with a prominent landmark. The facility could also improve access to water on the site.

Constraints

The height and bulk of the building needs to be carefully considered so as not to obstruct the view of the estuary from the park. Waterfront public access also needs to be enhanced.

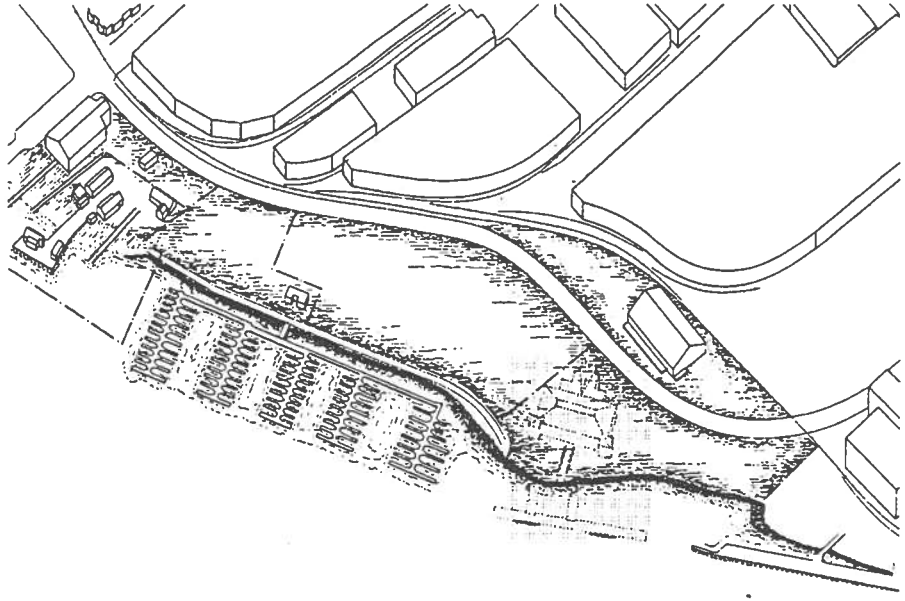


Figure 26. Cal Crew facility

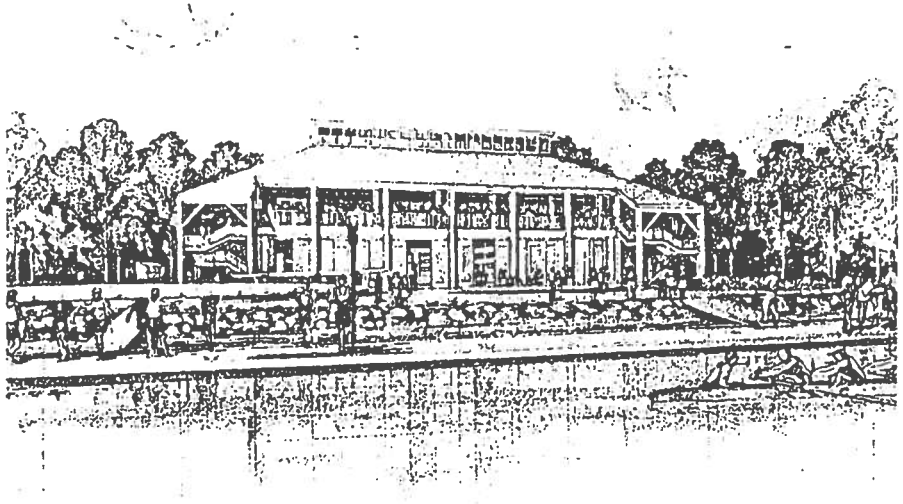
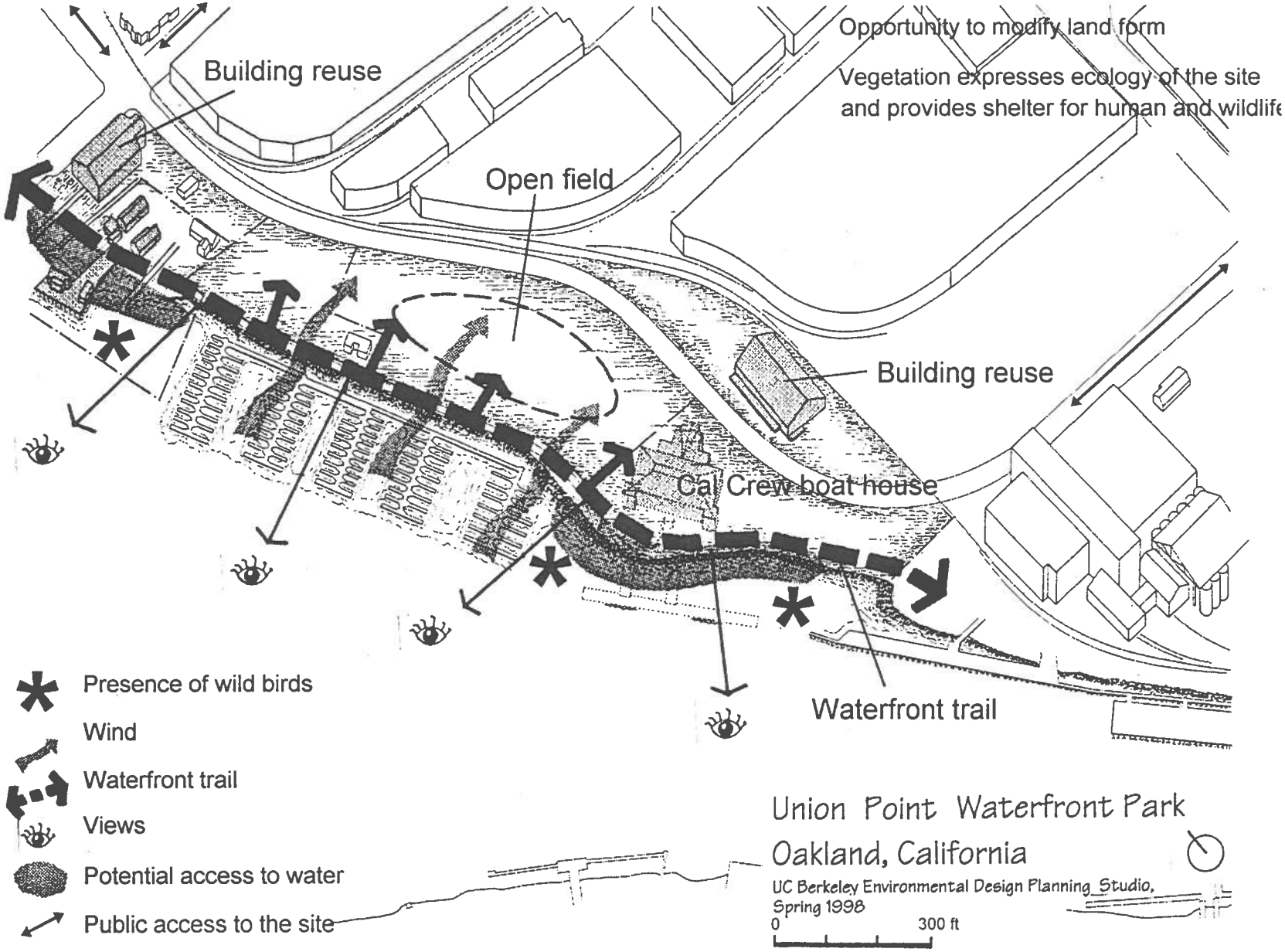
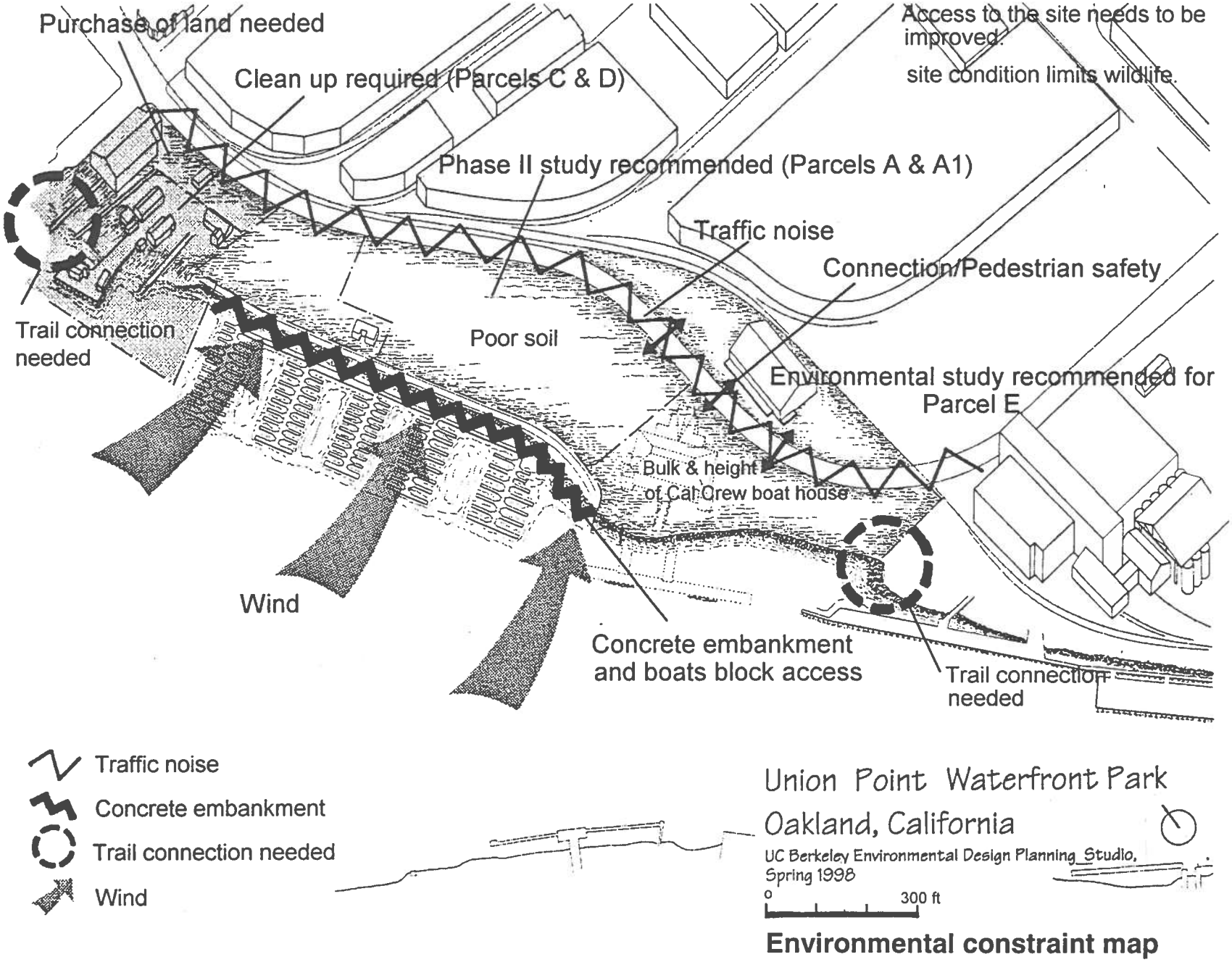


Figure 27. Cal Crew Boathouse (Turnbull, Griffin & Haesloop Architects)

3. Summary of Opportunities and Constraints



Environmental opportunity map



Environmental constraint map

Table 1. Summary of Opportunities and Constraints

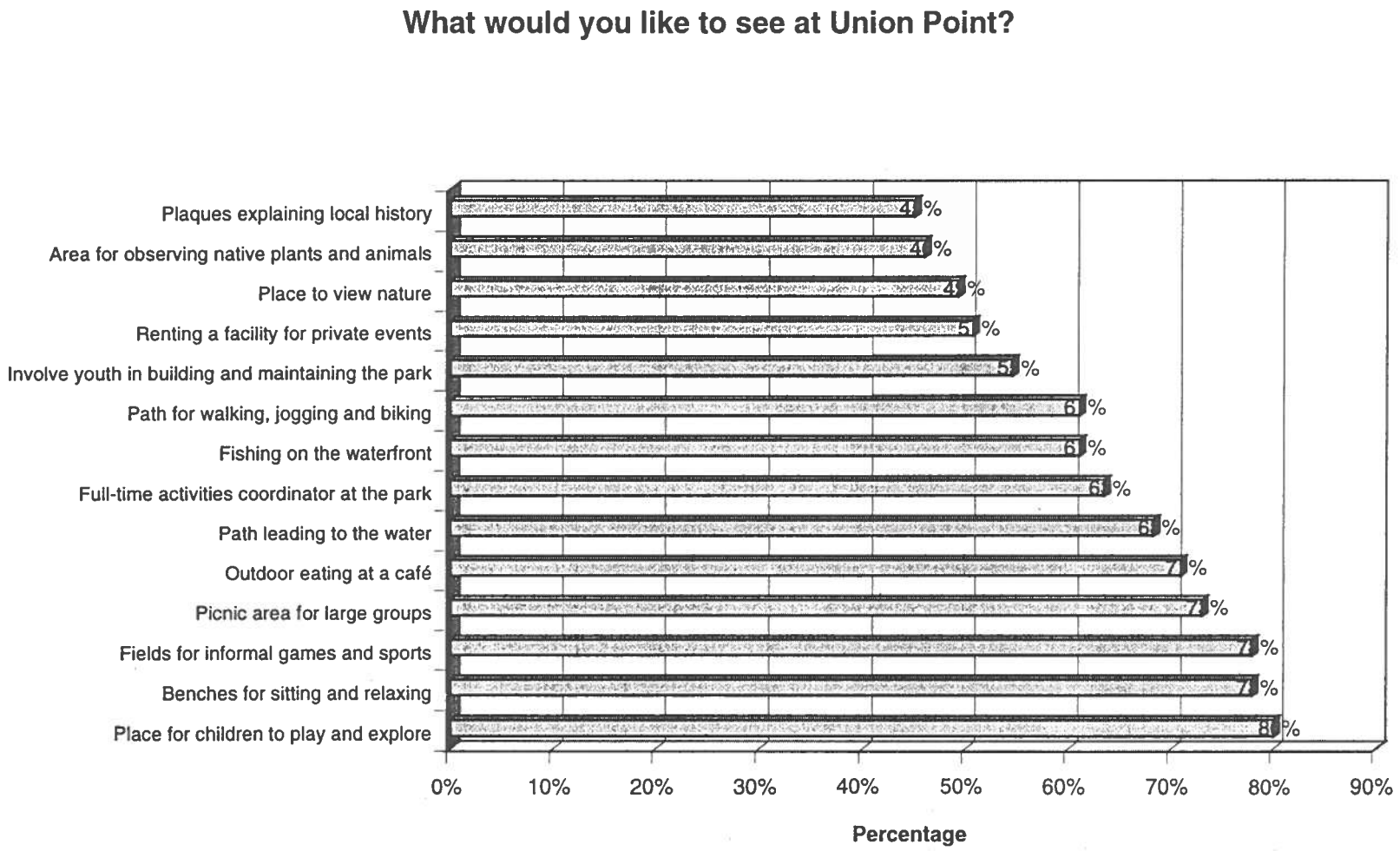
Factors	Opportunities	Constraints
Natural factors		
Site history	History of the site holds great value for environmental and cultural education. The diverse history of the site, including the Native American settlement, nearby natural estuary ecosystem and industrial uses provide important sources of design ideas for the park. From the layout of the park to planting and detail design, successful reference to the past will enrich people's understanding of the history and ecology of the estuary and waterfront.	Current site conditions such as the concrete embankment present serious limitations to reconstruct the historic landscape at the site. Historic references need to be made through creative means.
Soil and groundwater	The clean-up solution may offer opportunities to modify the landform of the site. There are also opportunities for environmental education in terms of designing a permanent on-site exhibition of environmental contamination and the process and techniques of clean up.	Clean up requires creative solutions that can be integrated into the design of the park. A Phase II study is recommended for Parcels A and A1 to determine the safety of the site and required clean up, before design can proceed. A study also needs to be done for Parcel E. A toxics engineer should be retained to assist the design team.
Wind	Use of wind can help establish the identity of the park by connecting the site and the forces of nature.	Mitigation of the impact of wind through means such as planting or structures is required to minimize the negative effect of wind on users and activities in the park. Plants must be carefully chosen to survive on the site.
Vegetation	Vegetation to can express the ecology of the site and provide shelter for human and wildlife activities in the park and a natural setting along the waterfront.	Wind and poor soil quality limit vegetation on the site. In addition, the concrete embankment at the waterfront presents a major difficulty to reconstruct a natural waterfront edge through planting.
Wildlife	The site can potentially support a variety of birds, fish, crustacean and small mammals. Presence of wildlife such as fish, birds and small mammals can greatly enhance the ecological and educational value of the site.	Modification of the site to accommodate natural plant communities and habitats is necessary to bring wildlife back to the site. The present configuration of the site may limit the possibilities of restoration.

Site planning factors		
Neighborhood context	The site's industrial context can be a source of design ideas. Development of the park may bring transformation of the waterfront to become more community and publicly oriented.	Design of the park will have to overcome the isolation from the rest of the city.
Views	Views of the estuary can greatly enhance the aesthetic, recreational and educational value of the park. Maintaining and enhancing the view should be one of the primary design goals for the project.	The marina blocks the foreground view from most of the park. Future development immediately north and South of the site may obstruct views from the park. Efforts are needed to coordinate future development activities in order to protect the views.
Noise	The park is a relatively quiet place allowing a full range of recreational activities.	Traffic noise along the Embarcadero may need to be mitigated, for instance by planting, in order to minimize impact on uses in the park. Compatibility and spatial arrangement of various uses also need to be determined with consideration of noise impact.
Public access to the site	The site can be conveniently reached by driving. Future bay trail system can also improve public access of the park. Appropriate signage can also improved ease of access to the park.	Currently, public access to the park site is limited by the distance from the inland neighborhoods and major public transportation such as BART and major AC Transit lines. To ensure that park truly serves the San Antonio and Fruitvale communities, public transit and pedestrian and bicycle access to the park from the inland area needs to be improved.
Waterfront trail	The park will become an important part of the San Francisco Bay Trail system providing the public with views of the estuary, access to water and place for recreation. The trail can become the center of activities along the waterfront, and provides an organizing structure for the park.	Currently, the paved trail within the site is disconnected from other parts of the Bay Trail by the Coast Guard Island Bridge at the North and Con Agra facilities at the South. Connections need to be significantly improved to provide linkage to other parts of the trail. Also, the waterfront trail access in front of the future Cal Crew Boat House also needs to be maintained and carefully designed to prevent conflict with boat related uses.

Access to water	Access to water is one of the most important priorities for residents of the community. The design of the Cal Crew facility and Cryer site and the provision of a public pier, boating facility and natural shoreline could also enhance access to water at the site.	Waterfront access to water at the existing site is currently limited by the concrete embankment (except at the Cryer site), the marina facility, as well as the quality of the estuary water. Access from the Cryer site requires that the problem of toxic soil is resolved and appropriate facilities are provided. The Cal Crew facility must be designed to increase rather than decrease public access to the water.
Open field	Maintaining a large open field would potentially allow a mixture of and alternating uses in the park such as large gatherings of people for festivals and various outdoor sports.	Impact of wind needs to be mitigated to reduce negative effect on some activities in the open field.
Cryer site	The structures provide an opportunity to interpret the area's past history. The large building has great potential for conversion into a community center and/or for profit-generating use. The abandoned pier can also provide a better view of the estuary and to serve as part of a cafe or restaurant, and as part of the historic interpretation.	Part of the site must be purchased for public use. The abandoned pier and the toxic content in the soils require mitigation and safety measures need to be taken in order to open the site for public use.
Parcel E	The buildings on the parcel can be converted into various community uses, parking or profit-generating uses. The activities in and around the buildings and at the parcel can make the parcel a valuable part of the park.	Measures need to be taken to improve pedestrian connection and safety between Parcel E and the rest of the park.
Cal Crew facility	The proposed Cal Crew boat house provides the park with a prominent landmark. The facility could also improve access to water on the site.	The height and bulk of the building needs to be carefully considered so as not to obstruct the views of the estuary from the park. Waterfront public access also needs to be enhanced.

Appendices

A. Summarized results of the community survey



The results show no significant variation among different ethnic and age groups.
(Survey: Spanish Speaking Unity Council, 1998) (Total respondents: 416)

B. Results of the boat/walking tour survey

Total responses: 101

Location 1. BOAT TOUR

Would you like to see a place that would attract birds and other animals?

91 YES
7 NO

Should the park have public boat rentals?

88 YES
7 NO

Would you want to bring a boat here?

75 YES
20 NO

Location 2. ARRIVAL POINT

When you drive here, you go past lots of private land. How can we make it clear that this is a park that is open to everyone? Circle up to 3 choices.

62 Trees & grass
45 Symbols of cultures in community
44 Signs
42 Flags
34 Gateway
21 Murals

What uses would you like to see at the Cryer Building? Circle up to 3 choices:

53 Youth Center
50 Nature Center
48 Cafe
34 Space rented for private events
27 Restaurant

Other: (1 each) education center, gymnastics center, senior center, Burger King, Centro de arte y cultura

Location 3. OPEN FIELD

What would you want here? Circle up to 3 choices:

75 Child playground
64 Picnic tables
46 BBQ
38 Garden
36 Place for performances
33 Grassy area
7 Raised area with view

Other: 5 - pool, 4 - soccer, 1 - restroom

Location 4. FUTURE TRAIL & OVERLOOK

If there was a trail here would you use it? If YES, how? Circle up to 3 choices:

41 YES
1 NO

53 Walking
42 Sitting on benches
34 Biking
24 Fishing
19 Jogging
16 Roller blades
15 Dog walking
14 Picnics

What would make this an ideal trail? Circle up to 3 choices:

60 Frees
59 Lighting
55 Benches
30 Hand railing
27 Flowers
20 Shade
3 Protection from wind
Other: 2 – security; 1 - game

Do you want to be able to get to the water?

47 YES
9 NO

If YES, what would you like to do here? Circle up to 2 choices

49 Path to the water
42 Fishing
40 Public pier
27 Boat ramp
Other: 3 - beach; 1 - swimming

C. Script for the Boat/Walking Tour

Union Point - Earth Day Walking Tour - April 25, 1998

STARTING POINT – AT YOUR FIRST STOP

Welcome and thanks for coming on the tour.

This tour is the kick-off for the community design phase of the Union Point Park. This phase will include several community workshops to reach a consensus on the design of the park.

Based on the final design and cost to develop the park, project partners will begin fundraising for the park. Currently there is no money available to develop the park.

What is committed? The Port of Oakland has agreed to dedicate this land as a park site assuming that funding is secured in the future.

There are two parts to the tour, a walk around the park site and a boat tour that will let you see the future park from the water. There are two goals of the tour:
1) To look at the opportunities and limits of Union Point as a park
2) To get feedback from the you (the community)
Because we want to get everyone's input, we devised this walk and feedback sheet. We hope you will look carefully at Union Point while we walk and answer the questions on the form. You also have a tour "passport". There is a place for stamps at each of the stops on map on the cover. You will get the stamp when you answer the questions for each stop. There will be a prize for each person who gets all of the stamps.

Have everyone say their name. Start by getting oriented.
Which way is North? (toward Jack London Square)
Which way does the prevailing wind blow? (off the water)
If you were a fish, could you get from here to Lake Merritt?
(yes) under the Bay Bridge? (yes) to the Pacific Ocean? (yes)
Point out downtown Oakland and the Alameda Park St. Bridge.

BOAT TOUR

From this perspective, we get a great view of the site. This site was once a mud flat and marshy area. Water from the bay got here through a network of smaller channels and by flowing across the wetland. A few small creeks flowed into this area and into what is now Lake Merritt. This has always been a place where the fresh water from the creeks mixes with the salt water from the bay. It probably used to have lots of fish, shellfish, plants and birds. Near our park site there was an Ohlone shell mound, which suggests that there were lots of mussels and clams around here that the native Americans used for food.

In the late 1700s and early 1800's this land was part of the Peralta land grant. About 100 years ago, after California had become part of the United States of America, they dug a canal to the south. This canal made Alameda into an island, it used to be a peninsula that was connected to the mainland just south of here, down by the airport. This waterway was altered and dredged to allow big ships to come to the Oakland Harbor. Most of the land along the waterfront was raised up to allow for more development opportunities. Coast Guard island was built around 1911, before that this area was a little bay, called Brooklyn basin.

The sheet has the following questions
Would you like to see a place that would attract birds and other animals?
Should the park have public boat rentals?
Would you want to bring a boat here?

ARRIVAL POINT

When you drive here, you go past lots of private land. There are various proposals about having art and other features for the park.

Questions on the sheet: How can we make it clear that this park is open to everyone? Circle up to three choices.

Here is the Cryer Building which was a boat repair shop The building is about 100 years old and is a reminder of how important the shipping industry has been in the history of Oakland. Later, go to the edge of the parking lot and look at the building, you can still see the rails that were used to bring ships up out of the water and into the building where they were worked on. Unfortunately, this industry used a lot of materials that we now know are harmful to people and the environment. As a result, this site is contaminated with industrial materials. It will have to be cleaned up and made safe before it is made into a public space as part of the park. Eventually, the building will be used in a way that serves park users and makes money to support the park maintenance.

Question on the sheet: What uses would you like to see at the Cryer Building? Circle up to 3 choices.

OPEN FIELD

Look across Embarcadero, that building and the lot around it will also be part of the park. Embarcadero is a pretty busy street that runs along the edge of the park. There will also be a bike lane along Embarcadero.

Given a limited amount of open space in our site and the diverse users, the area needs to be flexible and allow for different kinds of activities. You should also keep in mind the difficulty of growing plants in this salty windy climate. See how the trees are bent by the wind.

What would you want here? Circle up to three choices:

FUTURE TRAIL AND OVERLOOK

There is a vision of a natural trail along Oakland's waterfront. As you can see, there are views, an existing trail and access to the water. Over here is the site of the future Cal Crew building. We have staked out the proposed size of the building, try to imagine how it will change this place. The crew will have docks for launching their boats. There will be a public trail along the water connecting to the Bay Trail.

If there were a trail here, would you use it? Answer yes or no.
If YES, how? Circle up to 3 choices
What would make this an ideal trail? Circle up to 3 choices:
Do you want to be able to get to the water?
If YES, what would you like to do here? Circle up to 2 choices

FINAL QUESTIONS

Last, there are some final questions for you to answer.
What do you like most about Union Point?
Are there things that represent your culture and community that you'd like to see here?
Are you are interested in being involved in the creation of the Union Point Park?
If YES - please fill out the information on the sheet.

D. Potential wildlife species at the site

Birds

Western gull (*Larus occidentalis*)
One of the largest gulls on the Bay, measuring up to 27 inches from bill to tail, the Western gull lives here year-round. The adult has a white head, yellow eyes, a yellow bill with a red dot on the lower mandible, dark wings with white spots at the tips and pink legs and feet. Some 3,000 nest on Bay islands and bridges, and an estimated 30,000 nest on the Farallon Islands. From October to April, more arrive on the Bay from outlying nesting sites.

California gull (*Larus californicus*)
This looks like a slightly smaller version of the western gull, except that it has dark eyes, the wings are a lighter gray and the legs and feet are greenish. It lives throughout western United States and Canada, nesting on islands in salt, alkaline and freshwater lakes. There are approximately 50,000 California gulls in the South Bay, making it the most common gull here.

Herring gull (*Larus argentatus*)
This gull is similar to the California gull, but has white eyes and pink legs and feet. It tends to be a scavenger, following boats and frequenting dumps. It spends the winter in the Bay area, nesting in northern Canada and Alaska.

Mew gull (*Larus canus*)
The gull is so-named because its call sounds like a low mewing. This is a small gull, about 16 inches long, with a white head, a short yellow bill, white spots on black wingtips and yellow legs and feet. It nests in Alaska and northern Canada, but spends the winter in the Bay area.

Caspian tern (*Sterna caspia*)
The largest North American tern, the stocky Caspian tern is about the size of a California gull, approximately 21 inches from head to tail. The adult has a brilliant orange bill, a black cap that fades in winter, and black legs and feet. The body is light gray above and white below. It is common on the Bay in the spring and summer.

Elegant tern (*Sterna elegans*)
The aptly named Elegant tern visits the central and south Bay between July and October. It is slightly smaller than the Caspian tern, with a long thin, orange bill, and black cap, legs and feet. Its tail is much more deeply forked than that of the Caspian gull.

Forster's tern (*Sterna forsteri*)
This tern looks like a smaller version of the Caspian except that its bill is thinner and orange-red as are its legs and feet. Its tail is deeply forked. The Caspian gull, with a length of 14 inches, is the most common tern on the Bay during the spring nesting season and the summer.

California least tern (*Sterna albifrons*)
With a length of only 9 inches, the California least tern is the smallest North Americana tern. It resembles the Forster's tern except that its bill, legs and feet are orange-yellow instead of orange-red and its wing beat is quicker. It has black wing tips during the breeding season. Approximately 100 pairs have been found nesting in colonies at the Alameda Naval Air Station and the Oakland International Airport, where they are now protected. It is listed as endangered by the state and federal governments. It appears along the Oakland/Alameda estuary from April to mid-August.

American coot (*Fulica americana*)
Widespread chicken sized (13-16") with dark slate body and ivory-colored bill.

Mallard (*Anas platyrhynchos*)
Most widespread duck species in North America. Green head, white collar, deep chestnut breast.

Snowy egret (*Egretta thula*)
Medium sized (20-27") with snow white plumage, black bill, dark legs and yellow feet. Lives in marshy areas and estuaries.

American bittern (*Botaurus lentiginosus*)
Common murre (*Uria aalge*)
Lesser scaup (*Aythya affinis*)
Bufflehead (*Bucephala albeola*)
Western sandpiper (*Calidris mauri*) - In tidal areas.
Killdeer (*Charadrius vociferous*)

Northern harrier (*Circus cyaneus*) – Species of special concern
San Pablo song sparrow (*Melospiza melodia samuelis*) – Federal candidate

Double-crested cormorant (*Phalacrocorax auritus*) - State Species of Special Concern. Goose sized (30-36") black bird, generally silent.

California brown pelican (*Pelecanus occidentalis*) - Federal and California ESA.
Large heavy seabird with huge, dark bill and large throat pouch. Stands on pilings or rocks. Infrequent visitor.

Peregrine falcon - Federal and California ESA. Infrequent visitor.

Fish

Flatfish: English sole, Speckled sanddabs, Starry flounder, California halibut
Bottomfish: Bay goby, Arrow goby, Pacific staghorn sculpin, White croaker, Plainfin midshipman
Silversides, Pipefish
Sharks, Rays
Northern anchovy (high abundance in spring and fall)
Pacific herring
Pacific tomcod
Shiner surf perch
Dwarf surf perch
Topsmelt

Winter-run Chinook salmon (Federal and California ESA) – occasional strays
Central California steelhead (Federal and California ESA) – occasional strays

Crustaceans

Native bay mussels
Barnacles
Sponges
Clams
Polychaetes
Hydroids
Entroprocts
Tunicates
Algae
Bryozoans
Decapods: Crangon shrimp, black shrimp, broken back shrimp, sand shrimp, juvenile Dungeness crabs, graceful rock crabs, Pacific rock crab, red rock crab

Mammals
Vole
Squirrel