NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED
OAKLAND COLISEUM AREA SPECIFIC PLAN

The City of Oakland’s Department of Planning and Building is preparing a Draft Environmental Impact Report (DEIR) for the proposed Oakland Coliseum Area Specific Plan (the Project), and is requesting comments on the scope and content of the DEIR. A detailed Project Description is attached. The DEIR will address the potential physical environmental effects that the Project may have on each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has not prepared an Initial Study, and all CEQA topics will be addressed in the DEIR. The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project and carrying it out.

This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the Project. When the DEIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing or via email to:

Devan Reiff, AICP
City of Oakland
Department of Planning and Building - Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA, 94612
Phone: (510) 238-3550 or the Strategic Planning hotline, (510) 238-7299
Fax: (510) 238-6538
E-mail: dreiff@oaklandnet.com
Project website: www.oaklandnet.com/coliseumcity

Comments on the NOP must be received at the above mailing or e-mail address by 4:00 p.m. Monday, May 20, 2013. Please reference Case Numbers ER13-0004 and ZS13-103 in all correspondence. In addition, comments may be provided at EIR Scoping meetings to be held before the Oakland City Planning Commission and the Landmarks Preservation Advisory Board:
Comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the Project in light of the EIR’s purpose to provide useful and accurate information about such factors. There will be numerous other opportunities to comment on the Project itself at noticed public meetings regarding the Oakland Coliseum Area Specific Plan.

PROJECT TITLE: Oakland Coliseum Area Specific Plan

PROJECT LOCATION: The Specific Plan area is located in East Oakland, and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan area includes the Oakland Alameda County Coliseum and Arena and the Oakland Airport Edgewater Business Park.

PROJECT SPONSOR: The City of Oakland

EXISTING CONDITIONS: See attached Project Description.

PROJECT PURPOSE: See attached Project Description.

PROJECT DESCRIPTION: See attached Project Description.

PROBABLE ENVIRONMENTAL EFFECTS: The Oakland Coliseum Area Specific Plan is expected to include, but is not limited to development plans and actions identified in the attached Project Description. The City has determined that environmental review for this Project will require preparation of an EIR pursuant to Public Resources Code Section 21090(a) and CEQA Guidelines Section 15180. The City is requesting public and public agency comments on the topics of analysis that should be studied in the EIR, and is seeking feedback on the potential environmental effects that could result from implementation of the Project. It is anticipated that the proposed Project may have environmental impacts on the following environmental topics, derived from a list of environmental factors contained in the City’s list of CEQA Thresholds of Significance. All of the following topics will be evaluated in the EIR:

- Aesthetics, shadow and wind
- Air quality
- Biological resources
- Cultural and historic resources
• Geology and soils
• Greenhouse gas emissions/climate change
• Hazards and hazardous materials
• Hydrology and water quality
• Land use and planning
• Noise
• Population, housing and employment
• Public services and recreation
• Transportation
• Utilities and service systems

It is not anticipated that the Project will have significant environmental impacts on agriculture and forest resources, or mineral resources. Nevertheless, these environmental factors will also be analyzed in the EIR.

The Draft EIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, a three sports venue alternative, a two sports venue alternative, a one sports venue alternative, a no sports venue alternative, and other potential alternatives that may be capable of reducing or avoiding potential environmental effects.

April 19, 2013
File Numbers ER13-0004
and ZS 13-103

Scott Miller
Zoning Manager
Environmental Review Officer

Attachment: Project Description
OAKLAND COLISEUM AREA SPECIFIC PLAN, PROJECT DESCRIPTION

Project Location
The planning area for the Oakland Coliseum Area Specific Plan ("Plan Area") is located in East Oakland and covers approximately 800 acres. The Plan Area is bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area includes the Oakland-Alameda County Coliseum and Arena and the Oakland Airport Edgewater Business Park. The Plan Area is uniquely served by transit, including the Coliseum BART station and two I-880 freeway interchanges.

Background/Summary
In March of 2012, the Oakland City Council entered into an Exclusive Negotiating Agreement (ENA) with a team of urban designers, architects and developers led by the Oakland-based firm of JRDV Urban International. Pursuant to this Agreement, this design team was to perform certain pre-development work at the Coliseum site and its surroundings, ultimately developing a Master Plan for near-term development of the Coliseum site and a long-term development plan for the surrounding area. After substantial technical work, consultation with the City and numerous other public agencies, and detailed design development, a Master Plan has now been prepared. The Master Plan represents the City’s preferred development ‘vision’ for the area, accommodating up to three new venues for the City’s professional sports teams, significant transportation and transit enhancements to the area, and development of new retail, housing and employment space at the Coliseum site and within the immediately surrounding area.

This Master Plan will provide the basis upon which the City will now begin preparation of a draft Specific Plan. The Specific Plan effort will include an exploration of land use regulatory changes, infrastructure improvements and financial feasibility and financing options needed to realize this Master Plan vision. The Specific Plan will also identify alternatives to the Master Plan, considering different development scenarios associated with three sports teams, a two sports team alternative, a one sports team alternative, and an alternative under which no sports teams are able to be retained. Pursuant to the California Environmental Quality Act (CEQA), the City will be preparing an Environmental Impact Report (EIR) to address the potential physical environmental effects of the Specific Plan.

Existing Conditions
The Specific Plan area will be subdivided into several distinct Sub-Areas. The existing land uses within each of these Sub-Areas include the following:

Sub-Area A
The approximately 230-acre Sub-Area A consists primarily of the 120-acre Coliseum site, principally owned by the City of Oakland and Alameda County Joint Powers Authority, and which currently holds the existing Arena and Coliseum sports venues and their associated surface parking lots. Sub-Area A also includes City-owned land, and additional private properties to the east along both sides of San Leandro Street, and the existing Coliseum BART Station. In addition to the existing Arena and Coliseum sports venues, Sub-Area A currently contains approximately 348,000 square feet of primarily light industrial, office and government/utility building space.

Sub-Area B
This Sub-Area is approximately 120 acres in size and contains the northerly portion of the Oakland Airport Edgewater Business Park, northerly of Elmhurst Slough and south of Damon Slough. Currently this Sub-Area contains approximately 1.45 million square feet of primarily light industrial and office space, as well as the City of Oakland Public Works Department’s corporation yard.
Sub-Area C
This Sub-Area is approximately 190 acres in size and contains the southerly portion of the Oakland Airport Edgewater Business Park, southerly of Elmhurst Slough and north of Hegenberger Road. Currently this Sub-Area contains more than 2.25 million square feet of building space, more than half of which are office uses, interspersed with light industrial and auto-oriented building space, as well as the existing Wal-Mart store and adjacent retail shopping center off Hegenberger Road at Edgewater Drive.

Sub-Area D
This Sub-Area is approximately 140 acres in size and includes the most westerly portion the Oakland Airport Edgewater Business Park nearest to the Oakland International Airport. This Sub-Area contains approximately 1.13 million square feet of building space including large logistics and distribution businesses and activities, as well as light industrial, hotel, and retail and restaurant uses along Hegenberger Road.

Sub-Area E
This Sub-Area is approximately 120-acres in size, and consists of largely undeveloped open space north of the Oakland Airport Edgewater Business Park, on the westerly or water-side of I-880. A little more than half of this Sub-Area is owned and used by the East Bay Municipal Utility District, with an operating water treatment facility, open storage and a corporation yard, the City of Oakland owns the remaining parcels in this Sub-Area, currently use is primarily as a soccer facility.

A summary of the existing land uses within the Plan Area is shown in the following Table 1. Maps of the Plan Area are shown on the last pages as Figures 1 & 2.
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<th>Land Use Type</th>
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<td>32,500 sf</td>
<td>5,738,250 sf, plus Sports Venues</td>
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*for the upcoming 2013 NFL Season, the capacity has been temporarily reduced to 53,200 seats

**Project Purpose**

The Specific Plan is intended to provide both a short-term development plan for the accommodation of up to three new venues for the City’s professional sports teams, and a longer term, 25-year planning document providing a roadmap for land use policy, regulatory requirements and public and private investment that coordinates future development in the Coliseum Area to create significant long-term value for Oakland and Alameda County. The Coliseum Area Specific Plan is intended as a comprehensive plan to transform what is currently one of the largest under-developed, inner-urban, transit-served redevelopment opportunities in California. Implementation of the Plan is seen as a critical opportunity to revitalize some of Oakland’s most important physical assets, and transform these assets into a center for long-term economic growth.

The Coliseum Area is envisioned to become a transformative, long-term development district for Oakland which will bring in a new job base, increase critical new tax revenue, and establish significant new community value for the residents of the city. The transformation of this area into a thriving, sustainable, healthy and equitable urban showcase for the region is dependent upon a strong vision for the area, linked...
to a comprehensive public-private development approach to redevelopment. The following are key objectives around which the Specific Plan will be developed:

1: Retain the existing sports teams, and maximize the economic value for Oakland and Alameda County from these sports facilities.

2: Create a regionally significant Science and Technology District that can act as a catalyst to expand Oakland’s ability to attract new businesses and to participate in the Bay Area’s dynamic ‘innovation economy’.

3: Leverage and enhance the existing transit and transportation infrastructure in the Coliseum Area, and create a model transit-oriented development (TOD) which is consistent with regional growth policies and state law as provided for under SB 375 and AB 32. Such transit-oriented development will increase Oakland’s ability to leverage its central position in the Bay Area to capture a bigger share of regional housing growth, job growth and economic investment.

4: Create a vibrant urban mixed-use district in the Coliseum Area which will attract a significant community of new residential and commercial uses. This district will generate activated streets, public spaces that provide an enhanced pedestrian experience, site security and high quality development.

5: Create new open space, Bay access, and natural habitat enhancement, providing public educational and Bay accessibility opportunities for Oakland and Bay Area residents.

The Coliseum Area Specific Plan is intended to foster increased opportunities for new development and economic investment in the area through a land value enhancement strategy, overcoming the existing barriers and realizing the area’s full potential. The Plan area is located in the center of the Bay Area and has some of the Bay Area’s most valuable core development assets, particularly its regional transit infrastructure. The Plan area also has freeway connectivity, an international airport, water front property and contiguous development opportunity. Leveraging these core assets to their maximizing potential is critical to Oakland’s ability to create a viable, long-term center for economic development. The proposed Specific Plan is designed to leverage these existing assets in the Coliseum Area into a comprehensively design mixed-use district that will retain the existing sports franchises and attract sustainable new jobs and economic development.

The Specific Plan also will guide future development of the Plan Area if one or more of the sports teams were to relocate out of the Coliseum Area. The EIR will study the environmental effects of a three team, two-team, a one-team, and a no-team project alternative.

**Project Description**

As indicated in the background discussion above, a design team led by JRDV Urban International has prepared a Master Plan which envisions near-term redevelopment at the Coliseum site and long-term development plans for the surrounding area. The Master Plan represents the City’s preferred ‘vision’ for redevelopment and economic revitalization of the area, but is only one potential future scenario. Realization of this Master Plan vision is dependent upon many as-yet unresolved factors - including the interest and willing participation of each the privately-owned professional sports franchises, additional investigation into the feasibility of both public and private financing options for various components of the Master Plan, and an assessment of the potential environmental effects associated with this vision, together with identification of mitigation strategies capable of reducing or avoiding any such effects. Current financing strategies assume private financing of each of the new sports venues, with possible public financing assistance to ensure adequate public infrastructure needed to support the ultimate development. The current Master Plan does not represent any commitments of either private or public finances.
With these caveats, City staff has concluded that the Master Plan’s vision provides a suitable basis upon which the City will now begin preparation of a Specific Plan. As of the date of this Notice of Preparation, a draft Specific Plan has not yet been prepared. Ultimately, the Coliseum Area Specific Plan will provide a comprehensive, consistent and multi-faceted strategy for development and redevelopment of the Coliseum site and its surroundings, establishing a land use and development framework, identifying needed transportation and infrastructure improvements, and recommending an implementation strategy. As subsequent work on the City’s Specific Plan progresses, it is anticipated that the planning and design concepts of the Master Plan will become more detailed and refined, and certain elements of the Master Plan may change. Additionally, per City Council direction established at the beginning of this planning process, the Specific Plan and its associated EIR will carefully consider other possible scenarios for the area under which the City is able to retain only one or two sports franchises, or possibly none. With or without professional sports venues, the Coliseum site and its surroundings remain significant redevelopment opportunities, and options for revitalizing this area and capitalizing on its important physical assets are to be considered, independent of the retention of each or any of the City’s sports franchises.

The Specific Plan will provide separate development concepts for each of the Specific Plan Sub-Areas, as described below. Each of these development concepts require further, more detailed planning and analysis, as well as investigation into financing strategies necessary for implementation. None of these Specific Plan concepts currently represent a definitive end-state, or an obligation on the part of either the City or the sports franchises, but are instead a statement of the area’s potential.

**Sub-Area A**

The development concept for Sub-Area A (the Coliseum site), assumes that some, or all of the existing uses within this Sub-Area, including one or both of the existing sports facilities (the Arena and the Coliseum), could be removed and replaced with new development. This new development is envisioned to include the following:

*New Sports Venue District:* The Specific Plan anticipates construction of new sports venues that will bring a world-class sports experience to the Bay Area. The proposed approach is to create a 21st century “sports district” that is carefully integrated into a dynamic and active urban setting with retail, entertainment, arts, culture, live and work uses - creating sports venues that become part of an authentic urban place. The Plan will accommodate up to three new sports venues, including:

- A new NFL Stadium and multi-purpose Event Center with a seating capacity of approximately 68,000 to 72,000 people. The new Stadium would have a building area of approximately 1.8 to 2.2 million square feet, covering approximately 550,000 square feet of surface area (over 12.5 acres). The stadium is envisioned as an environmentally sustainable building achieving at a minimum a LEED Silver Certification rating.

- A new MLB Ballpark with a capacity of approximately 35,000 to 39,000 seats within a building area of approximately 1.0 to 1.2 million square feet, on a site area of approximately 535,000 square feet (over 12 acres in size). The new ballpark is also envisioned as an environmentally sustainable building, also achieving a minimum LEED Silver Certification rating.

- A new NBA Arena and multi-purpose Events Center with a seating capacity of approximately 18,000 to 20,000 people. The new Arena would be approximately 800,000 to 850,000 square feet in size, located on a site of approximately 210,000 to 250,000 square feet (approximately 5 acres). The preferred site for the new Arena is on the western (water) side of I-880, integrally linked with a pedestrian and transit accessible concourse connection over the freeway connecting to the new Stadium and Ballpark venues. The new basketball arena is also envisioned as an environmentally sustainable building, achieving a minimum LEED Silver Certification rating.
**Sports and Entertainment Retail District:** The Specific Plan’s land use concept will include the creation of a new retail and entertainment district contiguous to the new stadium and ballpark. New retail uses would become “gateway elements” to the new stadium and ballpark, providing a centralized public activity core area, and serving as a catalyst for the project as a whole. This retail and entertainment district is envisioned as a unique regional destination that would be active and publically accessible seven days a week, serving local residents, event participants and the broader City and region’s population.

**Ball Park Mixed-use District:** The area between the new sports venues is envisioned to become a new high density mixed-use neighborhood containing housing, hotel and office uses. Ground floor uses would be regional and neighborhood-serving retail. The area would be designed to integrate into the Sports and Entertainment Retail District and to establish an active urban place that could provide retail, entertainment, arts, and cultural uses, forming an authentic urban place that supports opportunities to live, work and play.

**BART Transit-Oriented Development District:** The area surrounding the Coliseum BART Station is envisioned to become a moderate- to high-density residential community. The Plan will be focused on creating safe and active public streets with neighborhood-serving ground floor retail uses establishing a high quality sense of place and creating a positive neighborhood identity.

**Intermodal Transit Hub:** Regional transit connectivity is one of the key elements envisioned to enable and accommodate the planned increase in use of the area. The Specific Plan will recommend ways to increase capacity and improve the passenger experience at the Coliseum BART station. An intermodal transit hub is envisioned that could integrate BART, the Oakland Airport Connector, Capitol Corridor Amtrak, AC Transit and a future local-serving transit system into a single transit hub location. The proposed transit hub is envisioned to connect to the Coliseum site via a new elevated transit and pedestrian connection relocated along the 73rd Avenue right-of-way. This new elevated transit and pedestrian connection could be used as a concourse connection to the new Stadium, Ballpark and Arena through the Sports and Entertainment Retail District. The transit and pedestrian connector may also become a bridge extending over I-880.

**Open Space, Parks and Habitat:** The Specific Plan will evaluate the feasibility of a significant restoration and rehabilitation of the existing Damon Slough, transforming this drainage facility into functional tidal habitat that helps revive the natural health of the Bay. It is envisioned that an existing parking lot along the south side of 66th Avenue and within the Coliseum Zone could also be removed, and the site restored as part of a created habitat linked to the Damon Slough restoration. This restored open space and habitat area has the potential to become a unique educational resource focused on natural Bay ecology, accessible to the approximately 10 million visitors expected to come to this regional destination every year.

**Sub-Area B**

The development concept for Sub-Area B (the northerly portion of the Oakland Airport Edgewater Business Park) proposes privately initiated redevelopment of properties throughout the Business Park. This development concept includes the following:

**Science and Technology District:** The Specific Plan envisions that this northerly portion of the Oakland Airport Edgewater Business Park could be redeveloped as a Center for Science and Technology serving the entire inner-Bay Area. This new Science and Technology Center could offer large floor-plate buildings, within a campus-like setting that is uniquely served by transit. The potential scale of the Science and Technology District could also allow larger corporate and institutional users the opportunity to co-locate and network with smaller partner businesses in a comprehensively planned, high amenity, urban campus location. This new Science and Technology District is envisioned to become a world-class institutional research center for local and international research entities who want locational access to the Bay Area’s ‘innovation economy’. Potential business sectors that may locate in this District include life sciences and bio-sciences, clean technology and energy research, digital media, and information and
software research. The Specific Plan proposes to create a waterfront-centered, urban technology district with access to the shoreline, parks and recreational facilities, housing and other amenities critical for ‘innovation-economy’ tenants. The goal will be to integrate this Science and Technology District with a world-class sports and entertainment destination.

Waterfront Community: Oakland’s San Leandro Bay waterfront is proposed as a location for the creation of a new residential and mixed-use community that complements the new Science and Technology District. This area would be designed to connect Oakland residents to the Bay. It is proposed that this new Waterfront Community could support a range of residential types and densities, with streets and public spaces activated by retail uses.

Transit Connectivity: The Specific Plan will explore the feasibility of an elevated transit connection continued from Sub-Area A, across I-880. This transit connector should accommodate pedestrian, bike, and transit modes, enabling transit connectivity from the waterfront to BART, and to the potential Intermodal Transit Hub. Such an elevated connection would require permitting from Caltrans, and possibly other jurisdictions.

Shoreline Access and Bay Inlet: The Specific Plan will evaluate the feasibility of creating a more publically accessible waterfront as a catalyst element for remaking the entire Coliseum Area. The waterfront could become both an amenity to the Coliseum Area uses and to the City as a whole. Pedestrian paths, actively used park spaces, and potentially, a new Bay inlet, could all become integrated into a comprehensive waterfront shoreline. One potential scenario of the Specific Plan involves the exchange of the current East Bay Regional Parks mitigation parcels (known as the “Edgewater Seasonal Wetland”) adjacent to where Damon Slough enters San Leandro Bay, for a new mitigation wetland site or sites in the area.

Sub-Area C

The Specific Plan will seek to transition Sub-Area C, which is currently a market-challenged business park that includes a mix of light industrial, small office, and some non-profit and government uses, into an extension of the mixed Science and Technology and Business Park. Over time, as the Sub-Area B Science and Technology District becomes established, this adjacent Sub-Area C area is anticipated to transition to similarly related uses which could include advanced technology and other manufacturing, R&D and test-product design and development activities, sales, marketing, professional service and finance uses supporting technology businesses. Smaller science, technology and “green”/“clean” companies seeking less costly space could also locate in Sub-Area C, given its proximity to Sub-Area B. Changes over time in this Sub-Area are anticipated to include new development, most likely lower cost, lower density and more flexible development that would add to the mix of building product types envisioned in Sub-Area B.

Sub-Area D

The Specific Plan will seek to encourage increased Airport-related economic development in Sub-Area D. This area is envisioned to continue to provide locations for businesses that value proximity to the Airport and the I-880 freeway, including large logistics and distribution businesses and activities, as well as hotel, retail, and eating and drinking uses along Hegenberger Road. Adjacency to the development in Sub-Areas A, B and C would have a long-term positive impact on the quality of tenants that want to locate along the Hegenberger corridor. Many of the area’s current uses are anticipated to remain. This area has few key development sites, and these sites are anticipated to be used for similar types of uses in the future as exist today.

Sub-Area E

The Specific Plan envisions this area would retain its EBMUD facilities, and that there would be a restoration of existing open space and wildlife habitat.
Summary

A summary of the proposed Specific Plan build-out includes up to three new sports venues totaling nearly 1.7 million square feet of building space or 131,000 seats; just over 14 million square feet of Science & Technology, office, light industrial, logistics and retail space; and 6,370 residential units, as shown in the following Table 2. This represents an increase of approximately 8.3 million square feet of new building space within the Plan area. The proposed Specific Plan build-out also includes up to approximately 15,000 parking spaces on the Coliseum site. There are proposed to be nearly 39 acres of new, publically-accessible open space within Sub-Areas A and B, and additional restored open space in Sub-Area E.
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<th>Sub-Area A</th>
<th>Sub-Area B</th>
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<tr>
<td>Retail / Restaurant</td>
<td>225,000</td>
<td></td>
<td>182,200</td>
<td>92,000</td>
<td></td>
<td>499,200</td>
</tr>
<tr>
<td>Residential (in units)</td>
<td>4,000*</td>
<td></td>
<td>2,370</td>
<td></td>
<td></td>
<td>6,370</td>
</tr>
<tr>
<td>Parking spaces (#)</td>
<td>15,050</td>
<td>9,600</td>
<td></td>
<td></td>
<td></td>
<td>24,650</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,417,500</td>
<td>4,134,000</td>
<td>5,489,900</td>
<td>1,951,000</td>
<td>32,500</td>
<td>14,027,500</td>
</tr>
</tbody>
</table>

*This includes new residential units built on the current Coliseum BART parking lots.