



C

OLISEUM

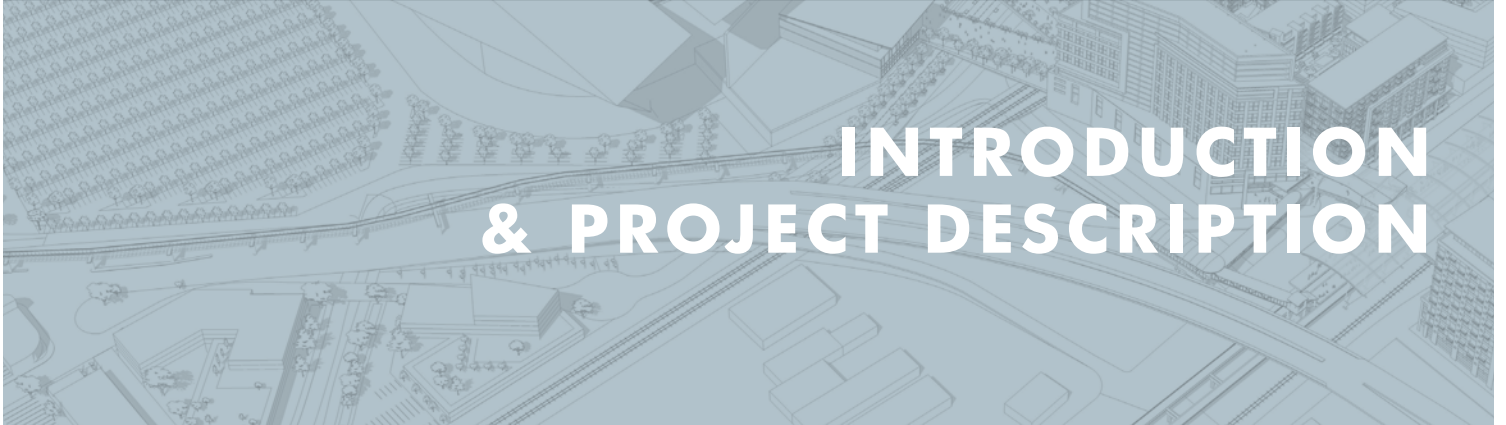
ITY Innovation Gateway

July
2013

Draft Master Plan Report

CITY OF
OAKLAND

JRDV
FOREST CITY
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INTRODUCTION & PROJECT DESCRIPTION

Reinventing the Coliseum District as a 21st-Century Urban Community

Specific Plan Site and Location

The Specific Plan area is a key site located in East Oakland. The plan covers an area of 790 acres that is bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Expressway 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 Edgewater Business Park. The site is uniquely served by transit with the Coliseum BART station as well as two I-880 interstate freeway interchanges at either end of the site. The physical condition of the sports facilities and the business park both require significant redevelopment if they are going to become viable future economic assets for Oakland.

Specific Plan and EIR

This master plan and specific plan will be a 25 year planning document that will become a road map for land uses, regulatory policies and public and private investment that will coordinate development and create significant long-term value for Oakland and Alameda County.

Vision and Goals

The Coliseum District Master Plan is a comprehensive plan to transform what is currently one of the largest underdeveloped inner-urban, transit-served, redevelopment opportunities in California. It represents a critical opportunity to revitalize one of Oakland's most important physical assets, and transform it into a center for economic growth.

The Coliseum Area is planned 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 major district into a thriving, sustainable, healthy and equitable urban showcase for the region will depend on a strong plan vision that is linked to a comprehensive public-private development approach to redevelopment and value creation.

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The following are the key goals around which the master plan and specific plan will be developed:

- Goal 1. Retain the sports teams, and maximize economic value recapture for Oakland and Alameda County from these sports facilities.
- Goal 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 participate in the Bay Area's dynamic 'innovation economy'.
- Goal 3. Leverage and enhance the existing transit and transportation infrastructure, and create a model transit oriented development (TOD) which is consistent with regional growth policies and State Law SB 375 and AB 32. It will increase Oakland's ability to leverage its central position in the Bay Area and capture a bigger share of regional housing growth, job growth and economic investment.
- Goal 4. Create a vibrant urban mixed-use district which will attract a significant community of residential and commercial uses. This district will generate activated streets public spaces that provide an enhanced pedestrian experience, site security and high quality of place.
- Goal 5. Create new Open Space, Bay Access, and Natural Habitat opportunities through a significant environmental reclamation that will create functional natural habitat, public educational and Bay accessibility opportunities for Oakland and Bay Area residents.

Master Plan Approach

The Coliseum District is located in the center of the Bay Area region. It has some of the most valuable core development assets in the region, particularly its transit infrastructure. The Coliseum District also has unique freeway connectivity, an international airport, a water front location, and a large area of contiguous development. Maximizing the advantage of these key assets will also be critical to Oakland's ability to create a viable long-term center for of economic development. Leveraging these core assets to create a high density development is consistent with regional growth policies and state growth mandates SB 375 and AB 32. This proposed master plan is a comprehensively conceived plan that will attract sustainable new jobs and residential growth, and maximize the value of these key resources.

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Strategic Plan and Value-Creation. The Coliseum District is currently an economically challenged area that will require break-through market values in order to achieve economic feasibility. Overcoming the development barriers and realizing the full potential of this complex development district will require a clear strategic plan vision that will become a blueprint for coordinating land use policy with public and private investment necessary to transform this key district in Oakland. The Master Plan is focused on generating these value-creation strategies that will increase the opportunities for new investment and increase economic development in the area.

The success of the Master Plan development strategy is predicated on creating a transformative Urban Community that can achieve these higher market values.

Coordinated Master Plan. The Plan proposes value enhancement created through a district-wide integrated plan which coordinates development uses, site locations, and site infrastructure. The integrated Master Plan also leverages value from comprehensive site management that creates value enhancements through site management that provides a high quality, well managed, safe and secure urban place.

This Master Plan approach is critical to achieving the proposed transformational land use strategies. This is particularly true on the Zone A and B development areas which represent the highest density and highest value tenants, and will become the development anchor for the sustained economic growth in the larger urban area. The execution of the plan will also be facilitated by a Management approach that can coordinate site marketing and site branding, site parcel development, tenant leasing, site management and security, and other key development programs that allow higher value tenants to enter the market.

Leveraging Transit and Core Assets. Regional transit infrastructure at the site includes direct freeway connectivity, an international airport, and major traffic arteries that connect the area to Oakland. The site currently has BART, Capitol Corridor Amtrak, the Oakland Airport Connector, and AC Transit. Improving the transit quality and capacity of this core transit infrastructure will be critical for the long-term success of the development of the Coliseum District. Attracting the proposed development uses and development density on the site will be determined by this improved transit connectivity.

One of the key transit enhancements is the development of an Inter-Modal Hub. This will be critical to increasing the utilization and value of the existing transit systems. It is also proposed that a street car be incorporated as a local transit mode. This will provide transit connectivity to the new development uses on parcels west of I-880.

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The Master Plan is dependent on direct access to a high quality, safe regional intermodal connectivity, which clearly drives workplace and residential location decisions in the Bay Area. The unique access to this transit resource and expanding its capacity is a major source of value enhancement for the Master Plan as a whole, and is a critical element in transforming the larger district.

Sports as a Development Catalyst. The Potential value enhancement by creating a regional Sports-Entertainment-Retail destination is one of the key elements of the Master Plan. This has the potential of creating a highly branded urban environment. The proposed new sports uses will bring unprecedented activation to the site. It is estimated that 2-3 new multi-purpose sports venues will bring 4.0-5.0 million event fans to the site each year. The dramatic increase in footfall will be a critical element in bringing retail and entertainment uses to the site. This retail destination has the potential to establish a regionally significant urban place that will create opportunities to bring new housing, high-value employment and significant economic investment to the master planned district.

Maximizing the Synergy of Uses. This Master Plan leverages synergies from each of the key development components, including: sports, retail and entertainment, mixed-use and residential, and science and technology. The planned redevelopment of the sports venues will create a powerful catalyst around which new urban activity and a new urban community can be developed. The project viability of each element is dependent on their relationship to the other elements of the master plan concept.

Next-Generation Urban Place. Quality of place matters. The master plan is focused on creating a regionally significant urban destination for Oakland and the Bay Area. The master plan is based on urban design principles that create active urban streets, walkable pedestrian scaled urban districts, and architectural forms that establish a clear identity for the Coliseum City and surrounding area. The overall urban strategy is to create an authentic sense of place. The quality of design, architecture, landscape all become critical elements in defining the redeveloped district as a place where residents and tenants want to live and relocate. Creating vibrant and dynamic urban pedestrian focused streets is an essential part of the plan's success.

The Coliseum City is a sustainable urban community that includes: retail, entertainment, housing, hotels, innovation-economy tenants, as well as sports. The plan will create a dynamic urban community with 7x24 vibrancy. The urban form is designed to connect back to Oakland and link the surrounding neighborhoods to the Coliseum Area sites. This will be an essential part of avoiding an isolated 'island' effect.

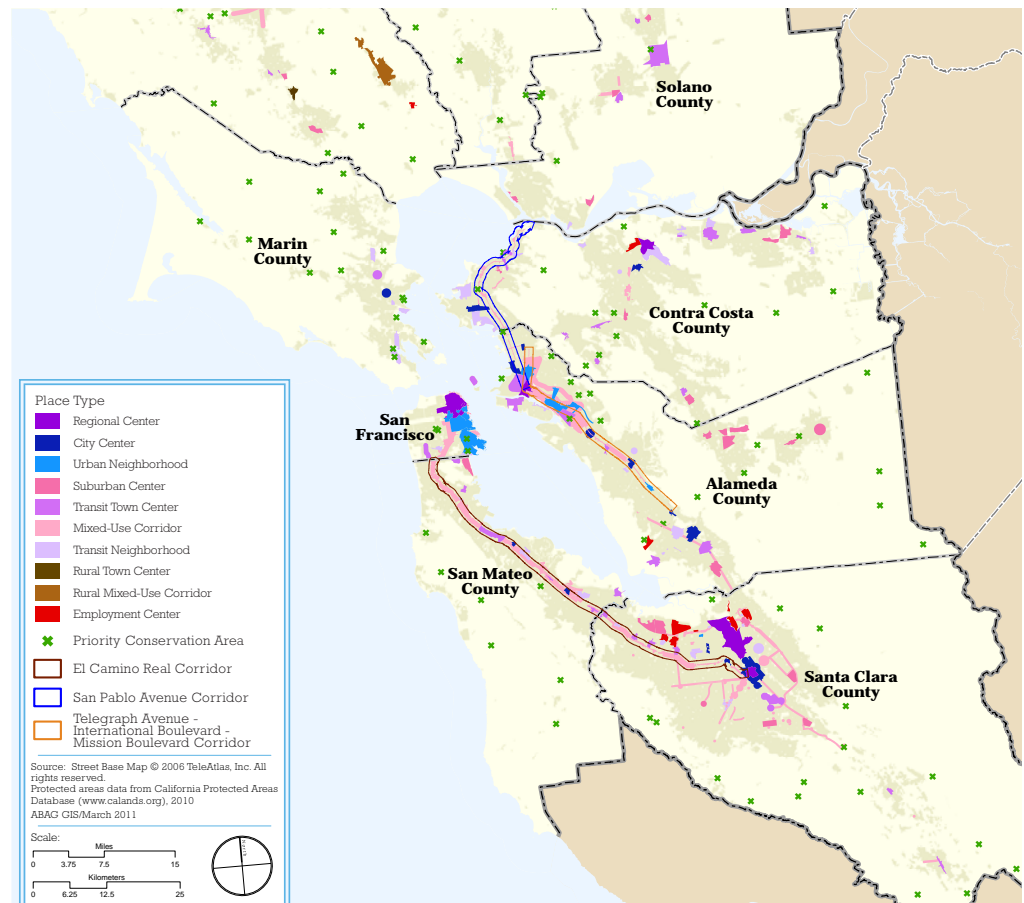
INTRODUCTION & PROJECT DESCRIPTION

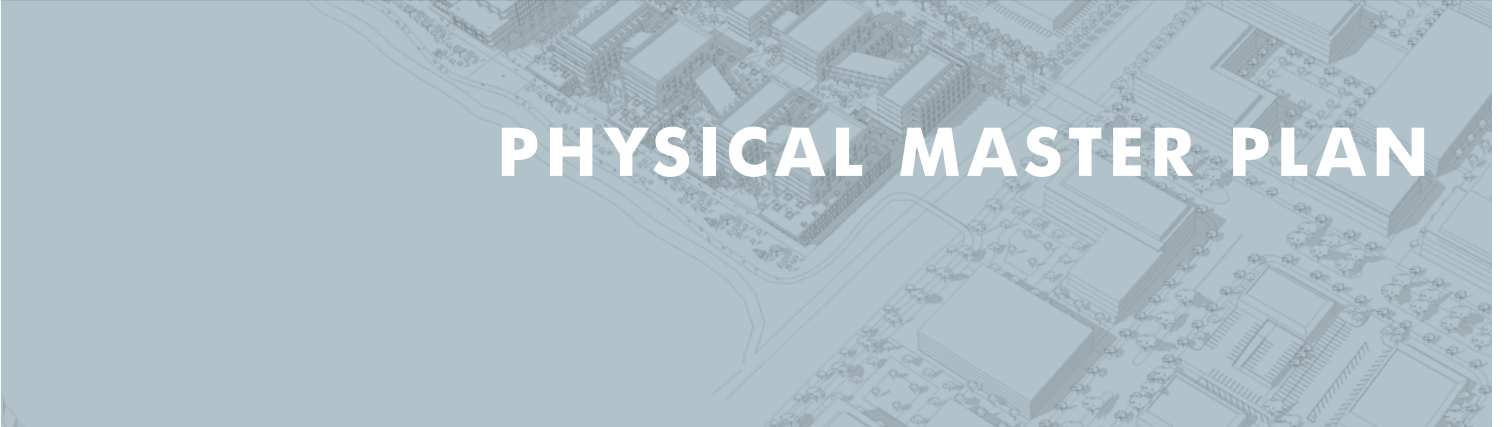
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Capturing Regional Growth

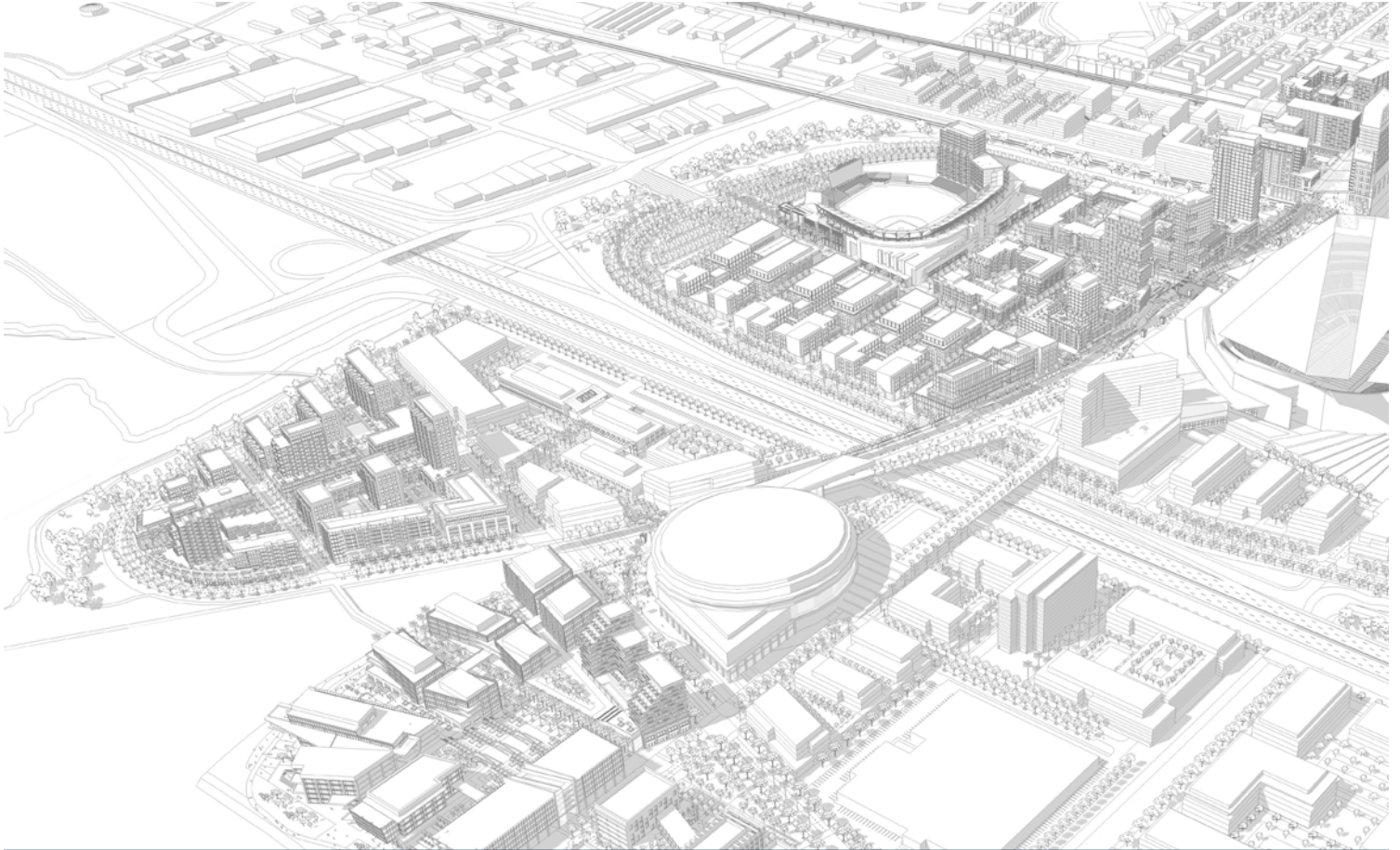
The Coliseum District Master Plan proposes to create a long-term development district for Oakland. The Master Plan will increase Oakland’s ability to capture higher value Regional Growth over the next 20 years. This is consistent with regional growth policies outlined in SB 375 and AB 32, which mandate that two-thirds of employment growth and three-fourths of housing growth take place in Priority Development Area (PDA) corridors such as the Coliseum area.

The Coliseum District Master Plan will be a key Oakland strategy to address other ABAG (Association of Bay Area Governments) regional growth goals, including: 1) Strengthening the character of places through sustainable development, 2) accommodating new housing and employment centers within the existing urban footprint, 3) locating future housing and jobs next to transit, amenities and services, 4) strengthening regional transit corridors to provide access to jobs and services, and 5) preservation of land for open space and agriculture.





PHYSICAL MASTER PLAN



**OVERALL SITE
DEVELOPMENT PLAN**

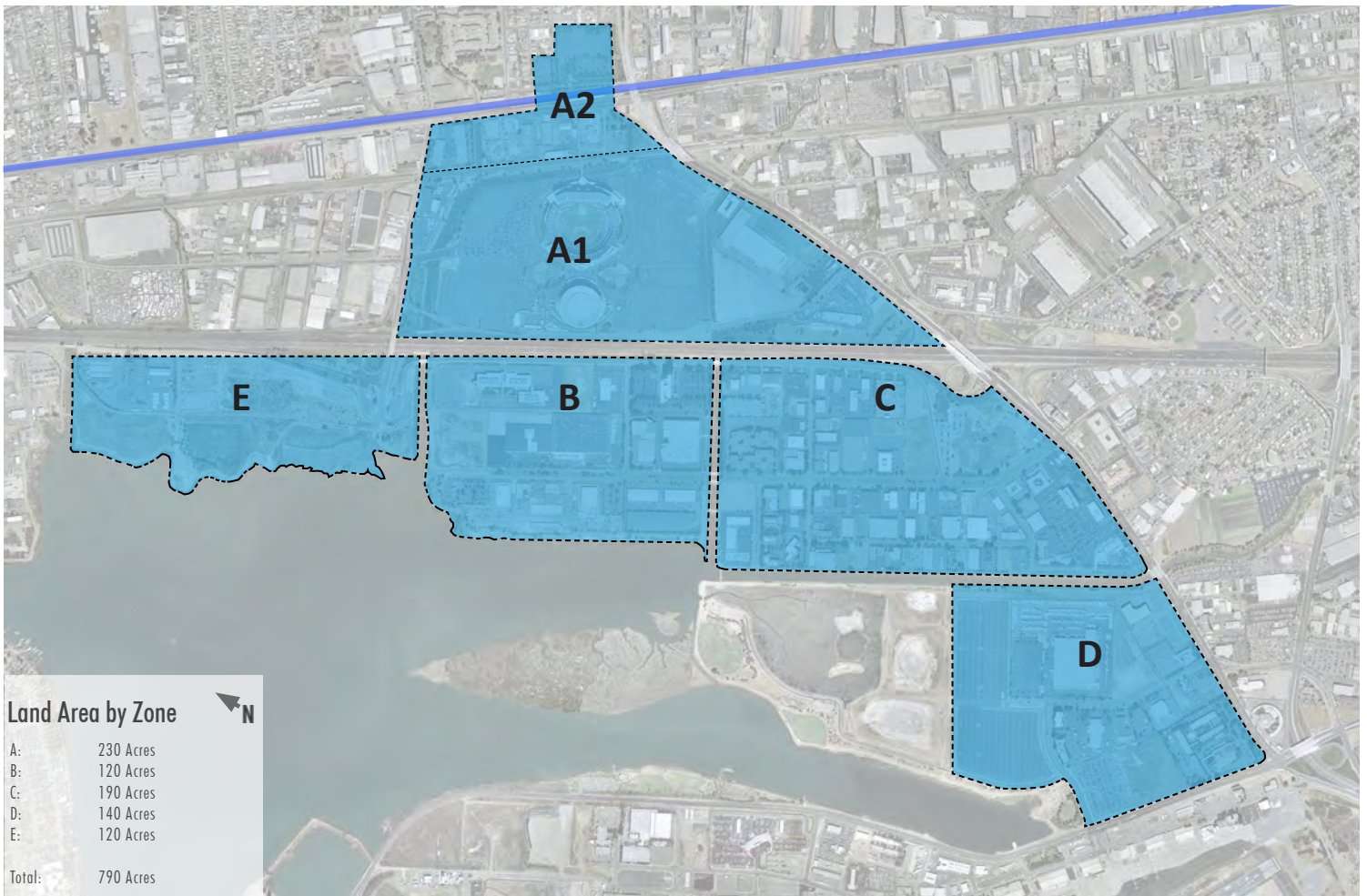
2.0

Master Plan Project Description

The Coliseum District Master Plan is designed to be a long-term development template that is flexible and phasable, and can adapt to market conditions as they evolve over time. The plan creates multiple development zones that have distinct boundaries and development strategies. Zone-A is a transit and sports focused district, Zone-B is a waterfront district that will have residential mixed-use and a core location for science and technology uses; Zone-C is a flexibly designated district that has a diverse base of retail, office and flexible technology and industrial uses that want to co-locate with Zone-B; Zone-D is a mixed-use district that includes hotels, retail and logistic uses that want to be adjacent to the international airport; Zone-E is an open space and natural habitat district that is designed to enhance the environmental quality of the estuary and the bay waterfront and become a regional recreation resource.

Each development zone is designed to leverage off of the uses and infrastructure of the adjacent plan element.

Zone Map of Project Area



These development zones can be phased independently and will allow infrastructure improvements to be implemented over time based on market growth and demand. A key catalyst to accelerating this development strategy is the investment of transit improvements at the Coliseum BART station and the introduction of a streetcar transit system that links Zones B, C and D to the Coliseum intermodal transit hub. This linkage is made possible by a planned concourse connector that allows pedestrian and transit connections across the Damon Slough, the Union Pacific ROW (right-of-way), and I-880. The transit improvements that connect each zone are the primary development drivers that allow the increased density and higher value uses to become feasible. Other infrastructure improvements will be made in parallel to the transit linkages.

Overall View of Project Area



Zone A: Sports, Retail and Transit District

New Sports Venues. The master plan will replace obsolete Sports facilities with state-of-the-art 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 district that has retail, entertainment, arts, culture, live and work uses - creating sports venues that become part of an authentic urban place.

The plan is designed to accommodate three new venues including:

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

Retail and Entertainment Uses. The Master Plan will create a retail and entertainment zone that is contiguous with the new stadium. These retail uses are designed

Overall View of Zone A





OVERALL SITE DEVELOPMENT PLAN 2.0

to become the gateway elements to the new stadium and ballpark, and will become central public activity catalysts for the project as a whole. This retail and entertainment zone is designed to be a unique regional destination that is activated 7 days a week, and that will serve local residents, event participants and the broader city and regional residents.

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

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

Intermodal Transit Hub. Regional transit connectivity is one of the key elements that will enable the increase in use of this planning area. The master plan proposes to increase capacity and improve the passenger experience of the Coliseum BART station. The plan also proposes to create an intermodal transit hub that integrates BART, the Oakland Airport Connector, Capitol Corridor Amtrak, AC Transit and a future street car system into a single Transit Hub. The proposed Transit Hub is planned to connect to the Coliseum site with a new pedestrian connection that is relocated along the 73rd Avenue right-of-way. This new pedestrian connection will be used as a concourse connection to the new stadium, arena, and sports entertainment zone. The connector will also become a linear park that could potentially extend over I-880 and link BART to the Bay.

Open Space, Parks and Habitat. The plan proposes to rehabilitate the Damon Slough, and transform this riparian element into a functional tidal habitat that revives the natural health of the Bay. The plan proposes that a current parking lot along 66th Avenue be rehabilitated into natural habitat and linked to the Damon Slough environment.

Area Summary Zone A

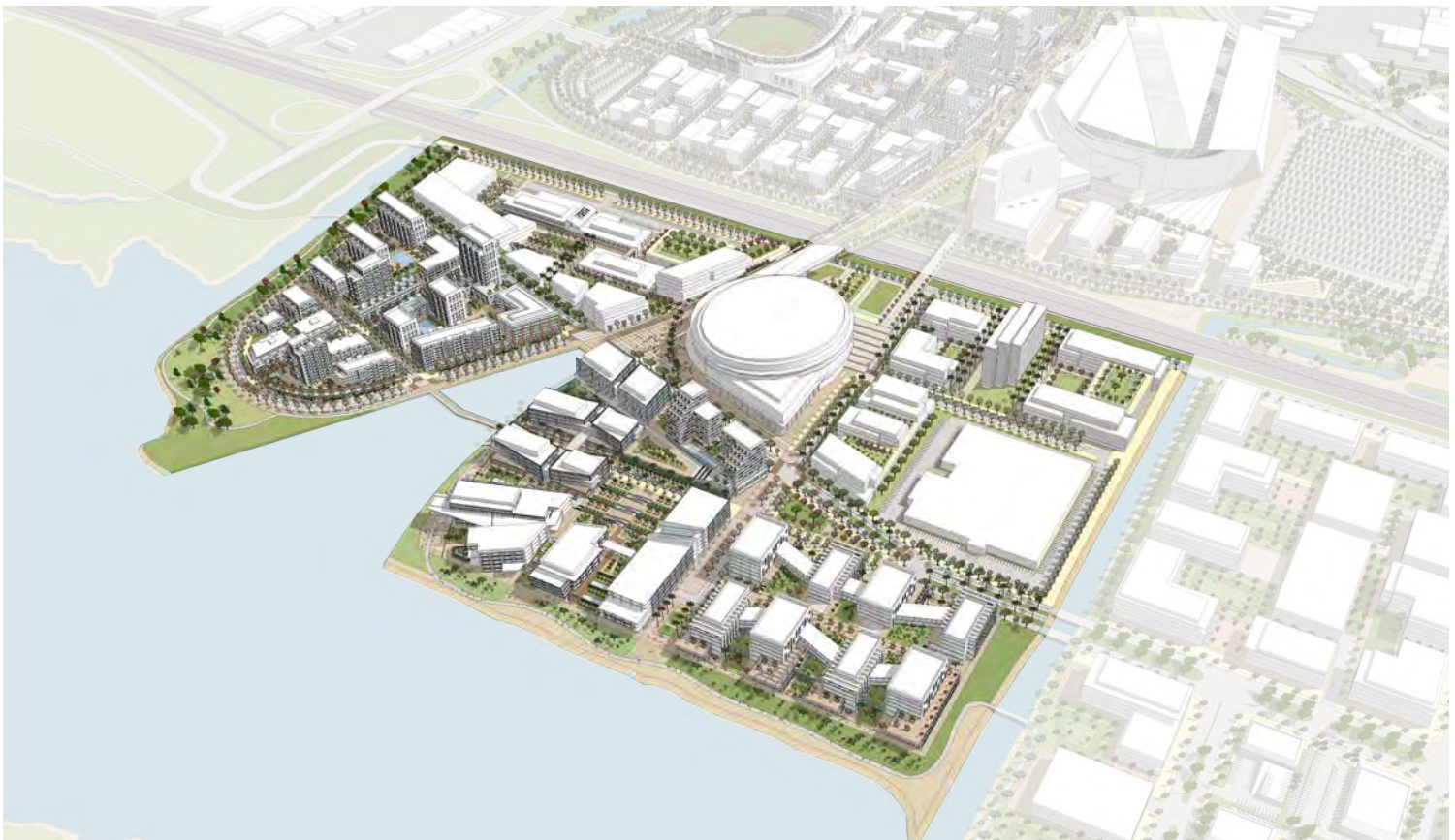
<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed Development (Low)</i>	<i>Existing & Proposed Development (High)</i>	<i>Total SF (High)</i>
Sports	28.7	1,248,533 sf	1,248,533 sf	1,248,533 sf
Residential	33.8	2,723 Units	3,860 Units	4,245,569 sf
Science & Technology	12.6	398,123 sf	1,737,394 sf	1,737,394 sf
Hotel	3.6	600 Rooms	875 Rooms	525,113 sf
Retail	3.9	258,500 sf	571,329 sf	571,329 sf
Parking	40.2	15,856 Spaces	15,856 Spaces	
Open Space	20.7			
	Total			8,327,938 sf

Zone B: Waterfront District

Science and Technology District. The master plan proposes that the Edgewater Business Park be redeveloped as a center for Science and Technology in the inner-Bay Area. The area offers large floor plate research users a unique transit served inner Bay Area location. The scale of the Science and Technology district also will allow users the opportunity to co-locate with their partner network in a comprehensively planned and high amenity urban campus location. This area is designed to become a world-class institutional research center that will be home to local and international research entities who want to have access to the Bay Area’s ‘innovation-economy’. Potential research sectors that may locate in this district include: life science and bio science, clean tech and energy research, digital media, and information and software research.

The master plan proposes to create a high-amenity waterfront centered urban technology district, with access to shoreline, parks, recreation, housing and other amenities which are critical for these ‘Innovation-economy’ tenants. Integration with a world-class urban sports entertainment destination is a differentiating amenity that few urban locations can provide. It creates an urban campus workplace location that is uniquely differentiated from other location opportunities in the Bay Area.

Overall View of Zone B





OVERALL SITE DEVELOPMENT PLAN 2.0

Waterfront Community. The estuary waterfront is proposed to create a residential and mixed-use community that complements the Science and Technology district. This area is designed to connect Oakland residents to the Bay. It is proposed that the zone will support a range of residential densities. Streets and public spaces will be activated by retail uses which create active, safe and high quality pedestrian environments.

Transit Connectivity. The plan proposes that a concourse level connection continue from the Zone A across I-880 to Zone B. This connector will accommodate pedestrian, bike, and street car transit modes. This concourse connection will enable transit connectivity from the waterfront to BART and the intermodal transit hub

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

Area Summary Zone B

Zone B (S&T Option)

Development Area Summary

<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed Development (Low)</i>	<i>Existing & Proposed Development (High)</i>	<i>Total SF (High)</i>
Residential	10.0	1,010 Units	1,397 Units	1,536,524 sf
Science & Technology	57.7	3,438,821 sf	4,350,019 sf	4,350,019 sf
Retail		35,000 sf	58,804 sf	58,804 sf
Parking		10,504 Spaces	10,504 Spaces	
Open Space	18.1			
Total				5,945,347 sf

Zone B (NBA Option)

Development Area Summary

<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed Development (Low)</i>	<i>Existing & Proposed Development (High)</i>	<i>Total SF (High)</i>
Sports	12.4	450,000 sf	450,000 sf	450,000 sf
Residential	10.0	1,010 Units	1,397 Units	1,536,524 sf
Science & Technology	45.3	2,704,558 Units	3,432,190 sf	3,432,190 sf
Retail		35,000 Units	58,804 sf	58,804 sf
Parking		9,488 Units	9,488 Spaces	
Open Space	18.1			
Total				5,477,518 sf

Zone C: Technology Support District

The master plan proposes to transition Zone C, which is currently an antiquated and market challenged business park that includes a mix of light industrial, small office, and some non-profit and government uses into a mixed Science and Technology and Business Park.

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

Overall View of Zone C



Area Summary Zone C

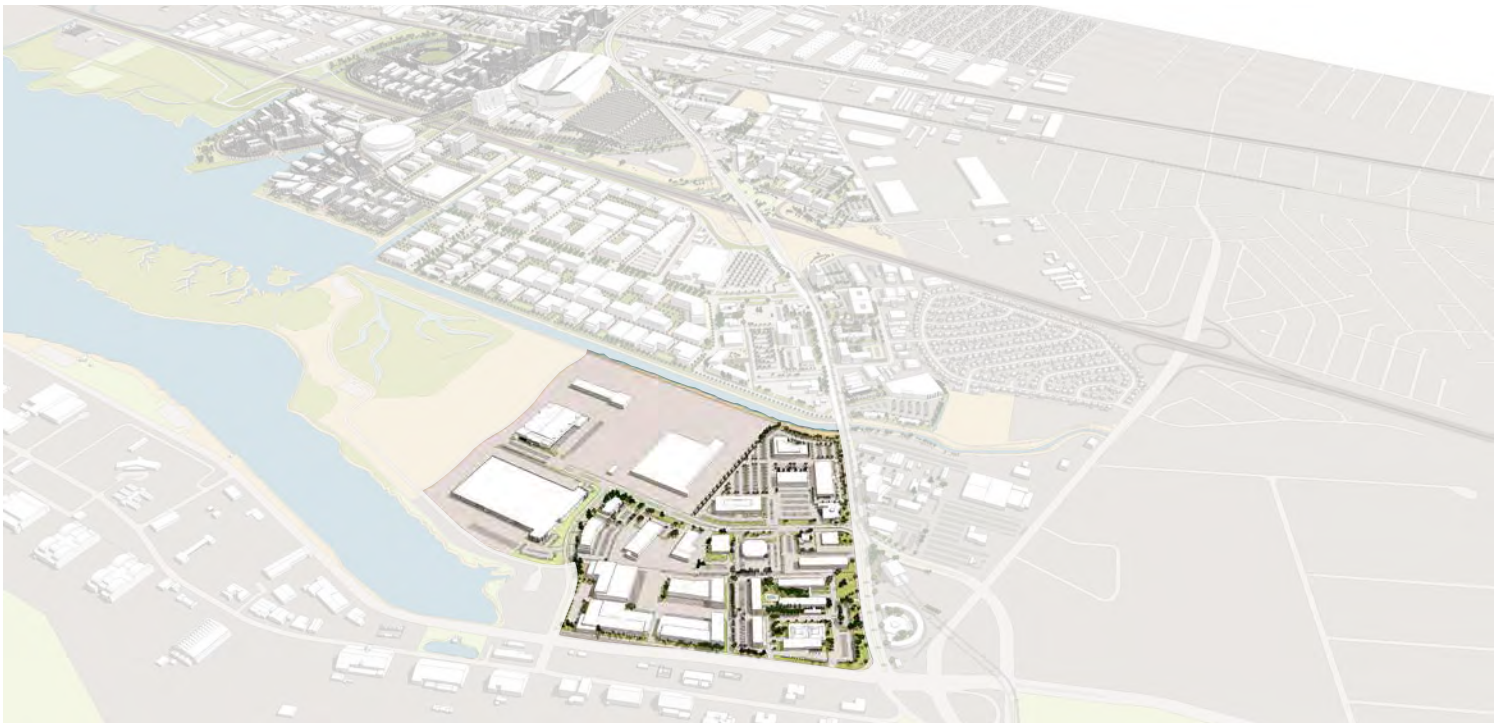
<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed Development (Low)</i>	<i>Existing & Proposed Development (High)</i>	<i>Total SF (High)</i>
S&T/LT Industrial Support	121.8	4,451,704 sf	5,291,374 sf	5,291,374 sf
Retail	24.5	320,200 sf	320,200 sf	320,200 sf
Total				5,611,574 sf

Zone D: Airport and Logistics District

The master plan proposes to encourage increased Airport-Related economic development in Zone D. This area will provide locations for businesses that value proximity to the airport and the I-880 freeway. These uses include large logistics and distribution businesses/activities as well as hotel and retail/eating and drinking uses along Hegenberger.

The adjacency to the new economic uses in Zones A, B and C will have a long-term positive impact on the quality of tenants that want to locate along the Hegenberger corridor. Much of the area's current types of uses are anticipated to remain as-is. This area has limited key development sites that are anticipated to be used for similar types of uses in the future.

Overall View of Zone D



Area Summary Zone D

<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed Development (Low)</i>	<i>Existing & Proposed Development (High)</i>	<i>Total SF (High)</i>
Sports	12.4	450,000 sf	450,000 sf	450,000 sf
S&T/LT Industrial Support	96.4	1,150,906 sf	1,157,571 sf	1,157,571 sf
Logistics	14.0	244,760 sf	305,950 sf	305,950 sf
Hotel	16.1	550 Rooms	550 Rooms	329,867 sf
Retail	8.3	103,971 sf	103,971 sf	103,971 sf
Total				2,347,359 sf

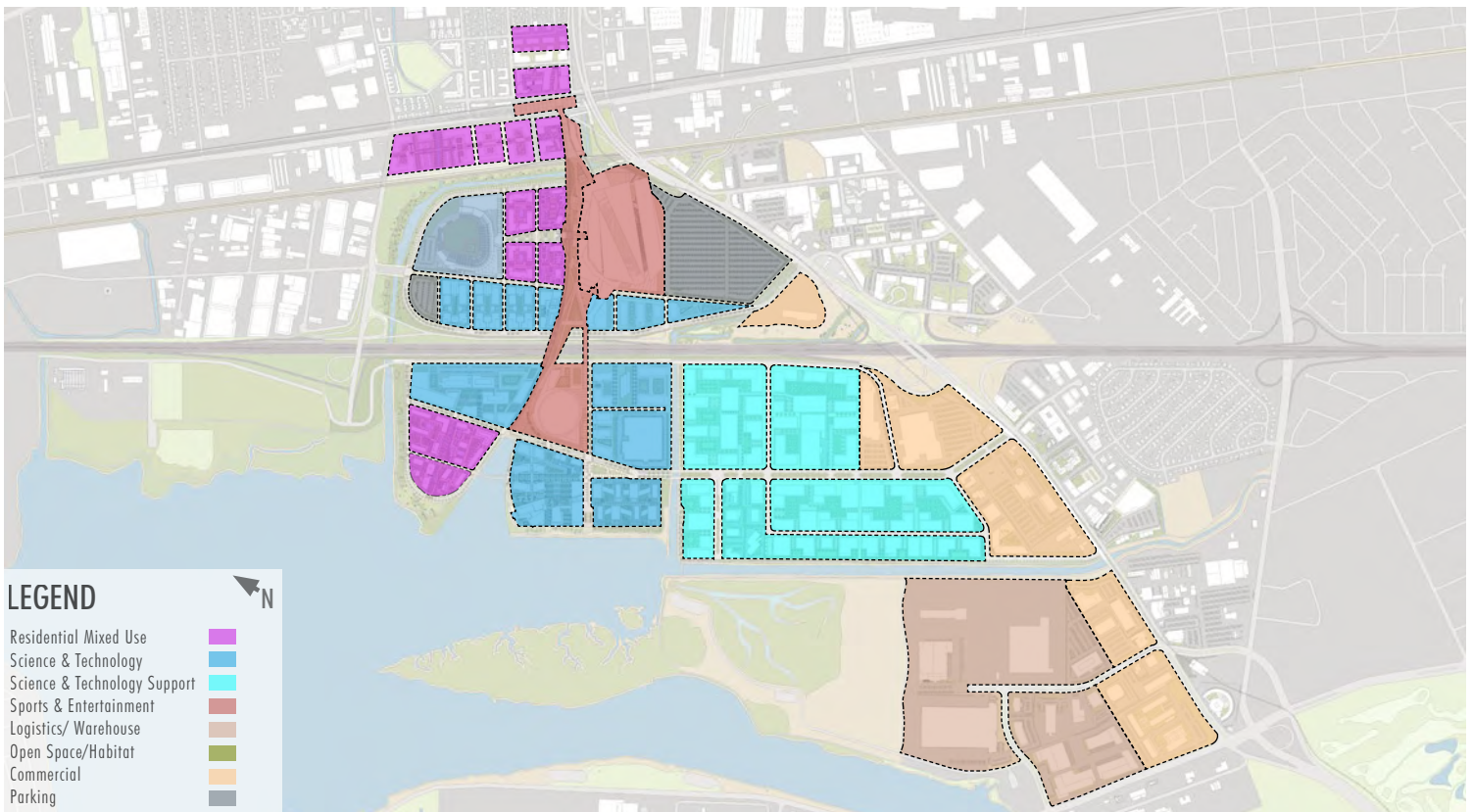
Area Summary

TOTAL (NBA Option)

Development Area Summary

<i>Land Use</i>	<i>Area</i>	<i>Existing & Proposed</i>	<i>Existing & Proposed</i>	<i>Existing & Proposed</i>
Sports	53.4	2,148,533 sf	2,148,533 sf	2,148,533 sf
Residential	43.8	3,733 Units	5,256 Units	5,782,093 sf
Science & Technology	70.3	3,102,681 sf	5,169,584 sf	5,169,584 sf
S&T/LT Industrial Support	218.2	5,602,610 sf	6,448,945 sf	6,448,945 sf
Logistics	14.0	244,760 sf	305,950 sf	305,950 sf
Hotel	19.7	1,150 Rooms	1,425 Rooms	854,980 sf
Retail	36.8	717,671 sf	1,054,304 sf	1,054,304 sf
Parking	40.2	26,360 Spaces	26,360 Spaces	
Open Space	38.8			
Total				21,764,388 sf

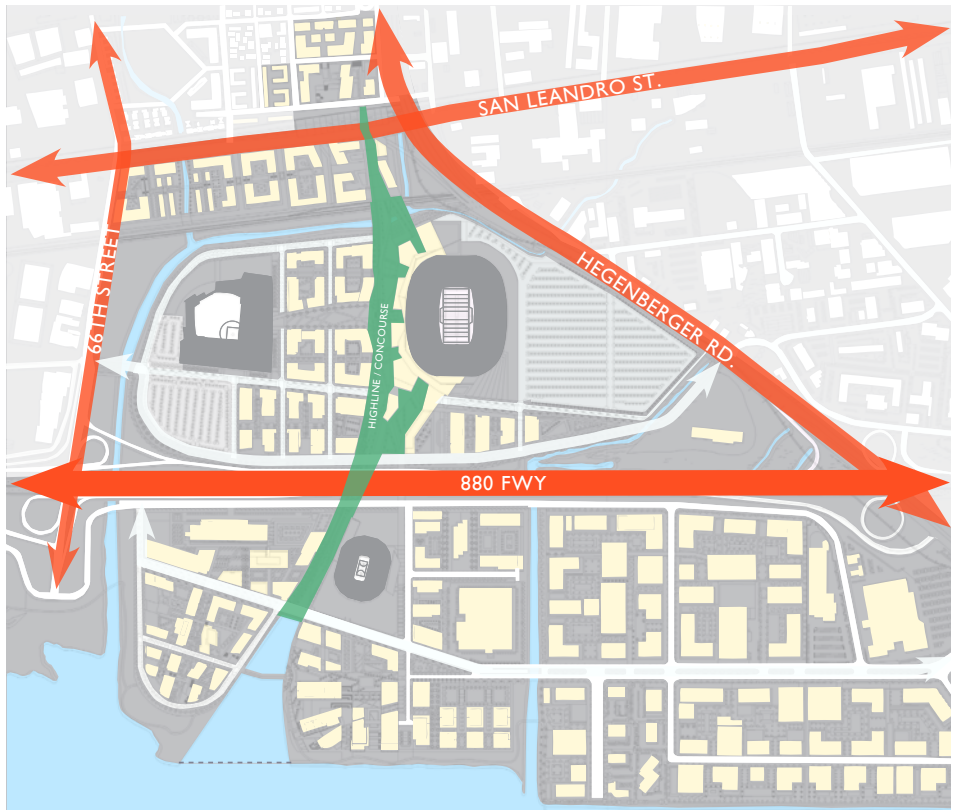
Land Uses



Site Diagrams

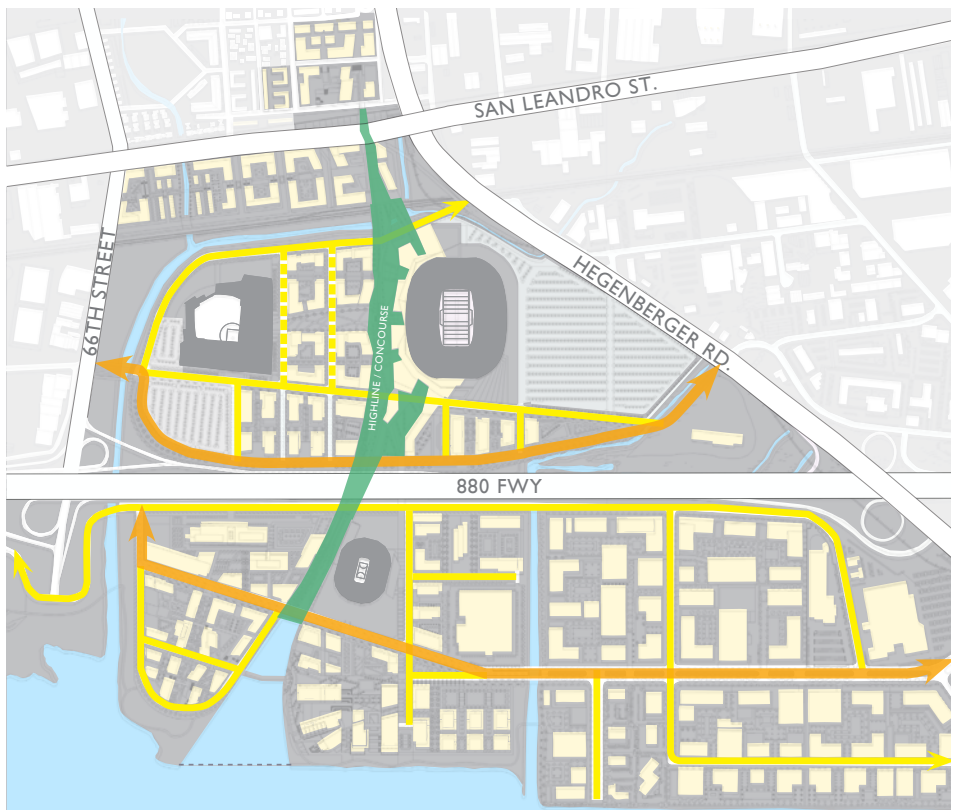
Major Roadways

-  Freeway
-  Major Road







Internal Roads

-  Major Road
-  Minor Road






Site Diagrams

Open Space Diagram

-  Habitat
-  Concourse Park
-  Public Open Space
-  Venue Plaza







Habitats and Parks

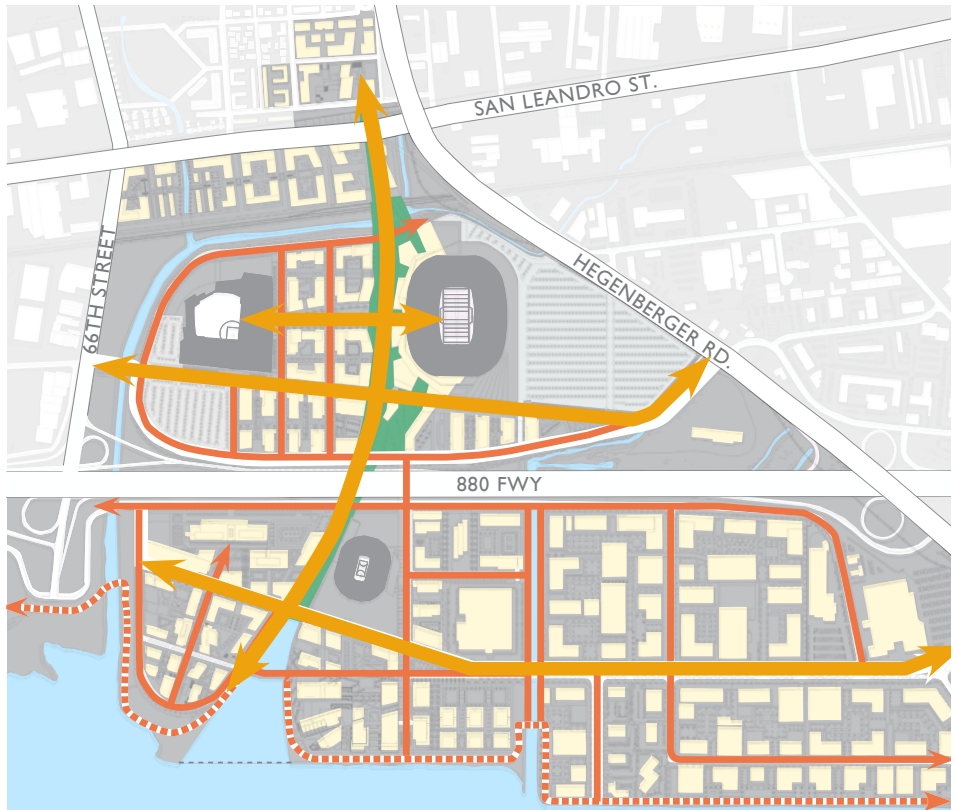
-  Habitat
-  Concourse Park
-  Venue Plaza






Site Diagrams

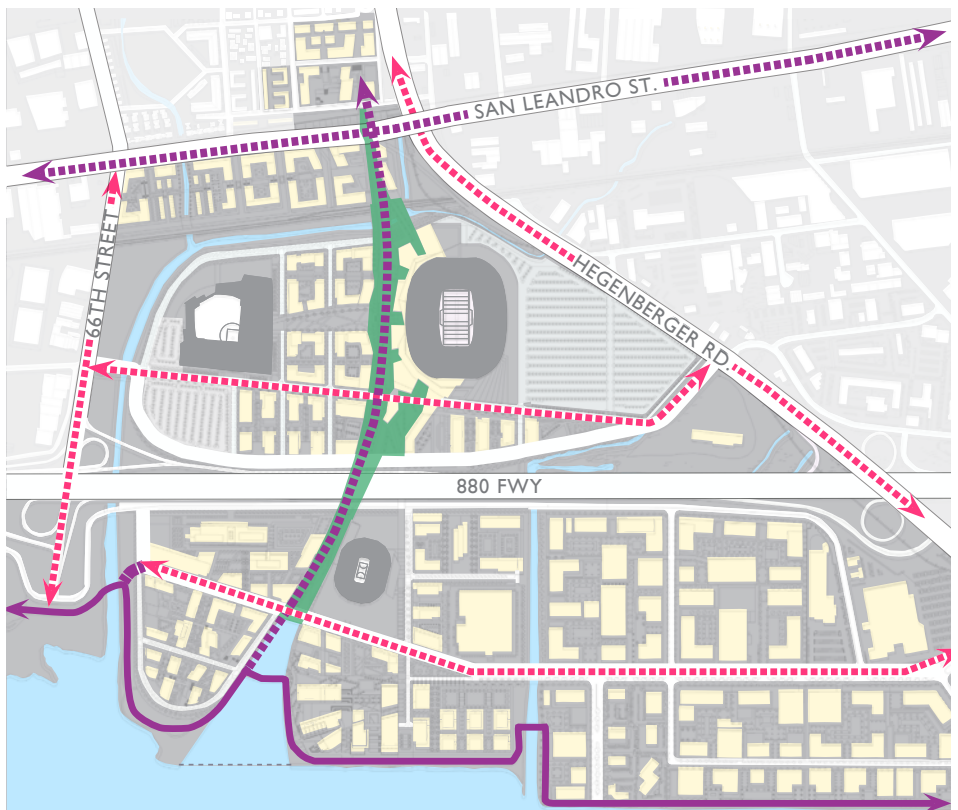
Pedestrian Circulation

-  Habitat
-  Concourse Park
-  Public Open Space
-  Venue Plaza



Bicycle Circulation

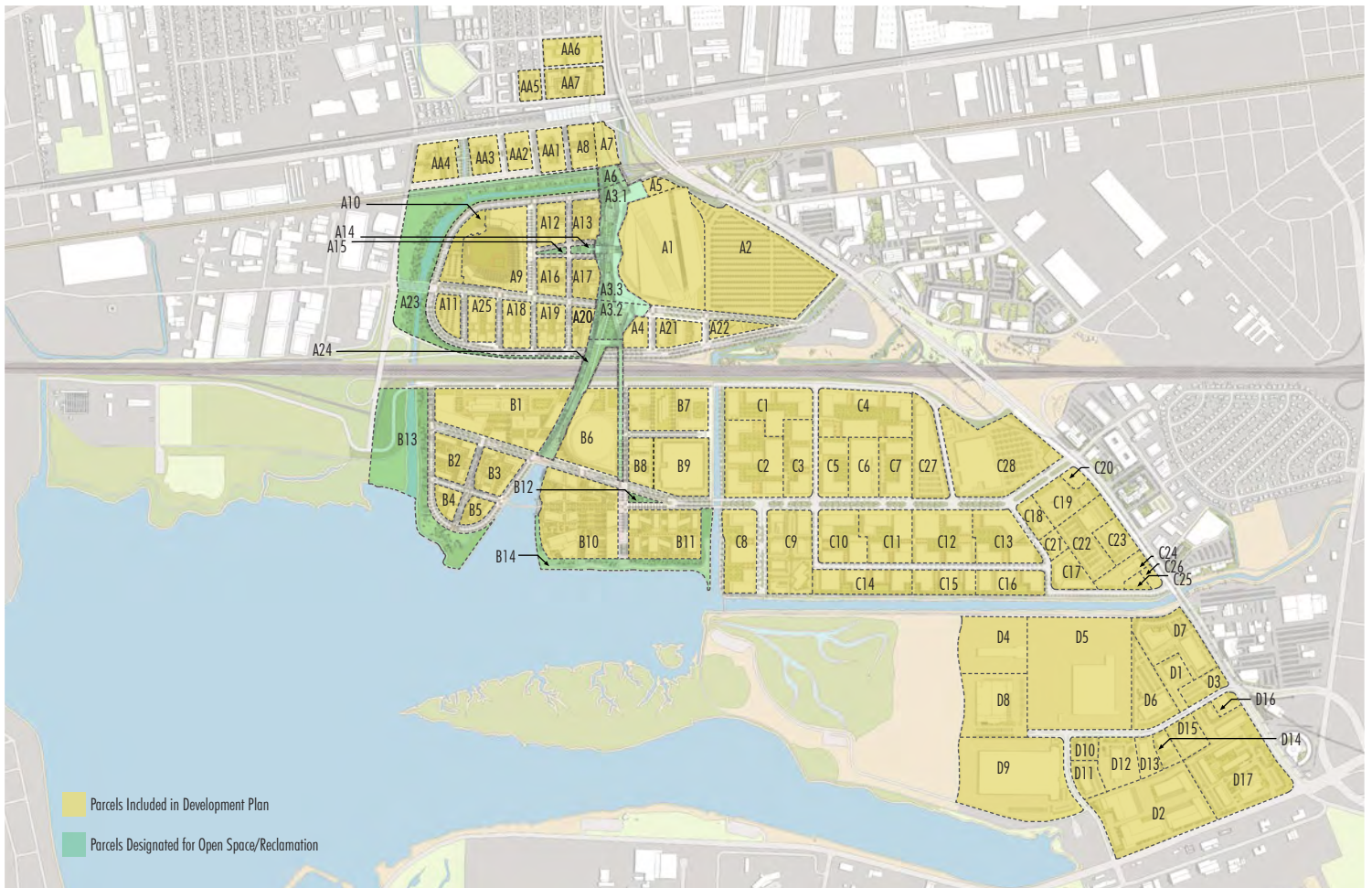
-  Habitat
-  Concourse Park
-  Venue Plaza



Development Phasing

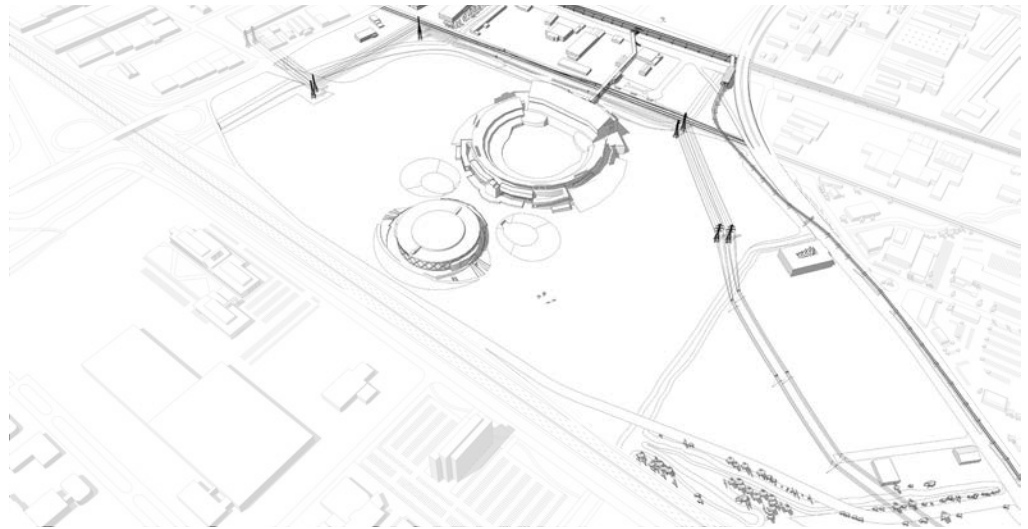
The master plan is created around a framework of parcels that allow flexible development of the site over time. It is planned that the sports anchors will be able to complete construction by the 2017 or 2018 seasons. The plan allows the existing Coliseum to be operational during this construction phase. The first phase of retail entertainment will follow as an integral part of the concourse pedestrian connector. The development of the Ballpark District will be phased in immediately after the existing stadium is removed. It is a preferred strategy that the mixed-use element of the program surrounding the event plaza linking the new stadium and ballpark be phased as an integral part of the retail-entertainment zone.

The master plan parcel configuration represents an urban framework that will be developed over time. Each development phase is based on a clear urban form. The plan is designed to allow development parcels to respond to the evolving requirements of the market.



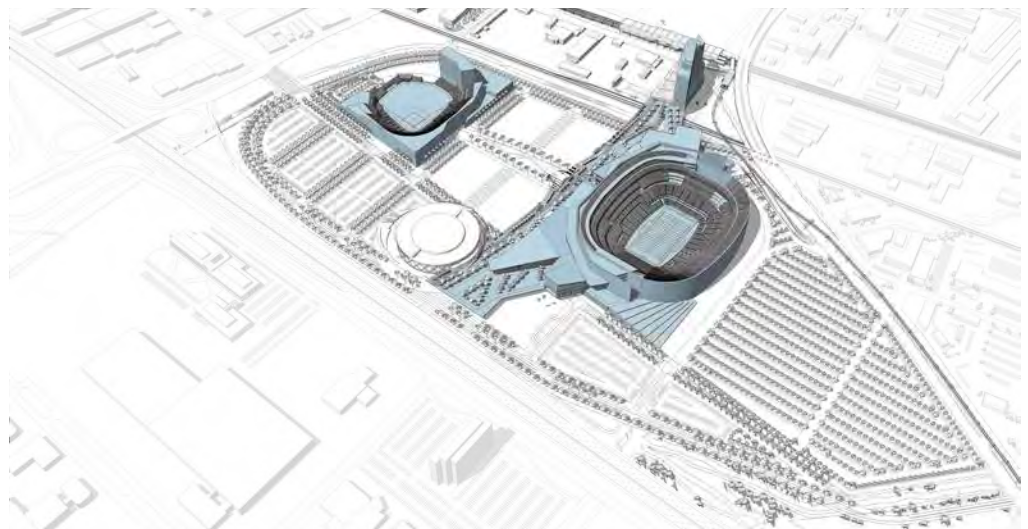
Site Development Phasing

Existing Site Condition



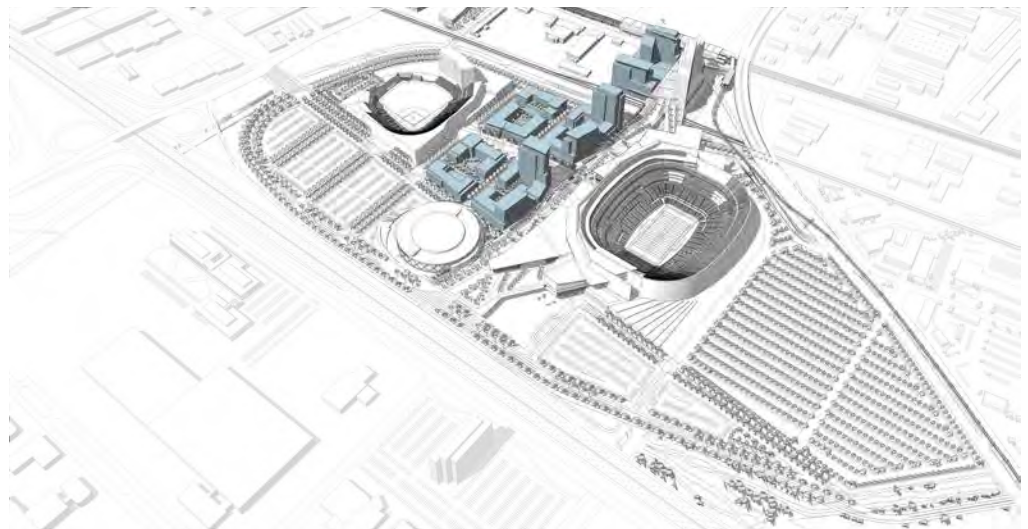
Phase 1

First elements to be developed are the Sports and Entertainment Venues, TOD site & Transit Hub



Phase 2

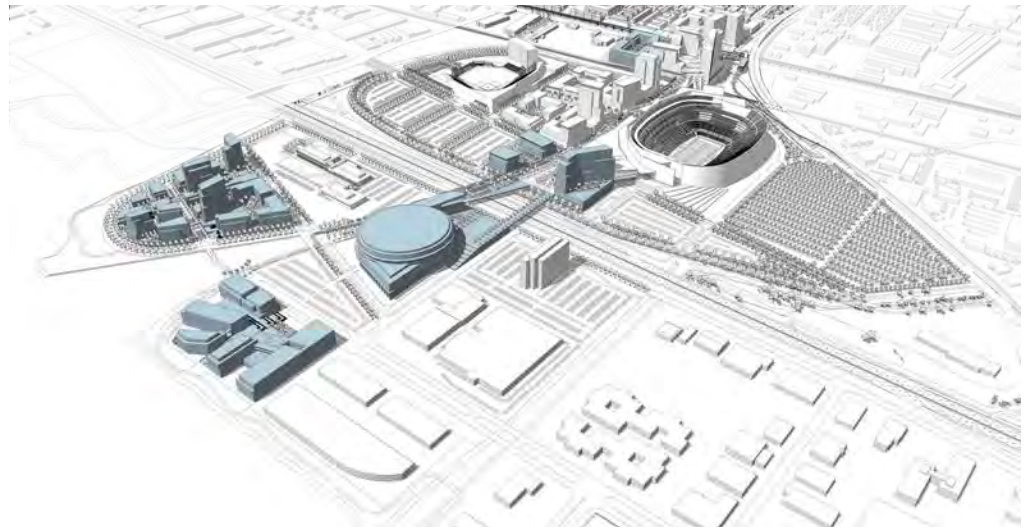
Development expands in residential districts



Site Development Phasing

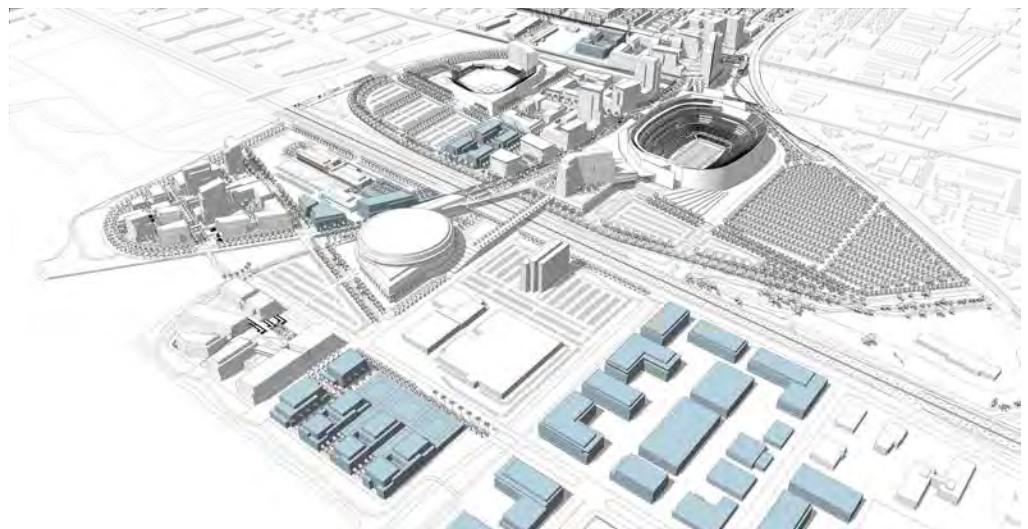
Phase 3

Residential Districts, Waterfront, Science & Technology uses expanded



Phase 4

Science & Technology and Business uses further expanded










Phase 5

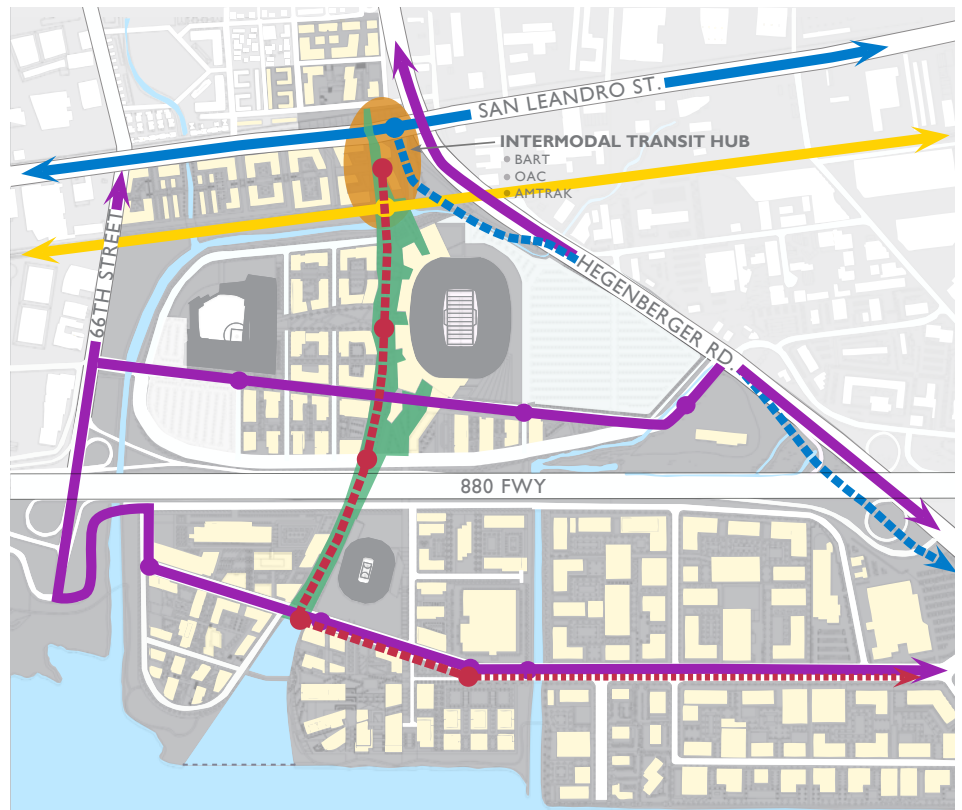
Full buildout of Development Scenario







Infrastructure

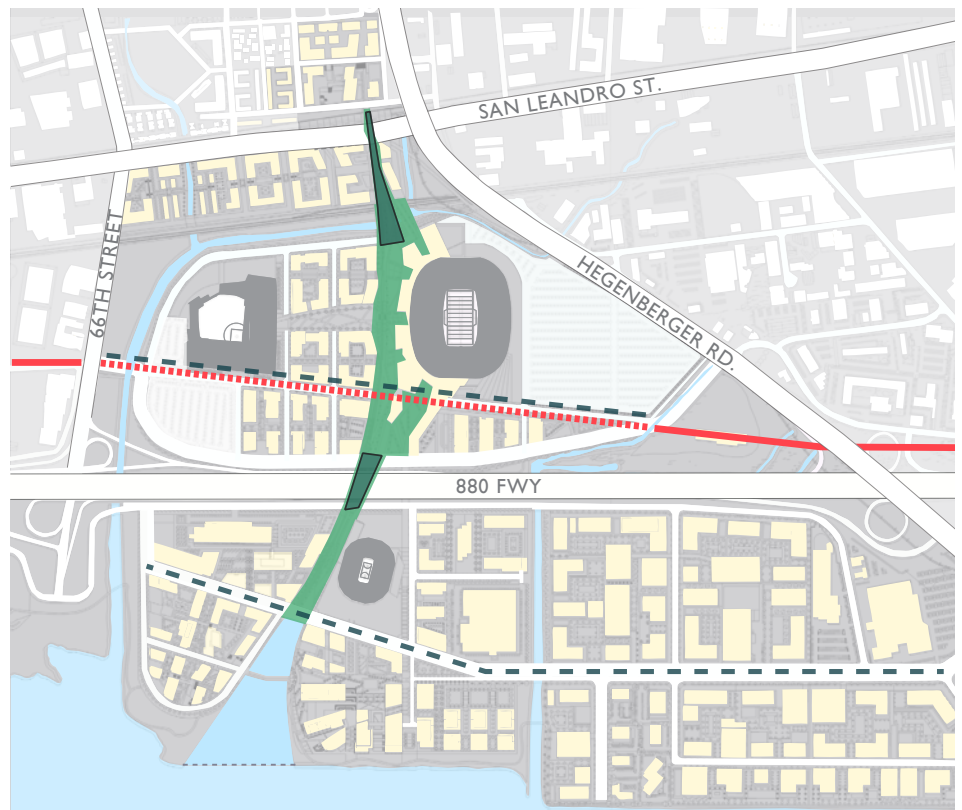
Transit

-  Bart
-  Bart OAC
-  Amtrak
-  Bus Line
-  Proposed Street Car Phase 1
-  Proposed Street Car Phase 2
-  Transit Stop



Infrastructure Realignment and Major Improvements

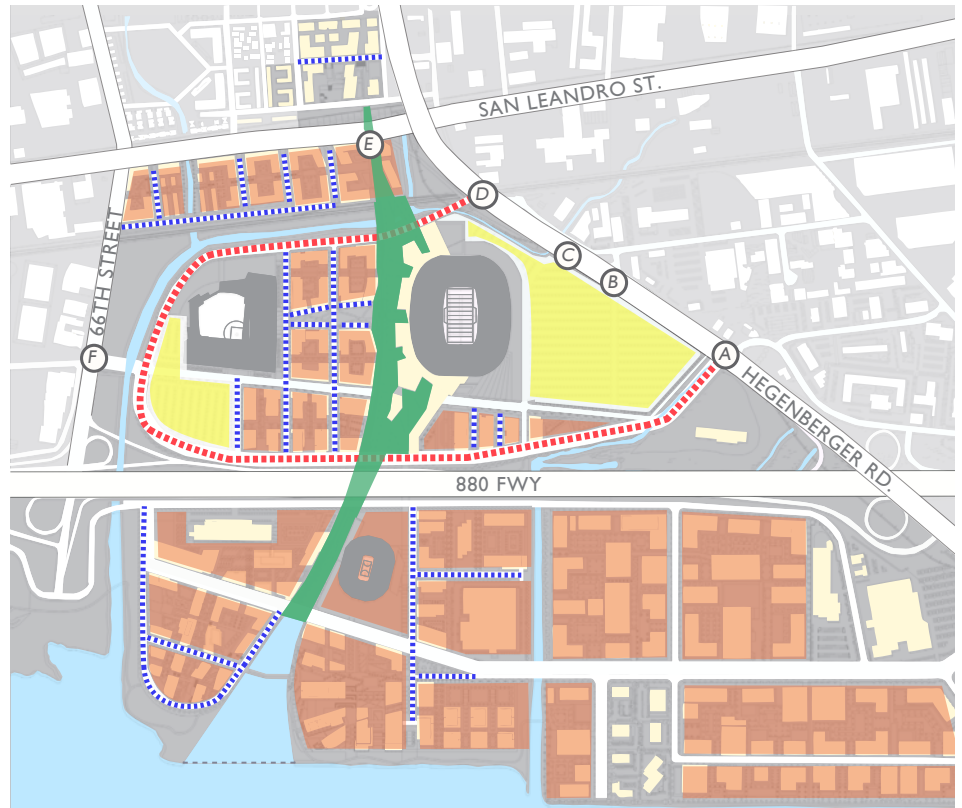
-  Pedestrian Bridge Improvements
-  Utility Backbone
-  PG&E Underground Lines
-  PG&E Overhead Lines



Infrastructure

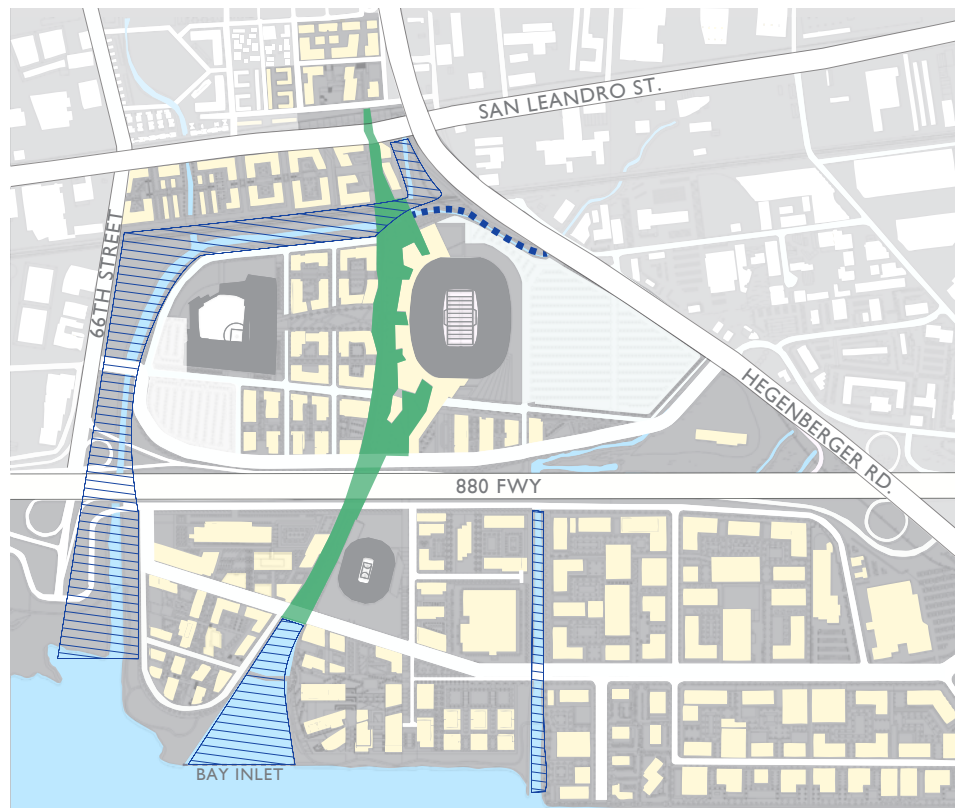
Intersection, Traffic, Surface Street and Block Improvements

- Block Development
- Event Parking Lots
- Loop Road
- Surface Street



Creek and Channel Improvements

- Elmhurst Creek Re-Alignment
- Channel Improvements





Summary of Infrastructure Improvements - Zone A

Site A	Site Improvements	Creek Improvements	Transit Improvements
Site Demolition and Leveling			
Site Demolition	\$ 4,370,000		
Coliseum Demolition	Not Estimated		
Site Leveling and SWPP	\$ 3,160,000		
Infrastructure Realignment and Major Improvements			
PGE Overhead Lines - Undergrounding	\$ 32,400,000		
EBMUD Serwer Relocation	\$ 1,200,000		
Backbone Utility and Street Improvements	\$ 8,917,000		
Sea Level Rise Improvements	\$ 2,700,000		
Pedestrian Bridge Improvements			
New BART Pedestrian Bridge	\$ 12,700,000		
Intersection and Traffic Improvements			
Hegenberger and S Coliseum Way	\$ 482,000		
Hegenberger at Baldwin St	\$ 645,000		
675 Hegenberger Roadway	\$ 90,000		
Baldwin St Underpass	\$ 343,000		
66th Ave at Coliseum Way	\$ 410,000		
Coliseum Way Bridge	\$ 6,000,000		
On-Site Traffic Signals and Controls	\$ 2,000,000		
Surface Streets and Block Development			
Loop Road	\$ 3,600,000		
Surface Streets	\$ 7,314,000		
Block Development	\$ 3,904,000		
Public Plazas	\$ 2,200,000		
Creek Improvements			
Lion Creek Channel Improvements		\$ 7,200,000	
Elmhurst Creek Re-Alignment		\$ 3,400,000	
Transit Improvements			
BART Station Improvements			\$ 25,800,000
Amtrak Improvements			\$ 7,660,000
Transit Hub Improvements			\$ 10,258,000
Hard Costs	\$ 92,435,000	\$ 10,600,000	43,718,000
Soft Costs	\$ 23,108,750	2,650,000	10,929,500
Preliminary Horizontal Cost Summary			
Total Cost	\$ 115,543,750	\$ 13,250,000	\$ 54,647,500
\$/SF	\$ 20.17	\$ 2.31	\$ 9.54



Summary of Infrastructure Improvements - Zone B

Site B	Site Improvements	Transit Improvements	Creek Improvements	Bay Inlet Improvements
Site Demolition and Leveling				
Site Demolition	\$ 877,000			
Site Leveling and SWPP	\$ 80,000			
Infrastructure Realignment and Major Improvement:				
Backbone Utility and Street Improvements:	\$ 6,210,000			
Sea Level Rise Improvements	\$ 1,600,000			
Surface Streets and Block Development				
Surface Streets	\$ 7,314,000			
Block Development	\$ 3,904,000			
Public Plazas	\$ 2,200,000			
Creek and Inlet Improvements				
Lion Creek Channel Improvements			\$ 4,200,000	
Bay Inlet				\$ 19,070,000
Transit Improvements				
I-880 Overcrossing Highline		\$ 15,500,000		
Street Car Operational		\$ 13,760,000		
Street Car service/maintenance facility		\$ 8,328,000		
Hard Costs	\$ 22,185,000	\$ 37,588,000	\$ 4,200,000	\$ 19,070,000
Soft Costs	\$ 5,546,250	\$ 9,397,000	\$ 1,050,000	\$ 4,767,500
Preliminary Horizontal Cost Summary				
Total Cost	\$ 27,731,250	\$ 46,985,000	\$ 5,250,000	\$ 23,837,500
\$/SF	\$ 6.50	\$ 11.01	\$ 1.23	\$ 5.58



Parking Strategy

The parking requirement is based on current assumptions of transit-mode use by fans during peak period event use. The current share of regional transit to the site is approximately 25%-30% during weekend events. This value increases to 30%-35% on weekday evening sport events due to the traffic congestion on I-880 during evening peak periods. The improved transit quality and capacity of the plan is designed to encourage a higher transit utilization rate. It is hoped that these improvements will be able to increase transit use to 40%-50% over time.

The Master Plan increases the amount of on-site parking through a combination of surface lots, dedicated event parking garages, and shared parking facilities. This total parking allocation could change as the use of transit potentially increases over time. The master plan is designed to convert potential excess parking into future development use.

It should be noted that the Raiders consider tailgating as an integral part of their fan experience. The current site parking uses are significantly utilized by fan tailgating. This reliance on tailgating could change over time as new pre-game and post-game fan options are developed on site. The ultimate configuration of dedicated on-site parking will need to consider this critical element of the Raiders fan experience.

The master plan proposes that a comprehensive parking management plan be implemented. The total parking requirement is distributed between dedicated surface parking, dedicated event garages, and parking lots and garages that are shared between ancillary commercial development. These shared use garages will be used by commercial uses during the week days and by events on evenings and weekends when event demand is at its peak. Event uses during the week days will rely on dedicated event parking, and the multiple modes of regional and local transit that serve the site.

Parking Summary

Parking Summary (NBA Option)

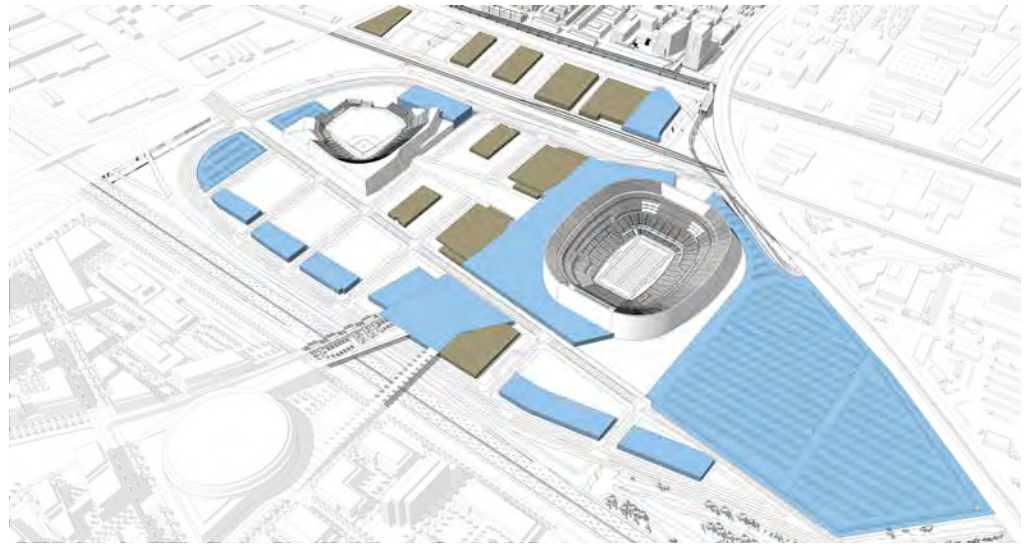
Development Area Summary

Land Use	Total Parking	Total Event Parking
Zone A	15,856 Spaces	11,051 Spaces
Zone B NBA Option	9,488 Spaces	7,742 Spaces
Total NBA Option	25,344 Spaces	18,793 Spaces

Parking Diagram

Site A Parking

A major surface parking lot is maintained closed to the NFL stadium for tail gating along with a VIP garage to the north. The MLB stadium has a similar but smaller garage and surface lot and the rest of the parking is dispersed though the site



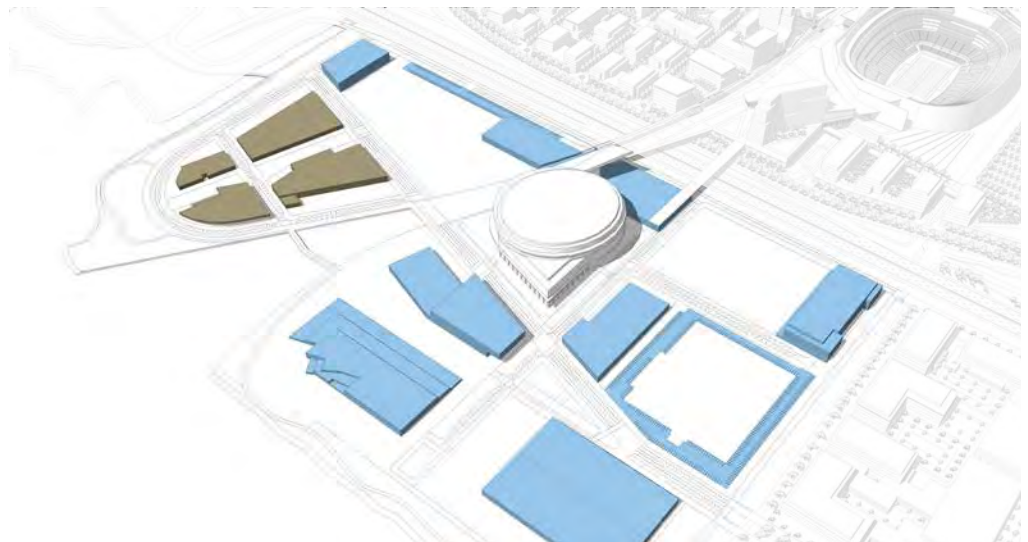
Notes

Residential and hotel parking are dedicated to those use but the rest of the parking can be shared. Dispersing the parking also allows for staggered exiting during events.

- Shared Parking
- Residential/Hotel Parking

Site B Parking

Parking is dispersed through the site.



Overall View



Overall View



Overall View



Overall View

