

Entrance Sign



Interpretive Signs



Resource Protection Signs and Fencing



Restrooms



Benches



Picnic Tables

**Figure 11
STANDARD DESIGN DETAILS**



EAST BAY REGIONAL PARK DISTRICT
2950 PERALTA OAKS COURT, OAKLAND, CA 94605 WWW.EBPARKS.ORG 888-327-2757
PROJECT NO. _____ APPROVED DESIGN: _____
CONTRACT NO. _____ APPROVED OPERATIONS: _____

**BREUNER MARSH RESTORATION AND
PUBLIC ACCESS PROJECT
POINT PINOLE REGIONAL SHORELINE**



Size: _____ Project: _____
Scale: _____
Date: 3/25/13

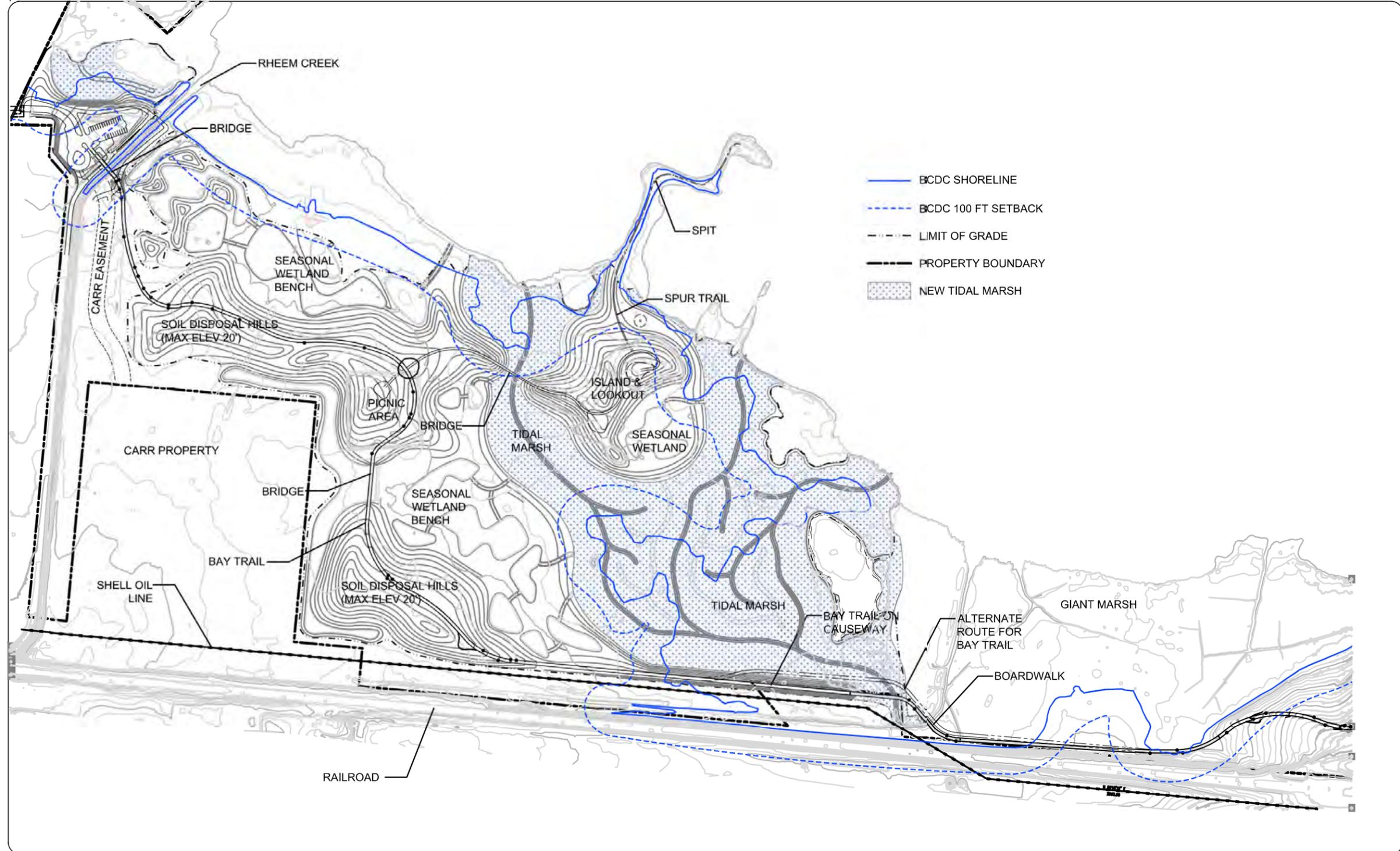
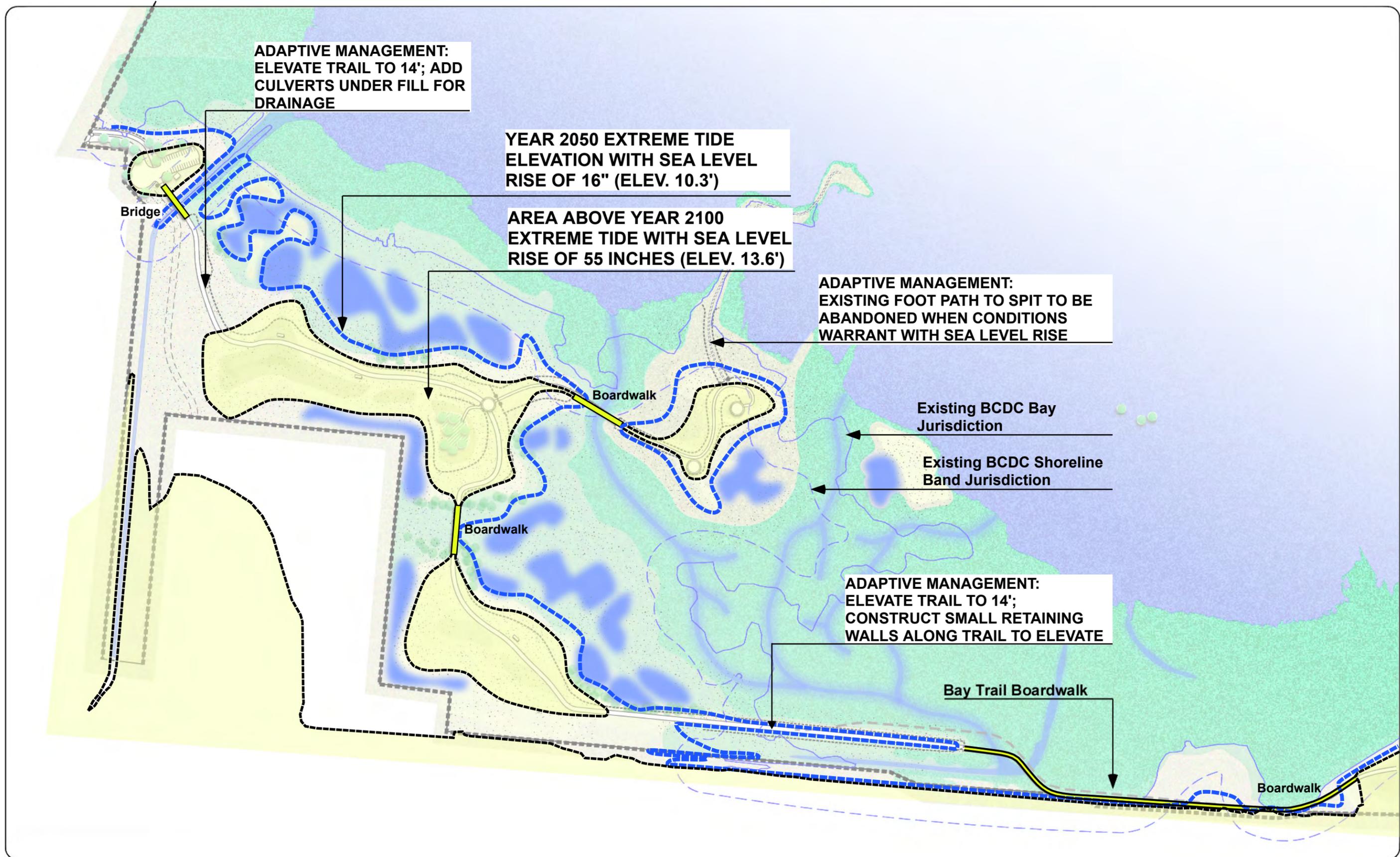
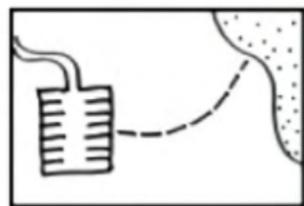


Figure 12
SITE PLAN: GRADING





Parking/Staging Away

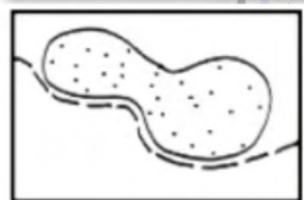
Parking Area Location: The parking area is sited to be at the perimeter of the property away from the most sensitive habitats at the site around Giant Marsh. This distance and the other use amenities provided close to the parking area will tend to limit the number of users who will travel to the Giant Marsh area as use levels often reduce with distance from a parking area. However, existing parking to the north in Point Pinole Regional Shoreline will provide closer access to the Giant Marsh.



Education

Educational/Interpretive Signs: Interpretive signs will be located at the Goodrick Avenue parking area kiosk and at interpretive locations to:

- increase knowledge of users (regarding wildlife and the implications of users actions)
- foster public support for the restoration program
- educate the visitor about the natural resources of the area.



Perimeter Pathway

Trail Alignments: Trails are configured to provide users with a fulfilling, varied, and interesting public access experience while encouraging users to stay in designated areas and limit the creation of informal routes. The alignment for the multi-purpose Bay Trail that will receive the greatest number of users is located toward the eastern side of the project area located on the Bay side of the fill placement area of the overall project. This will provide views over the marsh areas and San Pablo Bay. The point access spur trail that will enter into the wetland restoration area will be for pedestrians only and will terminate at an existing high point that also provides commanding views.

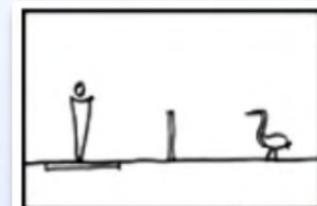


Point Access

Materials and Water Quality: The parking area and Bay Trail will be paved and will incorporate into their designs water quality swales to reduce erosion and water quality impact to adjacent habitats. The spur trail will be a permeable stabilized gravel surface.



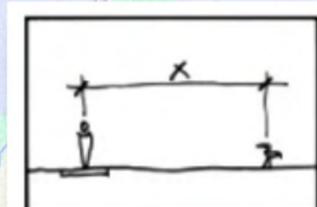
Construction Materials



Fencing

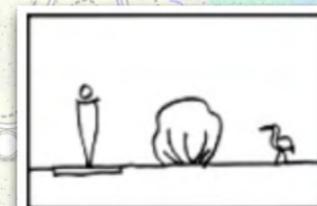
Buffers/Access Control

- Perimeter Fencing: 6-foot-high fencing along sections of the railroad right-of-way on the south property line of the site will limit pedestrian site access across the UPRR tracks.
- Gates: Goodrick Avenue parking area will be gated. Gates will be provided at key locations to allow for closure as necessary of the entire Breuner Marsh, the spur trail leading to the vista point, or the foot trail on the spit.
- Trailside Habitat Access Control Fencing: selected sections of 4-foot-high wildlife-friendly fencing will separate the trails from adjacent wetland areas. Fencing will include a gap of 4 to 6 inches at the base to allow wildlife movement underneath. Signs will be posted at regular intervals along the fence stating “no access; protected wildlife area”. In most locations, the fencing will be set back from the trail at a lower elevation to allow users to experience unobstructed distant views.



Open Space

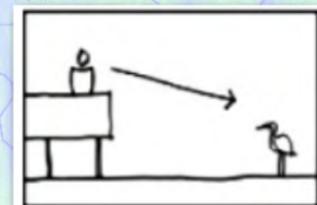
Open Space Buffers: With the exception of bridges and boardwalks, an upland buffer will be provided between the trails and wetland areas. However, bridges and boardwalks will have a minimum of five feet clearance above restored wetland areas.



Vegetation

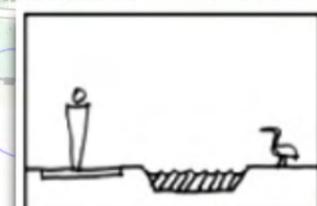
Vegetation: Screening vegetation of willows will be strategically used to separate the trail system from high value habitat areas when located near the trail (see Figures 4 and 13). This will:

- provide a physical barrier to keep users out of sensitive areas
- provide a “natural” barrier that also restores native plant communities
- visually screen wildlife from trail users
- provide a limited sound buffer for wildlife
- help control erosion
- provide additional wildlife habitat/wildlife cover.



Overlook

Rheem Creek Bridge and Trail Boardwalks: Both facilities will provide direct views into wetland areas but will limit direct impact to habitat by confining human use with railings. This will also provide predictability of human use that increases ability of wildlife to adapt to human activity. Railings will be 42” inches high. The top rail will be of sufficient diameter to be a “no perch” rail for raptors.



Moat / Wetland

Observation Points: Two observation points will direct and restrict use while providing desired visual access thus limiting direct contact with wildlife. As with the Rheem Creek Bridge and trail boardwalks, these will help provide predictability of human use, increasing the ability of wildlife to adapt to human activity.

Wetlands: The series of seasonal wetland areas and extended drainage channels to be constructed will provide additional physical barriers to discourage users from leaving the trails and entering sensitive habitat areas.