

County: **Alameda**
 USGS Quad: **San Leandro**

Thomas Guide Location
 AAA Fremont - N

Latitude N
 37 .71
 Longitude W
 122..19

NOAA Chart: **San Francisco Bay, Southern Part**

Last Page Update : 7/1/2015

SITE DESCRIPTION:

The site is made up of wetlands at Oyster Bay Regional Shoreline located along the east side of San Francisco Bay, bounded to the northwest by Oakland International Airport, to the east by the San Leandro Davis Street Waste Transfer Station, and to the southwest by San Francisco Bay. The site consists of 4 acres of emergent marsh bordering the Oyster Bay Regional Shoreline to the north and 5 acres of tidally influenced marsh located along the southeast portion of the shoreline.

The marsh in the northern portion of the site occurs on both side sides of the drainage channel and consists primarily of cordgrass. Access should be made through Davis St. gate managed by EBRPD. Access is restricted on the north side of the channel (Oakland Airport property).

The marsh along the southeast portion of the shoreline is bordered to the east by private industrial facilities, and to the south by a mudflat cove where shorebirds are present.

The shallow mudflats in the vicinity of Oyster Bay Regional Shoreline, which provide habitat for numerous shorebirds, may make access for deployment of large boom sections problematic at low tide.

SEASONAL and SPECIAL RESOURCE CONCERN

The site is an "A" priority all year.

RESOURCES OF PRIMARY CONCERN

The endangered salt marsh harvest mouse, California least tern, and the California clapper rail are known to occur in the general area. This area is used by migratory waterfowl.

CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES

Ohlone cultural sites may be nearby. Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison -(916) 653-9125), and the Northwest Information Center, (Bryan Much, Sonoma State College ((707) 332-1117)) for specific information on historic or cultural resources in this area.

KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

Type	Name / Title	Organization	Phone
ELO	EBRPD Dispatch EBRP	East Bay Regional Park District	(510) 881-1833
E/T	MLK/Oyster Bay Park Supervisor	East Bay Regional Park District	(510) 544-3115

ADDITIONAL SITE SUMMARY COMMENTS:

2-312 -A Site Strategy - Oyster Bay Marshes

County and Thomas Guide Location
AAA Fremont - N Alameda

NOAA CHART
San Francisco Bay, Southern Part

2-312 -A

Latitude N Longitude W
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Last Page Update : 10/1/2015

CONCERNS and ADVICE to RESPONDERS:

Should oil enter the marsh, expect injury and death of marsh vegetation, small mammals, shorebirds and waterfowl. Avoid trampling marsh vegetation and trampling oil into mud.

HAZARDS and RESTRICTIONS:

Shallow water, seas to 3 feet. Soft mud.

SITE STRATEGIES

Boom can be delivered to shore. Site is immediately adjacent to streets and marina. Area is exposed at low tide.

Strategy 2-312.1 Objective: Exclude oil from entering the marshes. Should oil enter the marshes, contain oil to the smallest possible area

a) Deploy 700 ft of swamp boom having a minimum freeboard of 4 inches and a minimum draft of 4 inches in the tidal channel on the north side of Oyster Bay Regional Shoreline. Depths near shoreline are shallow. Shorelines are manmade riprap. A skimmer and portable storage device may be located here if significant quantities of oil can be accumulated.

b) Deploy 250 ft of swamp boom across the mouth of the salt marsh at the southeast corner of Oyster Bay Regional Shoreline. Stakes must be used to keep boom in place. Water is very shallow at low tides. Access is through East Bay Regional Park gate at the northern-most end of Neptune Drive.

Strategy 2-312.2 Objective: Exclude oil from salt marsh at the southern end of Oyster Bay Regional Shoreline.

Deploy 2,500 ft. of 9X9+ Hboom from the southern most point of Oyster Bay Regional Shoreline to Mulford Landing near the intersection of Marina Blvd. and North Dike Rd. One boom boat, two john boats and 6 people will be needed at this site. Angle of boom may be altered to take advantage of wind. Divert oil to an accessible shoreline.

Strategy 2-312.3 Objective: Oil Recovery by skimming

A portable skimmer and a vac truck will be needed to recover oil as it accumulates as a result of strategies .1 and/or .2, deploy skimmers or vac truck to recover product.

Table of Response Resources

strategy number	harbor boom	swamp boom	Other boom type	sorb boom	Anchoring no type and gear	Boom boat	Skiffs punts	Skimmers No Type	Special Equipment or comment No and kinds	staff deploy	Staff tend
2-312.1		950	0	0	6 2/12#+ danforths +4/ stakes	0	2			4	
2-312.2	2500	0	0	0	8 22# danforths	1	2			6	
2-312.3	0	0	0	0	0	0	0	3 SSS	3 vac trucks		

LOGISTICS

DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

Take Highway S 880 to Alameda/San Jose. Take Davis Street exit. Proceed west on Davis St., access through the Davis Street Waste Transfer Station. To San Leandro Marina: Take Highway 880 to San Leandro. Take Marina Blvd. exit. Go west on Marina Blvd. to San Leandro Marina.

West bank access can be made through the East Bay Regional Parks trail located on Neptune Drive, just south of the Davis Street Waste Transfer Station. Alternate access to the marsh inlet may be made through Paradise Mechanical, Inc. located at 2600 Williams Drive. The site is made up of wetlands at Oyster Bay Regional Shoreline located along the east side of San Francisco Bay, bounded to the northwest by Oakland International Airport, to the east by the San Leandro Davis Street Waste Transfer Station, and to the southwest by San Francisco Bay.

LAND ACCESS: Access for trucks on well maintained, graveled levee roads.

WATER LOGISTICS: Shallow draft vessels <3'.

Limitations: depth, obstruction

Launching, Loading, Docking and Services Available: Boat launching available at San Leandro Marina. Small skiffs may be launched from levees.

FACILITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

COMMUNICATIONS PROBLEMS:

ADDITIONAL OPERATIONAL COMMENTS:

