8.1 Introduction

This chapter summarizes the recommended potential development areas from Chapters 4 and 5 on land-use maps. The land-use maps show the recommended development pattern on the Airport for the 2010 to 2012 timeframe (the near-term planning horizon) and for 2025 (the long-term planning horizon). The chapter then summarizes the near-term master plan projects that are recommended for further study and outlines other anticipated near-term (and some longer-term) projects.

FAA AC No. 150/5070-6A, Chapter 9 (Airport Plans), Section 1 (General), states that “Upon completion of the requirements analysis . . . the master planning proceeds to the synthesis of airside and landside concepts and the development of plans.” In determining the appropriate level and type of plans for the OAK master plan, the following principle, as outlined in the AC, was used: “The information presented in this AC covers the planning requirements for all airports, regardless of size, complexity or role. However, the scope of study must be tailored to the individual airport, with the level of effort limited to its specific needs and problems. Based on an airport’s specific needs, certain master planning elements may be emphasized while others will not be considered at all.”

Therefore, the land-use maps below represent a synthesis of the potential development for OAK in the 2010 to 2012 timeframe, in accordance with FAA AC No. 150/5070-6A. These maps are subject to change as the Airport and demand for its various facilities evolve over time, especially further into the future (e.g., the long-term / 2025 land-use map). Further, additional environmental review, financial planning, and engineering must be performed before any of the land uses or projects within those land uses could proceed.

8.2 Existing Land-Use Map

Figure 8.1 presents the existing aviation land uses (by color) on the Airport. It is the same graphic presented in Chapter 2 (Section 2.2), Figure 2.1, using the same land-use designations and color scheme. It is presented again here for comparison purposes.

8.3 Near-Term Land-use Map (2010-2012)

Figure 8.2 presents the forecast land uses in 2010 to 2012. The land-use abbreviations (i.e., A, PF, C, ARS, GA, ARB, R, and U) highlight areas of significant change from the prior land-use map (in this case, changes from Figure 8.1). As shown on the graphic, the primary new land-use designation is a Passenger Facilities (or PF) area east of Taxiway B, north of existing Terminal 1, and south of Ron Cowan Parkway, as recommended in Chapter 4. If a new terminal project is proposed and approved in this area, the Oakland Maintenance Center (OMC) site would be redeveloped to support the new terminal land-use area to the south including replacement air cargo facilities, such as the belly cargo and United Parcel Service building (C land use), potential airline provisioning and GSE maintenance facilities (ARS land use), and remain overnight (RON) aircraft parking and/or passenger/employee vehicle parking (PF land use).

Other new land-use designations in the 2010 to 2012 timeframe include Airfield (or A) land uses for a potential new taxiway parallel to Taxiway B, a potential new high-speed taxiway off Runway 29 (shown as Taxiway Z), and potential new Runway 29 taxiway access improvements, as described in Chapter 5. The PF land use on the west side of Taxiway B, just south of Ron Cowan Parkway could be for RON aircraft parking, and the PF land use in the Central Basin, just south of Ron Cowan Parkway could be for long-term/remote airline passenger vehicle parking and/or employee parking.

At North Field, new land uses are designated for general aviation aircraft parking ramps and/or hangars (GA land use). The area just north of Runways 15-33 could be used for larger corporate jet parking, while the area adjacent to Harbor Bay Parkway could be used for hangars for small (e.g., single-engine or light multi-engine) aircraft hangars. It is anticipated that these areas would be developed only as market conditions warrant using a third-party developer model. The amount of area shown is consistent with the requirements for potential general aviation development (see Chapter 4).

8.3.1 Summary of Near-Term Master Plan Projects Recommended for Further Study

This section presents a summary of the near-term master plan projects recommended for further study as a result of the analyses in Chapters 4 and 5 and the screening-level environmental and financial analyses presented in Chapter 6 and 7. This master plan is a planning and feasibility study, and is therefore not intended to be used by the Port to approve any specific projects. Further development and refinement of the recommended near-term projects is required, including financial planning, engineering, and detailed environmental reviews, before the Port could decide whether to pursue them.

The following are the master plan projects recommended for further study. These projects should continue to be developed by the Port, including additional planning, financial feasibility and funding, preliminary engineering, and detailed environmental review:

1. 17 to 21-gate airline passenger terminal, which might include a new parking garage, in potential terminal development Area 2, for a total of 46 to 50 aircraft gates to accommodate 18 to 20 MAP in the 2010 to 2012 timeframe at a reasonable level of service,

2. Relocation of the cargo building and other functions to the Oakland Maintenance Center site south of Ron Cowan Parkway (UPS has expressed interest in this location, whether or not a new terminal is constructed in Area 2),
New taxiway parallel and east of Taxiway B, generally between Taxiways T (or possibly Taxilane S) and B2 (this project solves most of the congestion and delay issues associated with head-to-head taxi events on Taxiway B and supports the potential new terminal in Area 2).

Taxiway access improvements to Runway 29, including a taxiway parallel to Taxiway U (between Taxiways T and W) and W (between Taxiways U and the Runway 29 threshold).

New high-speed taxiway exit from Runway 29 between high-speed Taxiways V and Y, and

Airline passenger or employee vehicle parking in the non-wetlands area of the Central Basin (off Ron Cowan Parkway near Harbor Bay Parkway).

In addition to these projects, it is recommended that Port staff and the Stakeholder Advisory Committee continue to work together on the following projects and studies:

- Continue to study a potential Runway 29 aircraft noise barrier, on-Airport, which would provide some aircraft noise reduction for the homes on the west side of Neptune Drive in the City of San Leandro under certain, limited conditions, or other methods to reduce the effects of aircraft noise in the community (including the City of Alameda), and continue to work with the City of San Leandro on their residential sound insulation program, which is currently underway.

- Conduct a study to investigate why some corporate jets (less than 2%) choose not to comply with the Port’s voluntary noise abatement procedures, which requests that they taxi to and depart from South Field instead of North Field (except those that can depart on Runway 33).

- Conduct an Airport ground traffic study (work with the cities of Alameda, San Leandro, and Oakland to develop a study to determine the amount of traffic to/from the Airport, including trucks, that uses local streets in these cities).

- Establish a committee (i.e., continue the Stakeholder Advisory Committee after the master plan, with a new name, so that the Port’s Planning and Development staff can continue to meet, annually or semi-annually, with community stakeholders and Airport-users to provide updates on various projects and Airport activity, as well as receive input).

- Continue the Port’s commitment to other environmental programs, such as those outlined in Chapter 6, including continued operation of AirBART (until the BART Connector can be constructed) and funding for the BART Connector project.

8.3.2 Other Anticipated Near-Term Projects

In addition to the projects outlined in Section 8.3.1, the Port anticipates needing to undertake the following near-term renovation, maintenance, and safety projects (not included in the master plan).

- Airfield pavement renovation / rehabilitation / reconstruction, as follows:
  - East and West Aprons (around Terminals 1 and 2, on-going)
  - Taxiway T between Taxilane S and Taxiway U (with East Apron)
  - Taxiway B (South Field)
  - Runway 11-29 (in approximately 2015)
  - Apron at Hangars 1 through 5 (North Field, on-going)
  - Other North Field aprons, taxiways, and roadways
  - Runway 15-33 (requires cost-benefit analysis)
  - Others as determined by the Port’s pavement management system
  - Infield Roadway (North Field)
  - Utility system and airfield lighting rehabilitation and upgrades
  - Runway Safety Area (RSA) improvements (all runways)
  - Storm water system rehabilitation and upgrades
  - Runway 11-29 perimeter levee seismic strengthening
  - Airport-wide security system upgrades and expansions
  - Terminal 1 rehabilitation (including seismic and utility system upgrades)
  - FAA air traffic control tower
  - FAA navigational aid upgrades (e.g., replacing the VOR at North Field with a new one using doplar to improve accuracy and reduce interference)
8.4 Long-Term Land-Use Map (2025)

Figure 8.3 presents the forecast land uses in 2025. The land use abbreviations highlight areas of significant change from the prior land-use map (in this case, changes from Figure 8.2). The graphic shows an expansion of the PF land-use designations in and around the existing terminal area, mostly to support potential additional remain overnight (RON) aircraft parking and some potential airline passenger and/or employee vehicle parking. The graphic also shows additional expansion of GA land-use designation at North Field, mostly for potential additional small aircraft or corporate jet hangars (consistent with the requirements developed in Chapter 4). Although potential land uses are shown, no specific projects are identified for this time period, which would be too speculative and not reasonably foreseeable that far into the future.

A new runway at South Field (parallel to Runway 11-29) is not shown on this figure, although one would likely be required before 2025 to meet anticipated unconstrained demand at OAK. As discussed in Chapter 5, it is recommended that the Port not pursue a new South Field runway at this time due to environmental and financial constraints. However, it is recommended that the Port work with its regional partners (e.g., the Regional Airport Planning Committee) to continue discussions about the future demand and capacity of runways at Bay Area airports. Providing additional runway capacity for the Bay Area should be discussed and decided by the entire region.
Note: This graphic was prepared by the Port of Oakland as part of a master plan for Oakland International Airport. The master plan examines many possible ideas and planning concepts. This graphic is conceptual in nature and for planning purposes only, it does not present any particular course of action (it might represent an idea or concept that was discarded), and must be interpreted in the context of the entire master plan document.
Important Note: This graphic depicts potential airport land uses in the 2010 to 2012 timeframe at Oakland International Airport (OAK). This drawing is part of the study and is not an official Port of Oakland master plan. As such, the information is conceptual in nature, the Port may or may not actually propose any of the uses depicted in the graphic or archive. The terms referenced throughout this graphic are described fully in the master plan document. Each individual land use depicted may be independent of or may be related to other uses.

Note: This graphic was prepared by the Port of Oakland as part of a master plan for Oakland International Airport. The master plan examined many possible ideas and planning concepts. This graphic is conceptual in nature and for planning purposes only. It does not represent a particular course of action (it might represent an idea or concept that was discarded), and must be interpreted in the context of the entire master plan document.

Figure 8.2
Near-Term Land-Use Map
(2010–2012)

LEGEND

Airfield (A)
Passenger Facilities (PF)
Cargo (C)
Airline-Related Support (ARS)
General Aviation (GA)
Aviation-Related Business (ARB)
Recreation (R)
Undesignated (U)

PF (RON) and ARS and C
ARS or GA or C
ARS or A or PF

Buildings
Runways
Taxiways
Future Taxiways
Roadways
Future Roadways
Land
Water
Wetlands
Bay Trail

Note: White letters on map highlight land uses that have changed from the prior time period.
Figure 8.3
Long-Term Land-Use Map (2025)

Note: This graphic was prepared by the Port of Oakland as part of a master plan for Oakland International Airport. The master plan examined many possible ideas and planning concepts. The graphic is conceptual in nature and for planning purposes only. It does not present any particular course of action (it might represent an idea or concept that was discarded), and must be interpreted in the context of the entire master plan document.

Legend:
- Airfield (A)
- Passenger Facilities (PF)
- Cargo (C)
- Airline-Related Support (ARS)
- General Aviation (GA)
- Aviation-Related Business (ARB)
- Recreation (R)
- Airport Access Rd.
- BART Connector
- Bay Trail
- Map not to scale

Note: White letters on map highlight land uses that have changed from the prior time period.

Important Note: This graphic depicts potential airport land uses in the 2025 timeframe at Oakland International Airport (OAK). This drawing is part of the study and adoption of a master plan for OAK. Because the master plan is conceptual in nature, the Port may or may not actually propose any of the uses depicted in the graphic or within the timeframe referenced. Whether any land use will be proposed is subject to a number of factors, including market conditions, availability of funding, environmental constraints, etc. Each individual land use depicted may be independent of or may be related to other uses.