DESCRIPTION OF PROPOSAL

THE OAKLAND ATHLETICS INVESTMENT GROUP, LLC (THE OAKLAND AS OR PROJECT SPONSOR) IS PROPOSING TO CONSTRUCT A NEW MAJOR LEAGUE BASEBALL (MLB) BALLPARK, AS WELL AS RESIDENTIAL AND COMMERCIAL (MIXED USE) DEVELOPMENT, CREATING A NEW OAKLAND WATERFRONT BALLPARK DISTRICT. THE PROPOSED PROJECT WOULD BE CONSTRUCTED IN PHASES.

The PDP includes two phases of development on site: PDP phase 1 and PDP phase 2. PDP phase 1 includes the ballpark, associated infrastructure and development parcels east of market street. PDP phase 2 includes the balance of the site west of market street. This general phased-breakdown reflects the general progression of infrastructure build-out across the site. PDP phase 1 infrastructure will be built first with the ballpark and is not affected by the maritime reservation scenario. PDP phase 2 infrastructure will follow PDP phase 1. Outside the development agreement, there are no conditions on the sequence of development across the site. Development will occur according to market conditions.

The project site proposed for development of the new ballpark district includes the charles P. Howard Terminal (Howard Terminal) located at the Port of Oakland, and adjacent properties. the project site located on the Oakland waterfront, north of and across the Oakland-Alameda estuary from the city of Alameda; just west of the San Francisco Bay ferry's Oakland Terminal and Jack London Square; and immediately south of the Union Pacific Railroad Corridor and Embarcadero West, and accessed via market street and Martin Luther King Jr. way.

Table 1 below illustrates the proposed land use program.

The proposed project includes two scenarios: a baseline scenario and a maritime reservation scenario.

In the baseline scenario, the project would be built out on the approximately 5-acre site.

Under the maritime reservation scenario, included in the exclusive negotiation term sheet (ENTS) between the project sponsor and the Port of Oakland, the Port has established a "maritime reservation area" at the southwest corner of Howard Terminal; for up to approximately 10 years from the approval date of the ENTS (May 13, 2018). At any point within the reservation period, the Port of Oakland may choose to exercise its option and take back all or a portion of the maritime reservation area from the project sponsor to accommodate possible expansion of the existing inner harbor turning basin that is used to turn large vessels within Oakland's inner harbor. If so, up to approximately 10 acres of the maritime reservation area would be returned to the Port to accommodate expansion of the Turning Basin.

If the Port exercises this option, the project site plan would be modified, and the proposed development would be denser as a result of fitting the same development program into the smaller site. changes to the project site plan that would occur with the maritime reservation scenario would occur within the area of the project site that would be developed after PDP phase 1.

This application also includes exhibits for both scenarios. for the maritime reservation scenario, the exhibits illustrate the maximum potential impact of the expanded turning basin. however, the Port could elect to move forward with a smaller expansion of the turning basin, in which case the maritime reservation area would be recalculated and the reduction in the project site resulting from the maritime reservation scenario would also be reduced. while the specific reduction of the project site area under the maritime reservation scenario is unknown at this time, this application provides for flexibility in final development plans as the project is developed in phases sufficient to accommodate the reduction in 10 acres or less of the maritime reservation area from the project site.

This application also includes an option to relocate fire station #2.

The existing cranes on site may or may not be retained, pending safety, feasibility, and economic studies.

The power plant property shown in this application implements a portion of the variant analyzed in the project's environmental impact report (EIR). the proposed components of the variant include: the conversion of the power plant from jet fuel to battery storage (no physical effect on site plan), no final development permit needed), the rehabilitation of the historic structure and the reduction of the west wing (reviewed under a future final development permit) by approximately 75' to improve pedestrian circulation around the ballpark, redevelopment of the jet fuel storage facility located adjacent to the historic structure is not included in this application.

Finally, at the request of the City, this application also includes a site plan option that removes fire station #2, located at clay street and water street. the project proposes to retain and rehabilitate fire station #2 in its current location. the project does not propose to demolish and relocate this structure. however, its demolition and relocation on site is studied in the project's eir and included in this application should it becomes feasible.

The Howard Terminal Design Guidelines document is another important piece of this application. this document provides a set of standards that will inform the design of all buildings on site. this document also provides an overview of the public open space concepts that will be further detailed in final development plans (FDP) as each block/building is built.

Affordable housing buildings, parking structures, structures in the parks and open space areas, and block lot do not have a minimum height. all other buildings on site have a minimum height of 87.

Table 1: Howard Terminal Development Program

<table>
<thead>
<tr>
<th>Use (total)</th>
<th>Maximum Total</th>
<th>Maximum Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballpark (acres)</td>
<td>35,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Residential (units)</td>
<td>3,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Commercial/Office (ft²)</td>
<td>5,200,000</td>
<td>5,000</td>
</tr>
<tr>
<td>Retail/Culture/Ent. (ft²)</td>
<td>2,000,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Hotel (rooms)</td>
<td>400</td>
<td>200</td>
</tr>
<tr>
<td>Performance Center (capacity)</td>
<td>3,500</td>
<td>3,500</td>
</tr>
<tr>
<td>Total</td>
<td>-</td>
<td>8,900</td>
</tr>
</tbody>
</table>

Balkpark will have up to 1,500 surface parking lot stalls in the interim phases of development, reduced to a maximum of 2,000 structured spaces at build-out.

Table 2: Minimum Loading Berthing Requirements

<table>
<thead>
<tr>
<th>Residential</th>
<th>Non-residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 berth/building</td>
<td>Less than 100,000 sf</td>
</tr>
<tr>
<td>1 berth/building</td>
<td>100,000 sf or more</td>
</tr>
</tbody>
</table>

No loading is required to exceed 1 loading berths. however, additional berths are allowed if an operational need is demonstrated.
NOTES:

1. Massing and architecture shown is illustrative only. Actual design and development proposals will vary in accordance with the Planned Unit Development Permit, future FDP’s, zoning, and design guidelines.

2. Massing shown does not illustrate maximum heights on all blocks.

3. Massing illustrates how the planned development program might layout on site in accordance with the tower and massing requirements in the design guidelines.
1. THE TWO PROJECT PDP PHASES ILLUSTRATED ON THIS EXHIBIT ARE DEVELOPED IN SUB-PHASES OR ON A PARCEL BY PARCEL BASIS, ACCORDING TO MARKET CONDITIONS IN ACCORDANCE WITH AND SUBJECT TO THE REQUIREMENTS SET FORTH IN THE DEVELOPMENT AGREEMENT.

2. AS CONTEMPLATED UNDER THE DEVELOPMENT AGREEMENT, CONSTRUCTION OF THE BALLPARK IN PDP PHASE 1 MUST COMMENCE BEFORE OTHER VERTICAL DEVELOPMENT MAY OCCUR. EXCEPT AS MAY BE LIMITED BY THE DEVELOPMENT AGREEMENT OR THE PORT TRANSACTION DOCUMENTS, THE PROJECT APPLICANT RETAINS THE RIGHT TO DEVELOP THE VERTICAL DEVELOPMENT IN SUCH ORDER AND TIME AS IT DETERMINES IN THE EXERCISE OF ITS BUSINESS JUDGMENT.
1. See Exhibit 1 for additional information on interim uses.
2. The two project PDP phases illustrated on this exhibit shall be developed in sub-phases on a parcel-by-parcel basis, subject to interim conditions as required by the development agreement.
3. Interim uses may be developed adjacent to the site, subject to compliance with the requirements set forth in the development agreement.
4. The project applicant retains the right to develop the vertical development in such order and in accordance with the development agreement.
5. In interim uses, certain conditions may be imposed by the port of Oakland, and the project applicant is subject to the requirements set forth in the development agreement.
6. The project applicant is subject to the requirements set forth in the development agreement.
7. The project applicant is subject to the requirements set forth in the development agreement.
8. The project applicant is subject to the requirements set forth in the development agreement.
9. The project applicant is subject to the requirements set forth in the development agreement.
10. The project applicant is subject to the requirements set forth in the development agreement.
11. The project applicant is subject to the requirements set forth in the development agreement.
PRELIMINARY GRADING PLAN - PDP PHASE 2
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

<table>
<thead>
<tr>
<th>BLOCK</th>
<th>+14'-6&quot;</th>
<th>+16'-0&quot;</th>
<th>+19'-0&quot;</th>
<th>+22'-0&quot;</th>
<th>+25'-0&quot;</th>
<th>+26'-6&quot;</th>
<th>+23'-6&quot;</th>
<th>+20'-6&quot;</th>
<th>+17'-6&quot;</th>
<th>+14'-6&quot;</th>
<th>+28'-0&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLOCK 1</td>
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<td>BLOCK 2</td>
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<td>BLOCK 3</td>
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<td>BLOCK 5</td>
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<td>BLOCK 6</td>
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</tr>
</tbody>
</table>

WATERFRONT PARK OPEN SPACE                 10.3 ACRES
PHASE 1 (A & B)
A:   2.4 ACRES
B1:  1.3 ACRES
B2:    .3 ACRES
TOTAL:  4.0 ACRES
PHASE 2 (C, D & E)
C:  2.8 ACRES
D:  1.8 ACRES
E:  1.7 ACRES
TOTAL:    6.3 ACRES
ROOFTOP PARK
2.5 ACRES
ATHLETICS WAY
5.0 ACRES
PLAZA OPEN SPACE
.5 ACRES
TOTAL OPEN SPACE                                           18.3 ACRES
TOTAL PARKS AND OPEN SPACE PERCENTAGE                       32.9% OF TOTAL

SITE AREA (55.7 ACRES)

LEGEND:
PARKS TO BE CONSTRUCTED PURSUANT TO THE DEVELOPMENT AGREEMENT
PIER PARK
OVERLOOK PARK
WATER PLAZA
CRANE PLAZA
FILBERT ST.
TERRACE
HARBOR AMPHITHEATER
& ACTIVATION ZONE
WEST PLAZA
WEST END
PARK

EXISTING QUAY WALL
LEGISLATIVE LAND TRUST
100' CURRENT SHORELINE BAND
EXISTING RIPRAP WALL
PERALTA GRANT LINE
PEDESTRIAN BRIDGE ZONE
MARTIN LUTHER KING PLAZA
PEDESTRIAN BRIDGE ZONE

ALL 1.7.1
1.6.2
ALL 1.7.2
1.6.3
ALL 1.7.3
1.6.4
ALL 1.7.4
1.6.5
ALL 1.6.1
1.5.4

PARKS AND OPEN SPACE PARCELIZATION PLAN 1.3.2
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL

DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK
TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

BLOCK 5
+14'-6"
+19'-0"
+22'-0"
+25'-0"
+26-6"
+23'-6"
+20'-6"
+17'-6"
+28'-0"

CLASS I BIKEWAY (BIKE PATH)*
CLASS II BIKEWAY (BIKE LANE)*
CLASS III BIKEWAY (BIKE ROUTE)
CLASS IV BIKEWAY (CYCLE TRACK)
BAY TRAIL (18 FT)*
BAY TRAIL (20 FT)*
BIKE PARKING
NOTES:
ANTICIPATED LOCATIONS FOR BALLPARK SECURE
BIKE PARKING, LOCATIONS MAY BE REFINED
*OFF SITE BAY TRAIL & CITY BIKE NETWORK  BY OTHERS

LEGEND:
CONNECTION TO EXISTING BAY TRAIL & CITY BIKE NETWORK
CONNECTION TO EXISTING BAY TRAIL
EXISTING QUAY WALL
LEGISLATIVE LAND TRUST
EXISTING RIPRAP WALL
PERALTA GRANT LINE
PEDESTRIAN BRIDGE ZONE
MARTIN LUTHER KING PLAZA
MARTIN LUTHER KING JR. WAY
STOMPER PLAZA
CONNECTION TO EXISTING BIKE NETWORK

PIER PARK
OVERLOOK PARK
WATER PLAZA
CRANE PLAZA
FILBERT ST. TERRACE
HARBOR AMPHITHEATER & ACTIVATION ZONE
WEST PLAZA
WEST END PARK

SCALE: 1" = 100'

PEDESTRIAN AND BIKE CIRCULATION DIAGRAM
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

FILBERT ST.
TERRACE
HARBOR AMPHITHEATER & ACTIVATION ZONE
WEST PLAZA
WEST END PARK

EXISTING QUAY WALL
LEGISLATIVE LAND TRUST
100' CURRENT SHORELINE BAND
EXISTING RIPRAP WALL
PERALTA GRANT LINE

EMERGENCY VEHICLE ACCESS TO BE CONSTRUCTED TO ADELINE STREET PURSUANT TO THE EIR

SITE WIDE EMERGENCY VEHICLE AND LADDER ACCESS (26FT)
SITE WIDE EMERGENCY VEHICLE ACCESS (20FT)
ADELINE EVA CONNECTION
EVA WATERFRONT PARK EXTENSION (BLOCK 7)

NOTES:
ADELINE EVA ALIGNMENT SHOWN HERE IS CONCEPTUAL, EXACT LOCATION TO BE CONFIRMED BY THE PORT OF OAKLAND
** EVA WATERFRONT PARK EXTENSION IS SUBJECT TO REVISIONS DUE TO MRS SCENARIO.
** HAMMER HEAD AT EVA WATERFRONT PARK EXTENSION NOT REQUIRED - PER COORDINATION WITH OFD.
1 ENLARGED PLAN

PROJECT NAME
OAKLAND A'S HOWARD TERMINAL MASTERPLAN PDP

TEL: +1 510 638 4900
7000 COLISEUM WAY
THE OAKLAND ATHLETICS
OAKLAND, CA 94621 USA

DRAWING NO.

DATE
ARCH D
09/23/22

SCALE
FORMAT
24" x 36" Arch D - SHEET SIZE

TITLE

CLIENT

TEL: +1 415 943 9197
San Francisco, CA 94111
649 Front Street, Floor 3
JAMES CORNER FIELD OPERATIONS

LANDSCAPE ARCHITECT:

JEFFERSON STREET CONNECTOR

ENLARGED PLAN

1.3.8
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
LEGEND:
- Waterline
- Paved Plaza
- 堤道
- 堤道
- 草地
- 变迁
- 景观
- 景观
- 景观

NOTE: FILL AND PLANTING ON WHARF SUBJECT TO CHANGE PENDING FURTHER STRUCTURAL ANALYSIS OF THE EXISTING WHARF.

SHORELINE SECTIONS 1.7.1

1. WATERFRONT PARK SECTION 1

2. WATERFRONT PARK SECTION 2

SCALE: 1/8"=1'-0"
NOTE:
Many elements will need to be coordinated in the project’s streetscape, including, but not limited to:
- plantings and trees
- lights
- above ground and underground utilities
- stormwater treatment
- ADA access and parking

As the design process progresses, it may become clear that some of these elements are in conflict with one another. In these instances, the project team will work with the City of Oakland to identify priorities and ensure the design works.
NOTES:
1. MASSING AND ARCHITECTURE SHOWN ILLUSTRATIVE ONLY. ACTUAL DESIGN AND DEVELOPMENT PROPOSAL WILL VARY IN ACCORDANCE WITH THE PLANNED UNIT DEVELOPMENT PERMIT, FUTURE FDP'S, ZONING, AND DESIGN GUIDELINES.
2. MASSING SHOWS DOES NOT ILLUSTRATE MAXIMUM HEIGHTS ON ALL BLOCKS.
3. MASSING ILLUSTRATES HOW THE MAXIMUM DEVELOPMENT PROPOSAL MIGHT LAYOUT ON SITE IN ACCORDANCE WITH THE TOWER MASSING REQUIREMENTS IN THE DESIGN GUIDELINES.
4. MARITIME RESERVATION SCENARIO ILLUSTRATES THE MAXIMUM POTENTIAL IMPACT OF TURNING BASIN EXPANSION. IF A TURNING BASIN EXPANSION OCCURS THAT IS LESS THAN THE MAXIMUM IMPACT, SITE DEVELOPMENT WILL PROCEED IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTS ILLUSTRATED HEREIN.
1. LAYOUT SHOWN IS ILLUSTRATIVE ONLY.
2. MARTIN LUTHER KING JR. WAY IS NOT THE DESIGNATED TRUCK ROUTE TO THE SITE.
3. THE MARITIME RESERVATION SCENARIO ILLUSTRATES THE PROPOSED DEVELOPMENT PLAN SHOULD THE PORT OF OAKLAND ELECT TO EXPAND THE INNER HARBOR TURNING BASIN.
4. THE MARITIME RESERVATION SCENARIO ILLUSTRATES THE MAXIMUM POTENTIAL IMPACT OF THE TURNING BASIN EXPANSION IF PURSUED BY THE PORT OF OAKLAND AS A SEPARATE PROJECT. IF A TURNING BASIN EXPANSION OCCURS THAT IS LESS THAN THE MAXIMUM IMPACT, SITE DEVELOPMENT WILL PROCEED IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTS ILLUSTRATED HEREIN. IN THE MARITIME RESERVATION SCENARIO, 32% OF THE SITE IS REQUIRED TO BE OPEN SPACE.
5. AN UPDATED SITE PLAN WILL BE REQUIRED ON THE RECORD ONCE THE TURNING BASIN EXPANSION PROJECT PROCESS BEGINS.

M.R.S. ILLUSTRATIVE DEVELOPMENT PLAN 2.1.2
REFER TO BASELINE SCENARIO

1. MARITIME RESERVATION SCENARIO ILLUSTRATES THE MAXIMUM POTENTIAL IMPACT OF THE TURNING BASIN EXPANSION IF PURSUED BY THE PORT OF OAKLAND AS A SEPARATE PROJECT. IF A TURNING BASIN EXPANSION OCCURS THAT IS LESS THAN THE MAXIMUM IMPACT, SITE DEVELOPMENT WILL PROCEED IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTS ILLUSTRATED HEREIN.

N 200
400
0
SCALE: 10
100
50

2.1.3
M.R.S. DEVELOPMENT PROGRAM - PARCELIZATION PLAN 2.1.3
NOTES:
1. BUILDING FLOOR PLANS SHOWN ARE ILLUSTRATIVE ONLY. ACTUAL DESIGN AND DEVELOPMENT PROPOSALS WILL VARY AS PERMITTED BY THE ZONING, DESIGN GUIDELINES, AND DETAIL IN FINAL DEVELOPMENT PERMIT APPLICATIONS.
2. MARITIME RESERVATION SCENARIO ILLUSTRATES THE MAXIMUM POTENTIAL IMPACT IF PURSUED BY THE PORT OF OAKLAND AS A SEPARATE PROJECT. IF A TURNING BASIN EXPANSION OCCURS THAT IS LESS THAN THE MAXIMUM IMPACT, SITE DEVELOPMENT WILL PROCEED IN SUBSTANTIAL CONFORMANCE WITH THE CONCEPTS ILLUSTRATED HEREIN.
1. The two project PDP phases illustrated on the exhibit FR—Sub-PHASES will be developed in accordance with market conditions and subject to the requirements set forth in the development agreement.

2. Maritime reservation scenario illustrates the maximum potential impact of the turning basin expansion if pursued by the Port of Oakland as a separate project. If a turning basin expansion occurs that is less than the maximum impact, site development will proceed in substantial conformance with the concepts illustrated herein.

3. As contemplated under the development agreement, construction of the ballpark in PDP Phase 1 must commence before other vertical development may occur. Except as may be limited by the development agreement or the Port transaction documents, the project applicant retains the right to develop the vertical development in such order and time as it determines in the exercise of its business judgment.
1. The two project PDP phases illustrated on this exhibit will be developed on a parcel by parcel basis, according to market conditions in accordance with and subject to the requirements set forth in the Development Agreement.

2. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

3. A. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

4. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

5. As contemplated under the Development Agreement, the project applicant retains the right to develop the vertical development in accordance with and subject to the requirements set forth in the Development Agreement.

6. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

7. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

8. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

9. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

10. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

11. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

12. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

13. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.

14. Interim uses may occur on undeveloped areas of the site, including development parcels, prior to development, as allowed by existing master plans and zoning agreements.
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL

DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

LEGEND:
PIER PARK
OVERLOOK PARK
WATER PLAZA
MARKET ST. PICNIC GROVE
MYRTLE PLAZA
HARBOR AMPHITHEATER
WEST END PARK
HARBOR LAWN
EXISTING QUAY WALL
LEGISLATIVE LAND TRUST
100' CURRENT SHORELINE BAND
EXISTING RIPRAP WALL
PERALTA GRANT LINE
PEDESTRIAN BRIDGE ZONE
WATERFRONT PARK OPEN SPACE 6.9 ACRES
ROOFTOP PARK 2.5 ACRES
ATHLETICS WAY 5.0 ACRES
PLAZA OPEN SPACE .5 ACRES
TOTAL PARKS & OPEN SPACE 14.9 ACRES
PERCENTAGE 32.0% OF TOTAL

SITE AREA (46.6 ACRES)

SEE 1.5 SERIES FOR PHASE 1 STREET & PEDESTRIAN WAY SECTIONS.
IN THE MRS, A MINIMUM 32.0% OF THE SITE IS REQUIRED TO BE OPEN SPACE, REGARDLESS OF THE SIZE OF THE TURNING BASIN EXPANSION.

LANDSCAPE ARCHITECT:
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK
TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

PIER PARK
OVERLOOK PARK
WATER PLAZA
MARKET ST. PICNIC GROVE
MYRTLE PLAZA
HARBOR AMPHITHEATER
WEST END PARK
HARBOR LAWN
EXISTING QUAY WALL
EXISTING RIPRAP WALL
PERALTA GRANT LINE
LEGISLATIVE LAND TRUST
EXISTING SHORELINE BAND
100' CURRENT SHORELINE BAND
PEDESTRIAN BRIDGE ZONE

WATERFRONT PARK OPEN SPACE           6.9 ACRES
PHASE 1 (A & B)
A:   2.4 ACRES
B1:  1.5 ACRES
B2:    .4 ACRES
TOTAL:  4.3 ACRES
PHASE 2 (C,D, & E)
C:  1.1 ACRES
D:    .9 ACRES
E:    .6 ACRES
TOTAL:    2.6 ACRES
ROOFTOP PARK
2.5 ACRES
ATHLETICS WAY
5.0 ACRES
PLAZA OPEN SPACE
.5 ACRES
TOTAL OPEN SPACE                                   14.9 ACRES
TOTAL PARKS & OPEN SPACE
PERCENTAGE                              32.0% OF TOTAL
IN THE MRS, A MINIMUM 32.0% OF THE SITE IS REQUIRED TO BE OPEN SPACE.
PARKS TO BE CONSTRUCTED PURSUANT TO THE DEVELOPMENT AGREEMENT.

M.R.S PARKS AND OPEN SPACE PARCELIZATION PLAN 2.3.2
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
REVIEW CURBS AT ADA STALL

HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL

DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

PIER PARK

OVERLOOK PARK

WATER PLAZA

MARKET ST. PICNIC GROVE

MYRTLE PLAZA

HARBOR AMPHITHEATER

WEST END PARK

HARBOR LAWN

EXISTING QUAY WALL

LEGISLATIVE LAND TRUST

EXISTING RIPRAP WALL

PERALTA GRANT LINE

PEDESTRIAN BRIDGE ZONE

SITE WIDE EMERGENCY VEHICLE AND LADDER ACCESS (26FT)

SITE WIDE EMERGENCY VEHICLE ACCESS (20FT)

ADELINE EVA CONNECTION

NOTES:

ADELINE EVA ALIGNMENT SHOWN HERE IS CONCEPTUAL, EXACT LOCATION TO BE CONFIRMED BY THE PORT OF OAKLAND

HAMMER HEAD AT EVA WATERFRONT PARK EXTENSION NOT REQUIRED DUE TO CONFLICT WITH THE TURNING BASIN EXPANSION AND PARKS / OPEN SPACE USE - PER COORDINATION WITH OFD.

LEGEND:
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?

Myrtle Plaza
Harbor Amphitheater
West End Park
Harbor Lawn

Existing Quay Wall
Legislative Land Trust
100' Current Shoreline Band
Existing Riprap Wall
Peralta Grant Line

Site Wide Emergency Vehicle and Ladder Access (26FT)
Site Wide Emergency Vehicle Access (20FT)
Adeline Eva Connection
Eva Waterfront Park Extension (Block 7)**

Notes:
Adeline Eva Alignment Shown Here Is Conceptual, Exact Location To Be Confirmed By The Port Of Oakland
** Eva Waterfront Park Extension Is Subject To Revisions Due To MRS Scenario.
** Hammer Head At Eva Waterfront Park Extension Not Required - Per Coordination With OD.

Legend:

24" x 36" Arch D - Sheet Size
1" = 100.001'

2.3.4 SEE
2.3.5

M.R.S Emergency Vehicle Access Plan
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK
TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
REVIEW CURBS AT ADA STALL
HAD TO BE REVERSED FOR CORRECT DIRECTION OF TRAVEL
DOES IT MAKE SENSE TO INCREASE THE BULB AT THE CROSS WALK TO REDUCE CROSS WALK DISTANCE AND PROTECT ADA PARKING SPACE?
NOTES:
1. THE FIRE STATION IS NOT PROPOSED FOR DEMOLITION AND
   FAMILY CEMETERIES ARE PROPOSED TO OCCUPY THE SITE. THE FIRE STATION LOCATION IS NOT PROPOSED
   FOR DEMOLITION AND RELOCATION ON SITE. HOWEVER, IT IS STUDIED IN THE PROJECT'S EIR.
   THESE EXHIBITS ARE INCLUDED TO ILLUSTRATE THE SITE LAYOUT SHOULD FUNDS AND LAND BECOME AVAILABLE TO RELocate THE FIRE STATION ON SITE.
2. THE DEVELOPMENT AGREEMENT DEFINES THE SCOPE OF IMPROVEMENTS TO FIRE STATION 2, SHOULD THE STATION BE RETAINED IN ITS EXISTING LOCATION.
1. Ballpark plans are preliminary and subject to change.
2. Accessible parking/loading to be included as required by code.
1. Ballpark plans are preliminary and subject to change.
Flag person should be used to guide the right turning trucks leaving the site.

These curbs should be rolled to provide flexibility for truck maneuverability.

Player Bus Parking

These curbs should be rolled to provide flexibility for truck maneuverability.

Media Truck Parking

These curbs should be rolled to provide flexibility for truck maneuverability.

These median curbs should be rolled to provide flexibility for truck maneuverability.

Flag person should be used to guide the right turning trucks leaving the site.

These curbs should be rolled to provide flexibility for truck maneuverability.

WB-67 TRUCK TURNING MOVEMENTS

WB-67 TRUCK TURNING MOVEMENTS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Tractor Width</td>
<td>8.00</td>
</tr>
<tr>
<td>Lock to Lock Time</td>
<td>6.0</td>
</tr>
</tbody>
</table>
These curbs should be rolled to provide flexibility for truck maneuverability.

These curbs should be rolled to provide flexibility for truck maneuverability.

These median curbs should be rolled to provide flexibility for truck maneuverability.

These curbs should be rolled to provide flexibility for truck maneuverability.

Flag person should be used to guide the right turning trucks leaving the site.

WB-67 TRUCK TURNING MOVEMENTS 4.2.2
This curb should be rolled to provide flexibility for truck maneuverability.

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45' BUS TURNING MOVEMENTS

<table>
<thead>
<tr>
<th>Width</th>
<th>8.50</th>
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</thead>
<tbody>
<tr>
<td>Lock to Lock Time</td>
<td>6.0</td>
</tr>
<tr>
<td>Steering Angle</td>
<td>42.9</td>
</tr>
</tbody>
</table>

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Media Truck Parking

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WB-40 TRUCK TURNING MOVEMENTS 4.2.7
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