

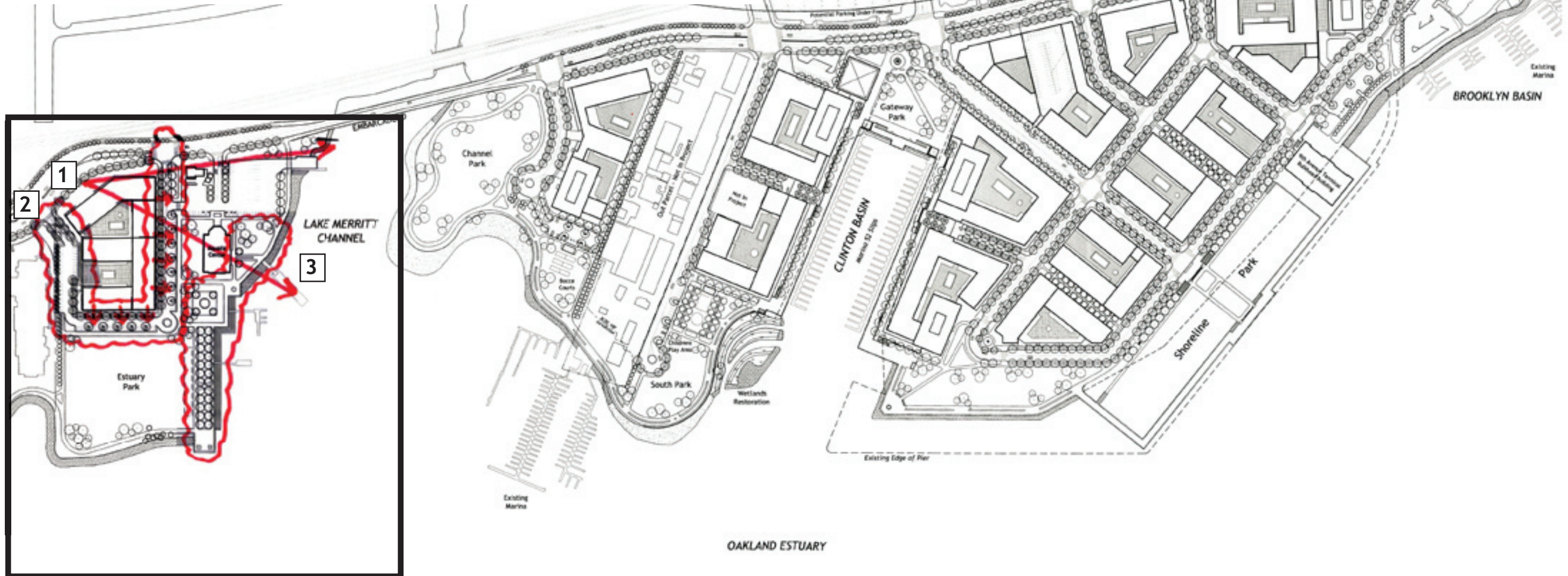
Illustrative Development Plan

Area A

- 1- Increase visibility to waterfront and aquatic center from the Embarcadero
- 2- Provide streets rather than parking lots for access to the park
 - Locate Estuary Park parking to the west of housing
 - Integrate housing, street and park design with residential unit entries off streets facing the park
- 3- Need waterfront design that provides adequate programmed areas for future kayak/ canoe vendor needs, visitor drop-off and aquatic center uses

General Comments

- Not privatize estuary park
- Consider reducing housing land coverage to accommodate the above



Area A





Area B

- 1- Need to redesign corner of Parcel K at the Fifth Avenue intersection to create a better entry to the community rather than a building corner; consider architectural design features, removing parking and landscape features that can draw people's attention to the Gateway Park, Clinton Basin and South Park
- 2- Need urban design options on how the residential buildings back onto and not tower over the artists community
 - Need more "park-ish" design for the Bay Trail along the western edge of the artists community
 - Consider ground floor residential facing the Bay Trail

- Consider opportunities for future connections through the artist's community to link Channel Park and Clinton Basin development areas together with city access if artist community redevelops
- Establish a height to building setback relationship to appropriately scale and orient residential buildings adjacent to low-scale artist's buildings
- Consider other park uses than bocce ball

- 3- Ensure opportunity for bicycle / pedestrian trail connection from Lake Merritt channel (to be completed by others) to Bay Trail

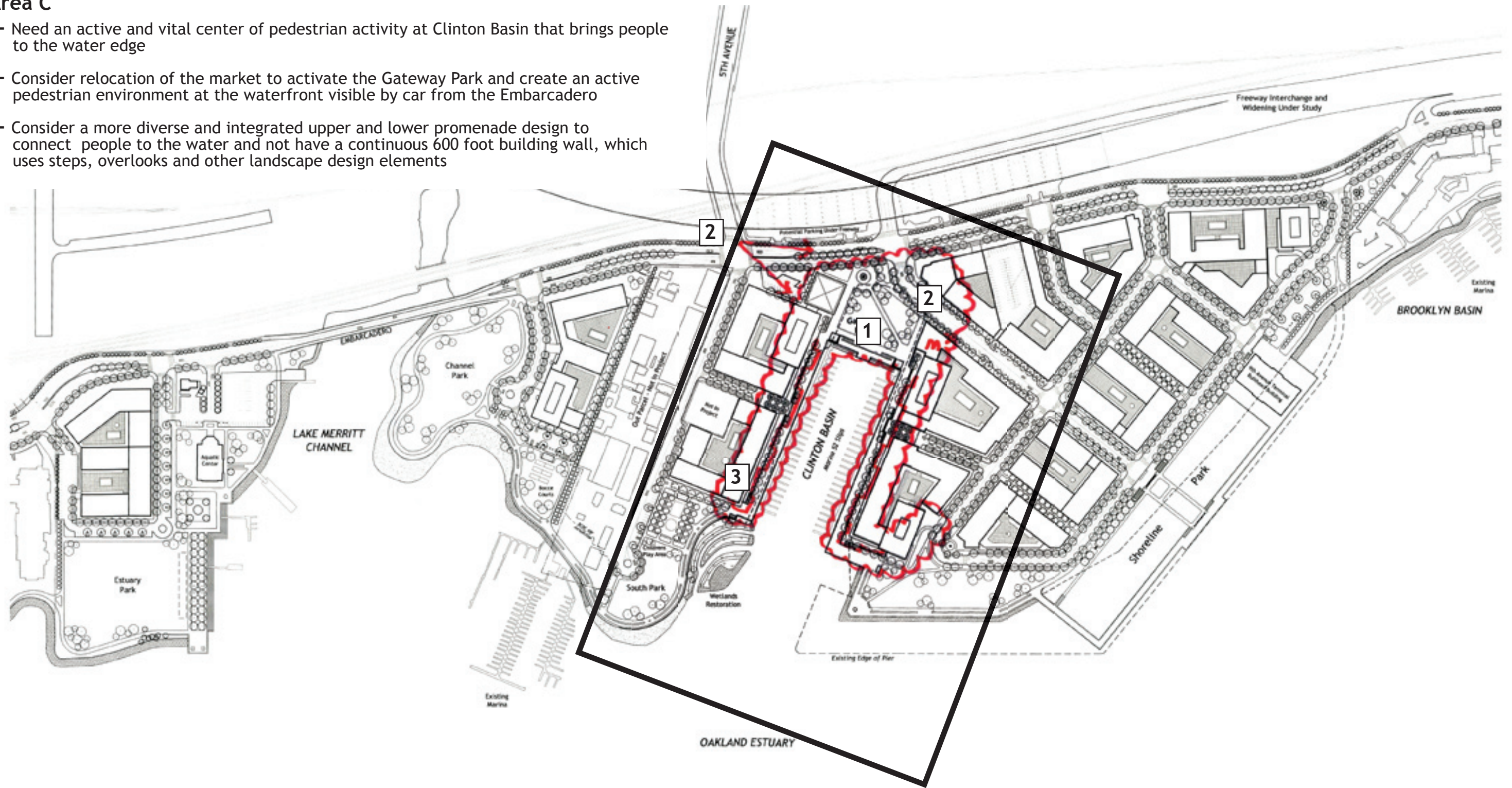
- 4- Consider a floating bridge for the continuation of the Bay Trail



Area B

Area C

- 1- Need an active and vital center of pedestrian activity at Clinton Basin that brings people to the water edge
- 2- Consider relocation of the market to activate the Gateway Park and create an active pedestrian environment at the waterfront visible by car from the Embarcadero
- 3- Consider a more diverse and integrated upper and lower promenade design to connect people to the water and not have a continuous 600 foot building wall, which uses steps, overlooks and other landscape design elements

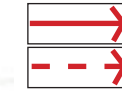


Area C

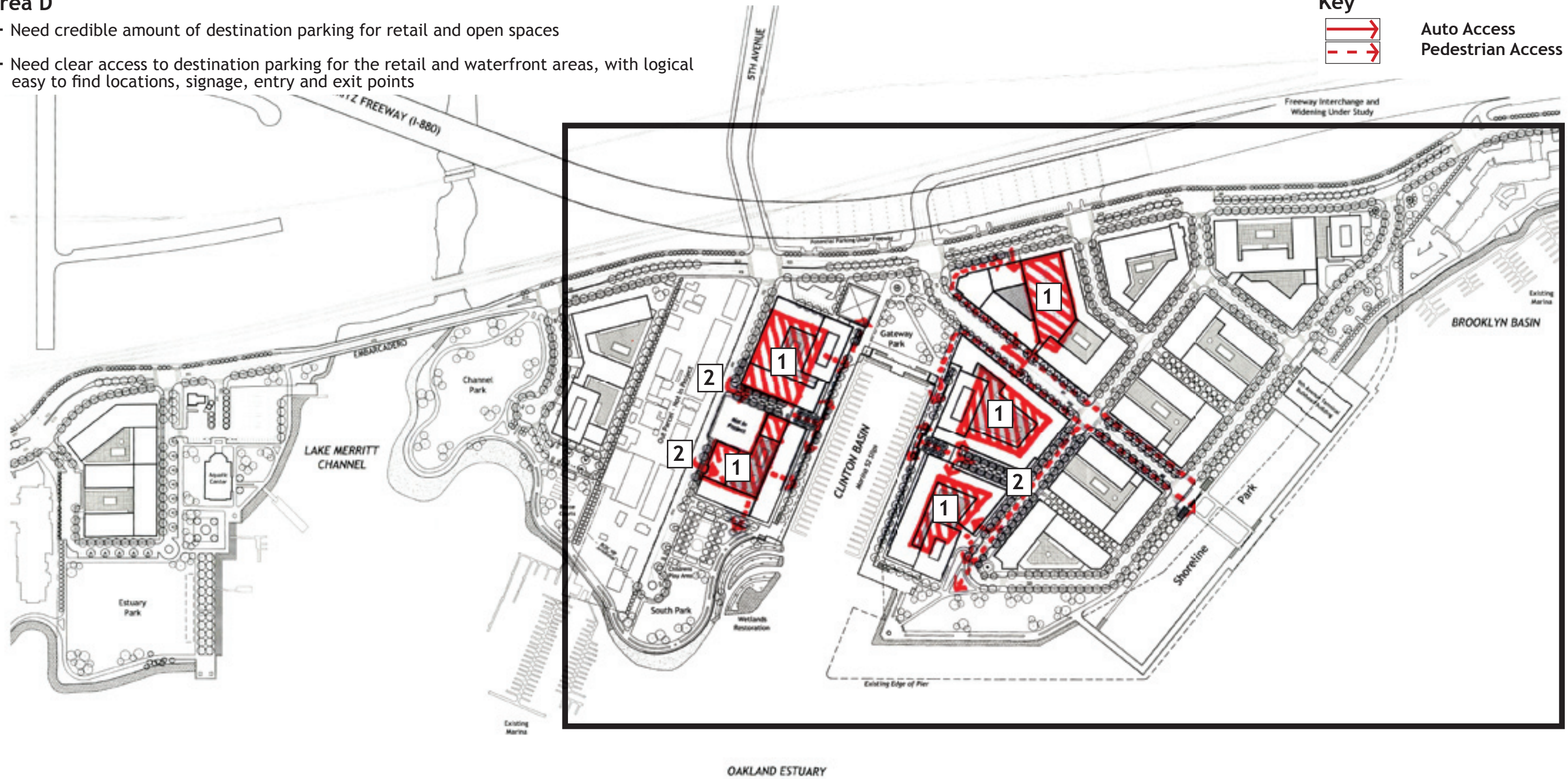
Area D

- 1- Need credible amount of destination parking for retail and open spaces
- 2- Need clear access to destination parking for the retail and waterfront areas, with logical easy to find locations, signage, entry and exit points

Key



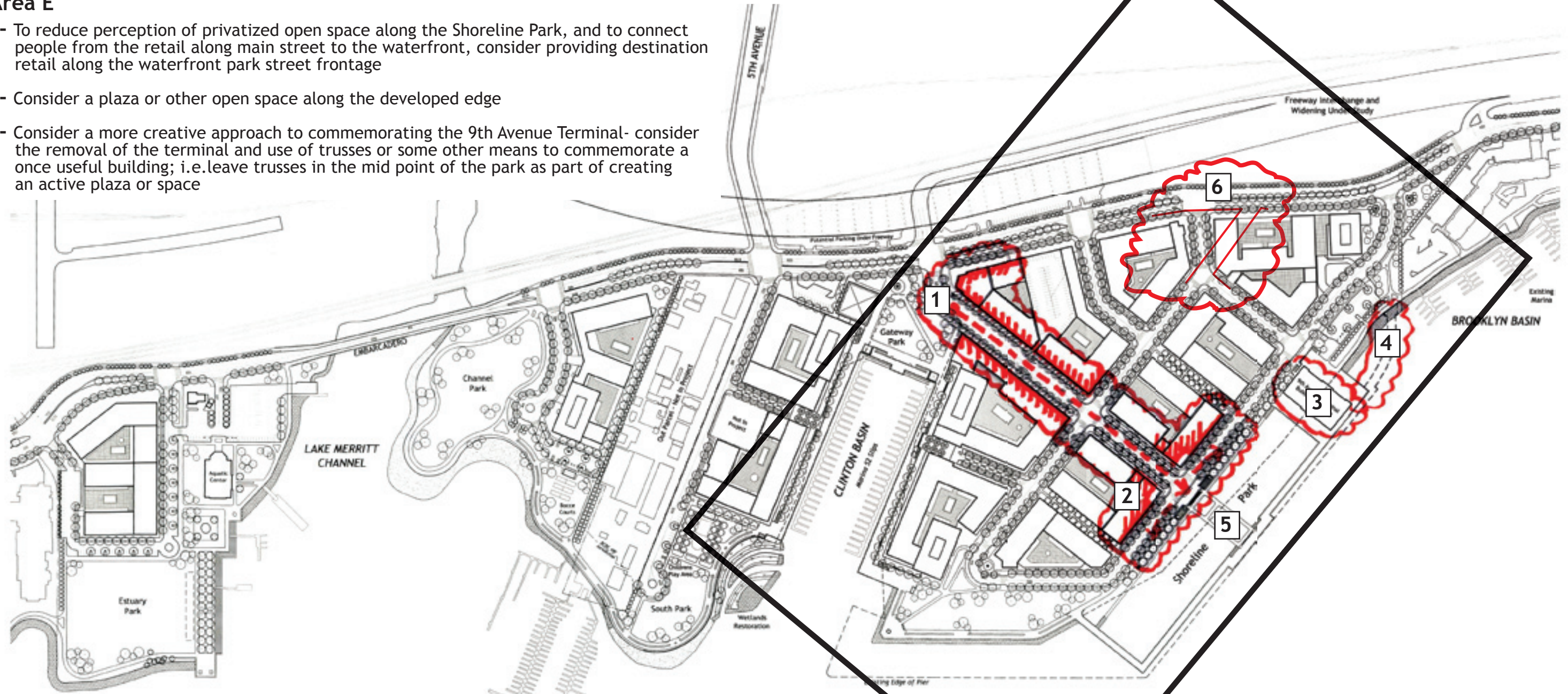
Auto Access
Pedestrian Access



Area D

Area E

- 1- To reduce perception of privatized open space along the Shoreline Park, and to connect people from the retail along main street to the waterfront, consider providing destination retail along the waterfront park street frontage
- 2- Consider a plaza or other open space along the developed edge
- 3- Consider a more creative approach to commemorating the 9th Avenue Terminal- consider the removal of the terminal and use of trusses or some other means to commemorate a once useful building; i.e. leave trusses in the mid point of the park as part of creating an active plaza or space



- 4- Consider keeping the existing access to the terminal by preserving/ renovating the wooden bridge
- 5- Urban design program for Shoreline Park:
 - active uses to the East
 - Passive uses to the West
- 6- Consider realigning road to offer direct views to the waterfront from the Embarcadero

Area E