BASIS OF BEARINGS

THE BASIS OF BEARING IS "S 65° 21' 44" E" BETWEEN FOUND MONUMENTS "SHIP" AND "H130" AS SHOWN ON PAGE 2 OF 4 OF THAT UNRECORDED "RECORD OF SURVEY" MAP ENTITLED, "MONUMENT AND PLAN LINES OF THE EMBARCADERO BETWEEN 5TH AVENUE AND 19TH AVENUE" DATED JULY 2001. SAID MAP IS BEING PREPARED BY THE PORT OF OAKLAND.

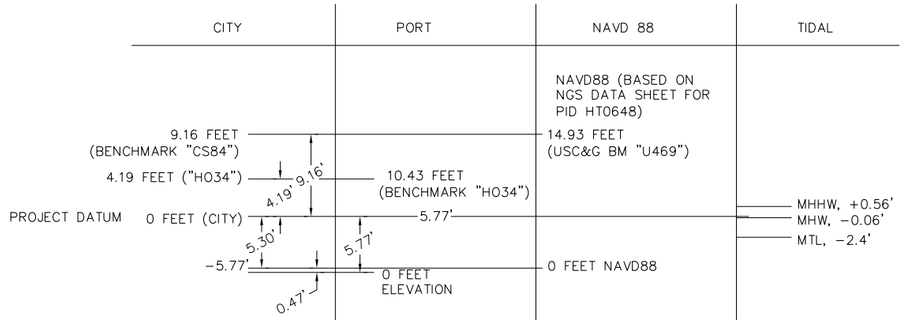
BENCHMARK

ELEVATIONS SHOWN HEREIN ARE ON THE CITY OF OAKLAND VERTICAL DATUM AND BASED ON CITY OF OAKLAND BENCHMARK "CS 84":
A FOUND U.S.C. & G.S. DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTHBOUND LANES OF THE 880 FREEWAY, SET IN THE NORTHERLY FACE OF A COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE, 4.4 FEET ABOVE GROUND.
ELEVATION = 9.164 FT., CITY OF OAKLAND DATUM.

DATUM SUMMARY

BENCHMARK CITY OF OAKLAND DATUM
CITY OF OAKLAND BENCHMARK "CS84"
FOUND UCS&GS DISK AT THE CROSSING OF 5TH AVENUE AND THE SOUTHERN PACIFIC RAILROAD, BENEATH THE SOUTH–BOUND LANES OF 880 FREEWAY, SET IN NORTHERLY FACE COLUMN, APPROXIMATELY 25' WEST OF THE CENTERLINE OF 5TH AVENUE AND 4.4 FEET ABOVE THE GROUND.
ELEVATION USED: 9.16 FT., CITY OF OAKLAND DATUM
NOTE BENCHMARK IS NOW DESTROYED. INFORMATION SHOWN IS BASED ON OBSERVATIONS AND DATA PROVIDED IN 2002. NOT CURRENT.

BENCHMARK PORT DATUM ELEVATION
PORT OF OAKLAND BENCHMARK "H034 TBM"
FOUND BRASS DISK "SHIP" IN MONUMENT WELL STAMPED "EBMUD CONTROL SURVEY SHIP 1960" OPPOSITE ENTRANCE TO KAISER CEMENT, 401 EMBARCADERO.
ELEVATION USED: 10.43 FT., PORT OF OAKLAND DATUM

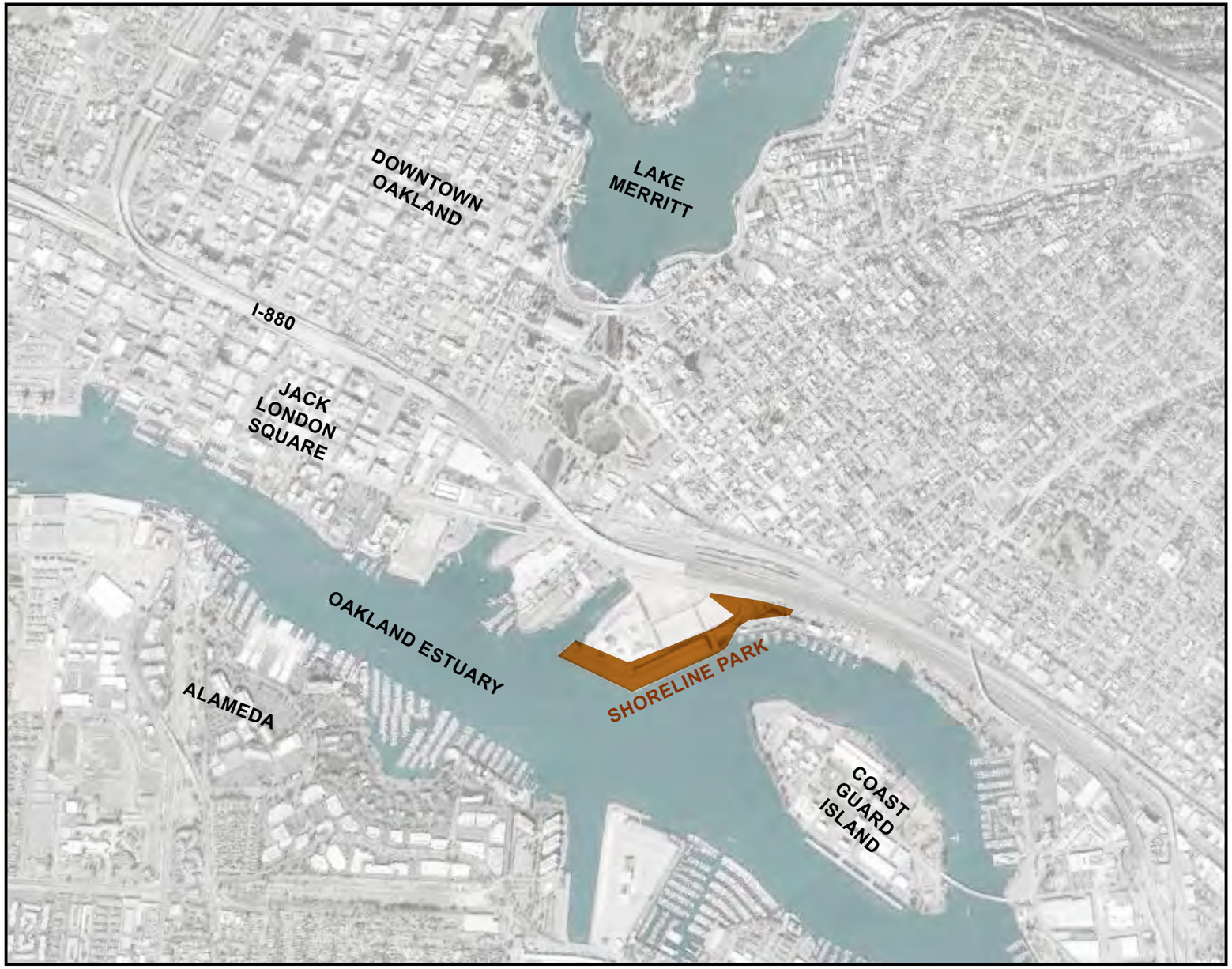


1. TO CHANGE FROM CITY ELEVATION TO A PORT ELEVATION: SUBTRACT 5.77 FEET.
2. TO CHANGE FROM PORT ELEVATION TO A CITY ELEVATION: ADD 5.77 FEET.

SEA LEVEL RISE:

IN ORDER TO REPRESENT SOME OF THE VARIABILITY IN SEA LEVEL RISE PROJECTIONS, WE'VE SHOWN BOTH A +36" INCREASE AND A +55" INCREASE TO BFE, BASE FLOOD ELEVATION (SEE SECTION DRAWINGS). THESE NUMBERS ARE CONSISTENT WITH THE REPORT "LIVING WITH A RISING BAY: VULNERABILITY AND ADAPTATION IN SF BAY AND ON ITS SHORELINE" ISSUED BY BCDC IN OCTOBER 2011. +36" REPRESENTS A HIGH 50-YEAR ESTIMATE OR MODEST END-OF-CENTURY ESTIMATE, AND +55" WAS USED AS THE END-OF-CENTURY BASIS FOR VULNERABILITY ASSESSMENT.

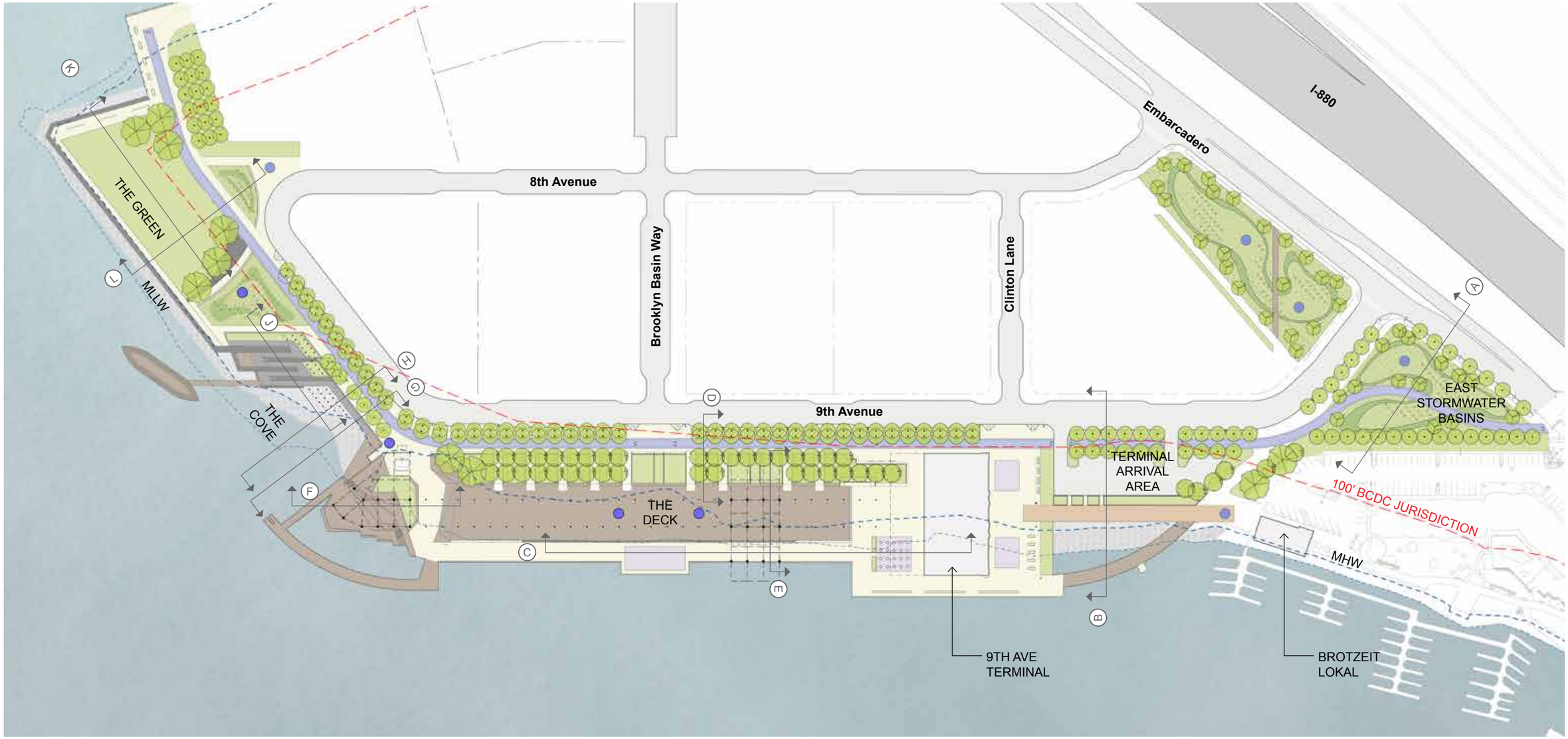
REGIONAL CONTEXT



LOCAL CONTEXT

REGIONAL AND LOCAL CONTEXT

** THIS EXHIBIT REMAINS UNCHANGED FROM THE ORIGINAL SUBMITTED BY ROMA DESIGN GROUP 2/9/2015*



NOT TO SCALE

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

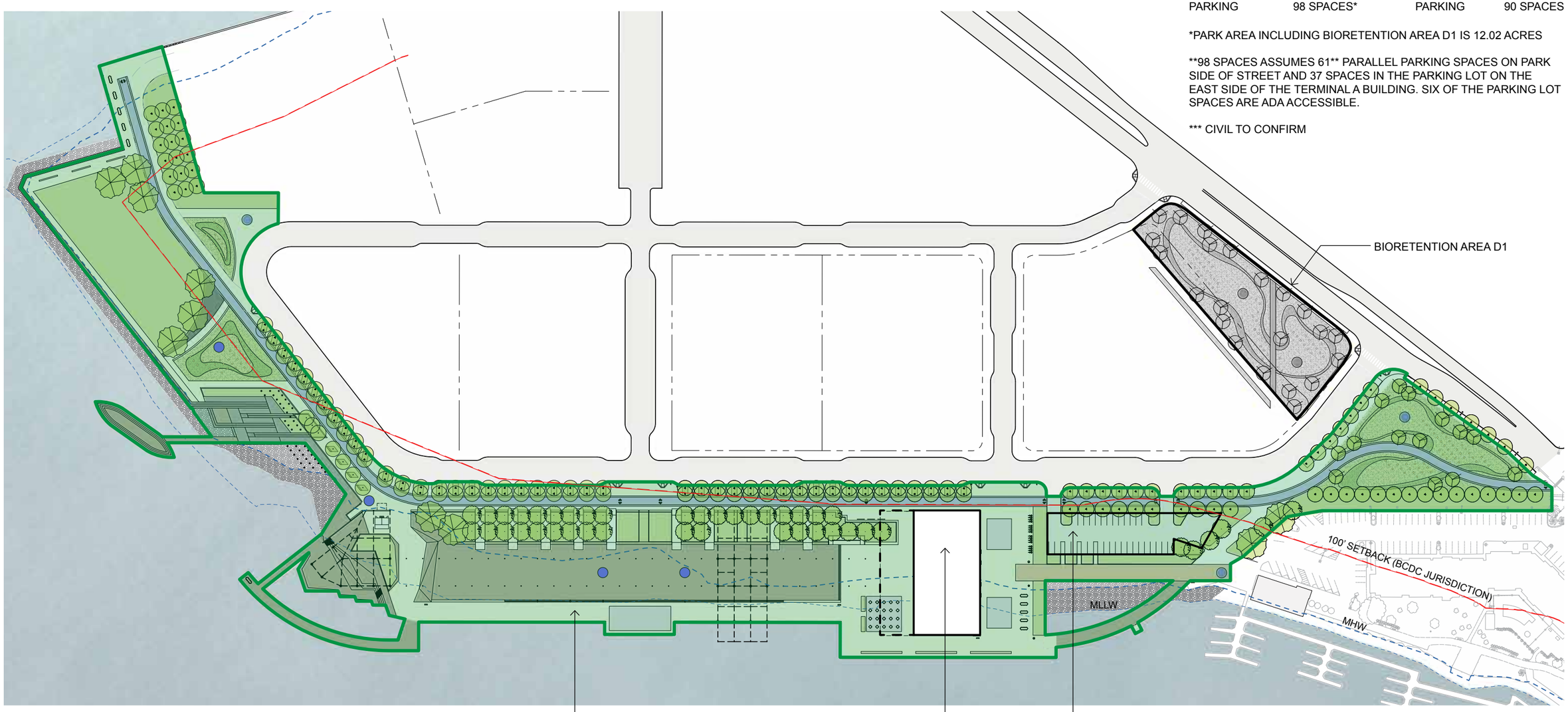
OVERALL PARK PLAN

CURRENT SCHEMATIC DESIGN		BCDC PERMIT	
PARK	10.86 ACRES	PARK	7.92 ACRES
BUILDING	20,000 SF	BUILDING	20,000 SF
SHORELINE	3,020 LF	SHORELINE	2,130 LF
PARKING	98 SPACES*	PARKING	90 SPACES

*PARK AREA INCLUDING BIORETENTION AREA D1 IS 12.02 ACRES

98 SPACES ASSUMES 61 PARALLEL PARKING SPACES ON PARK SIDE OF STREET AND 37 SPACES IN THE PARKING LOT ON THE EAST SIDE OF THE TERMINAL A BUILDING. SIX OF THE PARKING LOT SPACES ARE ADA ACCESSIBLE.

*** CIVIL TO CONFIRM

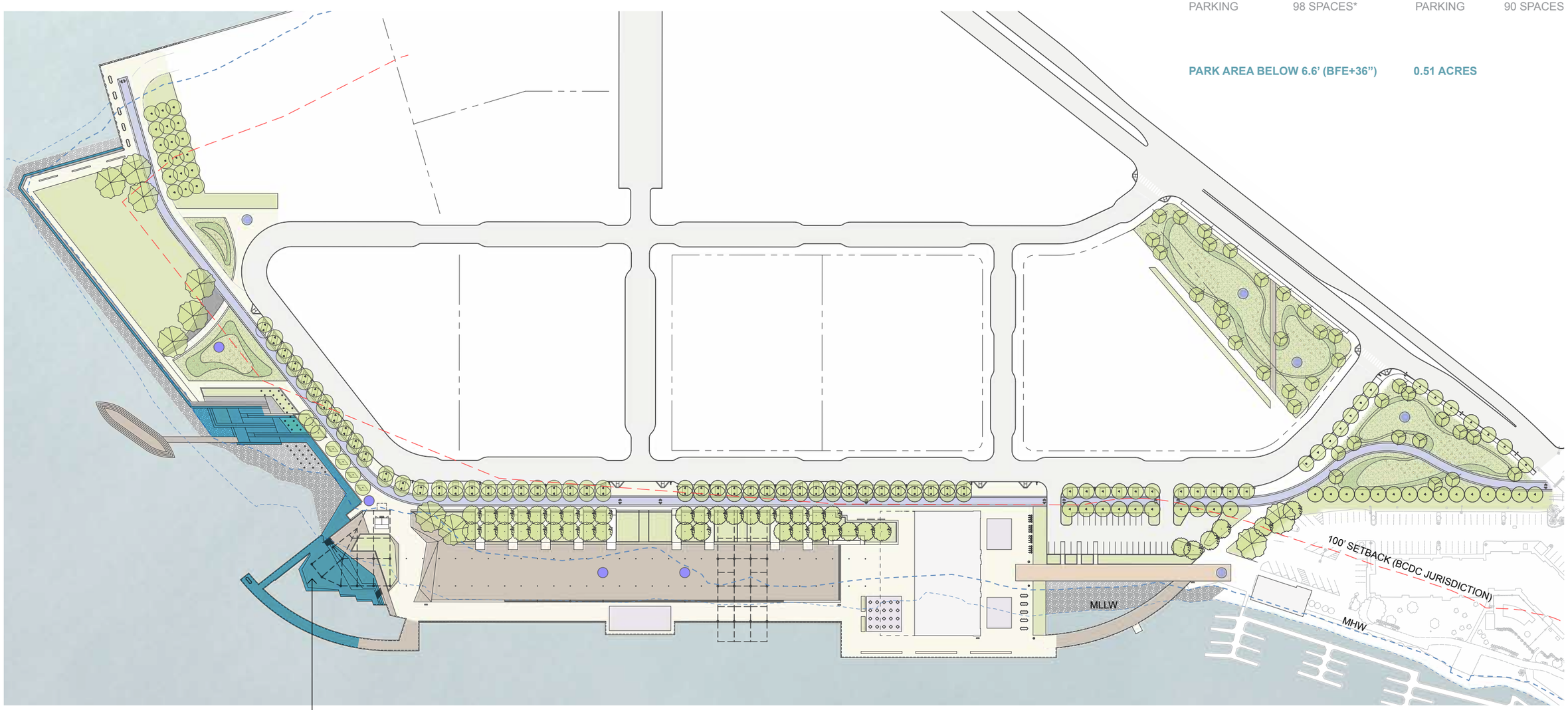


NOT TO SCALE

AREA TABULATIONS

CURRENT SCHEMATIC DESIGN		BCDC PERMIT	
PARK	10.86 ACRES	PARK	7.92 ACRES
BUILDING	20,000 SF	BUILDING	20,000 SF
SHORELINE	3,020 LF	SHORELINE	2,130 LF
PARKING	98 SPACES*	PARKING	90 SPACES

PARK AREA BELOW 6.6’ (BFE+36”) **0.51 ACRES**



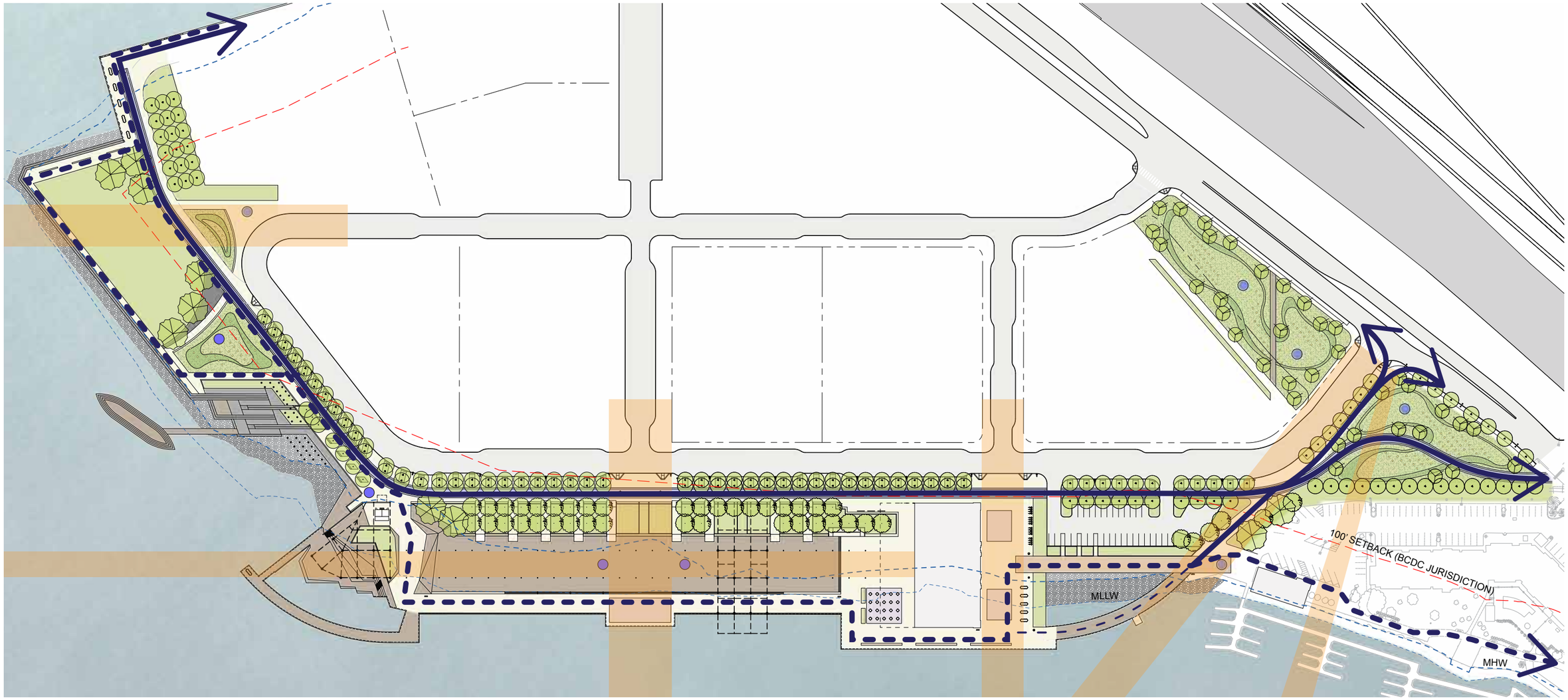
NOT TO SCALE

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

AREA BELOW BFE+36”



BAY TRAIL

CLASS 1 PED BIKE PATH

CONNECTION TO BAY TRAIL

VIEWSHED

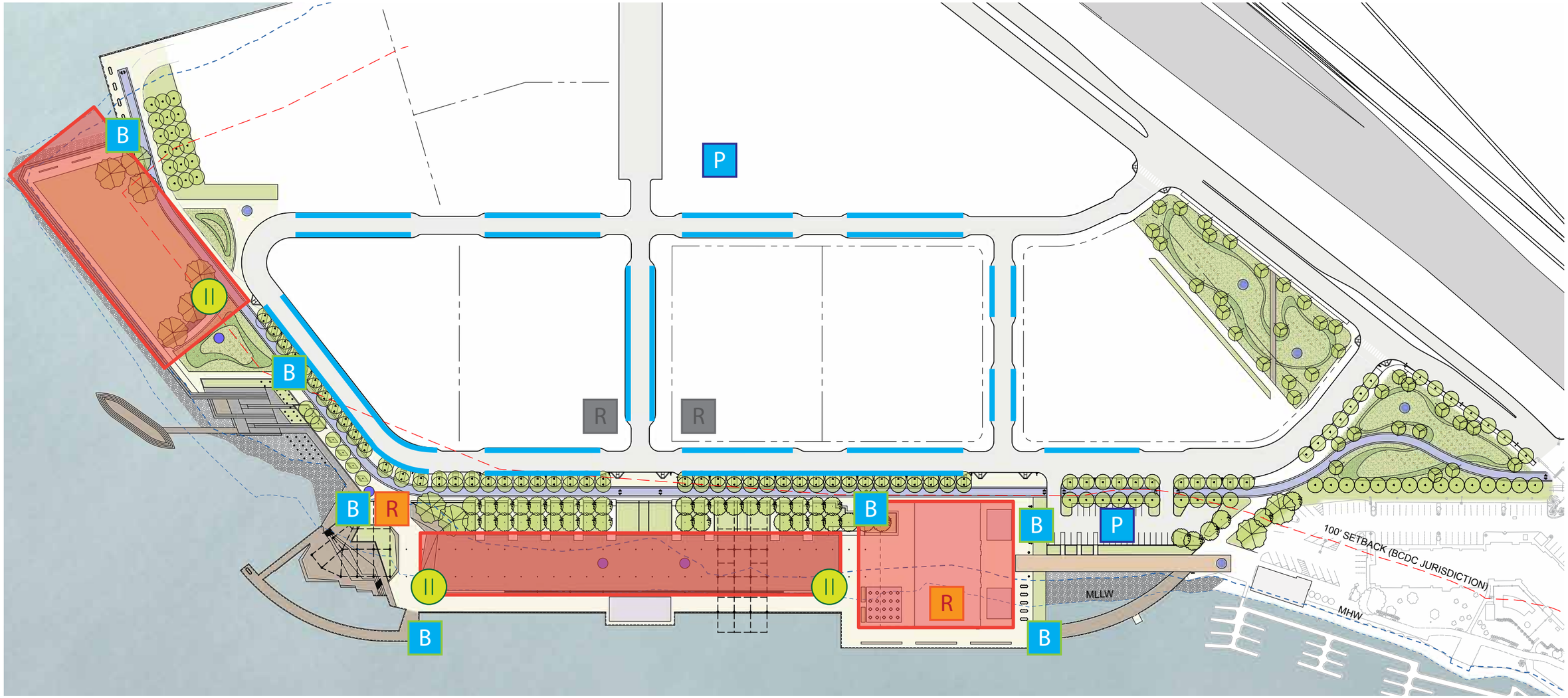
NOT TO SCALE

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

TRAILS AND VIEW CORRIDORS



P PARKING

B BIKE PARKING

STREET PARKING

R PUBLIC BATHROOM

R RETAIL BATHROOM

II EVENT POWER

FESTIVAL SITE

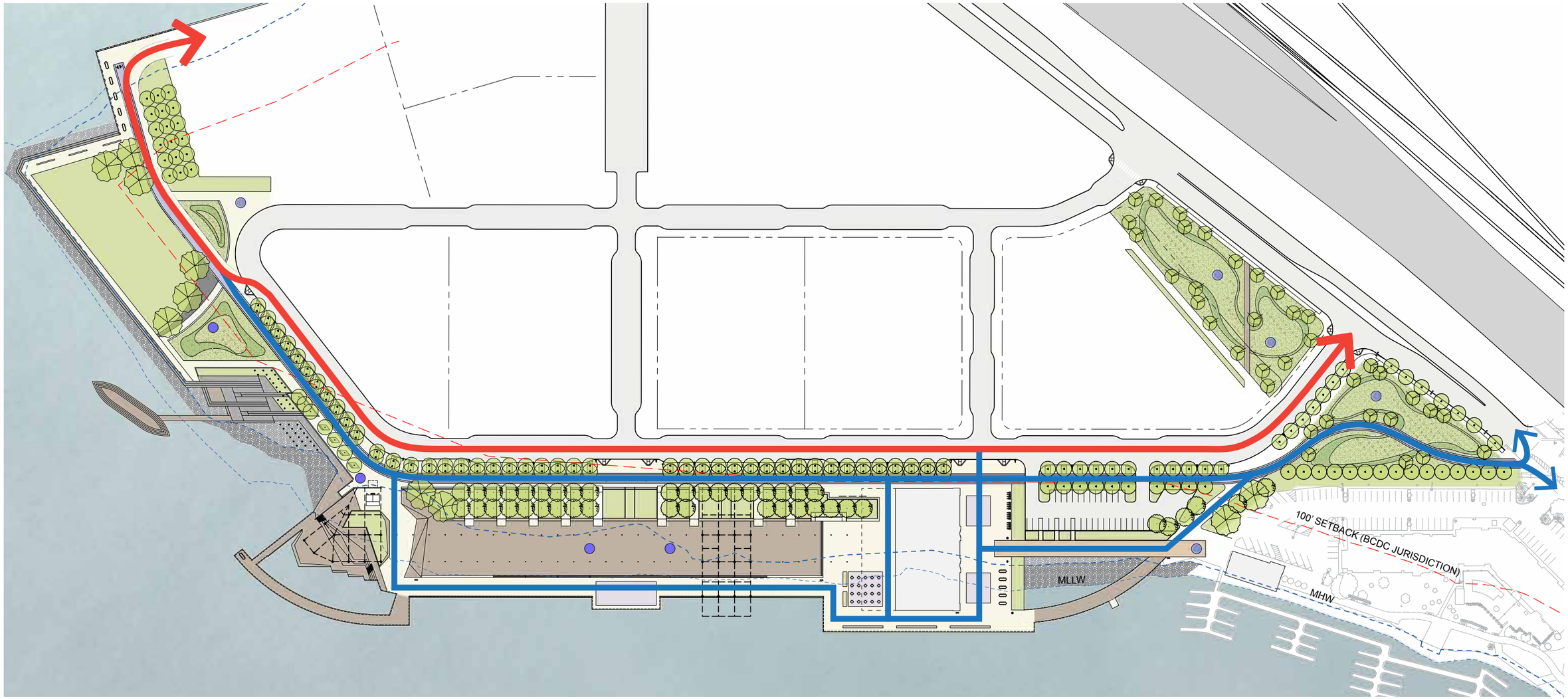
NOT TO SCALE

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

EVENT ZONES



FIRETRUCK ACCESS

MAINTENANCE VEHICLES

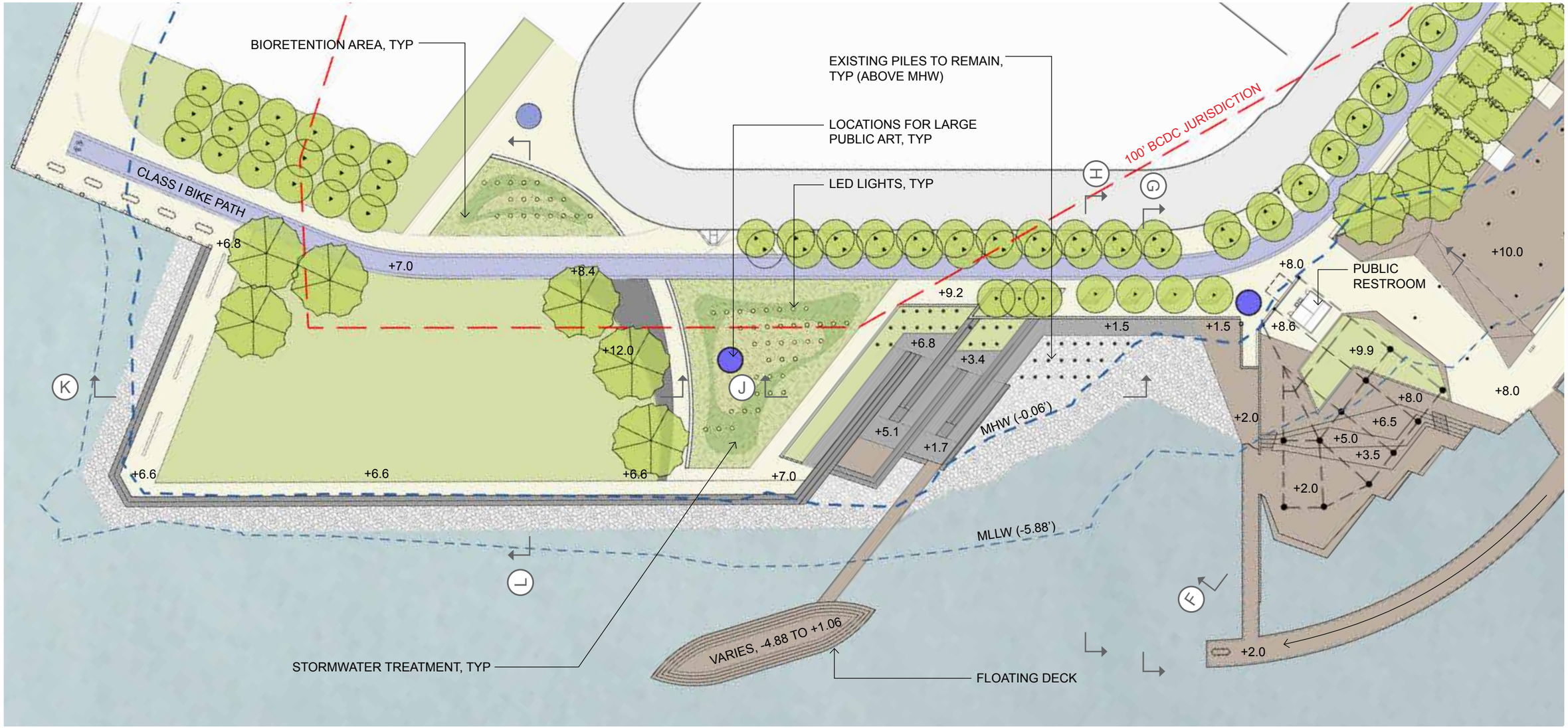
NOT TO SCALE

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

FIRETRUCK AND EMERGENCY VEHICLE ACCESS



0 30' 60' 120'

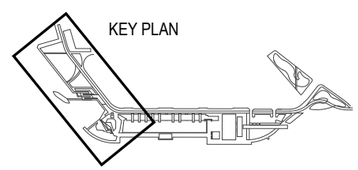
SCALE: 1"=60'-0"

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



SHORELINE PARK

DESIGN REVIEW BOARD MEETING

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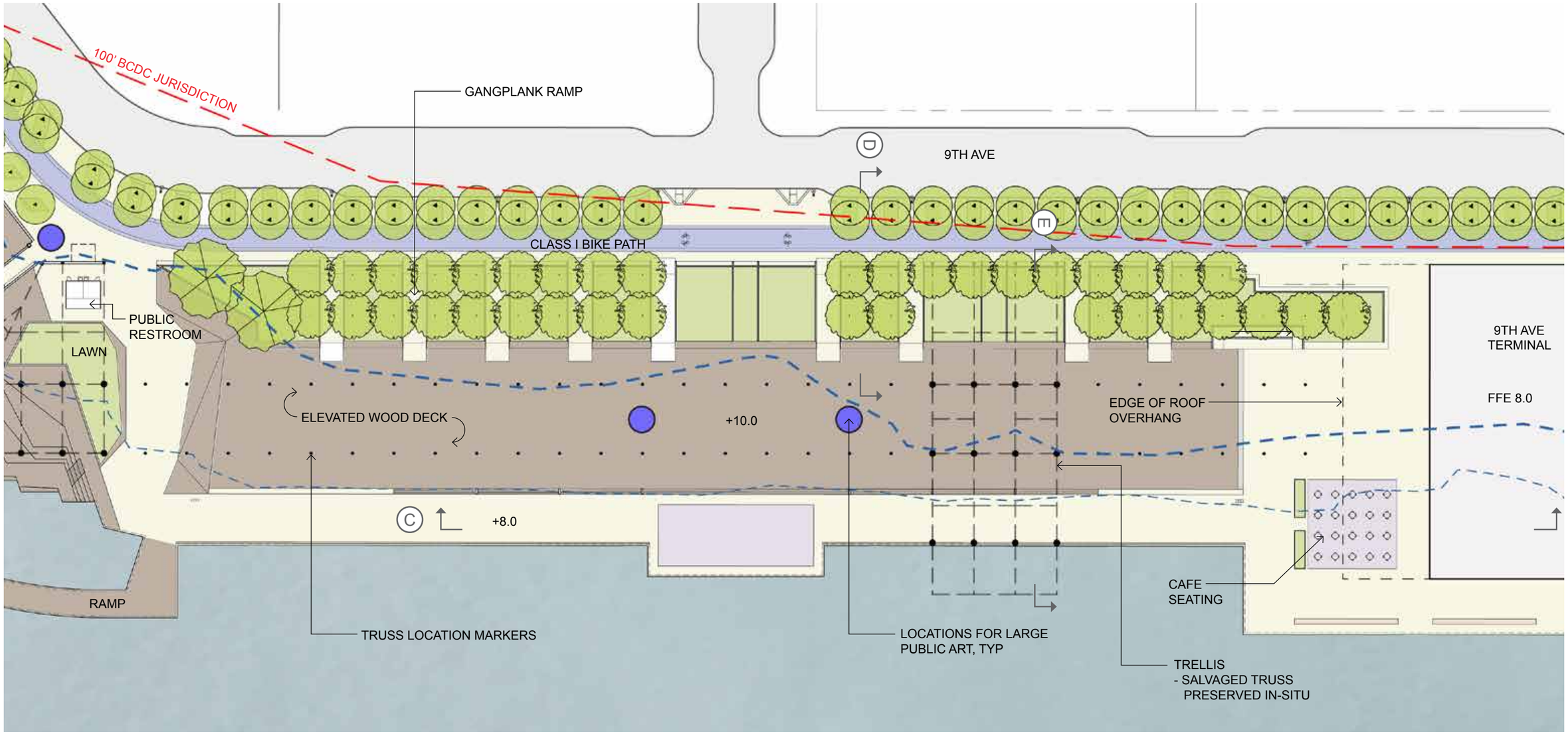
PLAN: THE GREEN & THE COVE



0 30' 60' 120'

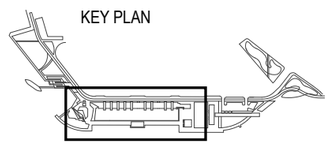
SCALE: 1"=60'-0"

BROOKLYN BASIN

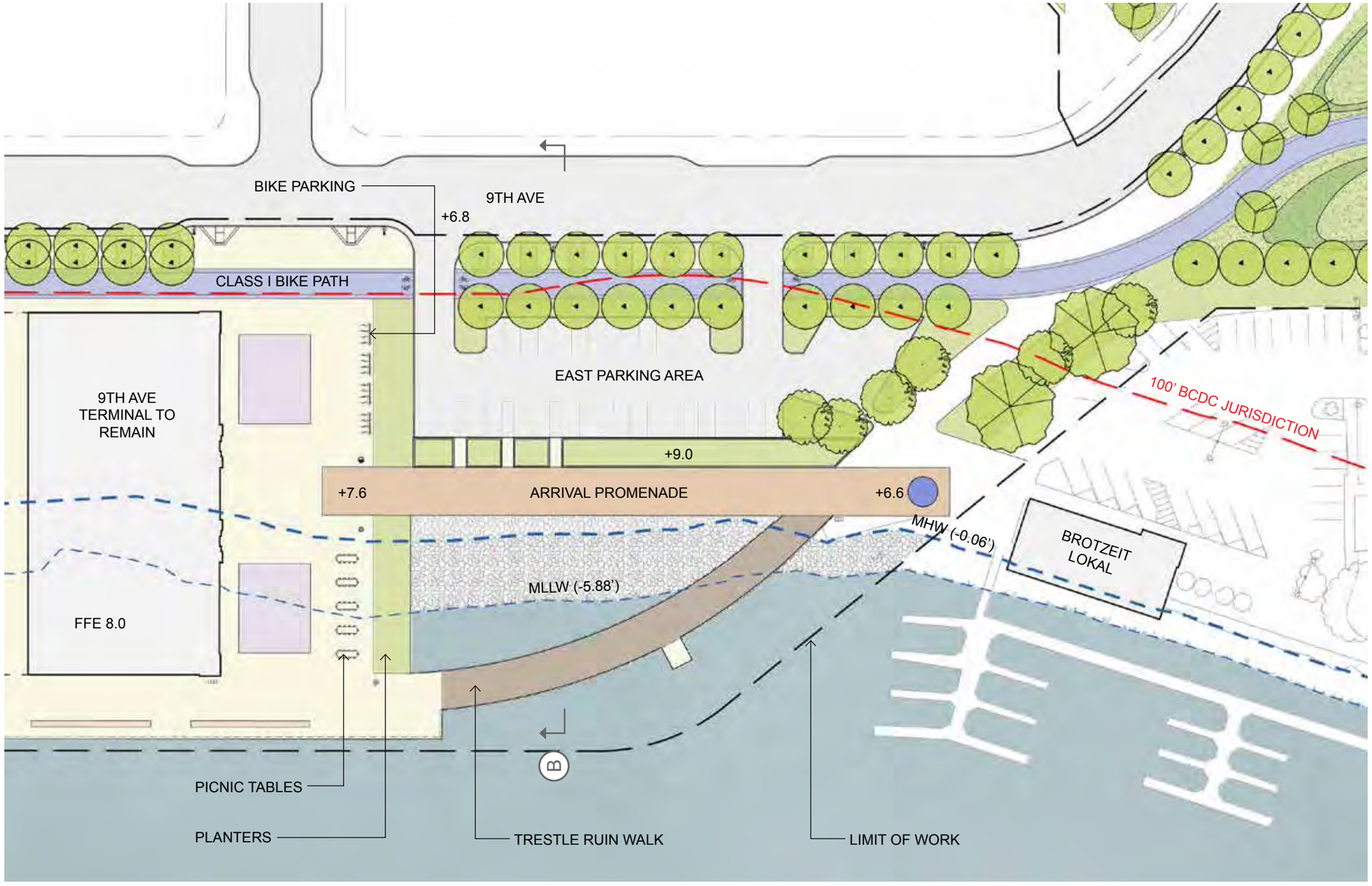
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



PLAN: THE DECK



0 30' 60' 120'

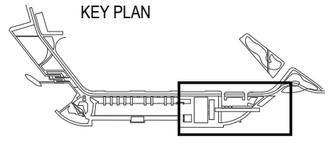
SCALE: 1"=60'-0"

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



SHORELINE PARK

DESIGN REVIEW BOARD MEETING

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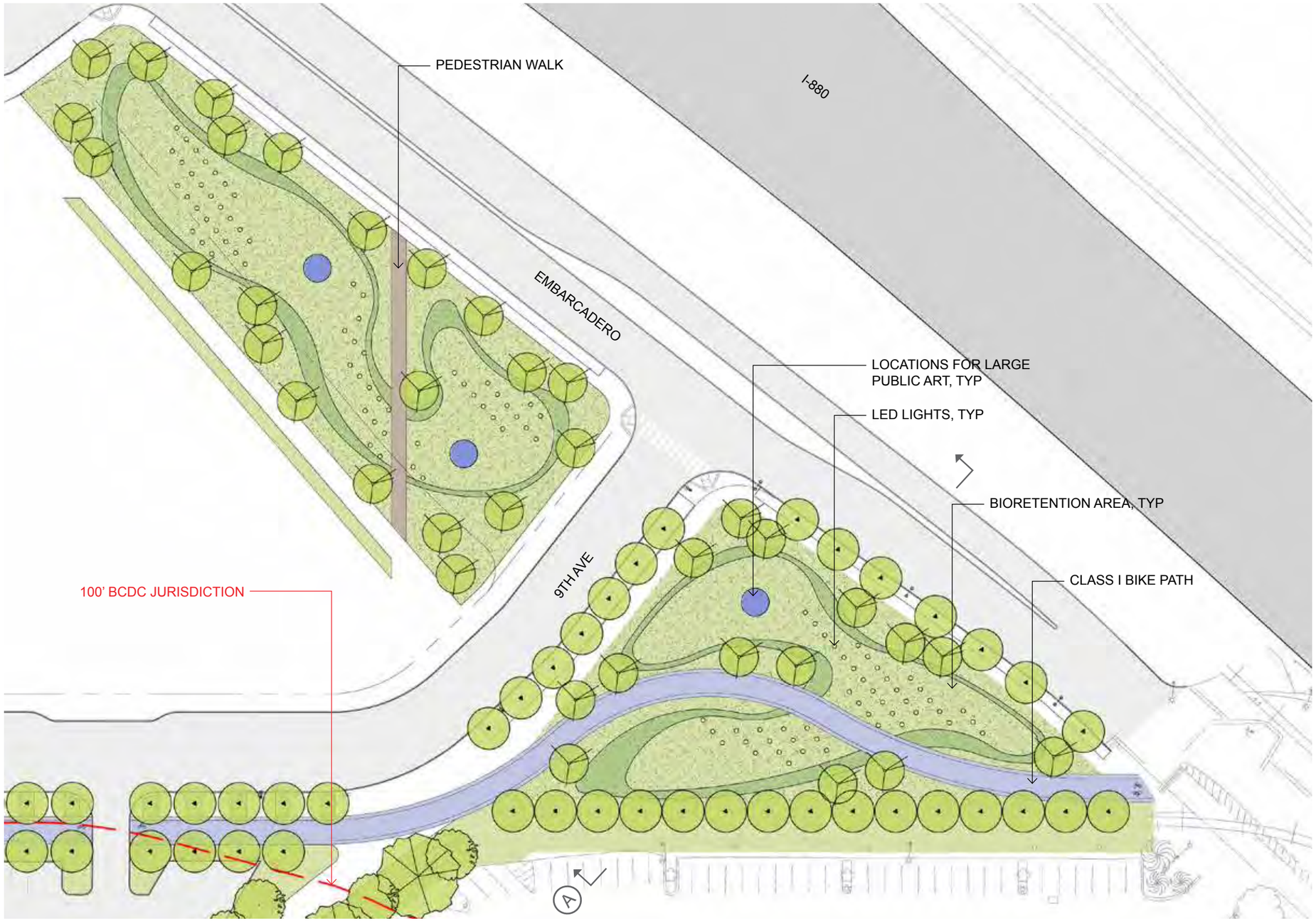
PLAN: TERMINAL ARRIVAL AREA



0 30' 60' 120'

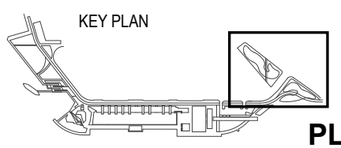
SCALE: 1"=60'-0"

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



SHORELINE PARK

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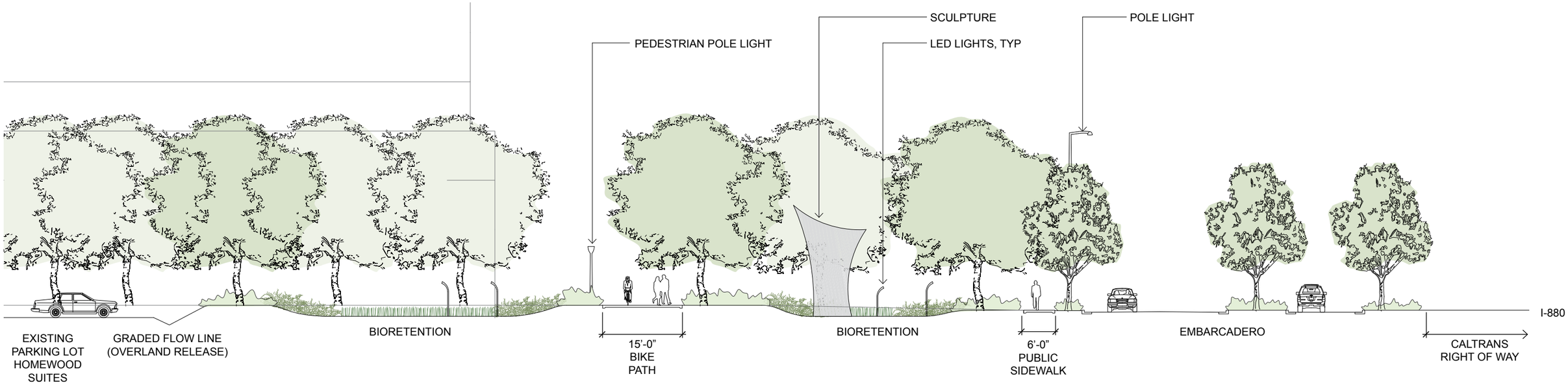
PLAN: EAST STORMWATER BASINS



A EAST STORMWATER BASINS *OUTSIDE OF 100' BCDC JURISDICTION AREA

SCALE: 1" = 20'-0" 0 10' 20' 40' SECTION-ELEVATION

LED LIGHTS, TYP

SCULPTURE

BIKE PATH BRIDGE

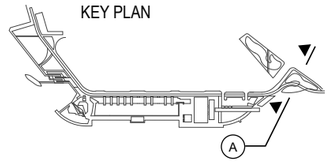
PLANTING

BROOKLYN BASIN

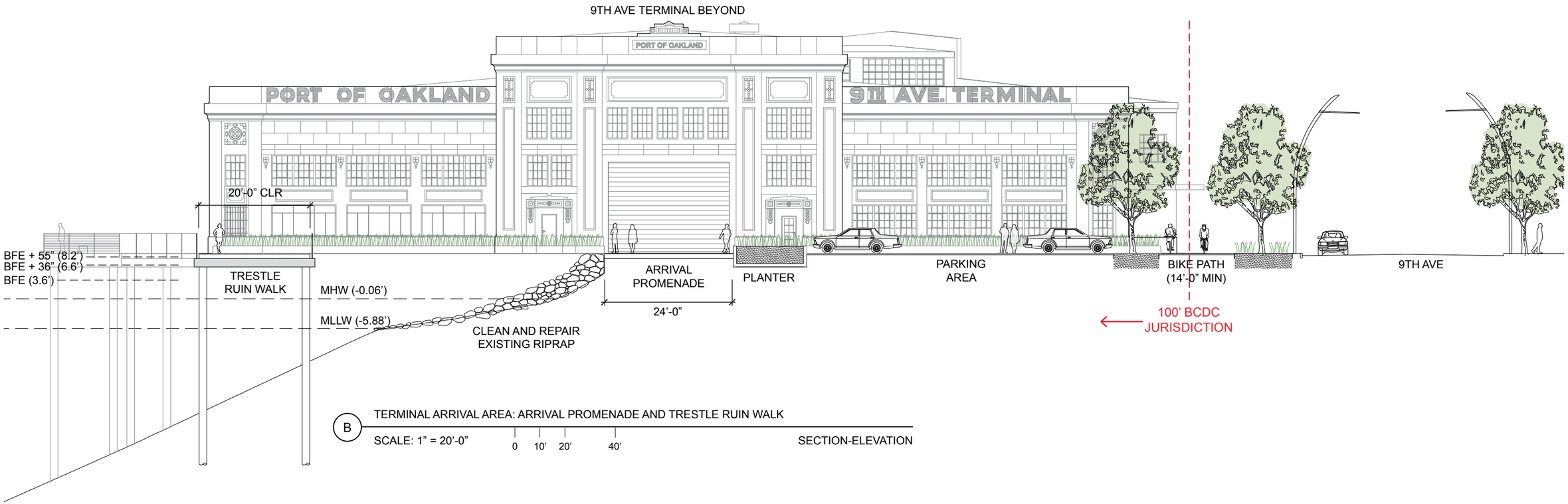
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN

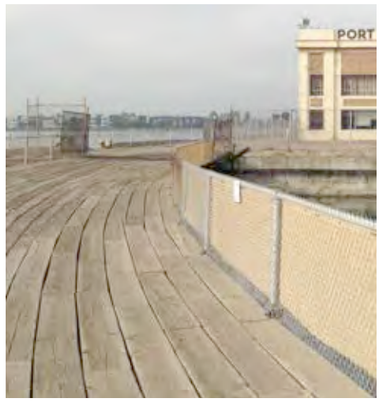


SECTION A



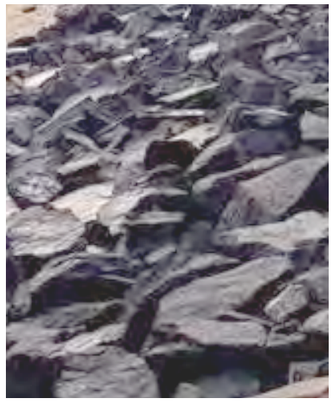
B TERMINAL ARRIVAL AREA: ARRIVAL PROMENADE AND TRESTLE RUIN WALK

SCALE: 1" = 20'-0" 0 10' 20' 40' SECTION-ELEVATION



TRESTLE RUIN WALK

ARRIVAL PROMENADE



RIPRAP

WOOD TIMBER PLANTER

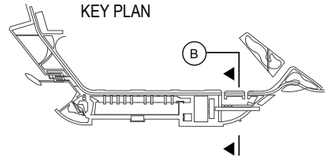
LARGE GRASSES

BROOKLYN BASIN

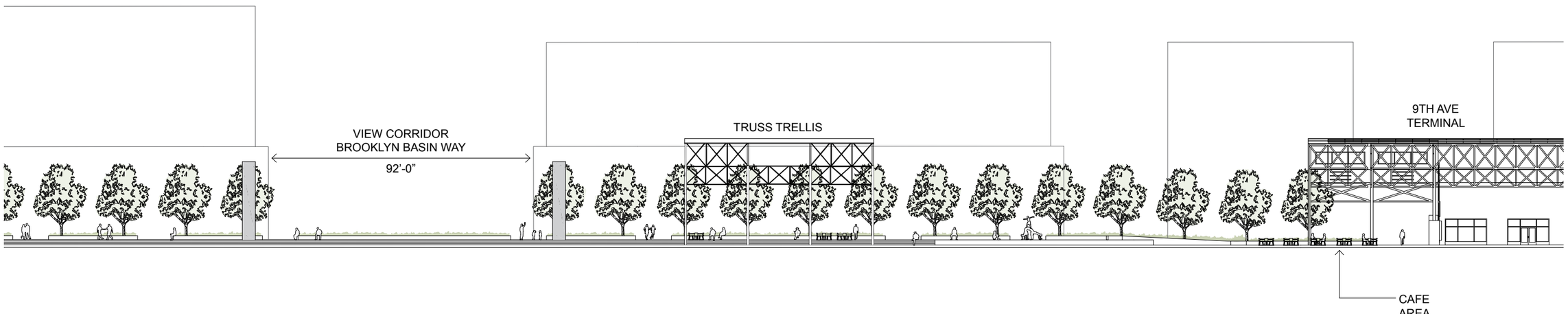
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

KEY PLAN



SECTION B



C

THE DECK

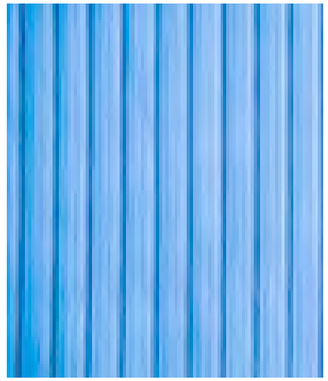
SCALE: 1" = 40'-0"

0 20' 40' 80'

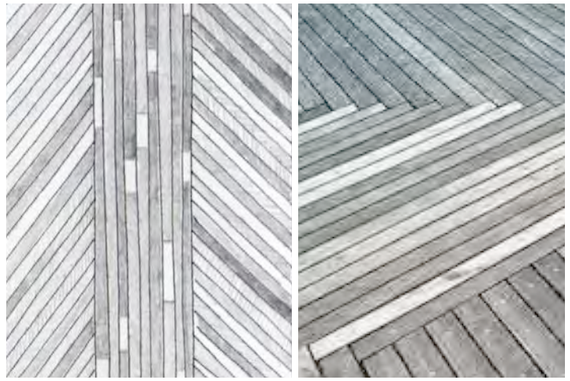
*ALL IN 100' BCDC JURISDICTION

ELEVATION

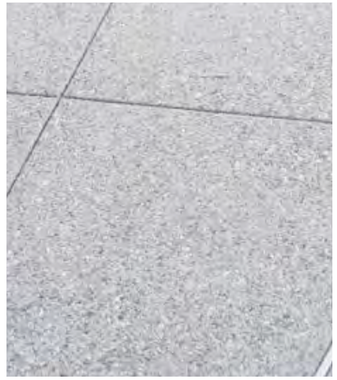
HARDWOOD



CORRUGATED METAL



DECKBOARD PATTERN CONCEPTS



CONCRETE PAVING

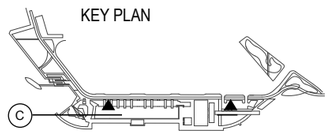
DETAILING CONCEPTS

BROOKLYN BASIN

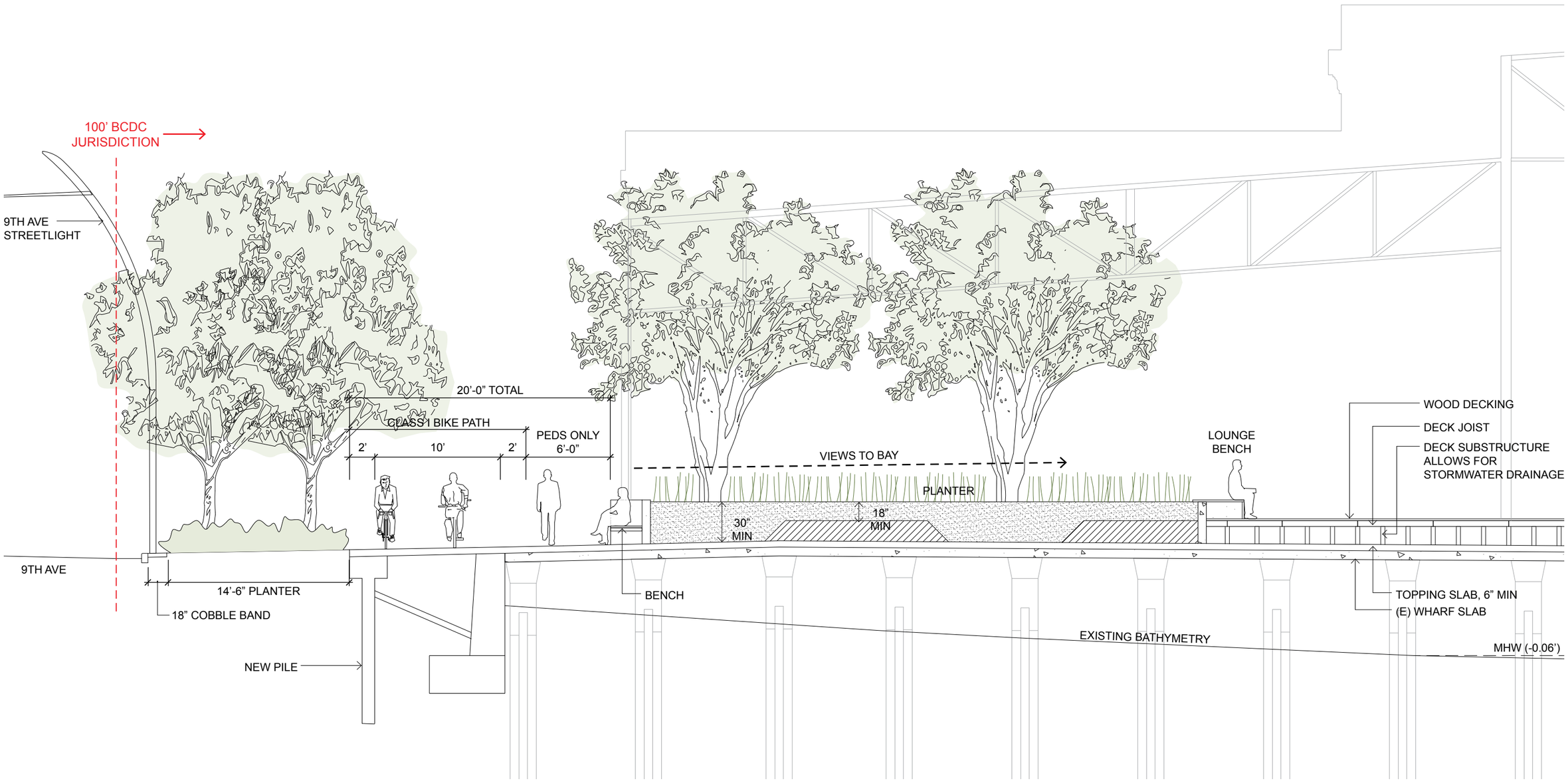
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



SECTION C



D BIKE PATH AND PLANTER ALONG THE DECK

SCALE: 1/8” = 1’-0” 0 4’ 8’ 16’

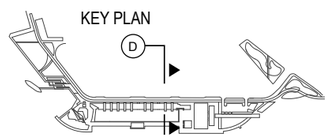
SECTION-ELEVATION

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

KEY PLAN



SHORELINE PARK

DESIGN REVIEW BOARD MEETING

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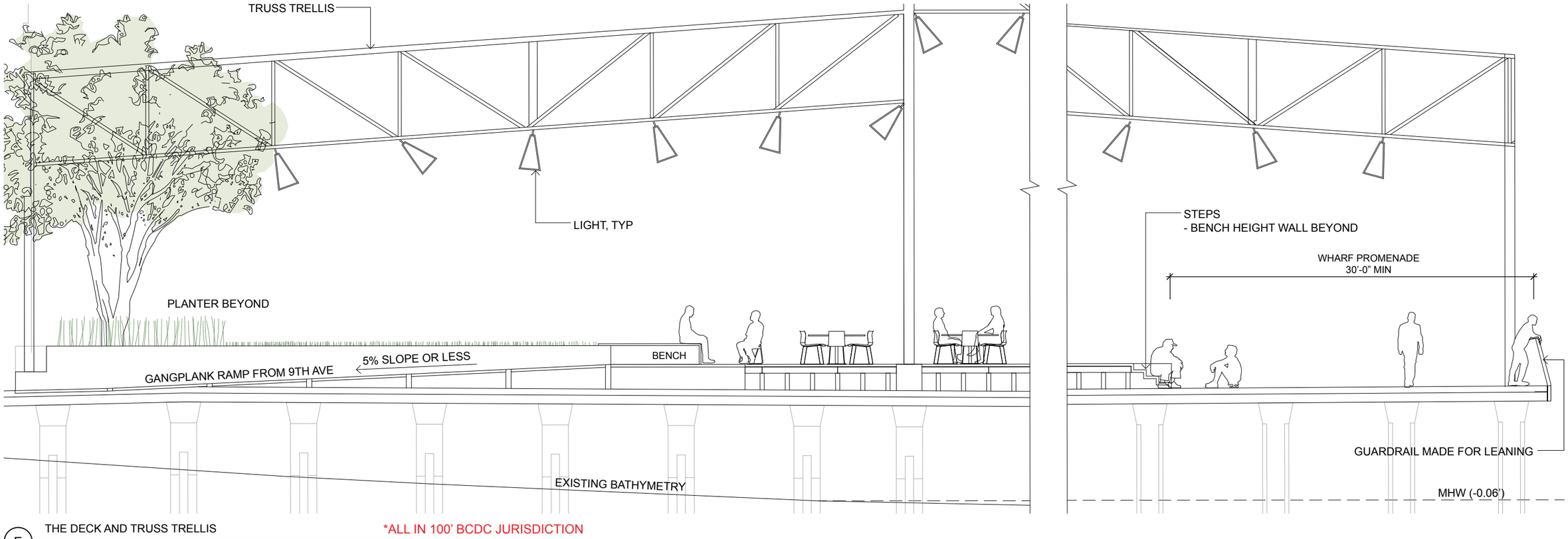
SECTION D



E THE DECK AND TRUSS TRELLIS — *ALL IN 100' BCDC JURISDICTION

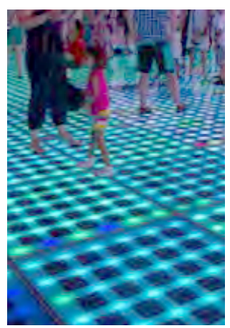
SCALE: 1/8" = 1'-0" (0, 4', 8', 16')

SECTION-ELEVATION

"GANGPLANK" CONCEPT FOR ENTRY RAMPS

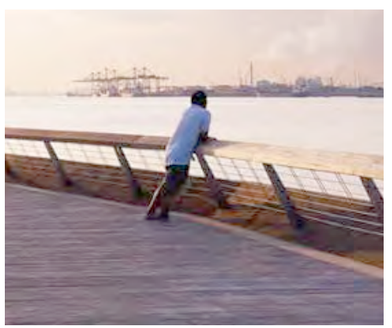
BENCHES ALONG PLANTERS AND PEDESTRIAN PATHS

EXPANSE OF WATERFRONT DECK



ART FEATURES

SALVAGED TRUSS TRELLIS



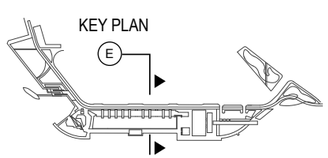
GUARDRAIL WITH ARM REST FOR LEANING

BROOKLYN BASIN

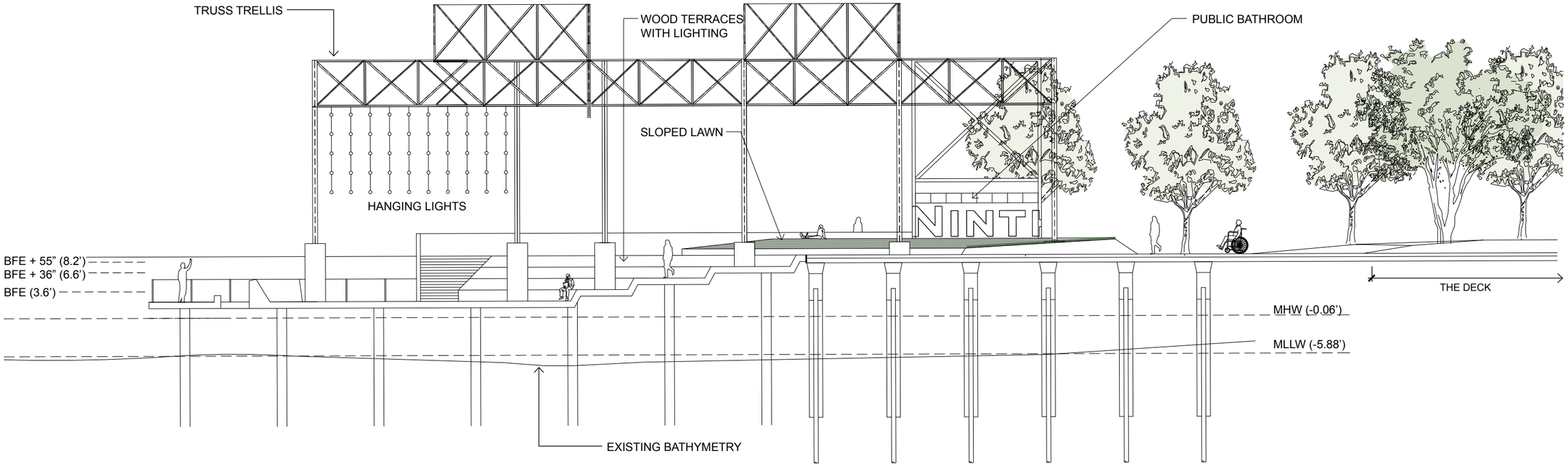
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

KEY PLAN



SECTION E



F THE TERRACES

SCALE: 1/16” = 1’-0”

0 8’ 16’ 32’

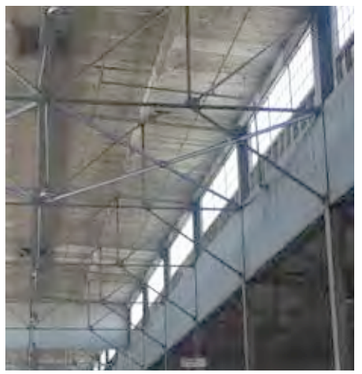
*ALL IN 100’ BCDC JURISDICTION

SECTION-ELEVATION

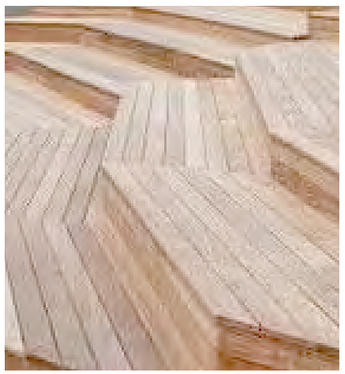
SALVAGED PANELS

TERRACES WITH LIGHTING

HANGING LIGHTS, ARTIST ROSS MILLER



SALVAGED TRUSSES



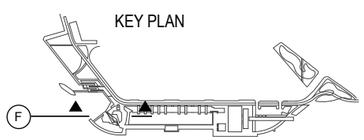
WOOD TERRACES

BROOKLYN BASIN

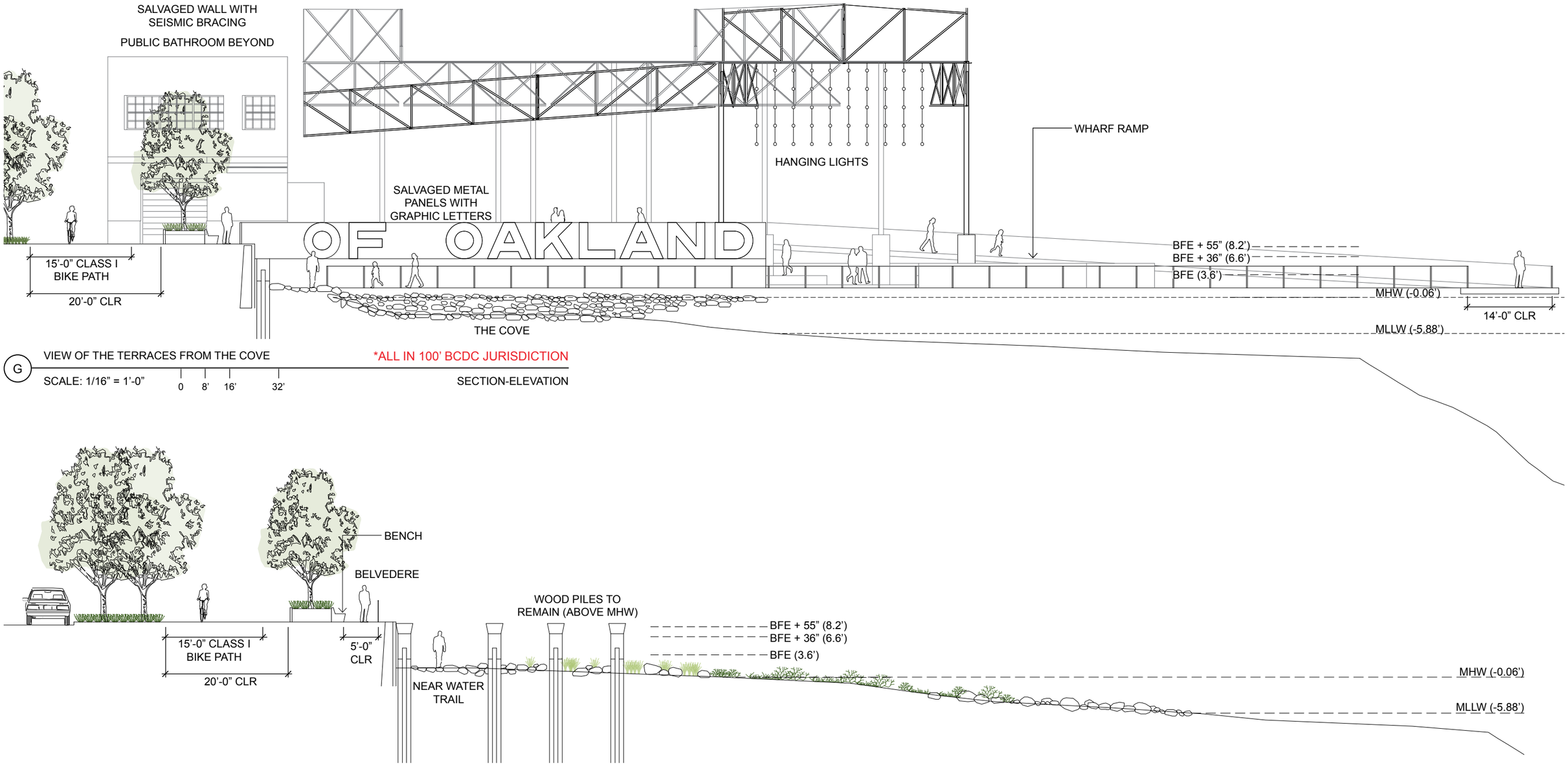
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

KEY PLAN



SECTION F



G VIEW OF THE TERRACES FROM THE COVE — *ALL IN 100' BCDC JURISDICTION

SCALE: 1/16" = 1'-0" (0, 8', 16', 32') — SECTION-ELEVATION

H THE COVE AND NEAR WATER TRAIL — *ALL IN 100' BCDC JURISDICTION

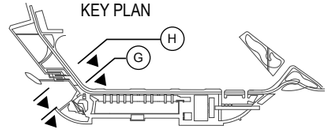
SCALE: 1/16" = 1'-0" (0, 8', 16', 32') — SECTION

BROOKLYN BASIN

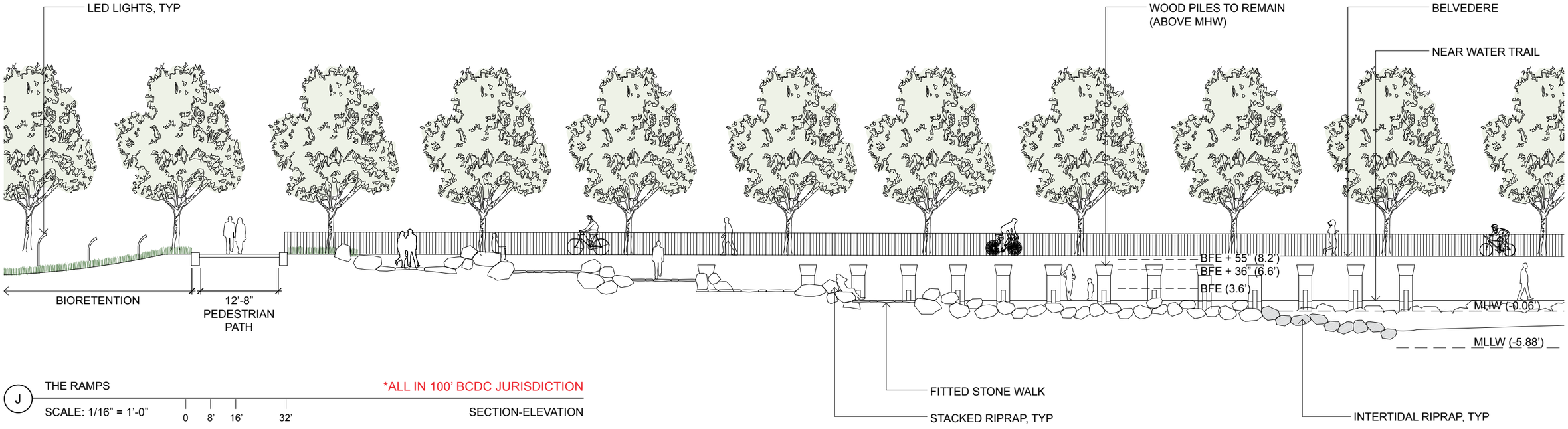
SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

KEY PLAN



SECTIONS G & H



J THE RAMPS

SCALE: 1/16" = 1'-0"

0 8' 16' 32'

*ALL IN 100' BCDC JURISDICTION

SECTION-ELEVATION

FITTED STONE PAVING AND STACKED RIPRAP

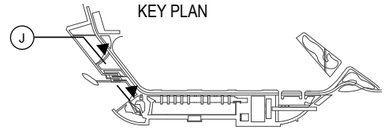
WOOD PILES TO REMAIN (ABOVE MHW)

INTERTIDAL RIPRAP

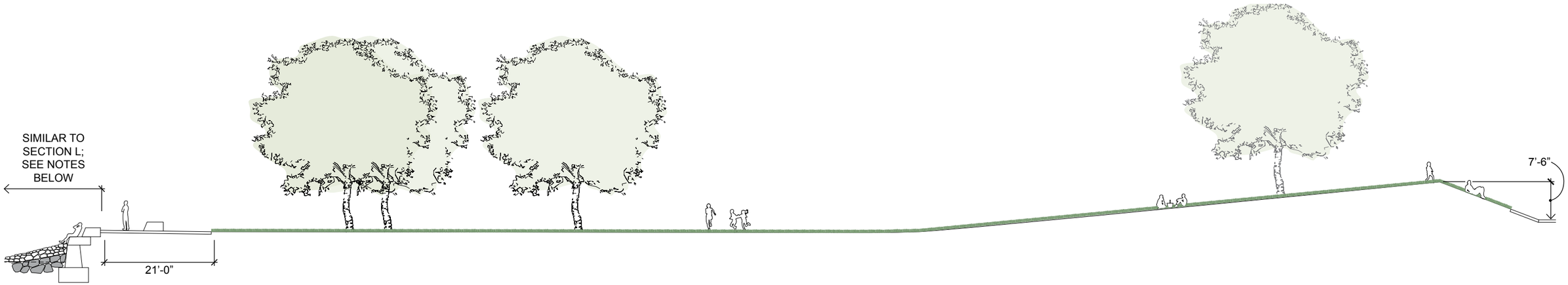
BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

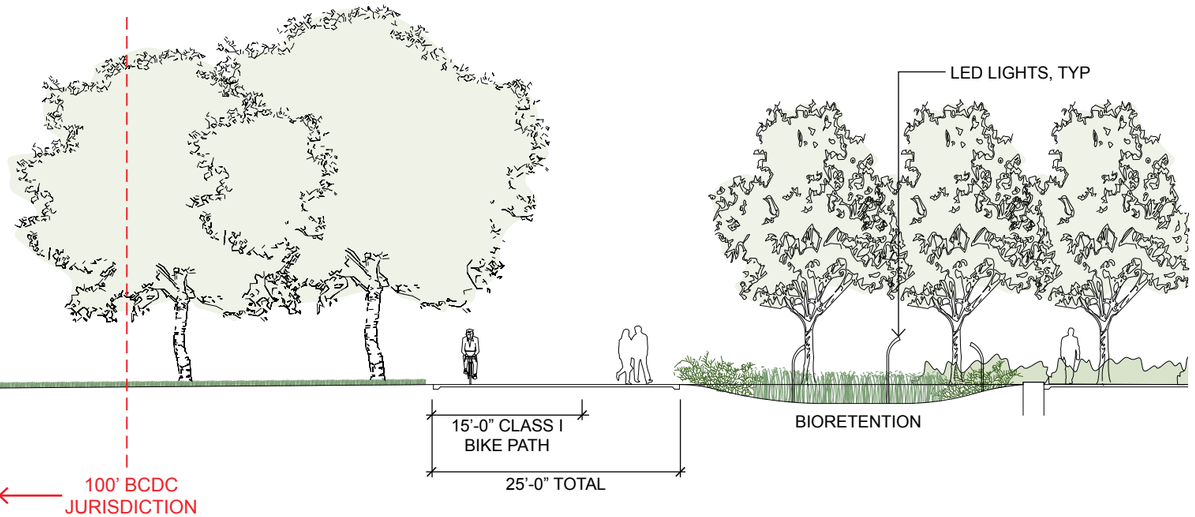


SECTION J



K SLOPE AT THE GREEN — *ALL IN 100' BCDC JURISDICTION

SCALE: 1" = 20'-0" 0 10' 20' 40' — SECTION-ELEVATION



L THE GREEN AND RIPRAP-REINFORCED WALL AT THE EDGE

SCALE: 1/16" = 1'-0" 0 8' 16' 32' — SECTION

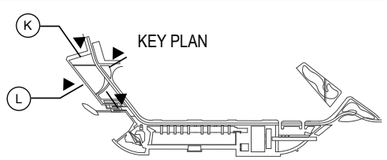

LEDGE STONES AND RIPRAP


LAWN

BROOKLYN BASIN

SIGNATURE DEVELOPMENT GROUP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE



SECTION K

REPRESENTATIVE SPECIES:

BIORETENTION LOWLAND

- Tolerates saturated soil and particulates
- Grass-like forms

SCIRPUS MICROCARPUS +
- BULRUSH

JUNCUS BALTICUS + <>
- BALTIC RUSH

JUNCUS PATENS + <>
- JUNCUS

BIORETENTION UPLAND

- Tolerates drought as well as saturated soil and particulates
- Native
- Height and form vary

FESTUCA RUBRA + <>
- RED FESCUE

BACCHARIS PILULARIS + <>
- COYOTE BUSH

CALYCANTHUS OCCIDENTALIS +
- SPICE BUSH

MYRICA CALIFORNICA + <>
- PACIFIC WAX MYRTLE

COASTAL DUNE SCRUB

- Drought tolerant
- Salt spray tolerant
- Native Shrubs and Perennials
- Max. 36” tall

FRAGRARIA CHILOENSIS + <>
- CREEPING STRAWBERRY

MIMULUS AURANTIACUS + <>
- STICKY MONKEY FLOWER

LUPINUS CHAMISSONIS + <>
- CHAMISSO’S LUPINE

BACCHARIS PILULARIS + <>
- COYOTE BUSH

+ NATIVE
<> LOW WATER

Plant material species shown are representative of concept and design goals for planting.
Water Efficient Landscaping and the use of native and endemic plants is a design criteria for our selections.
Final selection of plants will be based on plant quality, availability, and season.
Additional changes may be made to achieve a unified design following any required changes.

REPRESENTATIVE SPECIES:

STREETSCAPE PLANTING

- Evergreen
- Low water use and low maintenance
- 12”-36” tall

OLEA ‘MONTRA’ <>
- DWARF OLIVE

LOMANDRA LONGIFOLIA ‘BREEZE’
- LOMANDRA <>

SESLERIA ‘GREENLEE’ <>
- SESLERIA GREENLEE

ARCTOSTAPHYLOS SP. + <>
- MANZANITA

LOW EVERGREEN GROUNDCOVERS

- Evergreen
- Low water use
- Max. 48” tall

RHAMNUS (FRANGULA) CALIFORNICA + <>
- COFFEEBERRY

ARCTOSTAPHYLOS SP. + <>
- MANZANITA

CEANOTHUS SP. + <>
- WILD LILAC

LOW-WATER LAWN

- Low water use
- Mowable

LEYMUS TRTICOIDES ‘LAGUNITA’ + <>

BOLERO DWARF FESCUE SOD <>

NATIVE BENTGRASS SOD + <>

+ NATIVE
<> LOW WATER

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REPRESENTATIVE SPECIES:

LARGE SHADE TREE

- Native
- 40ft - 60ft tall
- Low water use
- Moderately dense canopy

QUERCUS AGRIFOLIA + <>
- COAST LIVE OAK

QUERCUS ENGELMANNII + <>
- ENGELMANN OAK

PLATANUS RACEMOSA + <>
- WESTERN SYCAMORE

STREET TREE & PLAZA TREE

- Evergreen
- 20ft - 40ft tall
- Low water use and low maintenance
- Ornamental bark

ARBUTUS MARINA + <>
- STRAWBERRY TREE

LOPHOSTEMON CONFERTUS <>
- BRISBANE BOX

QUERCUS SUBER + <>
- CORK OAK

QUERCUS ENGELMANNII + <>
- ENGELMANN OAK

BIORETENTION TREE

- Native
- 30ft - 45ft tall
- Tolerates saturated soils and a variety of conditions

QUERCUS WISLIZENII + <>
- INTERIOR LIVE OAK

QUERCUS LOBATA + <>
- VALLEY OAK

ALNUS RUBRA +
- RED ALDER

\+ NATIVE
<> LOW WATER

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PLANTING PALETTE

** WE'VE INCLUDED NOTES FROM THE DESIGN REVIEW BOARD MEETING OF FEBRUARY 2015 BELOW FOR REFERENCE AND HIGHLIGHTED PORTIONS WHERE THE PARK DESIGN CHANGES ARE CONSISTENT WITH THE BOARD'S COMMENTS.*

San Francisco Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

TO: Design Review Board Members

FROM: Lawrence J. Goldzband, Executive Director (415/352-3653; larry.goldzband@bcdc.ca.gov)
Ellen Miramontes, Bay Design Analyst (415/352-3643; ellen.miramontes@bcdc.ca.gov)

SUBJECT: Approved Minutes of February 9, 2015 BCDC Design Review Board Meeting

1. **Call to Order and Attendance.** The Design Review Board's Chair, John Kriken, called the meeting to order at approximately 5:20 p.m. Other Design Review Board (DRB or Board) members in attendance included Vice Chair Steve Thompson, Ephraim Hirsch, and Michael Smiley. BCDC staff in attendance included Bob Batha, Erik Buehmann, Brad McCrea, Jaime Michaels, Ellen Miramontes and Ming Yeung.

2. **Approval of Draft Minutes for the January 5, 2015 Meeting.** The Board approved the minutes with no revisions.

3. **Brooklyn Basin, Shoreline Park, City of Oakland, Alameda County; (First Review of Shoreline Park).**

a. **Staff Presentation.** Erik Buehmann introduced the project and the issues identified in the staff report, which included: whether pedestrian and bicycle connections to and along the shoreline were adequate and appropriately placed, and whether the proposed Shoreline Park provides adequate, usable, and attractive public access spaces appropriate to the development and the site.

b. **Project Presentation.** Patrick Van Ness from the Signature Development Group introduced the project by briefly summarizing the previous Design Review Board meetings on the project and providing an overview of the entire project to provide context for this focused review of Shoreline Park. Boris Dramov of ROMA Design Group presented the proposed design for Shoreline Park and explained how the design has evolved since it was originally permitted in 2011. Specifically, Mr. Dramov explained that the original design for an open lawn area was determined not to be feasible on a pile-supported structure due to weight limitations, and that the park would now feature primarily wood decking, with the exception of a paved Bay Trail pathway. He explained the desire to use salvage materials, from the portion of the Ninth Avenue Terminal building that will be demolished, to provide interpretive elements, seating, and planters in the park. Special events would be planned around the portion of the Ninth Avenue Terminal building that will remain.

c. **Board Questions.** The Board members asked several questions.

Mr. Hirsch asked about the Ninth Avenue Terminal Building, and Mr. Dramov described the plan to demolish the majority of it, while retaining a portion of the building for community use.

Mr. Kriken asked whether there was a consistent design strategy throughout the parks, or whether each park was distinctive in its design. Mr. Dramov responded that the designs for the parks emphasized distinctive uses and design approaches: Estuary Park would be a more active and sports-oriented park; Channel Park is designed to be more natural and vegetated, with a soft shoreline; South Park is a primarily green and flexible space; Gateway Park is an urban park that would connect to the promenades on each side of Clinton Basin; and Shoreline Park would emphasize the site's historical industrial character.

Mr. Kriken asked whether the park would be used for any specific purposes. Mr. Dramov responded that the design allows for flexible and general uses throughout the park. Public trust requirements provide that the park must be regional-serving, so no playgrounds or bocce ball courts, that could be considered neighborhood-serving, were included. Shoreline Park could accommodate programming such as festivals or other special events.

Mr. Hirsch and Mr. Smiley asked about the materials covering the surface of the park. Mr. Dramov explained that the majority of the park would be wood decking over a concrete structure, but that the Bay Trail along the edge would be a paved bicycle and pedestrian pathway. Mr. Dramov addressed a comment from Bay Trail planner Lee Huo, stating that the bicycle and pedestrian pathway would not be wood decking, except for the trestle section east of the Ninth Avenue Terminal Building.

Mr. Smiley asked about the redesign of the remaining portion of the Ninth Avenue Terminal building. Mr. Dramov stated that it would be a glassy interior to maintain a positive relationship with the park, while retaining the original historical features.

d. **Public Comment.** Two members of the public made comments.

Arthur Levy, a resident of Oakland associated with the Oakland Heritage Alliance but not representing that organization, described that about ten percent of the existing Ninth Avenue Terminal building will be retained. Mr. Levy expressed his hope that Shoreline Park would be inviting and be a park the public would visit daily. He supported the proposal to open the park for public events. He understood that a green lawn was not feasible, but encouraged more plantings and seating in the area to make the park more hospitable. He supported the Bay Trail along the shoreline along with the additional bicycle lanes on the street, providing the bicyclists a choice between slow and fast speeds.

Sandy Threlfall, a member of Waterfront Action, provided background context for the removal of the majority of the Ninth Avenue Terminal building. She encouraged the seating and plantings for the park, and suggested that the design somehow reflect the size of the removed portion of the Ninth Avenue Terminal building, to demonstrate to the public how large that building once was and depict the space that it occupied. Ms. Threlfall also encouraged historical signage and complimented the proposed reuse of elements from the existing Ninth Avenue Terminal building.

e. **Board Discussion.** The Board members discussed the following:

(1) **Ninth Avenue Terminal Building and Historic Remnants.** The Board expressed regret the existing Ninth Avenue Terminal building would be demolished, and hoped the new large open space would provide an inventive future use at the site. The Board encouraged the use of historical remnants of the Ninth Avenue Terminal building in the site design, and encouraged the designers to incorporate a "ghost" of the building's presence into the park in some manner. This could be done by retaining original columns from the building that could show the size of the building and also providing interpretive elements. The retained columns could be used for lights, sound equipment for events, shelter from the wind or shade.

(2) **Programming at the Park.** The Board discussed the flexible open space, stating that it provided expanded views of the Bay. The Board agreed that the wood decking was an acceptable change from the original lawn design, but encouraged formalized programming to activate the park for much of the year. The Board agreed with the proposed trail widths.

f. **Board Summary and Conclusions.** The Board made the following summary and conclusions:

(1) The Board agrees with the approach that each of the shoreline parks throughout the Brooklyn Basin development should have a unique identity from each other.

(2) The Board stated that the proposed Bay Trail and other shoreline path widths are adequate and appropriate.

(3) The Board agreed with concerns brought forth by the Bay Trail that the main Bay Trail routes be paved with a smooth and durable surface rather than the wood decking that will be used in other areas.

(4) The Board suggested leaving vertical elements from the portion of the terminal building to be removed in order to recall its historical presence on the site. These poles or other elements left behind could be used to temporarily support lights, banners, sound equipment, temporary backdrops or material for overhead shading associated with the special events envisioned.

(5) In order for the space to be successful, the Board believes that the large open space areas should be highly programmed.

(6) The Board recommended that the landscaped portions of the design take on a more curvilinear design while the hardscape areas could be more geometric in form.

(7) The Board concluded no future review of Shoreline Park was necessary.

g. **Project Proponent Response.** Mr. Dramov stated the park was originally envisoned as a flexible space, with an inviting wood surface in the tradition of the maritime use at the site. The grade changes would allow multiple activities. He described that the park would include many benches and some landscaping in the form of industrial planters. Approximately thirty percent of the park would be soft landscape throughout the site. Mr. Dramov briefly replied to