## Proposed Parks and Open Space

**Treasure Island: Subphases 1A, 1D, 1F, 1G, 1H, 1I**

<table>
<thead>
<tr>
<th>Sub-Phase</th>
<th>Name</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clipper Cove Promenade</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td>Building 2 Open Space</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td>Building 3 Open Space</td>
<td>3.1</td>
<td></td>
</tr>
<tr>
<td>Eastside Common</td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>Eastside Park (Stormwater Treatment Garden)</td>
<td>3.3</td>
<td></td>
</tr>
<tr>
<td>Eastern Shoreline Park</td>
<td>4.8</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15.8</strong></td>
<td></td>
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| Table 4.1 TI Sub-Phase Parks and Open Space Acreage |

**Figure 4.2 Sub-Phase 3 Proposed Parks and Open Space**

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**Sub-Phase Boundary**
Located in the middle of San Francisco Bay, the two islands share an incredible water-bound landscape with sweeping views of the entire Bay Area, proximity to downtown San Francisco and Oakland. Both islands are exposed to wind. That factor plays a major role in shaping the parks and open space program and design. Within these shared circumstances, different parts of the islands have very different characters. The western edge of Treasure Island that looks directly back to the skyline of San Francisco, one of the great prospects in the world, yet does so in the face of persistent afternoon winds that sweep in through the Golden Gate. The southern and eastern edges of Treasure Island are more protected, and have the East Bay and the new Bay Bridge as their backdrop.

Each park and open space has been programmed and designed to exploit and emphasize these differences in order to enhance the diversity and memorable qualities that are hallmarks of great regional and world destinations alike. The Parks and Open Space chapter provides illustrative material that highlights the Sub-Phase parks and open spaces and describes how they contribute to the creation of a unique island community and a truly regional destination.

Sub-Phases 1A, 1D, 1F, 1G, 1H and 1I on Treasure Island include approximately 15.8 acres of parks and open space. Consistent with the principle of adjacency described in the DDA, open space and parks will be developed in conjunction with development blocks. The following goals and principals have guided the design of each park and open space.

**SAFE AND ACCESSIBLE**

Ensure that parks and open spaces are easily accessible by transit, universally accessible to all and safe for both pedestrians and bicyclists.

**DIVERSE PROGRAMS**

Sub-Phases 1A, 1D, 1F, 1G, 1H and 1I parks and open space programs are consistent with the Standards and Guidelines included in the Design for Development Document and the Open Space Plan approved as part of the Disposition and Development Agreement. The creation of an authentic San Francisco neighborhood and regional destination that will draw visitors from around the Bay Area and beyond are central to the vision set forth in those documents. The parks and open space program has been developed to reach a wide demographic of residents and visitors with a diversity of uses and opportunities for social and cultural events, passive and active recreation, hiking, biking, and natural areas. As part of the design process, the design team has worked with MJM Management to address the programming, operations, and maintenance of each park and to ensure that they will function as part of a holistic network; will have the necessary infrastructure in place to support the program; and can be maintained and operated sustainably.

**UNIQUE PLACES**

Each park has been designed to reveal and magnify the natural and cultural forces that influences its unique role in the community and its place in the landscape, and each has its own visual character and experiential qualities, specific to location, context and program. Taken as a whole, Treasure Island’s parks support a cohesive vision that contributes to the identity of the island and is greater than the sum of parts.

**ENGAGE THE WATERFRONT**

The parks and open spaces take advantage of the waterfront, visually, experientially, and ecologically, and bring people to the water’s edge to fully appreciate the Bay.
4.2.1 CLIPPER COVE PROMENADE

OVERVIEW

On the south side of Treasure Island, the Clipper Cove Promenade will provide access along the marina waterfront and create a linear open space oriented toward the water and marina activities. The promenade is part of the Bay Trail and will connect on either end to future continuations of the trail system. The promenade ranges in width from 35 to 40 feet and will include a designated two-way cycle track, a continuous pedestrian sidewalk on the street side of the cycle track and a continuous pedestrian promenade on the water side of the cycle track. The design presented in this Sub-Phase Application is a continuation of the first phase of the promenade submitted as part of Sub-Phase Application 2.

At key points along the promenade, major and minor overlooks provide spaces for people to stop, gather, and appreciate the beauty of the bay. The surface of the promenade will be paved using different materials to visually differentiate the pedestrian zone from the cycle track and to emphasize the overlooks. Palm trees and planting have been added in a band between the cycle track and the pedestrian promenade to further mark the separation. The proposed grades take into account sea level rise projections. Clipper Cove has reduced wave run-up due to its proximity to Yerba Buena Island, so the proposed grades are very similar to the existing condition.

SUB-PHASE UPDATES

The extents of the Sub-Phase for the Clipper Cove Promenade are from Avenue C to Avenue G. These three blocks of the project include some key revisions to ensure a successful, functional, and beautiful promenade experience.

In addition to a waterside pedestrian promenade and a cycle track, a continuous sidewalk has been added along the south side of Clipper Cove Avenue. Designated automobile loading zones and short-term parking provide access to the waterfront and to the marina. Ample long-term parking is located nearby.

Additional bulb outs with access ramps ensure pedestrian safety and convenience. Pedestrian crossing points are located in key locations across the cycle track and have distinctive paving that give the pedestrian the right of way.

The cycle track is now depressed, except at the pedestrian crossing locations, another way to differentiate it from the pedestrian promenade.
FIGURE 4.3 CLIPPER COVE PROMENADE ILLUSTRATIVE PLAN

1. CROSSWALKS
2. MAJOR OVERLOOK
3. MINOR OVERLOOK
4. PRESERVED OVERLOOK
5. PROMENADE
6. CYCLE TRACK

WATERSIDE SAILING CENTER IMPROVEMENTS
(NOT INCLUDED IN THIS APPLICATION)

CLIPPER COVE PROMENADE WEST END

CLIPPER COVE PROMENADE EAST END

Sub-Phase Park Boundary

50' 100'