Preserving Building 2 and integrating it into the Master Plan design will reduce demolition and construction materials while maintaining iconic elements in the history of Treasure Island. In addition to retaining Building 2, large planting areas are incorporated to reduce stormwater runoff. Relocating existing olive trees also reduces demolition waste and preserves larger carbon consuming tree canopies.

**SOILS**

The planting soils will be pre-blended and designed to reduce the need for future inputs or fertilizers. Refer to the soils plan included with the park design documents for more information regarding soil types and depths.

**PLANTING**

The planting complements Building 2, using relocated olive trees to frame entry points and reinforce the overall scale of the building. The simple garden planting at the base of Building 2 displays the color and seasonality of climate adapted plants and echoes the historic landscape planting. The northern gardens are ornamental and home to birds, butterflies, flowers and fragrance. The peripheral plantings on each side of the olive grove are simple large mass plantings of climate adapted plants with habitat value.

**STORMWATER MANAGEMENT**

Runoff from the impervious areas surrounding the plaza are treated with flows from the adjacent streets and development parcels in the centralized bioretention area located at the Eastside Park Stormwater Treatment Garden (See Section 4.2.5).

**IRRIGATION**

A new irrigation system is provided throughout the open space. The system is designed to use recycled water and most often drip irrigation. The system utilizes centrally controlled water efficient technology including soil moisture sensors and smart controllers to reduce and manage water use.
4.2.3 BUILDING 3 OPEN SPACE

OVERVIEW

The open space between Building 2 and 3 is framed by the massive facades of the historic hangars. The north edge of the space is defined by California Avenue and the southern edge is defined by a building parcel that is designated as part of the Trust Land. From the plaza both Clipper Cove and the eastern span of the Bay Bridge are visible. Several sheds and non-historic structures adjacent to the Buildings will be removed as part of the development program.

During the Golden Gate International Exposition, Building 2 hosted the Hall of Air Transportation. The area between the Buildings 2 and 3 served as a large plaza that opened onto Clipper Cove, where the China Clipper and other great sea planes were on exhibit. The design concept for the Building 3 open space builds upon this history, creating a large plaza and event space that playfully recalls its aeronautical past. On a regular basis the plaza serves as a public parking area.

The plaza is framed by two tree groves at its northern and southern edges, and the open space is punctuated by a series of large specimen trees surrounded by generous areas of understory planting. The plaza parking area may host farmers markets and other events consistent with its designation as Trust Land and public open space. Light poles that complement the historic character and scale of the buildings illuminate the area. The parking area is paved with asphalt, and the pedestrian routes are paved with simple concrete recalling the industrial heritage of the site. Surface markings delineate the parking areas and also create a graphic, lively paving surface and break down the scale of the hardscape area. The markings are inspired by the history of the hangers and aeronautical forms and patterns. A central pedestrian path connects from Building 2 to Building 3 through the plaza, and is lined with several large-scale wood seating elements. Matching wood elements are placed at the edges of the planting to protect them from vehicular traffic.

The landscape area between Building 3 and California Avenue is planted with a variety of shade tolerant plants. The east side of the building includes simple sidewalks and garden plantings that bring color and seasonality to this side of Building 3. The south alley will be designed in conjunction with the adjacent development parcels.

SUB-PHASE UPDATES

Grading

The site grading has been further developed to reconcile the proposed street grades, which are raised to accommodate sea level rise, and the existing building, which will remain at its current, lower elevation. To ensure proper drainage away from the building, the plaza sits at the lower building elevation and the driveways and walkways slope from the street and sidewalk down to the plaza elevation. The sloping walkways are universally accessible and do not require ramps or handrails. On the north side of Building 3, where space is constrained, a low wall retains the higher grade sidewalk grade and protects the north face of the building. The eastern landscape gently grades away from the building, and then slopes up to meet the raised street grades. Additionally, there are two rebuilt staircases to the north and east of the building to negotiate the grade change and maintain access.

Infrastructure and Utilities

To accommodate required civil infrastructure, a pump station/utility area has been added to the north side of the parking lot. This enclosure will be carefully destined to be aesthetically pleasing, and the forthcoming design will be presented to the SFAC Civil Design Review Board.

Paving

The permeable paving selected in the Major Phase, is replaced by impermeable paving, since treating the runoff in the centralized treatment will be more effective and efficient.
1. ENHANCED PEDESTRIAN WALK
2. WOOD SEAT ELEMENTS
3. BUILDING 2 EAST PLAZA
4. TREE GROVE
5. MOVABLE CAFE TABLES AND CHAIRS
6. SURFACE PAINTING
7. AREA AND EVENT LIGHTING
8. (4) ELECTRIC VEHICLE CHARGING STATIONS
9. BICYCLE PARKING
10. BICYCLE SHARE DOCKING
11. SHUTTLE STOP
12. PUMP STATION/UTILITY AREA
13. POTENTIAL FUTURE BUILDING
14. LARGE SPECIMEN TREES
15. ALLEY (OUT OF SCOPE)