4.2 MAJOR PHASE 1 PARKS AND OPEN SPACE OVERVIEW

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 play a major role in shaping parks and open space program and design. But within these shared circumstances, different parts of the islands have very different characters. Yerba Buena Island has a dramatic, steep hillside setting. The cove between the two islands is sheltered and relatively calm, and has a picturesque quality enriched by the marina, the backdrop of Yerba Buena Island and the new span of the Bay Bridge and the historic buildings remaining from the original Exposition. The western edge of Treasure Island 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 Major Phase 1 parks and open spaces and describes how they contribute to the creation of a unique island community and a truly regional destination.

Major Phase 1 includes approximately 103.6 acres of parks and open space, including 72.4 acres on YBI and 31.2 acres on Treasure Island. 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
The Major Phase 1 parks and open space program is 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 programing, 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, the Major Phase 1 parks support a cohesive vision that contributes to the identity of each island and is greater than the sum of parts.

ENGAGE THE WATERFRONT
Take advantage of the waterfront, visually, experientially, and ecologically, and bring people to the water’s edge to fully appreciate the Bay.

CONNECTED AND INTEGRATED WITH DEVELOPMENT
Create strong connections between parks, streets, and public open spaces and design for indoor-outdoor relationships with both historic buildings and new development. Integrate park, open space, and habitat concepts with adjacent uses, private development, and street design.

SUSTAINABILITY AND ECOCLOGICAL INFRASTRUCTURE
Storm water management, food production, habitat creation, water conservation, and integrated pest management are the focus of parks and open space sustainability. In addition, the park and open space design is integrated with the new island infrastructure and natural processes to support urban sustainability.

INTERPRETATION AND EDUCATION
Provide park facilities and opportunities that support learning about cultural history, ecology, and urban sustainability, and provide for discovery and personal connection with the natural and cultural resources of the Bay Area.

ADAPTABILITY
As a long-term redevelopment project, the construction of Treasure Island and Yerba Buena Island will happen in multiple phases over many years. With that in mind, a philosophy of adaptive management and flexibility has guided each park design to allow for ongoing public participation in an evolving community; changing needs and uses; varying design approaches; and sustainable management and operations.
OPPORTUNITIES AND CONSTRAINTS

Each of the parks and open spaces in Major Phase 1 has been designed based on a thorough analysis of opportunities and constraints specific to each site, with special attention to the following considerations.

Views
The scale, grandeur and phenomenal quality of views are among the most compelling aspects of almost every park in Major Phase 1. Special attention has been given to the openness and framing of views in each park to provide delightful opportunities to stroll or sit back and take it all in.

Wind and Fog
The persistently strong winds that predominate in the afternoon to early evening present significant opportunities and constraints for open space design on the islands. The north and west edge of Treasure Island is buffeted by wind on many afternoons while the east side of the island and Clipper Cove are somewhat protected. The mornings are often notably calmer. Fog adds another, often ethereal dimension to the landscape and is an important climatic consideration. The consistent wind makes Treasure Island a premier wind boarding and sailing site, both of which are supported by the open space and parks program.

Solar Access and Light
Each of the Parks and Opens Spaces included as part of this Major Phase Application have been designed to address wind and solar access in a manner consistent with the Design for Development and the Open Space Plan. Special attention has been given to the design of each space to mitigate for consistently windy conditions with the placement of trees, while maximizing solar access and maintaining open views to an expansive and dramatic horizon. Extensive analysis of wind and solar access was completed as part of the Environmental Impact Report to ensure that the parks and open spaces would be as comfortable as possible considering the micro-climatic context. Refer to that document for both detailed information regarding wind and solar access at the project scale. A brief narrative describing how the design of each park addresses wind and solar access is included with each park description.

Topography
With exception of the slightly elevated position of Building 1, Treasure Island is essentially flat and universal access is easily accommodated. Where appropriate, modest topographic features have been added in some of the parks to add scale and interest and provide a wind protection. In contrast, Yerba Buena Island is defined by its steep slopes, bluffs, and Hilltop Park and the design of those open spaces has been developed to take advantage of those features while ensuring accessibility to park facilities and programs.

Existing Structures and Historic Resources
Several historic buildings and existing structures are integral to the design of parks and open spaces in Major Phase 1 including historic Buildings 1, 2, and 3 from the Golden Gate Exposition, Historic Building 10 currently being relocated to the Beach Park on Yerba Buena Island and the Chapel within the Cultural Park. In each case the relationship between the park program and the building has been an integral part of the design and where appropriate historic resource guidelines and cultural landscape principals have been addressed.
Geotechnical Improvements and Soils
An extensive geotechnical program is required to ensure public safety and prepare the site for new infrastructure and building construction consistent with building codes. For an overview of the proposed improvements refer to Chapter 6 of this Major Phase Application and the Geotechnical report, Appendix E. As part of the schematic design process each park has been designed to address the specific geotechnical improvements adjacent to and within the parks. Paving systems and building interface conditions have been developed and coordinated with the geotechnical program to ensure durability and functionality. Based on the geotechnical program and the limited areas where good quality soil can be stripped and reused for landscape establishment, it is assumed that the proposed parks will utilize imported soil blends, except in locations where existing trees are retained.

Shoreline Improvements and Sea Level Rise
A range of shoreline improvements are integral to several of the waterfront open spaces within Major Phase 1, including the Waterfront Plaza and Ferry Terminal, Clipper Cove Promenade and the Cityside Waterfront Park. In general, the existing rock protection that forms the edge of Treasure Island will be maintained and improved as needed. In addition, the project program includes a forward looking plan for adaptive management to address anticipated sea level rise. In each case the shoreline improvements and strategies to address sea level rise have been integrated with the parks and open space design. For more information regarding the shoreline improvements and sea level rise refer to Chapter 6.
Numerous seating nodes and terraces radiate from the central Ferry Shelter, creating a porous landscape with many different scales of space. Given the direct exposure to prevailing winds, the outdoor gathering nodes on the plaza have been designed to buffer the wind using raised planters to insulate the seating areas from the elements. By extruding the planters from the ground plane, a sufficient depth of soil is achieved above the groundwater table to support large-growing trees. These trees will match the grand scale of Building One and frame views to and from the water. At the same time, the tree canopies provide additional habitat and shade for the plaza below.

The plaza will be surfaced with a pattern of materials to add dimension to the groundplane. The tone of the paving specified is a medium gray color to reduce glare and to relate to the paving across Palm Drive in the Building One forecourt. In this way, it will appear that the landscape in front of Building One stretches all the way to the water.

The landscape extending from the plaza manages the stormwater from the roof of the ferry shelter and the paved plaza. Native and adaptive plantings take advantage of this water resource and provide additional habitat in a series of detention basins. Set within these basins are additional seating nodes which are accessed from the waterfront esplanade.

The Waterfront Plaza has been designed specifically to overcome the strong westerly winds directly from the Bay. The Ferry Shelter sits at the center of the plaza and is open to the public to take refuge from the wind day or night. The Ferry Shelter buffers wind with wind screens on three sides which have been studied by a wind consultant. A roof provides shade and rain protection. The pier leading to the ferry float is also covered and enclosed on the windward side to shelter patrons of the Ferry. Bus shelters on Palm Drive add additional protection closest to bus and shuttle loading zones. The plaza seating cubes have been designed with tall seat backs to shield the inner seating zone on either side end of the Waterfront Plaza. Canopy trees provide dappled shade associated with the seating cubes.

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WIND: The Waterfront Plaza has been designed specifically to overcome the strong westerly winds directly from the Bay. The Ferry Shelter sits at the center of the plaza and is open to the public to take refuge from the wind day or night. The Ferry Shelter buffers wind with wind screens on three sides which have been studied by a wind consultant. A roof provides shade and rain protection. The pier leading to the ferry float is also covered and enclosed on the windward side to shelter patrons of the Ferry. Bus shelters on Palm Drive add additional protection closest to bus and shuttle loading zones. The plaza seating cubes have been designed with tall seat backs to shield the inner seating zone on either side end of the Waterfront Plaza. Canopy trees provide dappled shade associated with the seating cubes.

SOLAR ACCESS: Waterfront Plaza is well positioned relative to solar access.
WATERFRONT PLAZA

1. FERRY SHELTER
2. SHUTTLE LOADING
3. BUS LOADING
4. PROMENADE
5. CITY VIEW ESPLANADE
6. SEATING CUBES
7. WATERFRONT LOUNGE
8. RAIN GARDEN
9. HISTORIC BUILDING 1

FIGURE 4.7 WATERFRONT PLAZA ILLUSTRATIVE PLAN
WATERFRONT PLAZA - PROMENADE PROGRAM

PROGRAM: STROLL / JOG / WALK / GO!
- Continuous Bay Trail
- Generous public promenade
PROGRAM: EXPLORE / TAKE IN THE VIEW
- continuous Bay access
- panoramic views of San Francisco skyline
WATERFRONT PLAZA - COASTAL LOUNGE PROGRAM

PROGRAM: SIT BACK / REFLECT
- nodes for relaxation
- benches oriented towards the water
- stormwater treated with coastal plantings

CHARACTER IMAGES

COASTAL LOUNGE ILLUSTRATIVE PLAN

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION
WATERFRONT PLAZA - PEDESTRIAN CIRCULATION

FIGURE 4.11 WATERFRONT PLAZA PEDESTRIAN CIRCULATION

- 20-25’ PROMENADE
- 12-15’ WATERFRONT TRAIL
- CENTRAL AXIS
- 6’ WATERFRONT TRAIL
- 9-12’ CLIPPER COVE PROMENADE
- SIDEWALKS
- CONNECTING PATHS (WIDTH VARIES)
- SIGNALIZED CROSSING

planting to block
jaywalking
shuttle loading
bus loading
ferry shelter

FIGURE 4.11 WATERFRONT PLAZA PEDESTRIAN CIRCULATION

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WATERFRONT PLAZA - BIKE CIRCULATION

FIGURE 4.12  WATERFRONT PLAZA BICYCLE CIRCULATION

- *NOTE: arrows indicates direction of travel*

- TWO WAY CYCLE TRACK (5-6’ PER LANE)
- ONE WAY CYCLE TRACK (5’ PER LANE)
- 5’ BIKE LANE @ STREET
- SIGNALIZED CROSSING
- WALK ZONE
- DISMOUNT ZONE

- BIKE RACKS x 180 total
- CITY BIKE SHARE x 46 bikes

- planting to block jaywalking

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION

4 - PARKS AND OPEN SPACE
WATERFRONT PLAZA - BUS & SHUTTLE SHELTERS

FIGURE 4.13 WATERFRONT PLAZA BUS & SHUTTLE SHELTER EAST ELEVATION

FIGURE 4.12.2 WATERFRONT PLAZA BUS & SHUTTLE SHELTER PLAN

1. PLAZA
2. BUS/SHELTER LOADING ZONE
3. WINDSCREEN
4. SEATING
5. WEATHER PROTECTED AREA
6. PALM DRIVE
7. ROUTE MAP W/ PUSH-TO-TALK FEATURES BELOW MAP
8. REGIONAL MAP W/ MULTI-MODAL CONNECTIONS
9. FLAG SIGN
10. 8’x8’ CLEAR LOADING AREA
11. 30”x46” CLEAR

FIGURE 4.12.2 WATERFRONT PLAZA BUS & SHUTTLE SHELTER PLAN
For all site furnishings, care has been taken to identify long-lasting and sustainable materials. A wide range of seating types have been strategically located throughout the plaza and the adjacent landscape to provide a wide range of choices.
OVERVIEW

The lighting strategy is to use pedestrian scale fixtures which provide localized light. By utilizing down lights in the ferry shelter roof, pole or mast lights, and wall lights embedded in the planters, the light required for safety can be achieved without cluttering the skyline views or the view to Building One.
WATERFRONT PLAZA - PLANTING

- Native Meadow
- Rain Garden
- Mass Planting Ornamental Grasses
- Coastal Natives

FIGURE 4.16 WATERFRONT PLAZA PLANTING DIAGRAM
WATERFRONT PLAZA - PLANTING

**Feature Trees**
- Monterey Cypress, *Cupressus macrocarpa*

**Feature Trees (alternative)**
- Stone Pine, *Pinus pinea*

**Small Trees**
- Coast Flowering Currant, *Ribes sanguineum var. Glutinosum*

**Figure 4.17** WATERFRONT PLAZA TREE PLANTING DIAGRAM

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION
1. FLOAT
2. GANGWAY
3. PIER
4. PLAZA
5. SHELTER
6. NORTH BREAKWATER
7. SOUTH BREAKWATER
8. SHORELINE IMPROVEMENTS

FIGURE 4.18 FERRY TERMINAL BIRD’S EYE VIEW
4.2.2 FERRY TERMINAL

FERRY TERMINAL

Located at the southwest corner of Treasure Island, a new ferry terminal will be constructed to provide service to downtown San Francisco.

As used herein, “ferry terminal” refers to all of the waterside and landside improvements associated with the accommodation of new ferry service to Treasure Island. Waterside improvements include all the functions of ferry service that will occur on or over the water including pier, gangway, float, and breakwater. Landside improvements include the passenger Ferry Shelter in the Waterfront Plaza.

The original schedule for the ferry terminal improvements considered implementation of improvements in two phases; interim improvements to support initial service needs, followed by permanent improvements after the ferry service frequency increased. The current approach does not include any interim improvements and instead provides a ferry shelter that will support and sustain full ferry service operations.

The ferry service will be operated with initial runs at approximately 60-minute intervals. At full build-out of the Project, the goal will be to provide service to downtown San Francisco at 15-minute intervals at peak periods from 5 a.m. to 9 p.m. The ferry terminal will include two side-loading ferry slips (where ferry boat loads passengers) with the capacity to accommodate future full build-out demand (15%-20% of commuters or 930 passengers in the morning and 1,210 passengers in the evening. The land access to the ferry slip includes an access pier, ADA-compliant gangway and float.

Pier

The Pier will provide access from the shore to the gangway and float for passengers arriving and departing Treasure Island by the Ferry. The Pier will be a fixed structure supported on piles embedded deep into the seafloor to the lower soil layers beneath the weak upper layer. The Pier will serve as a waiting area for passengers disembarking from Treasure Island and will have a canopy roof and wind protection as necessary. The Pier will be open to pedestrians walking on the shore promenade to allow over water access and viewing. There will be door on end of the pier where it connects to the gangway to allow loading and unloading passengers. There will be an automated ticket card reader on the pier passengers to tag pay the fare prior to boarding the ferry.

Gangway

The gangway will serve passengers loading and unloading but will only operate in one direction at a time. When the ferry arrives, all passengers will disembark the ferry and clear the gangway before the passengers awaiting to board will be allowed onto the gangway and float. This common practice allows clearing of the vessel prior to loading for the next trip. The gangway will be 90 feet long and a minimum of 8 feet wide and will be either aluminum or steel construction. The gangway will be fixed to the pier and will allow a maximum slope of 1:16 over tides from -0.9 feet (MLLW datum) to 8.3 feet.

Float

The float provides mooring of the ferry boat and access onto the ferry. The float will be either steel or concrete, anchored by up to six guide piles and mooring dolphin/fenders. There will be adjustable ramps on the float to provide access onto the ferry. The float will have mooring fittings and access platforms on each side to allow two ferries to moor at the float at the same time.

Breakwaters

To protect the ferry slips and allow ferry service to continue in the exposed wave climate of SF Bay, the Project includes an approximately 200- to 300- foot-wide west-facing basin with angled breakwaters. An approximately 760-foot-long breakwater to the north will be constructed, and an approximately 350-foot-long breakwater to the south will be constructed, at a later date if deemed necessary based upon evaluation of ferry operations with the new pier, gangway, float and north breakwater. For example, if ferry service is interrupted during extremely severe storm events, it may provide no added value to ferry service operations to construct the south breakwater. In addition, the analysis of the value of a south breakwater may need to include consideration of maintenance dredging requirements over several seasons. The breakwaters will terminate on the east side (shore) at the toe of the slope of the existing rock revetment on TI. Both breakwaters will have navigation lights to mark the harbor entrance. Due to potential high waves overtopping the breakwaters, no public access along the breakwaters is proposed. Between 50 and 60 concrete or steel batter piles will support the north breakwater, and 20 to 30 batter piles will support the south breakwater, if built.

Shelter

An open air shelter structure will be located on shore to provide weather protection for passengers waiting to board arriving ferries. This area will serve as overflow for the waiting area on the pier. The Ferry Shelter is described in greater detail in Section 4.2.3. The waiting area accommodates 399 passengers, to accommodate full build out.

A wind safety and comfort assessment for the Ferry Shelter and Pier is included in Section 8.7 Appendix G.
4.2.3 FERRY SHELTER

DESIGN CONCEPT

The Treasure Island Ferry Shelter will be located on the central axis of historic Building 1, to which it will act as a welcoming gateway. This location on the island’s western and city-facing shore will afford ferry passengers (residents, tourists, those who work on the island) spectacular views as they wait for the ferry. Its design is inspired by the rigor of Building 1’s architecture and is a site specific response to the marine environment. The Ferry Shelter has been conceived as a light structure which is extremely transparent within the panorama of sea and sky to maintain extraordinary views of the City and Bay Bridge, and in the opposite direction, it clearly differentiates itself from the opacity of Building 1’s Deco-era architecture.

ACTIVITIES AND PROGRAM

The main programmatic goal of the Ferry Shelter is to provide a gateway experience for the island and a protected area for waiting ferry passengers, sheltering them from wind and rain. Passengers will utilize automatic ticket kiosks located under the Shelter’s canopy and queue along the pier and under the pier canopy as needed to access the gangway and float. Seating will be provided both under the canopy and inside the glass windscreen area and on the outside edge adjacent to the City View Esplanade, in both cases with spectacular bay and city views.

ACCESS AND CIRCULATION

The Ferry Shelter design has twin goals of flexible access and transparency to maintain views in all directions. The glass windscreen enclosure along the north, west and south edges provides occupant comfort without obstructing views. Circulation is completely open along the Shelter’s eastern edge facing Building 1 and at the axial center point for ferry and general circulation.
FERRY SHELTER - PLAN

FIGURE 4.20  FERRY TERMINAL FERRY SHELTER ILLUSTRATIVE FLOOR PLAN

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION

1 PIER STRUCTURE
2 CITY VIEW ESPALIER
3 THRESHOLD TO PIER
4 WIND SCREENS
5 PERIMETER SEATING
6 TICKETING KIOSK
7 WEATHER PROTECTED AREA
FERRY SHELTER - MATERIALS

- Fritted Glazing
- Glass Windscreen
- Wood Soffit or Painted Metal
- Fritted Glazing Close-Up
- Glass Windscreen
FERRY SHELTER - SITE SECTIONS

**FIGURE 4.24 FERRY TERMINAL SITE SECTION**

**FIGURE 4.25 FERRY TERMINAL DETAILED SECTION**
FIGURE 4.29 BUILDING 1 PLAZA VIEW
BACKGROUND

The Building 1 Plaza provides the context and forecast for the Historic Building 1, one of the most architecturally significant buildings remaining on Treasure Island. Serving as the Administration Building for the Golden Gate International Exposition (GGIE) from 1939-41, it was later re-purposed for use by the Navy, and more recently for various offices and organizations. The building and portions of the site, including the access ramps and low site walls, were placed on the National Register of Historic Places in 2008.

The building is currently surrounded by a landscape composed of mature palm trees along Avenue of the Palms and large eucalyptus, pine and cypress trees that frame and help to scale the building. Currently a large parking lot extends from the face of the building down towards the street. The upper portion of the parking area is built over an underground garage and extends to the southwest corner of the site will feature a mass of ornamental plants, which present historical GGIE and Treasure Island artifacts. A stormwater garden in the southwest corner of the site will feature a mass of ornamental plants, which serve both to filter and uptake stormwater, and also provide a foreground to Building 1. At night, lights will accent the strong geometries of the building and highlight the grid of palm trees, allowing nighttime enjoyment of the plaza and attracting visitors to the space.

ACTIVITIES AND PROGRAM

As the entry gateway to Treasure Island, Building 1 Plaza will serve as the civic plaza to the island. The dramatic site beckons visitors to linger, offering world-class views of the San Francisco skyline, while visually reducing the presence of the road below. Entry gardens at the northern and southern ends of the block along Avenue of the Palms provide ideal opportunities to frame and present historical GGIE and Treasure Island artifacts. A stormwater garden in the southwest corner of the site will feature a mass of ornamental plants, which serve both to filter and uptake stormwater, and also provide a foreground to Building 1. At night, lights will accent the strong geometries of the building and highlight the grid of palm trees, allowing nighttime enjoyment of the plaza and attracting visitors to the space.

ACCESS AND CIRCULATION

The primary pedestrian circulation route is through the Plaza along the axial walkway connecting down to Avenue of the Palms to the Ferry Terminal. An accessible route is accommodated via sloped walkways folded into each terrace level. An additional accessible route is offered via the walkways along each of the two historic walls, connecting Avenue of the Palms to the upper plaza. Vehicular circulation into the plaza and up to Building 1 is provided via a U-shaped one-way drive aisle. Passenger drop-off is provided at all the upper plaza and parallel parking is provided along portion of the drive aisle. Vehicular circulation will be separated from the pedestrian zones by a raised curb. Service vehicles will access the basement through existing entries at the buildings, but the drive ramps for these will be re-aligned for safety to enter and exit from Clipper Cove Drive and California Avenue, respectively.

STORMWATER TREATMENT

The conveyance and treatment of stormwater are integrated directly into the geometry of the site layout, reflecting the story of water in the landscape design. Water runnels carved into the edges of the landscaped terraces collect runoff from the upper plaza, accentuating and celebrating the grade change at each terrace level. Water will run downhill to the west, spilling over the edges of each terrace and into a biofiltration swale located in the lowest terrace. Significantly, the landscaped terraces replace existing impervious surfaces with planted areas, reducing runoff volumes. The remaining site runoff is collected via drain inlets which daylight in the stormwater garden.

WIND:

Wind studies undertaken as a part of the EIR determined that there were no hazardous wind conditions at Building 1 Plaza. Visiting the site, it is noted that there is less wind action as one moves closer to the building façade. This was taken into account during the design, and these relatively protected areas were programmed for more active uses. Further west from Building 1, wind speeds do increase, however, mitigation of this would obscure views both up to, and back to the City from, Building 1. To retain the historic building and provide public access to views, the open plaza is proposed as originally shown in the Parks and Open Space Plan. Smaller scale features associated with indoor-outdoor uses may be provided in association with building renovations and tenant improvements.

SOLAR ACCESS:

With exception to shadows from the historic building none of the proposed buildings within nearby will cast shadows on the Building 1 Plaza. Direct sun can be a boon against chilly Bay winds, and it is a welcome presence. However, it can also cause glare issues. To mitigate this, the design utilizes temporary shade structures that can be deployed during brighter conditions, as well as darker pavement, to reduce glare and reflections. Lastly, the grid of palm trees will provide dappled shade to the landscape terraces, offering relief on brighter days.
BUILDING 1 PLAZA

LEGEND
1. ENTRY GARDEN
2. GARAGE ACCESS DRIVEWAY
3. ADA-ACCESSIBLE RAMP
4. VEHICULAR ACCESS AND PARKING
5. STORMWATER TREATMENT AREA
6. LAWN TERRACE
7. DECOMPOSED GRANITE TERRACE
8. PEDESTRIAN PATH
9. WATER FEATURE OR SEATWALL
10. UPPER PLAZA
11. CROSSWALK
12. STORMWATER RUNNEL
13. SITE WALL
14. (E) LANDSCAPE WALL TO REMAIN
15. (E) PALMS TO REMAIN
16. LINEAR BENCH
17. PALM GARDEN
18. GRID OF WIND SOCKS
19. LARGE UMBRELLAS (OPTIONAL)
20. STATUES

FIGURE 4.30 BUILDING 1 PLAZA ILLUSTRATIVE PLAN
FIGURE 4.31 BUILDING 1 PLAZA CIRCULATION DIAGRAM

BUILDING 1 PLAZA - ACCESS AND CIRCULATION

VEHICULAR CIRCULATION
- PRIMARY
- SECONDARY
- TERTIARY

PEDESTRIAN CIRCULATION
- PRIMARY
- SECONDARY
- TERTIARY

ADA ACCESSIBLE ROUTES
- PRIMARY
- SECONDARY / SERVICE
- PARKING

FIGURE 4.31 BUILDING 1 PLAZA CIRCULATION DIAGRAM
BUILDING 1 PLAZA - MATERIALS

SPECIALTY PAVING

UPPER PLAZA

DECOMPOSED GRANITE PAVING

TERRACES

SITE WALLS

DECOMPOSED GRANITE PAVING

ENTRY GARDENS

FIGURE 4.32 BUILDING 1 PLAZA MATERIALS

CONCRETE PAVING

PAVING AT CENTRAL WALKWAY

KEY PLAN

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION
BUILDING 1 PLAZA - FURNISHINGS AND LIGHTING

ENTRY GARDENS
FIGURE 4.33 BUILDING 1 PLAZA FURNISHINGS AND LIGHTING

TERRACES
HISTORIC ELEMENTS

UPPER PLAZA
MOVABLE SEATING

PLAYFUL FURNISHINGS + FLEXIBLE RECREATION
HANDRAIL + PALM TREE RING LIGHTS

KEY PLAN
BUILDING 1 PLAZA - PLANTING

MIXED PALMS

CYCADS

MONTEREY CYPRESS

PALM GARDEN / LANDSCAPE BUFFER

PALM TREES

Succulents

Stormwater plantings

Groundcover on slopes

Terraces

Existing palm trees

Fine-textured grasses

Coarse-textured succulents

Hedges

Entry gardens / Avenue of the palms

Figure 4.34 Building 1 Plaza planting

Treasure Island & Yerba Buena Island Major Phase 1 Application
BUILDING 1 PLAZA - SECTIONS

FIGURE 4.35 BUILDING 1 PLAZA NORTH-SOUTH SECTION

FIGURE 4.36 BUILDING 1 PLAZA EAST-WEST SECTION
FIGURE 4.37 BUILDING 1 PLAZA BIRD’S EYE VIEW
FIGURE 4.39 MARINA PLAZA SOUTH BIRD’S EYE VIEW
4.2.5 **MARINA PLAZA**

**BACKGROUND**

The design for Marina Plaza will transform an under-used parking lot and landscape buffer zone into a hub of activity and connectivity for the new island development. Located on the eastern side of Building 1, the existing site encompasses seven feet of grade change and is dominated by a large expanse of blank façade on the back of Building 1. This building casts the northern portion of the site in afternoon shade and can funnel the island's prevailing westerly winds through the plaza space. At the same time, the site boasts a sunny southern exposure and sweeping views of Yerba Buena Island, Clipper Cove, and the San Francisco skyline, and the substantial grade change presents opportunities to elevate and enhance these views.

**DESIGN CONCEPT**

Envisioned as a key part of the overall Treasure Island development, Marina Plaza will provide a strong point of connection to the island’s new retail corridor along with other island destinations. The plaza will also provide opportunities for gathering, recreation and entertainment.

The importance of Marina Plaza as the primary link to the retail street shapes the overall concept for the space. A generous, open plaza area unfolds from the rear doors of Building 1, reinforcing the central spine that begins at the Ferry Terminal and leads through Building 1 and Marina Plaza to the retail street. Clusters of Monterey Cypress and plaza-scale trees frame and define this pass-through space, while broad stairs and ramps draw pedestrians through the plaza to the lower elevation of the retail street.

A second spine runs through the plaza in the north-south direction, anchored on either end by garden spaces that subtly negotiate the grade change from the street and draw visitors into the plaza while connecting them to surrounding island destinations. On the southern end of the plaza, a large amphitheater space with terraced lawn seating allows for expansive views out to Clipper Cove and Yerba Buena Island and provides an area for larger gatherings and performances. To the north, a terraced garden echoes the formal geometries of the amphitheater while providing a more intimate, immersive landscape that enables visitors to meander within tiers of richly textured plantings and canopy trees. A series of ramps and stairs flank the gardens, allowing easy access from the sidewalk to the main plaza space.

**ACTIVITIES AND PROGRAM**

Marina Plaza creates opportunities for a variety of activities. The plaza spaces to the north and south of the central spine are characterized by flexible areas, including groupings of movable café tables as well as a sunken terrace lined with crushed stone paving that allows for informal seating and offers opportunities for individuals or groups to enjoy views out to Clipper Cove and Yerba Buena Island.

The amphitheater provides a large, sunny area for outdoor seating and flexible recreation that can accommodate informal gatherings of different sizes as well as large groups for outdoor performances.

The terraced garden, in contrast, offers a more intimate destination for small gatherings and individual contemplation.

Along the curved façade of Building 1, raised café seating extends the building program into the landscape and provides elevated views over the plaza. In a similar way, a patio with broad steps and café seating wraps around the southern corner of the site adjacent to the amphitheater, providing another desirable area for outdoor dining with southern exposure and expansive views of Clipper Cove.

**ACCESS AND CIRCULATION**

Most pedestrian traffic will flow through Marina Plaza along the central circulation spine – with visitors coming from the Ferry Terminal and Building 1 Plaza arriving at Marina Plaza through the rear doors of Building 1, and those coming to the plaza from the retail street arriving via the crosswalk at Avenue C. Marina Plaza will be accessible on all four sides, with ADA-compliant ramps connecting the plaza to the sidewalk at the north, south, and east edges of the site, and extending down from either side of the Building 1 doors to the main plaza space.

**STORMWATER TREATMENT**

The new plaza design includes two areas for landscape-based stormwater treatment. The terraced garden at the north end of the plaza and the stormwater garden at Building 1 Plaza will accept runoff from the plaza as well as from Building 1 and the new building parcels on the site. Planted with hardy wetland species, these areas will filter pollutants, slow the flow of runoff, and uptake excess water from the site’s paved and impervious surfaces.

**WIND:** Wind studies undertaken as a part of the EIR determined that there were no hazardous wind conditions at Building 1 Plaza. Visiting the site, it is noted that Building 1 and the mature vegetation around it provides much relief from high winds. The design seeks to retain as much mature vegetation as possible, and plans for more, in order to preserve this natural wind screen.

**SOLAR ACCESS:** The Marina Plaza is partially shaded by the historic building and the adjacent retail structures. The primary gathering space is the amphitheater on the south side of the plaza which offers a warm and inviting space facing Clipper Cove.
MARINA PLAZA - ACCESS AND CIRCULATION

FIGURE 4.41 MARINA PLAZA CIRCULATION DIAGRAM

PEDESTRIAN CIRCULATION

PRIMARY
SECONDARY
TERTIARY

ADA ACCESSIBLE ROUTES
MARINA PLAZA - MATERIALS

SPECIALTY PAVING
GRAVEL TREE WELLS
CONCRETE PAVING
SUNKEN DECOMPOSED GRANITE AREA
LOWER PLAZA And MAIN PLAZA
PAVED PATHWAYS
CONCRETE TERRACE WALLS
RAISED GARDEN

KEY PLAN

FIGURE 4.42 MARINA PLAZA MATERIALS
MARINA PLAZA - FURNISHINGS AND LIGHTING

AMPHITHEATER
CAFE SEATING

LOWER PLAZA And MAIN PLAZA
CAFE SEATING

RAISED GARDEN
FIGURE 4.43 MARINA PLAZA FURNISHINGS AND LIGHTING

KEY PLAN
MARINA PLAZA - PLANTING

FINE-TEXTURED TREES
FINE-TEXTURED GRASSES
HEDGES
MONTEREY CYPRUS

LOWER PLAZA And MAIN PLAZA
EUCALYPTUS GROVE
MONTEREY CYPRUS GROVE
LAWN TERRACES

AMPHITHEATER
FINE-TEXTURED GRASSES
STORMWATER TREATMENT PLANTINGS
FINE-TEXTURED TREES

RAISED GARDEN

KEY PLAN

FIGURE 4.44 MARINA PLAZA PLANTING
MARINA PLAZA - SECTIONS

FIGURE 4.45 MARINA PLAZA NORTH-SOUTH SECTION

FIGURE 4.46 MARINA PLAZA EAST-WEST SECTION
MARINA PLAZA - VIEW AT MAIN PLAZA
MARINA PLAZA - VIEW OF TERRACED GARDEN

FIGURE 4.48 MARINA PLAZA NORTH BIRD’S EYE VIEW
FIGURE 4.49 BUILDING 2 PLAZA WEST ELEVATION
4.2.6 BUILDING 2 PLAZA

CONTEXT

The landscape surrounding Building 2 is informed by the grand scale and simple form of the historic hangar structure, as well as the program envisioned for the building. Located at the heart of the Island Center District, Building 2 will house a grocery store along with other food and retail oriented uses. Each elevation and side of the building has a unique character and relationship with surrounding spaces as well as a distinct shadow pattern created by the mass of the building. The design for the areas surrounding the building honors and recognizes the historic significance of the structure and responds to the unique conditions that define each edge.

DESIGN CONCEPT AND PROGRAM

The West Plaza
Located at the terminus of the retail street on the east side of the building and aligned with the historic central axis that extends from Building 1, the concept for the plaza builds on the relocation of the olive trees that remain from the Golden Gate Exposition, configured to create an elegant and mature grove set within a stabilized crushed stone plaza. The grove frames the eastern entry to the building and provides a simple, flexible space for festivals, small markets and fairs that will extend down the retail street to the Marina Plaza and Building 1. The crushed stone plaza is divided by a large central entry path and surrounded by simple Mediterranean plantings that create a buffer along the front of the building and surrounding streets. Bike share and parking areas are located on both sides of the entry. The area at the southern edge of the space adjacent to Clipper Cove Avenue may be developed with a small building to provide space for Tidelands Trust compliant uses.

The North Gardens
Directly adjacent to California Avenue the north gardens will provide a simple backdrop to the large north elevation of the building. This elevation is characterized by shady mornings and late afternoon sun. The gardens will provide a buffer between the street and building and include small seating areas along with a small plaza located in the center of the space.

The East Plaza
The east plaza abuts the large space between Building 2 and 3 and is an open and flexible plaza space supporting interior building functions and larger markets in the adjacent parking area. It is expected that the program and design of the space will evolve and may be further developed by future Building 2 tenants, consistent with the Design for Development and under TIDA’s guidance.

The South Alley
The south elevation of the building has a low one story historic space that represents a unique opportunity to create a pedestrian scaled retail experience in a sunny, wind protected alley between the historic structure and proposed buildings proposed along Clipper Cove Avenue. Although the alley will not be managed by Public Works as a public right of way, it will remain public and will provide vehicular and pedestrian access to Building 2 as well as the adjacent development. The design of the alley is intentionally utilitarian and restrained, with sidewalks and one way vehicular circulation from east to west.

ACCESS AND CIRCULATION

Primary circulation and access is provided from adjacent streets to each of the historic building entries, with secondary paths and circulation between each of the spaces. The plazas on either side of the building provide open and flexible circulation as well as space for events and use by building tenants. The area around the building is consistently flat and all of the paths and plazas will be universally accessible.

STORMWATER MANAGEMENT

Runoff from the roof of the building and the impervious areas surrounding it will be treated with flows from the adjacent streets and development parcels in centralized bioretention areas in open spaces located along the edge of the Sports Park. Interim treatment areas will be provided with the storm water control plan submitted as part of the Sub Phase Application.

WIND

Setback within Treasure Island’s urban fabric from the Golden Gate Channel’s prevailing westerly winds, Building 2 Plaza is naturally sheltered from predominant direct winds. The heritage olive grove within the plaza is positioned to further mitigate wind currents.

SOLAR ACCESS

The southwestern exposure of Historic Building 3 facade frames the plaza in consistent midday-afternoon sunlight. Particularly welcome on the southwestern side of the plaza, shadowed by Building 2, the plaza’s open canopy scheme—punctuated by single specimen trees—optimizes solar exposure, while still providing moments of dappled light.
BUILDING 2 PLAZA

1. BLDG 2
2. ENTRY PLAZA
3. OLIVE GROVE WITH SEATING
4. PERENNIAL GARDEN
5. SHUTTLE DROP-OFF
6. BUS DROP-OFF
7. TURN AROUND/FIRE ACCESS
8. CITY BIKE SHARE
9. BIKE RACKS

FIGURE 4.50 BUILDING 2 PLAZA ILLUSTRATIVE PLAN
BUILDING 2 PLAZA - MATERIALS AND PLANTING DIAGRAM

FIGURE 4.52 BUILDING 2 PLAZA MATERIALS AND PLANTING DIAGRAM

- ENHANCED CONCRETE
- STABILIZED CRUSHED STONE PAVING
- GINKGO BILOBA TREE
- HERITAGE OLIVE GROVE RELOCATED FROM OTHER AREAS
- PERENNIAL GARDEN
- LAVENDER
- NO-MOW NATIVE FESCUE GRASS
BUILDING 2 PLAZA - FURNISHINGS AND LIGHTING

FIGURE 4.53 BUILDING 2 PLAZA FURNISHINGS + LIGHTING DIAGRAM

PEDESTRIAN POLE LIGHT

MOVEABLE TABLES And CHAIRS

CITY BIKE SHARE

BICYCLE RACKS

MAJOR PHASE 1 PLAZA BOUNDARY

4 - PARKS AND OPEN SPACE
FIGURE 4.54 BUILDING 3 PLAZA VIEW FROM SIDE GROVE
4.2.7 BUILDING 3 PARKING AND OPEN SPACE

Design Concept and Program

During the Golden Gate International Exposition, Building 2 hosted the Hall of Air Transportation, and the area between the Buildings 2 and 3 was known as the Partway passage, essentially a large plaza that opened on to Clipper Cove and was space where the China Clipper other great sea planes were often on exhibit. The design concept for the Building 3 open space builds on this history to create a large plaza and event space. On a regular basis the plaza serves as a public parking area accommodating approximately 150 parking spaces and serving the grocery store as well as nearby retail and marina uses.

The plaza space is framed by two ginkgo groves that define its north and south edges and is punctuated by a series of large planting areas that will allow for large coast live oak specimen trees that will provide scale and variety. Historic elements from both the Exposition and the Navy era may be arranged in within the ginkgo groves. It is expected that the plaza parking area may be used for farmers markets and other events consistent with its designation as Trust Land and public open space. The plaza will be illuminated with large scale pole fixtures that complement the historic character of the buildings. The parking area will be paved with a combination of pervious concrete or asphalt and the pedestrian routes will be paved with simple concrete paving.

The narrow landscape area between Building 3 and California Avenue will be landscaped with a simple palette of shade tolerant plants. The east side of the building will include simple sidewalk areas and plantings and the south alley will be treated similar to the alley adjacent to Building 2 as described in the previous section.

Access and Circulation

Vehicular access to the parking area is provided from two locations along California Avenue and two locations along Clipper Cove Avenue. A central pedestrian route will connect the parking area to the building entries, reinforcing the central axis of the Island Center. Accessible parking and van spaces will be provided directly adjacent to Building 2 and the entire edge of the parking area will be set flush with adjacent plaza and separated by a detectable warning band to allow for access and loading. The area is general level, and all of the paths of travel will be universally accessible with crosswalks and curb ramps at each designated crossing.

Stormwater Management

The plaza parking area will be paved with pervious concrete or asphalt to reduce stormwater runoff from this large paved area. Should the pervious paving system prove to be infeasible based on further technical design and coordination with the S.F. Public Utilities Commission, the parking area may be paved with conventional concrete or asphalt. In any case, all impervious areas will be treated with flows from the adjacent streets and development parcels in centralized bioretention areas in open spaces located along the edge of the Sports Park. Interim treatment areas will be provided with the storm water control plan submitted as part of the Sub Phase Application process.

Wind

Setback within Treasure Island’s urban fabric from the Golden Gate Channel’s prevailing westerly winds, Building 3 Plaza is naturally protected from direct wind exposure. The gingko grove on the west edge of the plaza is designed to provide additional wind mitigation within the open plaza.

Solar Access

The southwestern exposure of Historic Building 3 facade frames the plaza in consistent midday-afternoon sunlight. Particularly welcome on the southwestern side of the plaza, shadowed by Building 2, the plaza’s open canopy scheme –punctuated by single specimen trees—optimizes solar exposure, while still providing moments of dappled light.
BUILDING 3 PLAZA

1. BLDG 3
2. BLDG 2
3. GINKGO GROVE
4. COAST LIVE OAK
5. ENTRY PLAZA
6. FESCUE GRASS
7. CITY BIKE SHARE
8. BIKE RACKS

FIGURE 4.55 BUILDING 3 PLAZA ILLUSTRATIVE PLAN
BUILDING 3 PLAZA
BUILDING 3 PLAZA - MATERIALS AND PLANTING

FIGURE 4.57 BUILDING 3 PLAZA MATERIALS AND PLANTING DIAGRAM

- GINKGO BILOBA GROVE
- COAST LIVE OAK SPECIMEN TREE W/ OAK UNDERSTORY
- NO-MOW NATIVE FESCUE GRASS
- PERVERDUS CONCRETE W/ INTEGRAL COLOR OR PERVERDUS ASPHALT W/ INTEGRAL COLOR
- CONCRETE PAVING
- STABILIZED CRUSHED STONE PAVING

MAJOR PHASE 1
PLAZA BOUNDARY

TREASURE ISLAND & YERBA BUENA ISLAND MAJOR PHASE 1 APPLICATION

4 - PARKS AND OPEN SPACE
BUILDING 3 PLAZA - FURNISHINGS AND LIGHTING

FIGURE 4.58 BUILDING 3 PLAZA FURNISHINGS + LIGHTING DIAGRAM

MAJOR PHASE I
PLAZA BOUNDARY

LONG BENCHES

CITY BIKE SHARE

BICYCLE RACKS

BOLLARD LIGHTS

PEDESTRIAN POLE LIGHT

30' POLE LIGHT
W/ INDIRECT SOURCE