

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 47-2022

Adopted December 6, 2022

CONDITIONALLY APPROVING THE SCHEMATIC DESIGN FOR THE TRANSBAY BLOCK 3 PARK AND STREETScape IMPROVEMENTS PROJECT; ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND PROVIDING NOTICE THAT THIS ACTION IS WITHIN THE SCOPE OF THE TRANSBAY TERMINAL / CALTRAIN DOWNTOWN EXTENSION / REDEVELOPMENT PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT / ENVIRONMENTAL IMPACT REPORT (“FEIS/EIR”), A PROGRAM EIR, AND IS ADEQUATELY DESCRIBED IN THE FEIS/EIR FOR PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; TRANSBAY REDEVELOPMENT PROJECT AREA

WHEREAS, In furtherance of the objectives of the Community Redevelopment Law of the State of California (“CRL”), the Redevelopment Agency of the City and County of San Francisco (the “Former Agency”) undertook a program to redevelop and revitalize blighted areas in San Francisco and in connection therewith adopted the development project area known as the Transbay Redevelopment Project Area (the “Project Area”); and,

WHEREAS, The Board of Supervisors (“Board of Supervisors”) of the City and County of San Francisco (“City”) approved a Redevelopment Plan for the Project Area by Ordinance No. 124-05, adopted on June 21, 2005, and by Ordinance No. 99-06, adopted on May 9, 2006, filed in the Office of the Recorder of the City and County of San Francisco (“Official Records”) as Document No. 2006-I224836, as amended by Ordinance No. 84-15 (June 18, 2015)) as Document No. 2015-K135871, and as amended by Ordinance No. 62-16 (April 19, 2016) as Document No. 2016- K333253, and as it may be amended from time to time (“Redevelopment Plan”); and,

WHEREAS, The Redevelopment Plan was adopted with the purpose, among others, of redeveloping 10 acres of property owned by the State of California (the “State-owned parcels”) to generate funding for the Transbay Joint Powers Authority (“TJPA”) to construct the new Transbay Transit Center, now commonly referred to as the Salesforce Transit Center (the “STC”). The Redevelopment Plan also establishes zoning controls, including the designation of Transbay Block 3 as a public park; and,

WHEREAS, The Redevelopment Plan establishes the land use controls for the Project Area, and divides the Project Area into two subareas: Zone One in which the Redevelopment Plan and the Development Controls and Design Guidelines for the Transbay Redevelopment Project (as most recently amended, the “Development Controls”) define land uses, and Zone Two in which the San Francisco Planning Code applies; and,

WHEREAS, In 2003, the Former Agency and the San Francisco Planning Department (“Planning Department”), in collaboration with other City agencies and the TJPA, published the Design for Development for the Transbay Redevelopment Project (“Design for Development”). The Redevelopment Plan states that the Design for Development is a related Plan Document that establishes conceptual frameworks for land use, urban form, streets and public spaces in the Project Area. The Design for Development calls for the development of a major public open space on Block 3 in Zone 1 of the Project Area, and describes it as “...a well-landscaped, informally designed park frequented by nearby residents and workers alike. Framed by residential uses with front doors opening onto the park area, this park will be primarily oriented towards passive recreation activities and will be an integral neighborhood amenity”; and,

WHEREAS, Also in 2003, the Transbay Joint Powers Authority (“TJPA”), the City, and the State of California, acting by and through its Department of Transportation (“Caltrans”), entered into a Cooperative Agreement, which sets forth the process for the transfer of the certain state-owned parcels to the City and the TJPA. In 2005, the TJPA and the Former Agency entered into the Transbay Redevelopment Project Implementation Agreement (“Implementation Agreement”) which requires the Former Agency to prepare and sell these formerly state-owned parcels or retain them to implement the Redevelopment Plan, including, among other things, the construction and funding of new infrastructure improvements, including parks; and,

WHEREAS, In 2006, the Former Agency and the Planning Department, in collaboration with other City agencies and the TJPA, commissioned the production of the Transbay Streetscape and Open Space Concept Plan (the “Streetscape and Open Space Plan”). On November 21, 2006, the Former Agency Commission approved, by Resolution No. 153-06, the Streetscape and Open Space Plan. The Streetscape and Open Space Plan includes design elements related to the ten major streets and six public alleyways within the Project Area, as well as neighborhood parks, including on Transbay Block 3, described as “Transbay Park,” and areas below bus and freeway ramps. Furthermore, the Streetscape and Open Space Plan includes recommended landscaping, sidewalk paving, tree types, street furniture, and lighting for each street. It also delineates the purpose of each public right-of-way and links the Transbay neighborhood to the adjacent Rincon Hill neighborhood; and,

WHEREAS, On February 1, 2012, the State of California dissolved all redevelopment agencies, including the Former Agency, by operation of law pursuant to California Health and Safety Code Sections 34170 et seq. (“Redevelopment Dissolution Law”). Under the authority of the Redevelopment Dissolution Law and under San Francisco Ordinance No. 215-12 (Oct. 4, 2012) (establishing the Successor Agency Commission (“Commission”) and delegating to it state authority under the Redevelopment Dissolution Law), the Successor Agency to the Former Agency (commonly known as the Office of Community Investment and Infrastructure or “OCII”) is administering the enforceable obligations of the Former Agency; and,

WHEREAS, On April 15, 2013, the California Department of Finance (“DOF”) determined “finally and conclusively” that the Implementation Agreement, along with other Transbay-related documents, is an enforceable obligation that will not require future DOF review, although expenditures under the Implementation Agreement are subject to continuing DOF review. Thus, the Implementation Agreement is an enforceable obligation that requires OCII to among other things, “execute all activities related to the implementation of the Transbay Redevelopment Plan, including but not limited to, activities related to major infrastructure improvements.” (Section 2.1 (d) of the Implementation Agreement at p. 4); and,

WHEREAS, In accordance with the Streetscape and Open Space Plan and the Implementation Agreement, OCII is responsible for developing the public open spaces on those formerly state-owned parcels not planned for private development under the Redevelopment Plan. Transbay Block 3, located on a portion of the master block between Howard, Beale, Folsom and Main Streets that was the TJPA Temporary Bus Terminal (“Former Temporary Terminal”), has been conveyed to OCII pursuant to the Cooperative Agreement and the Implementation Agreement, and is planned for the Transbay Block 3 Park and Streetscape Improvements Project (the “Project”). The Project is comprised of:

1. The Block 3 park (“the Park”) schematic design (“Schematic Design”) and construction.
2. *Street design and improvements to portions of the new extensions of Clementina and Tehama Streets adjacent to the Park.
3. *Improvements to the existing Main and Beale Streets rights-of-way adjacent to the Park.

*Note: Exhibit C, the Schematic Design Right-of-Way Scope of Improvements Plan, defines the Project’s streetscape boundaries and scopes of work.

The one-acre Park program includes tree groves, a central planted meadow, plazas and decks, a children’s play area, an all-ages exploration area, seating, a dog-relief area, and a small building that will house a restroom, storage and community space. The Project’s design intent is to maximize utilization by surrounding residents, workers, and visitors, and minimize maintenance costs and environmental impact; and,

WHEREAS, OCII desires to move forward with the design and development of the Project because vertical development in the Project Area is nearly complete, and the Former Temporary Terminal is no longer needed for its intended purpose due to the opening of the STC; and,

WHEREAS, Under Redevelopment Dissolution Law, OCII is required to dispose of its real property assets pursuant to a long-range property management plan (“PMP”). OCII’s PMP, approved by the DOF on December 7, 2015, required OCII to transfer Transbay Block 3 Park to the City for a governmental purpose after OCII fulfills its obligations to develop the Park; and,

- WHEREAS, San Francisco Public Works (“SFPW”) is the City agency responsible for infrastructure improvements within the public right-of-way. In 2018, OCII executed a Memorandum of Understanding (“MOU”) with SFPW to provide professional services for the design and engineering of the Park. By separate resolution, OCII now intends to amend the 2018 MOU (“Amended and Restated MOU”) to authorize the San Francisco Recreation and Parks Department (“RPD”) to direct the Park’s design, and expand SFPW’s role to design and engineer the Clementina and Tehama alley extensions, including signalized crossings of Clementina at Beale and Main streets, coordinating the Beale and Main streetscape interfaces with the San Francisco Municipal Transportation Agency’s (“MTA”) two bike infrastructure projects abutting Transbay Blocks 2, 3, and 4, adding a restroom facility to the Park, and participating in the San Francisco Art Commission’s Civic Design Review process and Art Enrichment program. The Amended and Restated MOU will also enable SFPW and RPD to continue providing design and professional services for the expanded Project scopes in subsequent design development, construction document, bid and award phases of the Project; and,
- WHEREAS, Following an extensive community engagement process, OCII staff presented the Project to the Transbay Citizens Advisory Committee (“CAC”) on February 10, 2022 and the CAC voted unanimously in support of the Project. The Project was presented to the RPD Capital Committee on March 2, 2022 and the RPD Commission on March 17, 2022. Both bodies unanimously approved of and referred the Project to the OCII Commission; and,
- WHEREAS, Successor Agency staff has reviewed and considered the Project and finds it to be acceptable and in accordance with the Redevelopment Plan, the Design for Development, the Development Controls, and the Streetscape and Open Space Plan. Staff recommends approval of the Project; and,
- WHEREAS, On April 20, 2004, the Commission of the Former Redevelopment Agency of the City and County of San Francisco (“Former Agency Commission”) adopted Resolution No. 45-2004, certifying the Final Environmental Impact Statement/Environmental Impact Report (the “FEIS/EIR”) for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project, which included the Redevelopment Plan. On January 25, 2005, the Former Agency Commission adopted Resolution No. 11-2005, adopting findings under the California Environmental Quality Act (“CEQA”), a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program in connection with the adoption of the Redevelopment Plan. The Board of Supervisors and the City Planning Commission adopted similar findings; and,
- WHEREAS, A total of nine addenda to the FEIS/EIR were prepared between June 2, 2006 and June 13, 2022; and,

WHEREAS, The FEIS/EIR is a program environmental impact report (“EIR”) under CEQA Guidelines Section 15168 and a redevelopment plan EIR under CEQA Guidelines Section 15180. The FEIS/EIR is also a project EIR under CEQA Guidelines Section 15161 for certain structures and facilities. The FEIS/EIR analyzed the development of public open space uses, including new streets, on and adjacent to Transbay Block 3, in accordance with the Redevelopment Plan and the Design for Development. The FEIS/EIR contemplated the Former Redevelopment Agency’s disposition of the publicly-owned Transbay Blocks 2, 3, and 4 for the development of private and public uses, including residential and retail uses on Blocks 2 and 4, the extensions of Clementina and Tehama Streets, and a public open space on Block 3; and,

WHEREAS, OCII staff finds that the proposed action to develop the Park and streetscape improvements on and adjacent to Block 3 in accordance with the Project’s Schematic Design is an Implementing Action within the scope of the project analyzed in the FEIS/EIR and subsequent addenda and that therefore no additional environmental review is required pursuant to California Public Resources Code Section 21166 and Sections 15162, 15163, 15168, and 15180 of the CEQA Guidelines; and,

WHEREAS, OCII staff, in making the necessary findings for the Implementing Action contemplated herein, considered and reviewed the FEIS/EIR and addenda, has made documents related to the Implementing Action, the FEIS/EIR, and addenda available for review by the Commission and the public, and these files are part of the record before the Commission; and,

WHEREAS, The FEIS/EIR findings and statement of overriding considerations adopted in accordance with CEQA by the Former Agency Commission by Resolution No. 11-2005 dated January 25, 2005, were and remain adequate, accurate and objective and are incorporated herein by reference as applicable to the Implementing Action; now therefore, be it

RESOLVED, The Commission finds and determines that conditionally approving the Project’s Schematic Design is an Implementing Action within the scope of the project analyzed in the FEIS/EIR and addenda and requires no additional environmental review pursuant to California Public Resources Code Section 21166 and State CEQA Guidelines Sections 15180, 15168, 15162 and 15163 for the following reasons:

1. The Implementing Action is within the scope of the project analyzed in the FEIS/EIR and addenda and no major revisions are required due to the involvement of new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the FEIS/EIR; and,
2. No substantial changes have occurred with respect to the circumstances under which the project analyzed in the FEIS/EIR and addenda was undertaken that would require major revisions to the FEIS/EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FEIS/EIR; and,

3. No new information of substantial importance to the project analyzed in the FEIS/EIR and addenda has become available which would indicate that (a) the Implementing Action will have significant effects not discussed in the FEIS/EIR; (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the FEIS/EIR will substantially reduce one or more significant effects on the environment, and, be it further

RESOLVED, That based on the foregoing and information provided in the Commission memorandum on file with the Commission Secretary, the Commission hereby approves the Schematic Design for the Project, dated September 21, 2022, and attached to this resolution as Exhibit A, as consistent with the provisions and requirements of the Redevelopment Plan, the Streetscape and Open Space Plan, the Design for Development and the Development Controls, subject to the conditions attached as Exhibit B, which require further review and approval by the Executive Director, or his designee.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of December 6, 2022.



Commission Secretary

Exhibit A: The Schematic Design for the Transbay Block 3 Park and Streetscape Improvements Project

Exhibit B: Conditions of Approval

Exhibit C: Transbay Block 3 Park Schematic Design Right-of-Way Scope Improvements Plan



Schematic Design for the Transbay Block 3 Park and Streetscape Improvements Project



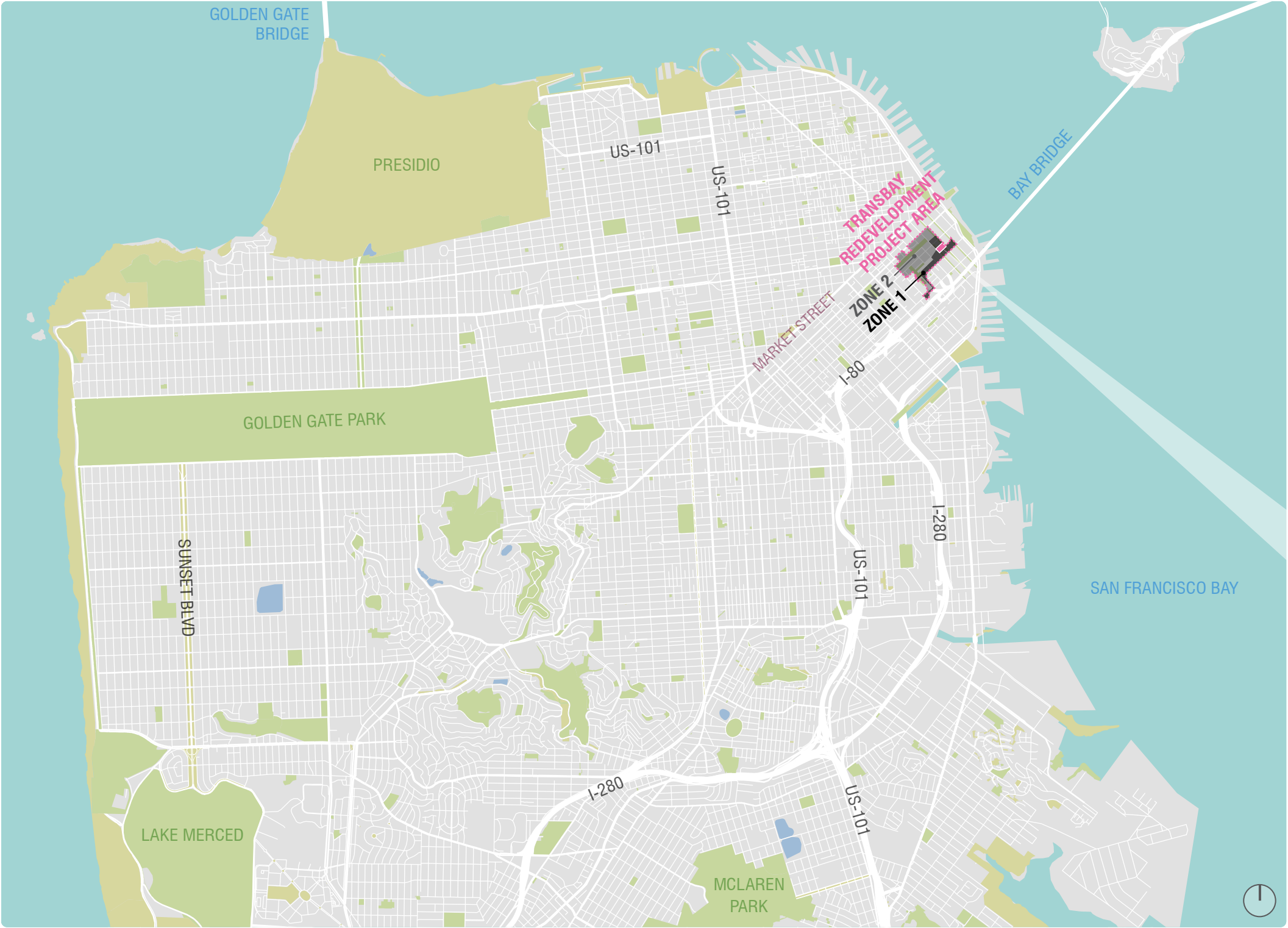
Building Design & Construction

100% SUBMITTAL | SEPTEMBER 21, 2022

TABLE OF CONTENTS

PROJECT OVERVIEW	Future Block 3 Park Location	3	SITE MATERIALS PALETTE	Sustainability & Materials Framework	26-27
	Transbay Redevelopment Project Area Zoning	4		Why a Habitat Meadow?	28
	Existing Site Context	5		Stormwater Management	29
NEIGHBORHOOD CONTEXT				Tree Planting	30
				Street Trees - Proposed Alternative Species	31
				Landscape Planting	32
				Landscape Planting Palette	33
				Paving	34
				Site Elements by Zone	35
				Site Elements	36
			Lighting	37	
PROCESS			SITE FEATURES & ENLARGEMENTS		
	Planning Process & Community Engagement	11		Park Edges	38
	Site History	12		Flexible Plaza	39
	Desired Program Spaces	13		Habitat Meadow Area	40
	Design Concept & Alternatives	14		Main Deck	41
	Neighboring Block Developments	15		Playground Enlargement	42
	Existing Conditions Plan	16		Playground Elements	43
SITE DESIGN			STEWARDSHIP BUILDING		
	Illustrative Site Plan	17		Stewardship Building - Site Plan	44
	Site Sections	18		Stewardship Building - Plans	45
	Program Overlay	19		Stewardship Building - Sections	46
	Existing Site & Demolition Plan	20		Stewardship Building - Elevations	47
		Parcel Boundary & Site Dimensions	21	Stewardship Building - Views	48-52
		Right-of-Way Scope of Improvements	22	Stewardship Building - Material Palette	53
		Proposed Grading	23		
		Infrastructure & Utilities Plan	24		
		Pedestrian Circulation	25	ILLUSTRATIVE RENDERINGS	Deck View
			Beale/Tehama Corner Entrance View Looking Southeast		55
			Bird's Eye View Looking Northeast Towards Main St		56
			Night Bird's Eye View Looking Northeast Towards Main St		57

FUTURE BLOCK 3 PARK LOCATION



Map of San Francisco

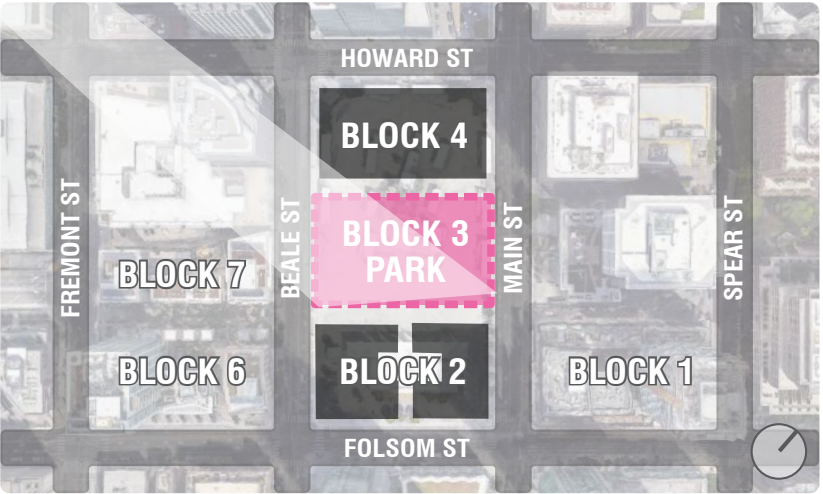
The future Transbay Block 3 Park*, referred to throughout this document as “the park,” is established by The Redevelopment Plan for the Transbay Project Area (the “Redevelopment Plan”), indicated on the map of San Francisco at left. The Redevelopment Plan splits the Transbay Redevelopment Project Area into two zones. Zone 1 is the jurisdiction of the Office of Community Investment & Infrastructure (OCII) as Successor Agency to the San Francisco Redevelopment Agency. The San Francisco Planning Department has oversight of Zone 2 of the Transbay Redevelopment Project Area.

Zone One (Transbay Downtown Residential) is a mixed-use, high-density residential district envisioned as a livable urban community with prime access to downtown, the waterfront, and well-designed streets, open space, and retail areas.

The Redevelopment Plan enhances the pedestrian experience and linkages within the neighborhood by extending Clementina, Tehama and Natoma Streets and adds a new public park on Block 3, the future Transbay Block 3 Park.

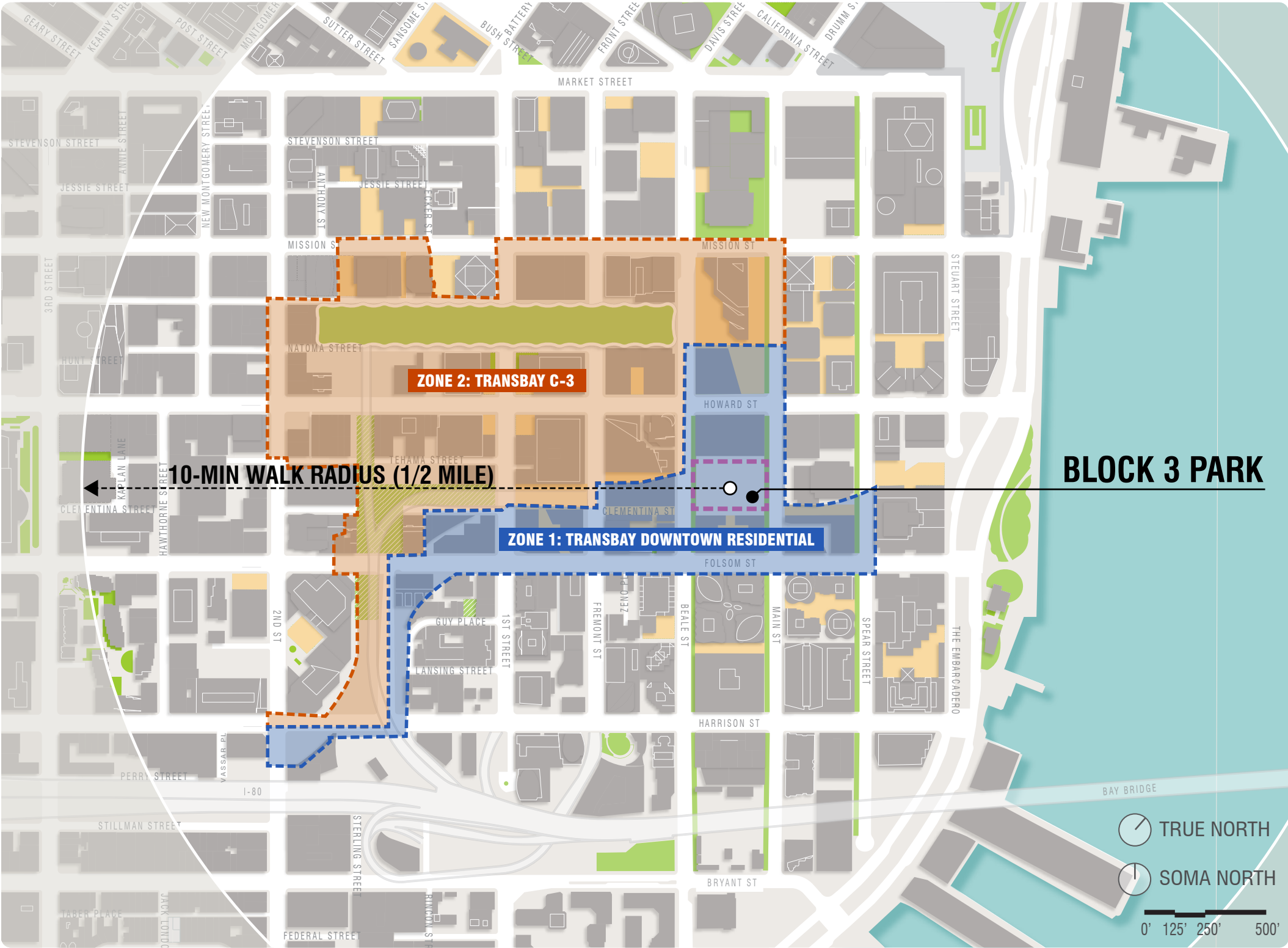
Zone Two (Transbay C-3). As part of downtown San Francisco, this portion of Transbay is subject to the Planning Code requirements for downtown zoning districts.

**Note: the name “Block 3 Park” is a placeholder, and the final park name will be determined through a community process.*



Block 3 Park Located in Zone 1 - Area Enlargement

TRANSBAY REDEVELOPMENT PROJECT AREA ZONING



OCII has jurisdiction over the Transbay Redevelopment Project Area.

Regulating Documents:

- The Redevelopment Plan governs land uses for the Transbay Redevelopment Project Area (Project Area) and stipulates the Block 3 will be a new public park.
- The Project Area Design for Development (D4D) serves as a master plan document and provides a vision for the Transbay Redevelopment Project Area.
- The Transbay Redevelopment Project Area Streetscape and Open Space Plan and the more recent Streetscape Improvement Plans for Folsom, Main and Beale provide standards, guidelines, and definitions for Transbay public open space and streetscape design.

The objectives of the Redevelopment Plan currently being implemented throughout the Project Area will create a new downtown neighborhood and enhance the connections between the Rincon Hill and new East Cut neighborhoods and the Salesforce Transit Center.

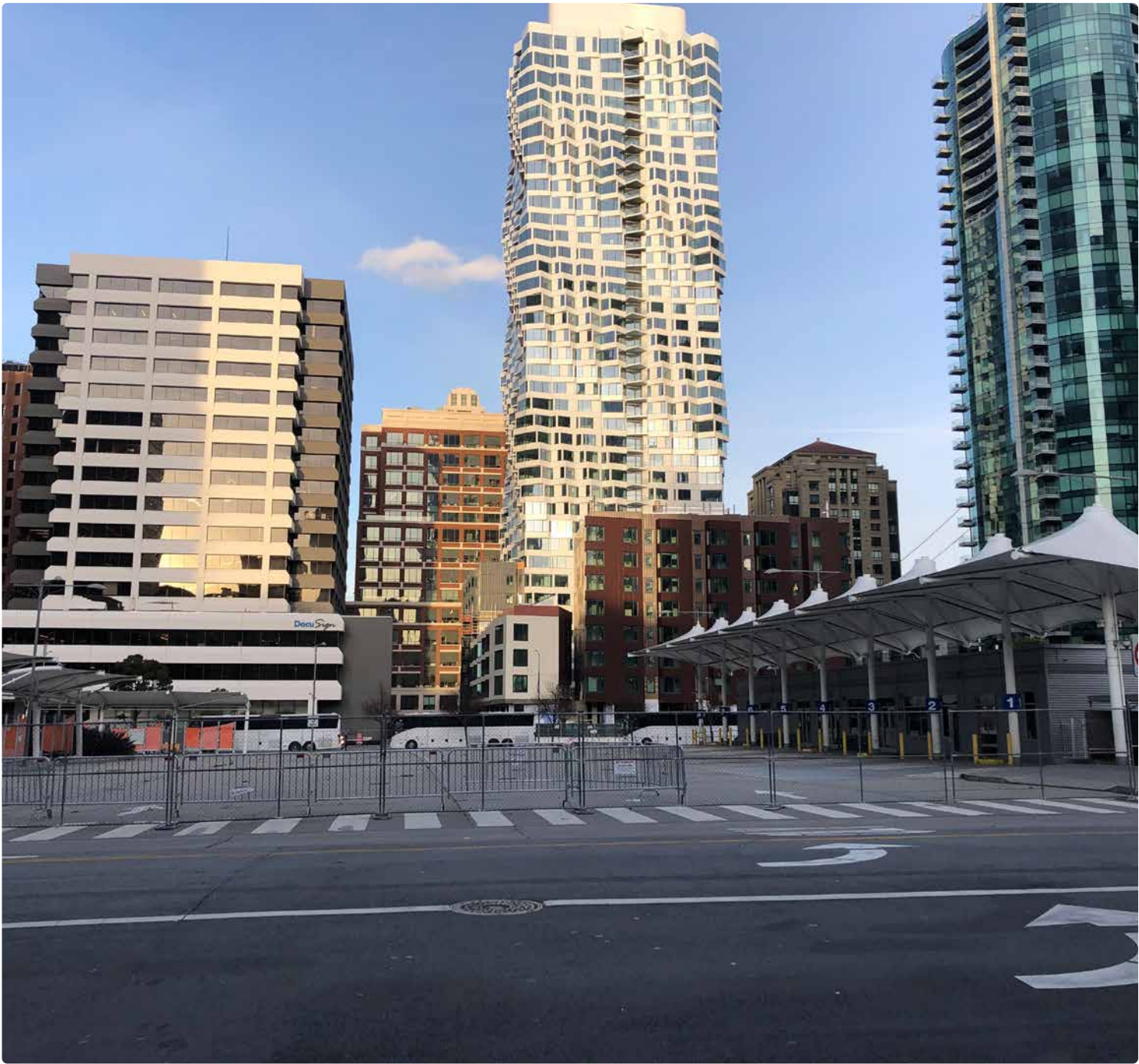
The building massing in Zone One is crafted to create high-density development that preserves views from throughout the city and maintains access to sunlight in the streets, sidewalks, open spaces, and living units. The enhanced streetscapes and open spaces will create a pedestrian-oriented urban environment that encourages walking as a primary transportation mode.

The future Block 3 Park is a nearly one-acre open space that will be framed by two mixed use developments and alleyways and programmed to serve its diverse community of residents and workers.

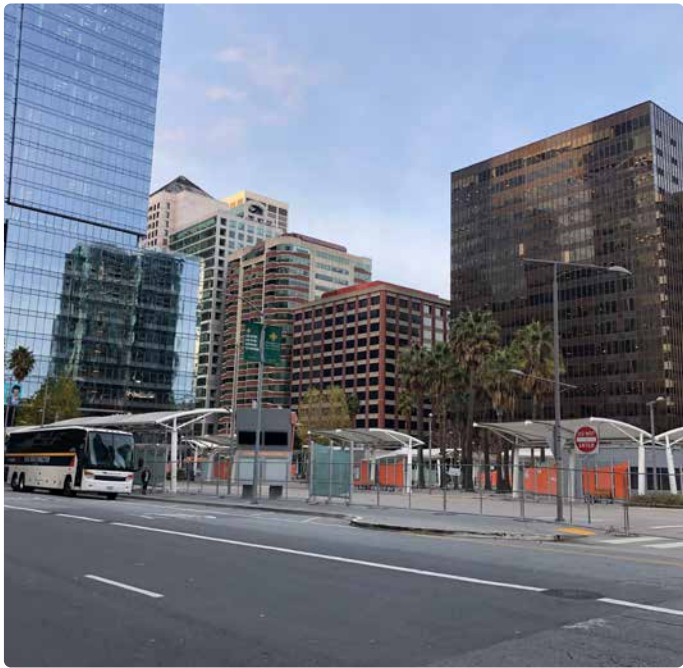
EXISTING SITE CONTEXT



A. On-site looking northwest



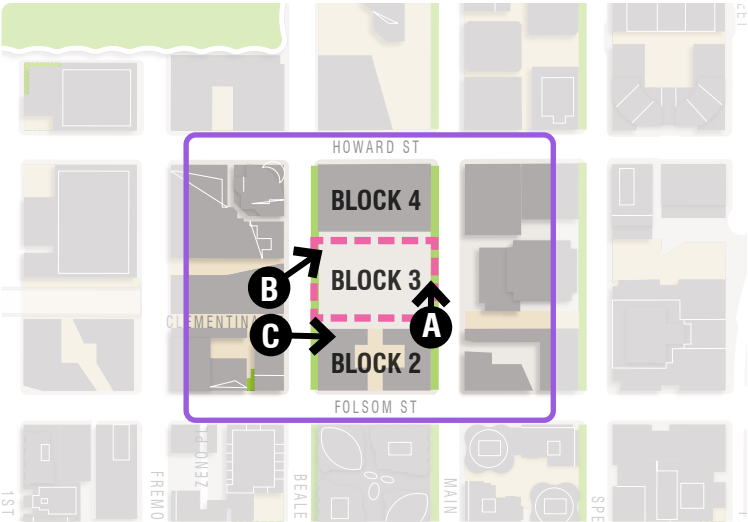
C. Beale Street looking northeast



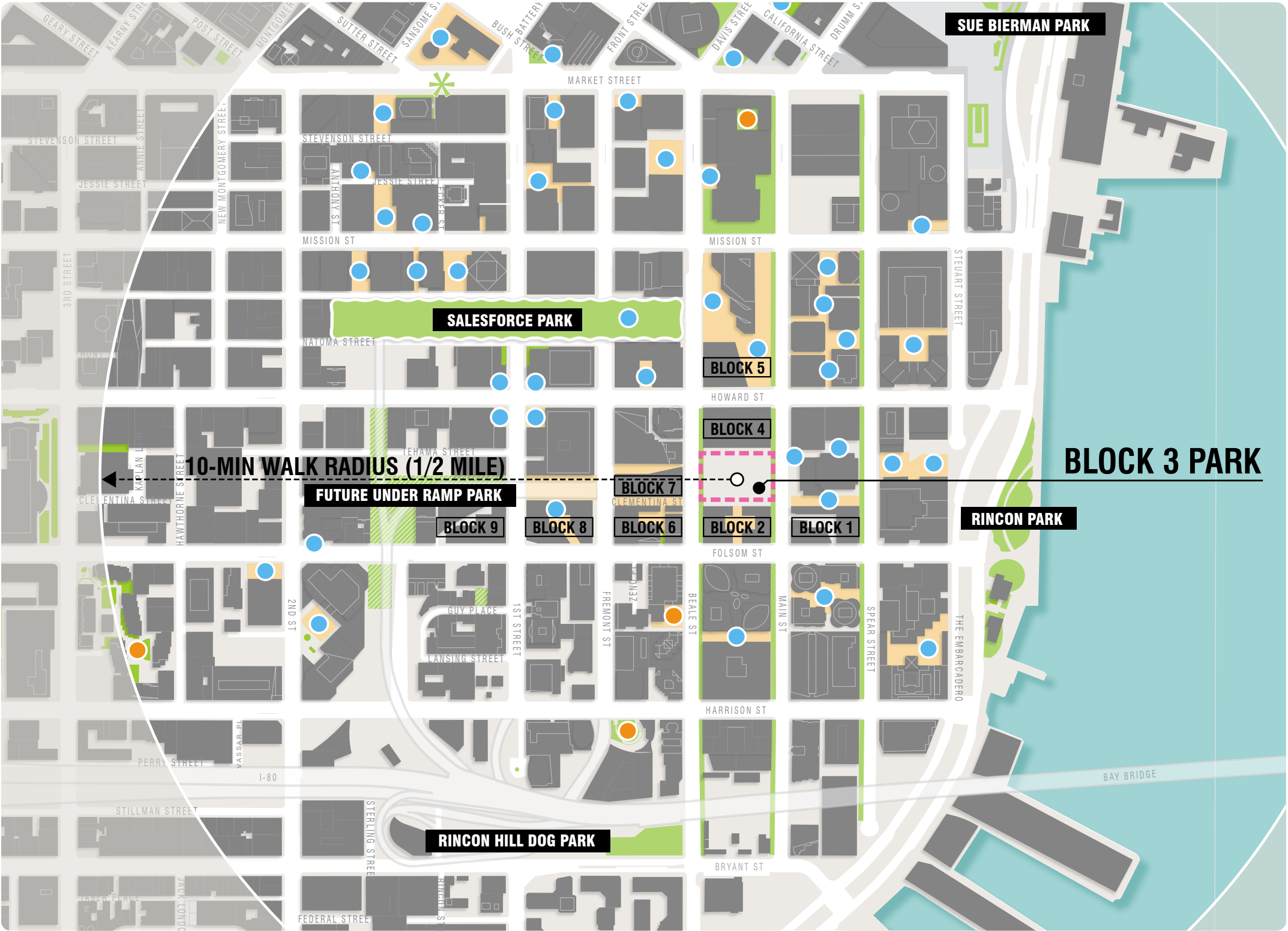
B. Beale Street looking north

The existing site is comprised of the former Temporary Terminal Site, bounded at the east and west by Beale and Main and at the North and South by the future Tehama and Clementina Strxeets. The Block 3 park parcel occupies roughly a third of the site and is 39,875 square feet or 0.9 acres.

The photos displayed at left are of the temporary bus terminal infrastructure and the surrounding high-rise developments in the neighborhood.



NEIGHBORHOOD OPEN SPACE



The Zone 1 Open Space strategy combines shared private and public open space developments offsetting the building density of the area by maintaining views, sunlight, and park space. The future Block 3 Park contributes to this open space matrix and will support the recreational needs of the neighborhood.

LEGEND

OPEN SPACE

GREEN SPACE

PRIVATELY OWNED PUBLIC OPEN SPACE (POPOS)

PRIVATELY OWNED

TRUE NORTH

SOMA NORTH

0'125'250'500'

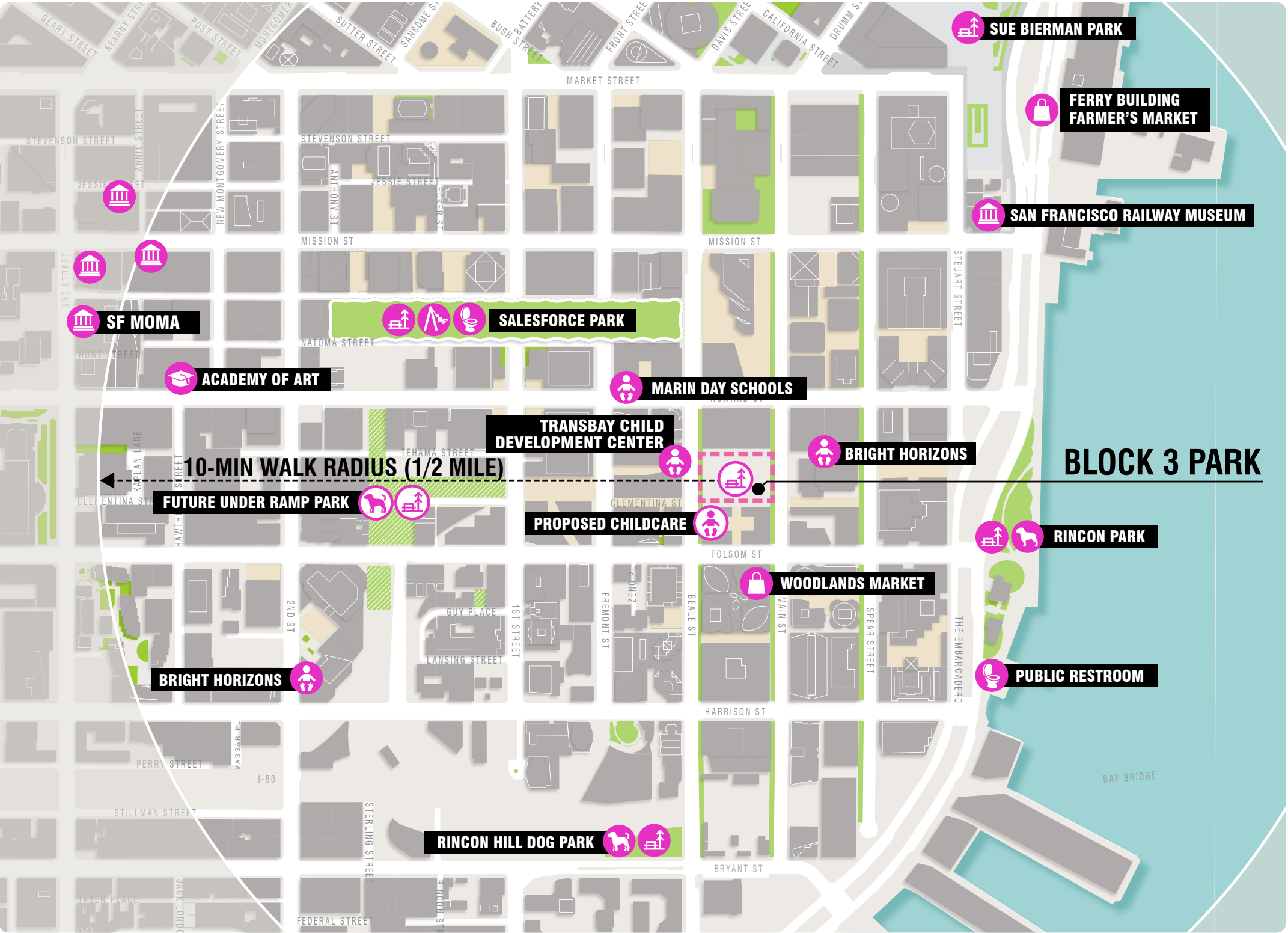
ADJACENT OPEN SPACE



Three other open spaces with proximity to Block 3 Park inform the development of the new park’s program. Rincon Park, at the waterfront to the east, includes an open grassy area and dog park. The future Under Ramp Park, to the west, will have a highly activated program that will include sports courts, a pavilion building with retail kiosks, a beer garden, a fitness area, a dog park, and protected bikeways.

The elevated Salesforce Park, to the north, is a highly managed and programmed park with botanical garden features. The design of the Block 3 park acknowledges this context and does not duplicate existing programming, but instead provides flexible space for neighborhood residents and office workers to gather and relax.

NEIGHBORHOOD CULTURAL & AMENITIES PLAN



The Project Area consists of a primarily commercial district (Zone 2) and a mixed-use, high density residential district served by local retail and services (Zone 1). The Block 3 park program responds to the existing and proposed park programs in the neighborhood by providing activities not found in the other open spaces within the Project Area or its adjacent neighborhoods. For example, three parks serve dogs and, therefore, Block 3 does not incorporate a dog run, but instead offers a small-scale dog relief zone. Notably, with five childcare centers in the area, and only one school age playground at Salesforce Park, a dedicated children's play area is included in the park's program.

LEGEND

PARK

PLAYGROUND

CHILDCARE

RESTROOM

DOG AREA

GROCERY

MUSEUM

EDUCATION

TRUE NORTH

SOMA NORTH

0' 125' 250' 500'

NEIGHBORHOOD BUILDING USES



At the intersection of primarily commercial uses to the north and residential uses to the south, the future Block 3 Park is positioned to accommodate a diverse set of user groups throughout the day and week. The mixed-use, high-density residential district provides convenience goods and services to the surrounding neighborhood. Framed by two mixed-use developments, Block 3 Park serves both the adjacent complexes as well as neighborhood and businesses at large.

LEGEND

COMMERCIAL & MIXED USE

RESIDENTIAL

GOVERNMENT & INSTITUTIONS

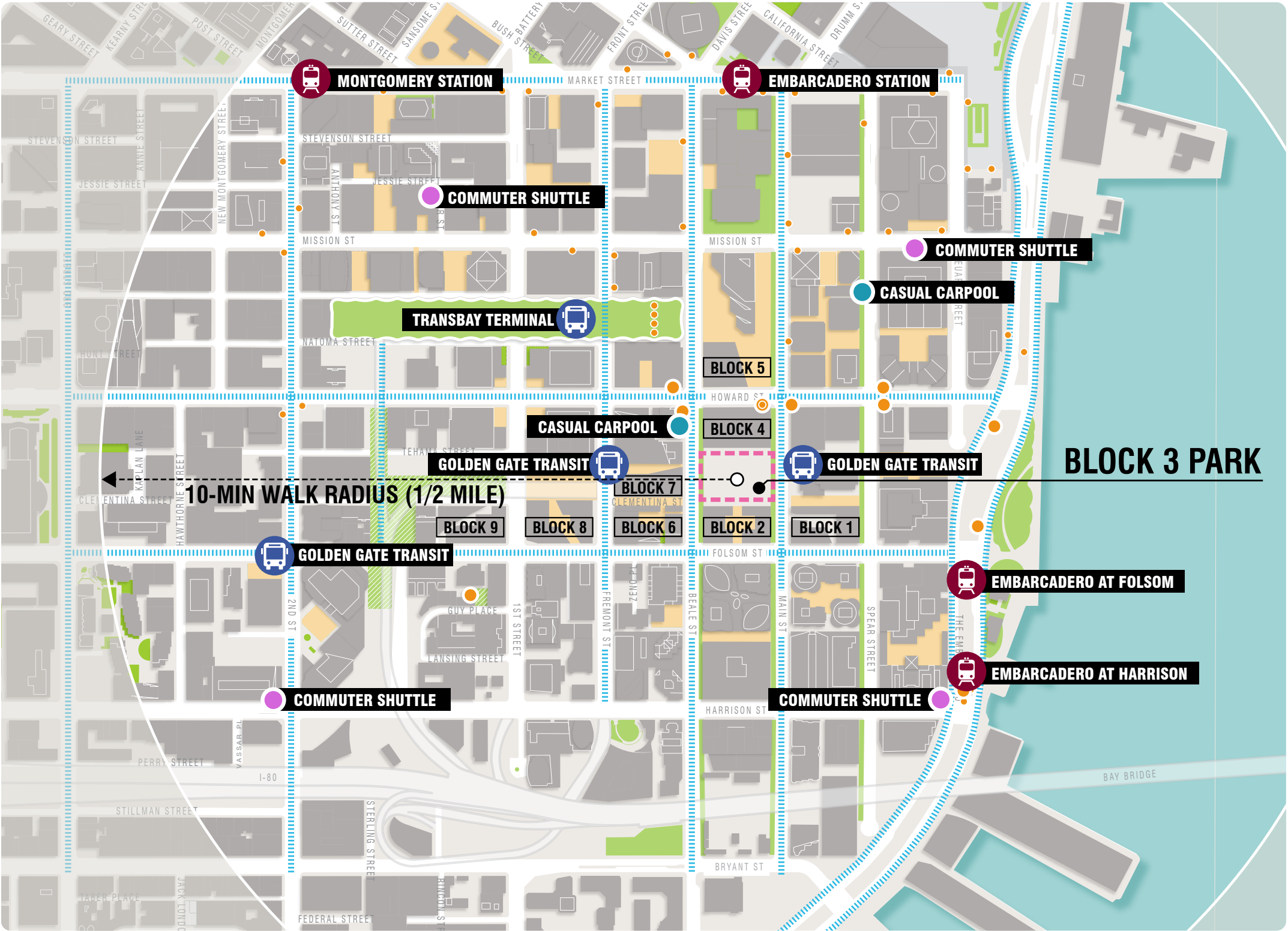
INDUSTRIAL

TRUE NORTH

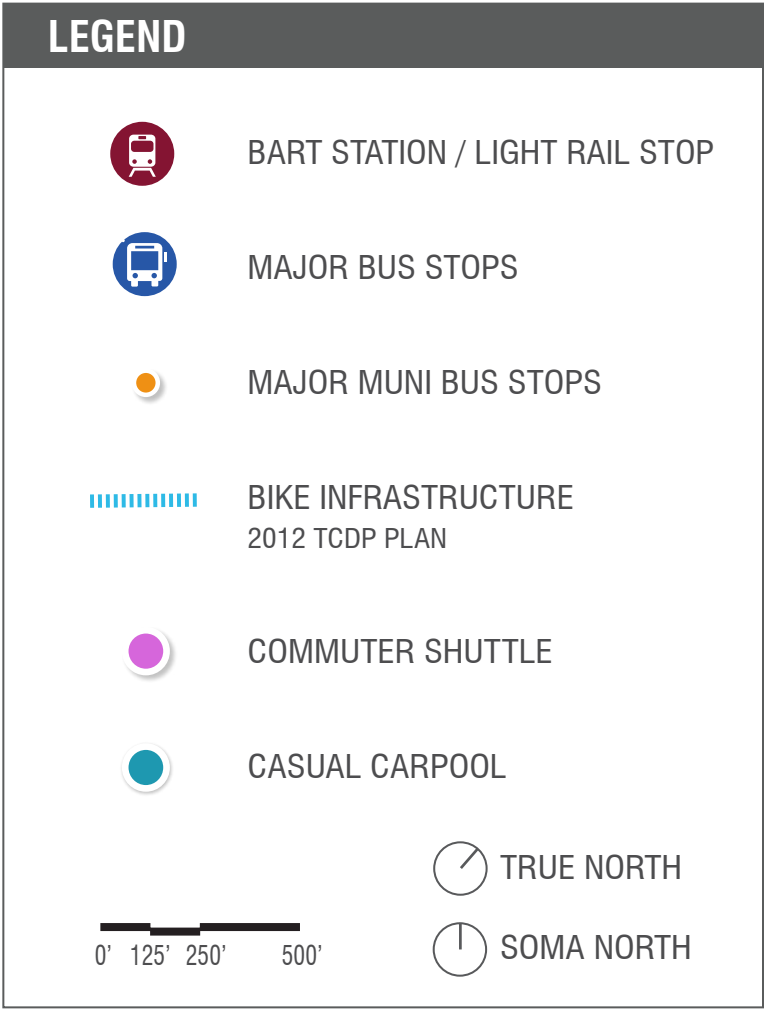
SOMA NORTH

0' 125' 250' 500'

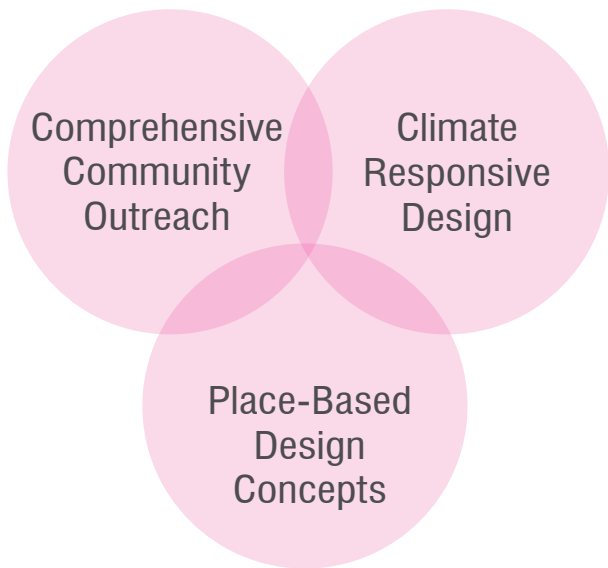
MAJOR TRANSIT CONNECTIONS



The future park is situated within a unique multi-modal, transit-oriented neighborhood that serves as a gateway to the center of San Francisco’s downtown and financial districts. The future Block 3 Park is particularly accessible and will be reached via multiple modes of transportation within a 10-minute walk radius, as indicated on the adjacent map. A combination of accessibility and improved pedestrian sidewalks will ultimately encourage the use of alternative modes of transportation by future area residents, workers, and visitors who will contribute to a more pedestrian and transit-oriented neighborhood.



PLANNING PROCESS & COMMUNITY ENGAGEMENT



The park design concept is informed by three key components: comprehensive community feedback, climate-responsive design, and site-specific design. A complex and community-based approach, advanced through a series of public meetings, led the final design and program to diverge from the preliminary concept shown in the Transbay Redevelopment Project Area Streetscape and Open Space Plan. This preliminary concept relied on broad gestures that included a diagonal circulation route and large swaths of a water and carbon-intensive lawn, which do not meet City mandates for climate-responsive design.

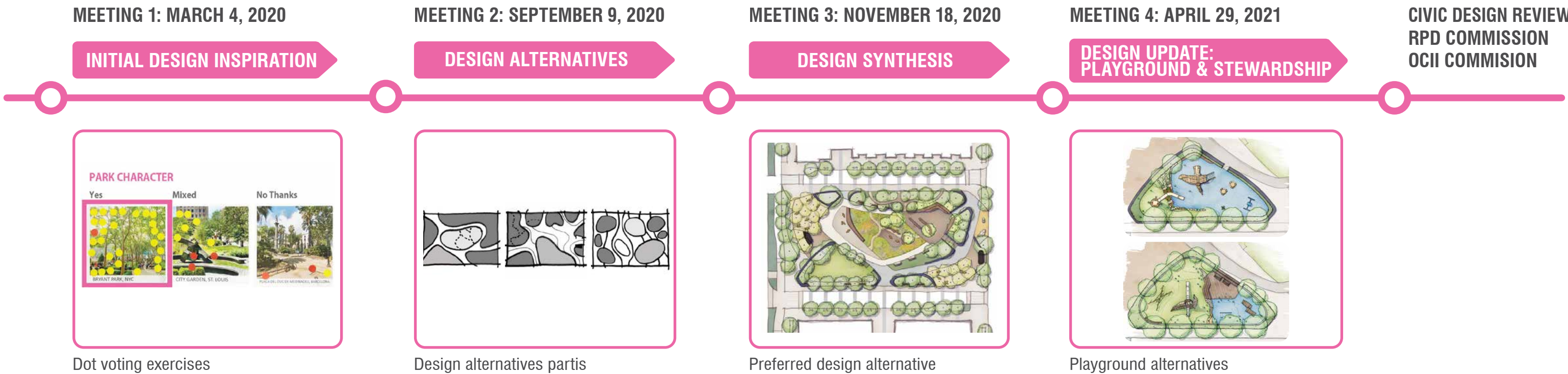
The outreach process of this latest effort allowed for a deeper analysis and led to a design that identified key community needs and yielded a more sustainable approach. For example, a children’s playground and stewardship/restroom building were incorporated due to lack of play and restroom amenities in the neighborhood, while the lawn was replaced with decking and a native meadow to provide habitat and reduce irrigation demands.

The community engagement process was structured to gather feedback at each meeting and apply this information to refine and advance the design. There were four community meetings, as illustrated below, that started from an open-ended inquiry of the community’s preferences for programming and

design and ended with an established framework of decisions. At the end of each meeting, the presentation and a survey were publicized through the San Francisco Public Works website and the East Cut Community Benefit District outreach team. From these surveys the team gathered information about the participants and gained a deeper insight into their preferences. With each meeting a greater understanding of the community was used to further refine the design and program.

In addition to the community process, the project will receive input from the San Francisco Arts Commission’s Civic Design board, comprised of five design professionals, whose mission is to ensure projects enhance the public realm and respect the natural environment. The three-part review process occurs at the end of conceptual, design development, and construction document phase. Currently the project has received conceptual design approval with two conditions: (1) habitat planting palette design will be species specific; and (2) the Stewardship building will be simplified and in concert with the park.

The project will participate in the San Francisco Arts Commission’s Art Enrichment Program, a city-wide program that supports the acquisition of artwork in new public spaces. The program structures the artist selection process, provides public outreach, and guarantees proper installation of the art and its continued maintenance.



SITE HISTORY

5,000 YEARS AGO HISTORIC SHORELINE



Minimal Human Intervention



Original Intertidal Wetland Zone



Flora & Fauna

18TH CENTURY SHORELINE CHANGE



Foreign Ships Arrive



Maritime Edge Develops



Spanish/Missions Arrive

19TH CENTURY SEAWALL



East Cut makes way for cable cars and connection to the city



Urbanization ensues due to population rise



Gold is discovered, population increases

CURRENT



Bay Bridge (1930s) & freeways (1950s) increase mobility to area



Downtown Plan (1980s) permits greater urban density to the area



Today: Temporary Transbay Terminal

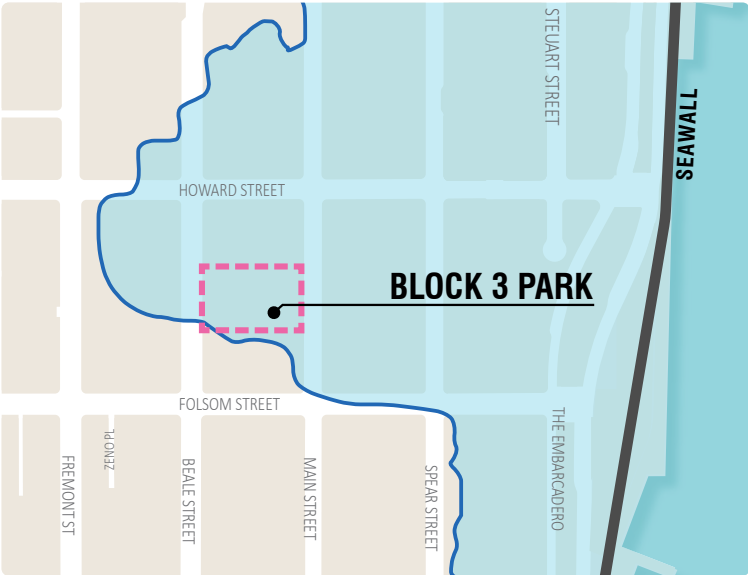
TRANSPORTATION

DEVELOPMENT

INHABITANTS

Today the site is blanketed in asphalt, which masks its rich underlying history. As illustrated in the adjacent timeline, the site has experienced a series of transformations that mirror the seismic changes to San Francisco’s shoreline and urbanization. The area began as a rich intertidal wetland zone, but with Spanish arrival in the mid-1700s, Missionary settlement ensued, and the shoreline began to develop. By the mid-1800s, after the discovery of gold led to rapid population growth, industrial and commercial development further urbanized the site. The original shoreline was replaced in the early 1900s as the site and portions of the Bay were filled to create new land to accommodate the growing city. As a part of this development, the site was secured behind a seawall and woven into the urban fabric of downtown San Francisco.

The design incorporates elements of this story that reference the site’s unique history. This connection is evident in elements like the oyster-shaped form at the heart of the park, which features a meadow recalling a wildlife-rich intertidal landscape once present at the site. The children’s playground design also playfully echoes the previous site ecology.

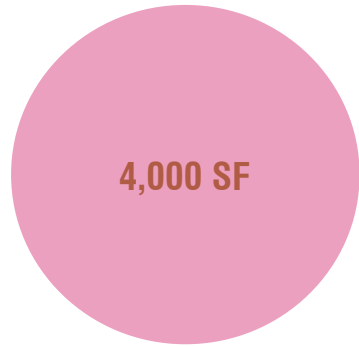


Historic Shoreline (1859) and Seawall (1916)

DESIRED PROGRAM SPACES

BLOCK 3 PARK: 39,000 SF

OPEN FLEXIBLE SPACE



LARGE SCALE SPACES FOR:



Flexible Programming
Movie Night
Art Shows
Performances

GATHERING SPACES



MEDIUM SCALE SPACES FOR:



Birthday Parties
Picnicking
Communal Seating Zone
Community Events

SEATING SPACES

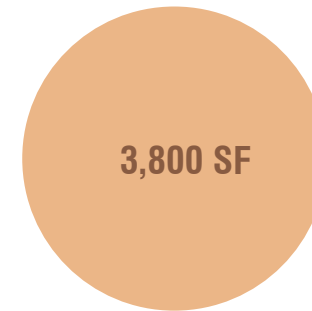


SMALL SCALE SPACES FOR:



Places To Sit By Yourself Or In Small
Groups Surrounded In Nature

PLAYGROUND



PLAY SIZE SIMILAR TO:



South Park, San Francisco
Square Jacques De Bollardiere, France

The initial park program was derived from OCII's program research, and later confirmed through the community engagement process described earlier. The outline is as follows:

- Open Flexible Space: allow small-scale day-use activities that facilitate activation of the park on weekends.
- Gathering Spaces: serve the needs of the adjacent office workers and residents to allow for outdoor gatherings and walking meetings.
- Seating Spaces: maximize sunlight exposure and provide shelter from wind.
- Playground: serve the needs of families in the adjacent housing.

DESIGN CONCEPT & ALTERNATIVES

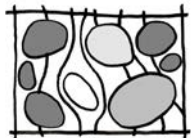
COMMUNITY MEETING #2



The Clearing



The Commons



The Ripple

Central to the community-driven design process, three different park concepts were presented at Community Meeting #2. Each concept implemented the program criteria established in Community Meeting #1 and honored the community's overarching desire to bring nature into the site. The Clearing was selected as the preferred scheme. However, in its final form, the design incorporates popular features from the other two alternatives. For example, the grove at the western park edge was incorporated from the Ripple concept, while flexible seating activates the flexible seating areas from the Commons concept.

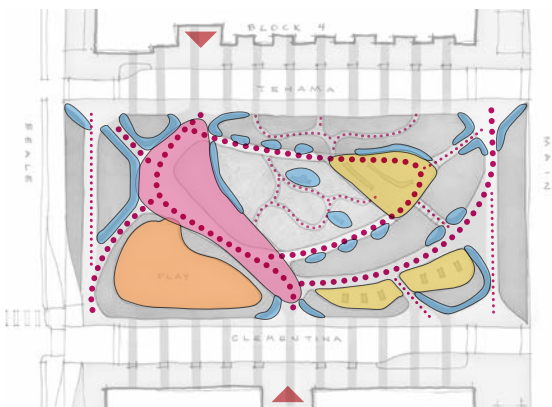
The Clearing creates a natural respite that contrasts with its urban surroundings and is framed by a dense landscape edge with an open meadow at its center.



Site Plan



Site Section



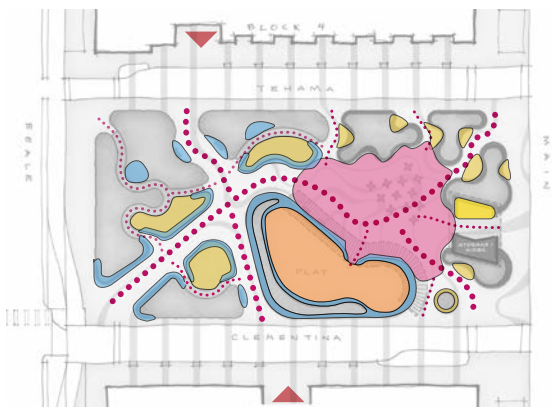
Site Use + Circulation



Site Plan



Site Section



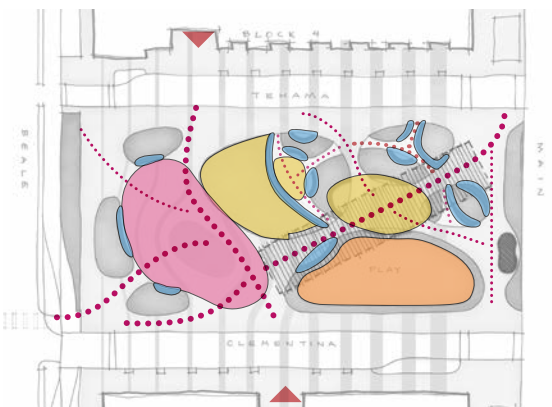
Site Use + Circulation



Site Plan



Site Section



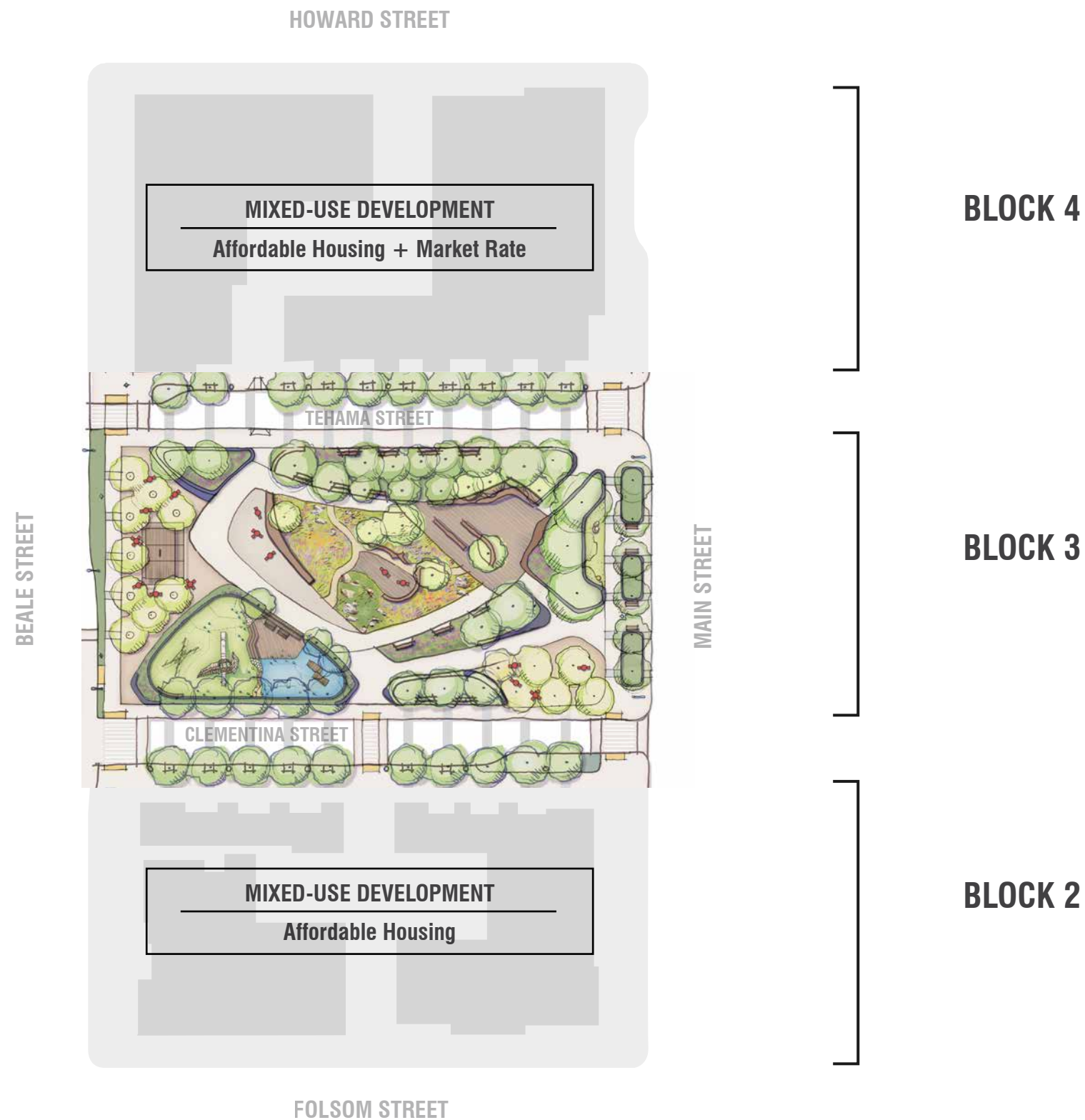
Site Use + Circulation

SITE USE + CIRCULATION LEGEND

- Major Circulation
- Minor Circulation
- Flexible Plaza
- Gathering Spaces
- Seating
- Play

PREFERRED CONCEPT FROM MEETING #1

NEIGHBORING BLOCK DEVELOPMENTS

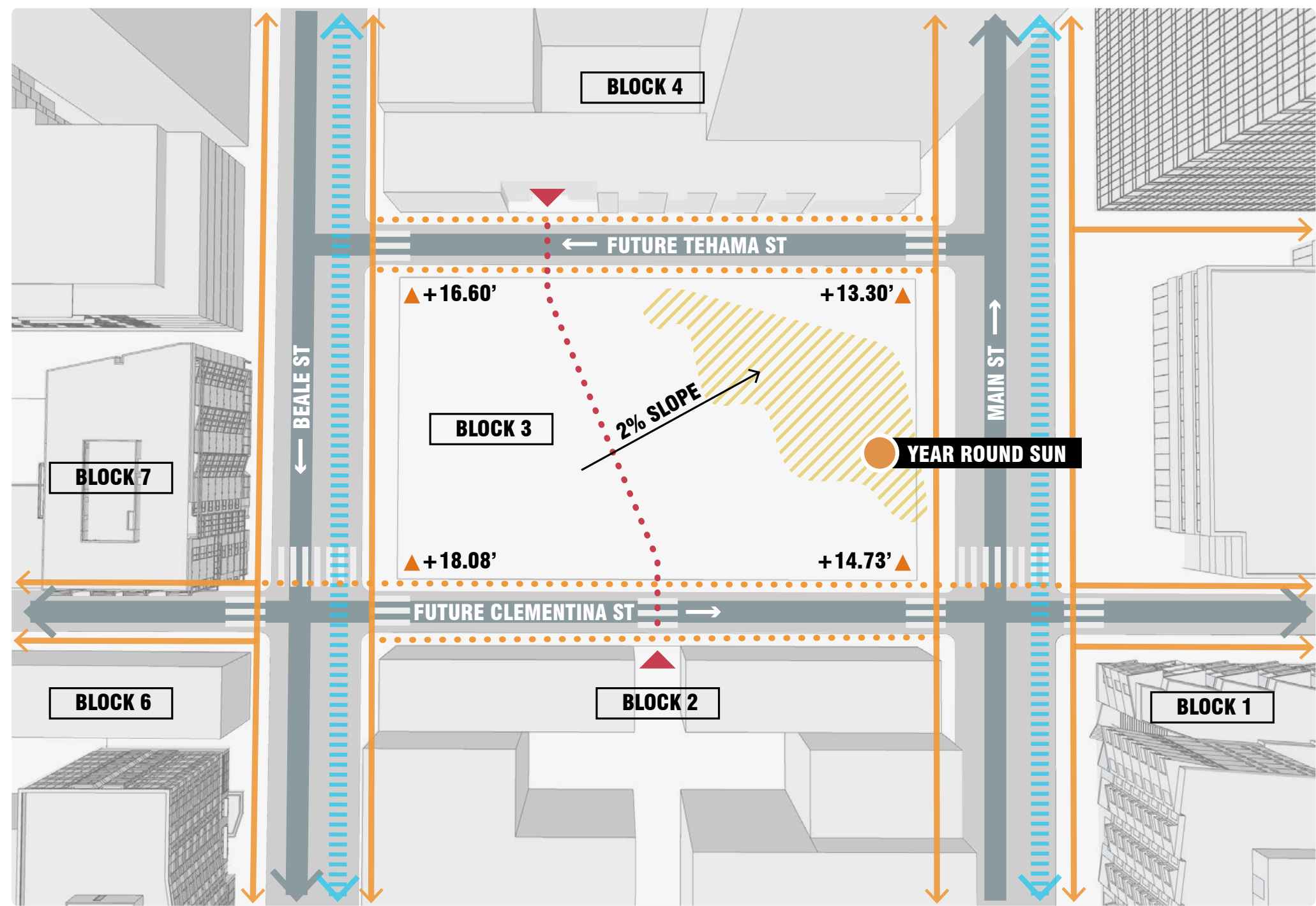


The Block 3 park is flanked by Transbay Blocks 2 and 4, which will both feature new mixed-use developments. The Block 3 Park circulation responds to the neighboring Block 2 and 4 open space apertures. The park design introduces mid-block entries on both Tehama and Clementina Streets that expand the sense of open space across all three blocks and connect to the wider neighborhood network.

Block 2 will be a 100% affordable housing development. OCII has selected a development team and construction could begin as early as 2023.

Block 4 may be comprised of a tower and a midrise building, with both market-rate and affordable housing components. OCII is negotiating with the developer to finalize the development agreement and schematic design approval.

EXISTING CONDITIONS PLAN



LEGEND	
	VEHICULAR CIRCULATION
	BICYCLE CIRCULATION
	EXISTING PEDESTRIAN CIRCULATION
	FUTURE PEDESTRIAN CIRCULATION
	FUTURE PEDESTRIAN LINK BETWEEN BLOCK 2 & BLOCK 4
	YEAR ROUND SUN*
	SITE ELEVATION
	TRUE NORTH
	SOMA NORTH

**Extent of year round sunny area is illustrative and does not reflect a formal shadow analysis as building massings are not yet finalized.*

ILLUSTRATIVE SITE PLAN



The design concept for the Clearing includes a natural respite with an open meadow framed by a dense landscape edge that contrasts with the park's urban context. It will be a neighborhood hub that allows for small community gatherings, children's play, walks along a looped pathway, or simply sitting on a park bench. The central meadow feature recalls the site's past as a rich intertidal landscape and creates a biodiverse habitat that will attract wildlife to the park and enrich the lives of its residents.

LEGEND

A

B

C

D

E

F

G

H

Flexible Tables & Chairs

Benches/Seating

Seatwalls

Boulders

Permeable Paving

Paving

Plantings

Trees

0'

5'

10'

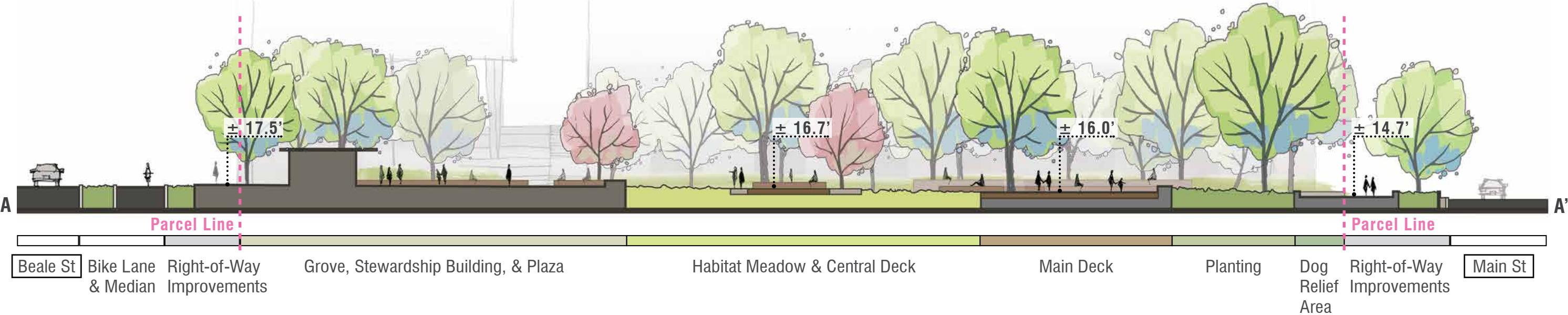
30'

True North

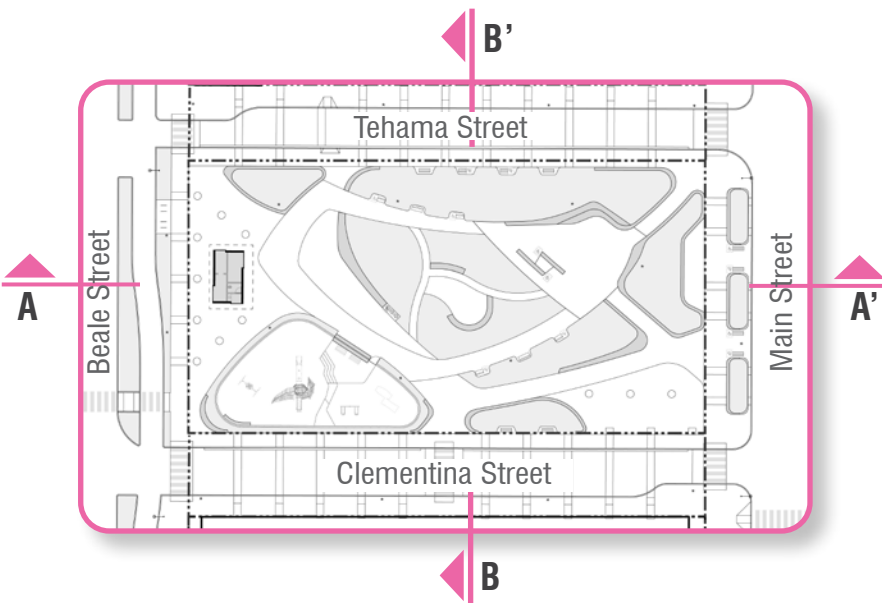
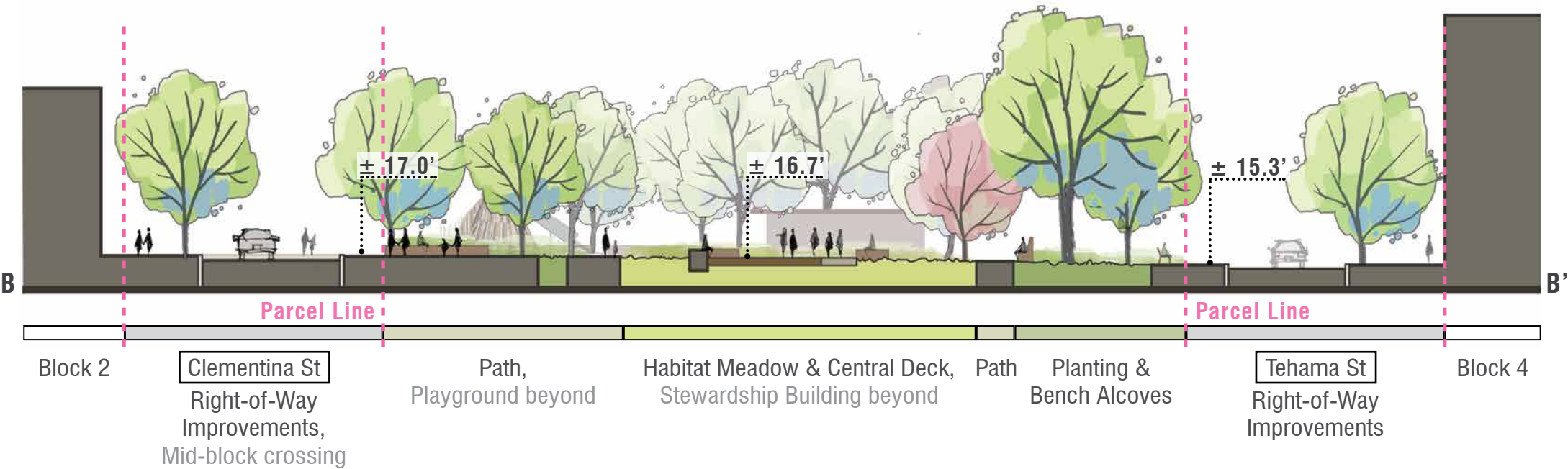
SOMA North

SITE SECTIONS

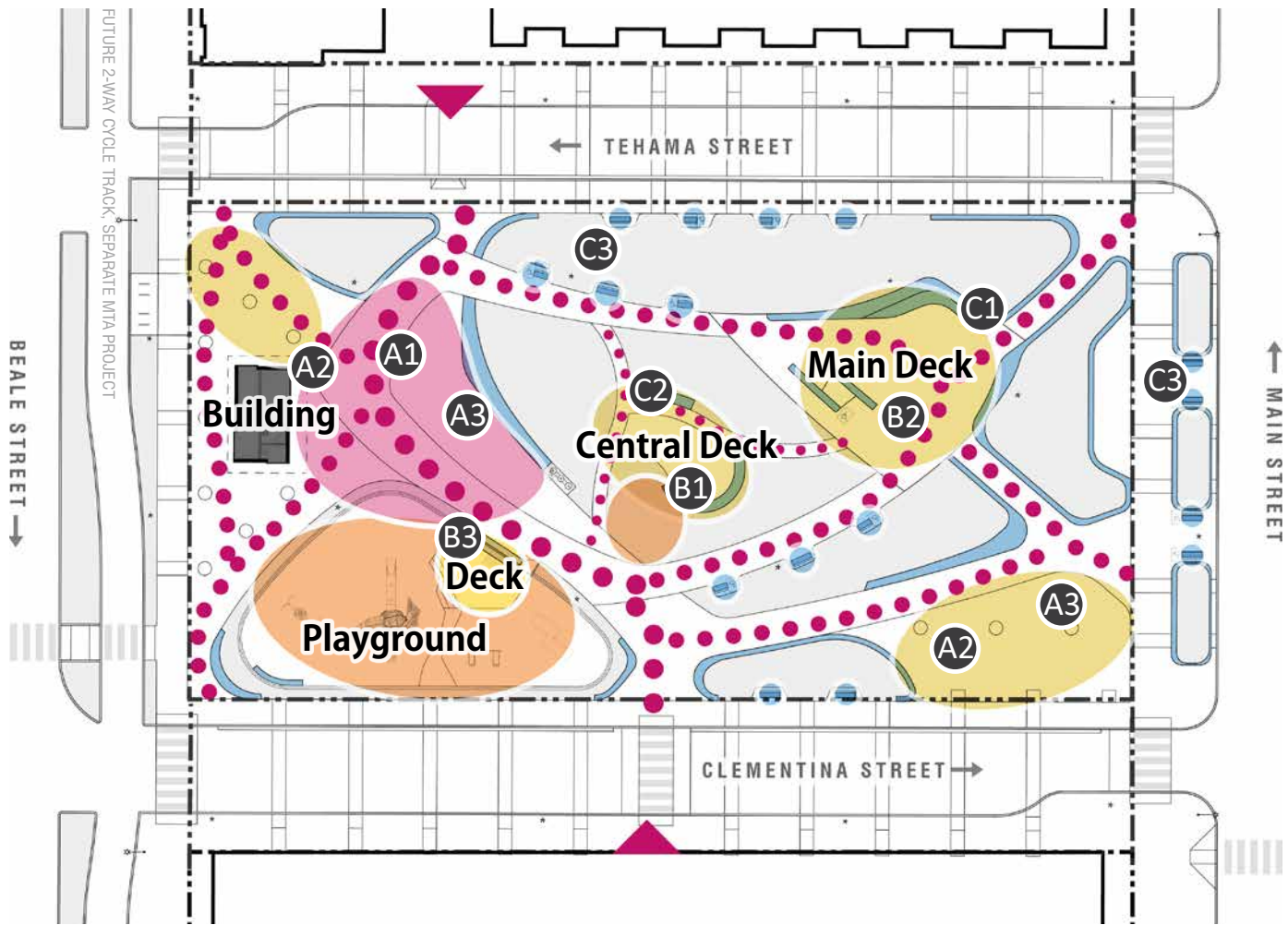
SECTION A-A'



SECTION B-B'



PROGRAM OVERLAY



LEGEND

Major Circulation

Minor Circulation

Flexible Plaza

Gathering Spaces

Seating

Play

FLEXIBLE PLAZA

A1 Flexible Performance Space

GATHERING SPACES

B1 Habitat Meadow Seating

SEATING

C1 Integrated Wood Bench

A2 Grove

B2 Active & Passive Recreation

C2 Teen Zone

A3 Flexible Tables & Chairs

B3 Picnic Tables

C3 Park Bench



Building Design & Construction

SITE DESIGN

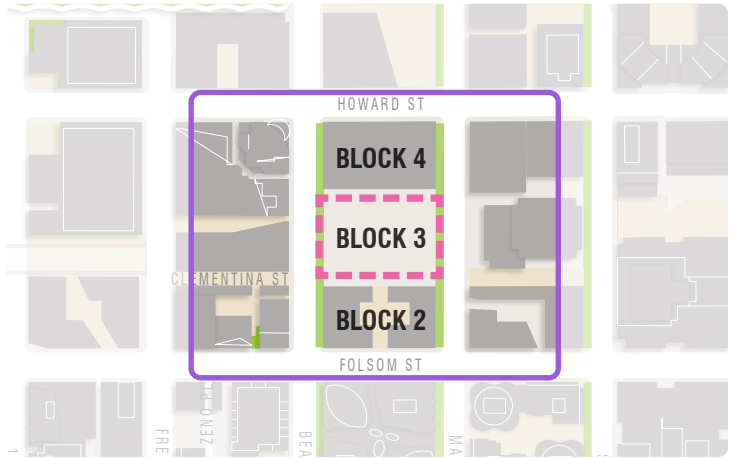
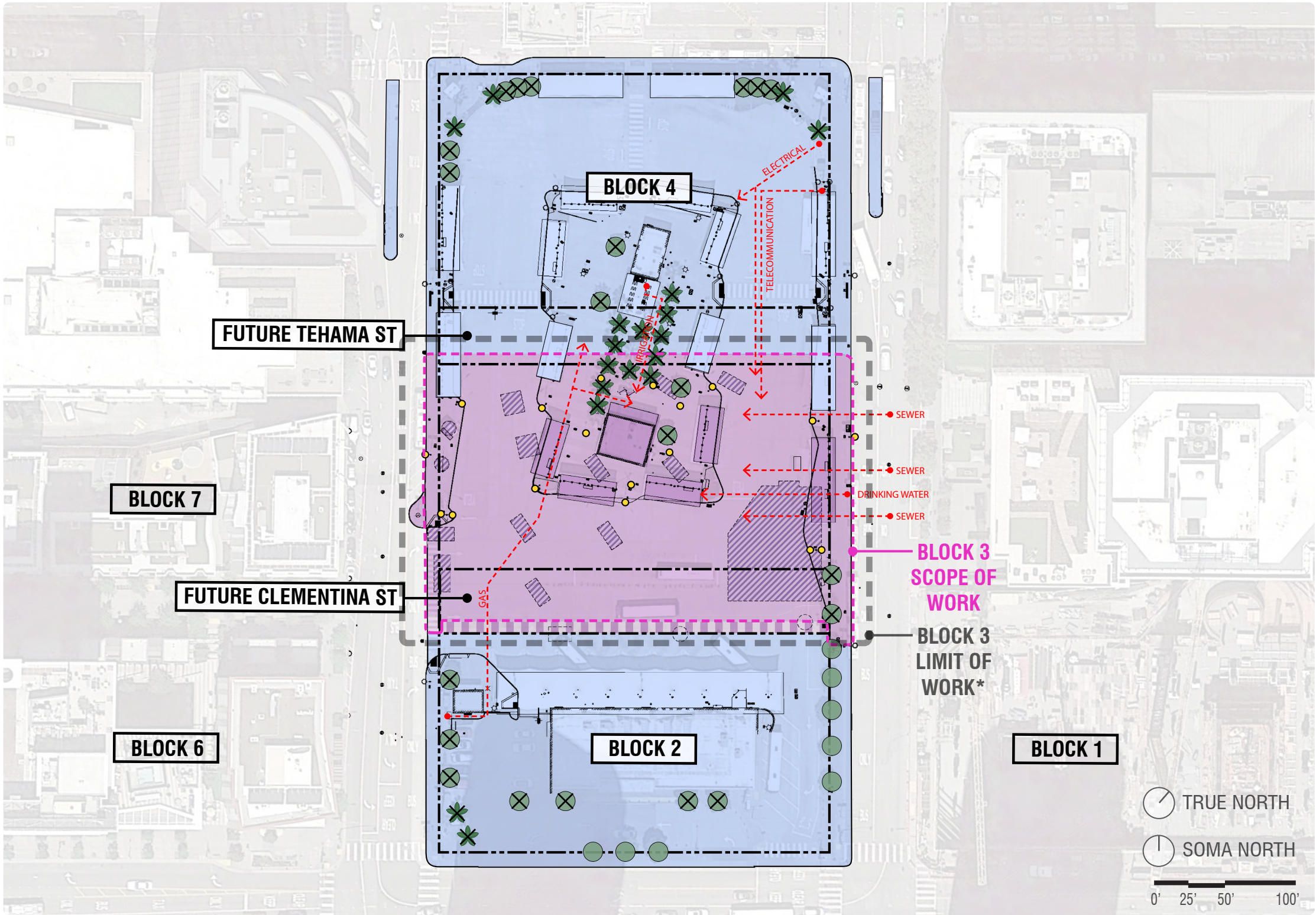
-19-

BLOCK 3 PARK

Schematic Design | 2022



EXISTING SITE & DEMOLITION PLAN

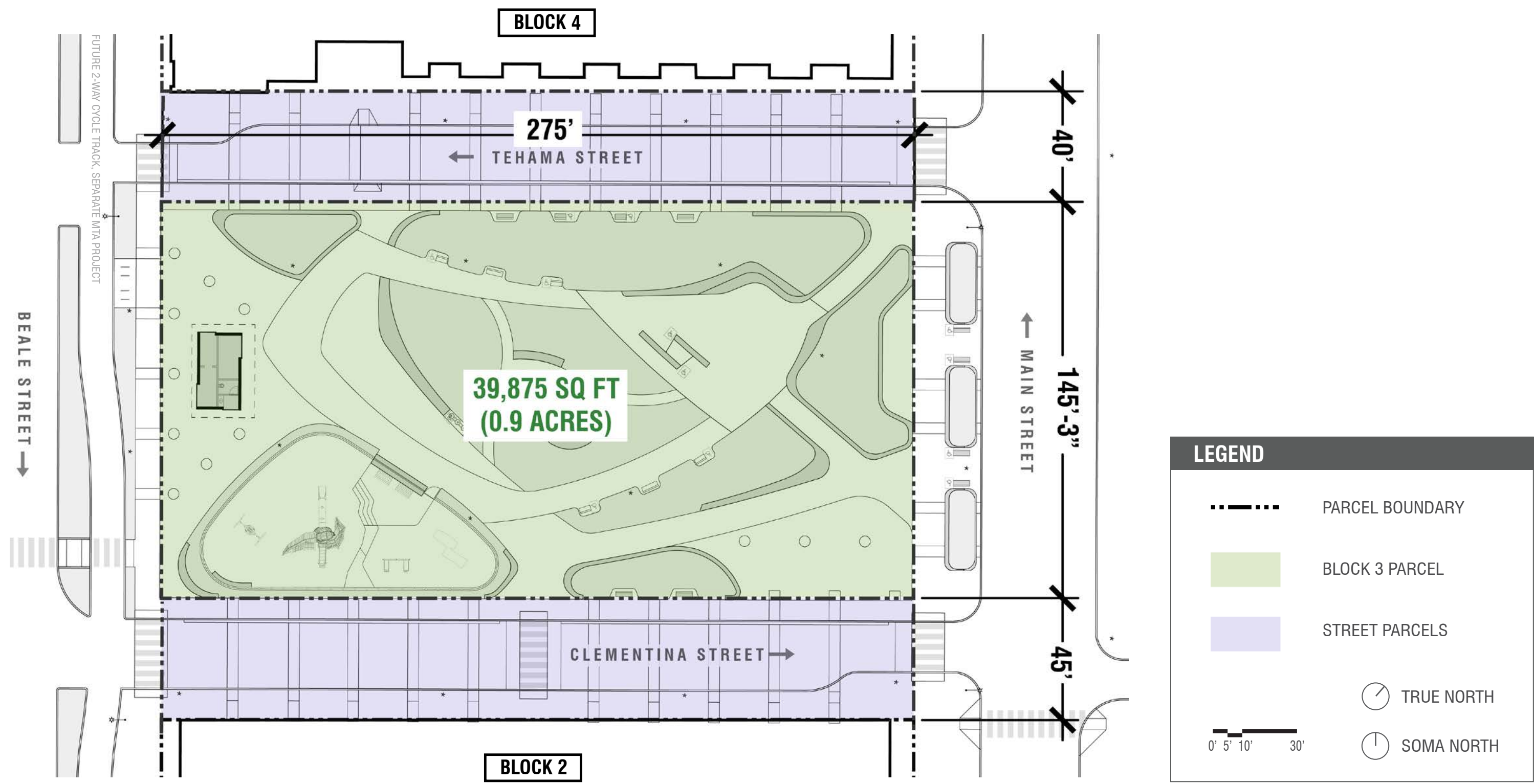


LEGEND

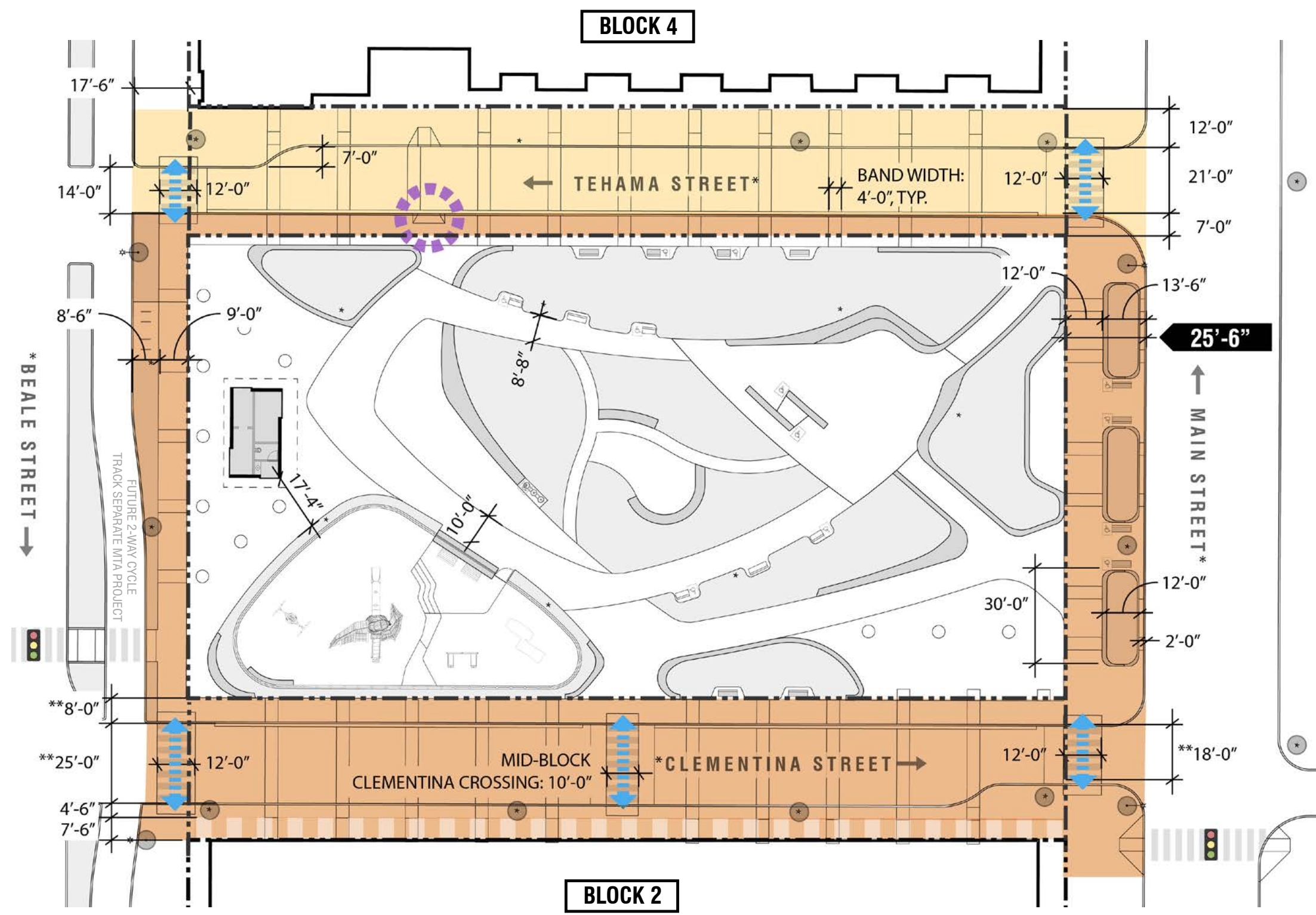
- FUTURE PARCEL BOUNDARY
- INTERIM SIDEWALK ZONE: 7'-6" BUILT BY BLOCK 3 FOR BLOCK 2
- PAVING TO BE REMOVED
- POTENTIAL AREA OF EXISTING UNDERGROUND FOOTINGS
- DEMOLITION BY OTHERS
- LIGHTING TO BE REMOVED
- EXISTING PALM TREES TO BE REMOVED
- EXISTING TREE TO BE REMOVED
- EXISTING UTILITY TO BE REMOVED

**Limit of work shown is worst case scenario as depends on construction schedules of adjacent projects and further coordination.*

PARCEL BOUNDARY & SITE DIMENSIONS



RIGHT-OF-WAY SCOPE OF IMPROVEMENTS



LEGEND

PARCEL BOUNDARY

RAISED CROSSWALKS

SIGNALIZED CROSSING
PARTIAL SCOPE***

LIGHT POLE
SEE LIGHTING PLAN

INTERIM SIDEWALK
PUBLIC WORKS STANDARD

DESIGN & CONSTRUCTION

CONSTRUCTION BY OTHERS

CURB CUT

TRUE NORTH

SOMA NORTH

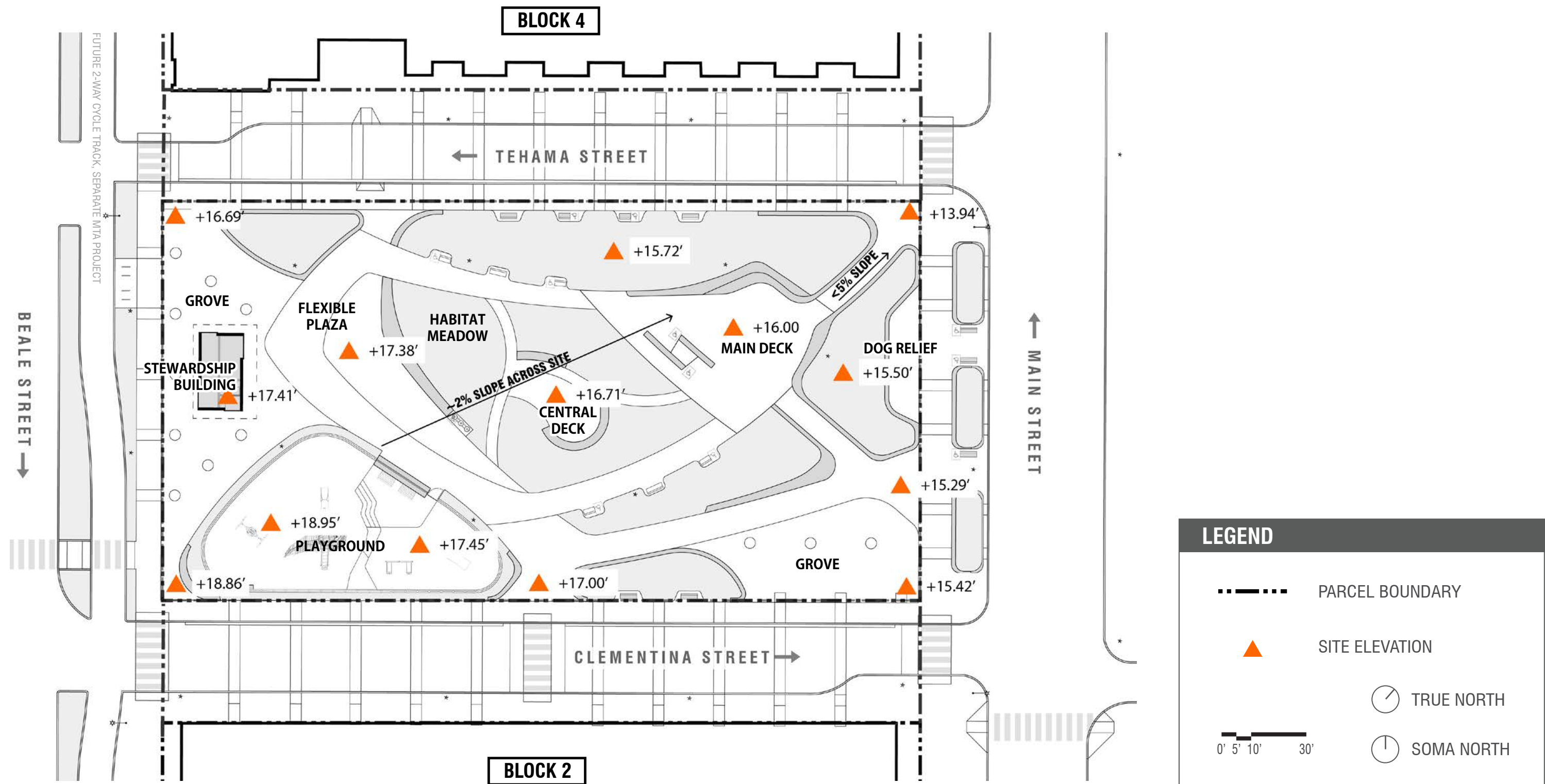
0' 5' 10' 30'

*Streetscape configurations for Tehama, Clementina, Beale, and Main Streets are subject to change, pending subsequent City Department requirements.

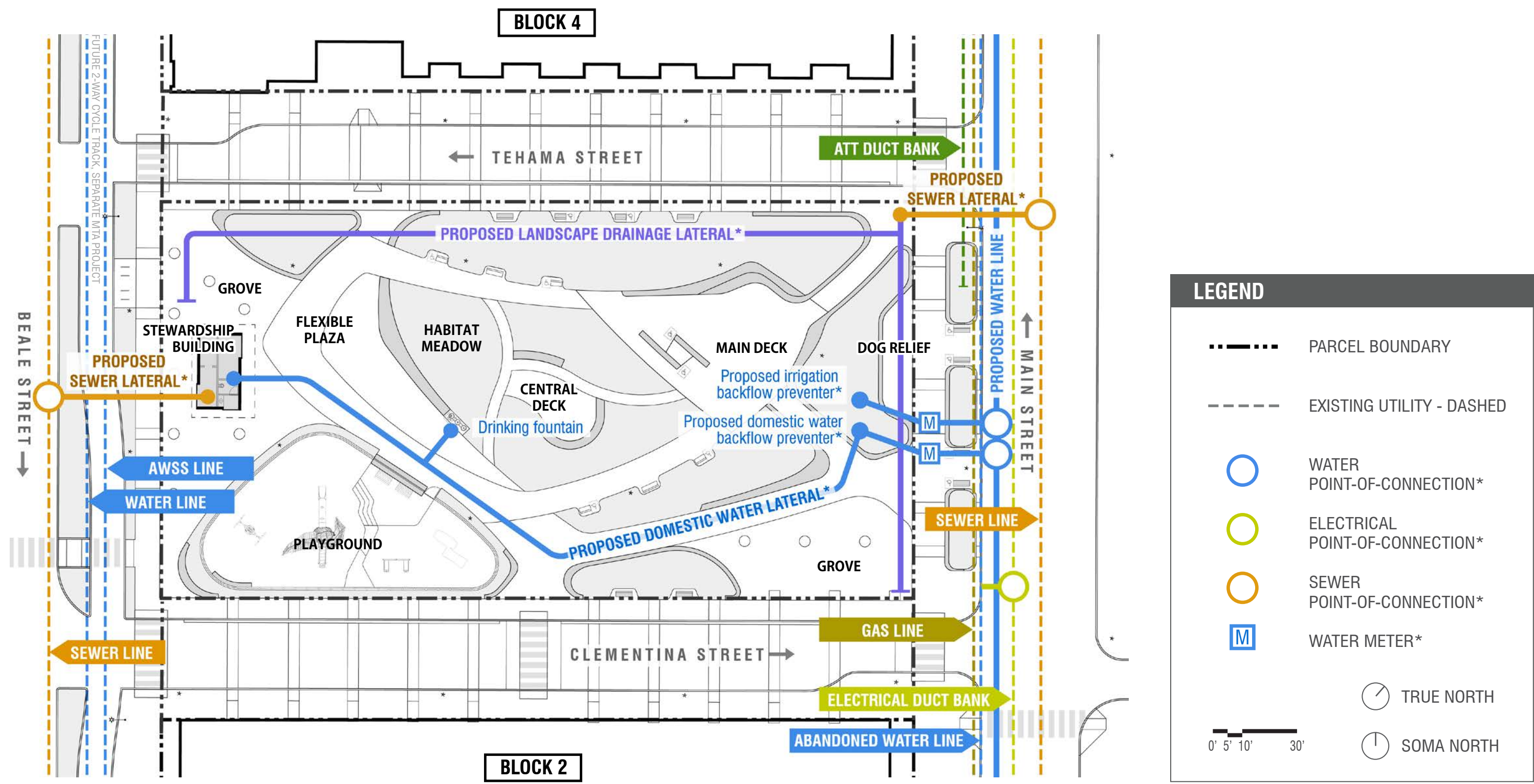
**Clementina Street drive width may be reduced by 4' overall (to allow for 12' wide northern sidewalk) in the event that Block 2 construction type is confirmed to be Type 1.

***Signalized Crossings at Clementina and Beale and Clementina and Main Street intersections are included in this project scope of work. In Design Development Phase, this scope of work and construction sequence will be further coordinated with MTA/PW adjacent Main and Beale projects whereby scope reductions may occur.

PROPOSED GRADING

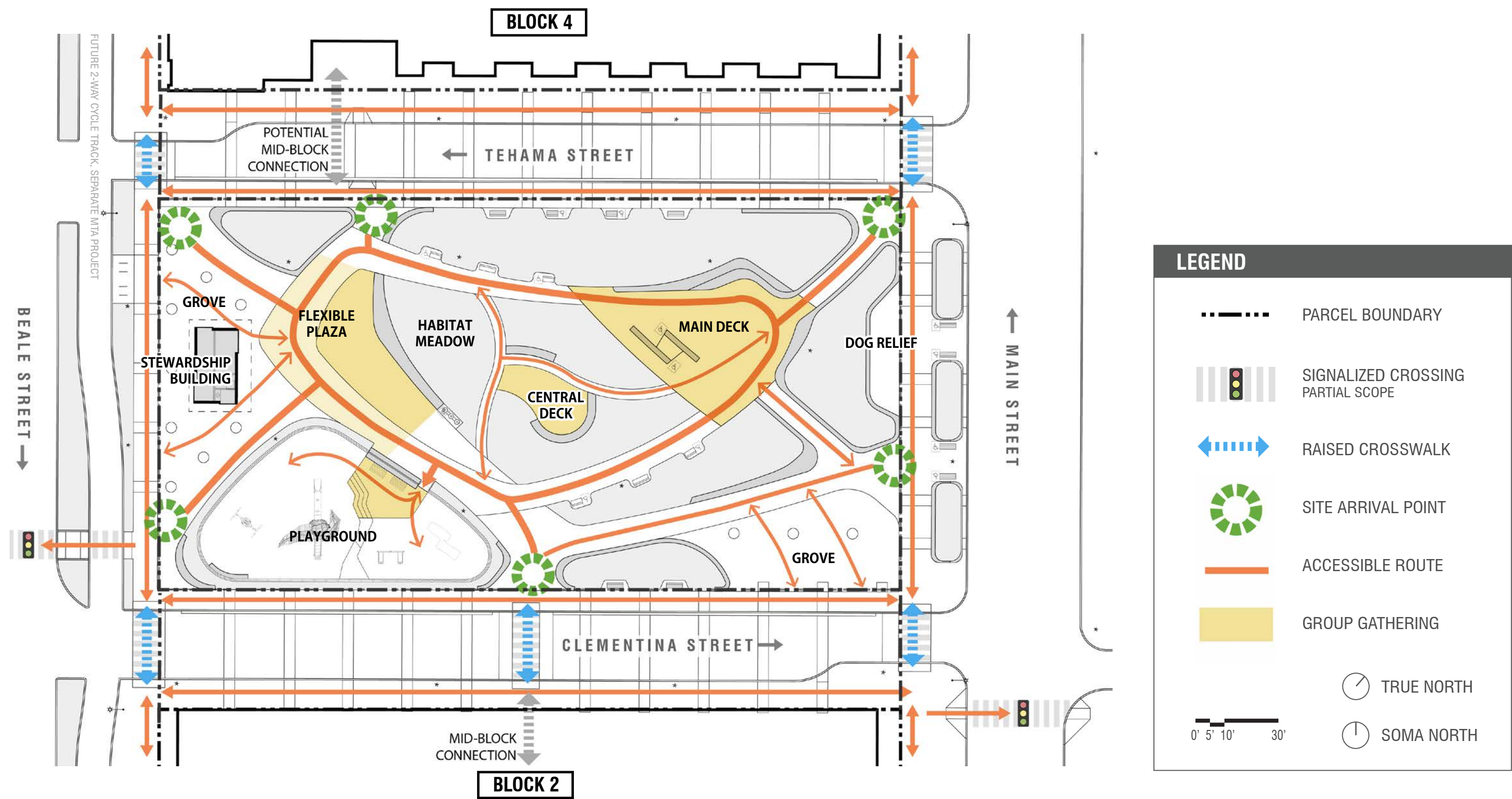


INFRASTRUCTURE & UTILITIES PLAN



*to be confirmed in construction documents.

PEDESTRIAN CIRCULATION

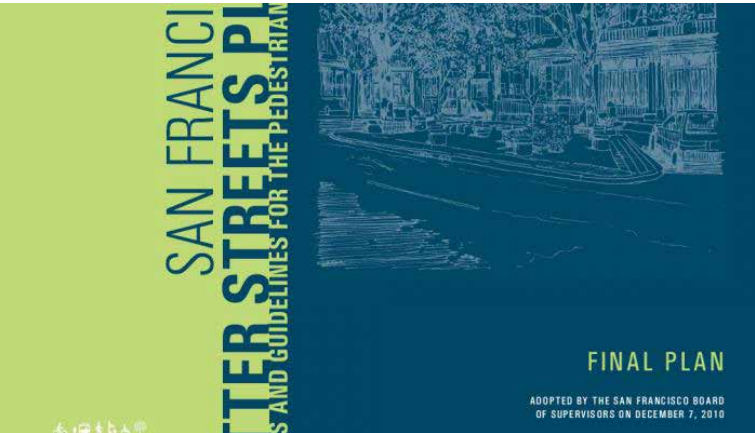


SUSTAINABILITY & MATERIALS FRAMEWORK

SAN FRANCISCO
stormwatermanagementrequirements
and design guidelines

SITES v2
Reference Guide
For Sustainable Land Design and Development

**THE Sustainable
SITES
Initiative®**



**San Francisco
Planning**

Guide to the San Francisco
**Green Landscaping
Ordinance**

AMENDMENTS TO SAN FRANCISCO'S MUNICIPAL CODES



ReScape



The Block 3 park design will employ a number of sustainable design measures, which include compliance with state and city policies, as well as industry best practices.

Planting and irrigation design will conform to the requirements of California AB-1881 Model Water Efficient Landscape Ordinance, and further meet the State's 15% water reduction goal from 2020 standards. Planting design will emphasize native species selected to attract wildlife and will honor the City of San Francisco's biodiversity goals as described in Resolution 004-17-COE as well as the 2021 Climate Action Plan. Street tree species will be selected from the San Francisco Department of the Environment's 2021 list of Recommended Street Trees for San Francisco. Plant species will be selected for adaptability to climate change and the anticipation of a warmer and drier climate.

Park material selections will conform to San Francisco municipal requirements, including Environmental Code Chapter 7 Green Building Requirements for City Buildings, and the Chapter 8 Tropical Hardwood and Virgin Redwood Ban.

On-site infiltration of stormwater will be maximized with a grading design that directs runoff into areas of planting and permeable paving. Underground soil cells may also be used to create a reservoir to absorb runoff, promote ground water infiltration, and retain water for park trees. Opportunities for irrigating with greywater may also be explored.

The Sustainable Sites Initiative SITES v2 rating system will be used as a guiding metric for sustainable design. It is anticipated that the Block 3 park design could honor requirements for the SITES v2 prerequisites and credits listed on the following page.



SUSTAINABILITY & MATERIALS FRAMEWORK

POTENTIAL SUSTAINABLE SITES INITIATIVE V2 CREDIT ELIGIBILITY

The Sustainable Sites Initiative is a comprehensive rating system designed to distinguish sustainable landscapes, measure their performance and elevate their value. SITES is used by landscape architects, designers, engineers, planners, ecologists, architects, developers, and policy-makers to align land development and management with innovative sustainable design.

1. Site Context

- C1.5: Redevelop degraded sites
- C1.6: Locate project within developed areas
- C1.7: Connect to multi-modal transit networks

2. Pre-design Assessment + Planning

- P2.1: Use an integrative design process
- P2.2: Conduct a pre-design assessment
- C2.4: Engage users and stakeholders

3. Site Design - Water

- P3.1: Manage precipitation on site
- P3.2: Reduce water use for irrigation
- C3.3: Manage precipitation beyond baseline
- C3.4: Reduce outdoor water use
- C3.5: Design functional stormwater features as amenities

4. Site Design - Soils + Vegetation

- P4.1: Create and communicate a soil management plan
- P4.2: Control and manage invasive plants
- C4.3: Use appropriate plants
- C4.9: Reduce urban heat island effects
- C4.10: Use vegetation to minimize building energy use

5. Site Design - Materials Selection

- P5.1: Eliminate use of wood from threatend species
- C5.3: Design for adaptability and disassembly
- C5.4: Use salvaged materials and plants
- C5.6: Use regional materials
- C5.7: Support responsible extraction of raw materials
- C5.9: Support sustainability in manufacturing
- C5.10: Support sustainability in plant production

6. Site Design - Human Health + Well-Being

- C6.1: Protect and maintain cultural and historic places
- C6.2: Provide optimum site accessibility, safety, and wayfinding
- C6.3: Promote equitable site use
- C6.4: Support mental restoration
- C6.5: Support physical activity
- C6.6: Support social connectivity
- C6.8: Reduce light pollution
- C6.9: Encourage fuel efficient and multi-modal transportation
- 6.10: Minimize exposure to environmental tobacco smoke

7. Construction

- P7.1: Communicate and verify sustainable construction practices
- P7.2: Control and retain construction pollutants
- P7.3: Restore soils disturbed during construction
- C7.4: Restore soils disturbed by previous development
- C7.5: Divert construction and demolition materials from disposal
- C7.6: Divert reusable vegetation, rocks, and soils from disposal
- C7.7: Protect air quality during construction

8. Operations + Maintenance

- P8.1: Plan for sustainable site maintenance
- P8.2: Provide for storage and collection of recyclables
- C8.3: Recycle organic matter
- C8.4: Minimize pesticide and fertilizer use
- C8.5: Reduce outdoor energy use
- C8.7: Protect air quality during landscape maintenance

9. Education + Performance Monitoring

- C9.1: Promote sustainability awareness and education
- C9.3: Communicate and monitor site performance

WHY A HABITAT MEADOW?



Arboretum Gateway, Davis, CA, Lutsko



Hepworth Wakefield Garden, UK, Tom Stuart-Smith



The High Line, NYC, NY, Field Operations



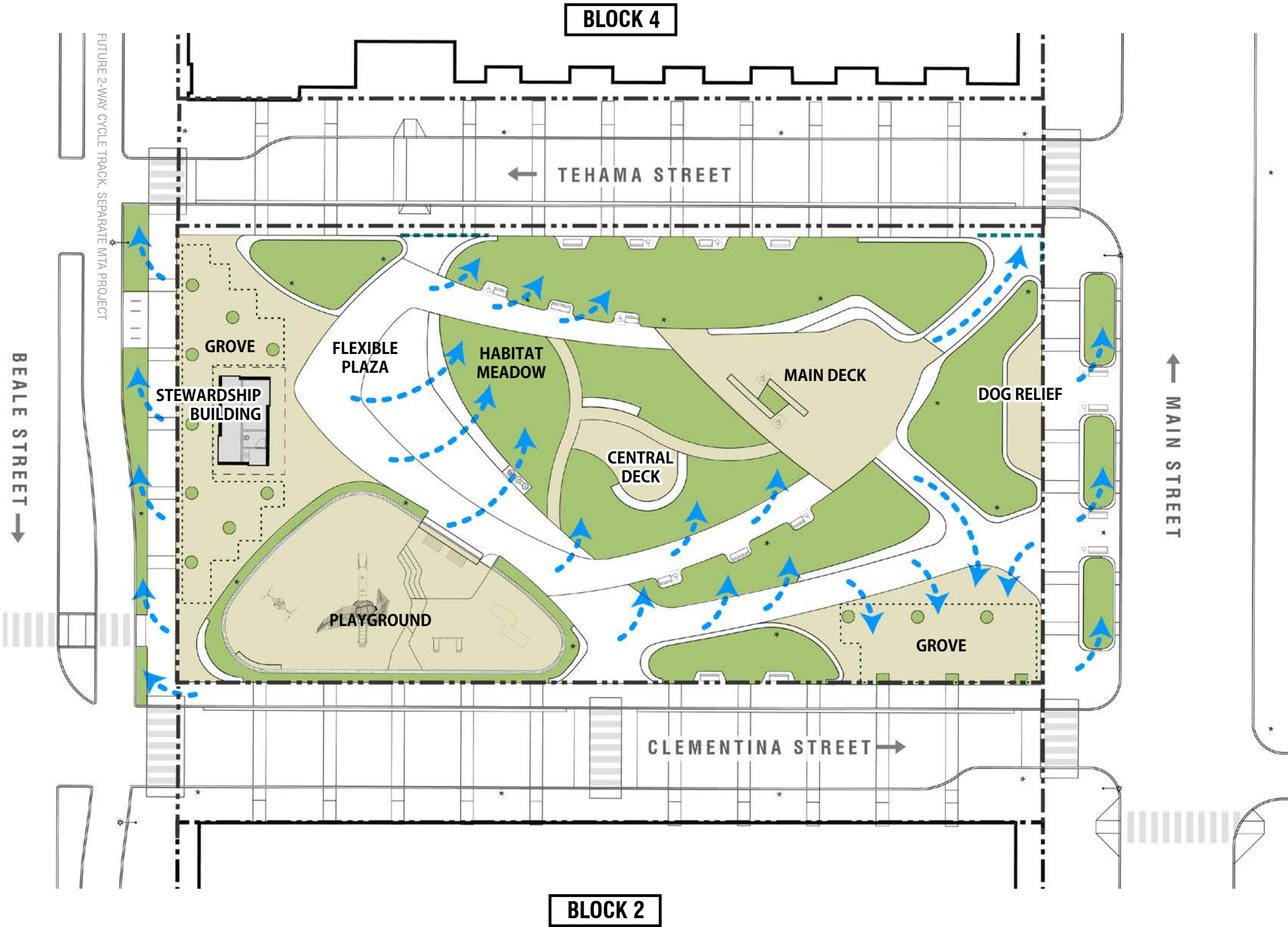
Laurie Garden, Chicago, IL, Gustafson Guthrie Nichol

The habitat meadow is a diverse composition of native plant species that will attract birds and insects to the park and enhance the ecological value of the landscape. The planting palette, composed of shrubs, perennials, and groundcovers, is evocative of the sage scrub native to coastal California. This mixture of flowering evergreen and deciduous plants will provide interest as the landscape changes with each season.

The habitat meadow landscape will reduce water use by 75% compared to a lawn of equal size* and will serve as a model of sustainability, which could be explained with interpretive signage. The carbon-intensive practices of regular mowing and fertilizing, both of which are required to maintain a lawn, are also eliminated in the meadow design. The meadow further enhances stormwater management as planting areas of shrubs and groundcovers provide high rates of infiltration.

**Water use calculated using 2015 California Model Water Efficiency Ordinance formula.*

STORMWATER MANAGEMENT



The Block 3 park will comply with San Francisco Stormwater Management Requirements and Design Guidelines. In preliminary calculations, impervious surfaces were reduced by over 65%, and it is anticipated that stormwater will be managed on-site by directing run-off to infiltration areas of pervious paving and planting.

LEGEND

PARCEL BOUNDARY

TRENCH DRAIN IN PAVING

WATER FLOW DIRECTION

IRRIGATED PLANTING AREA

PERVIOUS PAVING

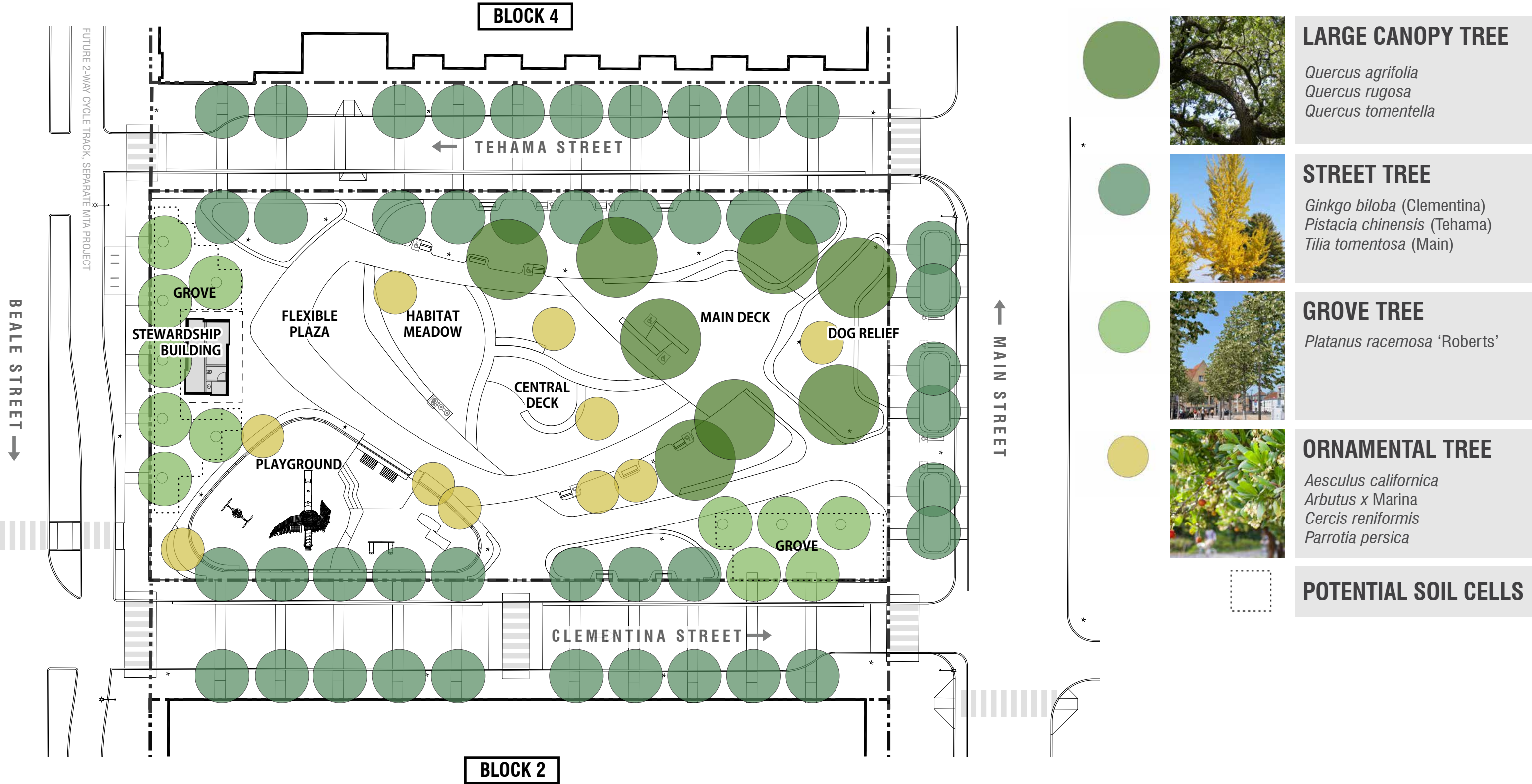
POTENTIAL SOIL CELLS

TRUE NORTH

SOMA NORTH

0' 5' 10' 30'

TREE PLANTING



STREET TREES - PROPOSED ALTERNATIVE SPECIES

MAIN STREET

Redevelopment Plan:

PREScribed**



European Linden
Tilia cordata 'Greenspire'

Height: 40'
Width: 30'
Deciduous
Fall Color: Yellow
*Water Use: Medium
+ Recommended Street Tree: No

Proposed Change:

PROPOSED



Littleleaf Linden
Tilia tomentosa 'Sterling'

Height: 50'
Width: 30'
Deciduous
Fall Color: Yellow
*Water Use: Low
+ Recommended Street Tree: Yes

Reason for recommended changes to specified tree species per the Redevelopment Plan:

1. *Tilia cordata* is extremely prone to aphids and sooty mold in San Francisco, which discolor the leaves and cause honeydew drip on sidewalks. It has moderate water requirements and is from Northern Europe, making it less suitable to San Francisco's climate. It is not on the Department of the Environment's list of recommended street trees.
2. *Tilia tomentosa* does not suffer from aphid infestations in San Francisco and is relatively pest-free. It has low water requirements, is beneficial to pollinators, and is on the Department of the Environment's list of recommended street trees.

TEHAMA STREET

Redevelopment Plan:

PREScribed**



Callery Pear
Pyrus calleryana

Height: 30'
Width: 30'
Deciduous
Fall Color: Red-Brown
*Water Use: Medium
+ Recommended Street Tree: No

Proposed Change:

PROPOSED



Chinese Pistache
Pistacia chinensis 'Keith Davey'

Height: 30'
Width: 30'
Deciduous
Fall Color: Red-Orange
*Water Use: Low
+ Recommended Street Tree: Yes

Reason for recommended changes to specified tree species per the Redevelopment Plan:

1. *Pyrus calleryana* is extremely disease-prone, weak-wooded, prone to limb failures, and performs poorly in San Francisco due to the lack of strong seasonal temperature shifts. It requires moderate amounts of water. It is not on the Department of the Environment's list of recommended street trees.
2. *Pistacia chinensis* is a low-maintenance, low-water tree with vibrant fall color. Keith Davey is a fruitless male variety. This tree is on the Department of the Environment's list of recommended street trees.

CLEMENTINA STREET

Redevelopment Plan:

PREScribed**



Ginkgo (narrow cultivars)
Ginkgo biloba

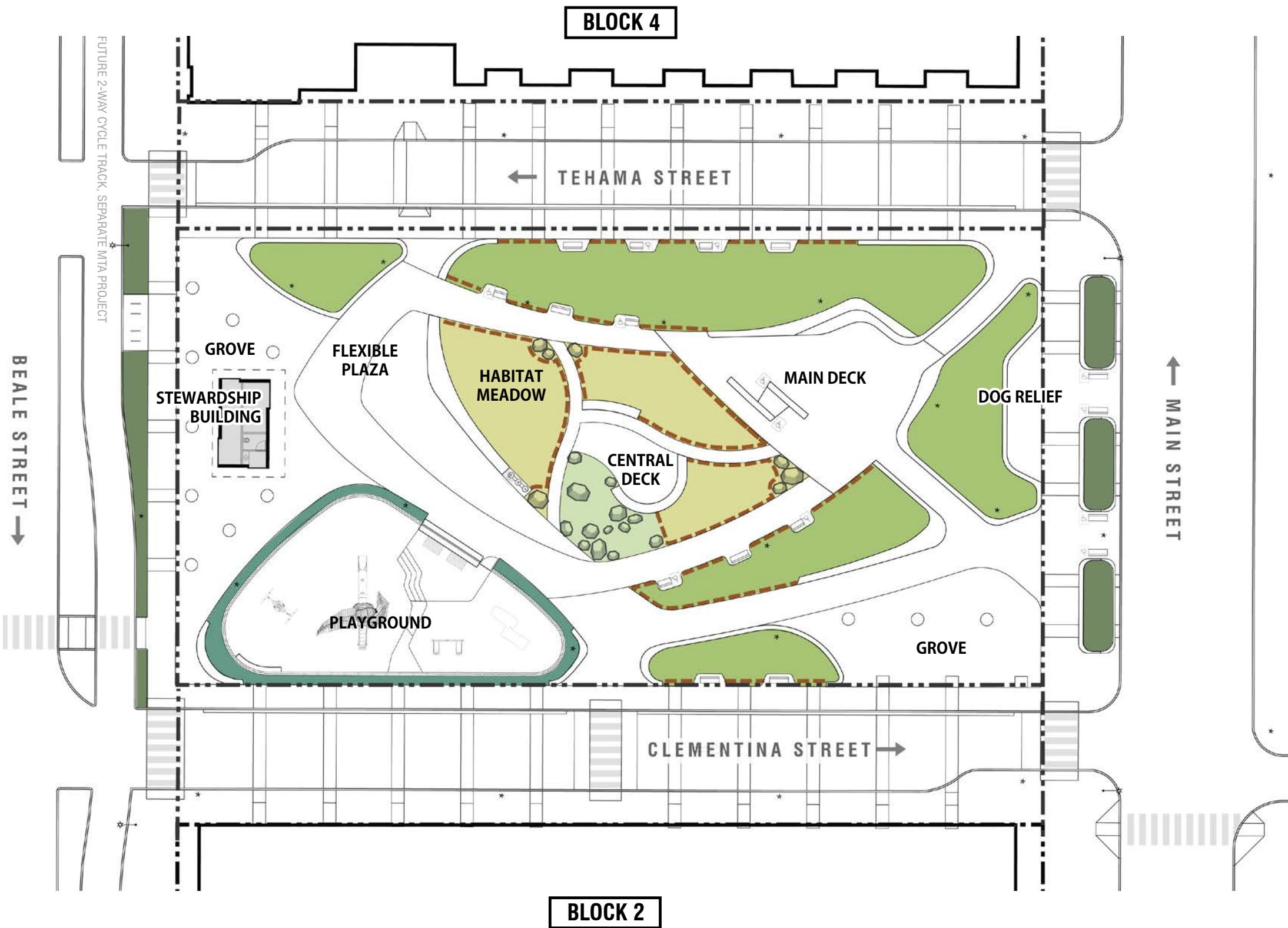
Height: 35'
Width: 25'
Deciduous
Fall Color: Yellow
*Water Use: Medium
+ Recommended Street Tree: Yes

Proposed Change: None

PROPOSED

*Water Use Classification of Landscape Species (WUCOLS IV) North Central Coast Region.
**The prescribed trees are approved as part of the Transbay Streetscape and Open Space Concept Plan.
+ San Francisco Department of the Environment Recommended Street Trees, Updated 2019.

LANDSCAPE PLANTING



--- PROTECTIVE PLANTING BARRIER

○ BOULDER



UNDERSTORY

Representative Species:

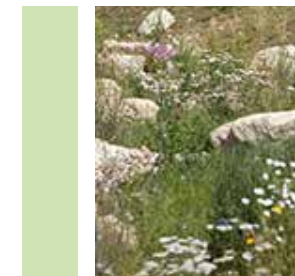
Clinopodium douglasii
Garrya elliptica
Ribes sanguineum



MEADOW

Representative Species:

Baccharis pilularis
Ceanothus maritimus
Lupinus albifrons



NATURE PLAY

Representative Species:

Achillea millefolium
Carex pansa
Stipa pulchra



PLAYGROUND

Representative Species:

Artemisia californica
Eriogonum fasciculatum
Salvia leucophylla



SIDEWALK

Representative Species:

Lomandra longifolia
Salvia mexicana
Yucca filamentosa

- The landscape planting palette conforms to goals established by the San Francisco Biodiversity Policy Resolution 004-17-COE.
- All Park planting beds including sidewalk plantings will have automatic irrigation.



LANDSCAPE PLANTING PALETTE

UNDERSTORY



MEADOW



PLAYGROUND



SIDEWALK



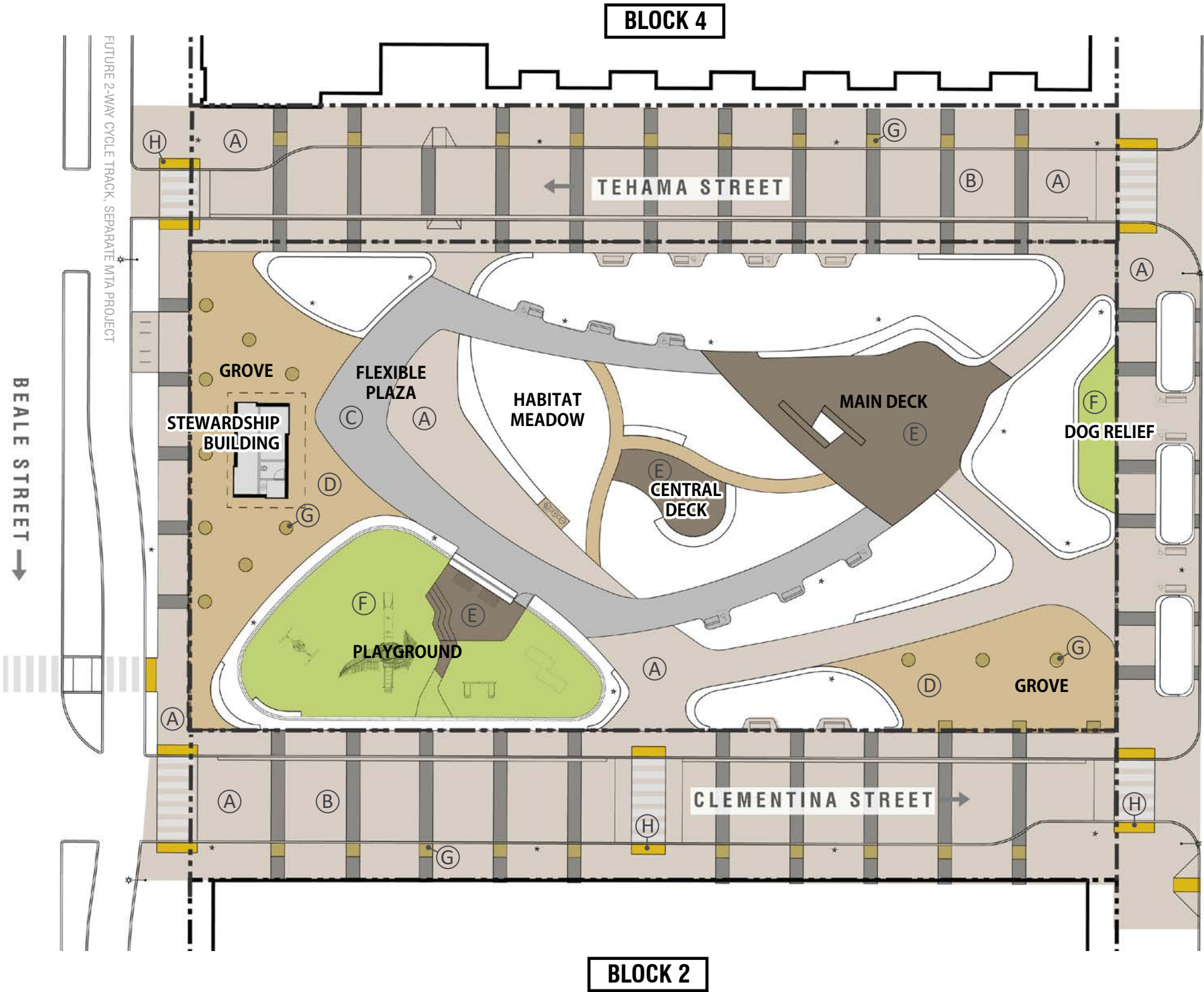
The landscape planting palette conforms to goals established by the San Francisco Biodiversity Policy Resolution 004-17-COE.

The planting palette is characterized by climate-appropriate species that will require minimal supplemental water upon establishment. Native shrub, groundcover, and herbaceous plants are the backbone of the palette, and will offer pollinator and nesting habitat for birds and insects. Plants are further selected to support maintenance and operations goals while also offering seasonal interest with changes to flowers and foliage. Planting is organized into the following types:

- Understory:* Primarily native shrubs and groundcovers suitable for planting under oaks. The understory will be a mixture of deciduous and evergreen species selected for tolerance to increasing amounts of shade as the trees above them mature. The planting style is naturalistic and informal.
- Meadow:* Shrubs, groundcovers, and perennials of California’s native coastal sage community. These are primarily fragrant and evergreen plants that will attract wildlife. The planting style is naturalistic and informal.
- Playground:* Fragrant, non-toxic, and flowering plants that attract hummingbirds and provide cheerful, year-round interest. A mixture of deciduous and evergreen species. The planting style is naturalistic and informal.
- Sidewalk:* Evergreen plants will provide consistent, year-round foliage accented with seasonal flowers. Durability and tolerance of occasional human and dog foot traffic are criteria for species selection. The planting style is linear and patterned.



PAVING



(A)		CONCRETE* COLOR: DAVIS MESQUITE
(B)		CONCRETE ACCENT* COLOR: DAVIS DARK GRAY 4FT WIDE BANDS
(C)		DECORATIVE PAVERS
(D)		PERVIOUS CONCRETE OR PERMEABLE PAVING
(E)		WOOD DECKING
(F)		SYNTHETIC TURF
(G)		DECOMPOSED GRANITE TREE WELLS
(H)		DETECTABLE WARNING

*Concrete paving in the right-of-way to comply with SF Public Works Director's Order 200369

SITE ELEMENTS BY ZONE

MAIN DECK



HABITAT MEADOW & CENTRAL DECK



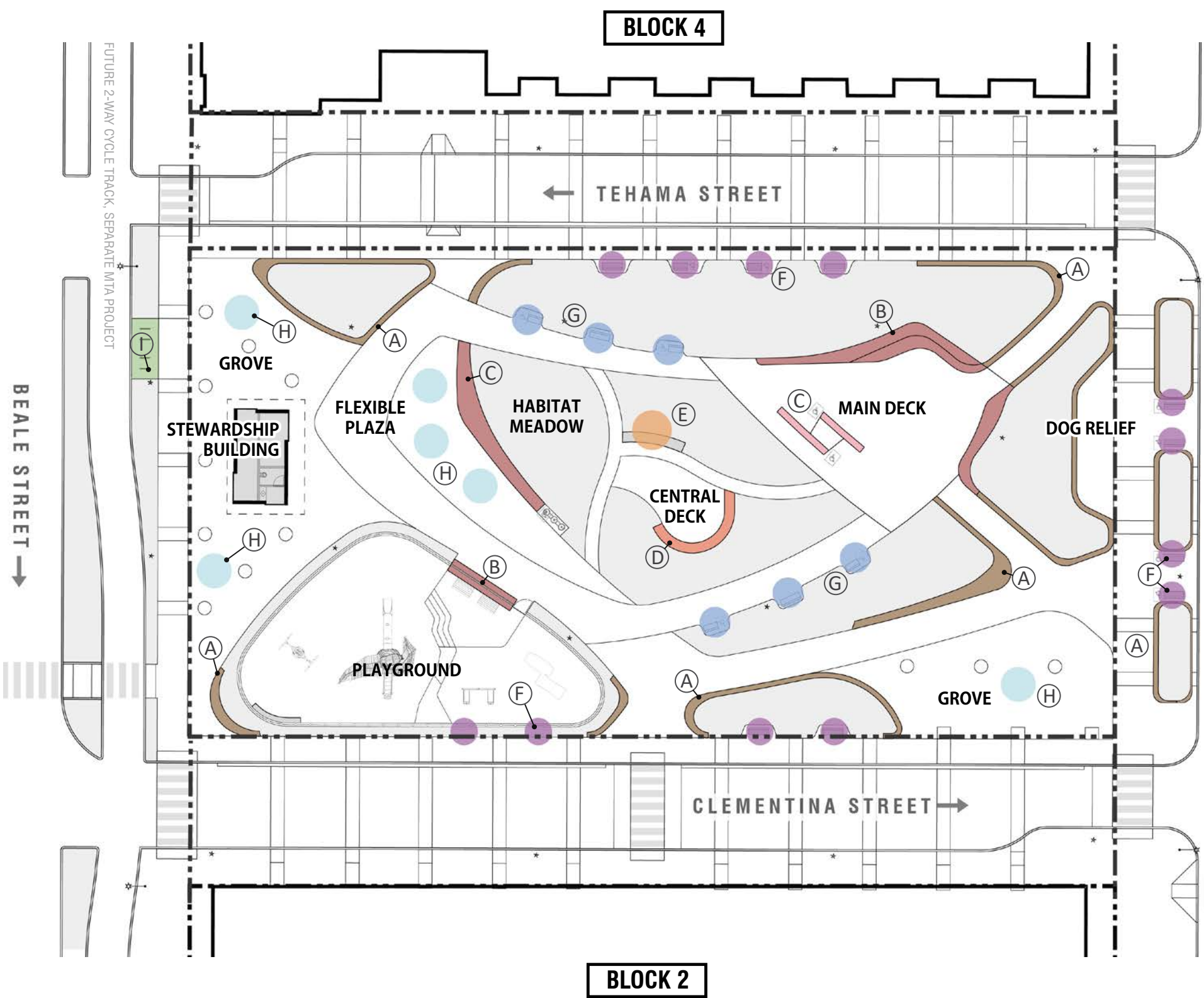
PLAYGROUND



SIDEWALK & DOG RELIEF

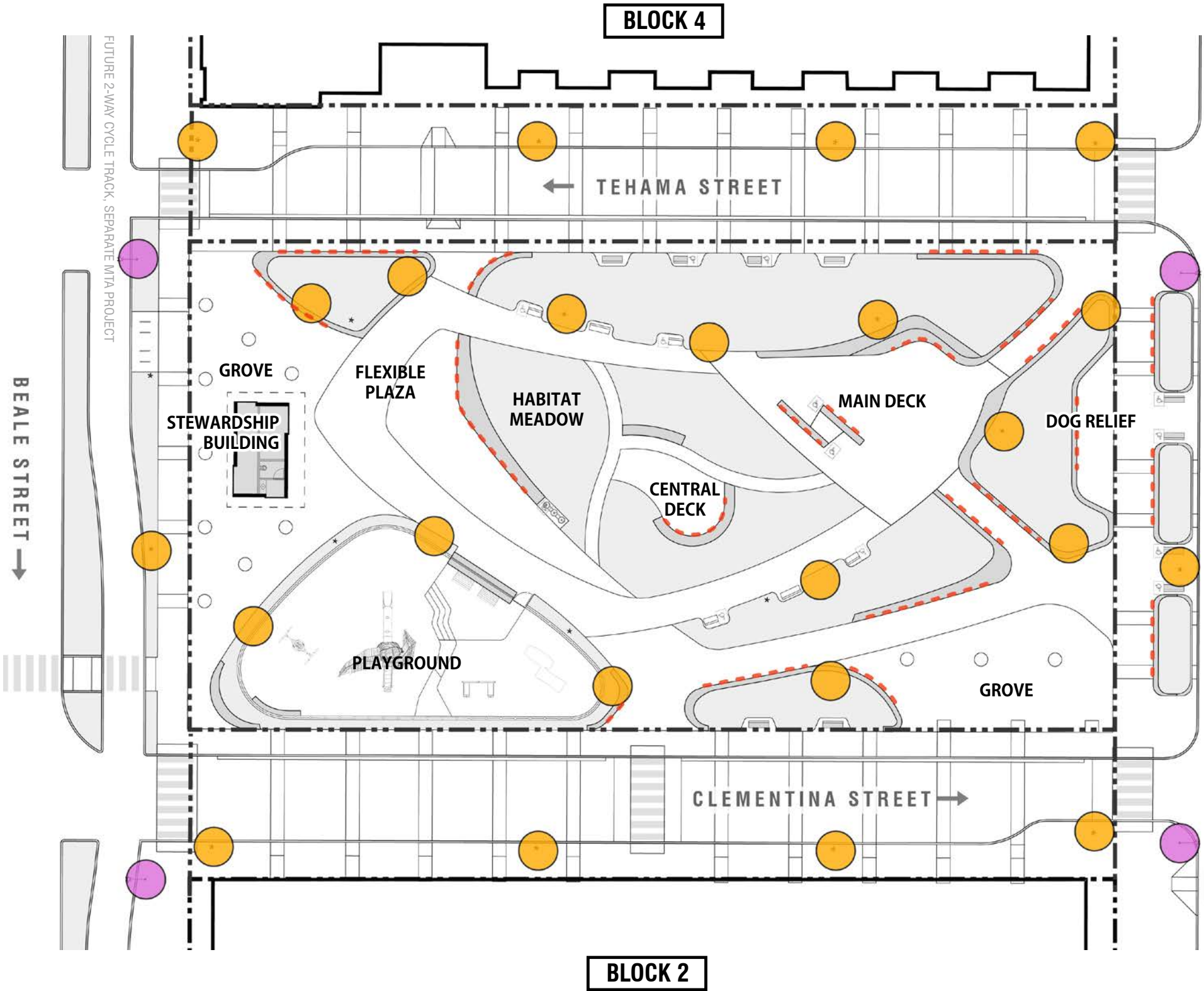


SITE ELEMENTS

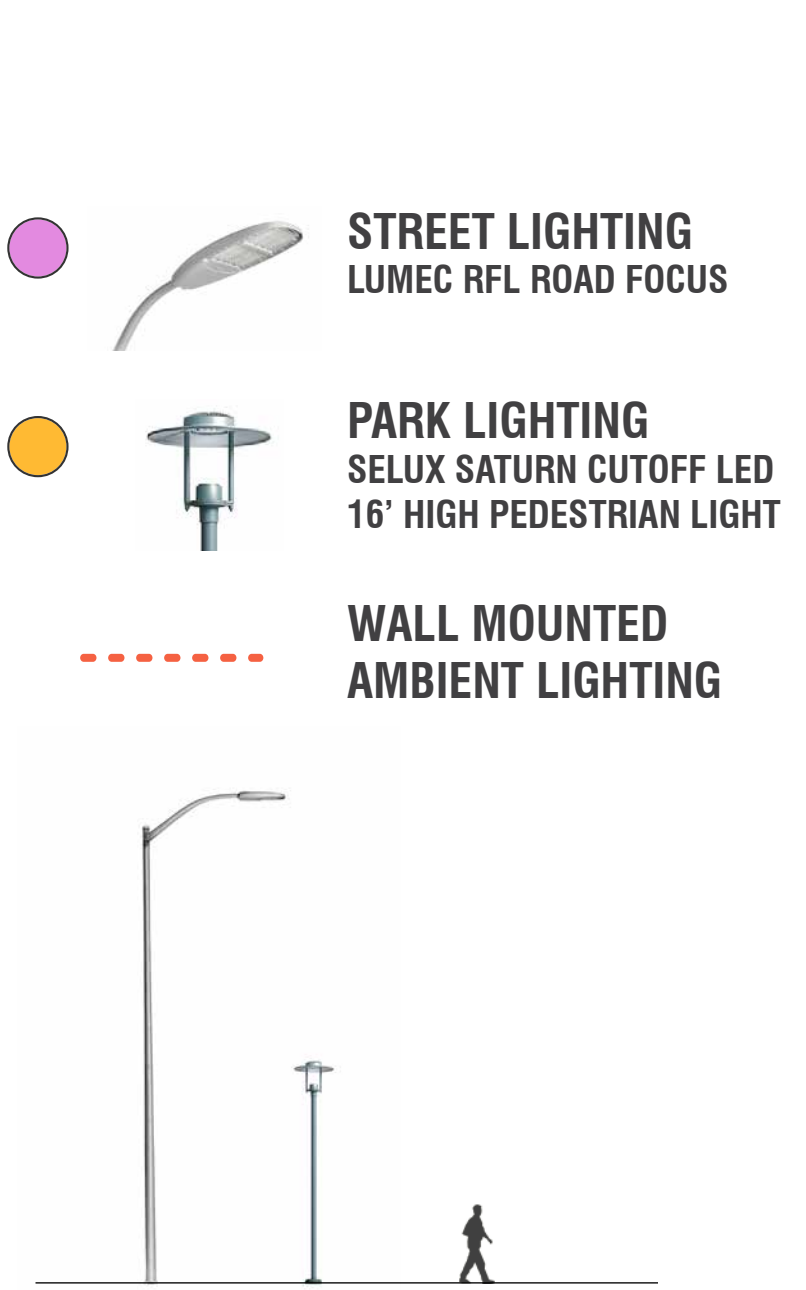


- (A)  **SITE WALL**
PRECAST CONCRETE
- (B)  **WOOD SLAT BENCH**
W/ OR W/O BACK
- (C)  **BLOCK BENCH**
- (D)  **CENTRAL MEADOW DECK**
- (E)  **TEEN ZONE**
- (F)  **SIDEWALK BENCH**
Bench color and brand to match East Cut CBD, T.B.D.
- (G)  **PARK BENCH**
- (H)  **MOVABLE TABLES & CHAIRS**
- (I)  **BIKE RACKS**
SFMTA Approved

LIGHTING



The urban design within this district aims to create defensible space and public surveillance as the primary means of crime prevention. The lighting design will illuminate and create visibility into the park and sidewalk during non-daylight hours to insure both sense of security and safety to those spaces.



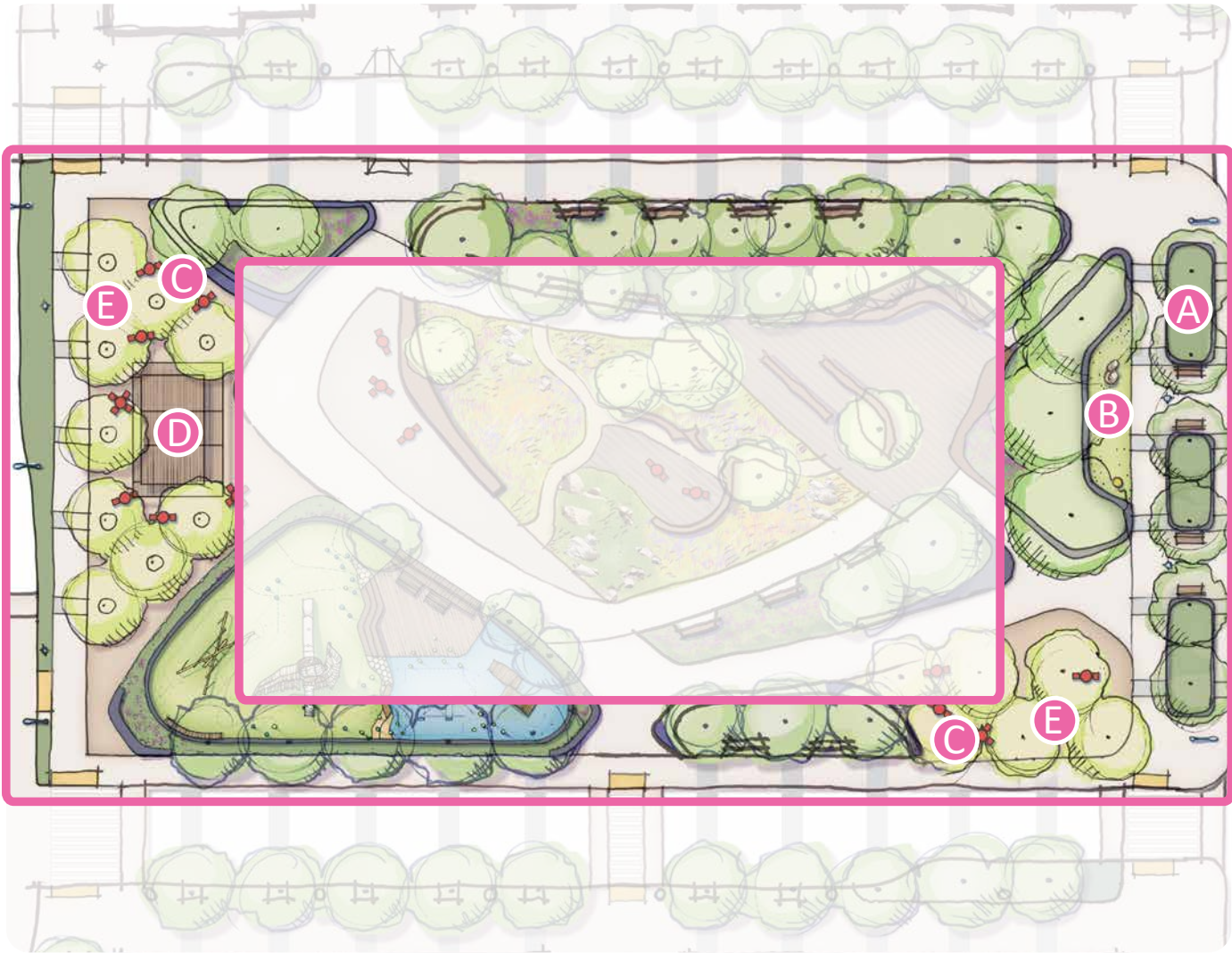
STREET LIGHTING
LUMEC RFL ROAD FOCUS

PARK LIGHTING
SELUX SATURN CUTOFF LED
16' HIGH PEDESTRIAN LIGHT

**WALL MOUNTED
AMBIENT LIGHTING**

ELEVATIONS

PARK EDGES



A Planting on Main St



B Dog Relief



E Groves



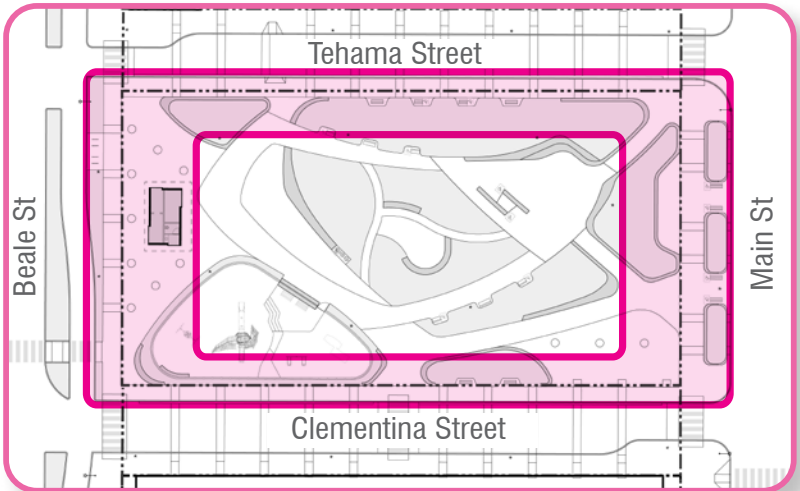
D Stewardship Building



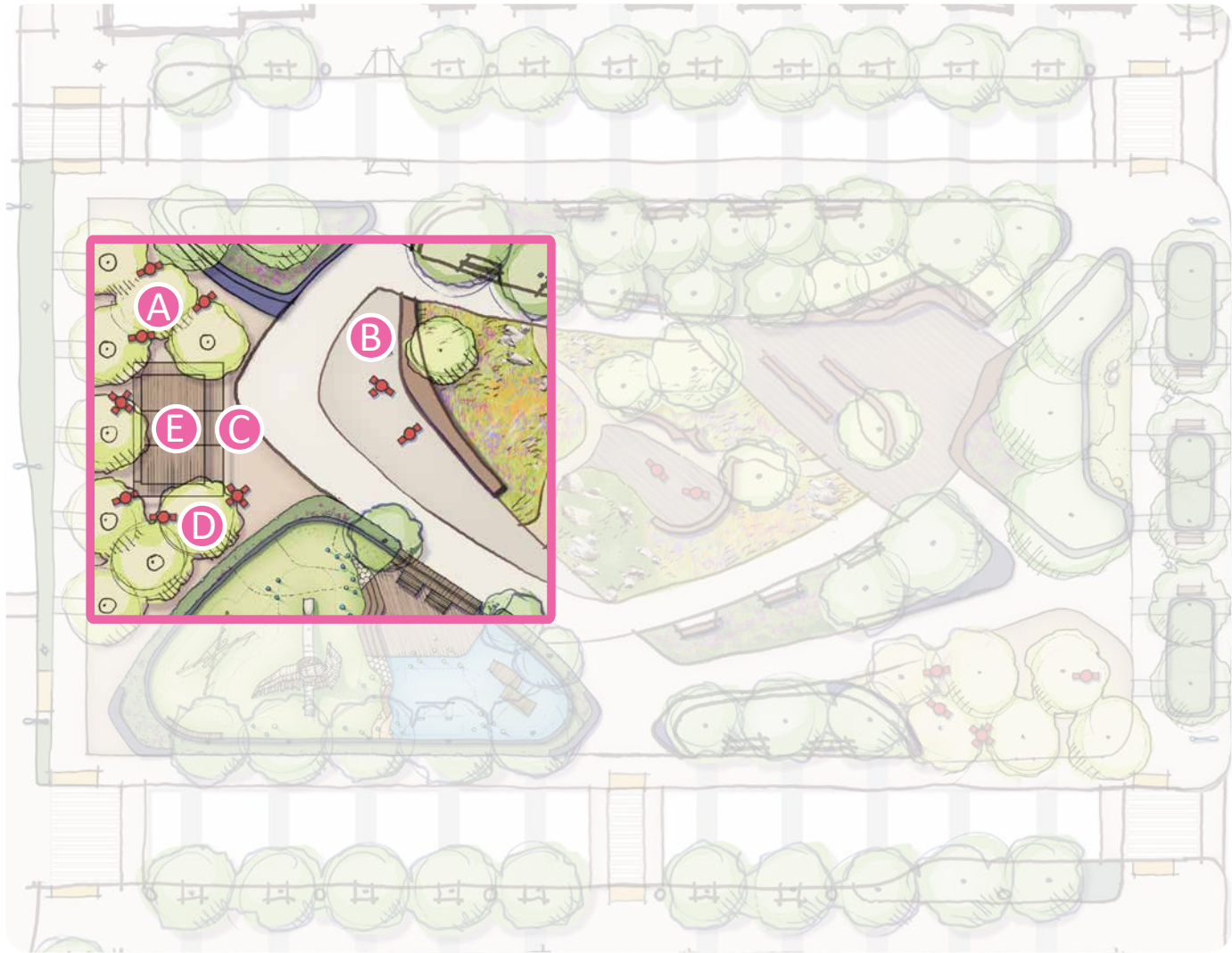
C Flexible Tables & Chairs

Park edges provide transition from the public right-of-way to the park interior landscape that create a variety of conditions, ranging from open, gateway entrances adjacent to each corner and crosswalk, to visual screening across from Block 4 townhouses. Groves of trees on Beale Street and Clementina Alley create permeable edges that preserve sightlines into the park.

A dog relief area is located along the Main Street edge and provides 24-hour accessibility. This amenity was developed in coordination with the East Cut Community Benefit District, which has experience managing and observing dog activity within the district. The dog relief zone is sited adjacent to the sidewalk with the intent that dogs will be relieved prior to entering the park, thereby reducing dog waste in the park and preserving planting. It will feature a permeable surface material and an automatic irrigation system for daily cleaning.



FLEXIBLE PLAZA



A Grove



B Performances



E Stewardship Building

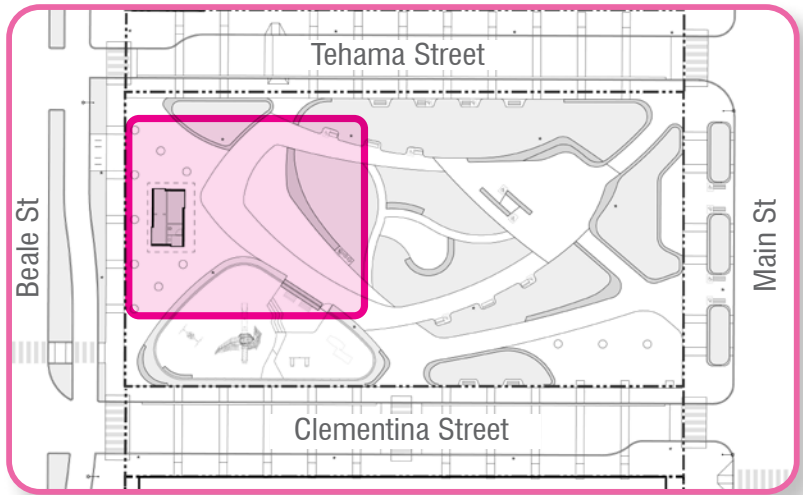


D Flexible Chairs & Tables

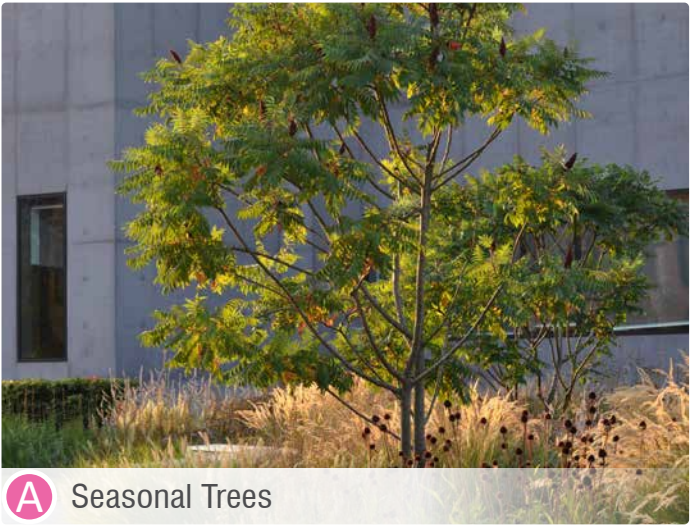


C Movie Night

The flexible plaza is a paved area located between the stewardship building and the meadow and provides a transition from the urban street edge to the habitat meadow. This space will support casual, everyday, socialization with elements such as movable furniture and seat walls. When furniture is removed, the plaza can also host neighborhood events, such as a small music festival or kids puppet show.



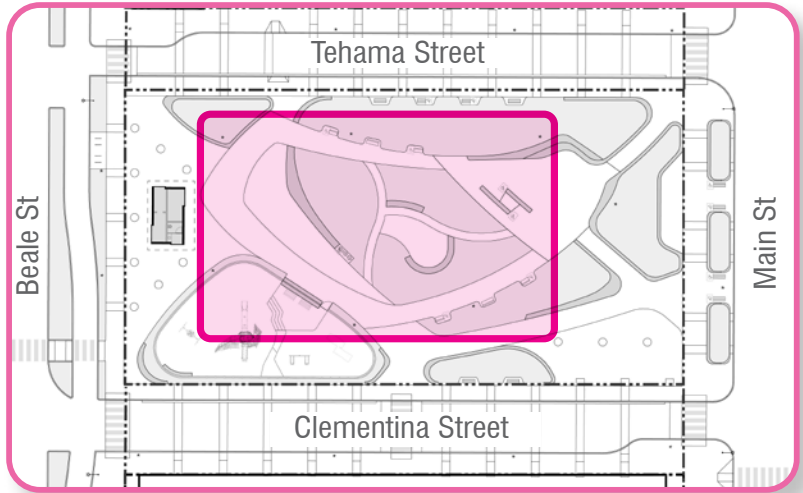
HABITAT MEADOW AREA



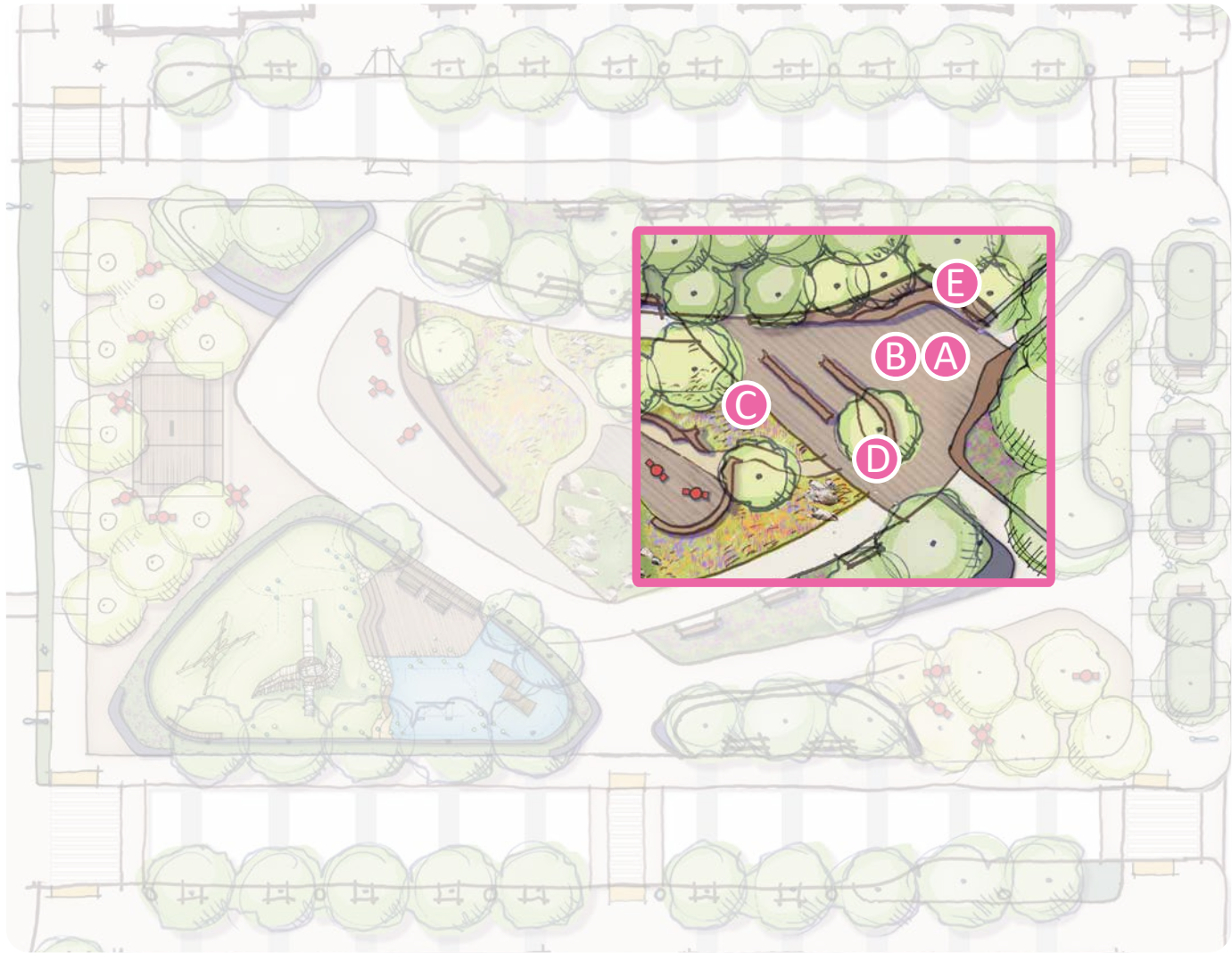
The habitat meadow area sits at the heart of the park and is framed by an oyster-shaped looped pathway. The area features paths crossing the space and a deck at the center. The overall spatial structure provides an opportunity for users to immerse themselves in the landscape and become familiar with the native flora and fauna.

The planting strategy introduces a landscape evocative of the Bay Area's natural, undeveloped spaces, and will stand in contrast to the heavily urbanized surroundings. These plants from California's coastal sage landscape will establish quickly in their native climate and, in contrast to a traditional lawn, require minimal to no additional water upon establishment. This plant community is characterized by flowering shrubs, grasses, and herbaceous perennials that will attract native wildlife, such as birds and butterflies, and provide seasonal interest not typically seen in downtown San Francisco.

In addition to the ecological and educational value provided by the habitat meadow, the area accommodates smaller gatherings at the central deck that includes additional programs such as a natural exploration area for children and a teen hang out zone.



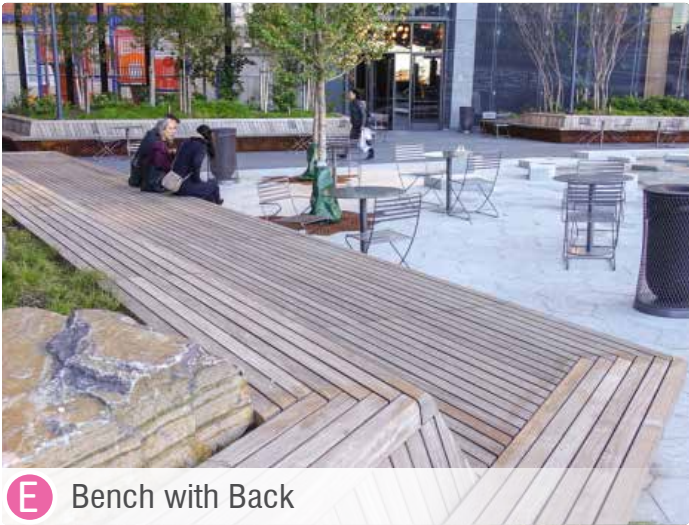
MAIN DECK



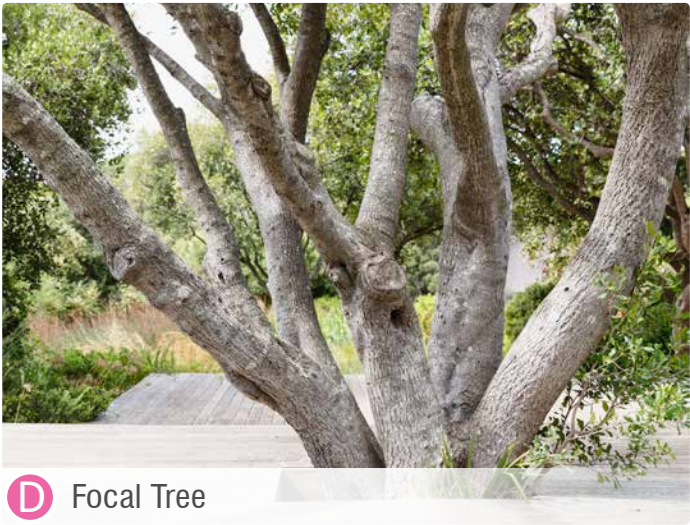
A Community Recreation / Group Exercise



B Community Gatherings



E Bench with Back

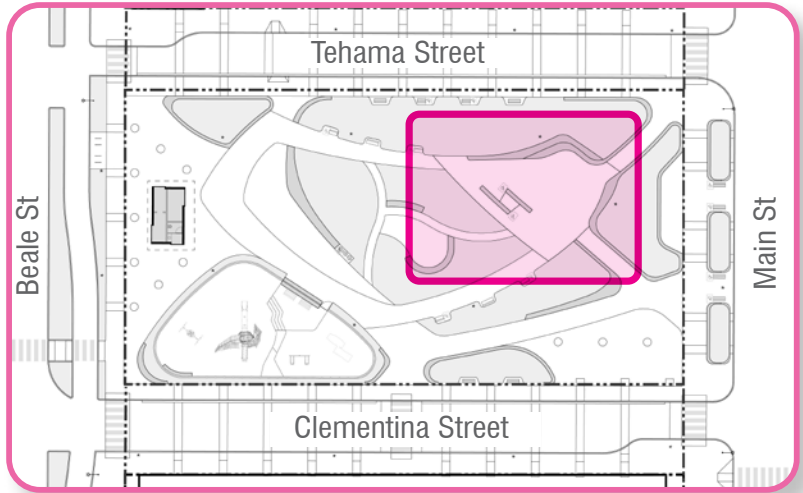


D Focal Tree

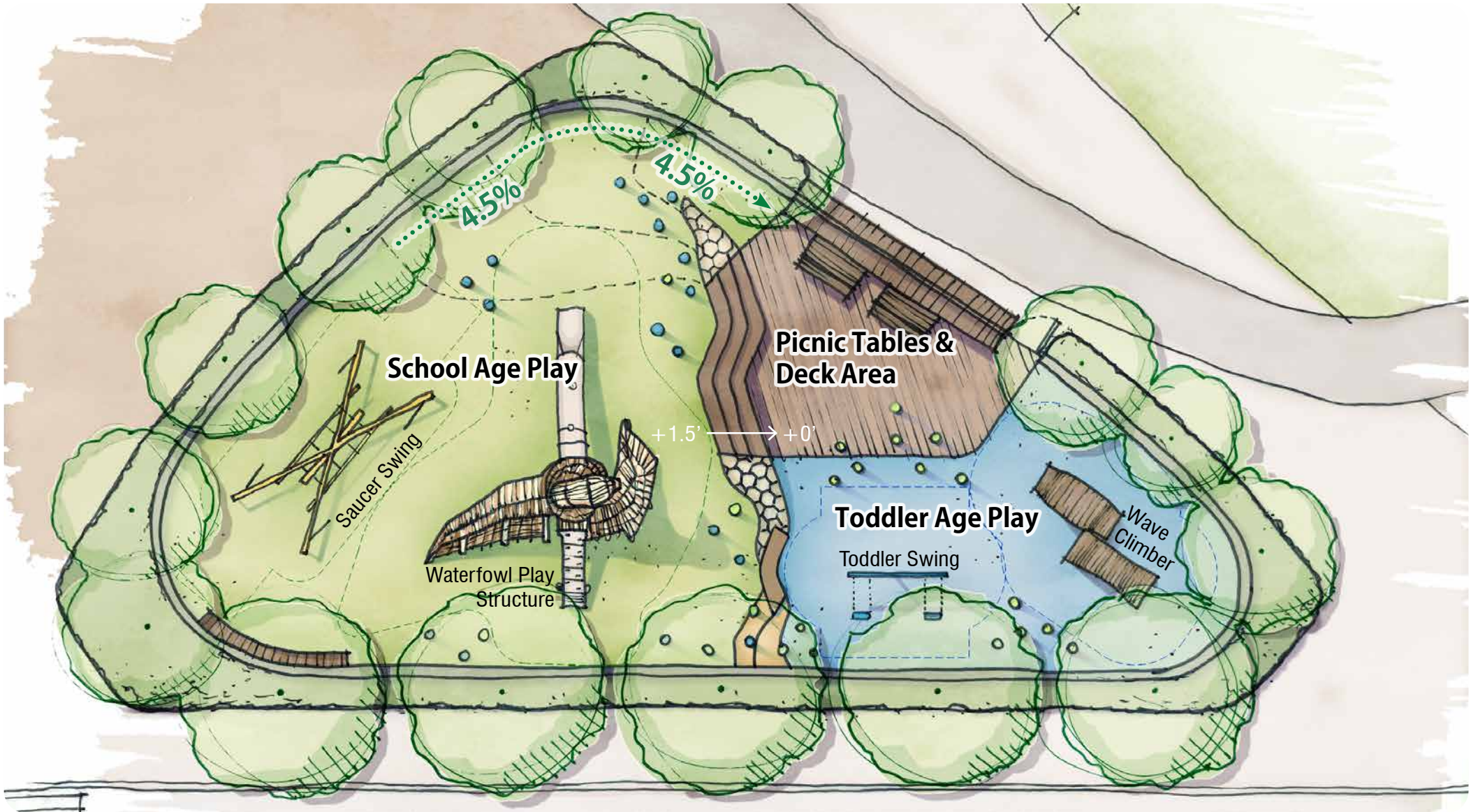


C Deck View

The main deck size and placement is directly influenced by its year-round sunny location within the park. It will support multiple community activities that could range from larger social events, such as group exercise or neighborhood picnics, to more solitary ones like sunbathing, reading, or viewing the meadow from various seating locations.

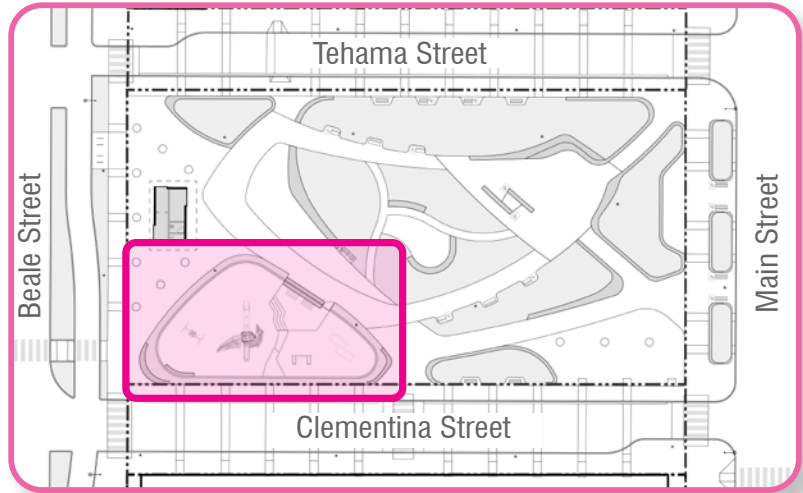
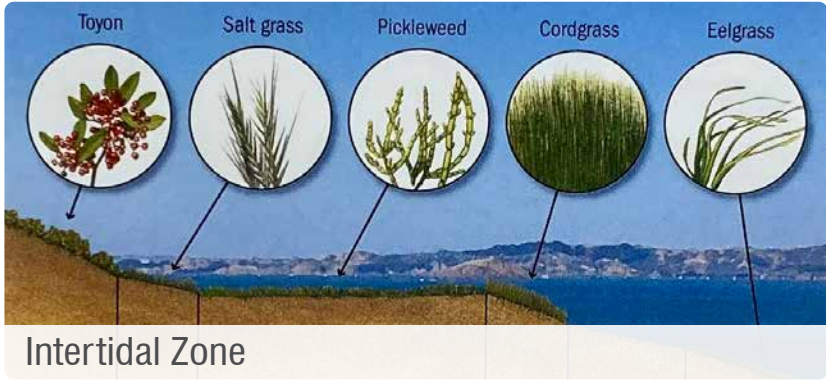


PLAYGROUND ENLARGEMENT

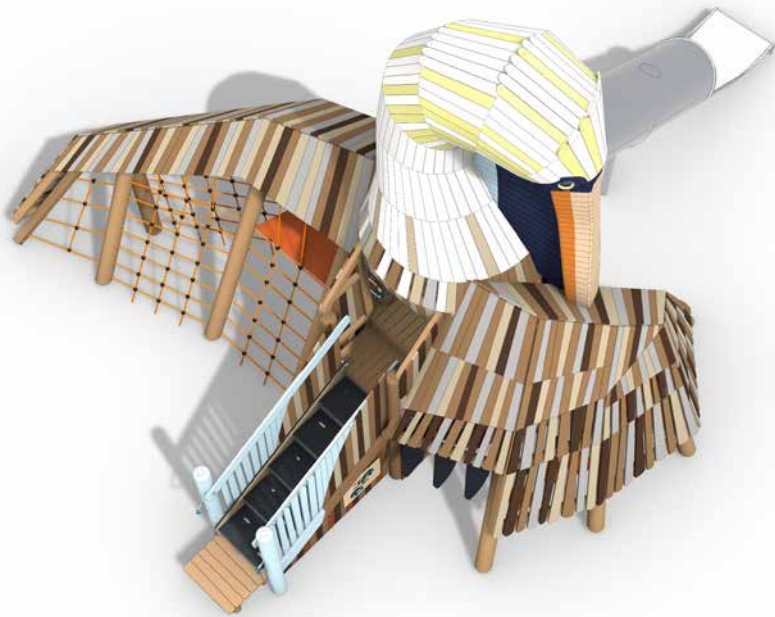


The playground design is inspired by the natural landscape of the San Francisco Bay shoreline. The space is divided into three levels that mimic the physical profile of the zone: the first, at park level, is shown in blue and represents the water; the second, an 18-inch high terrace, is indicated by stairs and climbing blocks and represents the transition zone between water and land; and the third, an elevated level, is shown in green and represents the wetlands. The demarcation of zones makes the site's unique history more evident to its audience and offers a deeper understanding of the place and history.

This multilevel approach also has practical advantages because it creates a physical boundary between the two age groups. A smaller toddler zone is placed at ground level, adjacent to the picnic area, and is contained by a terrace to allow easier monitoring by parents. This stepped terrace also provides a challenge to develop motor skills, such as climbing, before children are ready to transition into the larger more challenging and independent school-aged elevated zone.



PLAYGROUND ELEMENTS



A Waterfowl Play Structure



B Saucer Swing



D Reed Poles



F Toddler Swings



C Picnic Tables



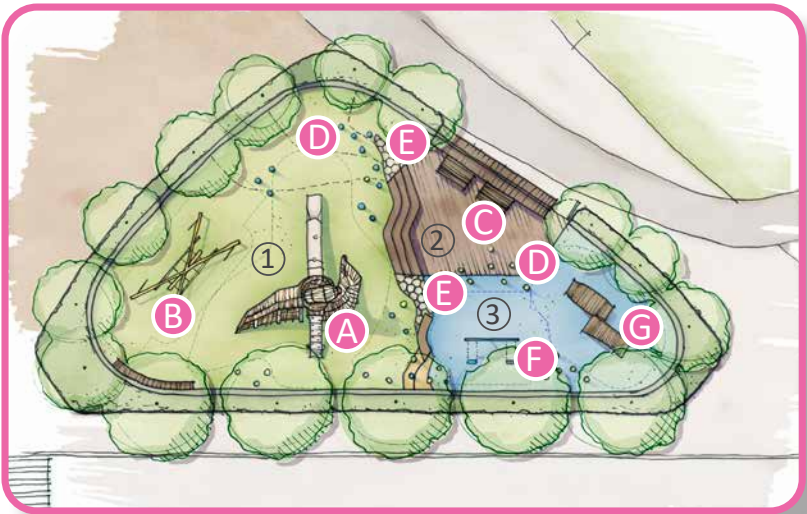
E Hexagon Steps



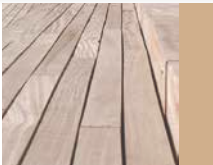
G Wave Climber

Playground programming and elements were developed from a two-step survey and design process, which was conducted at Community Meetings 3 and 4. In the first of these meetings, three general questions were asked: *Which age group should we address? Which playgrounds spaces/ images do you prefer? and, Which playground elements do you prefer (swings, slides, climbers, sand play or spinners)?* Responses from the survey indicated that 72% of participants preferred a mixed-age playground, and that they were drawn to fanciful play structures, such as swinging sea animals, as well as traditional elements like slides and climbers.

Two schemes incorporating this feedback, described as Integrated Play and Zoned Play, were presented at the following community meeting. Both schemes provided similar themes and programs referencing an intertidal landscape and providing the play equipment preferences expressed by the community. Zoned Play was ultimately selected due to its separate and more toddler-focused play features.



① GREEN TURF

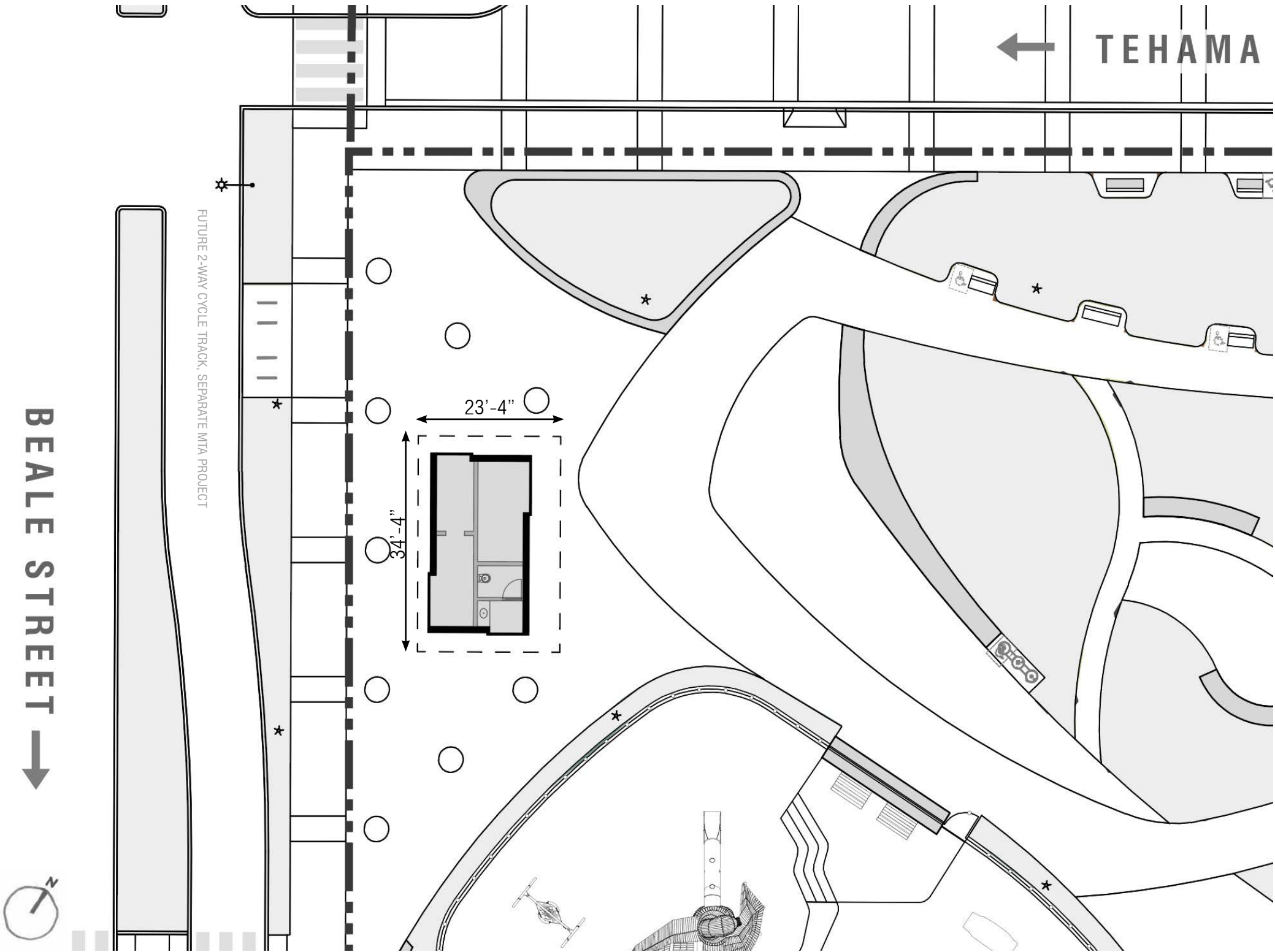


② DECK

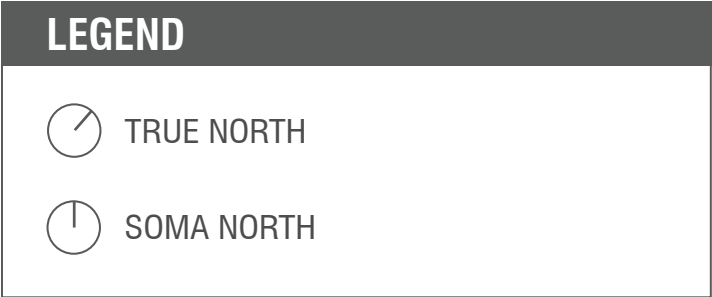
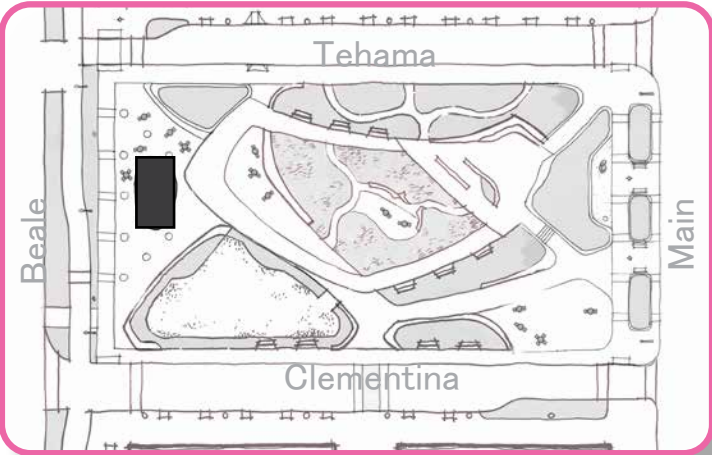


③ BLUE TURF

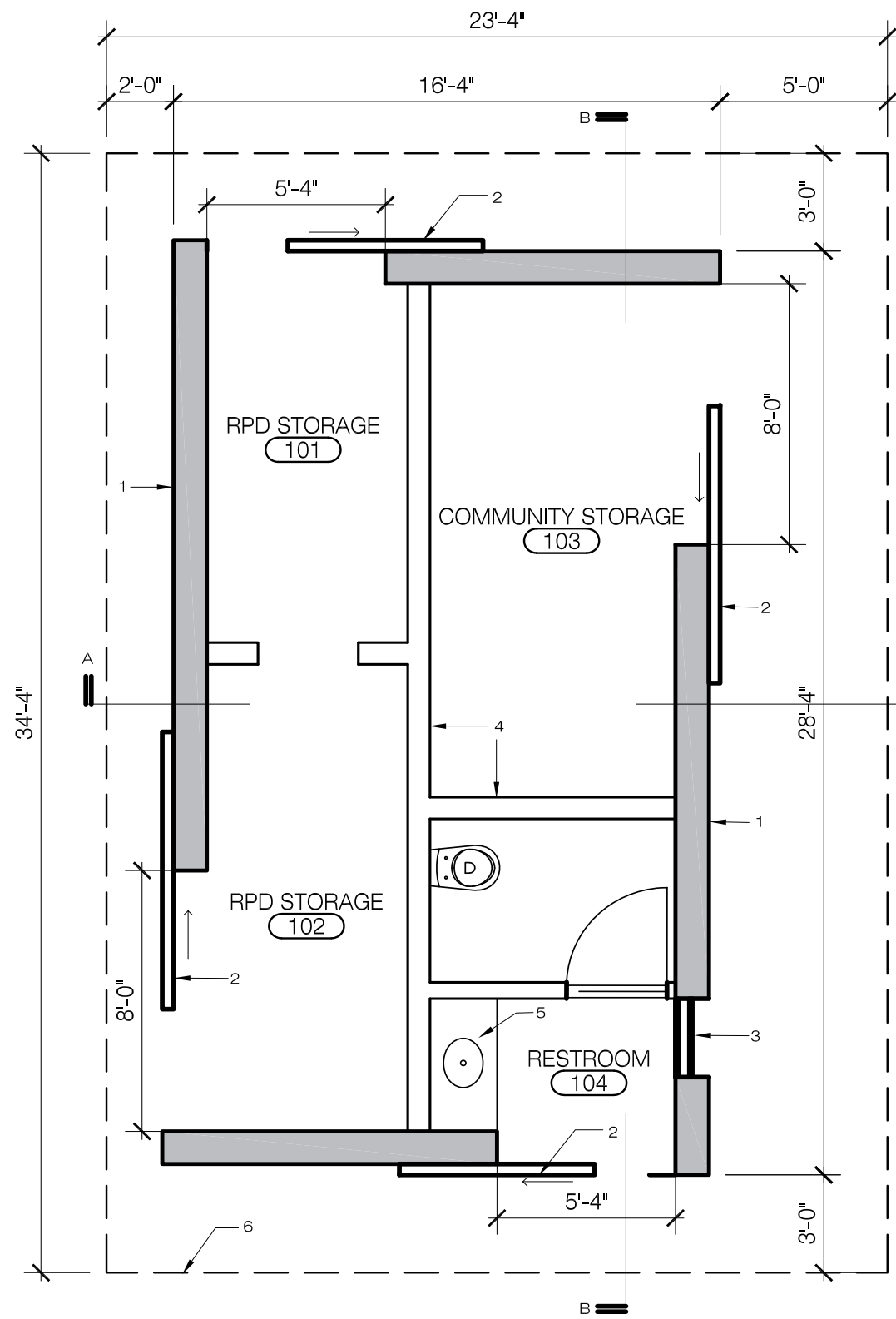
STEWARDSHIP BUILDING - SITE PLAN



The Stewardship Building anchors the west side of the park along Beale Street, nestled in a grove of trees. Programmatically, the building consists of storage and maintenance spaces for SF Recreation and Parks, and the East Cut Community Benefit District, and also provides an all-gender restroom adjacent to the playground. Crafted as a quiet, modern building of linear stone, wood-like slats, and channel glass, the building's linear, low-slung form reinforces the street edge along Beale Street with park signage, while the material composition of tactile stone, glowing glass, and delicate wood-like slatting harmonize with its setting in the street-edge bosque.



STEWARDSHIP BUILDING - PLANS



FLOOR PLAN



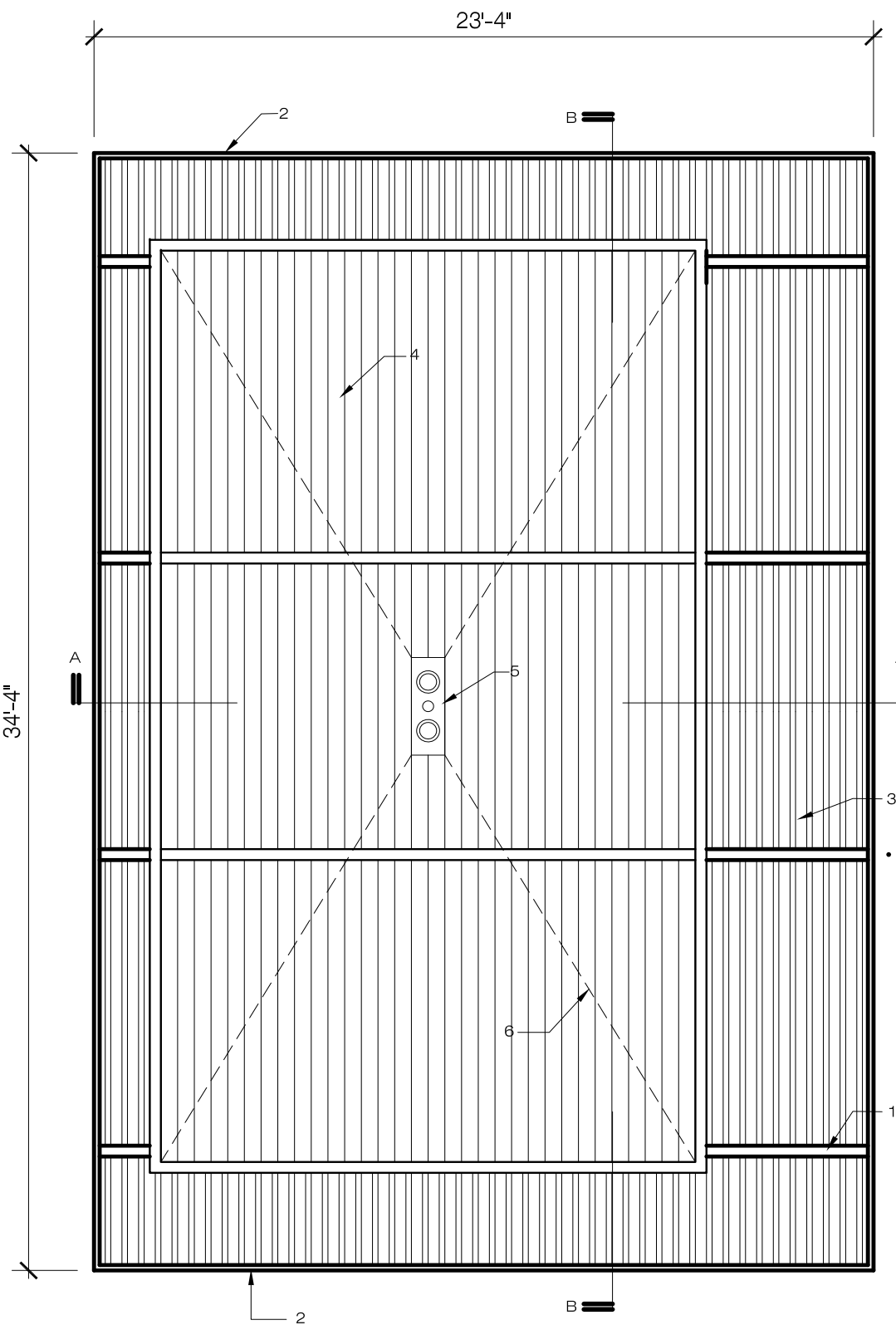
FLOOR PLAN LEGEND

- 1 CMU EXTERIOR WALLS WITH STONE CLADDING
- 2 ALUMINUM BATTEN CLAD SLIDING BARN DOOR
- 3 TRANSLUCENT CHANNEL GLASS
- 4 CMU PARTITION WALL
- 5 SINK AND COUNTER
- 6 LINE OF SLATTED OVERHANG (ABOVE)

PROGRAM AREA SUMMARY		GSF
REC PARK STORAGE		200
COMMUNITY STORAGE		150
ALL GENDER RESTROOM		100
TOTAL		450

ROOF PLAN LEGEND

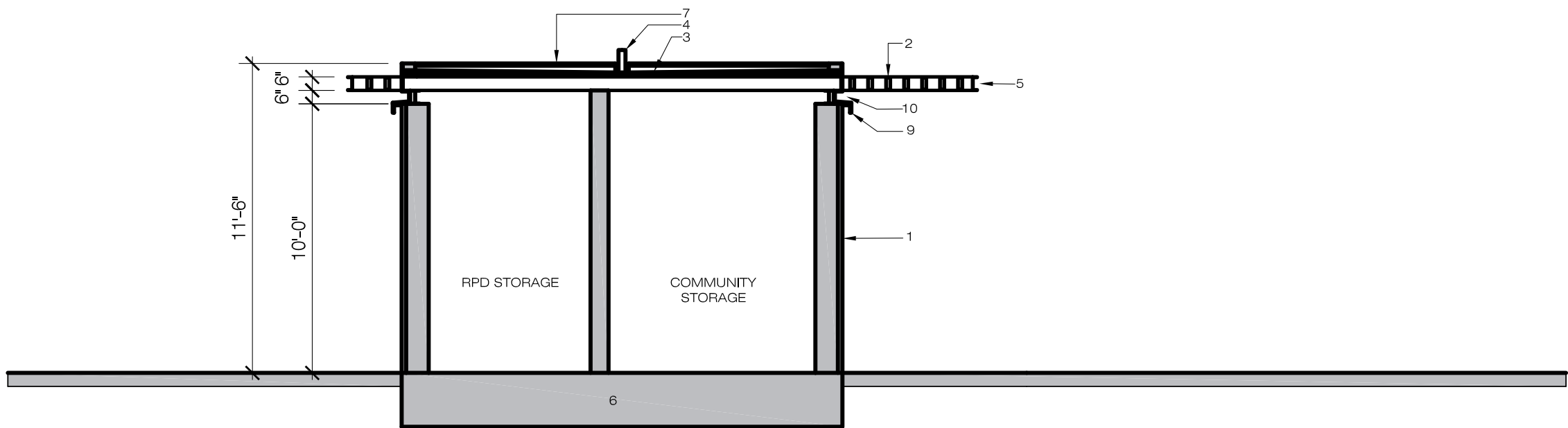
- STEEL BEAM OUTRIGGERS 1
- STEEL CHANNEL FASCIA 2
- ALUMINUM SLATS 3
- ALUMINUM DECKING SLATS (OVER ROOF MEMBRANE) 4
- ROOF DRAIN AND PLUMBING VENT STACK 5
- LINE OF ROOF SLOPE ($\frac{1}{4}$ " : 12") BELOW 6



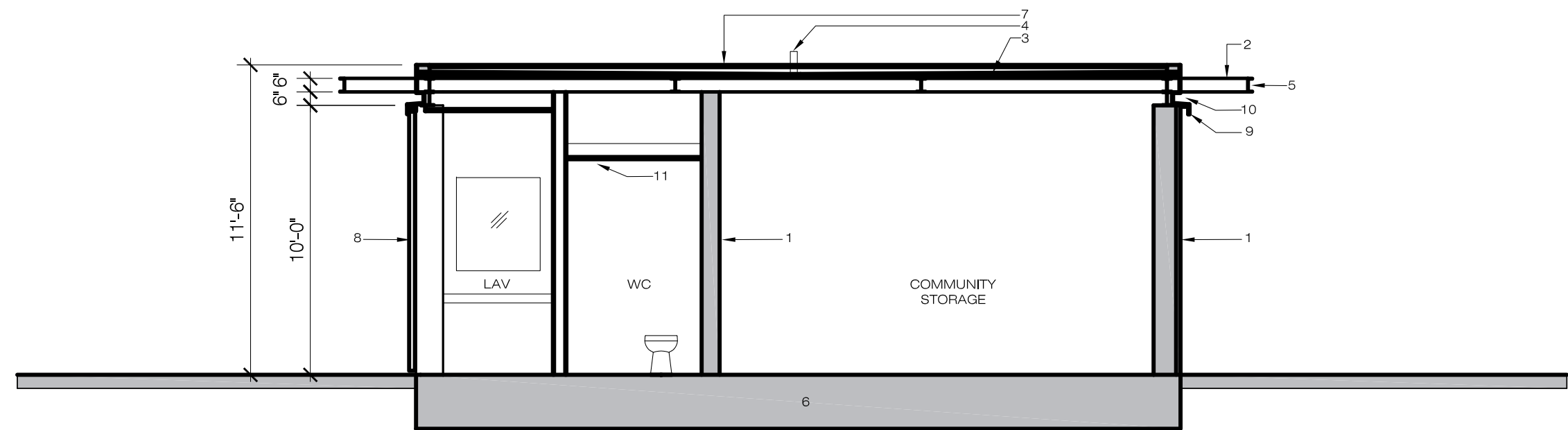
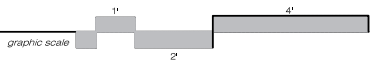
ROOF PLAN



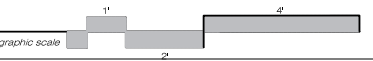
STEWARDSHIP BUILDING - SECTIONS



TRANSVERSE SECTION A-A



LONGITUDINAL SECTION B-B

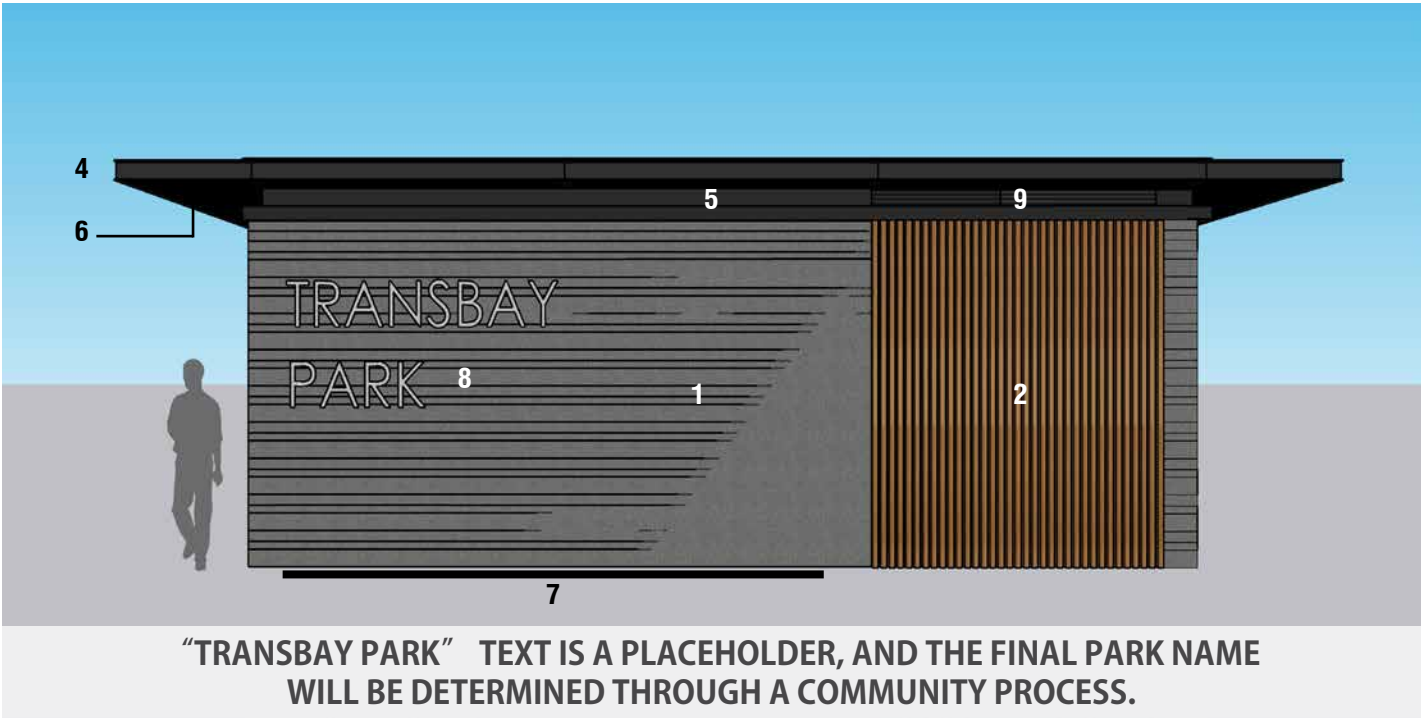


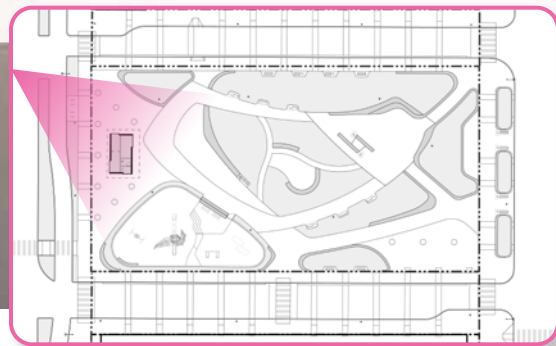
- LEGEND
- 1 CMU EXTERIOR WALLS WITH STONE CLADDING
 - 2 STEEL TRELLIS BEAMS WITH ALUM SLATS
 - 3 STEEL ROOF DECK WITH TAPERED INSULATION
 - 4 PLUMBING VENT AND ROOF DRAINS
 - 5 STEEL CHANNEL FASCIA
 - 6 CONCRETE MAT SLAB FOUNDATION
 - 7 ALUM SLAT DECKING (OPEN JOINT) OVER ROOF MEMBRANE
 - 8 ALUM BATTEN CLAD SLIDING BARN DOOR
 - 9 SLIDING DOOR TRACK HEADER CHANNEL
 - 10 LED COVE LIT REVEAL
 - 11 DROP CEILING FOR EXHAUST VENTING

STEWARDSHIP BUILDING - ELEVATIONS

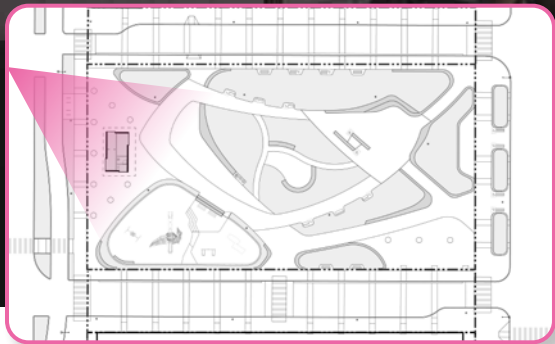


- LEGEND**
- 1 LINEAR STONE CLADDING OVER CMU WALLS
 - 2 WOOD-GRAIN POWDERCOATED ALUM BATTEN CLAD SLIDING DOOR
 - 3 TRANSLUCENT CHANNEL GLAZING
 - 4 STEEL CHANNEL FASCIA
 - 5 LED LIT STEEL REVEAL
 - 6 WOOD-GRAIN POWDERCOATED ALUMINUM TRELLIS SLATS
 - 7 LED FACADE-WASH IN-GRADE UPLIGHT FIXTURES
 - 8 STAINLESS STEEL DIMENSIONAL LETTER PARK SIGNAGE
 - 9 EXHAUST VENT

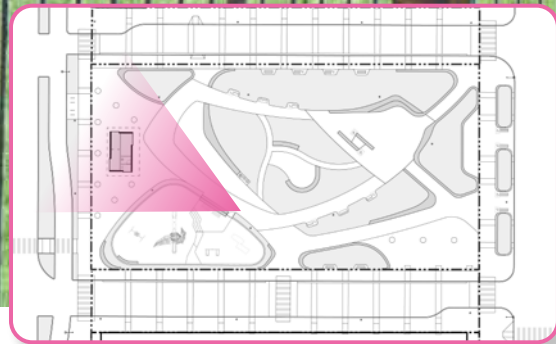


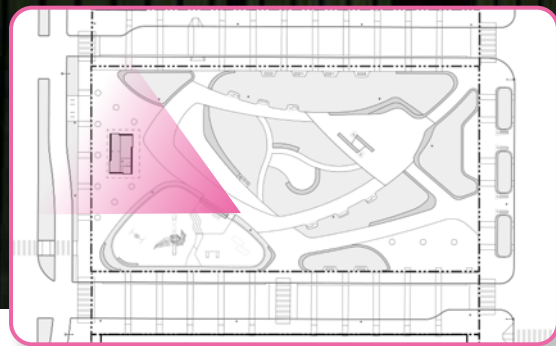


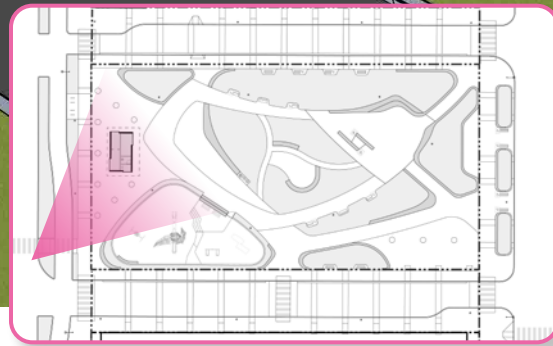
“TRANSBAY PARK” TEXT IS A PLACEHOLDER,
AND THE FINAL PARK NAME WILL BE DETERMINED
THROUGH A COMMUNITY PROCESS.



“TRANSBAY PARK” TEXT IS A PLACEHOLDER,
AND THE FINAL PARK NAME WILL BE DETERMINED
THROUGH A COMMUNITY PROCESS.







STEWARDSHIP BUILDING - MATERIAL PALETTE

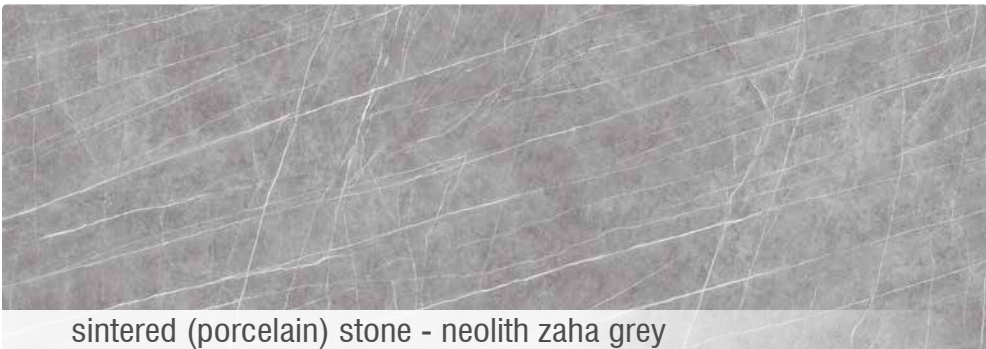
BUILDING MATERIAL CLADDING OPTIONS



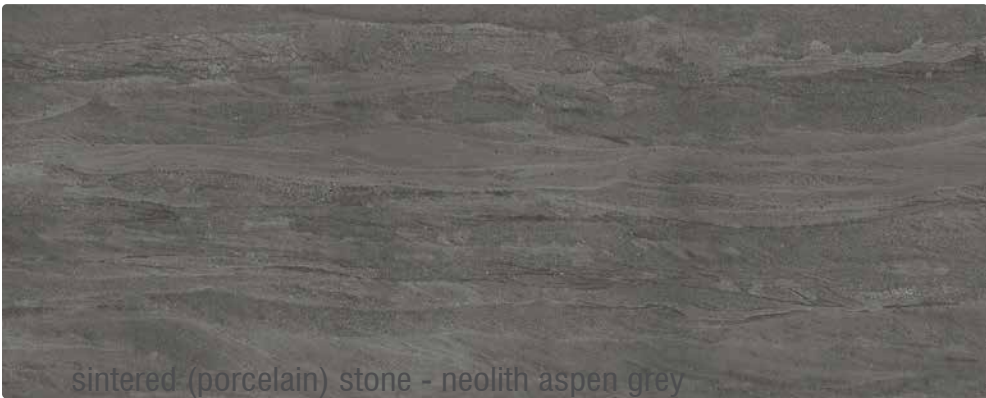
thermal finish natural black basalt



honed natural basaltina stone



sintered (porcelain) stone - neolith zaha grey



sintered (porcelain) stone - neolith aspen grey



translucent channel glazing

example stone joining pattern



steel channel and wood-grain powdercoated aluminum slat trellis



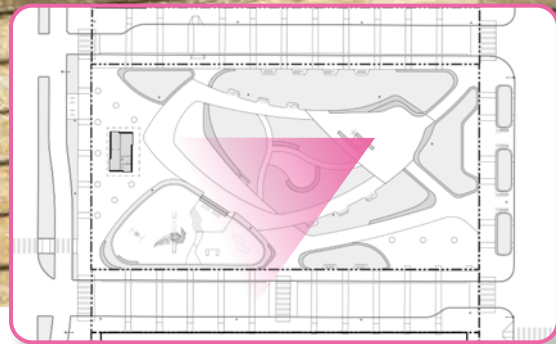
lift-off access roof pedestals

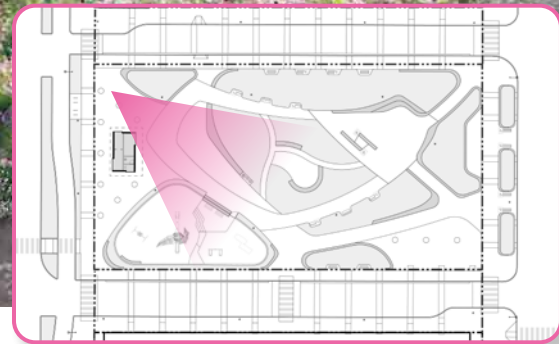


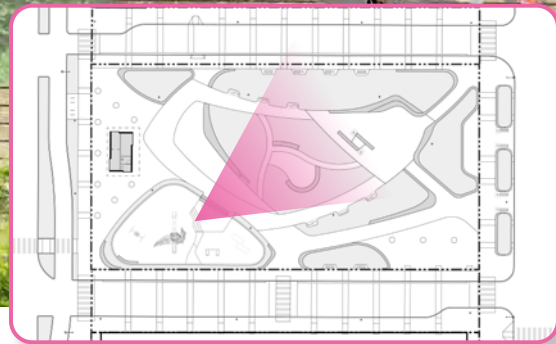
modular aluminum slat decking (open joint) on roof

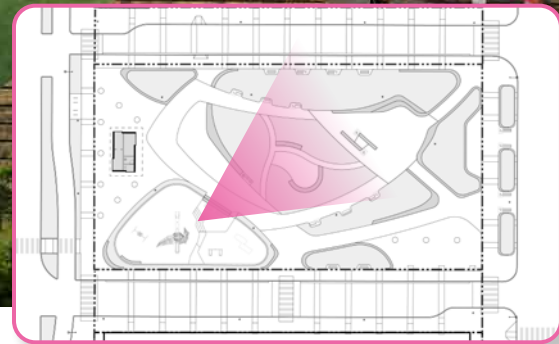


wood-grain powdercoated aluminum slatting









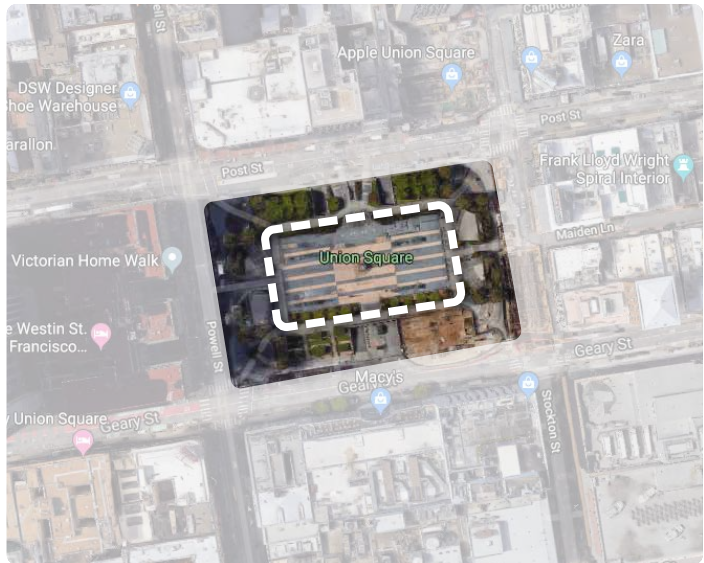
APPENDIX

HOW BIG IS BLOCK 3 PARK?

Block 3 Park
<0.9 Acre



Union Square - Downtown
2.6 Acres



Huntington Park - Nob Hill
1.3 Acres



South Park - South Beach
1.1 Acres



COMMUNITY MEETING 1 - DOT BOARD RESULTS

PARK CHARACTER

Yes



BRYANT PARK, NYC

Mixed



CITY GARDEN, ST. LOUIS



BECKMAN ST. PLAZA, NYC



PARADISE ART WONDERLAND, HEFEI, CN

No Thanks



PLAÇA DEL DUC DE MEDINACELI, BARCELONA



ESPLANADE PAUL GRIMAUD, ANNECY, FR



THE PARK, LAS VEGAS, NV



UCSF MISSION BAY PLAZA, SF

RESTROOM IN THE PARK?



PARK SEATING

Yes



CITY GARDEN, ST. LOUIS



ESPLANADE PAUL GRIMAUD, ANNECY, FR



DREXEL, PHILADELPHIA

Mixed



UCSF MISSION BAY PLAZA, SF



SWING TIME, BOSTON



JACK LONDON, OAKLAND



TONGVA PARK, SANTA MONICA

No Thanks



THE PARK, LAS VEGAS

PLAY IN THE PARK

Yes



KNOLLS/HILLS PLAY



NATURE PLAY



TODDLER PLAY



SCULPTURAL PLAY

Mixed



SCULPTURAL PLAY FEATURE



LARGE STRUCTURE PLAY



ADULT FITNESS

No Thanks



TIMBER PLAY

CULTURAL AMENITIES

Yes



BERLIN LIBRARY



COMMUNITY EVENTS



MOVIE NIGHTS



CITY GARDEN, ST. LOUIS



EXERCISE

Mixed



FARMERS' MARKETS



LIVE MUSIC



COMMUNITY BULLETIN BOARD

DOT LEGEND:

●

 LIKE

●

 DISLIKE

Exhibit B: Conditions of Approval

- 1. Park Naming Process.** “Transbay Block 3 Park” is a placeholder name; the final park name shall be determined through a community process consistent with RPD Resolution No. 12470 (*Policy on Naming and/or Changing the Designation of Facilities*). RPD, in concert with OCII, SFPW, and the East Cut Community Benefits District (“CBD”) shall commence the Park naming process during Design Development. The process will include community outreach and engagement:
- 2. Landscape Plans.**
 - a. Park Landscape Plans.** The Design Development submittal shall include detailed landscape plans, including to-scale plans, sections, elevations and details. Landscape plans shall include layout and details for all Park elements, including plantings and furnishings, pathways, flexible plaza, decks, playground, nature exploration zone, dog-relief area, transition zones, fencing, paving and seatwalls.
 - b. Streetscape Improvement Plans.** The Design Development submittal shall include detailed streetscape improvement plans for all right-of-way areas within the Project scope of work, including to-scale plans, sections and details. Landscape plans shall include layout and details for all streetscape elements, including utilities, infrastructure, plantings, paving, lighting and furnishings.

Plans shall include designs for the ‘Living Spaces’ on Main Street to allow for community gathering spaces on the sidewalk of Main Street, similar to those south of Folsom Street. Also consider seating where possible (such as near bike racks), along the sidewalk of Beale Street.
 - c. Landscape Materials Palette.** SFPW shall continue to develop and refine the landscape materials palette in coordination with OCII and RPD staff. The materials palette must demonstrate durability, quality, color, variety and visual interest. SFPW shall explore opportunities to incorporate locally sourced materials to establish a palette that works with climate, light, neighborhood context, history, and culture. Sustainable and recycled materials are highly encouraged.
- 3. Architectural Plans.** The Design Development submittal shall include detailed Stewardship Building architectural plans, including to-scale plans, sections, elevations and details.
- 4. Stewardship Building Roofscape**
 - a.** SFPW shall further develop the Stewardship Building rooftop design, in coordination with OCII and RPD staff. Any rooftop mechanical or venting shall be screened or form part of the building composition as viewed from above and consist of materials consistent with the overall building color and material palette.
 - b.** Roof design should utilize non-reflective, low intensity colors.
 - c.** Final roof design is subject to review and approval by OCII and RPD.

5. **Stewardship Building Materials & Samples.** Prior to construction bid and the general contractor procuring exterior materials, SFPW shall continue to develop and refine the Stewardship Building materials palette. SFPW shall request material manufacturer sales representative to provide at no cost to SFPW physical primary exterior materials samples for OCII and RPD staff review and approval. The materials palette must demonstrate durability, quality, color, variety, and visual interest along all exterior facades. Sustainable, locally-sourced and recycled materials are highly encouraged.
6. **Stewardship Building Architectural Mock-Up Scope.** Prior to construction bid document submittal and in advance of building materials purchasing by a general contractor, provide scope and plans for a Stewardship Building design mock-up, including primary building materials, color palette, wall systems, glazing and detail installation. OCII staff shall approve a) mock-up plans prior to mock-up construction, and b) include contract document specifications requiring a mock-up of materials, as per construction documents, and their application to be performed by a general contractor, after OCII staff's mock-up observations and prior to a general contractor's materials purchases and shipping.
7. **Sustainability.**
 - a. **Sustainability Checklist.** As part of the Design Development submittal, SFPW shall prepare a sustainability checklist, to be tracked into the Construction phase. SFPW shall make every effort to achieve the Sustainable Sites Initiative SITES v2 rating system categories and points as outlined on Page 27 of the approved Schematic Design.
 - b. **Soil Cells.** SFPW shall study the feasibility of underground soil cells to absorb runoff, promote ground water infiltration, and retain water for park trees.
 - c. **Greywater Irrigation.** SFPW shall study the feasibility of irrigating Park planting with greywater.
 - d. **Eco-District.** SFPW, in collaboration with SFPUC and RPD staff, may coordinate with Transbay Block 2 and Block 4 developers the potential for studying a water "eco-district" in which recycled water from Block 2 and/or Block 4 is used for Park irrigation.
8. **Streetscape Configuration.**
 - a. SFPW shall continue to refine the design and materiality of streetscape improvements for Beale, Main, and Tehama Streets flanking the Park. Streetscape elements for Tehama, Clementina, Beale, and Main Streets are subject to change, pending subsequent City Department requirements.
 - b. In the event that the final Construction typology for Transbay Block 2 triggers a change in fire code for emergency vehicle access to Clementina Street, the Clementina drive aisle width may be revised, and the sidewalk and street section shall be redesigned accordingly. For example, Clementina Street drive aisle width may be reduced by 4' overall (to allow for 12' wide northern sidewalk) if Block 2 construction type is confirmed to be Type I.

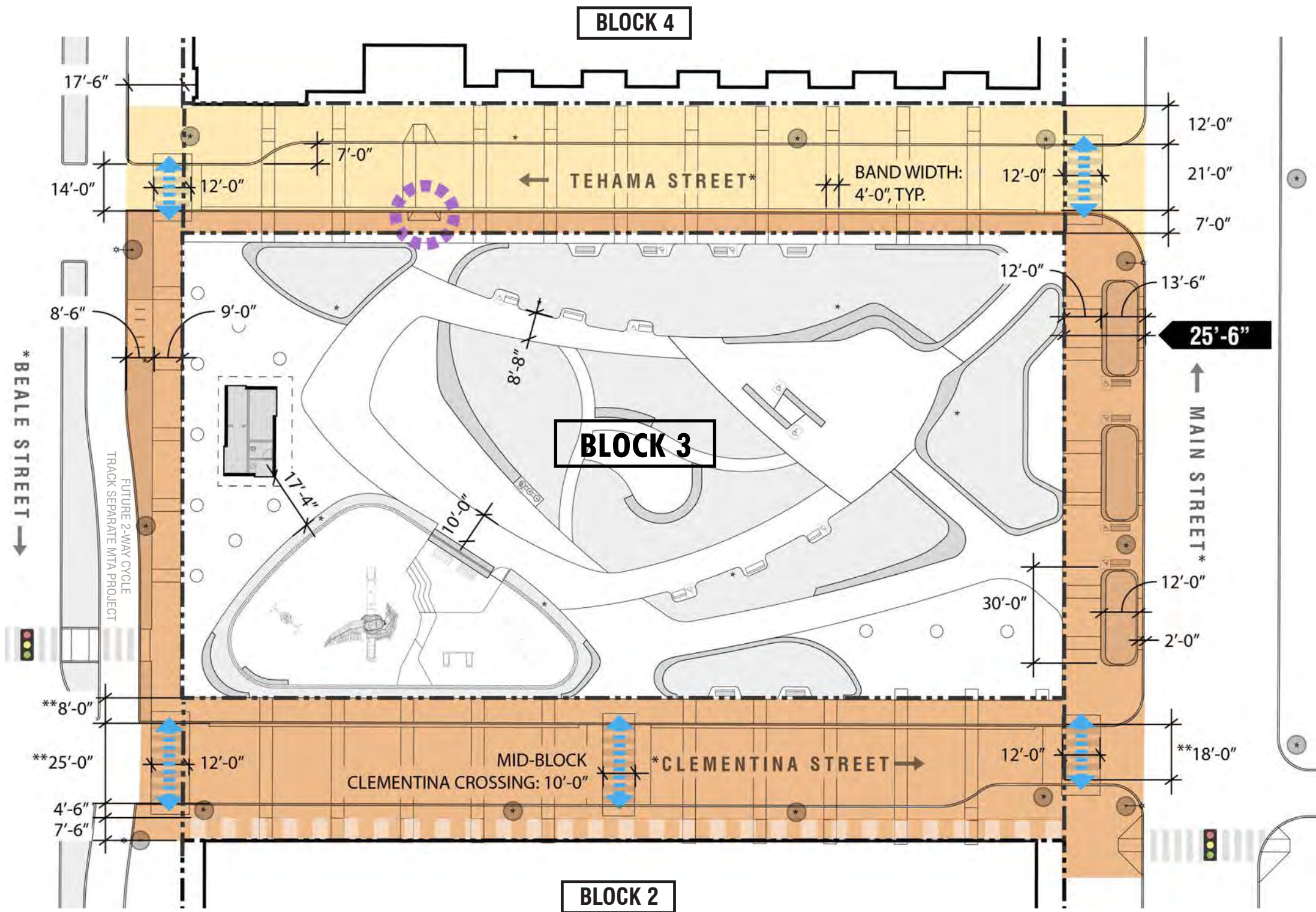
9. **Utility and Mechanical Equipment Screening.** All utilities and mechanical equipment shall be located within the Stewardship building footprint or below grade, unless required by a utility provider, in which case proposed locations and requirements must be clearly documented for OCII and RPD review. All utility meter or mechanical equipment on the Stewardship Building rooftop or at grade within the Park must be architecturally screened from public view.
10. **Lighting and Security Plans.** The Design Development submittal shall include detailed Park and streetscape lighting and security plans. Park lighting should establish defensible space and public surveillance as the primary means of crime prevention. The lighting design should illuminate key pathways and seating areas and create visibility into the park and sidewalk during non-daylight hours to reinforce public safety. The lighting plan shall include lighting types, photometric analysis and hours of operation. SFPW shall work with a security consultant, with RPD staff review, to prepare security contract documents, specifications and drawings for the Park's camera security system design.
11. **Graffiti Treatment.** Concurrent with or prior to the Design Development submittal, SFPW shall submit materials specifications identifying how each landscape and architectural material type will be protected from in the case of graffiti. SFPW shall consider anti-graffiti coating for locations most likely to be defaced. Final materials specifications shall be approved by RPD.
12. **Signage.** Concurrent with or prior to the Design Development submittal, SFPW shall submit a Park master signage plan, including location and details for Park identification signage, rules signage, wayfinding signage and educational signage. All Park signage shall be subject to further OCII and RPD staff review and approval and Park identification and rules signage shall conform to RPD signage standards.

Construction document specifications shall include the following requirements:

1. **Noise.** Prior to the start of construction, SFPW and its general contractor shall meet with OCII staff and RPD as client to discuss noise regulations and hours of construction operation to ensure that they understand the existing regulations and do not work outside the allowed hours of operations. During construction, SFPW shall designate a single point of contact to address all construction-related concerns from OCII, the City, residents of Transbay and other stakeholders.
2. **Stewardship Building Architectural Mock-Up.** SFPW shall construct a physical design mock-up to allow for OCII, RPD, design team, and contractor review of material durability, texture, color and detail installation. Formal construction of the final improvements cannot commence until OCII and RPD have approved the mock-up in full.

EXHIBIT C

RIGHT-OF-WAY SCOPE OF IMPROVEMENTS



LEGEND

PARCEL BOUNDARY

RAISED CROSSWALKS

SIGNALIZED CROSSING
PARTIAL SCOPE***

LIGHT POLE
SEE LIGHTING PLAN

INTERIM SIDEWALK
PUBLIC WORKS STANDARD

DESIGN & CONSTRUCTION

CONSTRUCTION BY OTHERS

CURB CUT

TRUE NORTH

SOMA NORTH

0' 5' 10' 30'

*Streetscape configurations for Tehama, Clementina, Beale, and Main Streets are subject to change, pending subsequent City Department requirements.

**Clementina Street drive width may be reduced by 4' overall (to allow for 12' wide northern sidewalk) in the event that Block 2 construction type is confirmed to be Type 1.

***Signalized Crossings at Clementina and Beale and Clementina and Main Street intersections are included in this project scope of work. In Design Development Phase, this scope of work and construction sequence will be further coordinated with MTA/PW adjacent Main and Beale projects whereby scope reductions may occur.