Beale, Main, and Spear have entirely different responsibilities as streets in the Transbay neighborhood. As the primary residential streets running north-south (See Mobility Section 3.7), they serve the function of connecting residents to the new community open space, and take on the nature of parks themselves. These linear park streets will be an important amenity to neighborhood residents with informal landscaping, seating, and walking paths. The linear parks will serve the adjacent corner cafes or small neighborhood shops that anchor the block corners.

Each linear park street will have a consistent planting of trees and paving patterns. These streets also will boast more sustainable strategies since they will have more green space by definition. By achieving a higher level of planting and permeable paving, these linear parks will reduce and delay the volume of stormwater run-off entering the City’s combined sewer system. Trees will be spaced 22’ apart in double rows. The increased Parkway width will allow for a secondary walking path along the street edge; this will also provide required curbside access to parked cars. The parking lane itself will be constructed with eco pavers to allow for water to percolate down into the ground.

The linear park will be a wide band of planting and street trees that will separate residential units from the street. The total width of the widened sidewalks is 30’ from curb to property line with an additional setback, as required by the Development Controls and Design Guidelines, for residential patios and entry stairs. This additional private space will allow residents to create personal spaces with gardens, walls, and stoops and will add to the perceived reach of the linear parks.

The linear park streets exhibit two primary practices for remediating stormwater volume, velocity and flow. The first, and perhaps the most significant practice, is that the streets are actually living. The volume of the street canopy will act to prevent the creation of stormwater through the capture of rain in the trees’ canopy architecture, which will both absorb and hold a significant amount of an average storm event’s intercepted rainfall until evaporation. The ground plane, comprised of the linear parkway and the tilted planes, will act to absorb the remaining rainfall that passes through the tree canopy. Additionally, the permeable paving along the living streets will filter and significantly decrease the volume and velocity of stormwater, capturing it before it reaches the municipal stormwater drains.

The tilted planes will be constructed of cast in place concrete and based on specifications for integral strength and finish. At their apex they will be approximately 24” high. Due to their urban context, plantings specified for the tilted planes have been selected for low maintenance requirements and for their inherent textural expressions, and are anticipated to be used by dog walkers. Reinforcing the character of the park as a recreational destination, seating is not intended for the tilted planes, but is provided in the niches between these walls and within the adjacent Transbay Park.

At Transbay Park, the linear park treatment will help bring the edge of the park out to meet the street. By using this approach, continuous open space is maximized. On the edges where the park meets the street edge, pedestrians can continue through on a sidewalk without interruption if they are just passing by the park.

Additionally, there can be some controlled variation within the structure of the linear park layout. The zone shown as outdoor seating can also accommodate dramatic planting or a public art opportunity.
BEALE DESIGN FEATURES

1. 2 lanes one-way
2. Curbside parking
3. Off-peak parking
4. Double rows of trees
5. Single row of trees
6. 30' linear park zone
7. 15' sidewalk/soft pathway
8. New pedestrian lighting
9. Linear park continues at Transbay Park
10. New signalized crosswalks, pedestrian activated at Clementina
11. New raised crosswalks
12. Private Open Space

Beale - Illustrative block plan