This document develops Under-Ramp Park to the conceptual design level and incorporates the guidelines outlined in the Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan (Concept Plan) approved in 2006. The Concept Plan was developed by the former San Francisco Redevelopment Agency, ZGF Architects, Marta Fry Landscape Architects, CHS Consulting Group, and ARUP.

In preparing the Streetscape and Open Space Plan, Agency staff and the ZGF team worked in partnership with Planning Department staff so that the new streetscape improvements would flow seamlessly between the Transbay and Rincon Hill neighborhoods. Planning Department staff was present at all major team work sessions and public meetings and provided critical input throughout the development of the draft. Staff and the ZGF team also worked closely with the Citizen Advisory Committee (CAC), holding three public meetings at various stages of the planning process to get feedback from the CAC members and the public at large. Staff and the ZGF team also met with representatives from a wide range of other public agencies throughout the process, including the Transbay Joint Powers Authority, the Metropolitan Transportation Agency, the San Francisco Department of Public Works, the San Francisco County Transportation Authority, the San Francisco Department of the Environment, the Mayor's Office of City Greening, and the San Francisco Arts Commission. Comments and ideas received from the CAC and public agency representatives were integrated into the draft plan. At the time of the 2006 Streetscape and Open Space Plan, the new bus ramp configuration was unclear and the Under-Ramp Park concept design did not fully develop.

The Under-Ramp Park Conceptual Designs were developed through an extensive public process. At the first public workshop, held in December 2011, CMG presented an overview of the site and some very general ideas for programming. They developed three different themes for Under-Ramp Park: urban wild, culture, and terrain. They introduced these three approaches and the concept of dividing the space into “rooms,” discrete zones of the park, separated by existing streets or topography, serving different functions and/or user groups. After CMG’s presentation of their ideas and the opportunities and constraints within the Park, the approximately 35-45 people in attendance were given a handout with the three approaches for each of the six rooms and asked to write down any comments for consideration. Additionally, the design team separated into groups and the attendees were asked to circulate, ask questions, and attach green and red stickers to the specific elements they either did or did not like. CMG took the comments and boards and synthesized them into an integrated approach to Under-Ramp Park, focusing on the activities and uses that the residents and workers liked. In the second public workshop, held in July 2012, active and passive program ideas included in the initial presentation and those suggested by the public were strategically placed throughout Under-Ramp Park. The program presented at the July 2012 workshop was very well-received and only minor changes were made between that meeting and the final October 2012 public workshop where the detailed Park Conceptual Designs were presented to the public. Based on the support received during the public workshops, which the CAC members also attended, the CAC voted to approve the Under-Ramp Park Conceptual Design at its September 13, 2012 meeting.

Major design guidelines for Under-Ramp Park are:

- **Improve connectivity** - The site is intended to create a pedestrian and bicycle link between Rincon Hill neighborhood and the new Transit Center, reinforcing the identity of the neighborhood as a transit-oriented community, one that encourages residents and visitors to walk, bike, and take transit.

- **Foster community** - As a new neighborhood park that will grow and change dramatically in the next few years, CMG and the former SFRA are working with city planners, developers, and interested citizens to guide that process. Together, the partnership will imagine the future of this new neighborhood and create unique programs and amenities that will foster a sense of community and support future growth and development.

- **Create a destination** - Due to the site’s inherent constraints, it is imperative that the design be distinctive and the programming provide unique attractions to people throughout the day and throughout the year. To that end, we are proposing amenities and a branding that is distinct from the neighboring open spaces and will attract visitors from around the city.
UNDER-RAMP PARK

view from above Mission Street looking south towards the Park Site
PRECEDEičTS FROM AROUND THE BAY

Mission Creek Park, San Francisco CA

SOMA Skatepark, San Francisco, CA (construction, 2013)

Splash Pad Park, Oakland, CA
PRECEDEENTS FROM AROUND THE COUNTRY

San Diego, CA
Portland, OR
New York, NY
New York, NY
Milwaukee, WI
Portland, OR
SITE STRUCTURE

5,000 sf of privately-owned public open space designed by the 41 Tehama Development to be seamlessly integrated into the park design.
ACTIVE AND PASSIVE PROGRAMS - JULY 2012

DOG PARK
STORM WATER TREATMENT
PLAYGROUND
CULTURE + RETAIL VENUES
BEER GARDEN
SWINGS
COURT SPORTS
PUBLIC ART
BIKE ACCESS
CLIMBING
PICNIC DECKS

NEIGHBORHOOD GREEN
FOLSOM BEACH
FLEXIBLE EVENT SPACE
PUTTING GREEN
PUBLIC RESTROOMS
EVENTS + PERFORMANCES
BOOT CAMP/CIRCUIT TRAINING
“POP-UP” GALLERIES & VENDORS
SLIDES
HOWARD TERRACE

CLEMENTINA BEER GARDEN

CLEMENTINA GREEN

COURT

RAIN GARDEN

PLAY ZONE

FOLSOM BEACH

DOG ZONE

PARK DIVERSITY: “ROOMS”
1. **BASE LAYER OF LIGHTING** to ensure a sense of safety and clear visibility throughout the park.
2. **CONTINUOUS LIGHTING ELEMENT** along the park’s west edge, to reinforce connectivity and orientation inside the park.
3. UNIQUE LIGHTING APPROACH FOR EACH “ROOM”.

- Specific to the program and needs of the space.

- Distinct, to enhance the visual interest and identity of the space.
BIRD’S EYE VIEW
VIEW FROM ABOVE HOWARD STREET LOOKING SOUTH

BIKE SHARE + PUBLIC BIKE REPAIR STATION

COLOR / LIGHT WALL

PEDESTRIAN PROMENADE

CLASS I BIKE PATH

SEATING

TERRACE

PUBLIC ART OPPORTUNITY SITE

PEDESTRIAN PROMENADE

COLOR / LIGHT WALL

BIKE SHARE + PUBLIC BIKE REPAIR STATION

SEATING

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1
VIEW FROM ABOVE HOWARD STREET LOOKING SOUTH

POTENTIAL FOR FUTURE RETAIL TO OPEN ONTO PARK