COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 20-2023
Adopted June 6, 2023

CONDITIONALLY APPROVING THE SCHEMATIC DESIGN FOR UNDER RAMP PARK; 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 OrdinanceNo. 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 amended by Ordinance No. 09-23 (February 3, 2023), 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"); 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 in its vision for the Transbay neighborhood calls for "new buildings to fill in the gaps in the historic district east of Second Street, mixing new housing entertainment and other activities. Space under the bus ramps will be home to new alleys and recreational facilities for the neighborhood;" 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 certain state-owned parcels to the City and the TJPA; and,

WHEREAS In 2005, the TJPA and the Former Agency entered into the Transbay Redevelopment Project Implementation Agreement ("Implementation Agreement"). The Implementation Agreement is an enforceable obligation that requires the Office of Community Investment and Infrastructure ("OCII"), as the Successor Agency to the Former Agency, 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 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 aims to guide public realm improvements in the Transbay neighborhood, including developing viable uses under the ramps that provide additional recreational or cultural uses that contribute to the neighborhood's livability; and,

WHEREAS, In July 2011, the Former Agency entered into an agreement ("Contract") with CMG Landscape Architecture ("CMG") to complete design documents for select elements of the Streetscape and Open Space Plan including the underutilized areas under the off-ramps and sidewalk improvements to Howard, Tehama, Clementina, Folsom and Essex Streets ("Under Ramp Park," or the "Park") and streetscape improvements for Folsom and Essex Streets; 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 OCII, delegating to it state authority under the Redevelopment Dissolution Law), to administer 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; 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; and,

WHEREAS, Separately, Caltrans and the TJPA own portions of the approximately 2.5 acres of land, in the three and half blocks between Howard and Essex Streets, and situated under the overhead STC bus and Fremont Street exit ramps. TJPA owns approximately 61% of the land area, while Caltrans owns the remaining 39%. TJPA will have a lease agreement with Caltrans which will authorize TJPA to control the land owned by Caltrans; and,

WHEREAS, TJPA will be the sole owner of the new Park improvements and will continue to maintain its overhead ramp facilities; and,

WHEREAS, TJPA has entered into a term sheet with East Cut Community Business District ("ECCBD") to operate and maintain the Park through at least 2030 at which point the ECCBD will be up for renewal consideration; and,

WHEREAS, Under the Delegation Agreement between the San Francisco Redevelopment Agency and the Planning Department for the Transbay Redevelopment Project Area ("Delegation Agreement"), OCII has delegated its land use authority over Zone Two of the Project Area to the Planning Department. Nonetheless, pursuant to Recital I at page 2 of the Delegation Agreement, OCII retains land use authority over the approvals of the Park in Zone Two since OCII's action of funding the Park's development constitutes an "Agency Action"; and,

WHEREAS, Consistent with requirements of the Delegation Agreement in cases involving Agency Action in Zone Two of the Project Area, OCII staff has consulted with the Planning Department at its Transbay "Working Group" meetings and obtained Planning Department staff's recommendation of approval of the Park's Schematic Design, pursuant to the Redevelopment Plan, the Planning Code, and related documents; and,

WHEREAS, Through a series of public workshops and Transbay Citizens Advisory Committee ("CAC") meetings, as well as extensive research and analysis, CMG and its sub-consultants ("Design Team") prepared detailed conceptual designs for Under Ramp Park ("Concept Design"). On June 4, 2013, the Successor Agency Commission, ("Commission"), approved, by Resolution No. 26-2013, the Concept Design; and,

WHEREAS, The Concept Design has been refined into a detailed schematic design of landscaped areas including the two building uses in the Park ("Schematic Design"). The Park program includes an extensive program of active and passive recreation areas and building uses, including a) an approximately 22,000-square-foot Dog

Park, b) an approximately 14,000-square-foot concessions garden with an approximately 880-square-foot Concession Building, c) an approximately 5,550-square-foot, two-story Pavilion Building with community gathering space and flex lawn on the lower level and Park-serving retail space and a plaza on the upper level, and d) approximately 10,200 square feet of sports courts and a separate adult fitness area; and,

WHEREAS, OCII staff presented the Schematic Design to the CAC on April 27, 2023, and six of the ten committee members that were present at the meeting voted unanimously in support of it. Furthermore, the Schematic Design is scheduled to be presented to the TJPA CAC at an informational meeting on June 6, 2023. The final step in the Schematic Design approval process will be the presentation of the Park to the TJPA Board on June 8, 2023, for approval; and,

WHEREAS, OCII staff has reviewed and considered the Park 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 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 ten addenda to the FEIS/EIR were prepared between June 2, 2006, and October 26, 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, in accordance with the Redevelopment Plan and the Design for Development. The FEIS/EIR contemplated the development of a park and associated indoor and outdoor recreation facilities utilizing the land under the freeway ramps from First Street along Clementina and Tehama Streets and under the Transit Center ramps, as well as the development of mid-block lanes, secondary routes and connectivity improvements under the ramps from Folsom Street to Howard Street; and,

WHEREAS, On May 24, 2012, the Planning Commission of the City and County of San Francisco certified the Transit Center District Plan and Transit Tower Final Environmental Impact Report ("TCDP FEIR"), and, on June 19, 2018, the Commission adopted the TCDP FEIR and its environmental findings as its own, under Resolution No. 28-2018, as Responsible Agency pursuant to CEQA. The Transit Center District Plan project studied under the TCDP FEIR includes the

portion of the Project Area north of Folsom Street and the entirety of the Park. The TCDP FEIR references the FEIS/EIR and includes within its scope the program studied in the FEIS/EIR as legislated under the Transbay Redevelopment Plan and its supporting documents, including the Design for Development and the Streetscape and Open Space Plan. Furthermore, the TCDP FEIR studied a multi-modal pedestrian and bicycle path under the TJPA ramps between Folsom Street and Howard Street, located within the area of the Park, as is consistent with the proposed Schematic Design; and,

WHEREAS, OCII staff finds that the proposed action to develop the Park in accordance with the 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 Park'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 June 6, 2023, 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, the Development Controls, and the Planning Code, 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 June 6, 2023.

Commission Secretary

Exhibit A: The Schematic Design for Under Ramp Park

Exhibit B: Conditions of Approval of the Schematic Design for the Under Ramp Park

UNDER RAMP PARK

100% SCHEMATIC DESIGN 06.06.2023

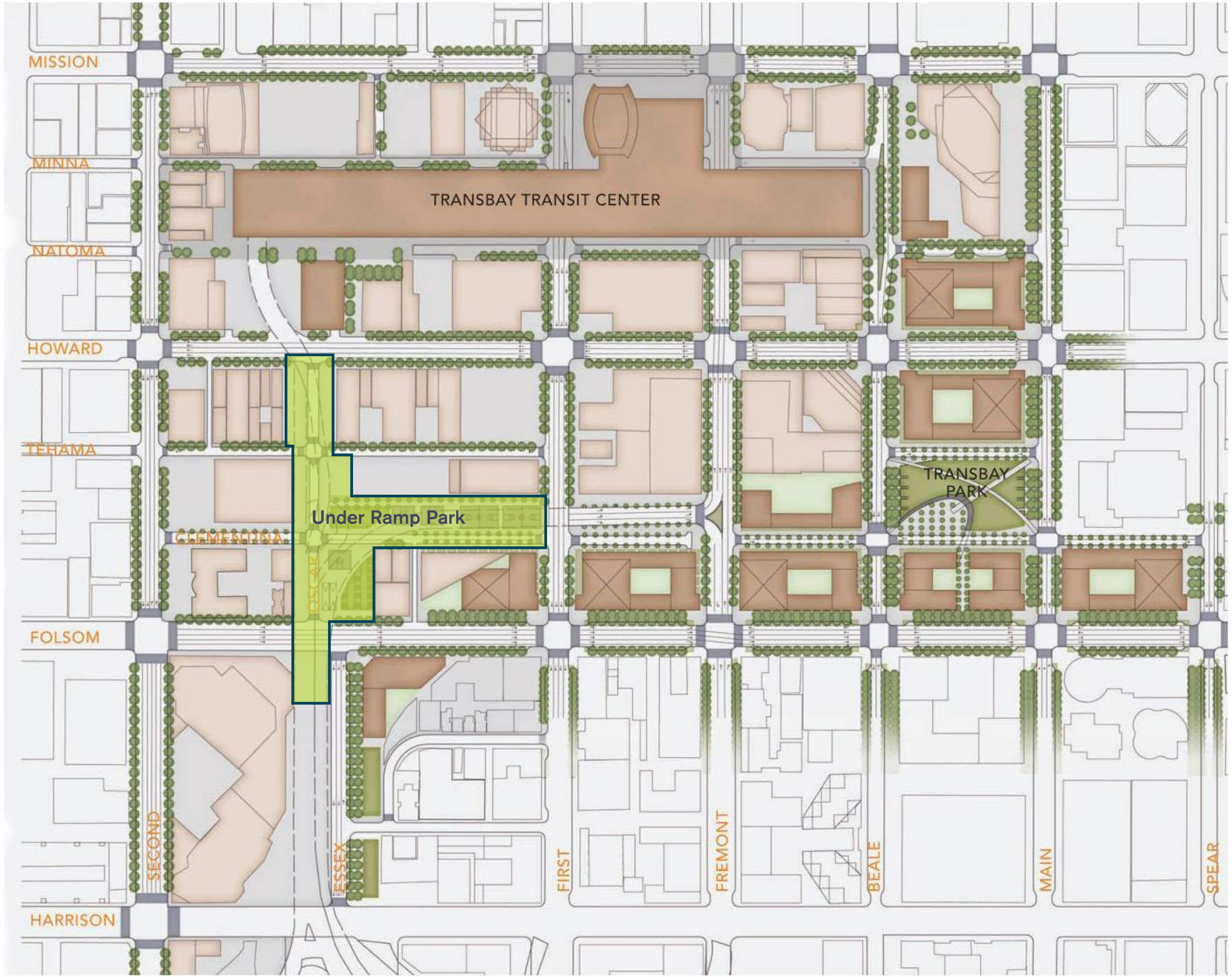
OCII

THE EAST CUT

cmg

Y.A.studio

ARUP



N

North Arrow

The North Arrow depicted on each plan in orange represents the reference north, whereas true north is depicted in grey for reference.

Legend

- Proposed Redevelopment
- Existing Buildings
- Transbay Transit Center Area
- Proposed Public Open Space
- Proposed Private Open Space

Illustrative Concept Plan

This plan conveys how the landscape of the Transbay neighborhood will be dramatically altered once all the recommendations are realized.

PARK NARRATIVE

Under Ramp Park will be a new 2.5 acre neighborhood park within the Transbay Redevelopment Area. Spanning three and a half blocks, the park is comprised of five distinct spaces separated by Folsom, Clementina, and Tehama Streets. The park is located below the Interstate 80 Fremont exit ramp and the Transit Center bus ramp, with approximately 25% of the site open to the sky. This affords unique opportunities and constraints for the park design, giving it the potential to be a novel public place in San Francisco.

Based on the 2006 Concept Plan, over ten community workshops, and on-going collaboration with OCII staff and the Transbay Citizen Advisory Committee (CAC), the design team established the following goals:

- IMPROVE CONNECTIVITY: The design creates a stronger pedestrian and bicycle link between the Rincon Hill/East Cut neighborhood to the south and the new Transit Center to the north, reinforcing the identity of this new neighborhood as a transit-oriented community, one that encourages residents and visitors to walk, bike, and take transit.
- FOSTER COMMUNITY: As a new park for an emerging neighborhood, the design provides programs and amenities that will foster a sense of community and support future growth and development.
- CREATE A DESTINATION FOR THE NEIGHBORHOOD AND THE CITY: Given the site's inherent constraints, the design strives to be distinctive and the programming unique, attracting people from all over the city.

To achieve these goals, the design for Under Ramp Park includes a variety of programs and features that create an active, rich, and integrated environment where program adjacencies are complementary and help to energize the site. The overarching idea is to have a dynamic, flexible park where unique programs continually activate the park.

The park design responds to the variety of site conditions, unique adjacencies and subdividing streets with a series of distinct park "rooms" that are tied together by circulation routes, color, lighting, and materiality. The spaces include:

- 22,000 sf dog park
- 14,000 sf concessions garden with an 879 sf concession building
- 5,538 sf two-story pavilion with community gathering space and flex lawn on the lower level and park-serving market cafe and plaza on the upper level
- 10,200 sf of court sports and adult fitness

See page 7 for the park program zone diagram and pages 79-80 and 88 for the building program layouts.

The design elements and programming are distinctive, meant to draw visitors from around the city throughout the day and throughout the year. Each park room includes unique site elements such as whimsical seating, an undulating play slope for dogs, and active spaces for court sports and adult fitness. The selected materials and site elements reinforce the Transbay neighborhood identity, linking the park to the contiguous streetscape improvements while simultaneously creating a playful and artful environment.

An enhanced pedestrian and bicycle promenade along the western edge reinforces the park's primary function to connect the neighborhood to the city and to transit. The promenade becomes the park spine linking a variety of neighborhood-serving amenities and new destinations. In addition, a network of universally accessible walking paths link the promenade to the many park programs (see pages 8-9 for the accessibility and park circulation network).

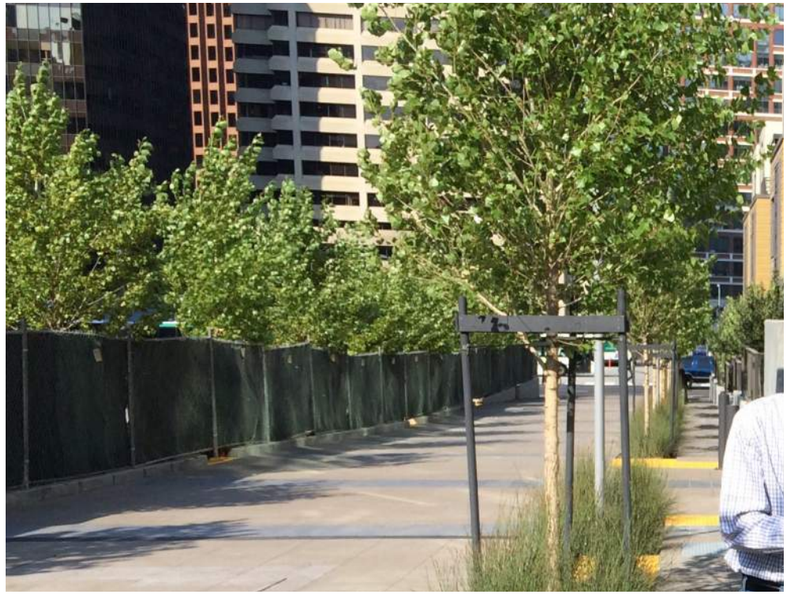
East Cut CBD Park Maintenance and Security:

Security for the Park will be provided by its operator, the East Cut CBD. Staffing will likely consist of personnel contracted and managed by the CBD's administrative office. Experience has proven that maintaining a clean park, quickly making repairs, and having an active presence will promote the safety and security of the park and enhance the visitor experience.

The CBD's cleaning and safety staff, currently provided through their contracted service provider, Block by Block (BBB), will provide on-site maintenance, janitorial, and safety personnel for the park, ensuring that the premises are well-maintained and secure. Staff is trained and experienced in assessing situations and determining the best course of action. The BBB services team will be located within the Pavilion Building on the lower level fronting Clementina Street, housing park dispatch, management, janitorial, and safety team members, and will maintain a presence 24 hours a day, 7 days a week, 365 days per year. The services are intended to keep up with general maintenance, but the team will also be on call for any issues that arise. Security cameras will be installed throughout the park and will be monitored by the safety team. The TJPA's offices will also have access to the security camera feed. Cleaning staff will regularly empty the trash and recycling receptacles provided in the Park and there will be a continual presence on-site 24/7 to patrol, monitor and deter illegal activity. If at any time an issue cannot be solved by BBB safety ambassadors and team leads, emergency city services (SFPD, SFFD, etc.) will be contacted.

Neighborhood Main Street - Folsom

The new Folsom Street design finishes are integrated into the park entry on Folsom, drawing the neighborhood into the park and linking the park to the district identity.



Pedestrian Alley - Clementina

Clementina links the eastern developer blocks to the park. The park entry at Clementina and First Streets is the western destination of this important pedestrian connector.

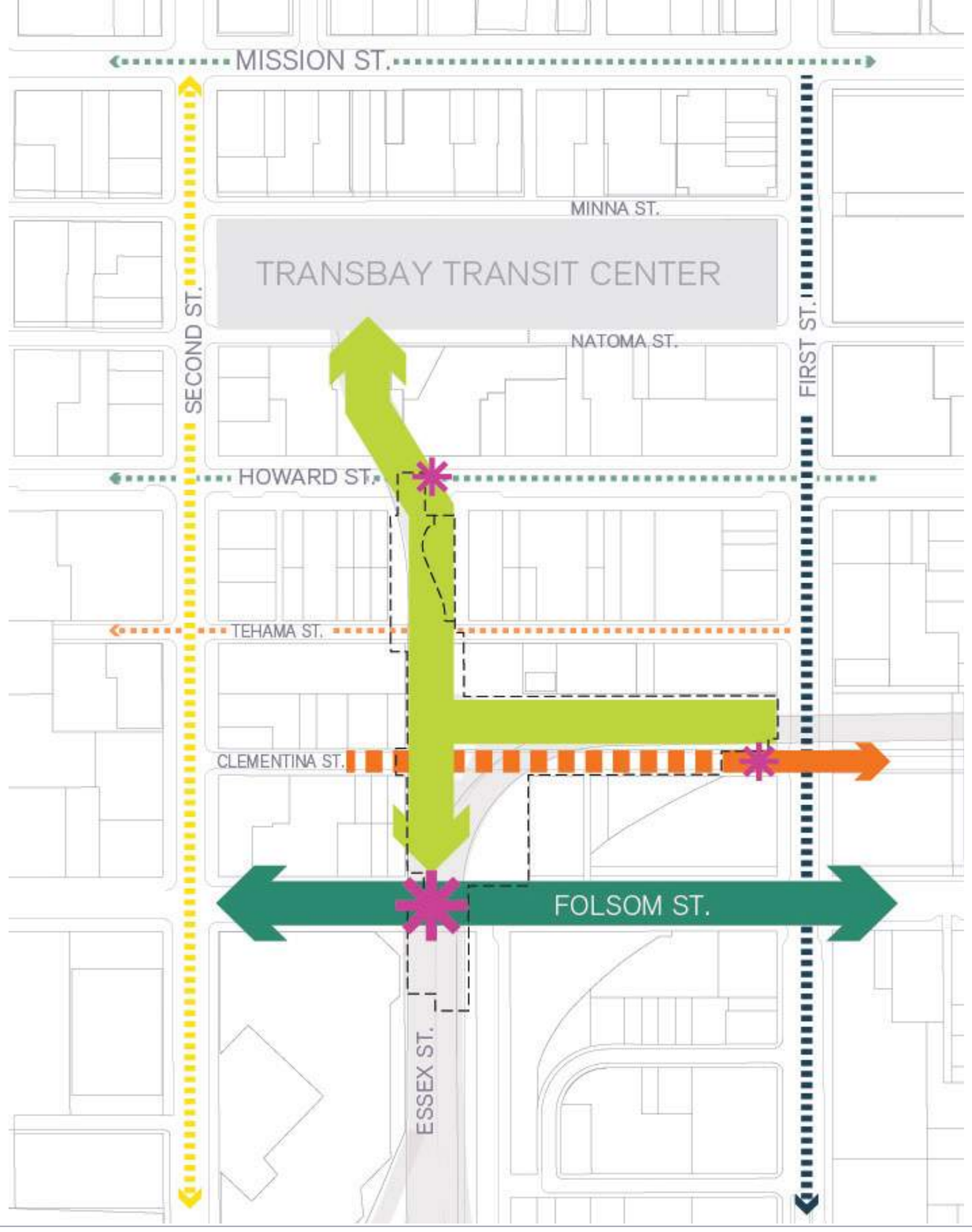
Park

The pedestrian and bike paths through the park are the primary north-south connectors between the neighborhood main street and the Transit Center, reinforcing the transit-oriented character of this new district.

Gateway

The ramps that pass over Howard, First, and Folsom Streets act as natural gateways into the neighborhood. The park design accentuates these spaces with artful lighting that extends the character of the park out into the street at First and Folsom Streets. Folsom Street is the primary gateway and the park design proposes working with East Cut CBD and the SF Planning Departments South Downtown Design and Activation Plan (SODA) augmenting the signature lighting with district identifying signage.

A comprehensive Signage Plan shall be subsequently developed and separately submitted to OCII, ECCBD and TJPA for review and approval. The Signage Plan shall include signage design for way-finding and park rules as provided by the managing agencies. Further neighborhood signage, donor recognition and tenant signage to be coordinated with the ECCBD as part of a separate scope.

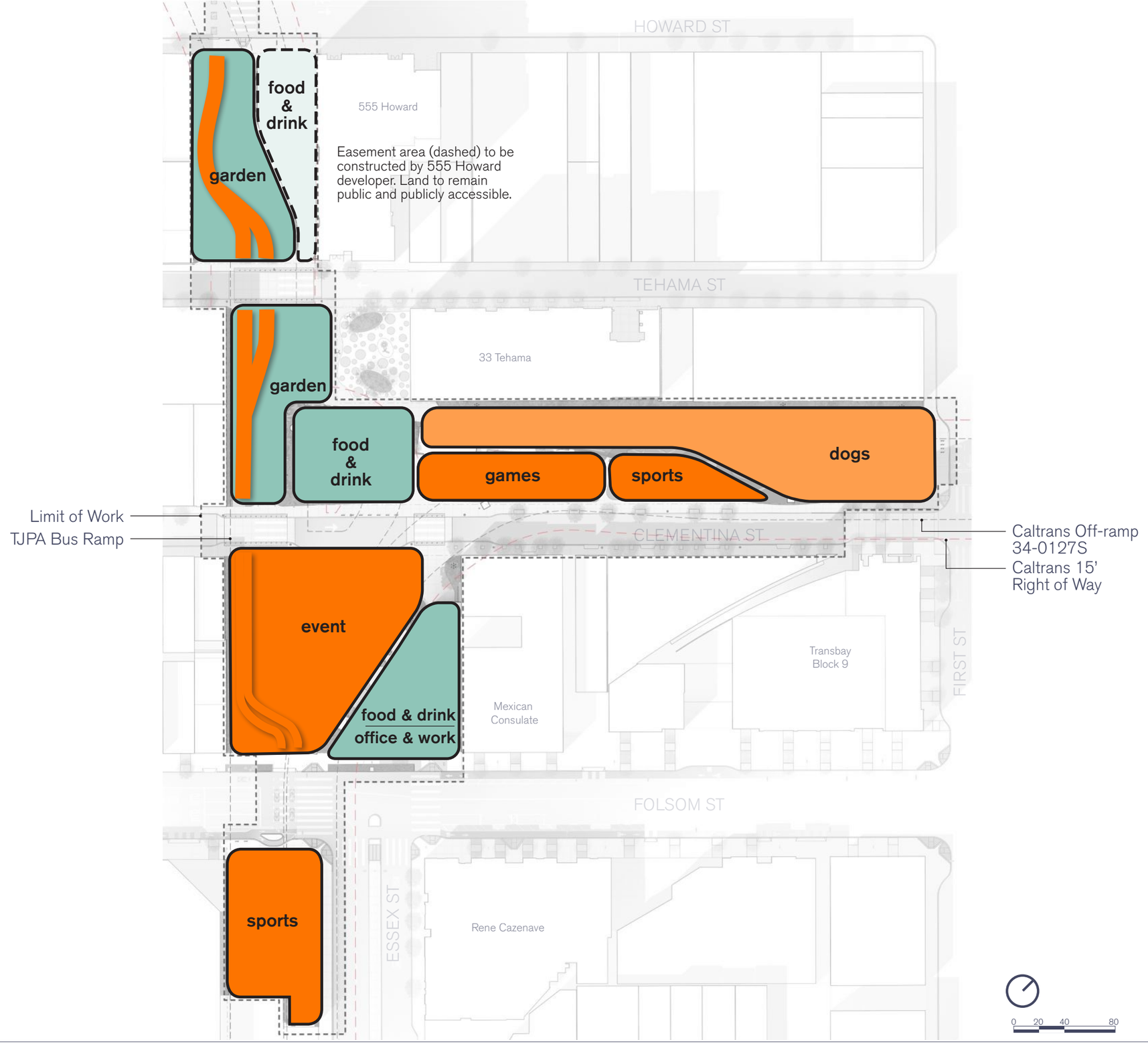


LEGEND

- Under Ramp Park
- Pedestrian Alley
- Neighborhood Main Street
- Gateway
- Bay Bridge Connector
- Historic Connector
- Crosstown Boulevard
- Park Limit of Work

Not to Scale

Pedestrian Paths and Streetscapes Diagram



LEGEND

- Passive program
- Active program

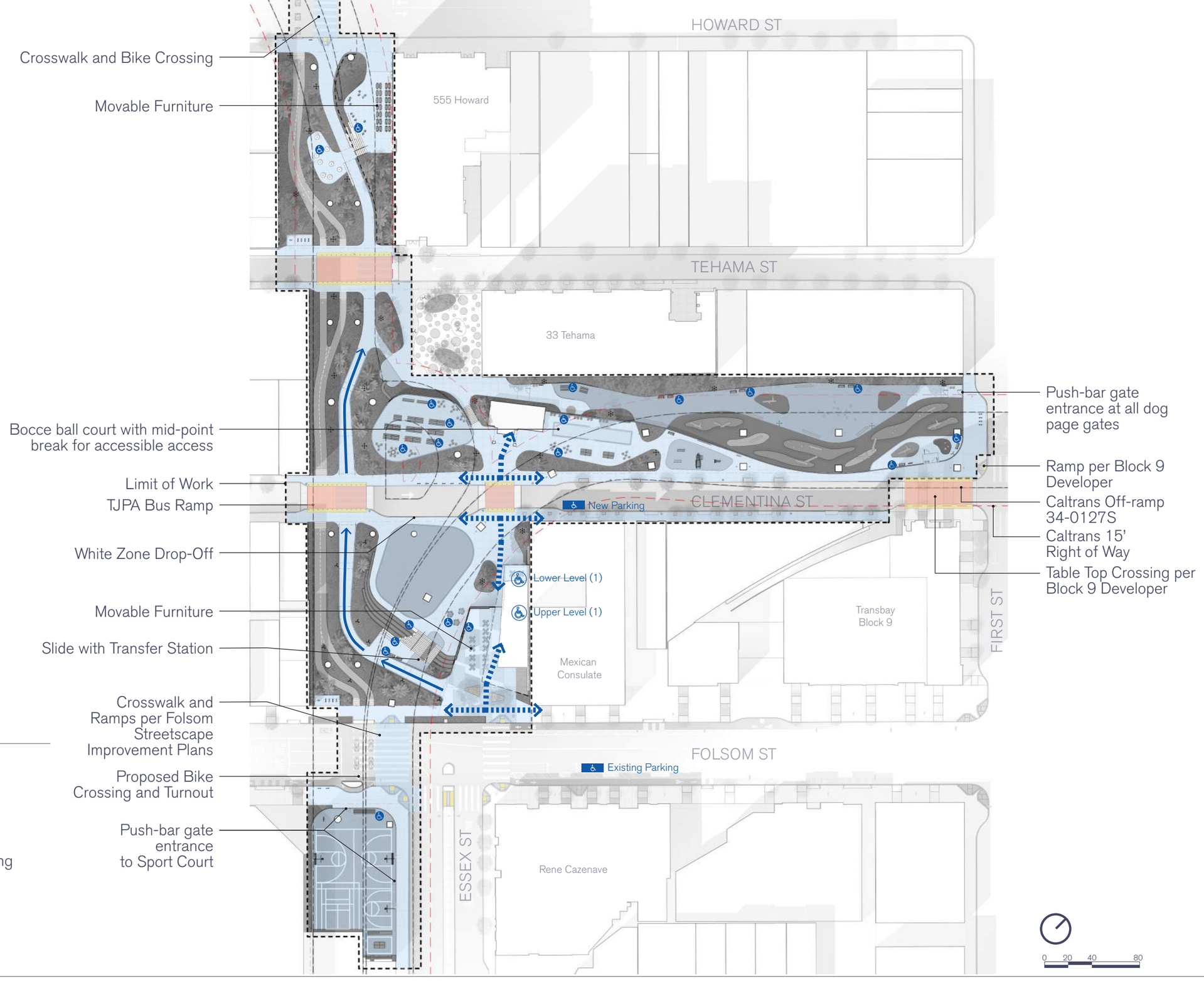
Active/Passive Program Diagram

LEGEND

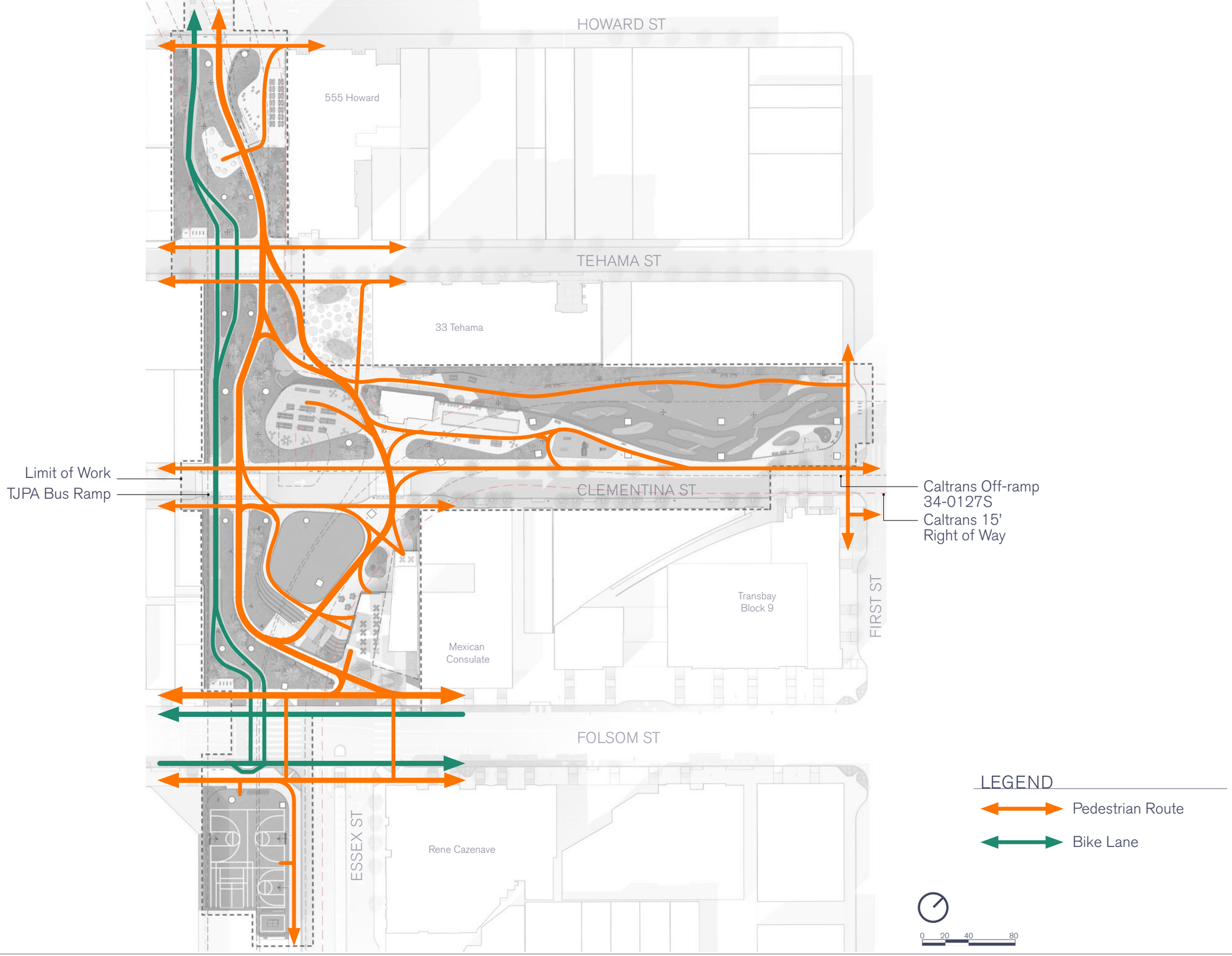
- Bicycle thoroughfare (11,140 sf; bike lane: 720 lf)
- Pedestrian thoroughfare (17,610 sf; path 680 lf)
- Building, seating & gathering (14,440 sf)
- Active recreation (10,200 sf)
- Dog park (22,000 sf)
- Games & play (4,750 sf)
- Flexible lawn & hardscape (12,450 sf)

0 20 40 80

Program Zoning Diagram



Accessibility Diagram



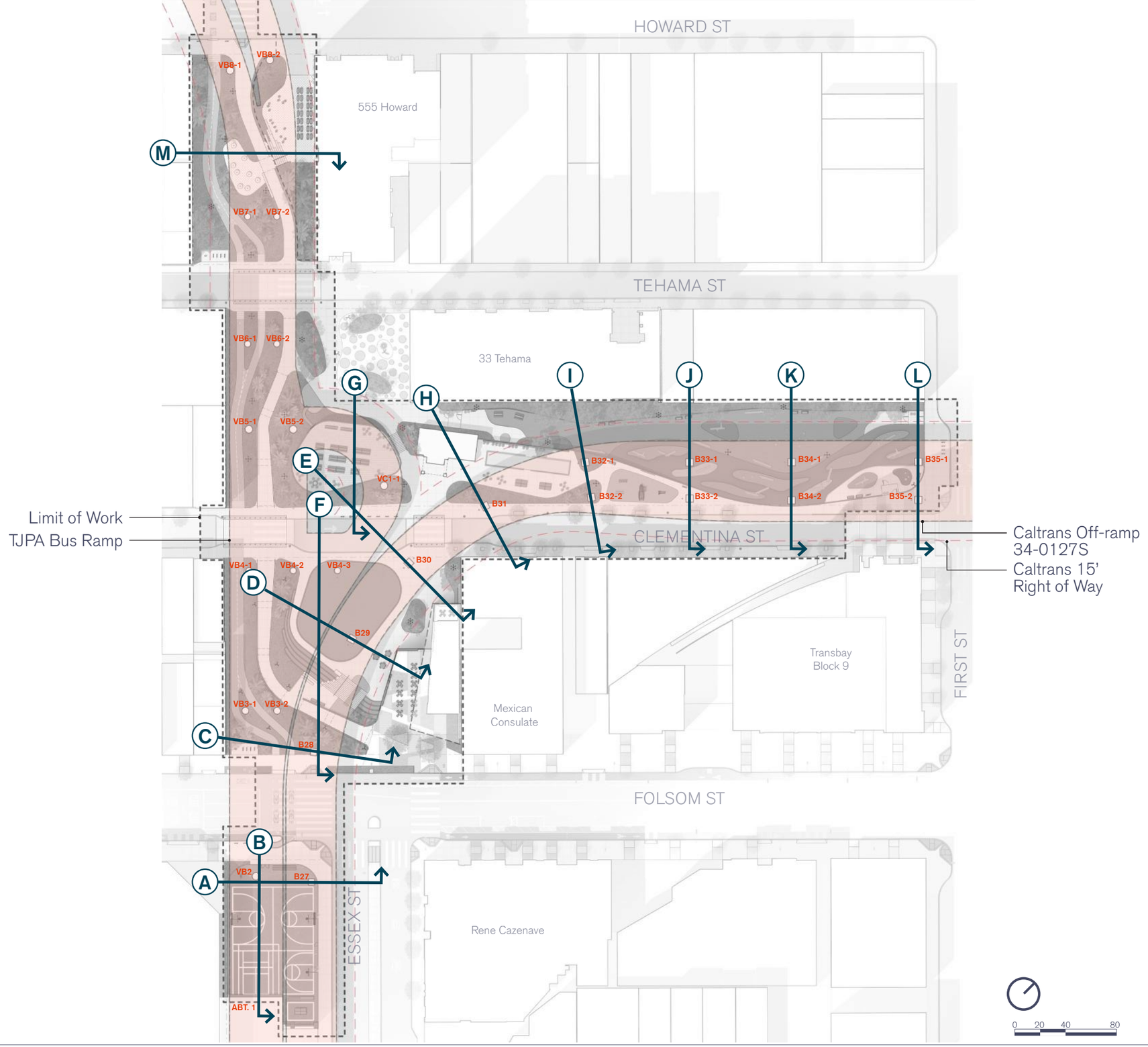
Circulation Diagram

LEGEND

1. Howard St. Plaza to be constructed by 555 Howard developer
2. Sculptural Seating Garden
3. 33 Tehama Plaza & Seating (existing)
4. Concession Seating
5. Outdoor Leisure Games
6. Exercise Zone
7. Dog Run With Topographic Slope
8. Separated Bike Path
9. Synthetic Flex Lawn & Terraced Bleacher
10. Folsom Plaza Terrace
11. Park Pavilion Building
12. Multi-Sport Court

---- Limit Of Work

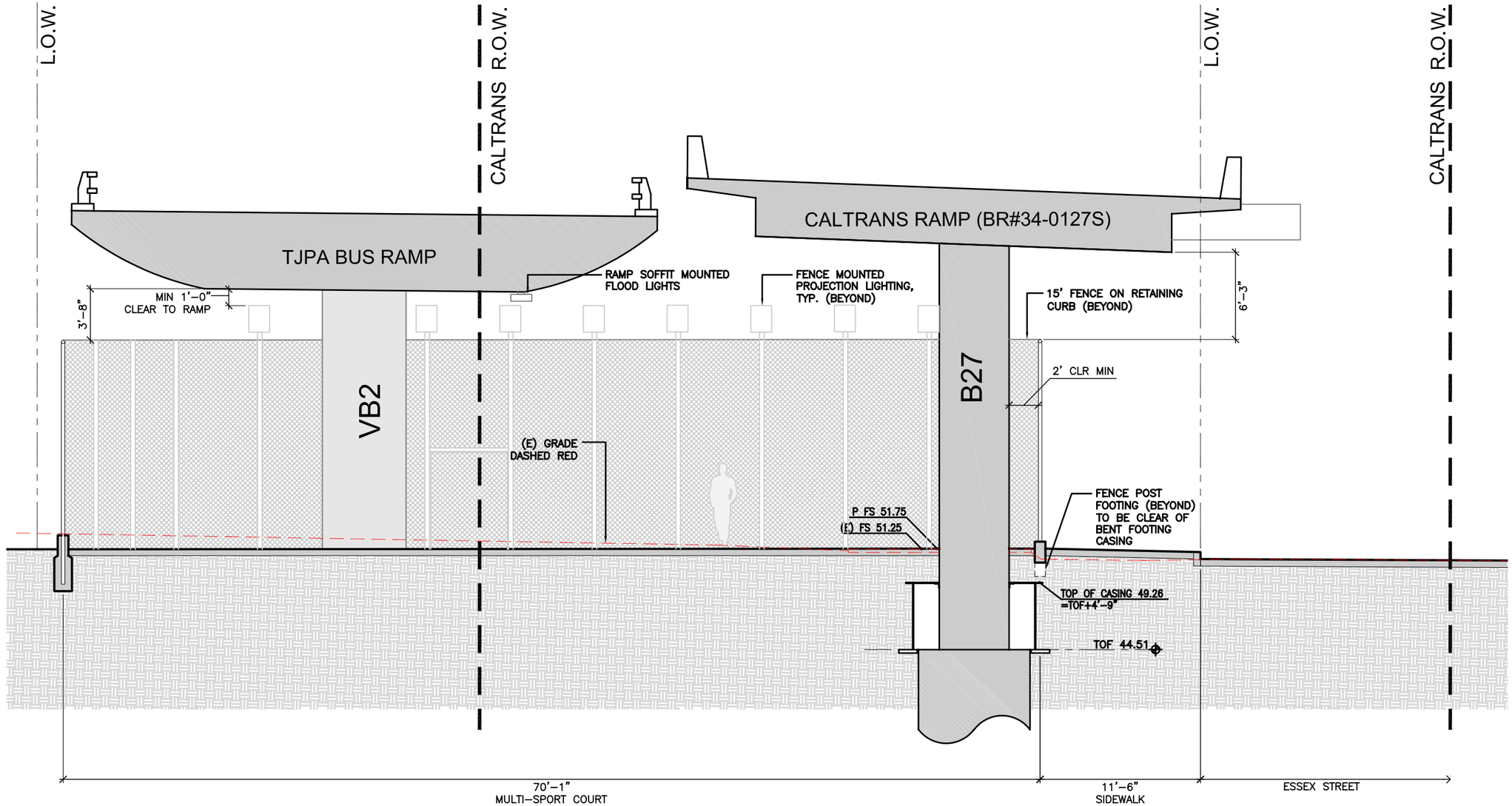
Plan Rendering with Overhead Ramps



Section Cut and Bent Identification Plan

Notes:

- Proposed fence design around TJPA and Caltrans structures to prohibit climbing on them.
- Fence post footings shall be clear of TJPA and Caltrans Bents by at least 2 feet for inspection or seismic movement



Scale: 1/8"=1'-0"

Notes:

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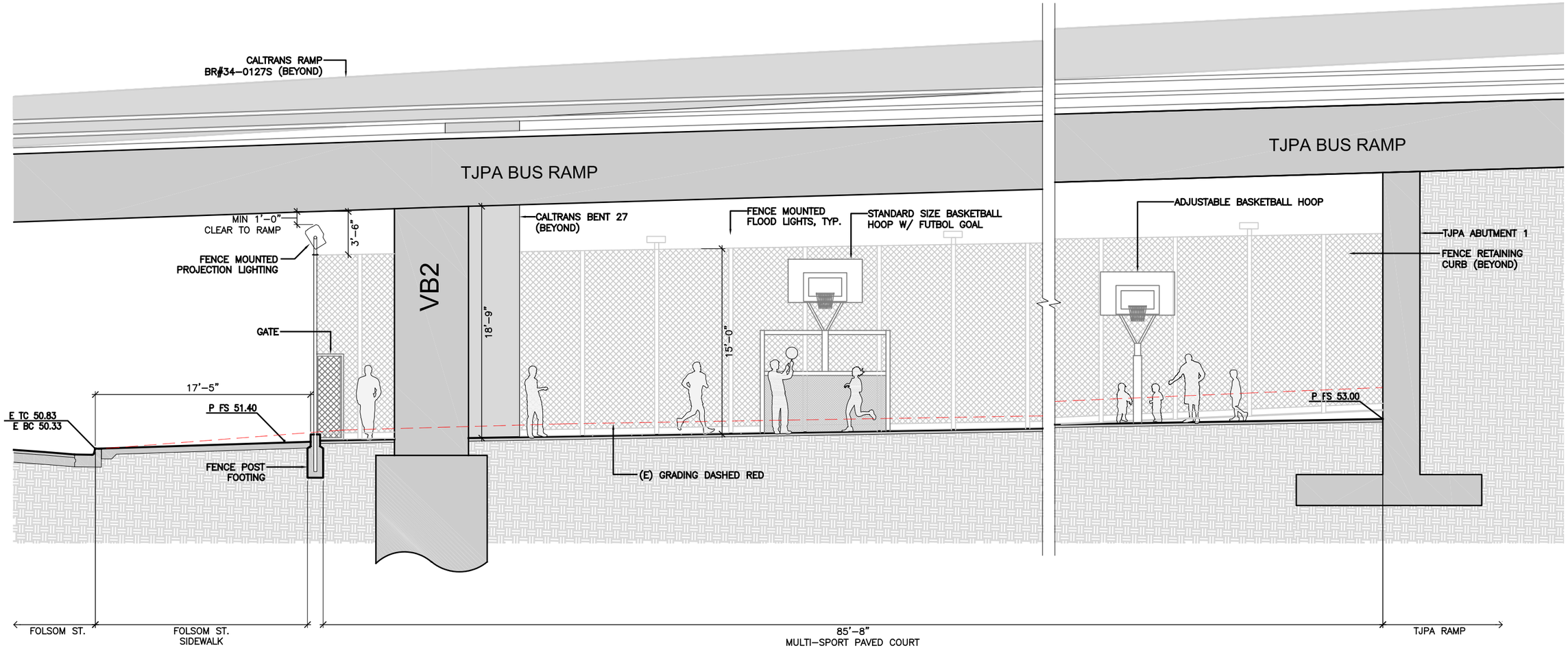

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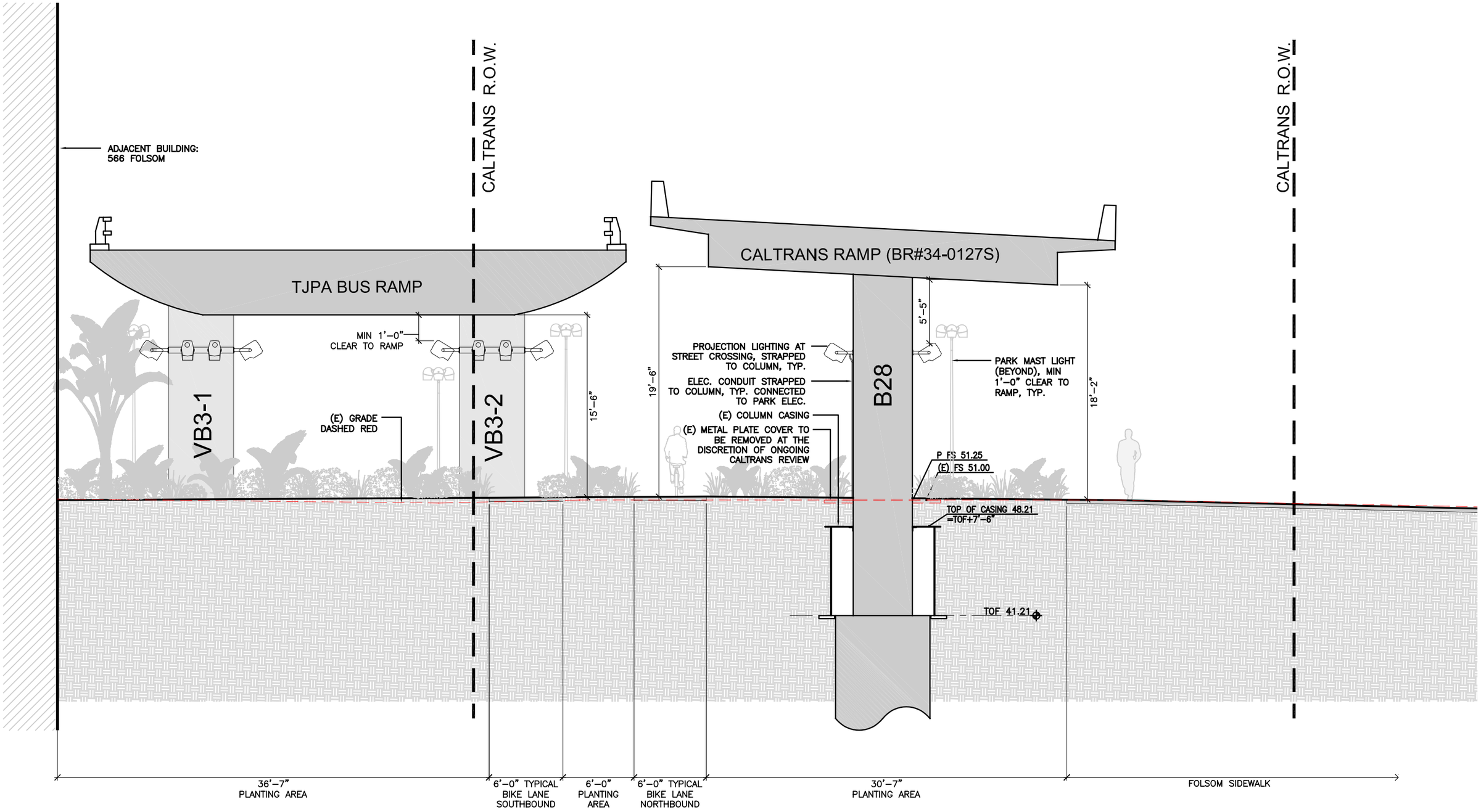
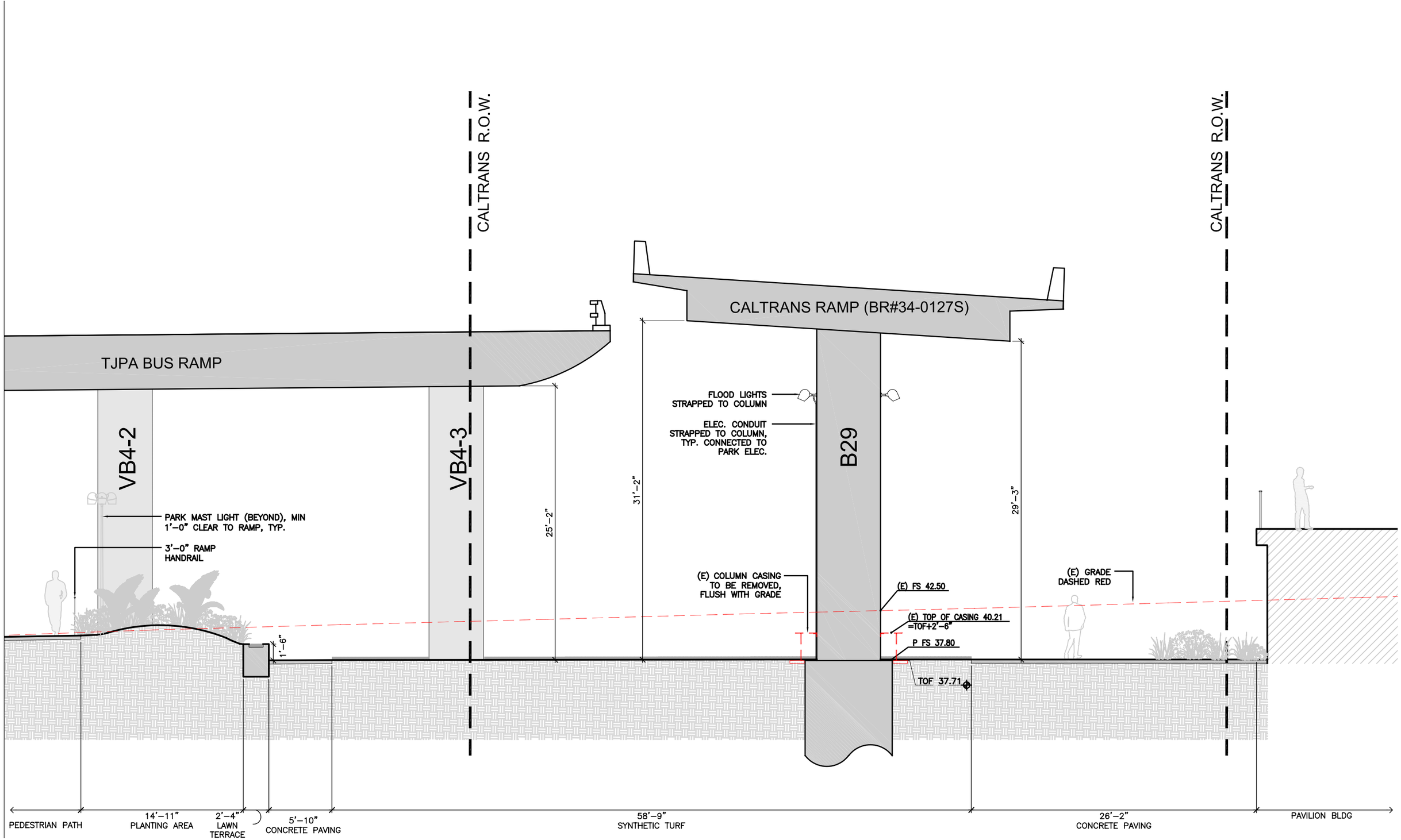
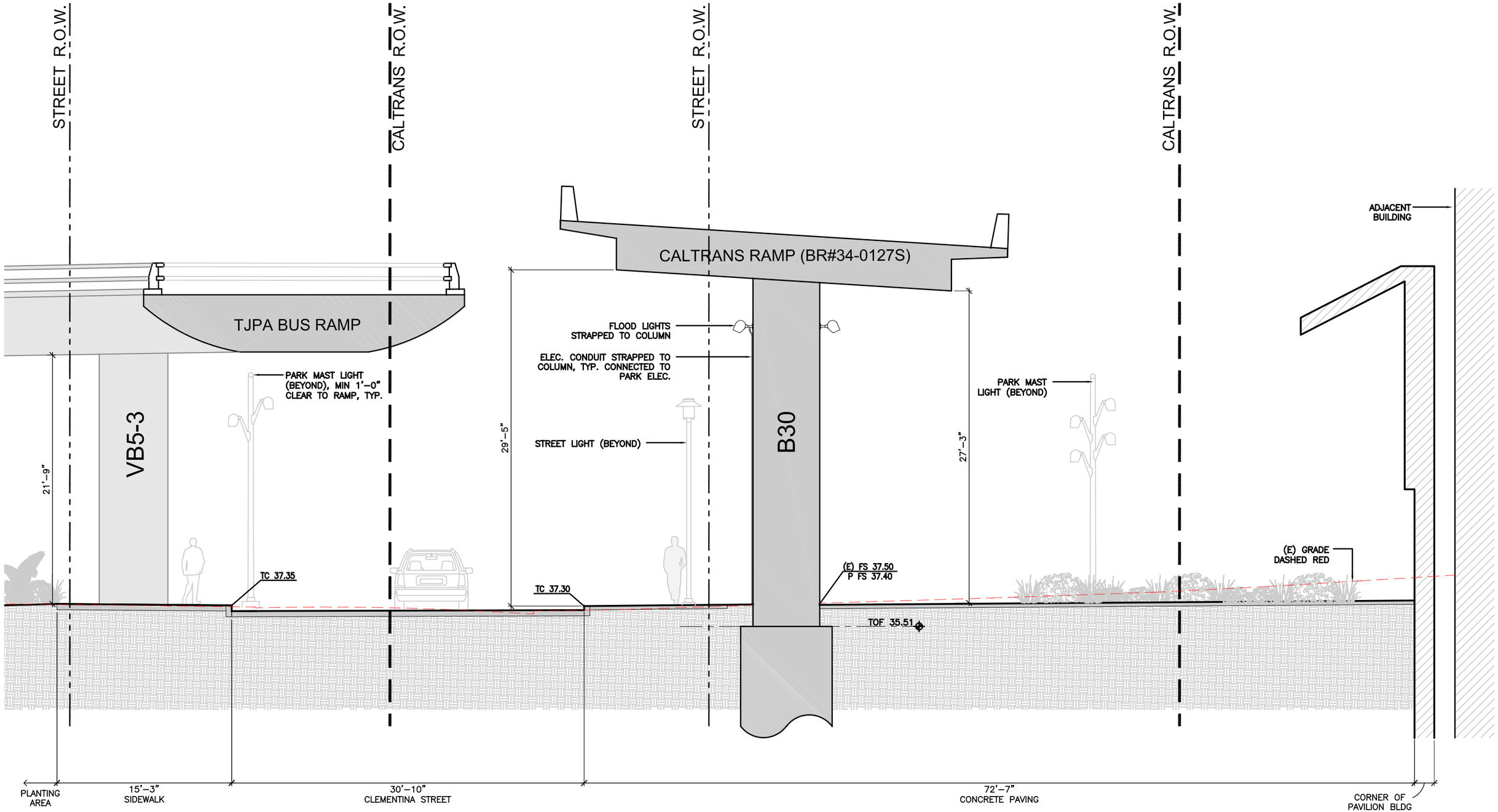

ADJACENT BUILDING:
566 FOLSOM
CALTRANS R.O.W.
TJPA BUS RAMP
CALTRANS RAMP (BR#34-0127S)
VB3-1
VB3-2
B28
MIN 1'–0"
CLEAR TO RAMP
15'–6"
19'–6"
5'–5"
18'–2"
PROJECTION LIGHTING AT
STREET CROSSING, STRAPPED
TO COLUMN, TYP.
ELEC. CONDUIT STRAPPED
TO COLUMN, TYP. CONNECTED
TO PARK ELEC.
(E) COLUMN CASING
(E) METAL PLATE COVER TO
BE REMOVED AT THE
DISCRETION OF ONGOING
CALTRANS REVIEW
PARK MAST LIGHT
(BEYOND), MIN
1'–0" CLEAR TO
RAMP, TYP.
(E) GRADE
DASHED RED
P FS 51.25
(E) FS 51.00
TOP OF CASING 48.21
=TOF+7'–6"
TOF 41.21
36'–7"
PLANTING AREA
6'–0" TYPICAL
BIKE LANE
SOUTHBOUND
6'–0"
PLANTING
AREA
6'–0" TYPICAL
BIKE LANE
NORTHBOUND
30'–7"
PLANTING AREA
FOLSOM SIDEWALK

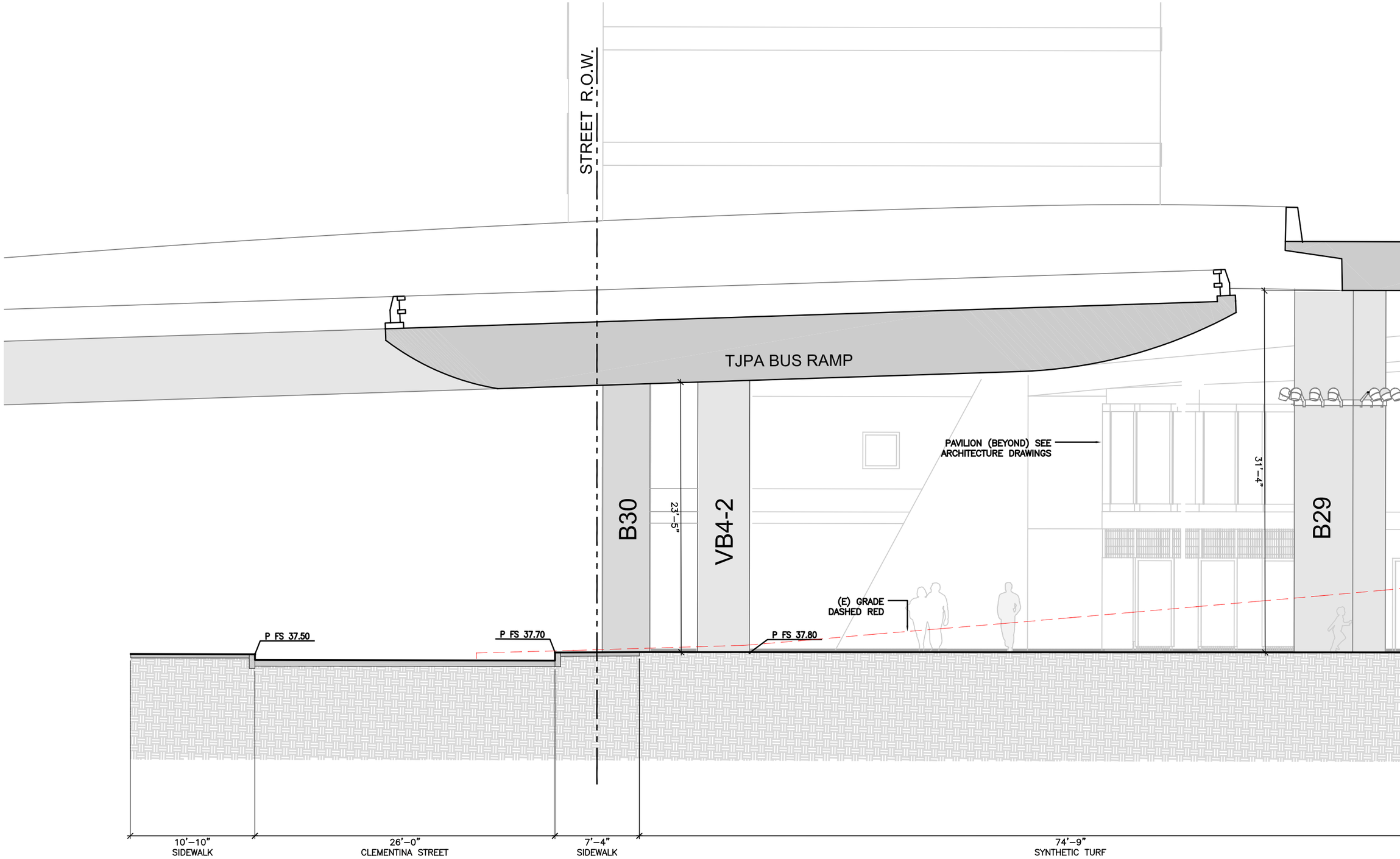
Scale: 1/8"=1'-0"

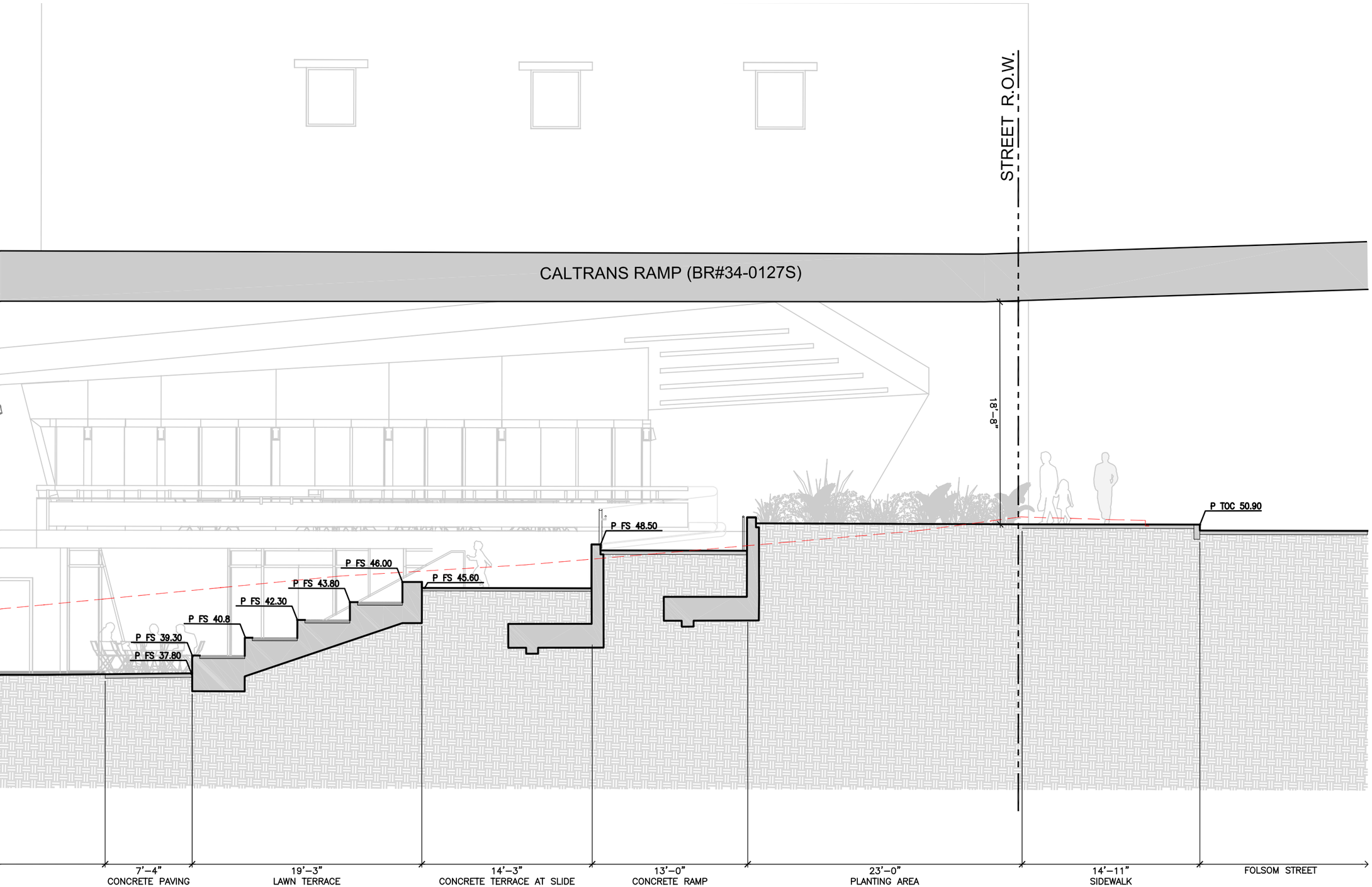

CALTRANS R.O.W.
TJPA BUS RAMP
VB4-2
VB4-3
CALTRANS RAMP (BR#34-0127S)
B29
FLOOD LIGHTS STRAPPED TO COLUMN
ELEC. CONDUIT STRAPPED TO COLUMN, TYP. CONNECTED TO PARK ELEC.
PARK MAST LIGHT (BEYOND), MIN 1'–0" CLEAR TO RAMP, TYP.
3'–0" RAMP HANDRAIL
25'–2"
31'–2"
29'–3"
(E) COLUMN CASING TO BE REMOVED, FLUSH WITH GRADE
(E) FS 42.50
(E) GRADE DASHED RED
(E) TOP OF CASING 40.21 =TOF+2'–6"
P FS 37.80
TOF 37.71
1'–6"
CALTRANS R.O.W.
PEDESTRIAN PATH
14'–11" PLANTING AREA
2'–4" LAWN TERRACE
5'–10" CONCRETE PAVING
58'–9" SYNTHETIC TURF
26'–2" CONCRETE PAVING
PAVILION BLDG

Scale: 1/8"=1'-0"


STREET R.O.W.
CALTRANS R.O.W.
STREET R.O.W.
CALTRANS R.O.W.
TJPA BUS RAMP
CALTRANS RAMP (BR#34-0127S)
VB5-3
B30
PARK MAST LIGHT (BEYOND), MIN 1'-0" CLEAR TO RAMP, TYP.
FLOOD LIGHTS STRAPPED TO COLUMN
ELEC. CONDUIT STRAPPED TO COLUMN, TYP. CONNECTED TO PARK ELEC.
STREET LIGHT (BEYOND)
PARK MAST LIGHT (BEYOND)
ADJACENT BUILDING
21'-9"
29'-5"
27'-3"
TC 37.35
TC 37.30
(E) FS 37.50
P FS 37.40
TOF 35.51
(E) GRADE DASHED RED
PLANTING AREA
15'-3" SIDEWALK
30'-10" CLEMENTINA STREET
72'-7" CONCRETE PAVING
CORNER OF PAVILION BLDG

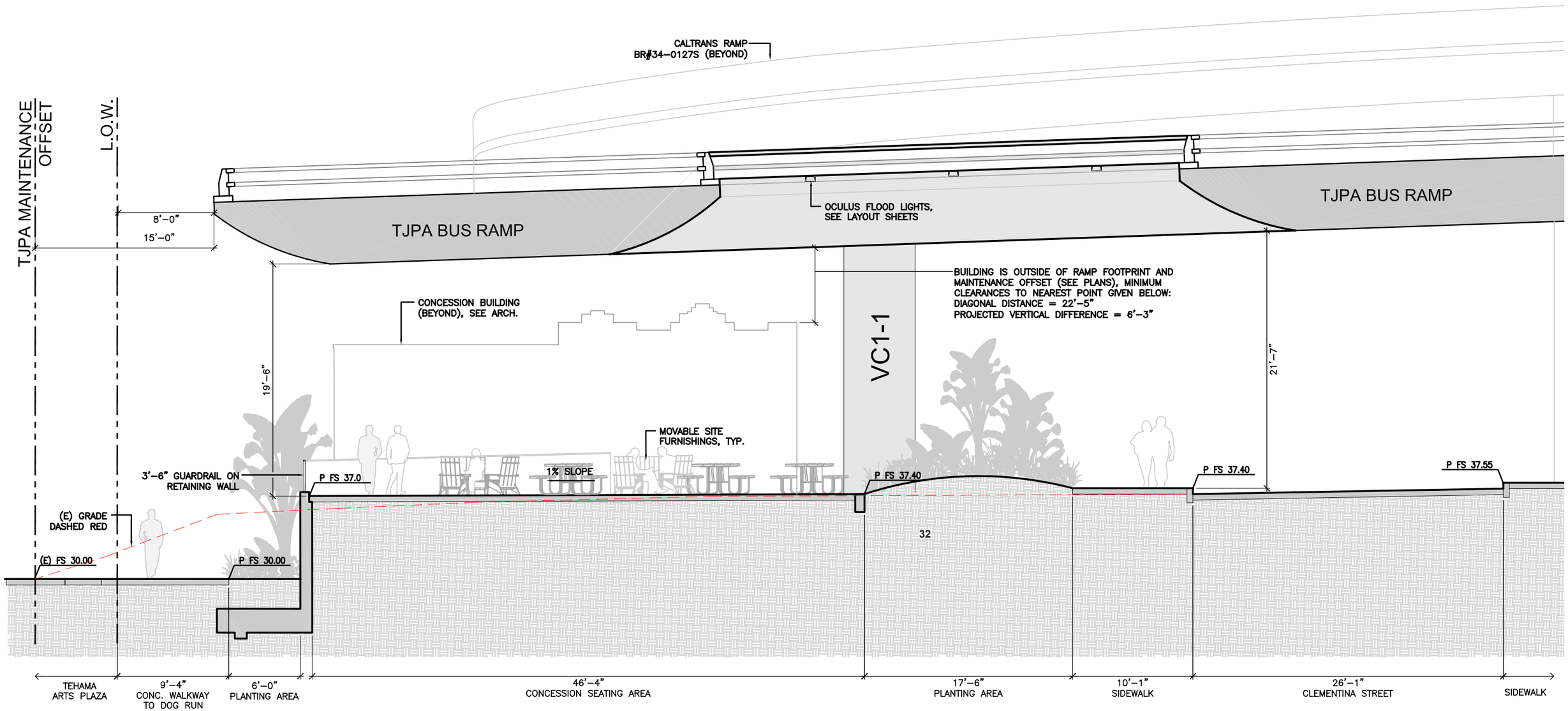
Scale: 1/8"=1'-0"


STREET R.O.W.
TJPA BUS RAMP
B30
23'-5"
VB4-2
PAVILION (BEYOND) SEE ARCHITECTURE DRAWINGS
31'-4"
B29
(E) GRADE DASHED RED
P FS 37.50
P FS 37.70
P FS 37.80
10'-10" SIDEWALK
26'-0" CLEMENTINA STREET
7'-4" SIDEWALK
74'-9" SYNTHETIC TURF

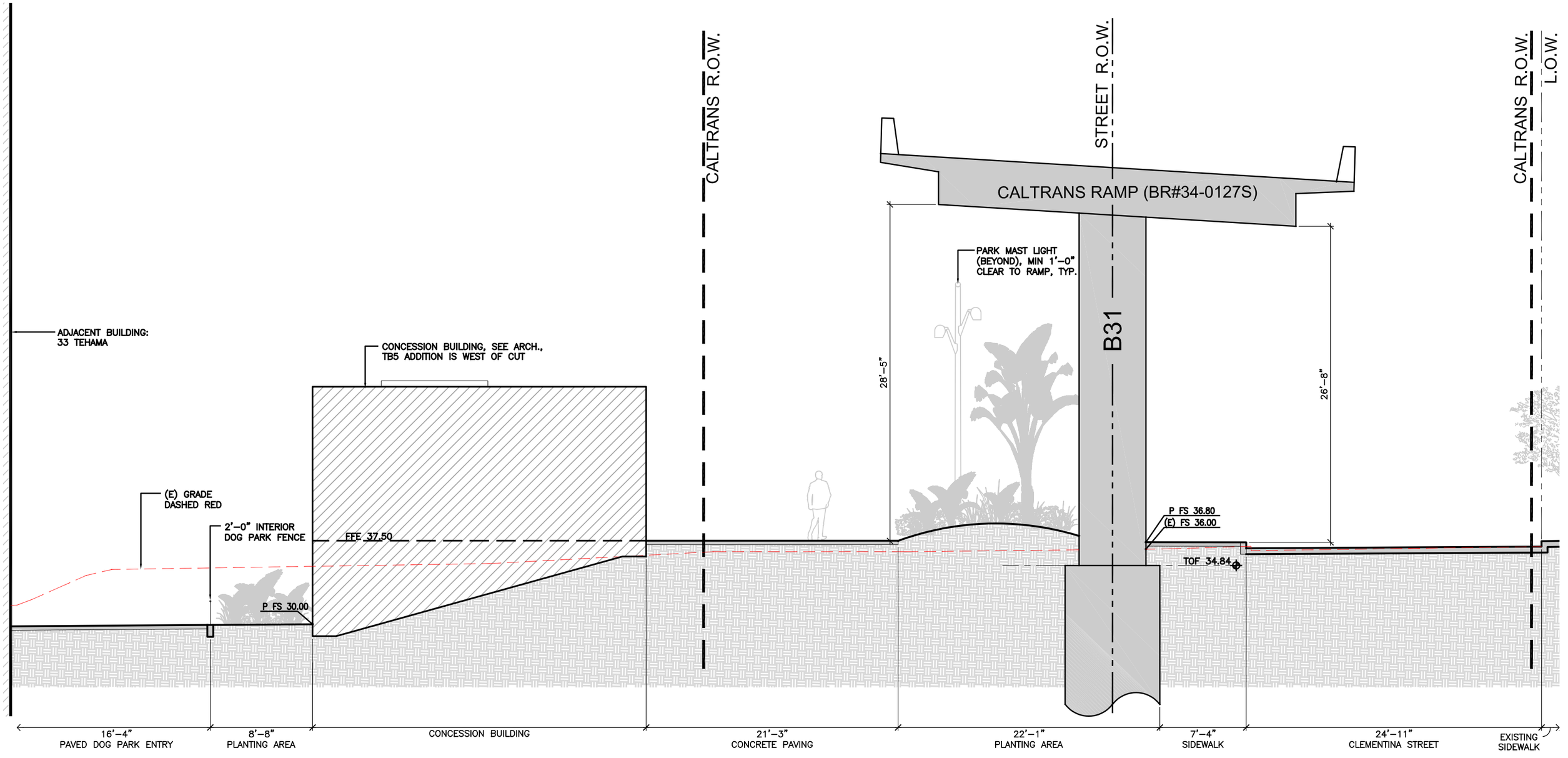


Scale: 1/8"=1'-0"

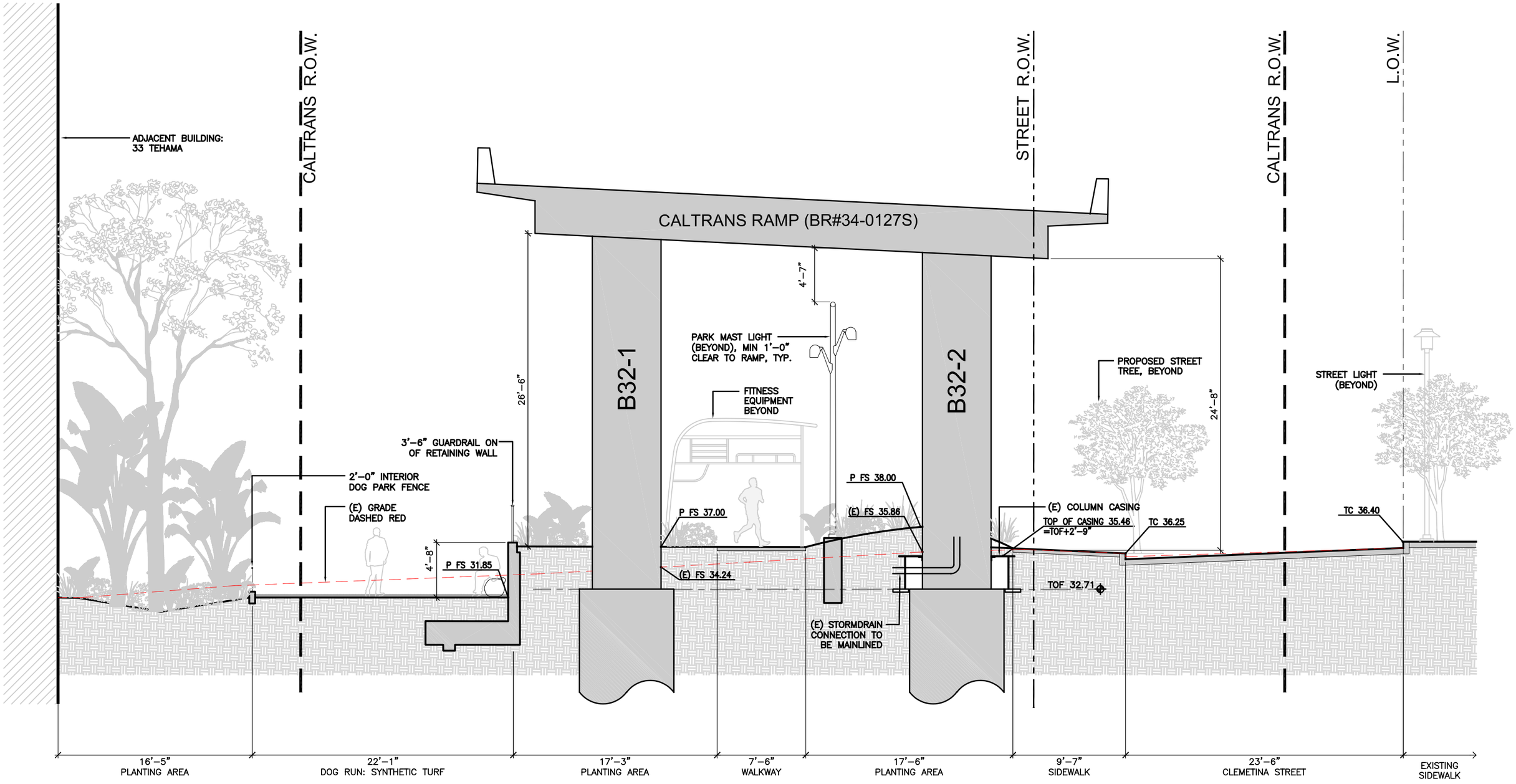
Section F (Continued)


CALTRANS RAMP
BR#34–0127S (BEYOND)
TJPA MAINTENANCE OFFSET
L.O.W.
8'–0"
15'–0"
TJPA BUS RAMP
OCULUS FLOOD LIGHTS, SEE LAYOUT SHEETS
TJPA BUS RAMP
BUILDING IS OUTSIDE OF RAMP FOOTPRINT AND MAINTENANCE OFFSET (SEE PLANS), MINIMUM CLEARANCES TO NEAREST POINT GIVEN BELOW:
DIAGONAL DISTANCE = 22'–5"
PROJECTED VERTICAL DIFFERENCE = 6'–3"
CONCESSION BUILDING (BEYOND), SEE ARCH.
VC1-1
19'–6"
21'–7"
MOVABLE SITE FURNISHINGS, TYP.
3'–6" GUARDRAIL ON RETAINING WALL
P FS 37.0
1% SLOPE
P FS 37.40
P FS 37.40
P FS 37.55
(E) GRADE DASHED RED
(E) FS 30.00
P FS 30.00
32
TEHAMA ARTS PLAZA
9'–4" CONC. WALKWAY TO DOG RUN
6'–0" PLANTING AREA
46'–4" CONCESSION SEATING AREA
17'–6" PLANTING AREA
10'–1" SIDEWALK
26'–1" CLEMENTINA STREET
SIDEWALK

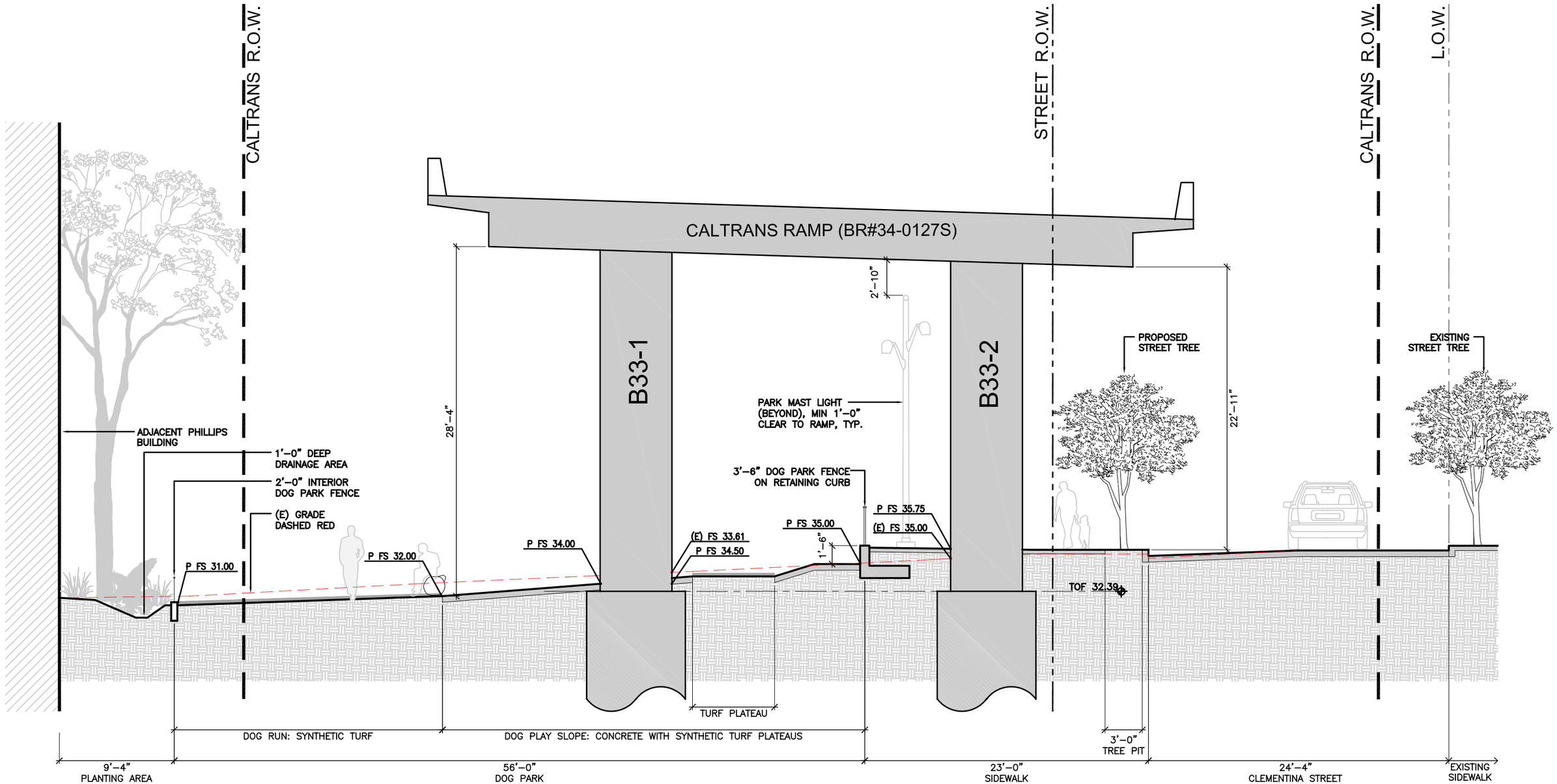
Scale: 1/8"=1'-0"


ADJACENT BUILDING:
33 TEHAMA
CONCESSION BUILDING, SEE ARCH.,
TB5 ADDITION IS WEST OF CUT
CALTRANS R.O.W.
STREET R.O.W.
CALTRANS RAMP (BR#34-0127S)
PARK MAST LIGHT
(BEYOND), MIN 1'-0"
CLEAR TO RAMP, TYP.
B31
CALTRANS R.O.W.
L.O.W.
28'-5"
26'-8"
(E) GRADE
DASHED RED
2'-0" INTERIOR
DOG PARK FENCE
FFE 37.50
P FS 30.00
P FS 36.80
(E) FS 36.00
TOF 34.84
16'-4"
PAVED DOG PARK ENTRY
8'-8"
PLANTING AREA
CONCESSION BUILDING
21'-3"
CONCRETE PAVING
22'-1"
PLANTING AREA
7'-4"
SIDEWALK
24'-11"
CLEMENTINA STREET
EXISTING
SIDEWALK

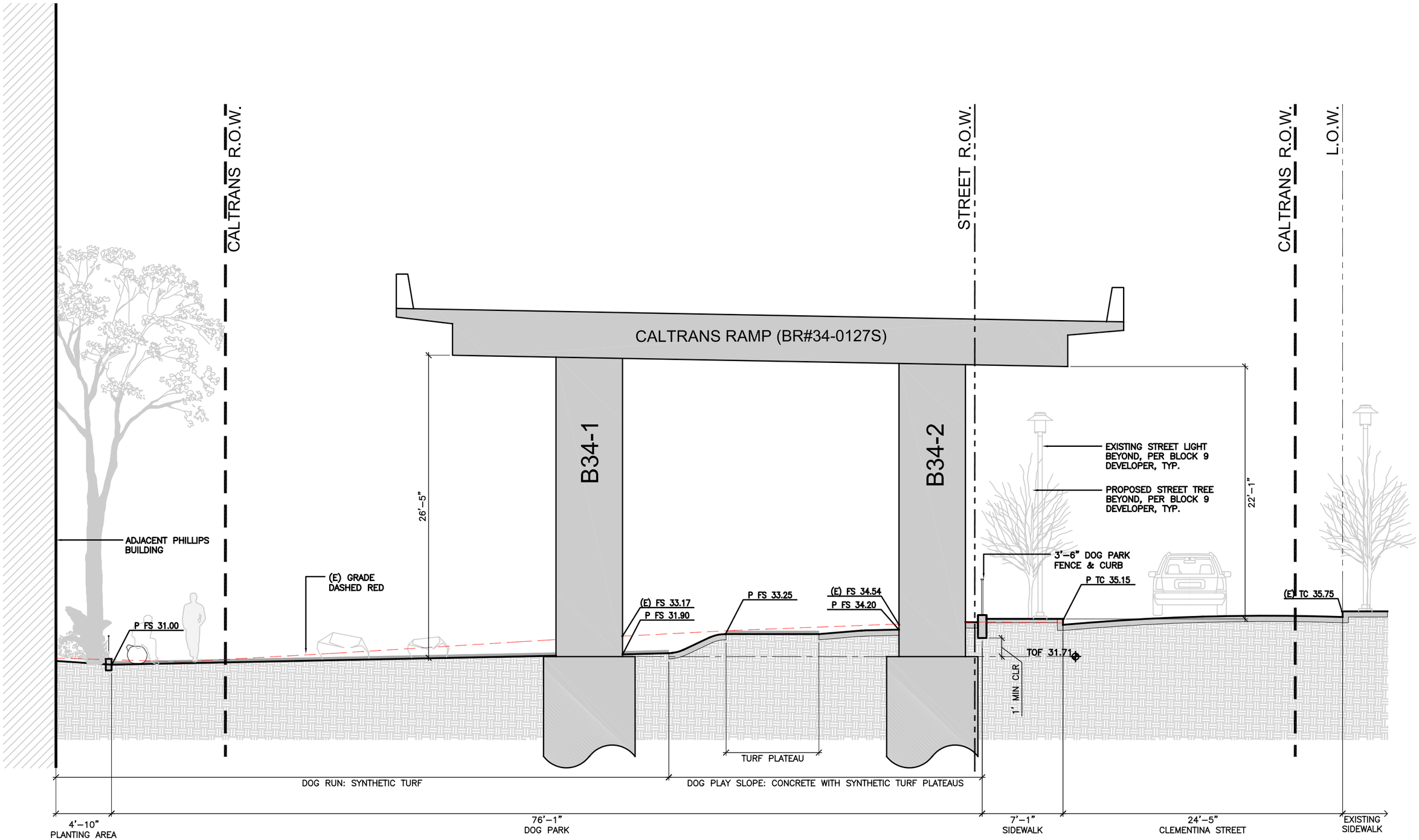
Scale: 1/8"=1'-0"


ADJACENT BUILDING:
33 TEHAMA
CALTRANS R.O.W.
CALTRANS RAMP (BR#34-0127S)
STREET R.O.W.
CALTRANS R.O.W.
L.O.W.
B32-1
B32-2
4'-7"
26'-6"
PARK MAST LIGHT
(BEYOND), MIN 1'-0"
CLEAR TO RAMP, TYP.
FITNESS
EQUIPMENT
BEYOND
PROPOSED STREET
TREE, BEYOND
24'-8"
STREET LIGHT
(BEYOND)
3'-6" GUARDRAIL ON
OF RETAINING WALL
2'-0" INTERIOR
DOG PARK FENCE
(E) GRADE
DASHED RED
4'-8"
P FS 31.85
P FS 37.00
(E) FS 34.24
P FS 38.00
(E) FS 35.86
(E) COLUMN CASING
TOP OF CASING 35.46
=TOF+2'-9"
TC 36.25
TC 36.40
TOF 32.71
(E) STORMDRAIN
CONNECTION TO
BE MAINLINED
16'-5"
PLANTING AREA
22'-1"
DOG RUN: SYNTHETIC TURF
17'-3"
PLANTING AREA
7'-6"
WALKWAY
17'-6"
PLANTING AREA
9'-7"
SIDEWALK
23'-6"
CLEMETINA STREET
EXISTING
SIDEWALK

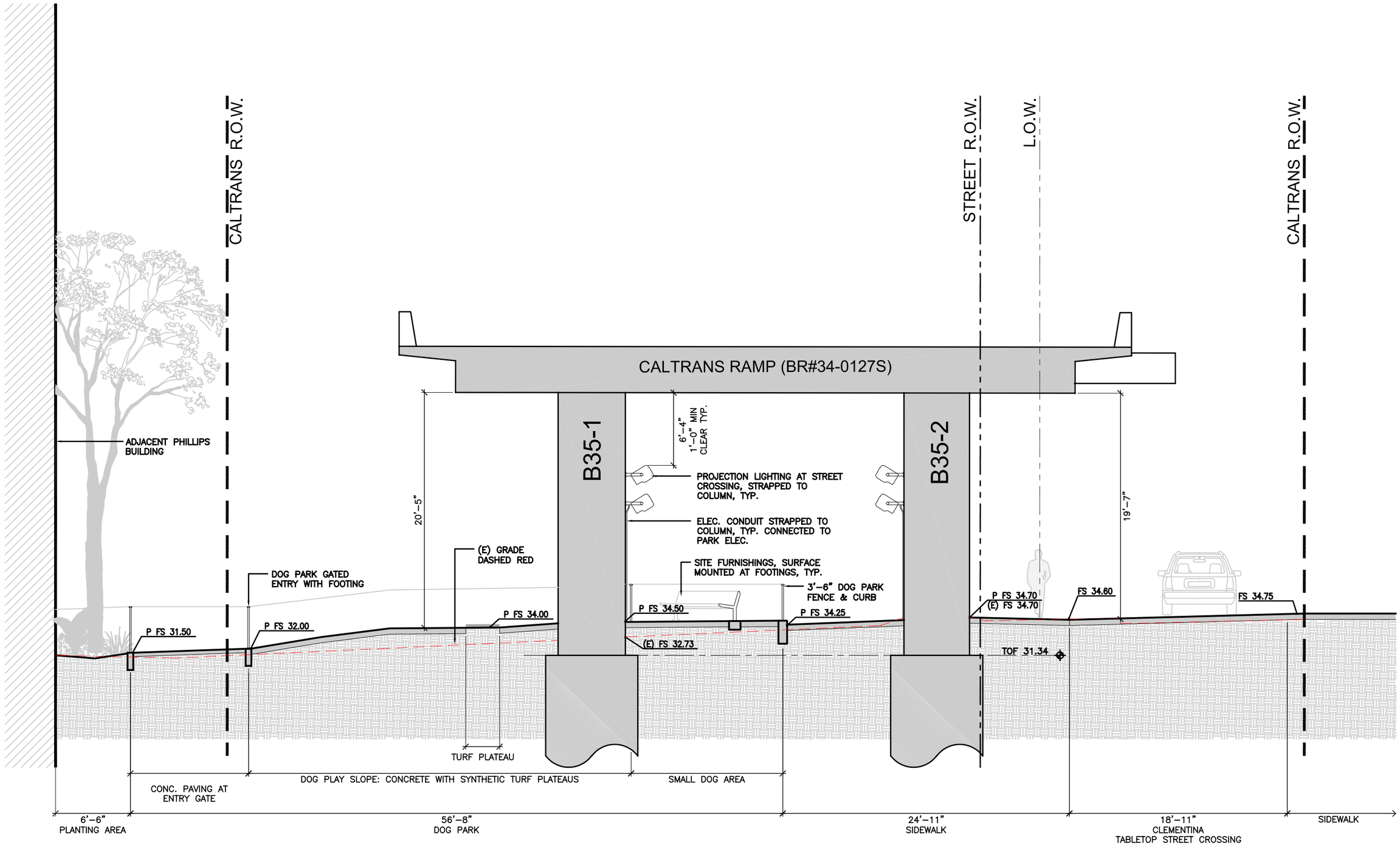
Scale: 1/8"=1'-0"


CALTRANS R.O.W.
STREET R.O.W.
CALTRANS R.O.W.
L.O.W.
CALTRANS RAMP (BR#34-0127S)
B33-1
B33-2
2'–10"
28'–4"
22'–11"
PROPOSED STREET TREE
EXISTING STREET TREE
PARK MAST LIGHT (BEYOND), MIN 1'–0" CLEAR TO RAMP, TYP.
3'–6" DOG PARK FENCE ON RETAINING CURB
ADJACENT PHILLIPS BUILDING
1'–0" DEEP DRAINAGE AREA
2'–0" INTERIOR DOG PARK FENCE
(E) GRADE DASHED RED
P FS 31.00
P FS 32.00
P FS 34.00
(E) FS 33.61
P FS 34.50
P FS 35.00
1'–6"
P FS 35.75
(E) FS 35.00
TOF 32.39
TURF PLATEAU
DOG RUN: SYNTHETIC TURF
DOG PLAY SLOPE: CONCRETE WITH SYNTHETIC TURF PLATEAUS
3'–0" TREE PIT
9'–4" PLANTING AREA
56'–0" DOG PARK
23'–0" SIDEWALK
24'–4" CLEMENTINA STREET
EXISTING SIDEWALK

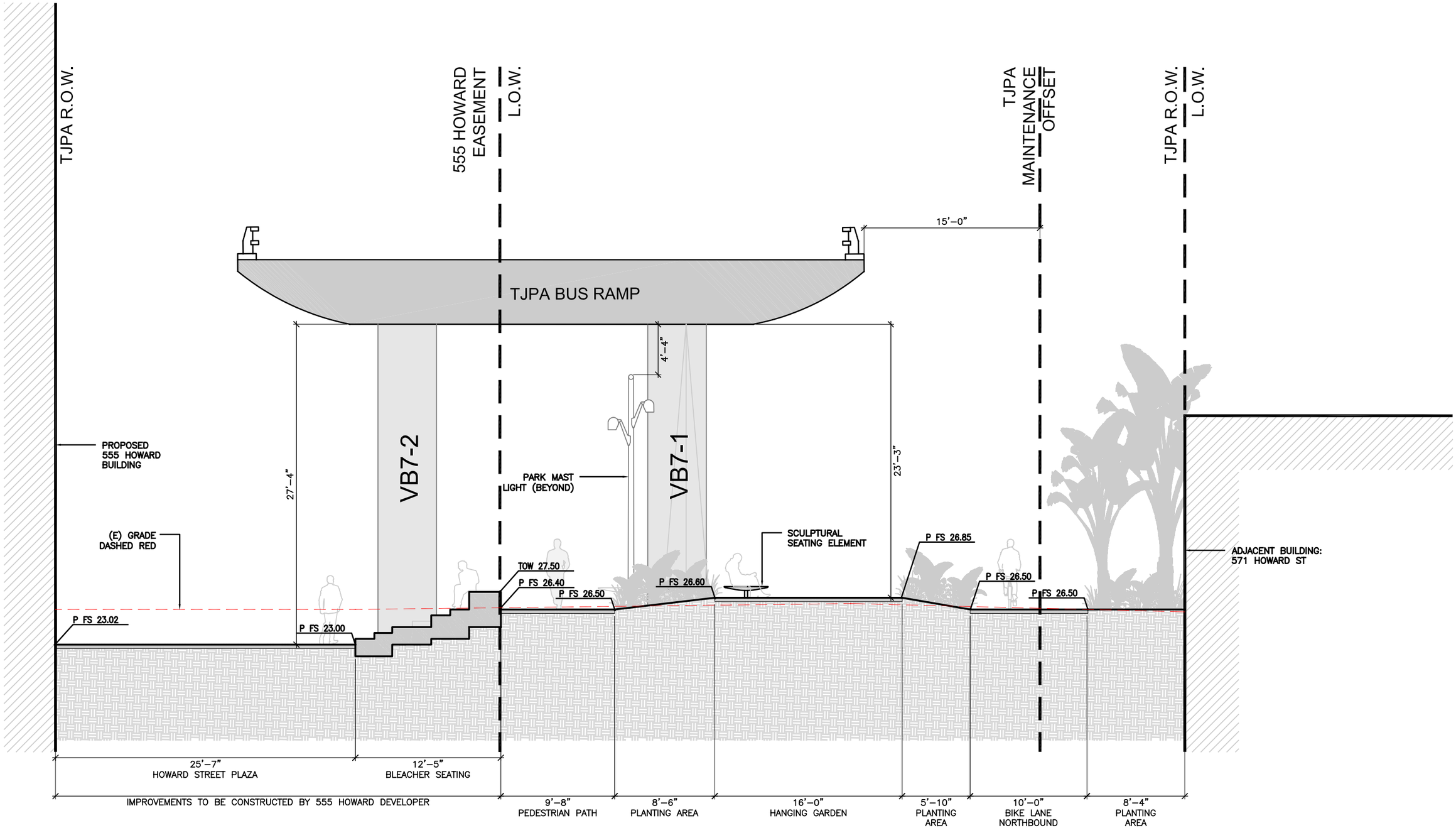
Scale: 1/8"=1'-0"


CALTRANS R.O.W.
STREET R.O.W.
CALTRANS R.O.W.
L.O.W.
CALTRANS RAMP (BR#34-0127S)
B34-1
B34-2
26'-5"
22'-1"
EXISTING STREET LIGHT BEYOND, PER BLOCK 9 DEVELOPER, TYP.
PROPOSED STREET TREE BEYOND, PER BLOCK 9 DEVELOPER, TYP.
3'-6" DOG PARK FENCE & CURB
ADJACENT PHILLIPS BUILDING
(E) GRADE DASHED RED
P FS 31.00
(E) FS 33.17
P FS 31.90
P FS 33.25
(E) FS 34.54
P FS 34.20
P TC 35.15
(E) TC 35.75
TOF 31.71
1' MIN CLR
TURF PLATEAU
DOG RUN: SYNTHETIC TURF
DOG PLAY SLOPE: CONCRETE WITH SYNTHETIC TURF PLATEAUS
4'-10" PLANTING AREA
76'-1" DOG PARK
7'-1" SIDEWALK
24'-5" CLEMENTINA STREET
EXISTING SIDEWALK

Scale: 1/8"=1'-0"

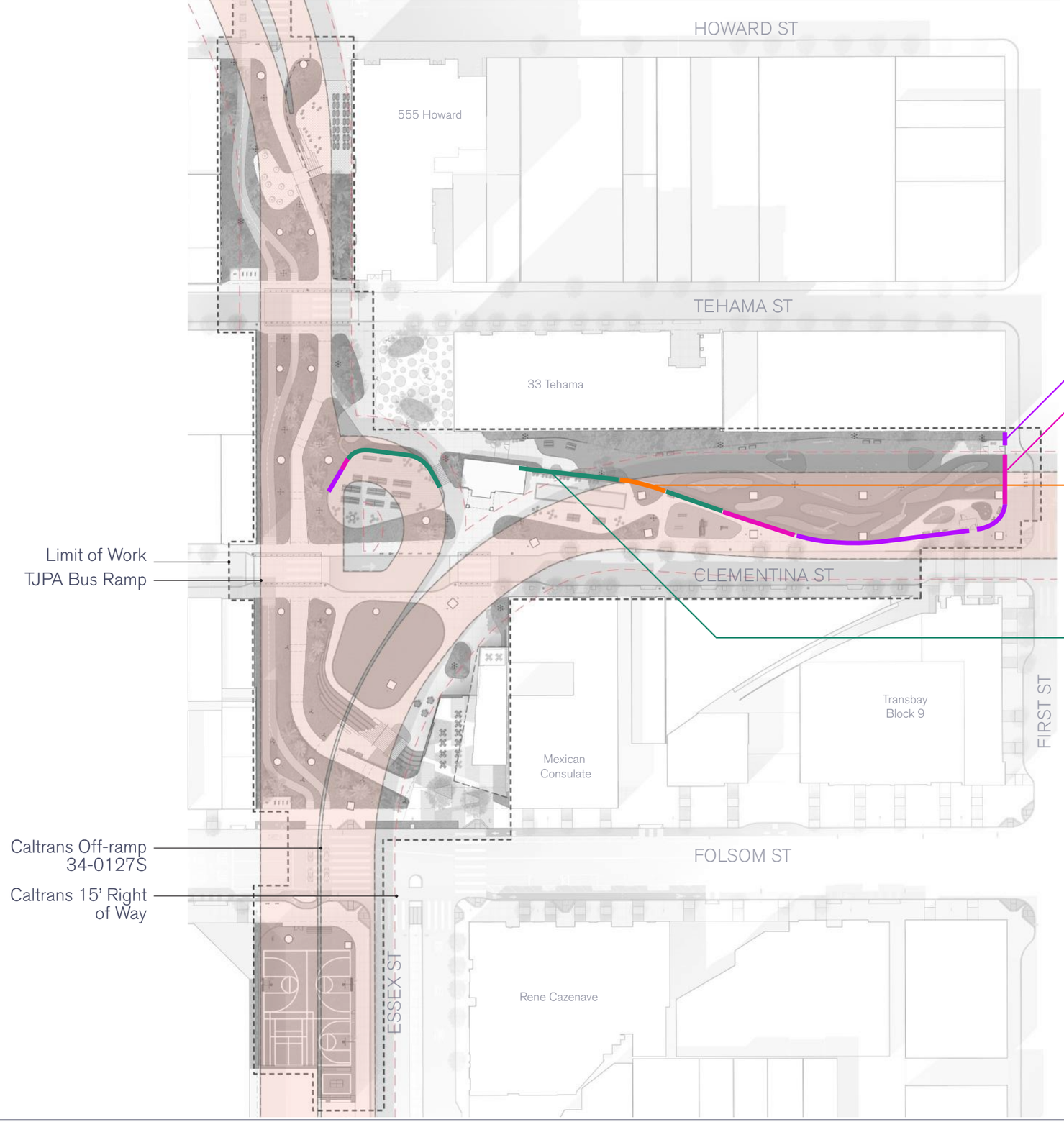

CALTRANS R.O.W.
STREET R.O.W.
L.O.W.
CALTRANS R.O.W.
ADJACENT PHILLIPS BUILDING
CALTRANS RAMP (BR#34-0127S)
B35-1
B35-2
6'-4" MIN 1'-0" CLEAR TYP.
PROJECTION LIGHTING AT STREET CROSSING, STRAPPED TO COLUMN, TYP.
ELEC. CONDUIT STRAPPED TO COLUMN, TYP. CONNECTED TO PARK ELEC.
SITE FURNISHINGS, SURFACE MOUNTED AT FOOTINGS, TYP.
3'-6" DOG PARK FENCE & CURB
20'-5"
19'-7"
(E) GRADE DASHED RED
DOG PARK GATED ENTRY WITH FOOTING
P FS 31.50
P FS 32.00
P FS 34.00
P FS 34.50
P FS 34.25
(E) FS 32.73
P FS 34.70
(E) FS 34.70
FS 34.60
FS 34.75
TOF 31.34
TURF PLATEAU
CONC. PAVING AT ENTRY GATE
DOG PLAY SLOPE: CONCRETE WITH SYNTHETIC TURF PLATEAUS
SMALL DOG AREA
6'-6" PLANTING AREA
56'-8" DOG PARK
24'-11" SIDEWALK
18'-11" CLEMENTINA TABLETOP STREET CROSSING
SIDEWALK

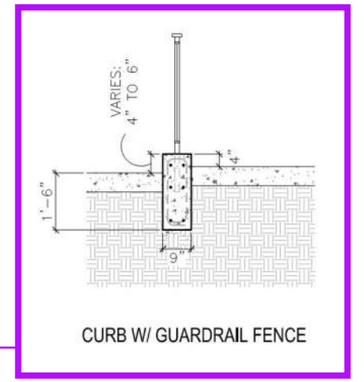
Scale: 1/8"=1'-0"



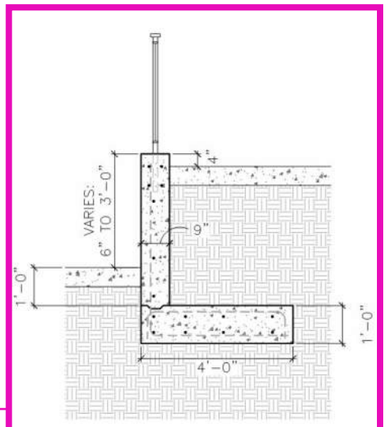
Scale: 1/8"=1'-0"

Section M: Sculptural Seating Garden

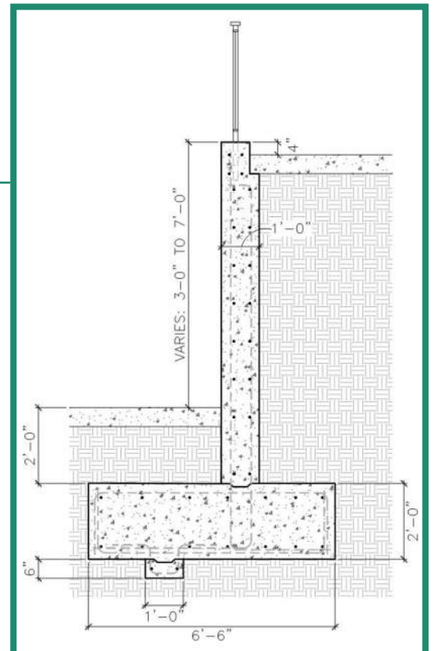




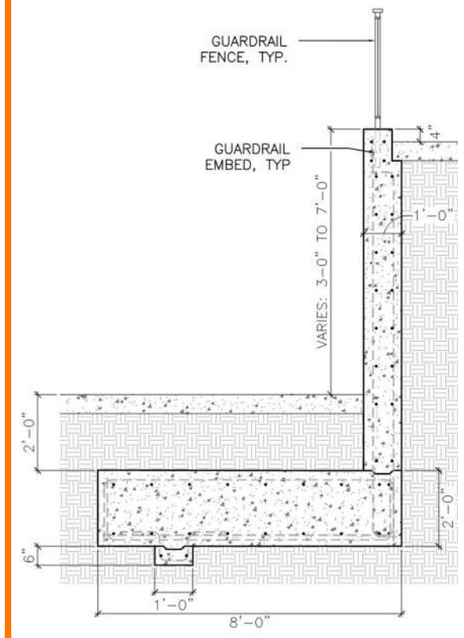
CURB W/ GUARDRAIL FENCE



MEDIUM WALL W/ GUARDRAIL FENCE

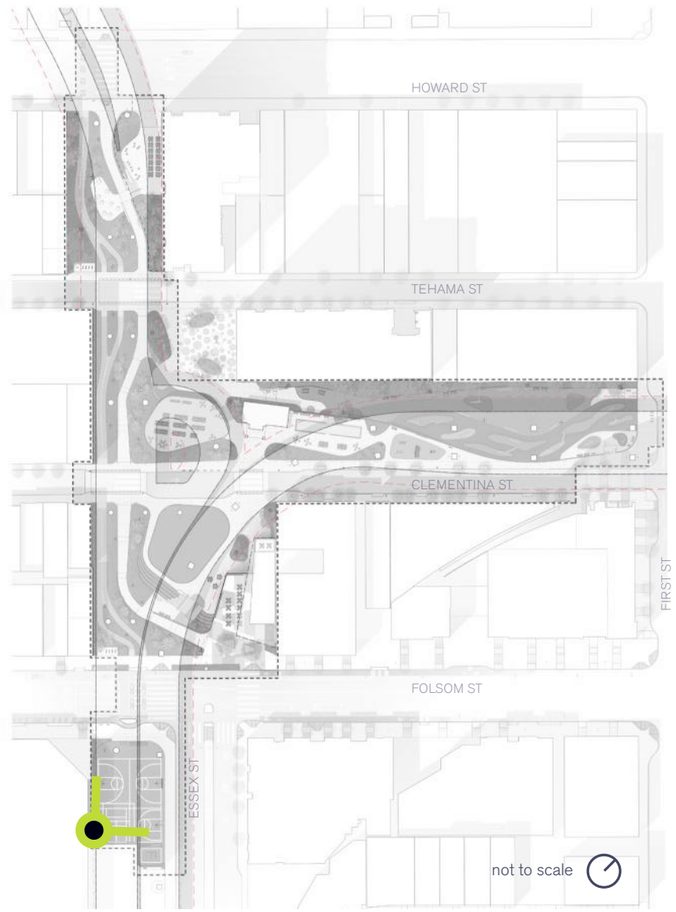


LARGE WALL W/ GUARDRAIL FENCE

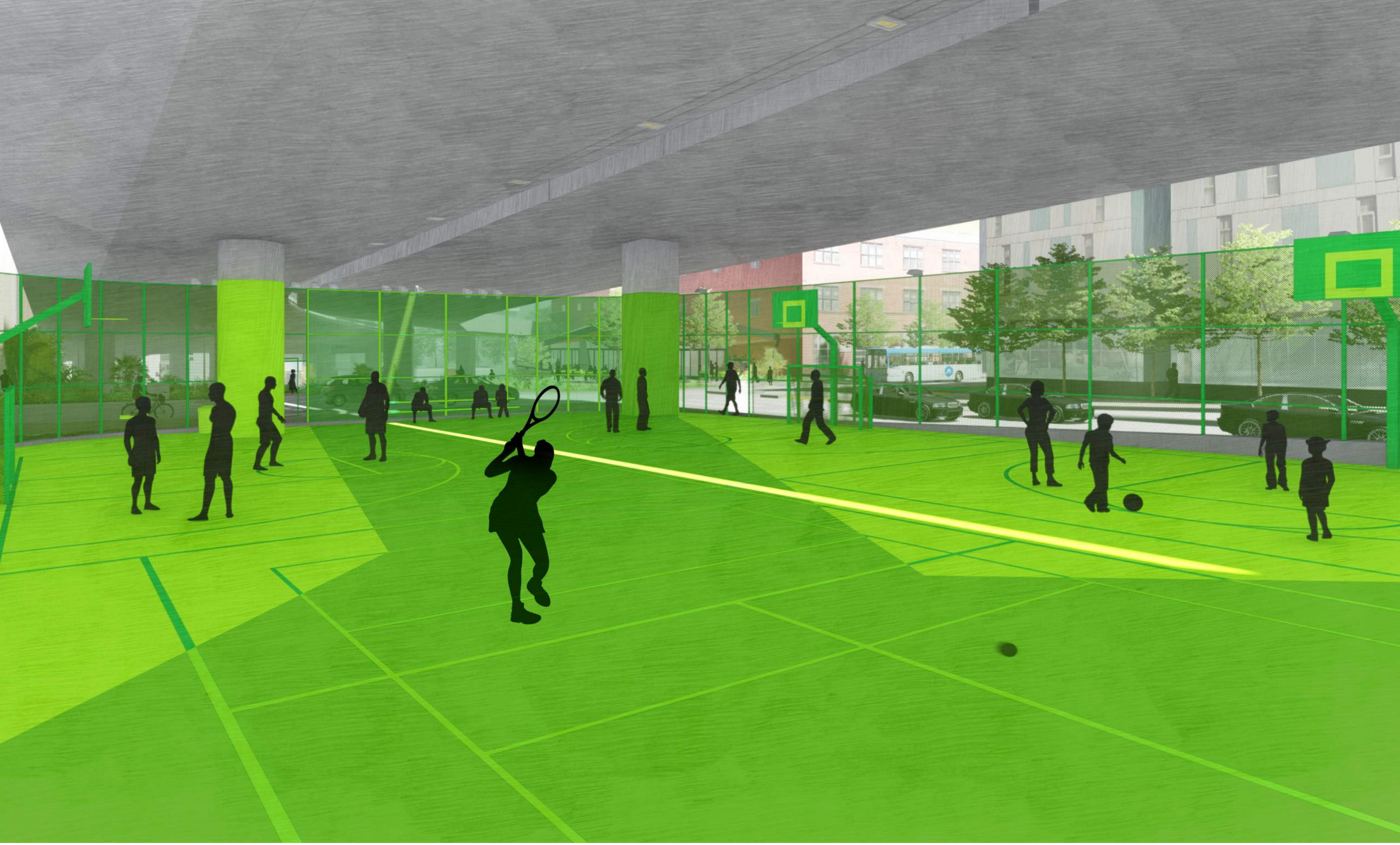


LARGE WALL W/ GUARDRAIL FENCE -
INVERTED L FOOTING

KEY PLAN

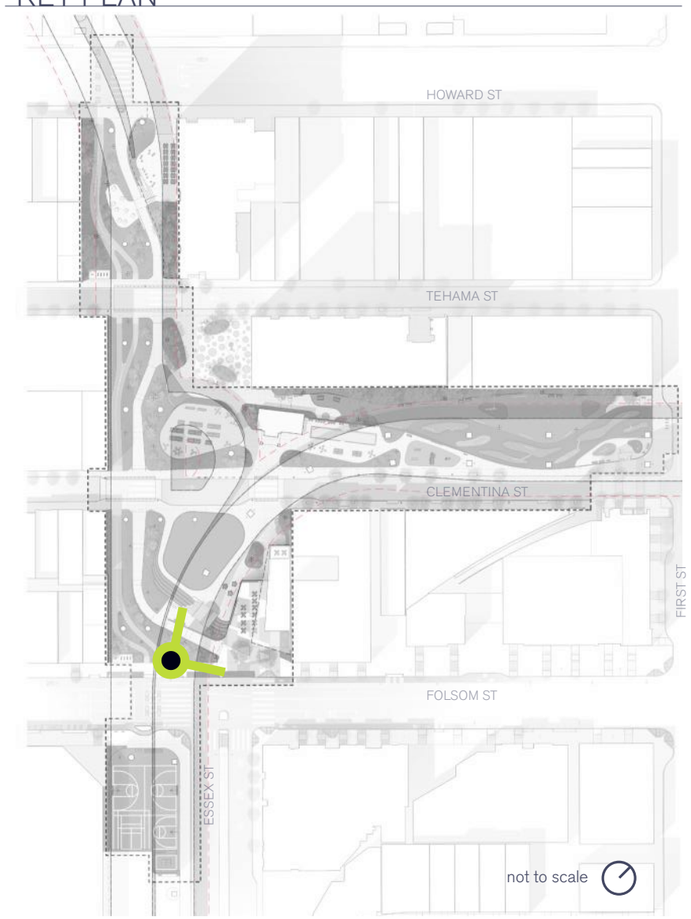


Perspective View: Essex Multi-Sport Court



Perspective View: Essex Multi-Sport Court

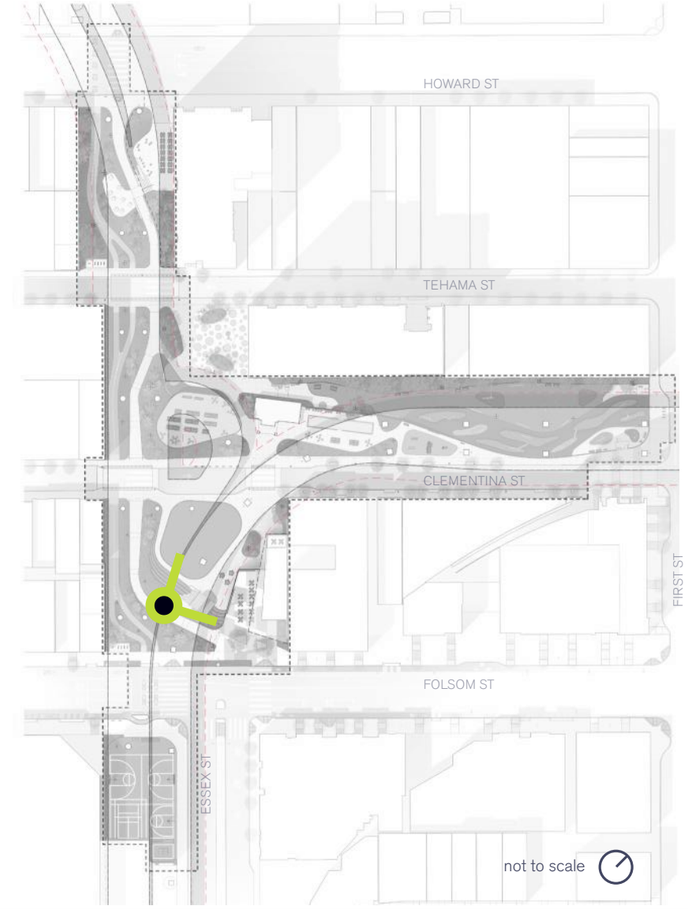
KEY PLAN

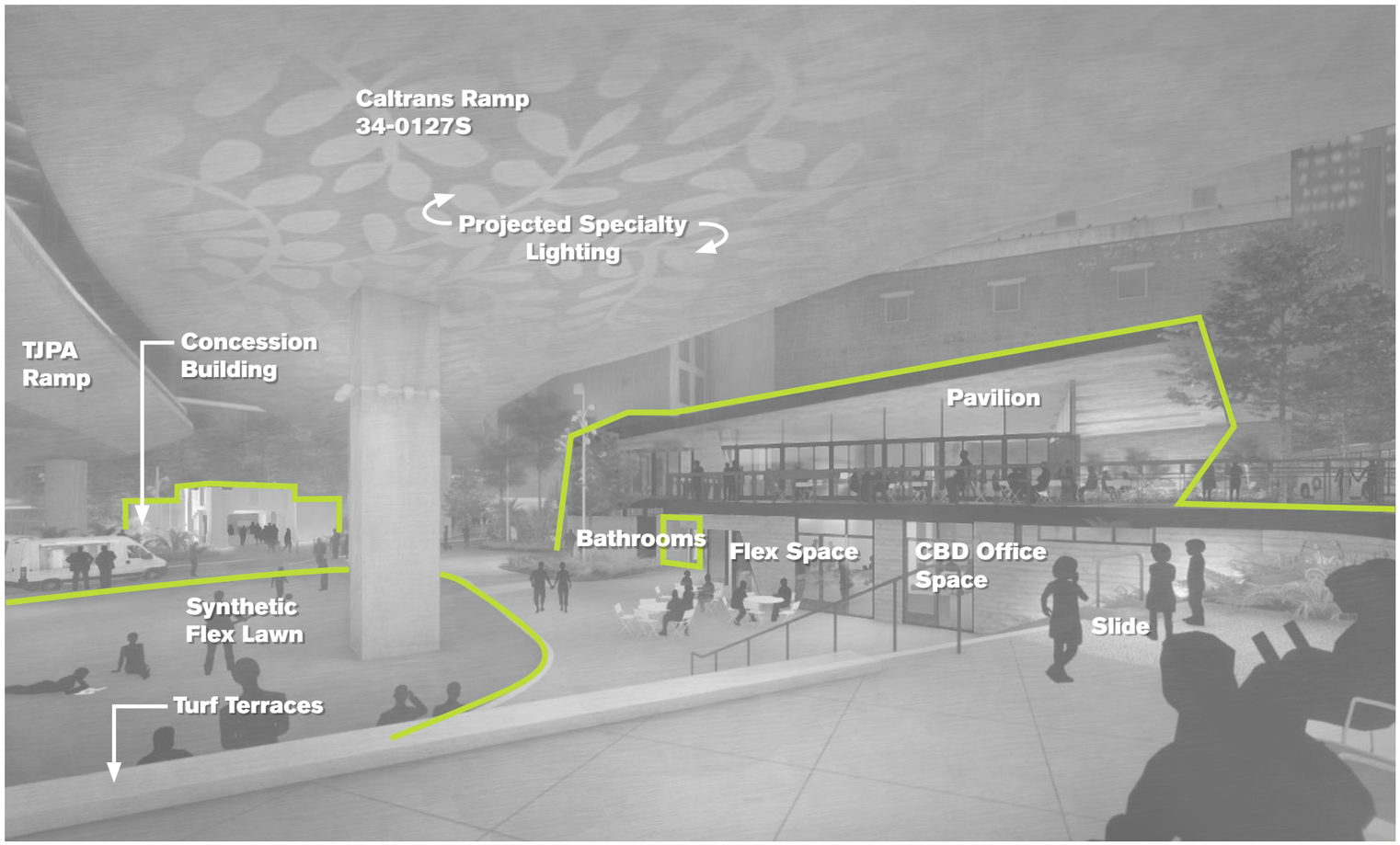


Perspective View: Folsom Pavilion Upper Plaza

Perspective View: Folsom Pavilion Upper Plaza

KEY PLAN

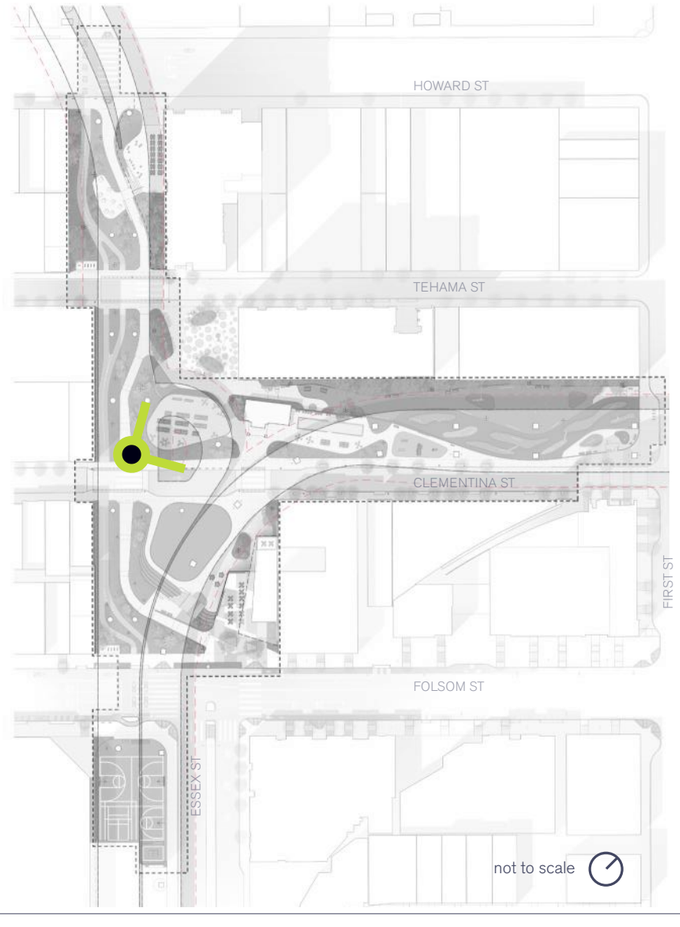


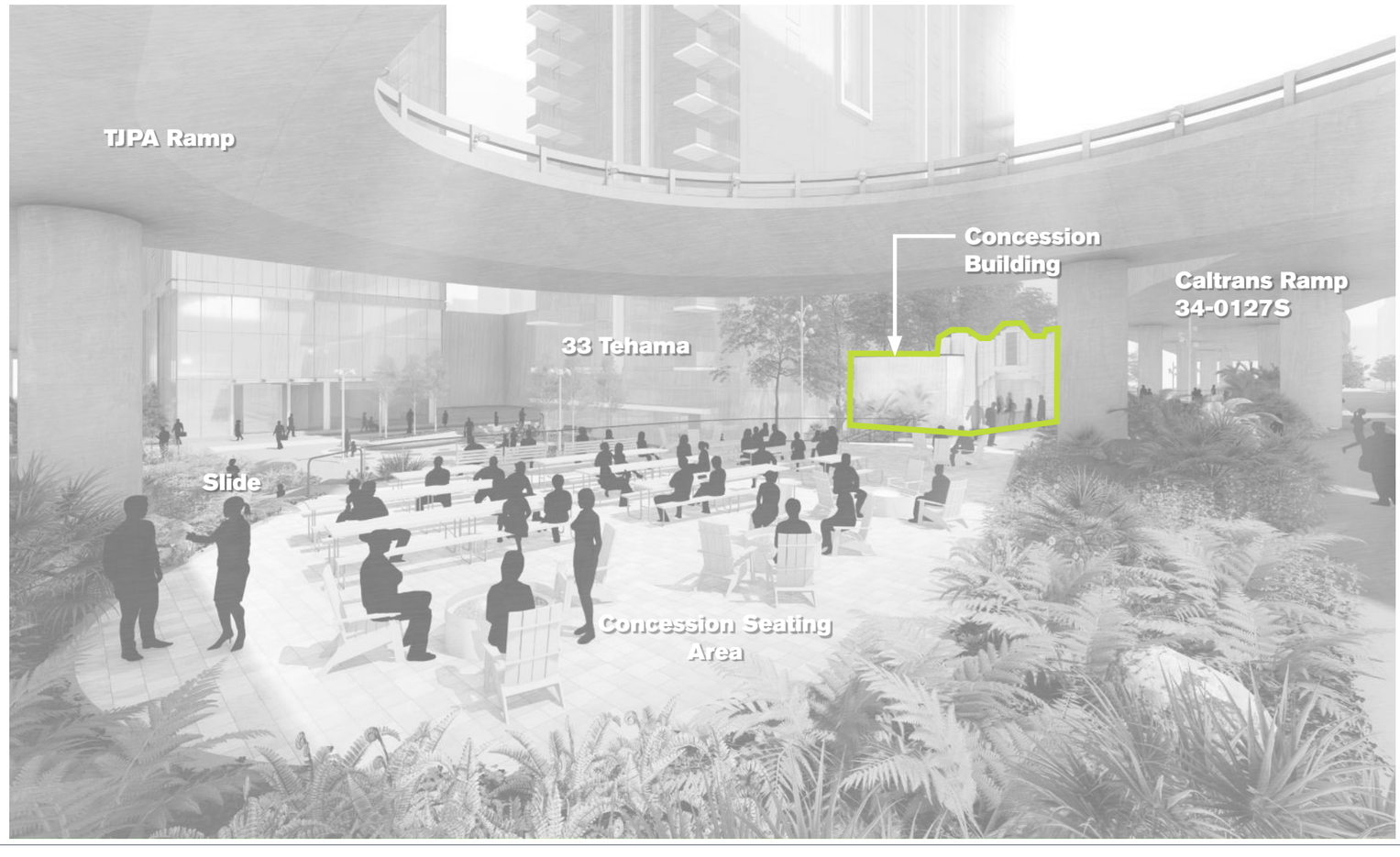


Perspective View: Lower Pavilion at Flex Lawn Area

Perspective View: Lower Pavilion at Flex Lawn Area

KEY PLAN

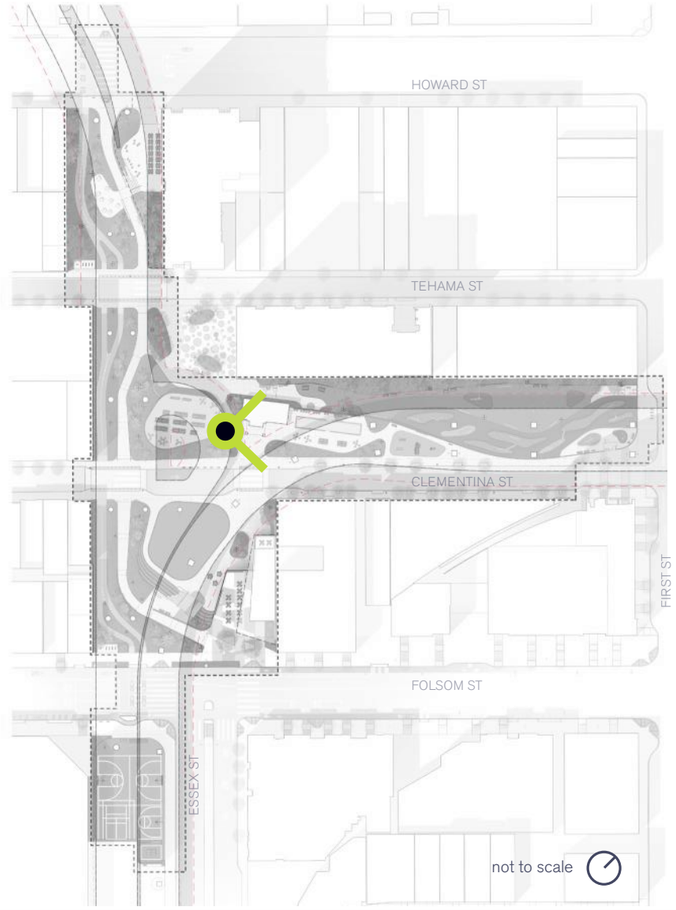




Perspective View: Concession Seating Area

Perspective View: Concession Seating Area

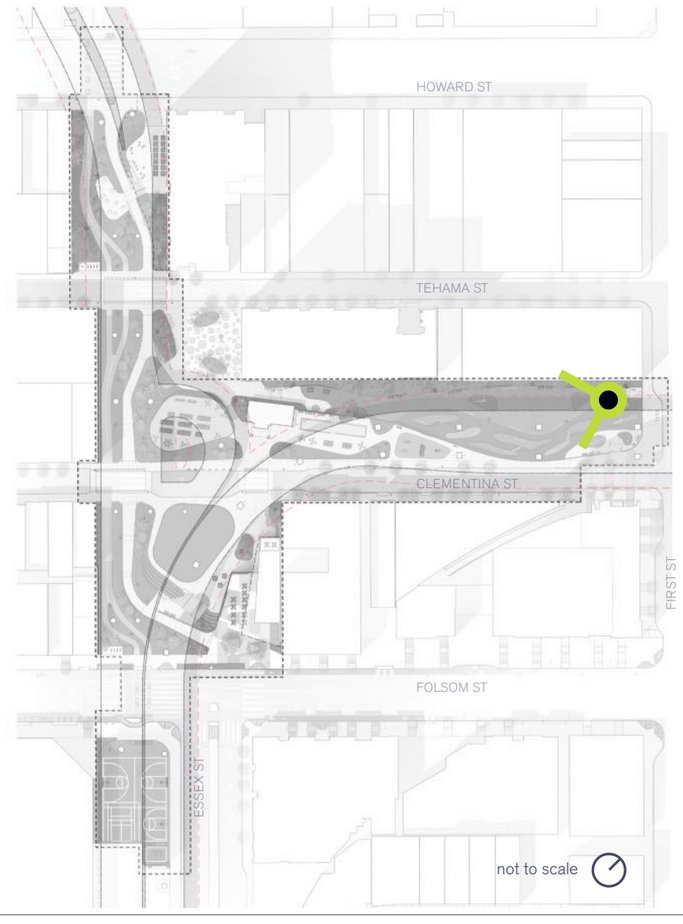
KEY PLAN

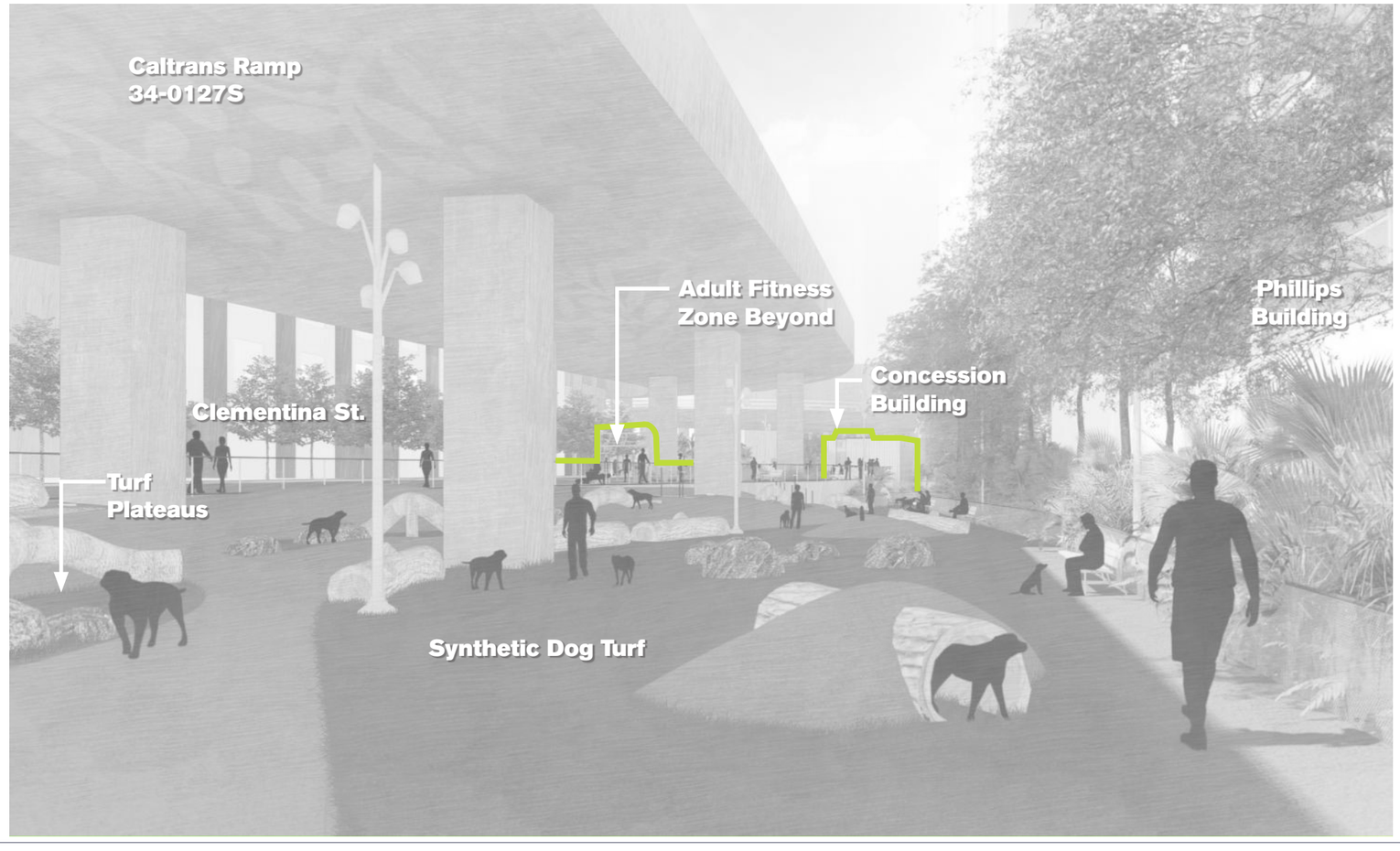


Perspective View: Concession Building and Games Area

Perspective View: Concession Building and Games Area

KEY PLAN

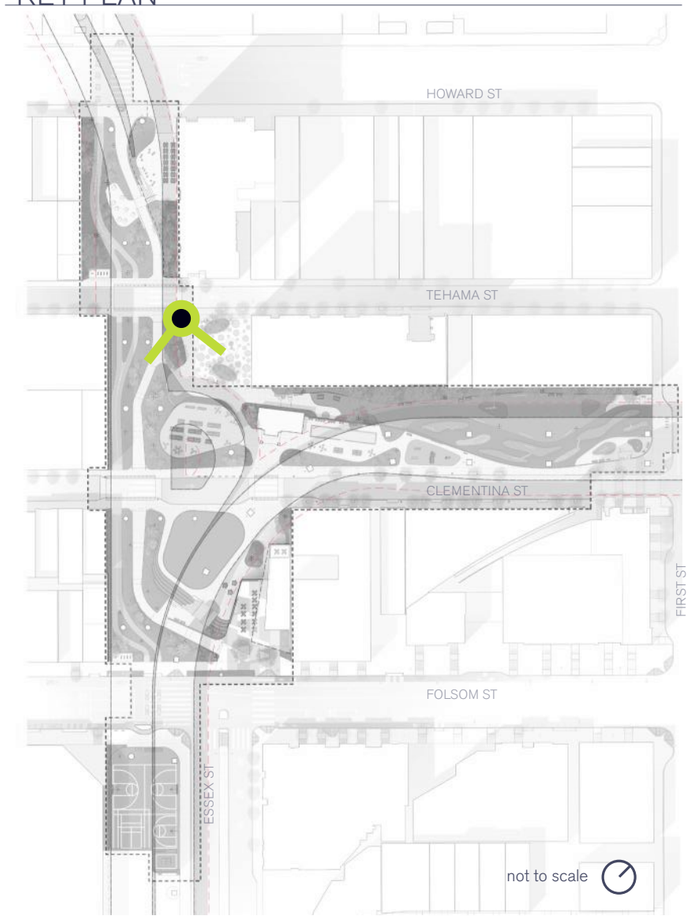


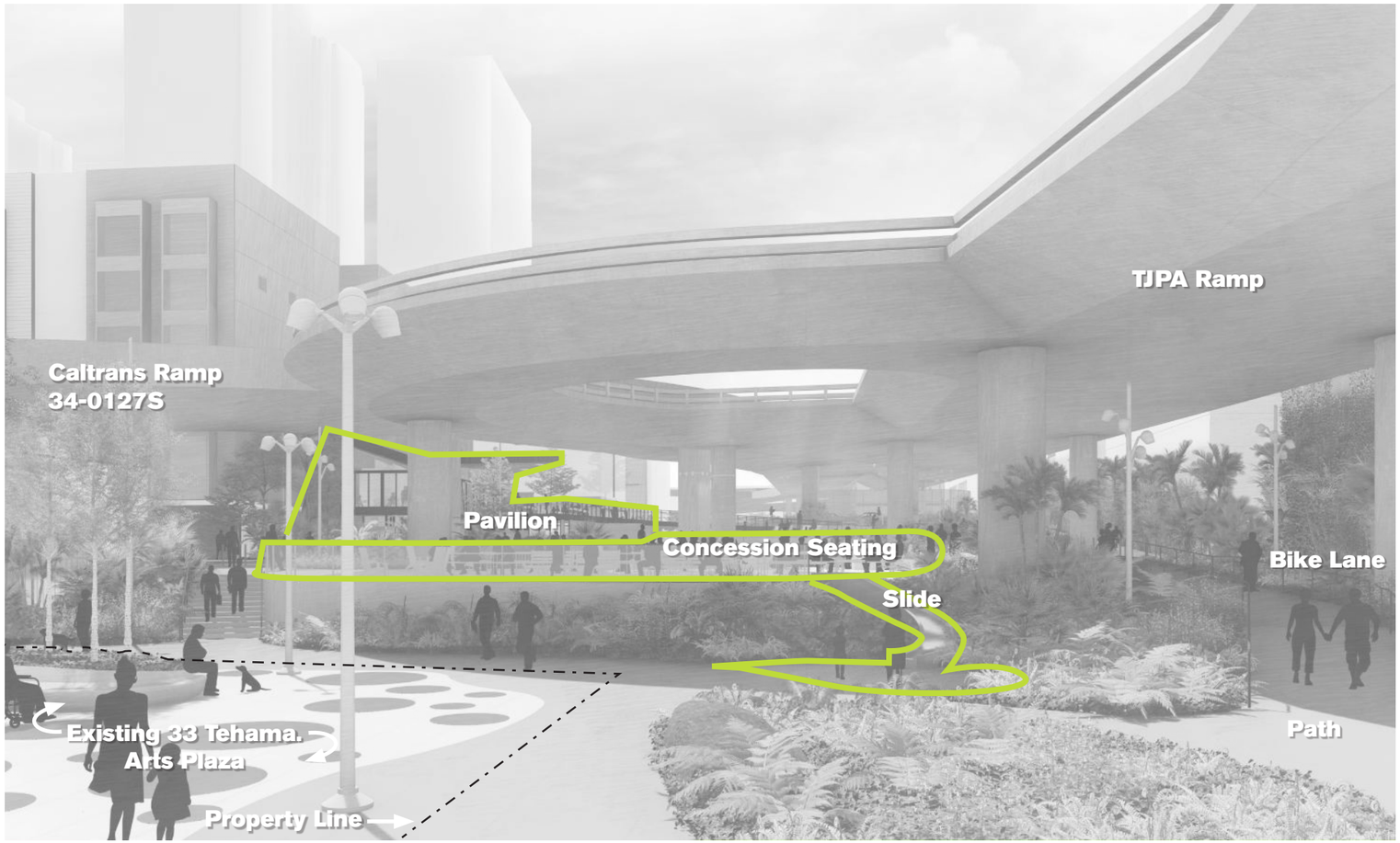


Perspective View: Dog Park

Perspective View: Dog Park

KEY PLAN

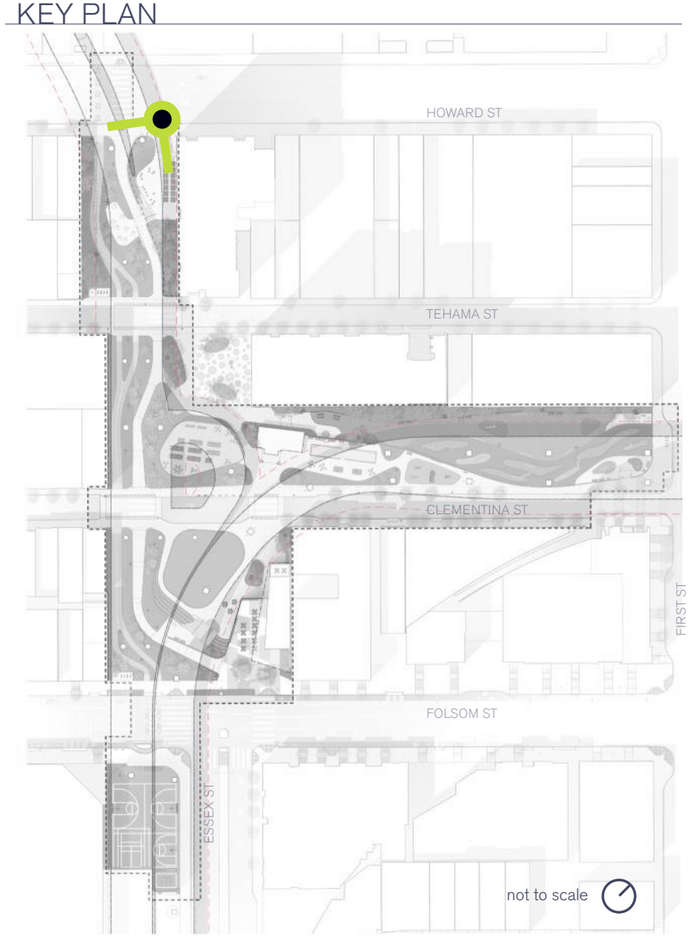


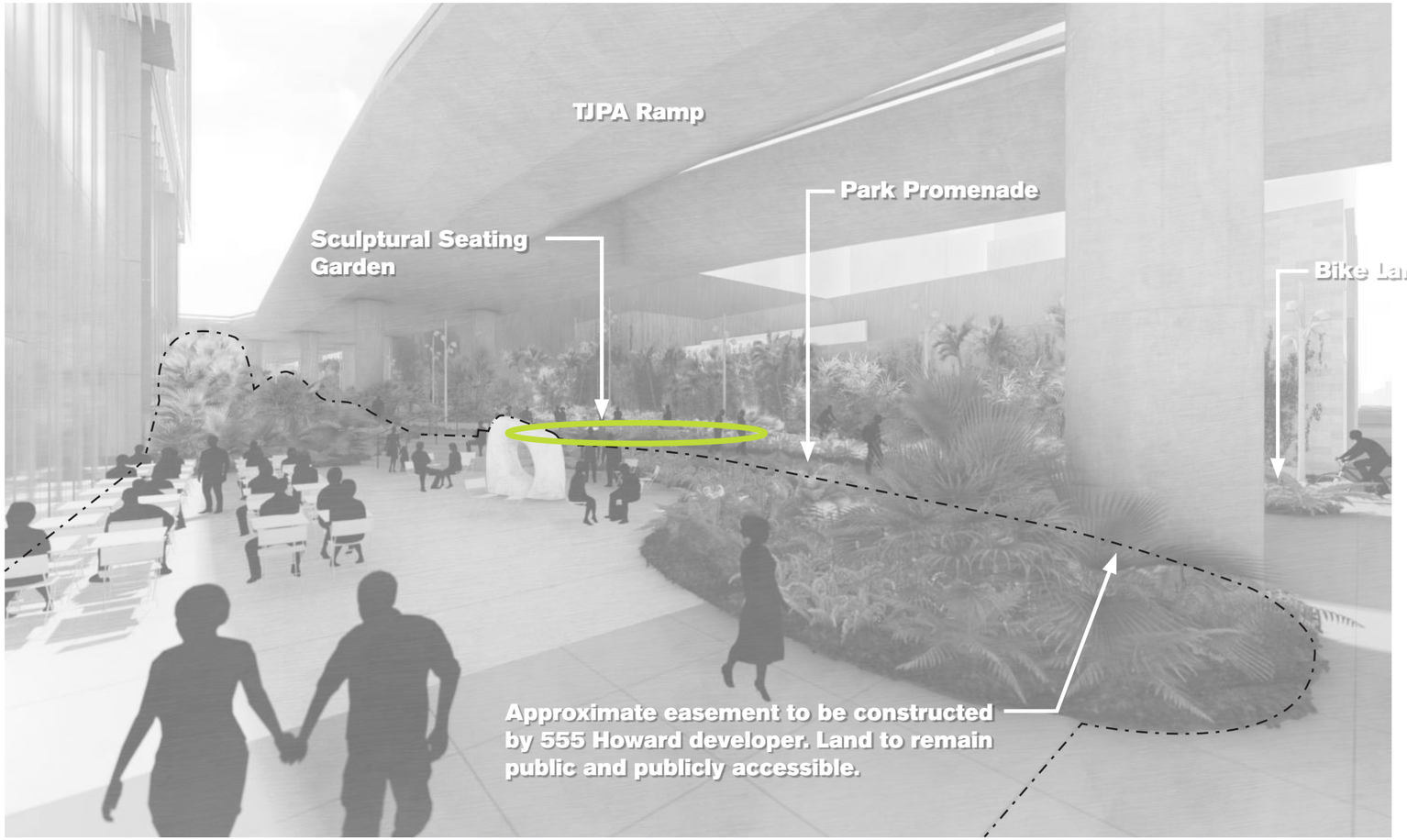


Perspective View: Concession Seating Area from Tehama Arts Plaza

Perspective View: Concession Seating Area from Tehama Arts Plaza

KEY PLAN





Perspective View: Howard Entry Plaza

Perspective View: Howard Entry Plaza

SUSTAINABILITY

Park

The design of Under Ramp Park capitalizes on forward thinking sustainability measures and best practices to bring much needed ecological resources to a barren urban context. The existing project site is entirely paved in asphalt and concrete - Its primary use is parking and construction staging. Within the parcel boundaries, the future Under Ramp Park will be over 42% permeable, with almost a third of the site covered in planting.

The grading is designed to direct water runoff into these new planting areas, diverting and delaying runoff from the city's overburdened stormwater system. In coordination with the SFPUC, the design passively treats all the rainwater that is not already captured in the rain shadow of the ramps.

The plant palette balances the tough site constraints using low maintenance plantings while also emphasizing native species. In the sunniest zone, a large swath of native and adapted shrubs known for attracting wildlife have been strategically selected for year-round bloom cycles. These plantings pull from San Francisco's biodiversity guidelines, the San Francisco Environment Department Plant Finder, and local plant experts. The planting and irrigation are designed to achieve the required goals of California AB-1881 Model Water Efficiency Landscape Ordinance (MWELO), as also referenced by Title 24, Part 11, Chapter 5 section 5.304 CalGreen Building Code.

Street tree species draw from the 2006 Transbay Streetscape and Open Space plan and will be further refined according to the San Francisco Urban Forestry Council's Recommended Street Tree List. Per their website, this list is annually updated and was developed in collaboration with public and non-profit urban forestry stakeholders, including San Francisco Public Works, Bureau of Urban Forestry and Friends of the Urban Forest.

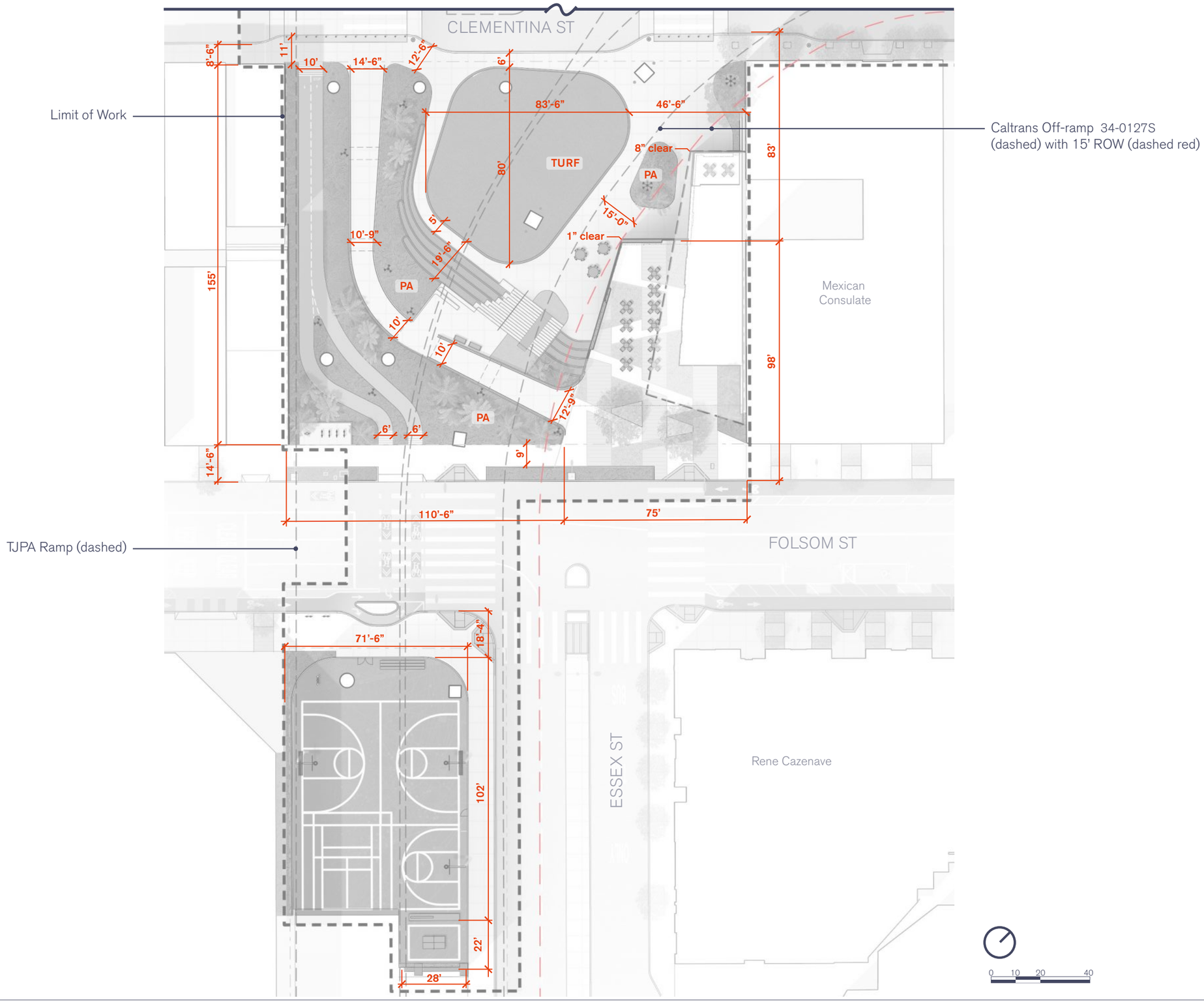
As material selection progresses, emphasis will be placed on products that are responsibly sourced and have a lower carbon footprint from cradle to cradle. The use of concrete will be minimized while balancing the heavy maintenance demands of the site.

Through the creation of a neighborhood amenity with so much varied program, Under Ramp Park will enable local residences to get out and exercise and enjoy the city without having to get in a car. Under Ramp Park will provide much needed infrastructure for a more walkable and bikeable city.

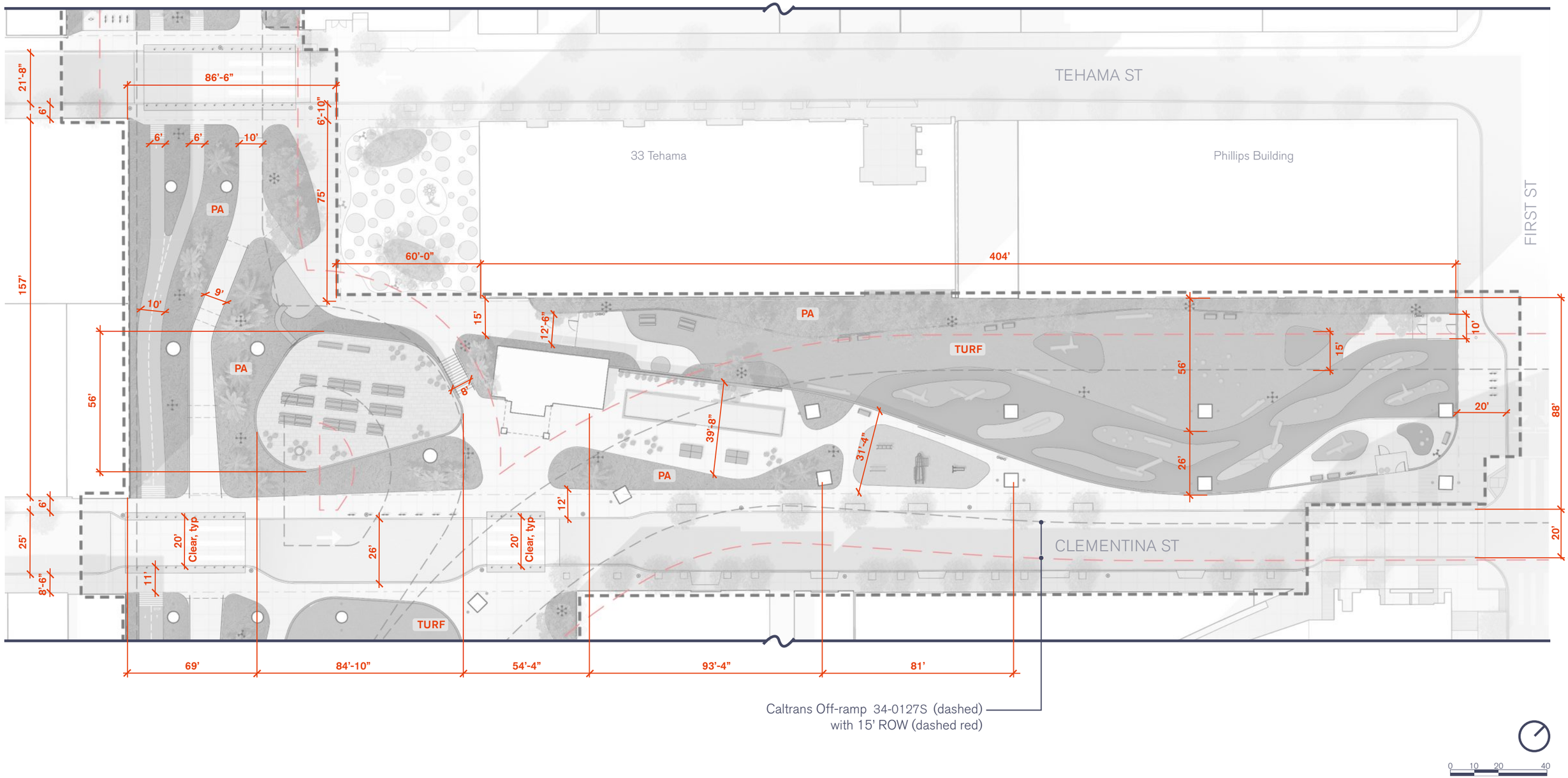
Architecture

The architectural design of the Concessions Stand and Folsom Pavilion is focused on energy efficiency. The building is strategically oriented to take advantage of the park's natural light, which reduces the need for artificial lighting and air conditioning. The structure is built with a carefully chosen mix of materials that minimize heat transfer, maximize insulation, and use thermal mass to regulate interior temperature passively. The building's envelope utilizes a combination of high-performance insulation, air sealing, and low-e coatings on windows to minimize heat loss and gain. Water efficiency is a top priority in the building design, with low-flow fixtures installed throughout the building to reduce water consumption. The building's interior spaces are designed with occupant health and comfort in mind, featuring a combination of natural daylighting, high-quality indoor air ventilation, and low-VOC materials. The use of sustainable materials will be prioritized, with roof, walls, and interior finish made from materials with recycled content. Overall, the building's design and construction demonstrate a commitment to sustainability by integrating a range of sustainability criteria into every aspect of a building's design.

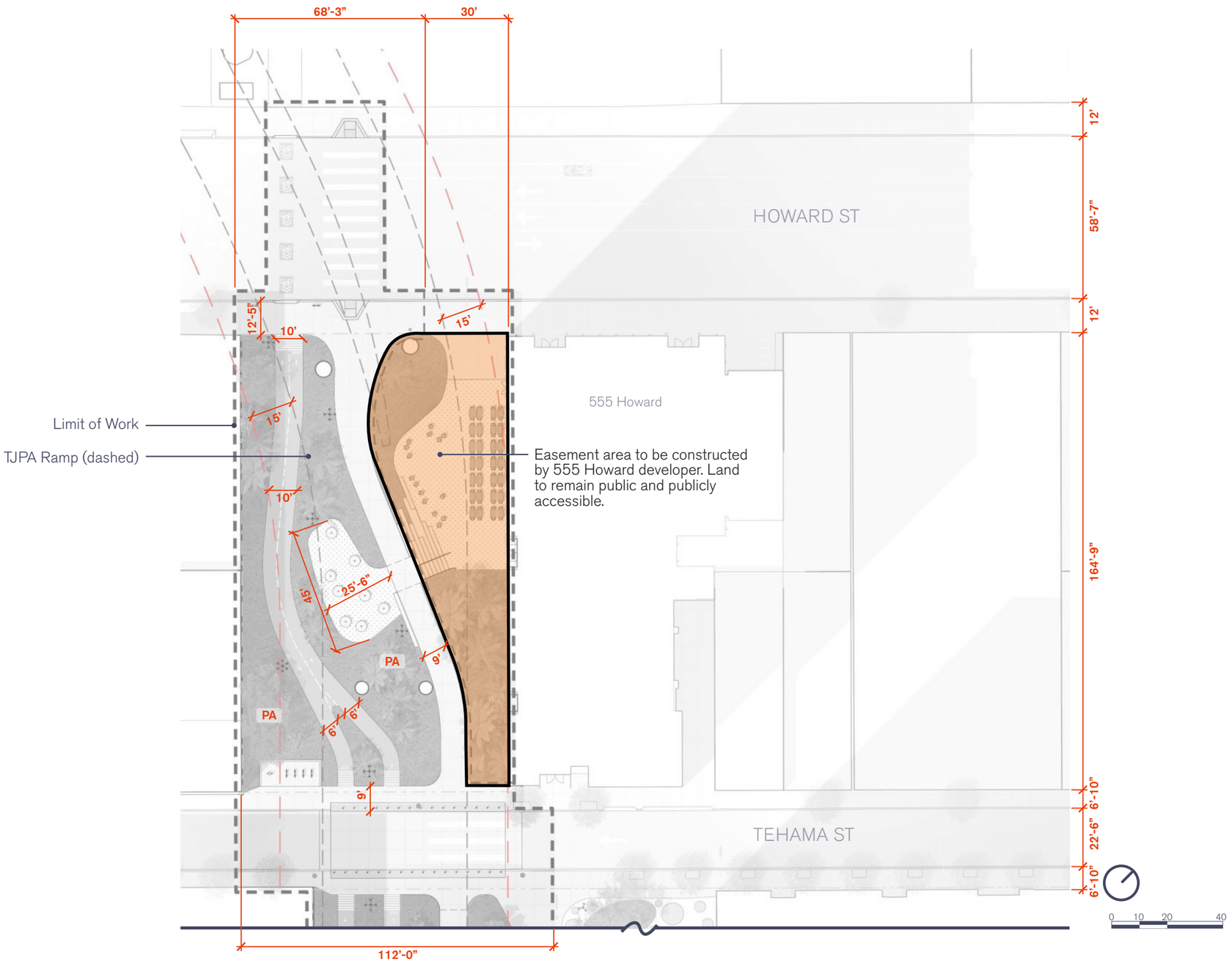
LAYOUT



Layout Plan (1 of 3): Clementina to Folsom & Essex

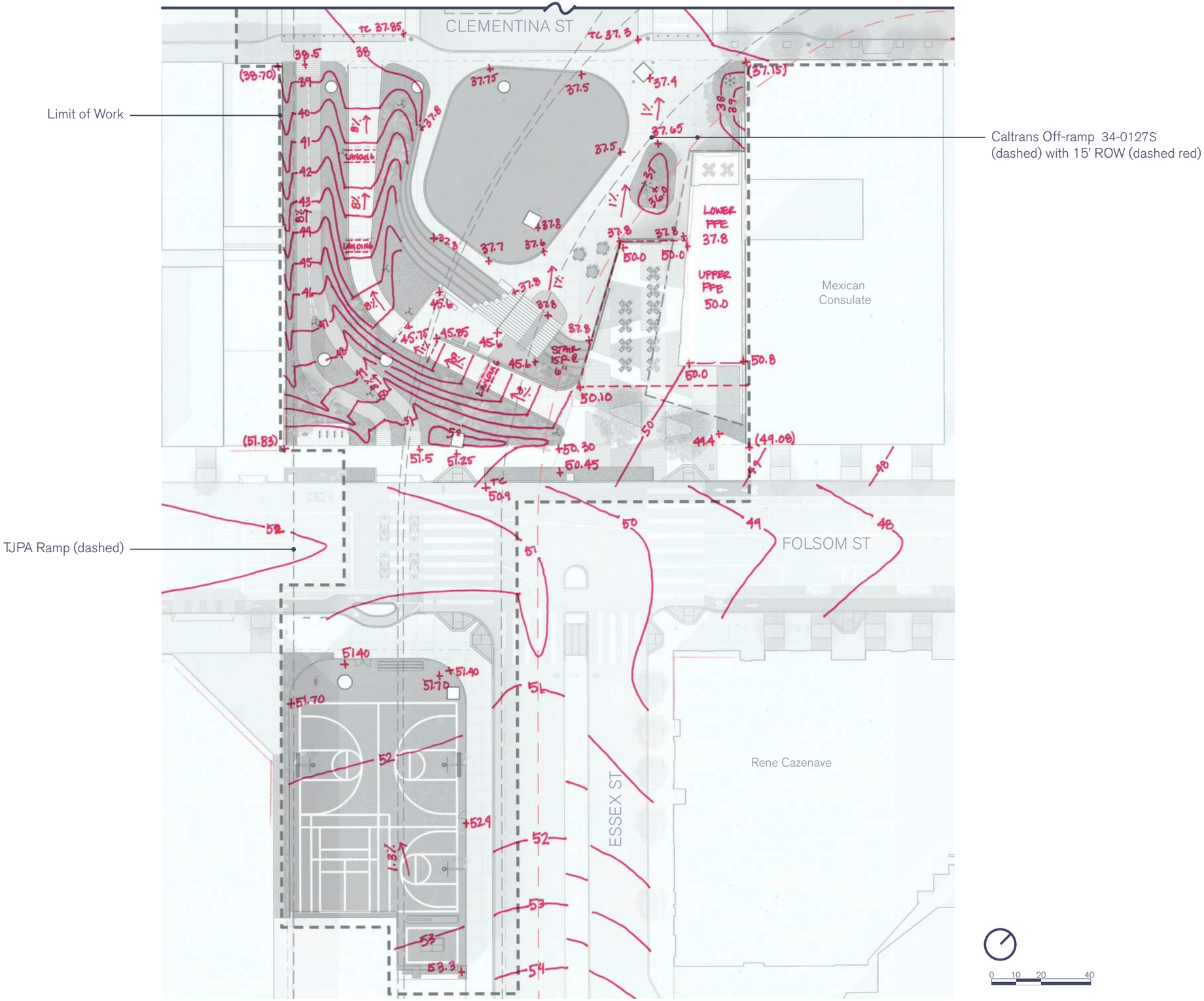


Layout Plan (2 of 3): Tehama to Clementina



Layout Plan (3 of 3): Howard to Tehama

GRADING



Grading Plan (1 of 3): Clementina to Folsom & Essex

TEHAMA ST

33 Tehama

Phillips Building

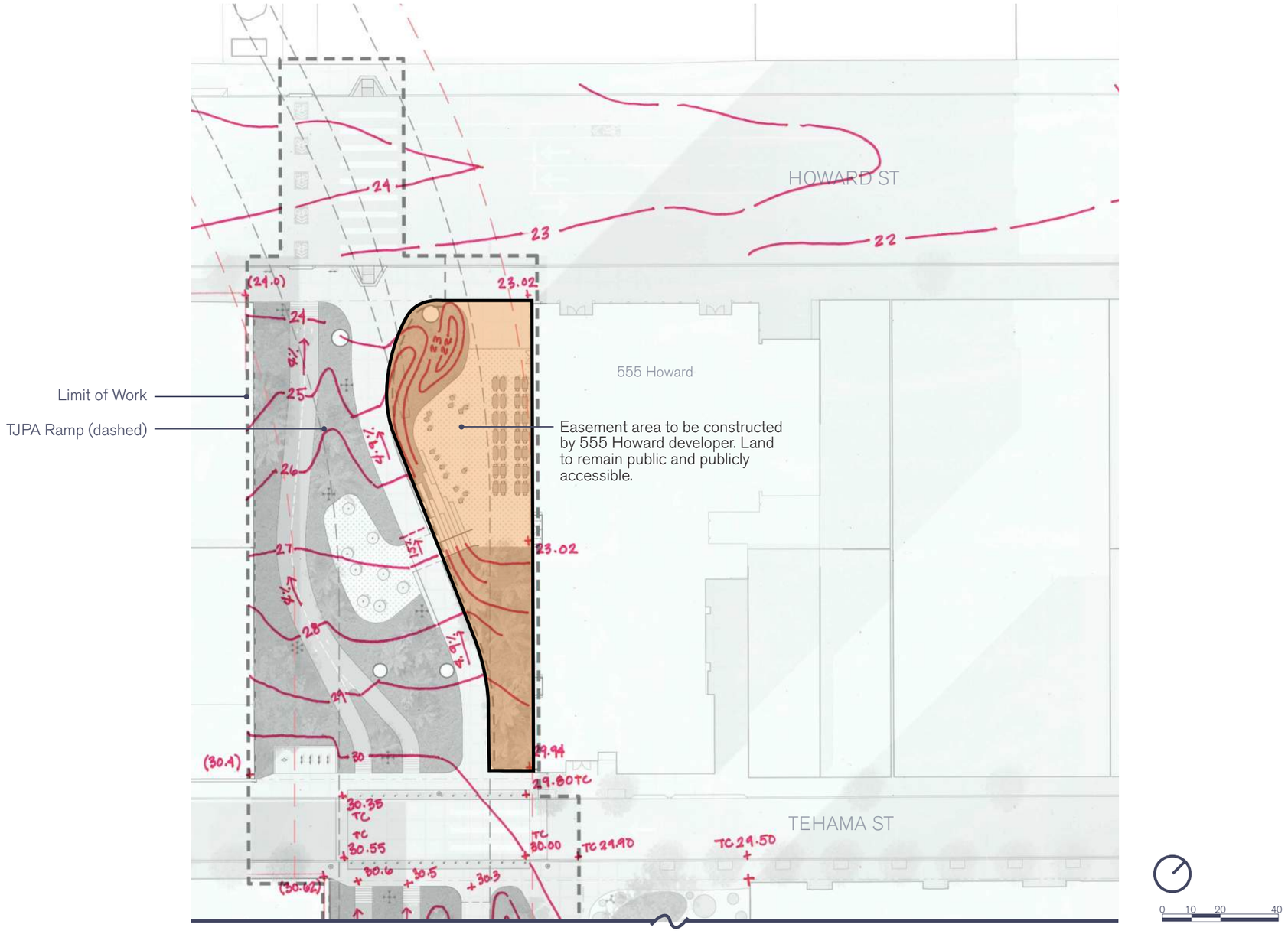
FIRST ST

CLEMENTINA ST

Caltrans Off-ramp 34-0127S (dashed)
with 15' ROW (dashed red)

0 10 20 40

Grading Plan (2 of 3): Tehama to Clementina


HOWARD ST
555 Howard
TEHAMA ST
Limit of Work
TJPA Ramp (dashed)
Easement area to be constructed by 555 Howard developer. Land to remain public and publicly accessible.
24
23
22
(24.0)
23.02
25
26
27
28
29
30
(30.4)
29.94
29.80TC
30.35 TC
30.55 TC
30.00 TC
TC 29.90
TC 29.50
30.6
30.5
30.3
(30.62)
0 10 20 40

Paving & Surfaces

- P1 CIP concrete - Natural gray
- P2 Asphalt - City standard
- P3 Detectable Warning - City standard
- P4 CIP Concrete - Integral color 'Sandstone' (to match Folsom Street)
- P5 Granite Pavers - 'Academy Black' (to match Folsom Street)
- P6 Concrete Pavers Type 1
- P7 Concrete Pavers Type 2
- P8 CIP Concrete - Lithocrete
- P9 Bike Lane - Asphalt with thermoplastic paint
- P10 Bike Rumble Strip - Texturized CIP concrete
- P11 Rubberized Surfacing
- P12 Synthetic Lawn - Landscape Elite Plus
- P13 Synthetic Dog Turf- K9/Pup Turf
- P14 Topographic Hardscape - Acrylotex on Shotcrete
- P15 Pea Gravel
- P16 Resin Bound Gravel Tree Pit - Addapave
- P17 Multi-Sport Court - Acrylotex
- P18 Abutment Wall - Painted for Wall Sports
- P19 Pedestrian and Bicycle Striping - Asphalt with thermoplastic paint
- P20 Paint on Existing Building Walls

Furnishings - Seating

- S1 Sculptural Seating - Custom precast concrete
- S2 Porch Seating
- S3 Bench - (to match Folsom Street)
- S4 Seatwall - Precast/architectural finished concrete
- S5 Lawn Terrace Bleacher - Precast concrete with inset synthetic lawn panels
- S6 Adirondack Chairs
- S7 Bleacher Seating
- S8 Concession Garden Picnic Tables
- S9 Cafe Tables and Chairs
- S10 Bar Stools
- S11 Movable Group Tables and Chairs

Furnishings - Site Elements

- F1 Bollard - 3" dia. galvanized steel, removable as needed
- F2 Bike Rack - City standard
- F3 Bike Repair Station
- F4 Bocce Court - CIP concrete with DG/oyster shell court
- F5 Exercise Equipment
- F6 Drinking Fountain
- F7 Dog Park Faux Bois Logs - Glass fiber reinforced concrete
- F8 Dog Park Boulders - Glass fiber reinforced concrete
- F9 Slide - Custom stainless steel
- F10 Basketball Hoop - with multi-sport soccer cage base
- F11 Basketball Hoop - Adjustable height
- F12 Outdoor Ping-Pong tables
- F13 Trash/Recycling Receptacles - (to match Folsom Street)
- F14 Fire Pit - Concreteworks
- F15 Dog Park Splash Pad - Custom

Fences, Rails & Walls

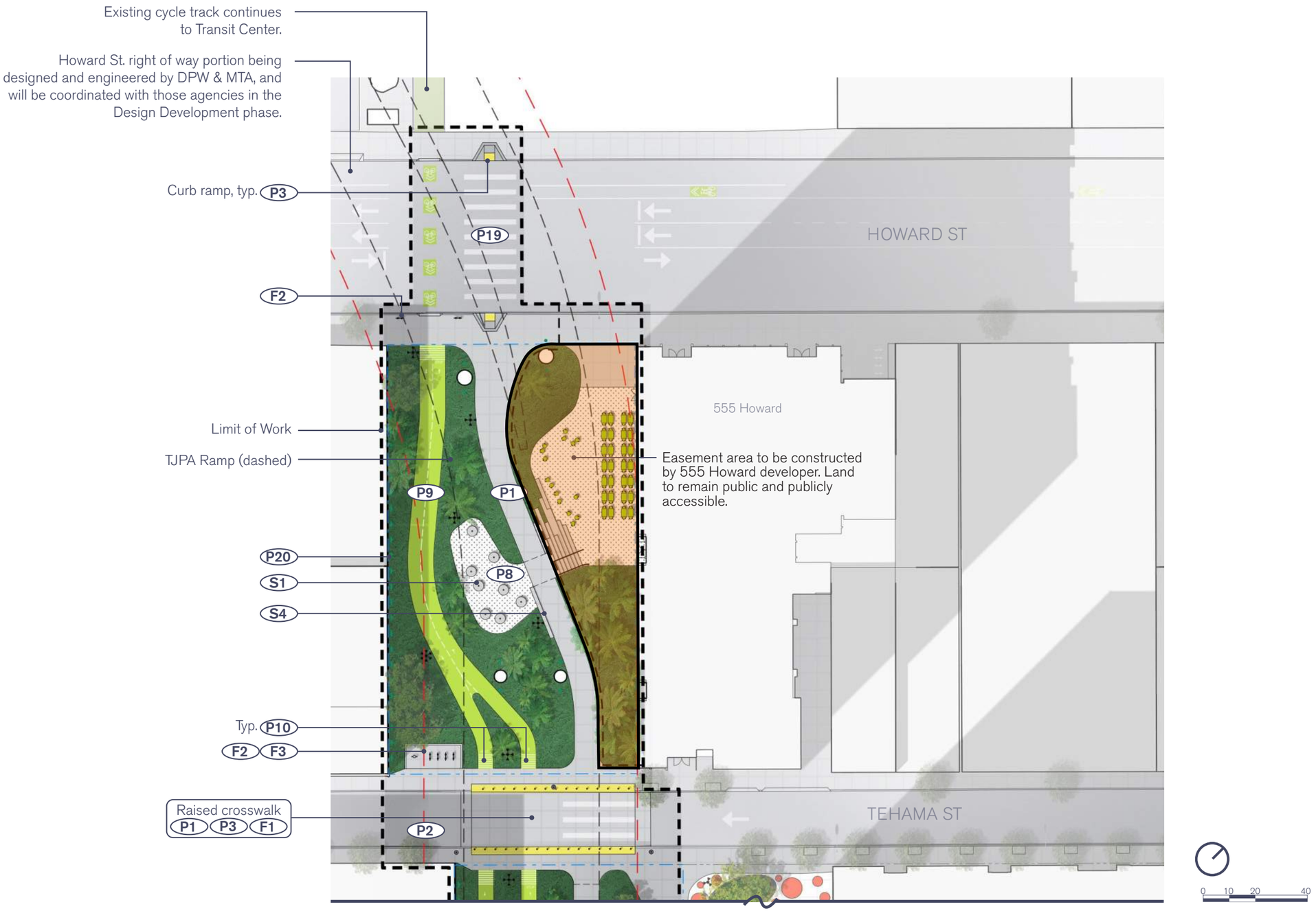
- R1 Stair With Handrails
- R2 Ramp With Handrails
- R3 Dog Park Fence and Gate
- R4 Dog Park Low Fence at Planting
- R5 Guardrail/Bar Rail/ Counter
- R6 Multi-Sport Court Fence and Gate
- R7 Retaining Walls

Lighting

Light fixture symbols. See lighting plans, pages 68-77, for more information.

Materials Plan (1 of 3): Essex to Clementina

Materials Plan (2 of 3): Clementina to Tehama



Materials Plan (3 of 3): Tehama to Howard

PAVING & SURFACES

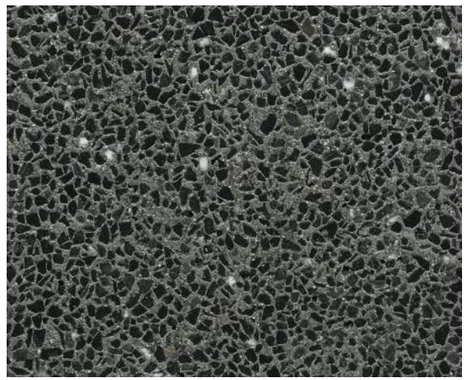
P1 CIP Concrete
Natural gray with sawcut joints
3’ on center each way

P2 Asphalt
City standard

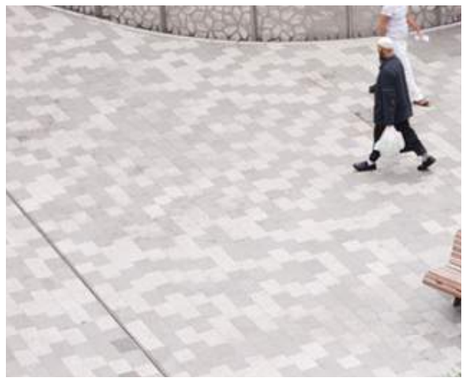
P3 Detectable Warning
Precast concrete Pavers

P4 CIP Concrete
Integral color ‘Sandstone’ sawcut joints
4’ on center each way (to match Folsom)

P5 Granite Pavers
12”x 48” Running bond in
‘Academy Black’ (to match Folsom)



P6 Concrete Pavers Type 1
6”x12” Running bond



P7 Concrete Pavers Type 2
6”x6” Running bond in mixed
gray finishes

P8 CIP Concrete
Lithocrete

P8 Bike Lane
Asphalt with thermoplastic paint

P10 Bike Rumble Strip
Texturized CIP concrete

P11 Rubberized Surfacing

P12 Synthetic Lawn
Landscape Elite Plus

P13 Synthetic Dog Turf
K9/Pup Turf

P14 **Topographic Hardscape**
Acrylotex on Shotcrete

P15 **3/8” Pea Gravel**

P16 **Resin Bound Gravel Tree Pit**
Addapave (to match Folsom Street)

P17 **Multi-Sport Court**
Acrylotex Plexicourt in graphic pattern. CIP concrete float.

P18 **Abutment Wall**
Painted for Wall Sports

P19 **Pedestrian and Bicycle Striping**
Thermoplastic on asphalt roadway

P20 **Paint on Existing Building Walls**

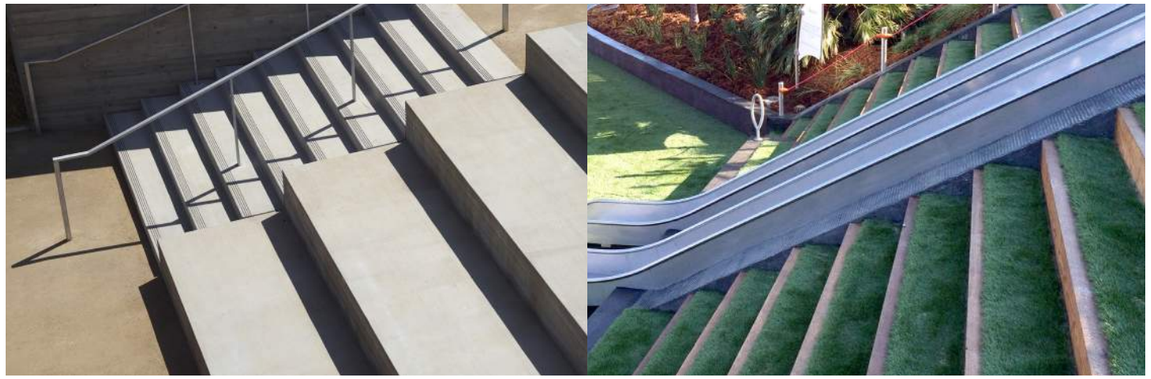
FURNISHINGS - SEATING

S1 Sculptural Seating
Elements TBD

S2 Porch Seating
TBD

S3 Bench
MM Cite Preva Urbana with custom color (to match Folsom Street)

S4 Seatwall
Precast/architectural finish concrete. With/without backrest



S5 Lawn Terrace
Precast/architectural finish concrete with inset synthetic lawn panels

S6 Adirondack Chairs
Recycled plastic

S7 Bleacher Seating
Surface mounted aluminum bleacher

FF&E Items

These movable furniture items are shown as suggestion. They are not considered within the project scope and are to be supplied by future vendors per their needs.

All movable furniture shall be approved by the TJPA. Wood is not allowed unless furniture has UL listing.

All movable furniture to meet accessibility guidelines.

S8 Beer Garden Picnic Tables

S9 Cafe Tables & Chairs

S10 Bar Stools

S11 Movable Group Tables

FURNISHINGS - SITE ELEMENTS

F1 Bollard
Calpipe Security Bollards:
3" dia. x 42" tall, galvanized steel, embed mount, removable as needed

F2 Bike Rack
SFMTA Approved

F3 Bike Repair Station

F4 Bocce Court
CIP concrete curb wall with decomposed granite with oyster shell court, accessible

F5 Exercise Equipment
Accessible stationary products with minimal moving parts.

F6 Drinking Fountain
Bottle filler, accessible spout & dog bowl (as needed)

F7 Dog Park Faux Bois Log
Glass fiber reinforced concrete

F8 Dog Park Boulders
Glass fiber reinforced concrete

F9 Slide
Custom stainless steel embankment slide

F10 Basketball Hoop
With multi-sport soccer cage base

FURNISHINGS - SITE ELEMENTS (CONT.)

F11 Basketball Hoop
Adjustable Height

F12 Outdoor Ping-Pong Tables
Metal with custom panel to fill in base

F13 Trash/Recycling Receptacle
To be specified by East Cut CBD based on maintenance needs

F14 Fire Pits
Concreteworks Tinder 30" Cylinder.
NOTE: Fire pits and their placement shall be approved by TJPA. They are not allowed under any portions of TJPA and Caltrans structures

F15 Dog Park Splash Pad
Custom precast sculpture with trigger fountains, lighting, and drain pad

FENCES, RAILS & WALLS

R1 R2 **Stair and Ramp With Handrails**

R3 **Dog Park Fence and Gate**

Custom painted steel with inset stainless steel mesh panels - Jakob Rope Systems “Webnet” or similar

R4 **Dog Park Low Fence at Planting**

Custom steel barrier fence with inset stainless steel mesh panels - Jakob Rope Systems “Webnet” or similar

R5 **Guardrail/Bar Rail/Counter**

Custom painted steel rail and bar counter space with inset stainless steel mesh panels - Jakob Rope Systems “Webnet” or similar

R6 **Multi-Sport Court Fence and Gate**

1” PVC coated chainlink (custom color), painted support bars, rounded corners per plan

R7 **Retaining Walls**

CIP architectural concrete with light sandblast finish

PLANTING CONCEPT

Inspired by the 1970s prehistoric fantasy TV series “Land of the Lost”, the planting palette creates a primeval jungle-like environment unique to downtown San Francisco. The bold forms and textures complement the scale of the ramps and columns, while also pulling from a selection of native and low-maintenance species suitable for tough high-traffic understory conditions.

Where there is light, the design takes advantage of the opportunity to create a bloom filled pollinator garden with tall sculptural trees to counter the looming urban context. The “Pollinator Pit-Stop” planting palette consists primarily of California native flowering plants. These selections provide year-round blooms to support pollinators - including butterflies, native insects and birds - while complementing the winter-blooming Corymbia citriodora trees planted in this region.

TREE PALETTE (*dimensions given are at maturity)*

T1 PARK ACCENT TREE: 36”-48” BOX

(Tall open canopy visible from the ramps which allows light to building)

Corymbia citriodora **Lemon Scented Gum**	100’ tall/40’ wide

T2 CLEMENTINA STREET TREE: 36” BOX

(Trees to match existing street trees on south side)

Tristaniopsis laurina ‘elegant’ **Elegant Water Gum**	45’ tall/30’ wide

T3 TROPICAL UNDERSTORY ACCENT: 24”-48” BOX

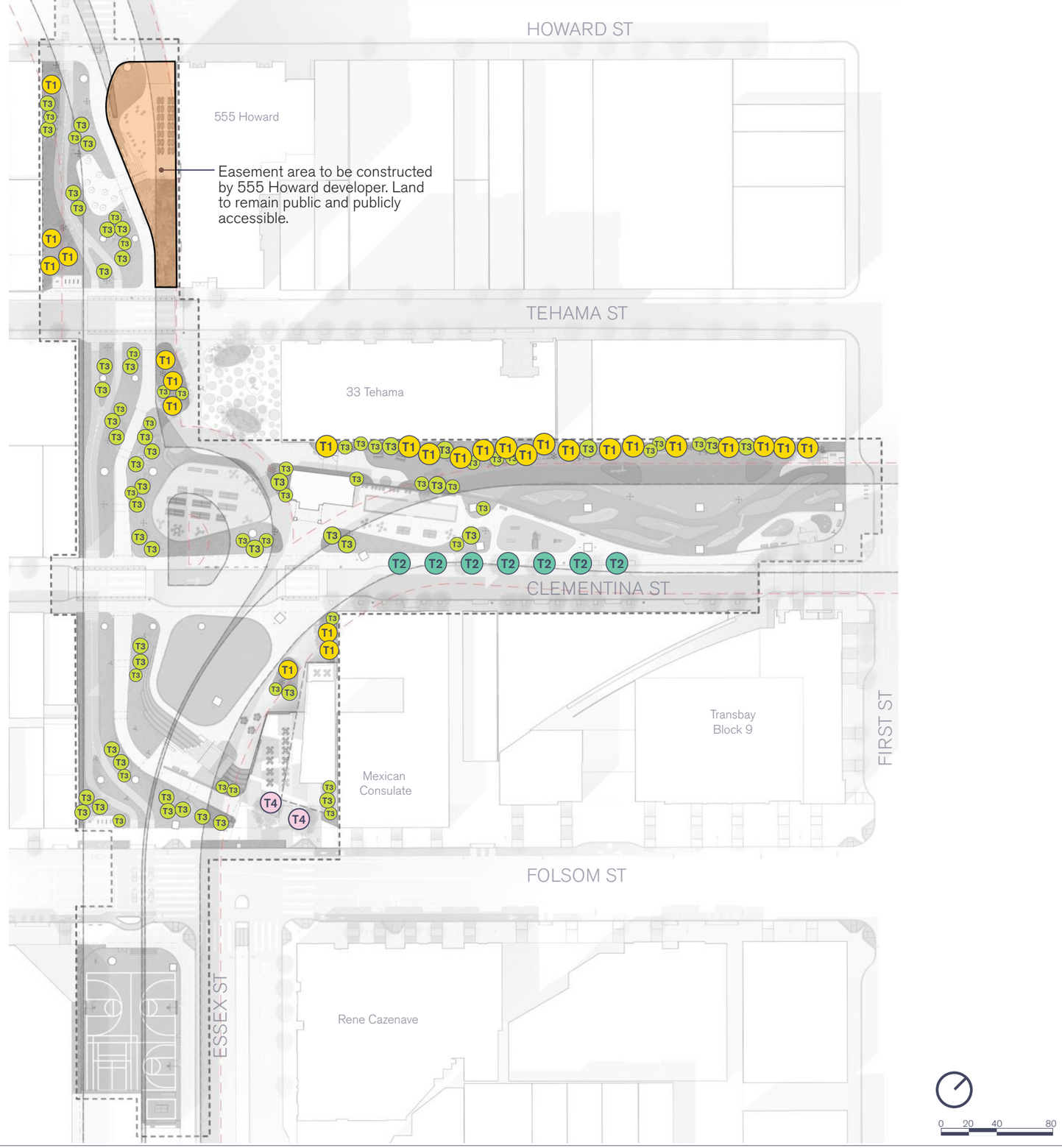
(Mix of small tropical trees that grow in shade)

Dicksonia antarctica **Tasmanian Tree Fern**	15’ tall/12’ wide
Cyathea cooperi **Australian Tree Fern**	20’ tall/12’ wide
Trachycarpus fortunei **Windmill Palm**	30’ tall/10’ wide
Howea forsteriana **Kentia Palm**	60’ tall/20’ wide
Cycas revoluta **Sago Palm**	6’ tall/8’ wide
Philodendron selloum **Tree Philodendron**	10’ tall/10’ wide
Rhopalostylis sapida **Nikau Palm**	30’ tall/15’ wide
Chamaerops humilis **Mediterranean Fan Palm**	20’ tall/20’ wide

T4 FOLSOM PLAZA SPECIMEN: 60” BOX

(Plaza accent tree options)

Jubea chilensis **Chilean Wine Palm**	50’ tall/25’ wide
Acer rubrum **Scarlet Red Maple**	60’ tall/40’ wide
Chorisia speciosa ‘Majestic Beauty’ **Floss Silk Tree**	45’ tall/45’ wide



Corymbia citriodora
Lemon Scented Gum

Tristaniopsis laurina 'elegant'
Elegant Water Gum

Dicksonia antarctica
Tasmanian Tree Fern

Howea forsteriana
Kentia Palm

Cyathea cooperi
Australian Tree Fern

Cycas revoluta
Sago Palm

Trachycarpus fortunei
Windmill Palm

Philodendron selloum
Tree Philodendron

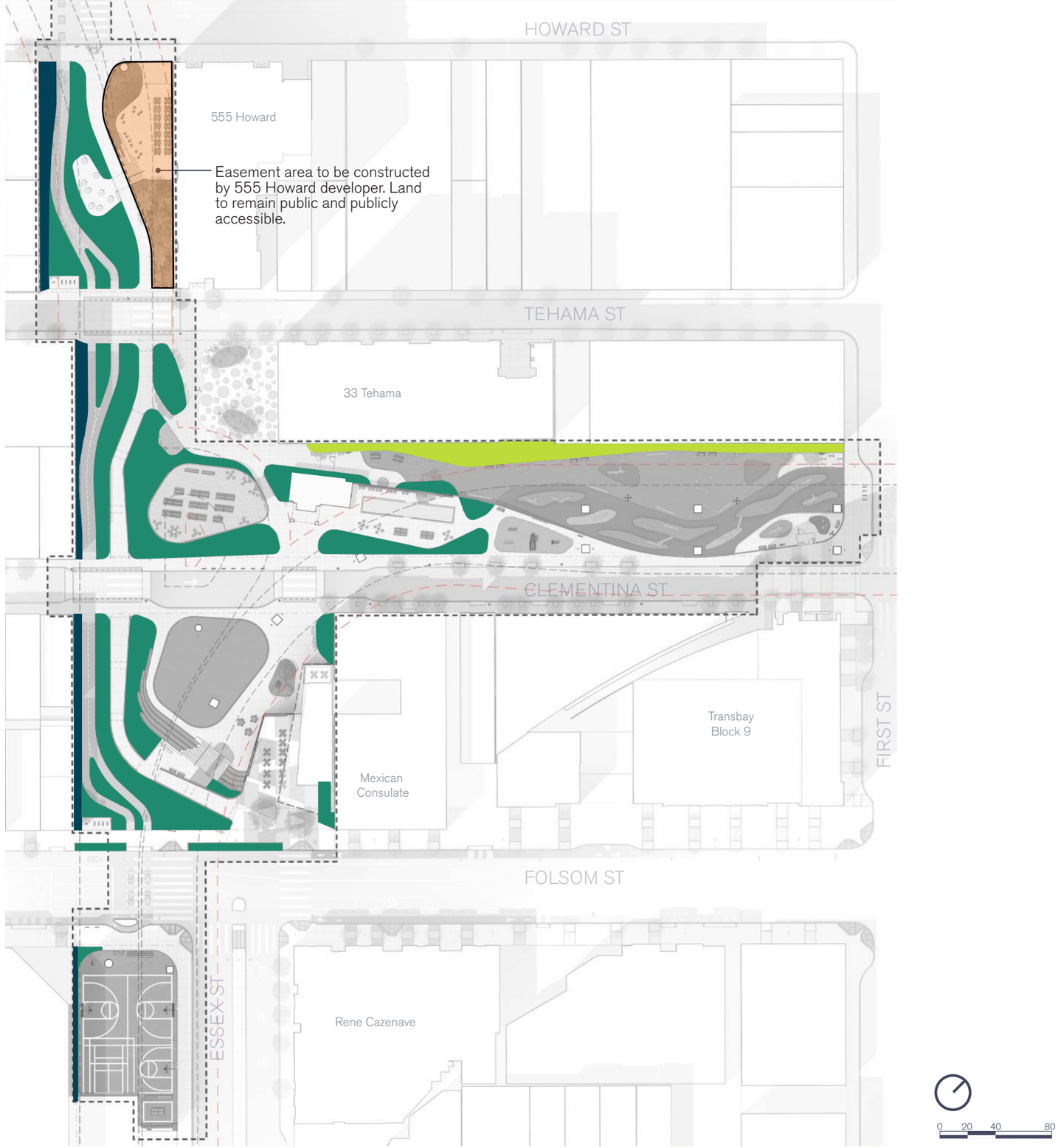
Rhopalostylis sapida
Nikau Palm

Chamaerops humilis
Mediterranean Fan Palm

Jubea chilensis
Chilean Wine Palm

Acer rubrum
Scarlet Red Maple

Chorisia speciosa 'Majestic Beauty'
Floss Silk Tree



UNDERSTORY PALETTE

1 **Pollinator Pit-Stop** (Partial Shade to Full Sun)
Flowering buffer at sun-exposed building walls

2 **West Wall Screen** (Deep Shade to Partial Shade)
Taller plant material to screen blank walls

3 **Land of the Lost Mix** (Deep Shade to Partial Shade)
Low understory planting to maintain site lines

1 **Pollinator Pit-Stop** Partial Shade to Full Sun

Carex praegracilis
Deer Sedge

Arctostaphylos edmundsii 'Carmel Sur'
Carmel Sur Manzanita

Salvia apiana
White Sage

Heracleum maximum
Cow Parsnip

Echium pininana 'Tower of Jewels'
Tower of Jewels

Ceanothus 'Yankee Point'
Yankee Point Ceanothus

Eriogonum giganteum
St. Catherine's Lace

Rubus parviflorus
Thimbleberry

Ribes speciosum
California gooseberry

Cephalanthus occidentalis
Buttonbush

2 **West Wall Screen** Deep Shade to Partial Shade

Arfocarpus (Podocarpus) gracilior
Fern Pine

Rhapis excelsa
Lady Palm

Strelitzia nicolai
Giant Bird of Paradise

Yucca elephantipes 'Jewel'
Yucca Jewel

Fatsia japonica
Japanese Aralia

Ficus pumila
Creeping Fig

Gunnera tinctoria
Gunnera

Polystichum munitum
Western Sword Fern

Calycanthus occidentalis
Western Spicebush

3 **Land of the Lost Mix** Deep Shade to Partial Shade

Iris douglasiana
Douglas Iris

Polystichum munitum
Western Sword Fern

Cyrtomium falcatum
Japanese Holly Fern

Woodwardia fimbriata
Giant Chain Fern

Vancouveria hexandra
Northern Inside-out Plant

Berberis aquifolium 'Compacta'
Compact Oregon Grape

Aspidistra elatior
Cast Iron Plant

Clivia miniata
Clivia

Holodiscus discolor
Oceanspray

LIGHTING

Codes and Standards

The standard references for lighting criteria for exterior environments within the US are produced by the Illuminating Engineering Society of North America (IESNA). The following codes, guides, and Recommended Practices (RP's) are referenced in this document:

- The IESNA Lighting Handbook 10th Edition, 2010
- IESNA RP-6-01, 2001 Sports and Recreational Area Lighting
- IESNA RP-33-99, 1999 Lighting for Exterior Environments
- IESNA RP-8-00 [05], 2005 Roadway Lighting
- ASHRAE 90.1 2007
- Title 24, 2008

General Notes

Lighting Approach

- The level of finish for the lighting equipment will be low to medium with priority given to durability and maintenance.
- Lighting of vertical and horizontal surfaces will be utilized during the day to counteract a sense of enclosure created by the ramps

Controls

- An astronomical timeclock will determine when lights turn on and off.
- A more sophisticated DMX or Dali system may be recommended as the lighting concepts progress.
- Motion sensor for Basketball Court

Design Criteria

Area/Task Type	Proposed Sources	Target Illuminance [fc]	Target Uniformity	Special Notes
Pedestrian walkways, cycle paths, dog park	LED	0.5	4:1	
Pedestrian walkways adjacent to roadways	LED	1	4:1	
Basketball Courts	LED	20 (during play) 1 (not in use)	4:1	
Concession Seating Area	LED	2-5	4:1	
Building Entry	LED	0.5-5	n/a	
Roadway Lighting	LED	0.9 and 1.2	4:1	medium and high pedestrian conflict areas, respectively

Above: Lighting design criteria for Under Ramp Park. [fc] target is horizontal illumination at the floor unless otherwise noted.

Feature Lighting 01
Pattern uplit projection at underpass

Feature Lighting 02
Pattern uplights around columns

Feature Lighting 03
Planted Wall

Concession Building* and Seating Area
Luminous building; spotlight lights and prisms mounted to interior of TJPA ramp oculus; Vertical handrail integrated lighting

Pavilion* and Folsom Plaza
Uplit canopy; balustrade/wall-mounted lighting
Soffit downlighting; ingrade wall lights

Clementina Green
Downlighting from columns

Pathway lighting
Stair lighting; glare free pedestrian-scale poles

Sports Court
Pole and soffit-mounted floodlights

Roadways
Standard lighting at alleys

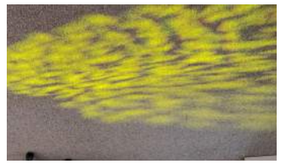
41 Tehama
Existing arts plaza with lighting

555 Howard
To be constructed by developer with oversight from OCII/ CMG

***Building Interiors**
Lighting for the interior public areas within the Concession Garden and Pavilion buildings will be further developed in next phase.

Lighting Zones

Feature Lighting 01
Pattern projection at underpass



Fixture type: L13 Bracket mounted adjustable gobo projector

Concession Garden
Luminous building; surface-mounted spotlights with prisms mounted to cables; luminous building; Concession Garden study for more information

Fixture type: L15 Linear inground fixtures for facade lighting; L03 Adjustable spotlight with snoot and baffle; L04 Handrail post integrated lighting

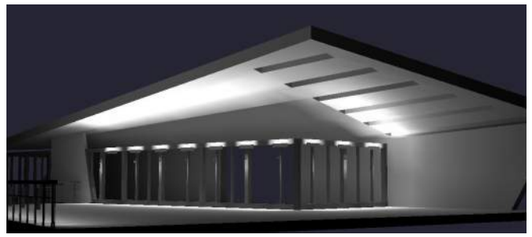
Pathway lighting
Glare free pedestrian-scale poles; stair lighting

Fixture type: L09-L11 Pole lighting with adjustable spotlights; L18 Integral handrail light at stairs

Feature Lighting 02
Pattern uplights around columns

Fixture type: L02 Custom adjustable ingrade uplight

Pavilion
Uplit canopy; Balustrade/wall-mounted lighting



Fixture type: L05 Indirect canopy light; L04 Handrail post integrated light; L06 Wall-mounted light

Sports Court
Pole and soffit-mounted floodlights

Fixture type: L07-08 Basketball Court lights

Feature Lighting 03
Planted wall

Fixture type: L01 Ingrade uplight in planting

Clementina Green
Pavillion wall lighting; downlights on columns

Fixture type: L17 Inground grazing lights at concrete wall sections; L15 Recessed downlights; L13 Column-mounted adjustable spotlight

Roadways
Standard lighting at alleys

Fixture type: L16 Street light-alley (SFPUC approved fixture)

Type	Description	Mounting	Source	Manufacturer	Notes
L01	Ingrade uplight in planting	Recessed in planting bed	LED	Lumenpulse	Fixture quantities and beam spread to be tested in mockup based on planting types and locations
L02	Custom adjustable ingrade uplight	In-grade	LED	Hydrel	Product modified for custom pattern projection
L03	Adjustable spotlight with snoot and baffle	Surface	LED	Lumenpulse	Surface mounted floodlight attached to guardrail at TJPA bus ramp, to shine down to Concession Seating Area
L04	Handrail post integrated light	Surface	LED	Bega-Usa	Diffuse low level light at Pavillion and Concession Seating Area
L05	Indirect linear canopy light	Surface	LED	Elliptipar	Asymmetric uplight mounted to mullion (not shown on drawing)
L06	Wall-mounted light	Surface	LED	Bega-Usa	Direct low-level light
L07	Basketball Court lights	Post, 18ft	LED	Selux	Pole mounted type 4 high output luminaire
L08	Basketball Court lights	Surface	LED	Selux	Bracket-mounted type 5 high output luminaire
L09	Pole light with adjustable spotlights	Post, 12ft	LED	Selux	(3x) Medium output adjustable luminaires per pole Allow for glare control and beam modifying accessories
L10	Pole light with adjustable spotlights	Post, 20ft	LED	Selux	(5x) Adjustable luminaires per pole, medium and asymmetric beam Allow for glare control and beam modifying accessories
L11	Pole light with adjustable spotlights	Post, 30ft	LED	Selux	(4x) Medium output adjustable luminaires per pole Allow for glare control and beam modifying accessories
L12	Column mounted adjustable spotlight	Columns at Clementina Green	LED	Selux	High output adjustable fixture head mounted to columns
L13	Bracket mounted adjustable gobo projector	Columns at Folsom Street and First Street overpasses	LED	Martin	High output adjustable fixture head with gobo accessory
L14	Recessed downlight	Recessed in soffit	LED	Bega-Usa	Recessed downlight at restrooms
L15	Linear inground fixtures for façade lighting	In-grade at restaurant interior	LED	Lumenpulse	Mounted in niche to highlight diffused channel glass
L16	Street Lighting Fixture- Alley	Pole, 16 ft	LED	Selux	Saturn cutoff LED - SFPUC approved fixture SACL-R3-1-LG4700-30-18-SV-277-DS-HLxx-CN17040C
L17	Ingrade grazing uplight	Ingrade	LED	Lumenpulse	Fixture mounted in in-cast housing at Pavilion
L18	Integral handrail light at stairs	Handrail integrated	LED	KlikSystems	LED units individually recessed in aperture tapped in handrail Allow for glare control accessories

General note: all fixtures to be IP rated

Concept

Under Ramp Park will have a playful and inviting appearance with patterned green light on the soffit. This effect is created from in-grade uplights throughout the park, and an enhanced accent on the soffit will be located at high traffic intersections from theatrical gobo projectors. The projectors will be mounted to the columns.

The space will feel more open during the nighttime, and ideally during the daytime.

This page shows the preferred quantities selected for the Folsom St. underpass enhanced accent, and the anticipated light levels on the soffit. A dramatic effect is anticipated after dark, and visual relief may be visible during overcast days.

The following page illustrates how criteria and the level of dominance of an accent varies based on ambient conditions.

Precedent Images

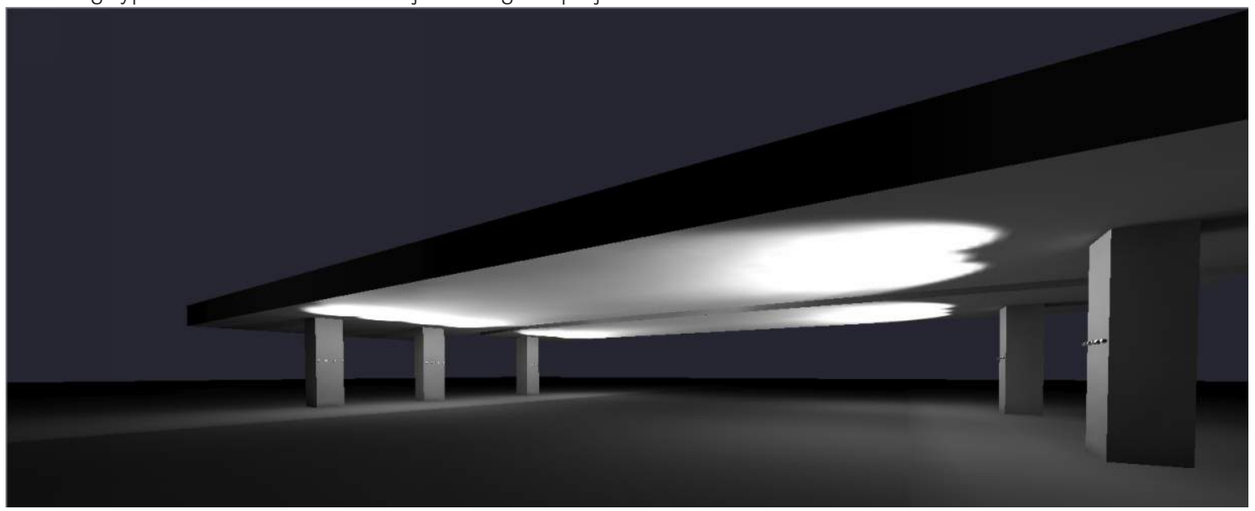
Indirect lighting - Solid Color

Indirect Lighting - Patterns with gobo projectors

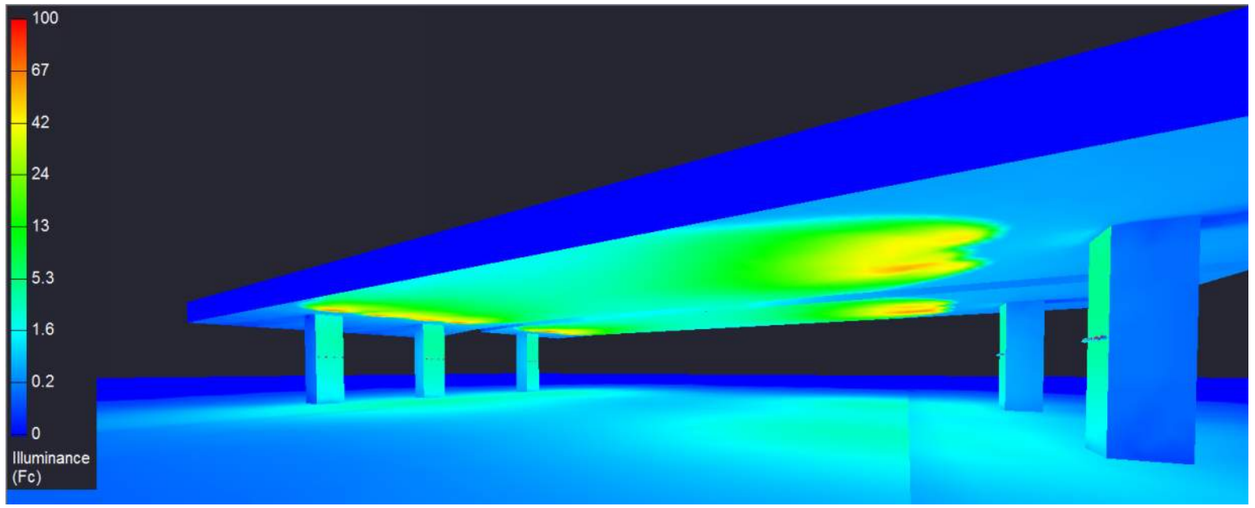
Accent lighting criteria: Nighttime

Attraction	Role	Foot-candle criteria on Focal-point
Strong	Dramatic	32 fc

Modeling Type13: Bracket mounted adjustable gobo projector



Folsom Street Perspective- Grayscale Color



Folsom Street Perspective- Pseudo Color

Overview

The specification and quantities of gobo projectors required to achieve the desired effect is dependant on what level accent lighting (hierarchy of attraction) is desired, and if it's desired in the nighttime only or also in the daytime.

Because the criteria is so much higher during the day to have visual impact, it may be feasible to have visual impact during the day but at a much less dominant hierarchy of attraction.

In the case of the underpass, the 'visual task' is the roadway, and the intersection criteria is 1.6 foot-candles (fc) at night. The roadway (task) during the day was measured on a sunny day at around 10am in November, and in the shade under the bridge ramp, the light levels on the road were between 65fc and 300fc.

The focal-point is the soffit, and it's reflectance has been assumed to be 30%.

Accent lighting criteria: Nighttime

Attraction	Role	Focal-point Reflectance	Illuminance Ratio Focal-point:Task	Foot-candle criteria on Focal-point
Strong	Dominant	<50%	~40:1	64 fc
	Dramatic	<50%	~20:1	32 fc
Moderate	Feature	<50%	~10:1	16 fc
Soft	Visual Edge	<50%	~5:1	8 fc
Subtle	Visual Relief	<50%	~2:1	3.2 fc

IES Handbook 10th edition, pp 15.10

Accent lighting criteria: Daytime

Attraction	Role	Focal-point	Illuminance Ratio Focal-point:Task	Criteria on Focal-point (1000 fc task)	Criteria on Focal-point (300 fc task)
Strong	Dominant	<50%	~40:1	40,000 fc	12,000 fc
	Dramatic	<50%	~20:1	20,000 fc	6,000 fc
Moderate	Feature	<50%	~10:1	10,000 fc	3,000 fc
Soft	Visual Edge	<50%	~5:1	5,000 fc	1,500 fc
Subtle	Visual Relief	<50%	~2:1	2,000 fc	600 fc

IES Handbook 10th edition, pp 15.10

Photo of the Clementina St. underpass indicative of typical measurement locations

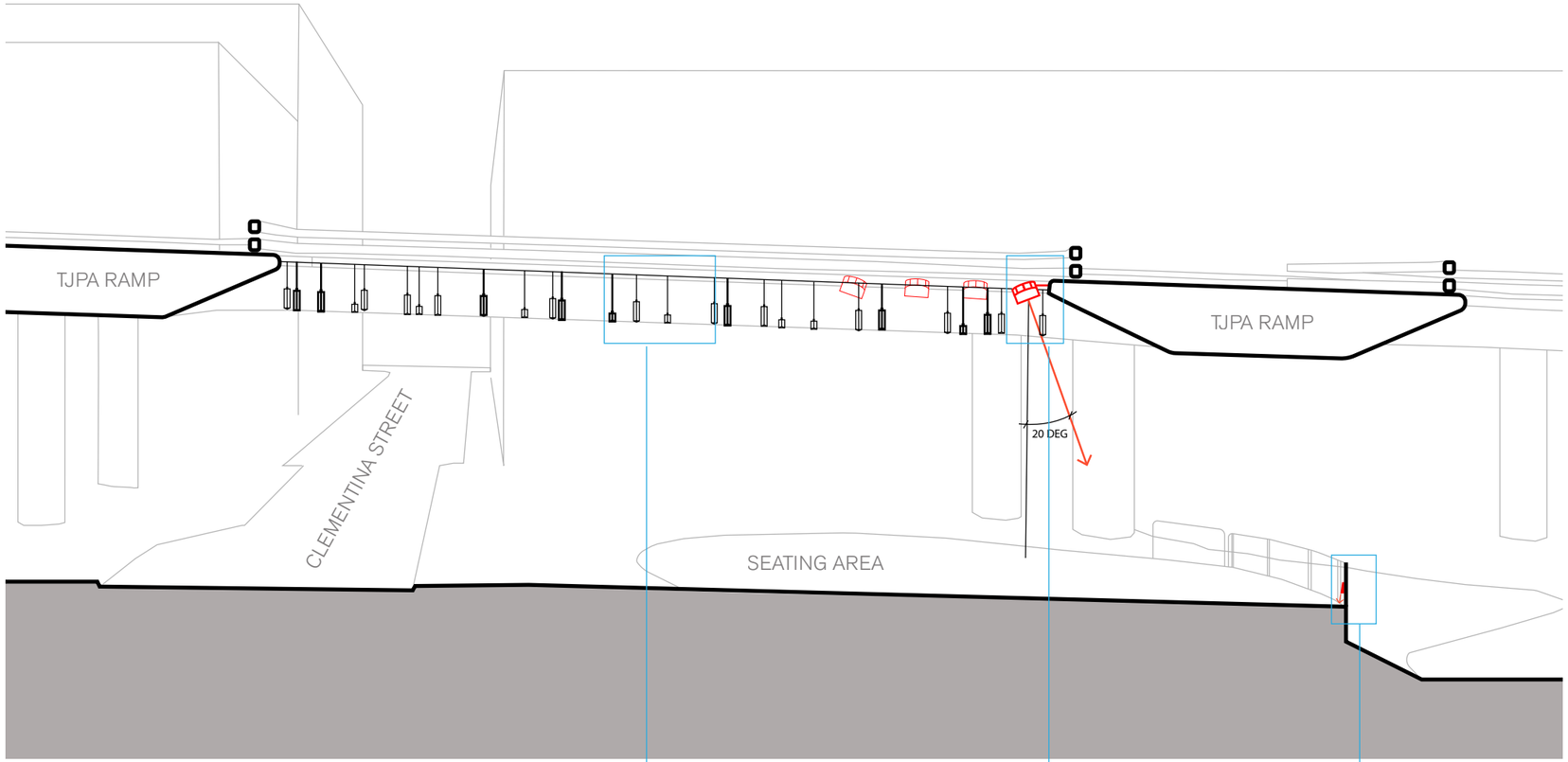


Diagram showing fixture and prism locations

Catenary light with prisms mounted to cables

Type L03 Adjustable spotlight with snoot and baffle mounted to the face of the bridge

Type L04 Handrail post integrated light

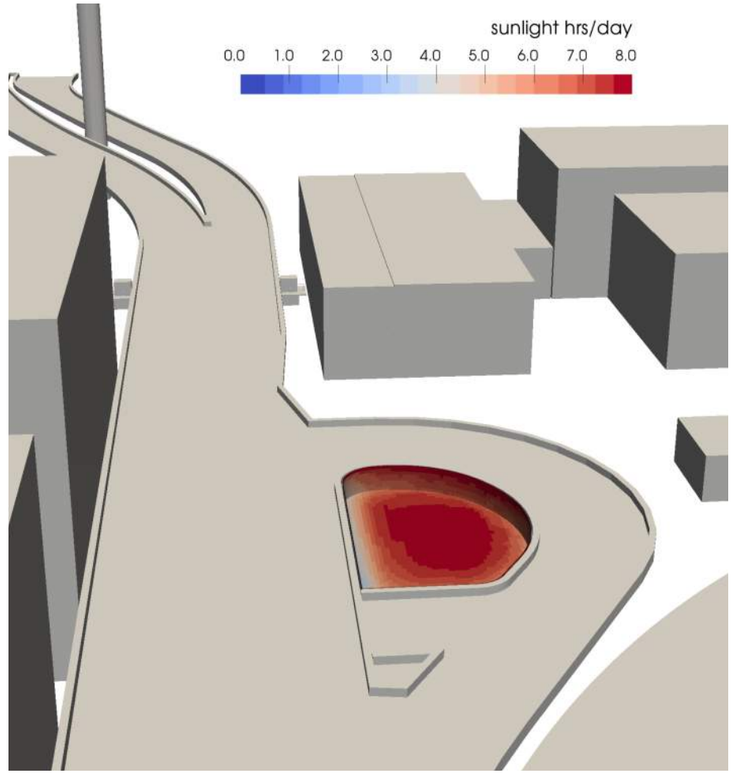


Image from daylight study showing number of hours on average that direct sunlight would pass through the oculus.

Concept

The use of mirrors and prisms at the TJPA ramp oculus will provide a greater connection to the daylight peeking in from above. This will be a dynamic feature located in the heart of the park that could have an interactive element to engage visitors.

Prism installation reference images

Fixture Key		
	L01	Ingrade uplight in planting
	L02	Custom adjustable ingrade uplight
	L03	Adjustable spotlight with snoot and baffle
	L04	Handrail post integrated light
	L05	Indirect linear canopy light (not shown on drawing)
	L06	Wall-mounted light
	L07	Basketball court light (pole mounted)
	L08	Basketball court light (surface mounted)
	L09	12' pole light with adjustable spotlights
	L10	20' pole light with adjustable spotlights
	L11	30' pole lights with adjustable spotlights
	L12	Column-mounted adjustable spotlight
	L13	Bracket mounted adjustable gobo projector
	L14	Recessed downlight (not shown on drawing)
	L15	Linear inground fixtures for façade lighting (not shown on drawing)
	L16	Street light- Alley
	L17	Ingrade grazing upglight (not shown on drawing)
	L18	Integral handrail light at stairs

Lighting Fixture Layout

Fixture Key		
	L01	Ingrade uplight in planting
	L02	Custom adjustable ingrade uplight
	L03	Adjustable spotlight with snoot and baffle
	L04	Handrail post integrated light
	L05	Indirect linear canopy light (not shown on drawing)
	L06	Wall-mounted light
	L07	Basketball court light (pole mounted)
	L08	Basketball court light (surface mounted)
	L09	12' pole light with adjustable spotlights
	L10	20' pole light with adjustable spotlights
	L11	30' pole lights with adjustable spotlights
	L12	Column-mounted adjustable spotlight
	L13	Bracket mounted adjustable gobo projector
	L14	Recessed downlight (not shown on drawing)
	L15	Linear inground fixtures for façade lighting (not shown on drawing)
	L16	Street light- Alley
	L17	Ingrade grazing upglight (not shown on drawing)
	L18	Integral handrail light at stairs

TEHAMA ST

Type L15 (not shown on drawing) linear inground fixture for facade lighting at Concessions Building

FIRST ST

CLEMENTINA ST

Existing cobra-head street lights to be remove and replaced with L16

Caltrans Off-ramp 34-0127S (dashed) with 15' ROW (dashed red)

Existing lights by block developer

0 10 20 40

Fixture Key		
	L01	Ingrade uplight in planting
	L02	Custom adjustable ingrade uplight
	L03	Adjustable spotlight with snoot and baffle
	L04	Handrail post integrated light
	L05	Indirect linear canopy light (not shown on drawing)
	L06	Wall-mounted light
	L07	Basketball court light (pole mounted)
	L08	Basketball court light (surface mounted)
	L09	12' pole light with adjustable spotlights
	L10	20' pole light with adjustable spotlights
	L11	30' pole lights with adjustable spotlights
	L12	Column-mounted adjustable spotlight
	L13	Bracket mounted adjustable gobo projector
	L14	Recessed downlight (not shown on drawing)
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	L16	Street light- Alley
	L17	Ingrade grazing upglight (not shown on drawing)
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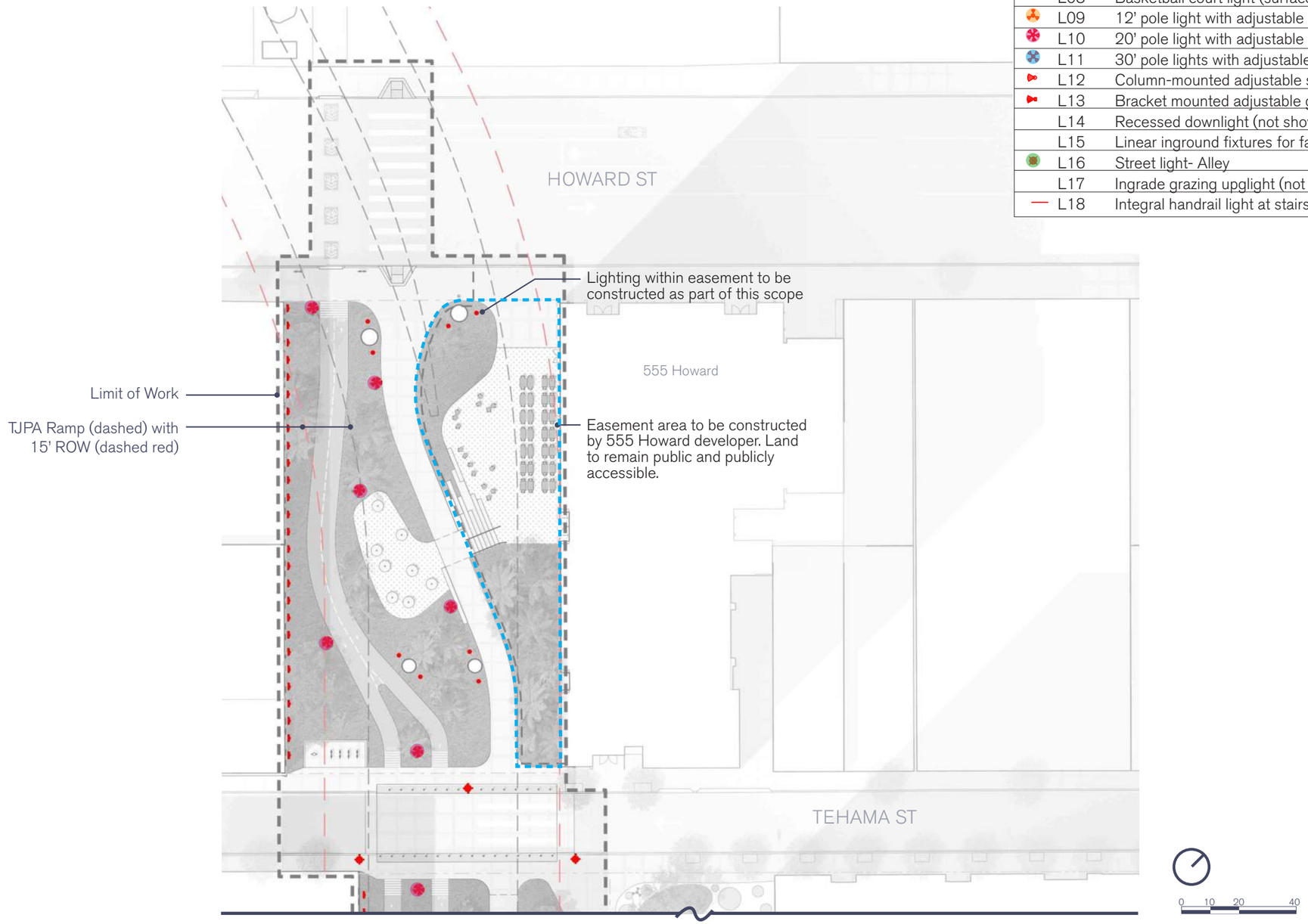


ARCHITECTURE:
PAVILION

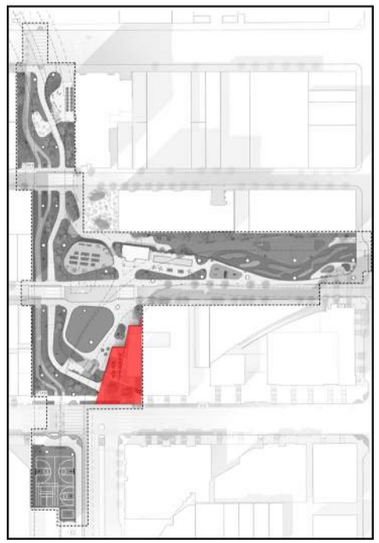
Level	Occupancy	Occupants
First Floor		
	Business Area	7
	Storage	7
	Assembly	62
Second Floor		
	Kitchen	3
	Assembly	73
	Accessory	2

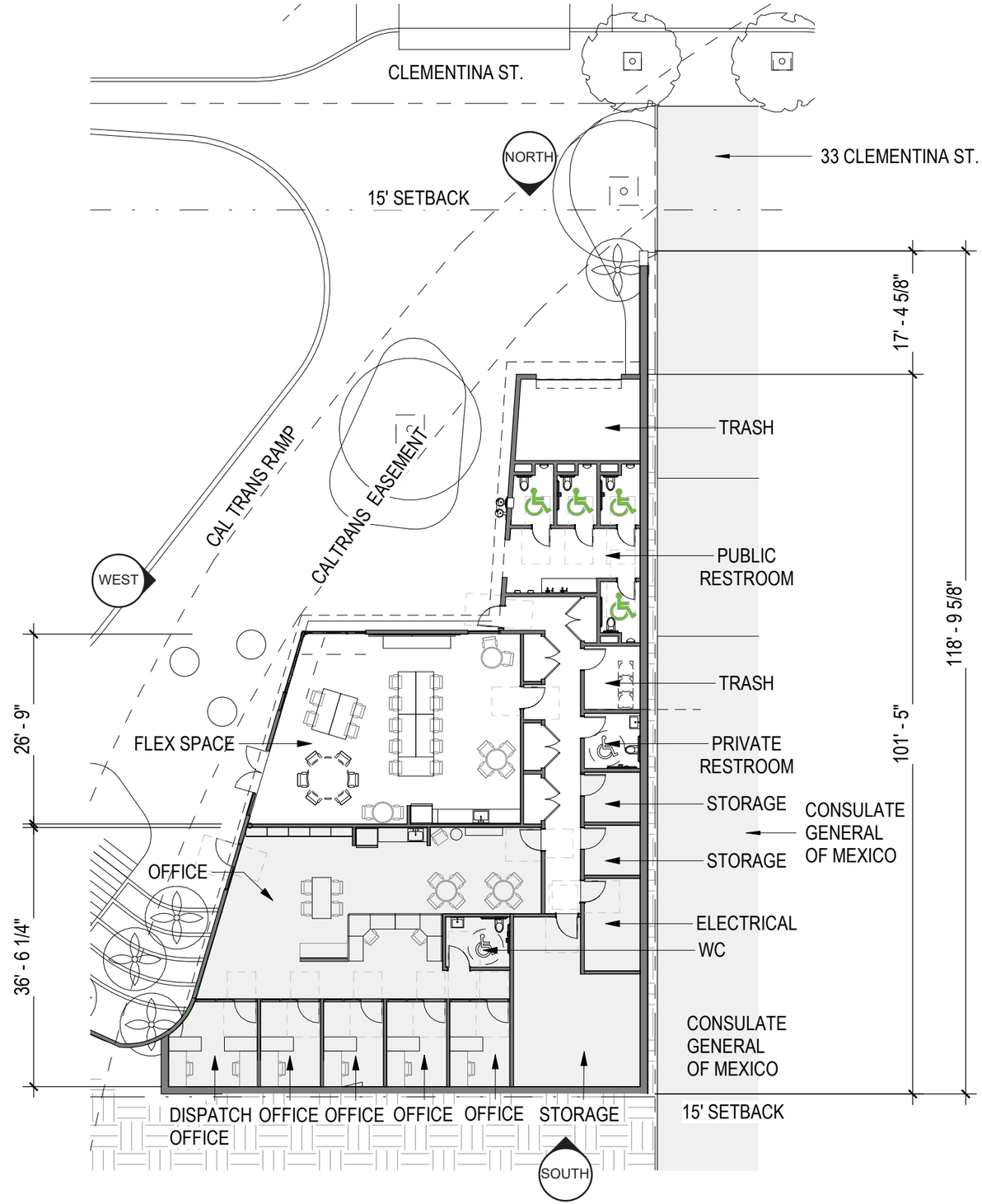
Construction Type

Type VB, Fully Sprinkled per NFPA 13

Allowable Height:	60’-0”
Proposed Height:	31’-0”
# of Stories Allowed:	2 (A-2)
# of Stories Proposed:	2
Area Allowed:	18,000 SF
Area Proposed:	<6,000 SF

Accessible Restroom





NAME	AREA
Level 1	
DISPATCH OFFICE	141 SF
ELECTRICAL	102 SF
FLEX SPACE	917 SF
HALLWAY	265 SF
OFFICE	1373 SF
RESTROOM	299 SF
STORAGE	468 SF
TRASH	267 SF
	3832 SF
Level 2	
DINING	1077 SF
KITCHEN	526 SF
RESTROOM	47 SF
TRASH	57 SF
	1706 SF
TOTAL	5538 SF

Level	Occupancy	Occupants
First Floor		
	Business Area	7
	Storage	7
	Assembly	62
Second Floor		
	Kitchen	3
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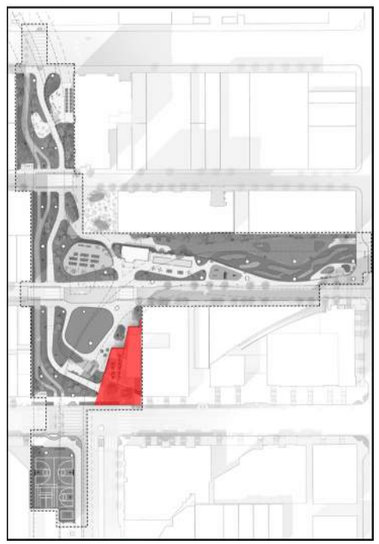
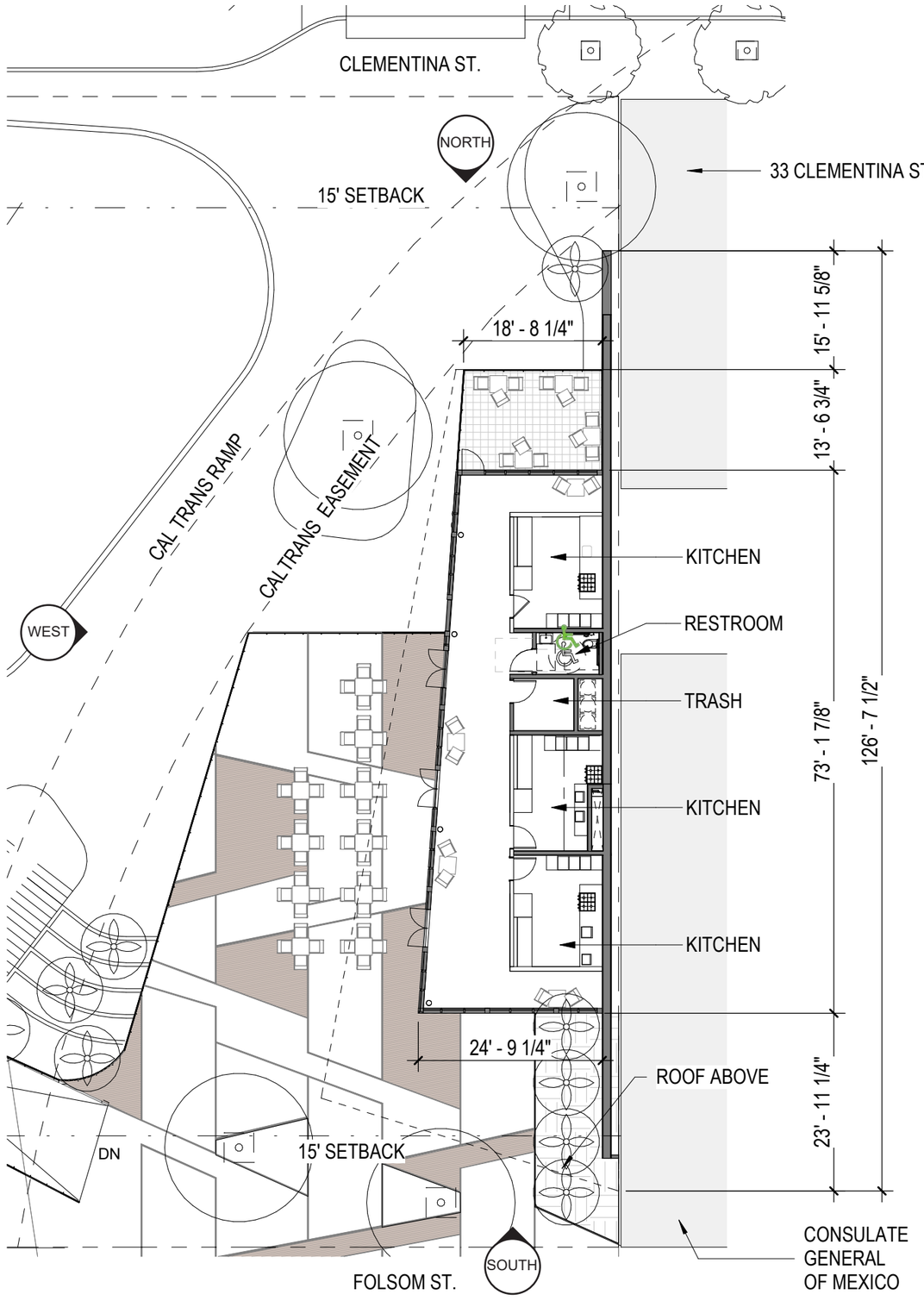
♿ Accessible Restroom





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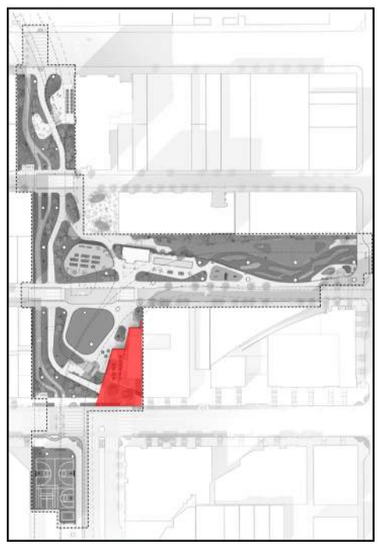
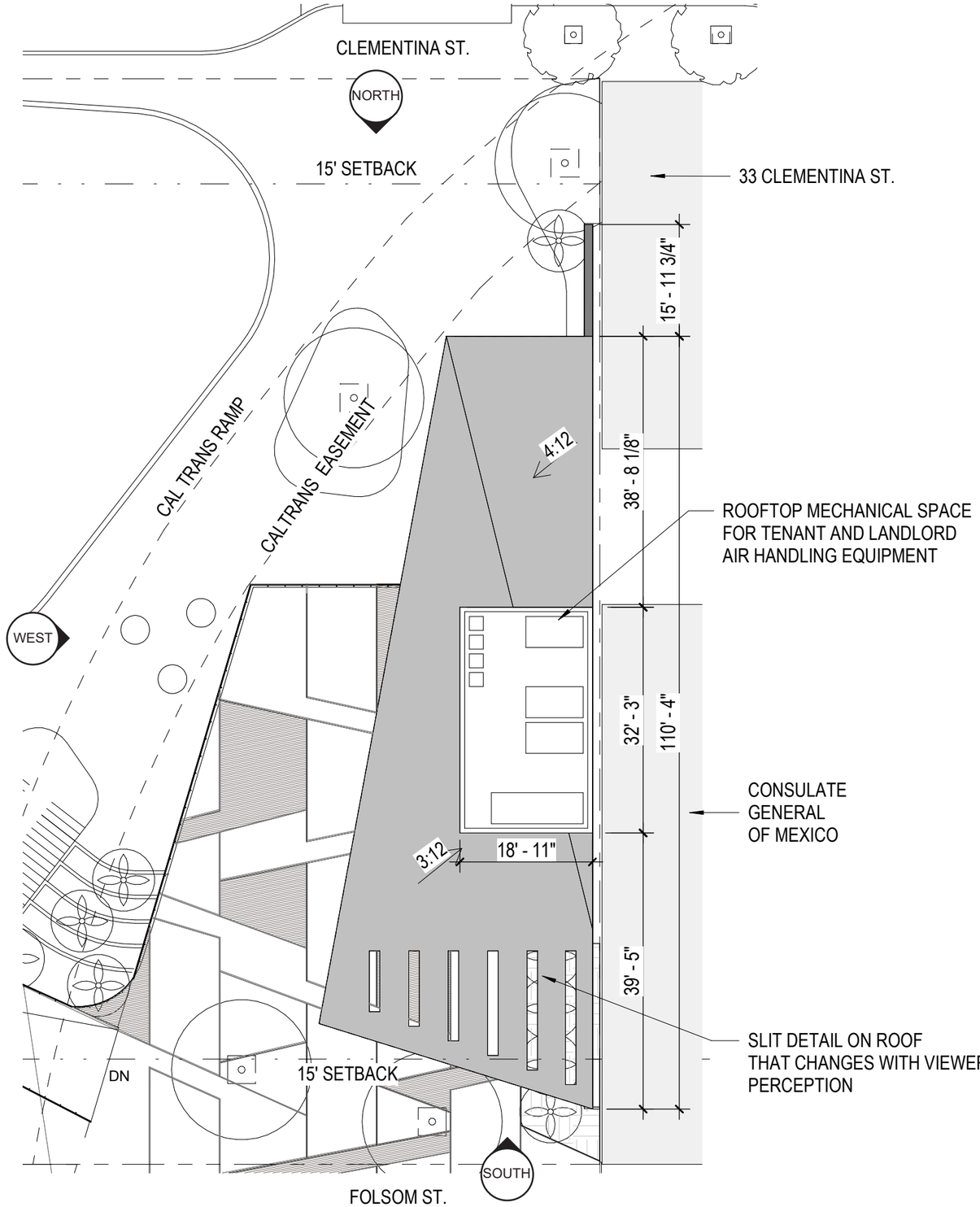
Accessible Restroom





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RESTROOM	47 SF
TRASH	57 SF
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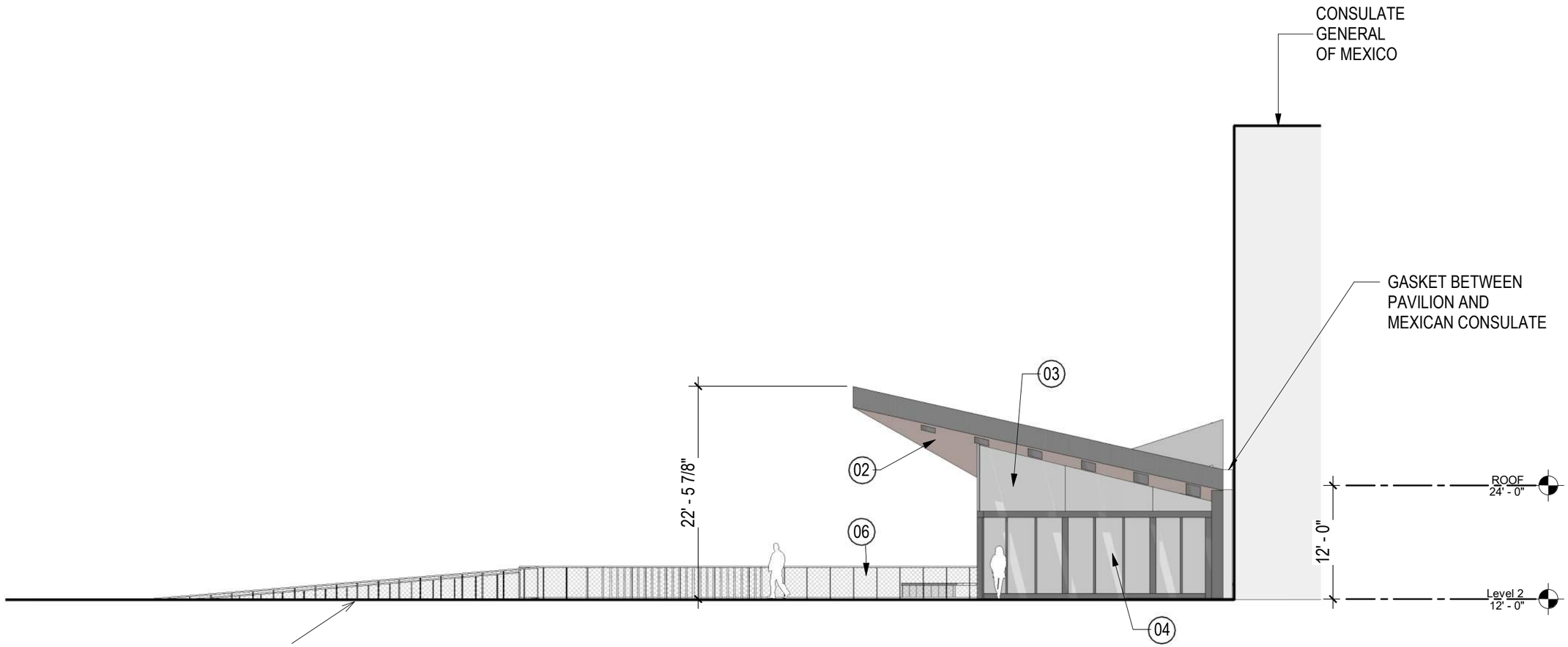
TOTAL	5538 SF



01 Board Formed Concrete

02 Wood Grain Ceramic Tile

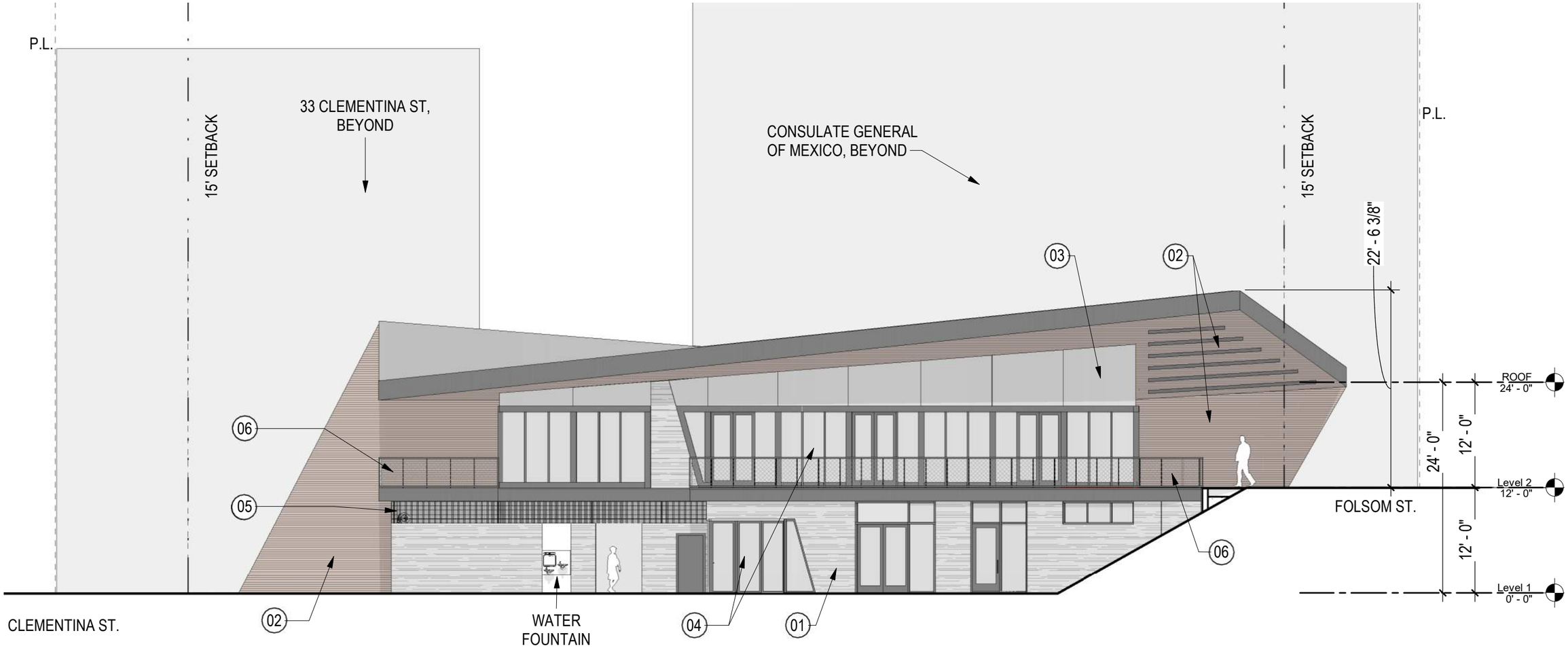
03 Clear, Non-Reflective Butt Glazed Clerestory Glass

04 Storefront with Clear, Non-Reflective Glazing

05 Metal Grate

06 Stainless Steel Cable Mesh Gaurdrail (See Page 61)

Pavilion - South Elevation Scale 3/32” = 1’-0”

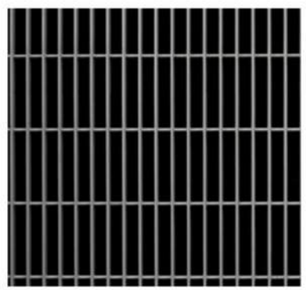


01 Board Formed Concrete

02 Wood Grain Ceramic Tile

03 Clear, Non-Reflective Butt Glazed Clerestory Glass

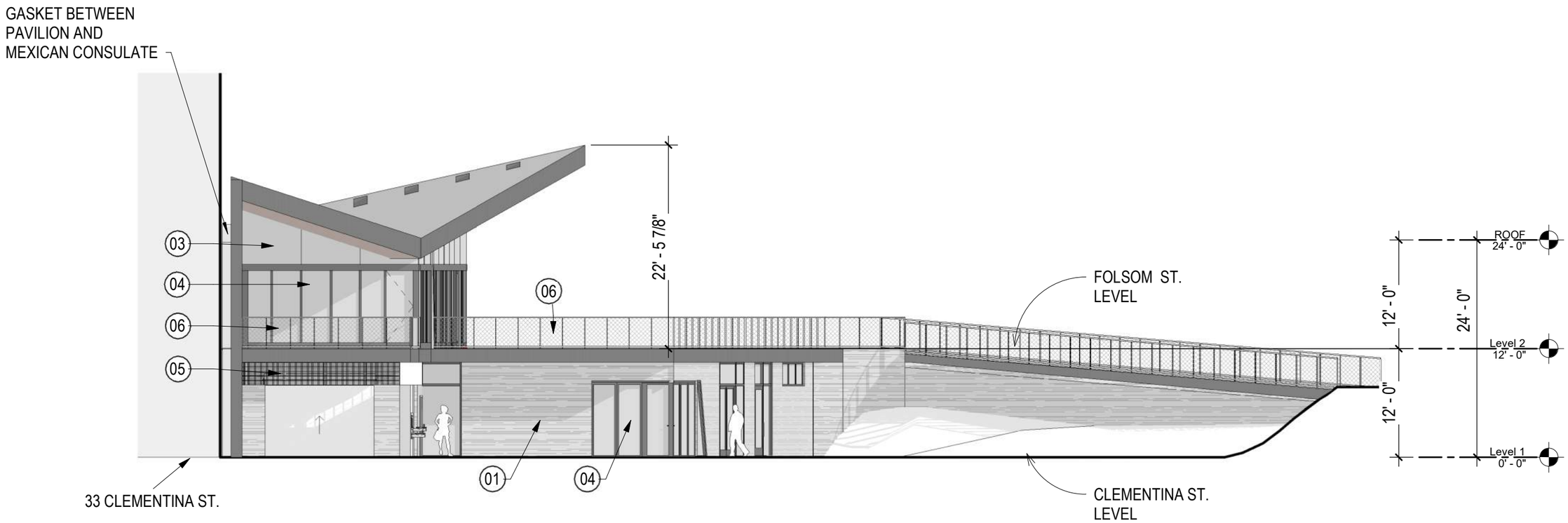
04 Storefront with Clear, Non-Reflective Glazing



05 Metal Grate

06 Stainless Steel Cable Mesh Gaurdrail (See Page 61)

Pavilion - West Elevation Scale 3/32” = 1’-0”

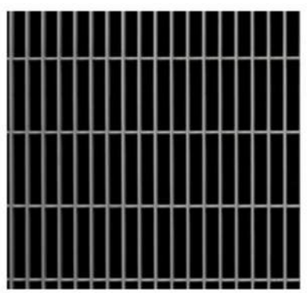


01 Board Formed Concrete

02 Wood Grain Ceramic Tile

03 Clear, Non-Reflective Butt Glazed Clerestory Glass

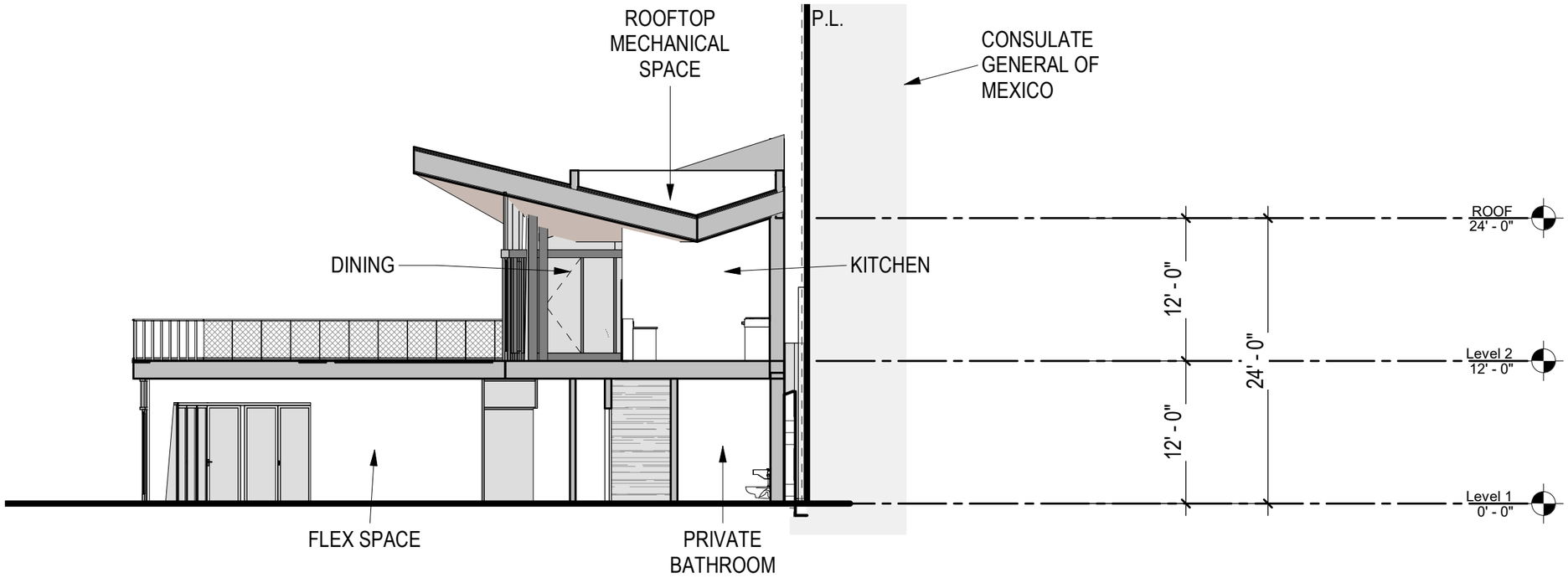
04 Storefront with Clear, Non-Reflective Glazing

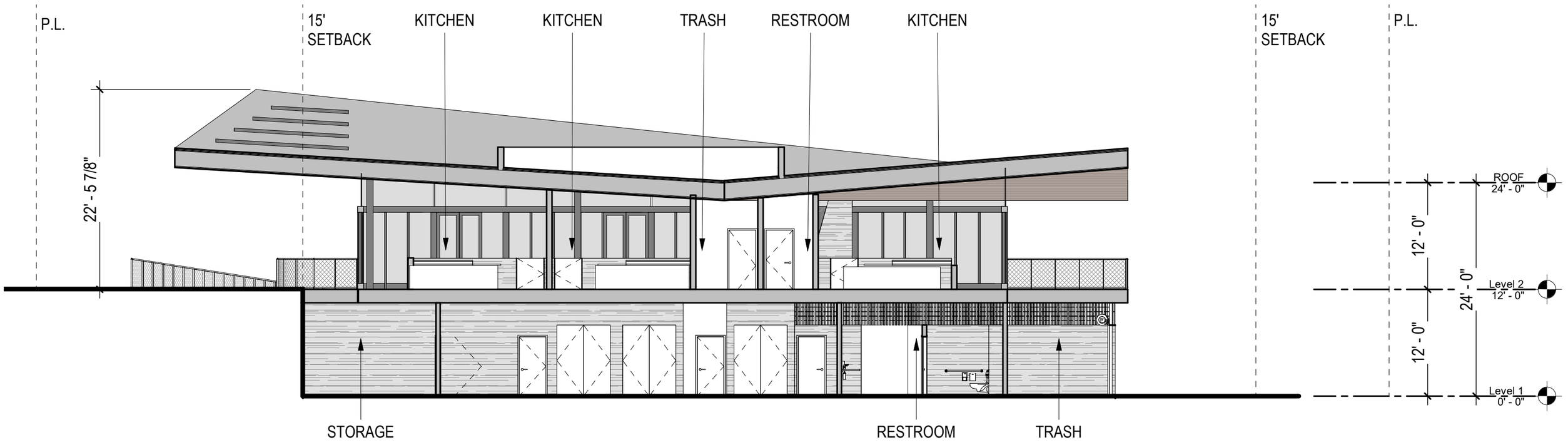


05 Metal Grate

06 Stainless Steel Cable Mesh Gaurdrail (See Page 61)

Pavilion - North Elevation Scale 3/32” = 1’-0”


ROOFTOP
MECHANICAL
SPACE
P.L.
CONSULATE
GENERAL OF
MEXICO
DINING
KITCHEN
ROOF
24' - 0"
Level 2
12' - 0"
Level 1
0' - 0"
12' - 0"
12' - 0"
24' - 0"
FLEX SPACE
PRIVATE
BATHROOM


P.L.
15'
SETBACK
KITCHEN
KITCHEN
TRASH
RESTROOM
KITCHEN
15'
SETBACK
P.L.
22' - 5 7/8"
ROOF
24' - 0"
Level 2
12' - 0"
Level 1
0' - 0"
12' - 0"
12' - 0"
24' - 0"
STORAGE
RESTROOM
TRASH

ARCHITECTURE:
CONCESSION BUILDING

Project Data

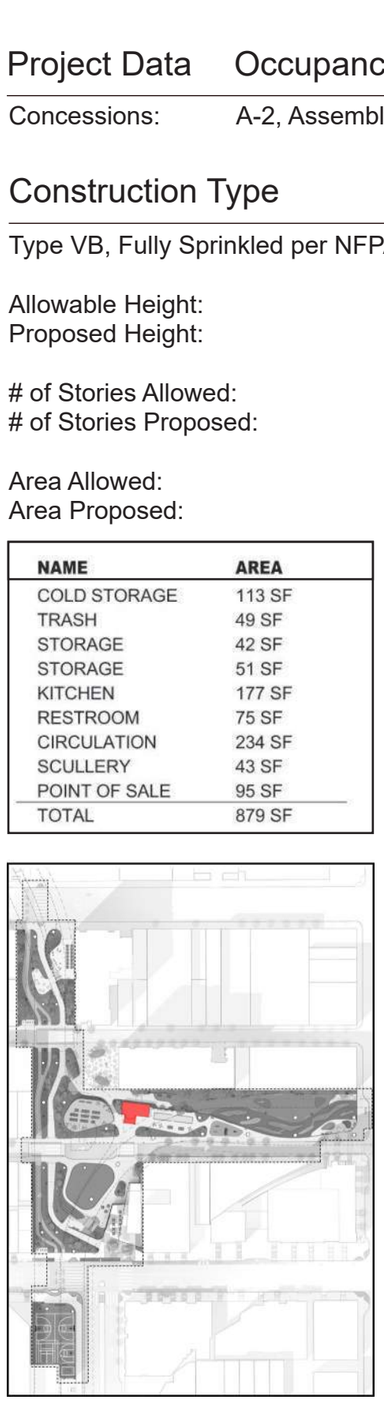
	Occupancy	Occupants
Concessions:	A-2, Assembly	4 OCC. (Kitchens)

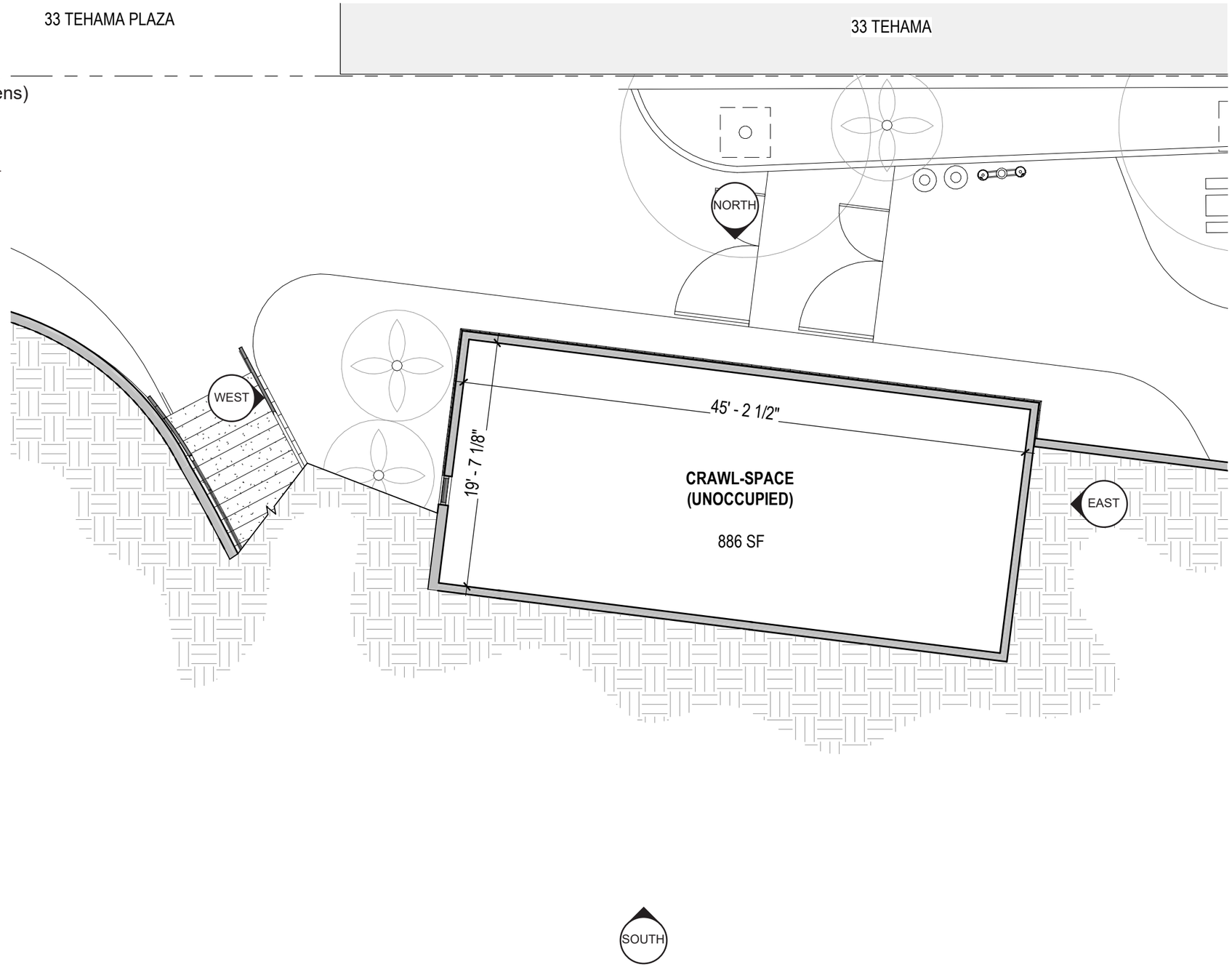
Construction Type

Type VB, Fully Sprinkled per NFPA 13

Allowable Height:	60’-0”
Proposed Height:	21’-0”
# of Stories Allowed:	2 (A-2)
# of Stories Proposed:	1
Area Allowed:	18,000 SF
Area Proposed:	<1,000 SF

NAME	AREA
COLD STORAGE	113 SF
TRASH	49 SF
STORAGE	42 SF
STORAGE	51 SF
KITCHEN	177 SF
RESTROOM	75 SF
CIRCULATION	234 SF
SCULLERY	43 SF
POINT OF SALE	95 SF
TOTAL	879 SF





Project Data

Occupancy	Occupants
A-2, Assembly	4 OCC. (Kitchens)

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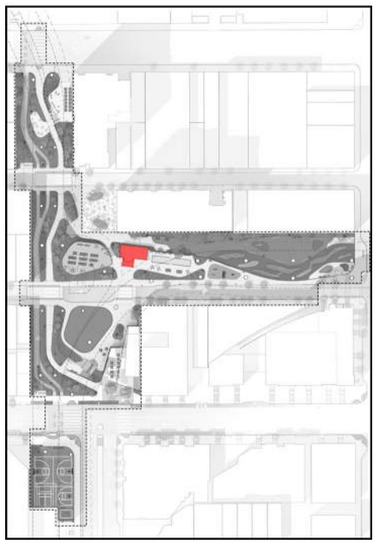

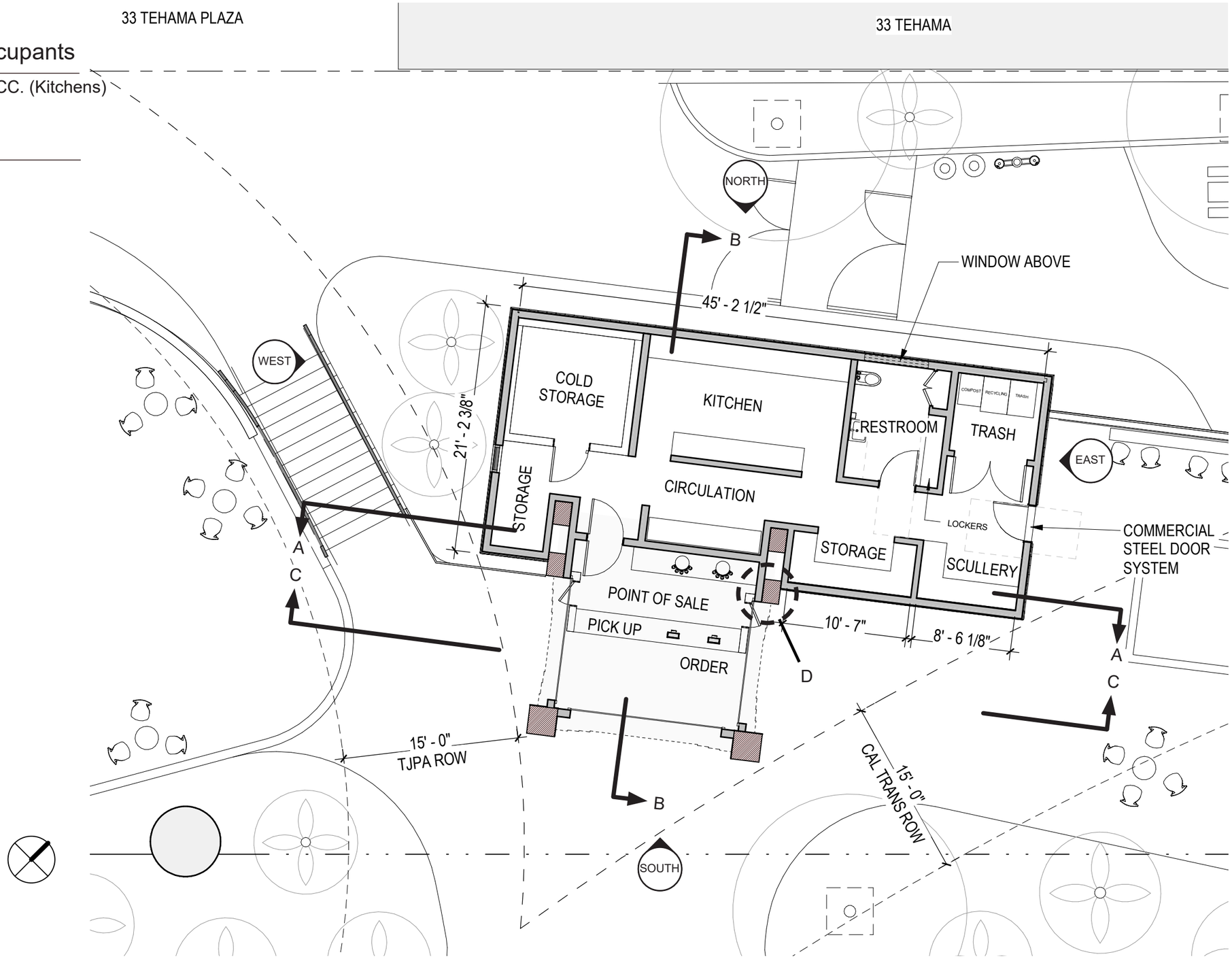

Project Data

Occupancy	Occupants
A-2, Assembly	4 OCC. (Kitchens)

Concessions:

Construction Type

Type VB, Fully Sprinkled per NFPA 13

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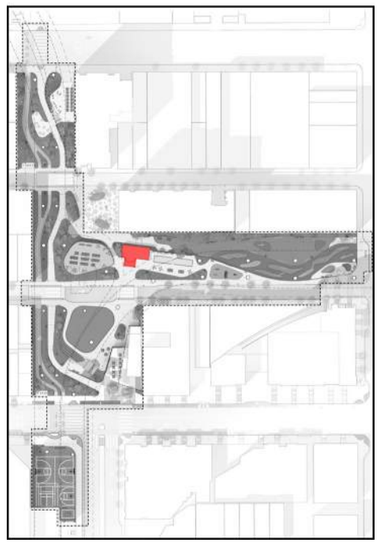
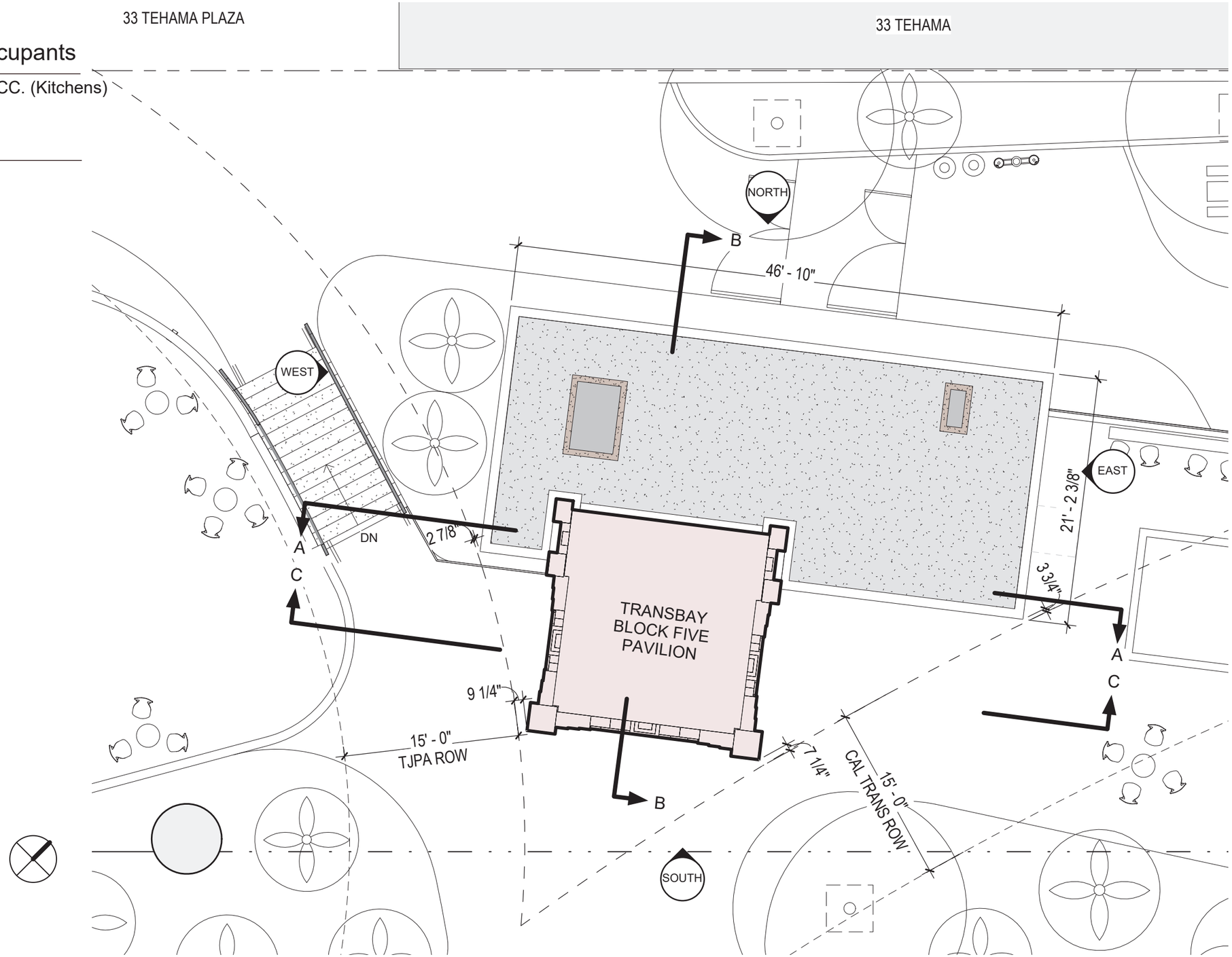
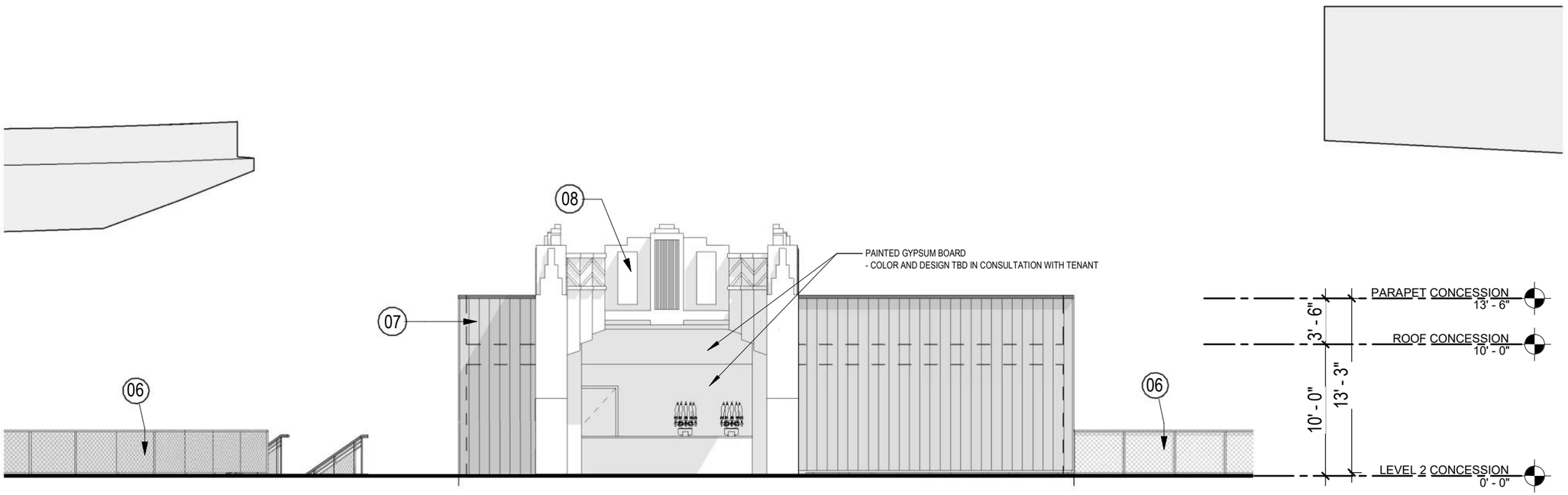
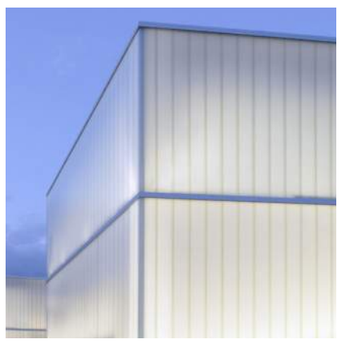




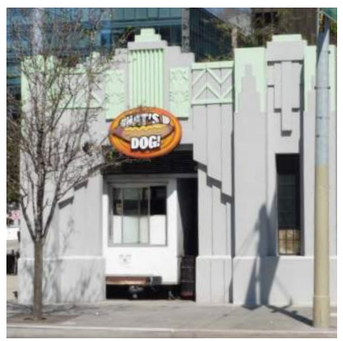


Note: Patterns, colors, finish treatments shall be developed in Design Development and in consultation with a tenant as part of the t.i.scope.

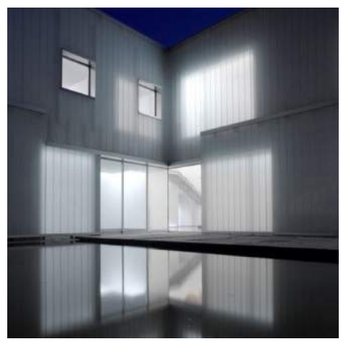
06
Stainless Steel Cable Mesh Guardrail (See Page 61)



07
Channel Glass



08
Transbay Block Five (TB5) Pavilion



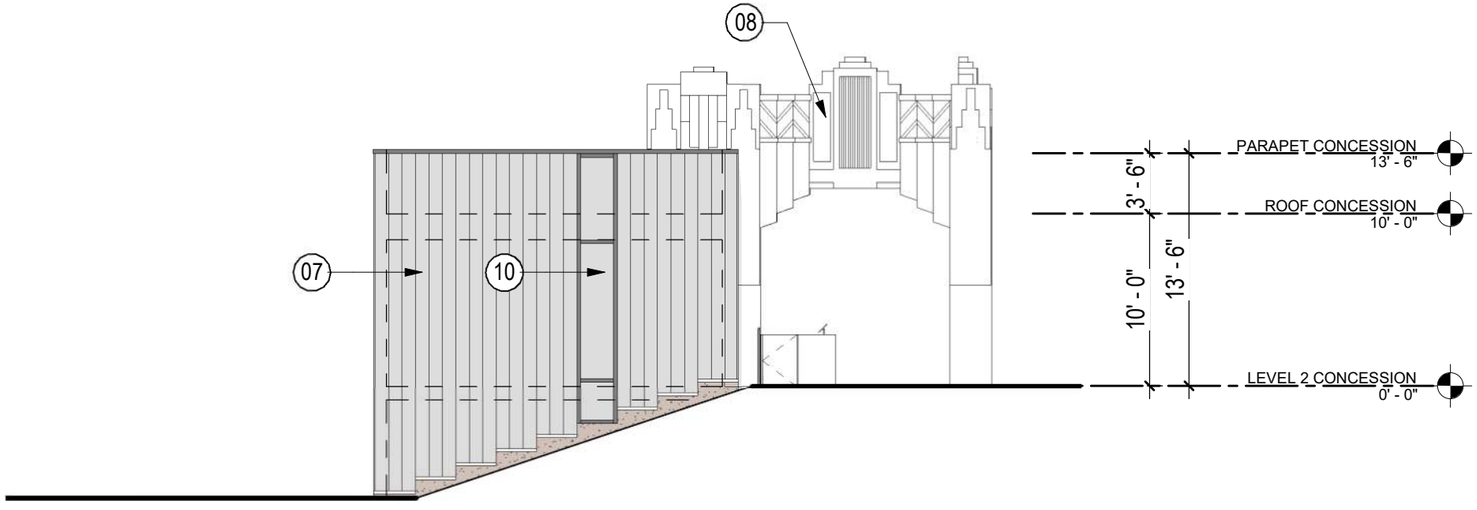
09
Opening Beyond

10
Glazing & Spandrel Panel

11
Commercial steel door

13
Perforated Shutters
75% Trasnparent Min.

Concession Building - South Elevation Scale 1/8" = 1'-0"



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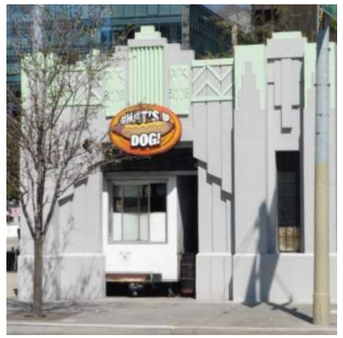
06

Stainless Steel Cable Mesh Guardrail (See Page 61)

07

Channel Glass



08

Transbay Block Five (TB5) Pavilion

09

Opening Beyond

10

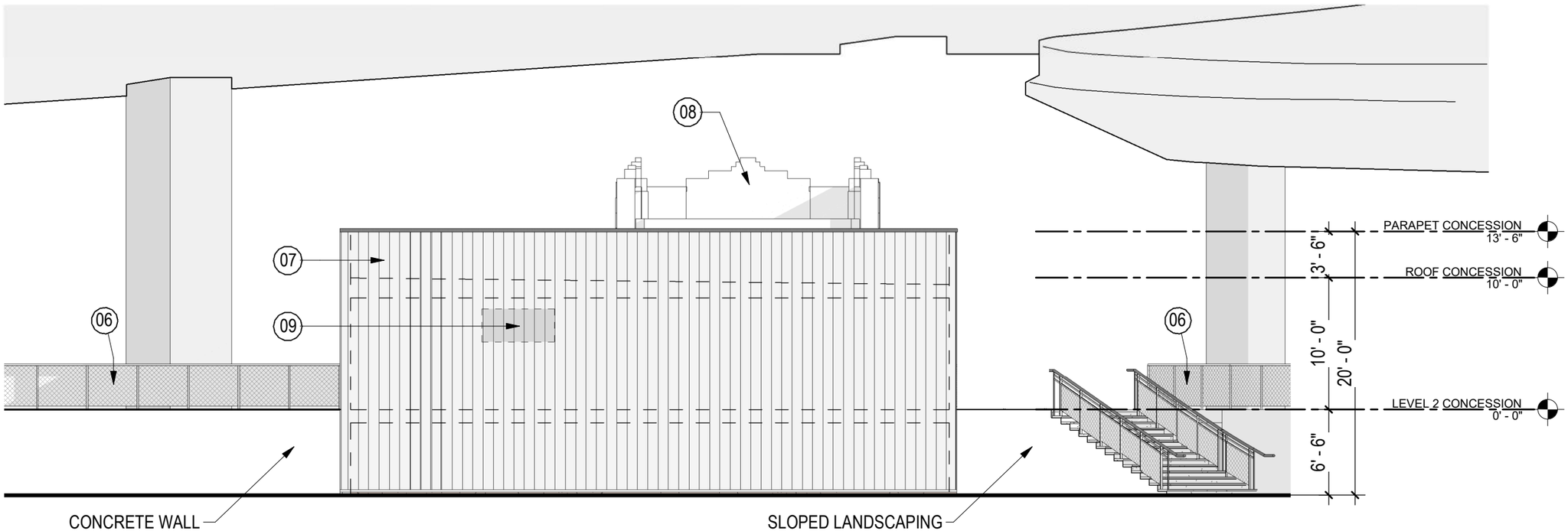
Glazing & Spandrel Panel

11

Commercial steel door

13

Perforated Shutters 75% Trasnparent Min.



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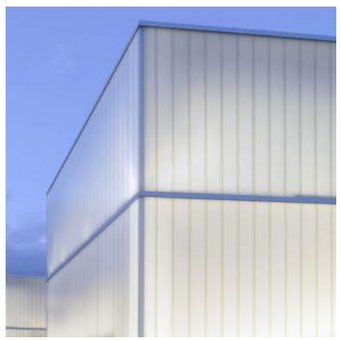
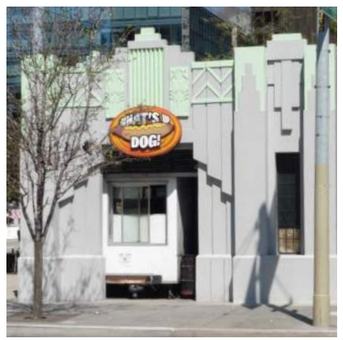
06

Stainless Steel Cable Mesh Guardrail (See Page 61)



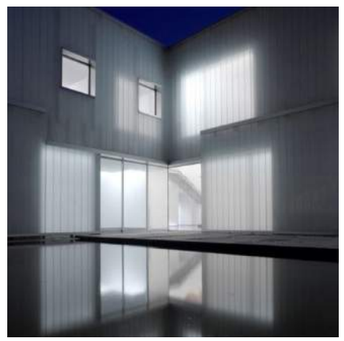
07

Channel Glass



08

Transbay Block Five (TB5) Pavilion



09

Opening Beyond

10

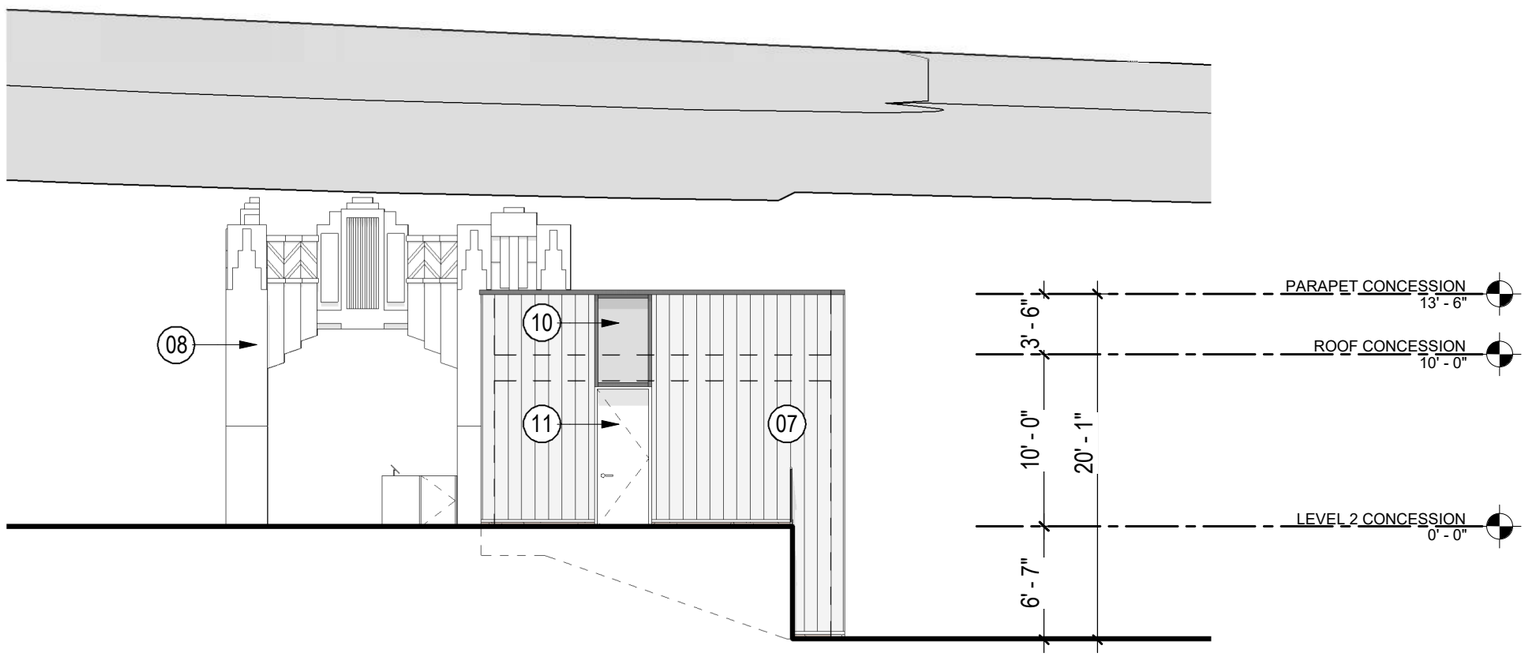
Glazing & Spandrel Panel

11

Commercial steel door

13

Perforated Shutters 75% Trasnparent Min.



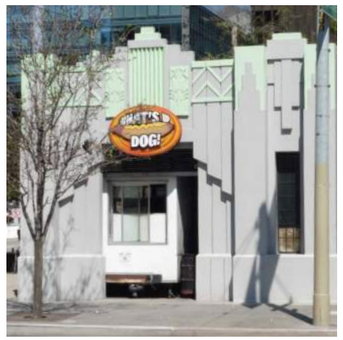
Note: Patterns, colors, finish treatments shall be developed in Design Development and in consultation with a tenant as part of the t.i.scope.

06

Stainless Steel Cable Mesh Guardrail (See Page 61)

07

Channel Glass



08

Transbay Block Five (TB5) Pavilion

09

Opening Beyond

10

Glazing & Spandrel Panel

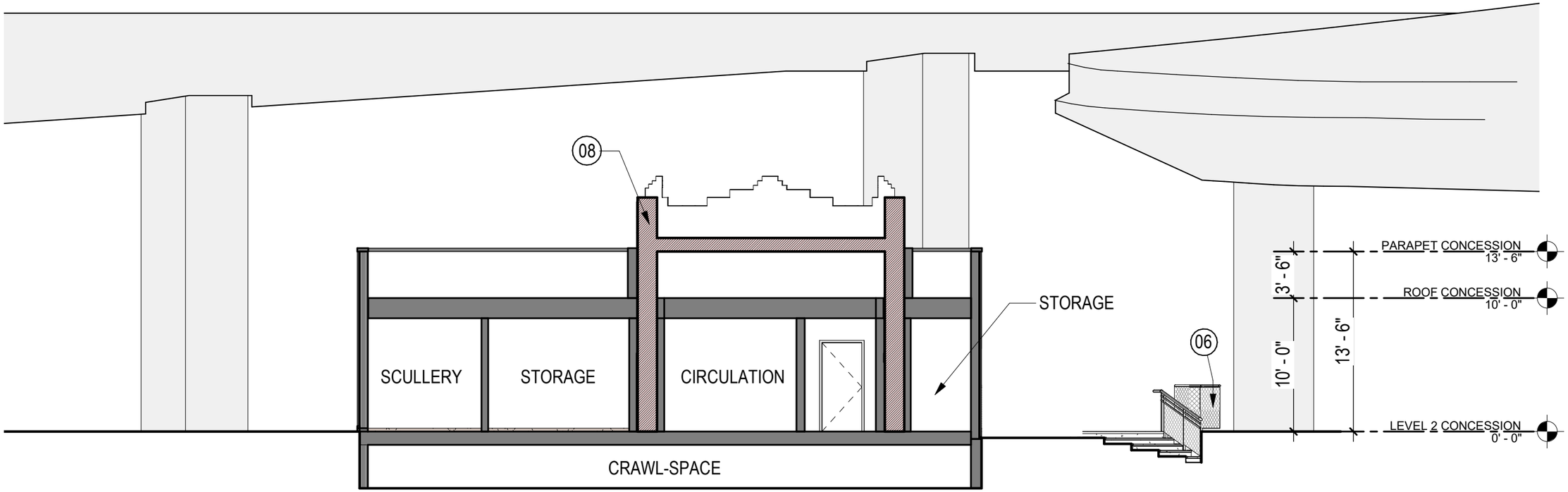
11

Commercial steel door

13

Perforated Shutters 75% Trasnparent Min.

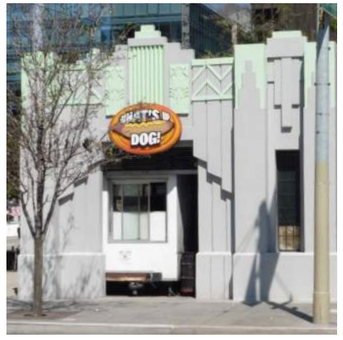
Concession Building - East Elevation Scale 1/8” = 1’-0”



Note: Patterns, colors, finish treatments shall be developed in Design Development and in consultation with a tenant as part of the t.i.scope.

06
Stainless Steel Cable Mesh Guardrail (See Page 61)

07
Channel Glass



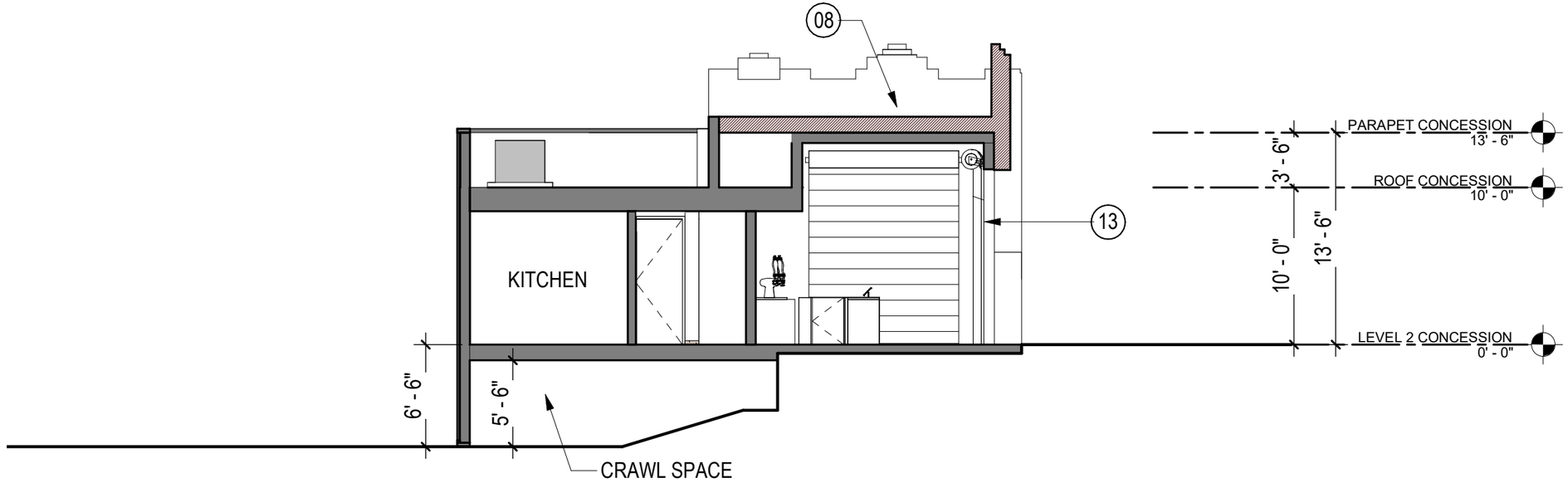
08
Transbay Block Five (TB5) Pavilion

09
Opening Beyond

10
Glazing & Spandrel Panel

11
Commercial steel door

13
Perforated Shutters
75% Trasnparent Min.



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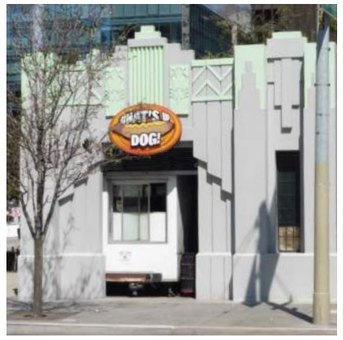
06
Stainless Steel Cable Mesh Guardrail (See Page 61)

07
Channel Glass



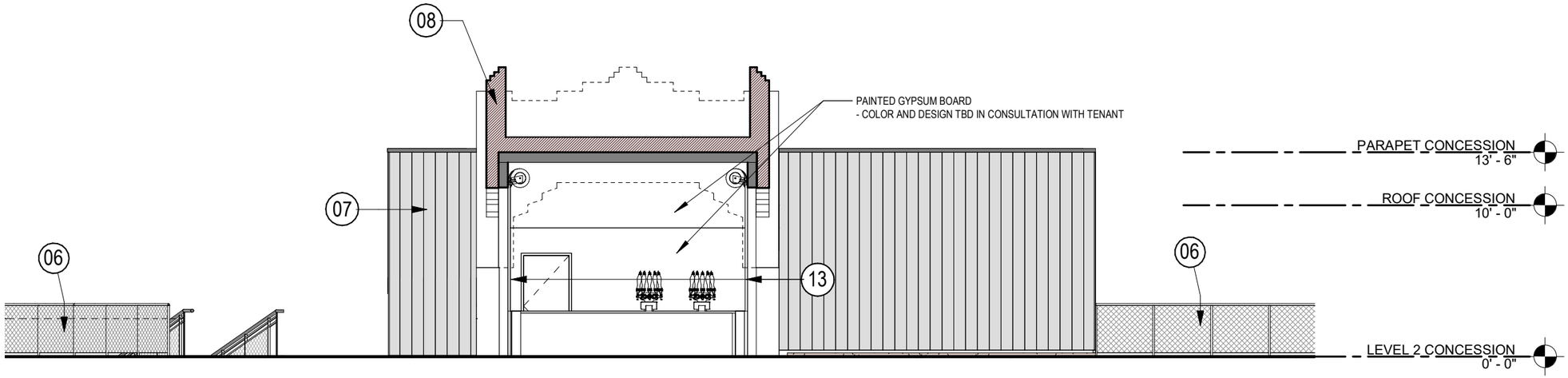
08
Transbay Block Five (TB5) Pavilion

09
Opening Beyond

10
Glazing & Spandrel Panel

11
Commercial steel door

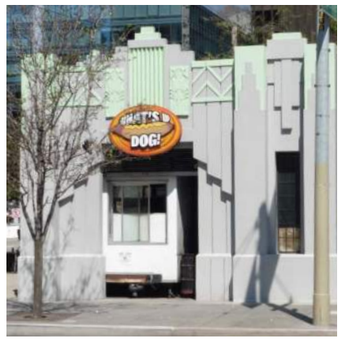
13
Perforated Shutters
75% Trasnparent Min.



Note: Patterns, colors, finish treatments shall be developed in Design Development and in consultation with a tenant as part of the t.i.scope.

06
Stainless Steel Cable Mesh Guardrail (See Page 61)

07
Channel Glass



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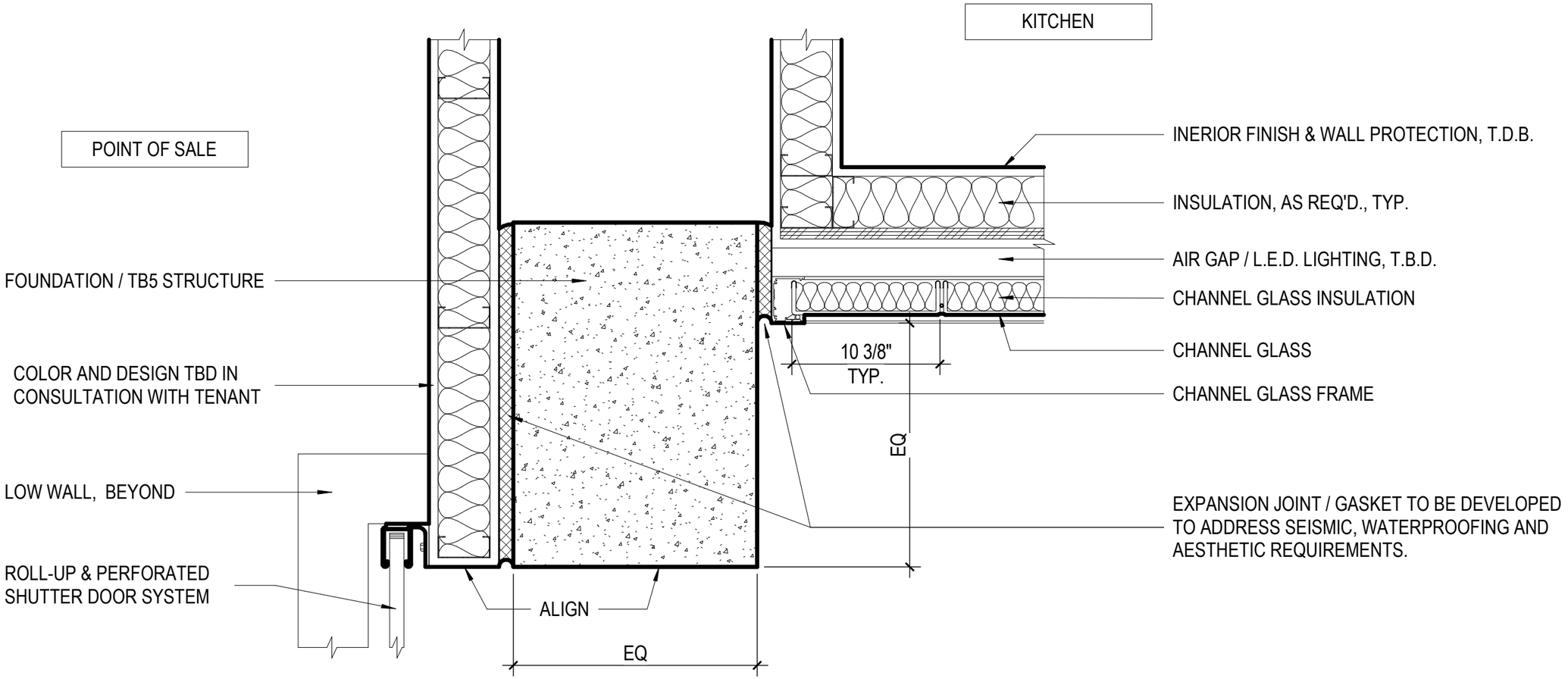
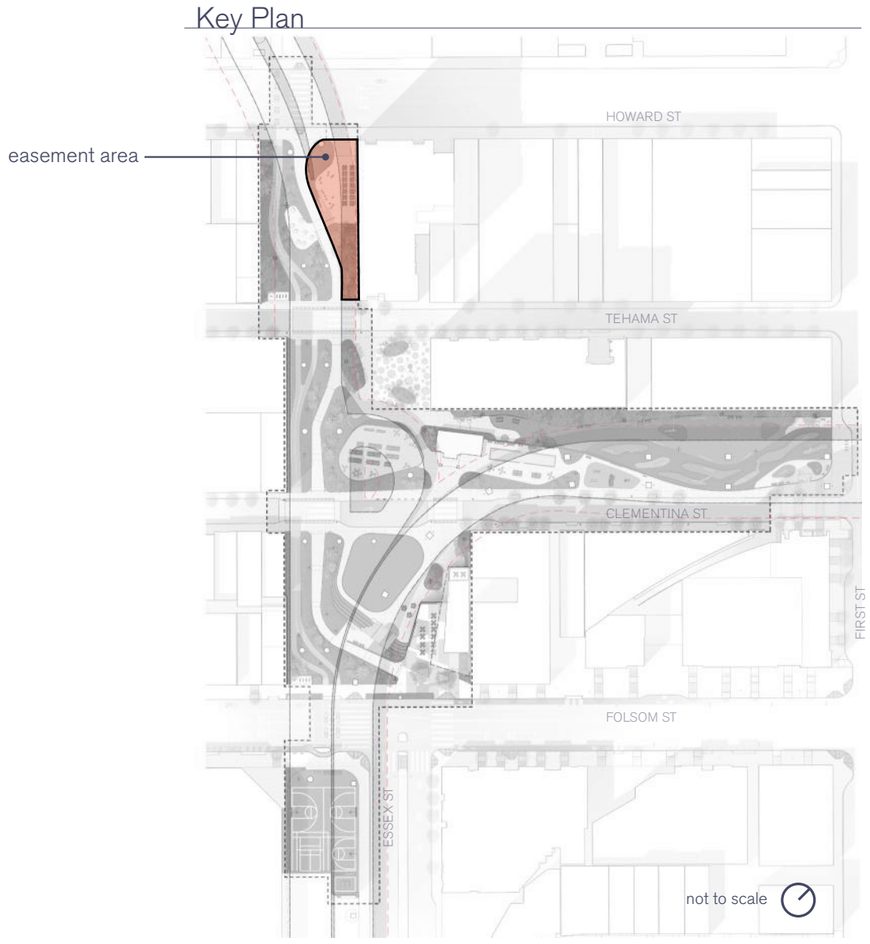

KITCHEN
POINT OF SALE
INERIOR FINISH & WALL PROTECTION, T.D.B.
INSULATION, AS REQ'D., TYP.
AIR GAP / L.E.D. LIGHTING, T.B.D.
CHANNEL GLASS INSULATION
CHANNEL GLASS
10 3/8"
TYP.
CHANNEL GLASS FRAME
FOUNDATION / TB5 STRUCTURE
COLOR AND DESIGN TBD IN
CONSULTATION WITH TENANT
EQ
LOW WALL, BEYOND
EXPANSION JOINT / GASKET TO BE DEVELOPED
TO ADDRESS SEISMIC, WATERPROOFING AND
AESTHETIC REQUIREMENTS.
ROLL-UP & PERFORATED
SHUTTER DOOR SYSTEM
ALIGN
EQ

PHASING

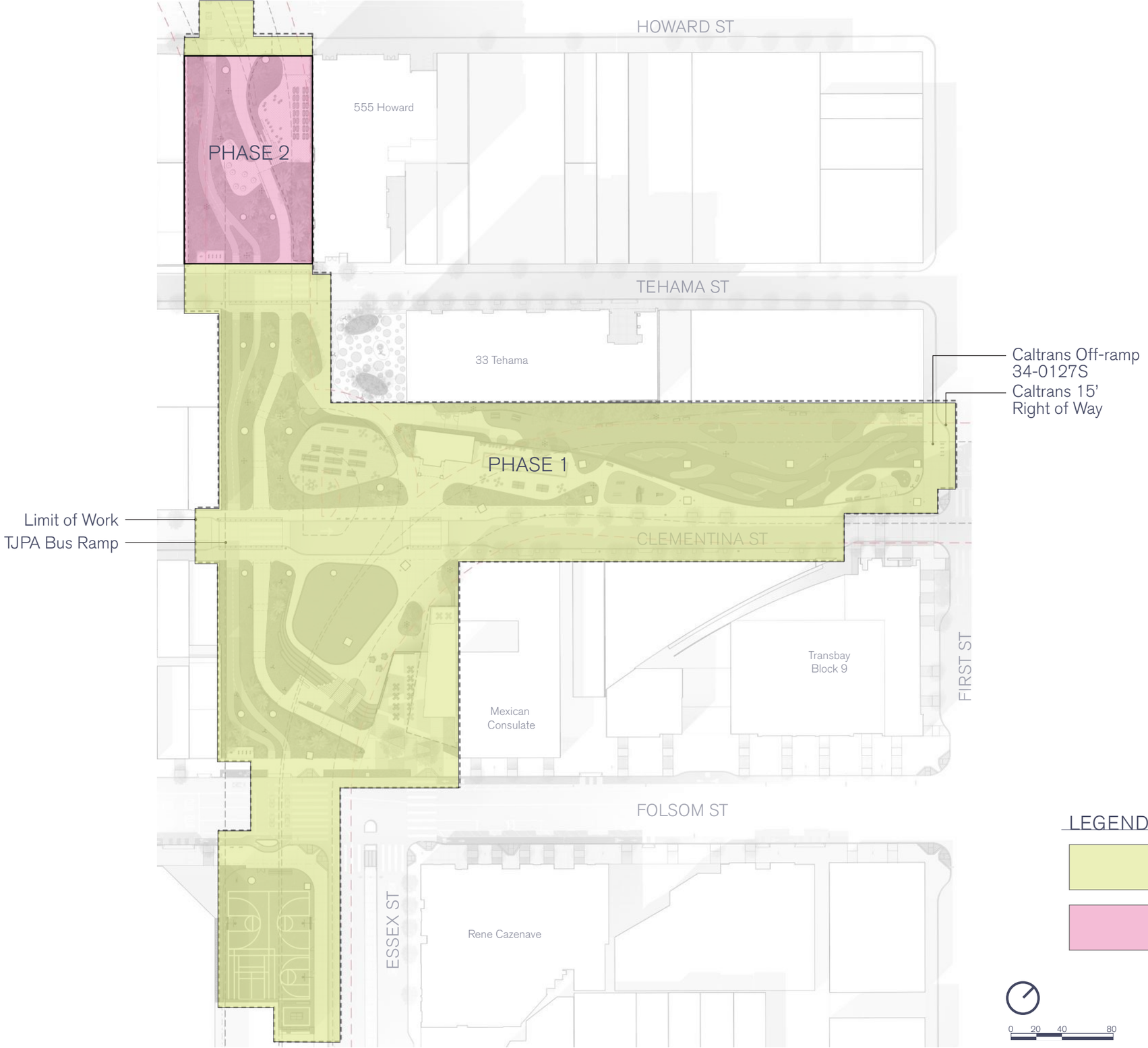
Alternative: 555 Howard Easement Interim Condition

The negotiated easement for 555 Howard requires that the building developer construct the plaza and planting area as shown in the proceeding pages. However, if that construction is deemed to be on a timeline far behind the construction of the park, then a interim solution will be constructed. This will consist of plantings consistent with the rest of the park, as shown diagrammatically in the adjacent image. All necessary components of typical park planting will be carried as well, including irrigation, soils, and mulch. Plants will be salvaged as possible and the irrigation turned over to the developer in perpetuity once the final landscape is built. Post and projection lighting will be carried in both schemes, while any additional landscape or plaza lighting will be the responsibility of the developer.

Key Plan



Alternative for 555 Howard Easement Interim Condition



LEGEND

Phase 1: Area available for Under Ramp Park construction

Phase 2: Area identified for potential TJPA Downtown Extension project staging.

0 20 40 80

OCII

THE EAST CUT

cmg

Y.A.studio

ARUP

EXHIBIT B

CONDITIONS OF APPROVAL FOR THE
TRANSBAY UNDER RAMP PARK SCHEMATIC DESIGN

The 20-2023 Resolution to which these Conditions of Approval are attached conditionally approves Schematic Design submission for the Under Ramp Park within the Transbay Redevelopment Plan Area. The Schematic Design is approved subject to satisfaction of the following Conditions:

Beginning in Design Development, Design Team shall provide:

1. **More seating along Park pathways**: Provide more seating options such as benches and seat walls along the walkways, in particular between Folsom and Tehama Streets and open areas along Clementina Street sidewalk. Long stretches of walkways without seating shall be avoided.
2. **Bicycle Facilities Interface**: Continue to refine the layout and interface of the Park's bicycle facilities with planned and existing adjacent bicycle and other facilities.
    a. **Folsom Street Bicycle Facility**: Refine and coordinate the intersection of the Park's bicycle and signal facilities with existing bicycle facilities on Folsom Street with San Francisco Public Works ("SFPW") and San Francisco Municipal Transportation Agency ("SFMTA").
    b. **Howard Street Bicycle Lanes and TJPA Bicycle Facility**: Refine and coordinate with SFPW and SFMTA the intersection of the Park's bicycle and signal facilities with the proposed bicycle facilities on Howard Street and with TJPA's bicycle and pathway entrance at north sidewalk of Howard Street.
    c. **Bicycle Lane Width**: Consider the merits of widening the two-way bicycle lane widths to 12 feet and one-way lane width to 7 feet in the context of lane and speed design as well as any reduction to planting areas.
3. **TJPA and Caltrans Reviews**: In collaboration with OCII, continue to refine the design and construction details of the Park elements to secure TJPA's and Caltrans approvals.
    a. **Hanging Swings**: Study the design and detailing for potentially affixing swing elements under the TJPA structures. TJPA will approve the final design of swings.
    b. **Design of Fences**: Develop design of fences, in particular, around the sports courts, such that they shall be unclimbable around the TJPA and Caltrans structures.
    c. **Footings Details**: All footings details such as for structures and fences shall be approved by TJPA and Caltrans.
    d. **Bollards**: Continue coordination with TJPA and Caltrans staff in the finalization and approval of bollard specifications.
    e. **Metal Plate Cover**: Continue coordination with TJPA and Caltrans staff in the potential replacement of metal plate covers.
    f. **Dynamic Structural Analysis and Approval of Soil Removal**: Prepare detailed analyses for dynamic structural and soil removal and submit to TJPA and Caltrans for approval.
    g. **Fill**: Caltrans shall approve any fill under their structures

h. **Detectable Pedestrian Warning Strip**: Continue collaboration with TJPA, SFPW's Accessibility Coordinator and OCII staff on the design and material selection of the pedestrian detectable warning strip.
i. **Trash/Recycling Receptacles**: Continue collaboration with TJPA and East Cut Community Benefit District on the final selection of trash/recycling receptacle product.
j. **Moveable Furniture**: All moveable furniture layout under the TJPA structures shall be pre-approved by TJPA prior to ordering.
k. **Fire Pits**: Fire pits and their placement shall be approved by TJPA and San Francisco Fire Department.
l. **Park Illuminance**: Study the illumination levels at various areas in the Park to maintain security, provide adequate pedestrian lighting, and avoid light pollution to adjacent uses and aim to achieve an average illumination of 1 foot candle.
m. **Camera Security System**: Develop a design for Park security through a camera system layout for review and approval by TJPA and the ECCBD.

4. **Concession Building, including the Zig-Zag Moderne ("ZZM") Structure.** Continue to refine the materials palette, color and lighting of this building in coordination with OCII and CBD, as outlined below.
    a. **Architectural Integration between ZZM Structure and rest of building**: Study the appropriate placement of the ZZM structure in relation to the rest of the building with respect to daylighting the side vertical windows so they are visible from the public areas. Study any minor revisions to the footprint of the rest of building to accommodate any revisions to the programming.
    b. **Material Integration between ZZM Structure and Channel Glass**: Study the interface of the exterior channel glass material with the concrete façade of the ZZM structure.
    c. **Crawl Space**: Study alternatives for better use of the crawl space below the building in close coordination with OCII, TJPA and ECCBD. Study how any potential access openings to this space will be integrated with the glass channel façade.
    d. **Lighting**: Develop a lighting theme and strategy for the exterior façade of building using system that provides a subtle yet pleasant appearance of the channel glass façade, including incorporating lighting on the ZZM structure. Ensure the lighting shall not be obtrusive to adjacent buildings.
    e. **Color of ZZM Structure**: Study color palette for the structure that highlights its historical relevance and harmony with the rest of the Concession Building.
    f. **Leasing**: Continue collaboration with the ECCBD in their efforts to market and select an operator/tenant for the retail building.
5. **Pavilion Building**: Continue to refine the materials palette, color and lighting of this building in coordination with OCII and ECCBD, as outlined below.
    a. **Restroom Metal Grate**: Study through a detailed cross section the interface of metal grate and ground floor wall of restroom, also showing its connection with the ceiling.
    b. **Trash Room**: Continue to refine the layout of the Trash Room in coordination with Recology and ECCBD with respect to the type and size of trash bins. All bins shall

be stored completely inside the Trash Room when not being serviced at the curb on the day of the trash pick-up.

c. **Leasing**: Continue collaboration with the ECCBD in their efforts to market and select an operator/tenant for the retail facilities on the upper level of the building.

6. **Guard Rail Design**: Coordinate the railing design in the Park with the railing design of the buildings to achieve a complementary design.
7. **Rooftop Mechanical Screening**: Any mechanical equipment and connecting facilities on the rooftop of the buildings shall be completely screened from the sides by parapet walls of matching heights.
8. **Streetscape Configuration**: Continue to refine the design and materiality of streetscape for Howard, Tehama, Clementina and Folsom Streets per requirements of various City Departments.
    a. **Folsom Street Sidewalk Width**: Study narrowing the wide planters on northern sidewalk of Folsom Street at Essex Street intersection and the increasing the width of walking space behind.
    b. **Folsom Street Banding**: Explore the design options to provide paving bands in continuation of the paving bands seen on other portions of Folsom Street.
9. **Sustainability and Biodiversity**: Continue to refine the Park's planting palette to enhance the sustainability and biodiversity features. Confer with the Biodiversity Guidelines from the San Francisco Department of Environment as well as SF Plant Finder website to maximize the selection of planting native to San Francisco and Northern California. Continue refining the sustainability strategies in building materials selection and reuse of any potential existing materials to divert them away from landfill.
10. **Phasing Plan**: Further refine the phasing plan, in coordination with TJPA and OCII staff, to incorporate TJPA's future needs for providing staging area for the Downtown Rail Extension ("DTX") project. If applicable, provide an interim plan showing elements of the two-way bicycle and pedestrian pathway as well as the easement of the future 555 Howard development, that shows the design of the Phase 2 block until the final buildout is approved for construction by the TJPA.
11. **Park Signage**: Develop a separate comprehensive Signage Plan, in consultation with the ECCBD's Wayfinding Concept as described in The East Cut Street Life Plan. The Signage Plan shall include park rules and shall be submitted to OCII, ECCBD and TJPA for approval.
12. **Architectural Mock-Up Scope.** Prior to Construction Document submittal and in advance of building materials purchasing, provide scope and plans for a physical design mock-up of the Concession and Pavilion Buildings, including primary building materials, color palette, exterior wall systems, glazing and detail installation. OCII, ECCBD and TJPA staff shall approve a) mock-up plans prior to mock-up construction, and of b) mock-up materials, as per Construction Documents, and their application, after OCII's staff mock-up observations and prior to materials purchases and shipping.

In advance of the start of construction and before materials procurement, the general contractor shall:

1. **Noise**. Prior to the start of construction, the design team and the general contractor shall meet with OCII and TJPA staff 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, the contractor shall designate a single point of contact to address all construction-related concerns from TJPA, ECCBD, OCII, the City, residents of Transbay and other stakeholders.

2. **Architectural Mock-Up Construction.** Prior to procuring exterior materials, construct a physical design mock-up of the Concession and Pavilion Buildings to allow for OCII, ECCBD, TJPA, design team, and contractor review of material durability, texture, color and detail installation.

In advance of the delivery of the Park improvements to the TJPA, OCII shall confirm with the TJPA and the ECCBD, the Park's property manager and operator, that prior to the execution of any lease or sublease of the commercial and/or retail spaces within the Park, the ECCBD shall be required to perform robust outreach to the City's small business community and make good faith efforts to lease the URP's commercial and/or retail spaces to such businesses.