

TREASURE ISLAND & YERBA BUENA ISLAND
S.F. Arts Commission – Civic Design Review
Project Introduction Presentation

Submitted: 10.13.2014

The goal for the initial Treasure Island development (“Project”) presentation is to provide the Committee with an overview of the Project; address general questions and set the stage for forthcoming review. This memo is intended to supplement the presentation submittal with additional project information, design review protocols, and project document references.

Project Sponsors

Treasure Island Community Development (TICD); Treasure Island Development Authority (TIDA).

Project Representatives

Julian Pancoast, Project Manager, TICD; Kevin Conger and Chris Guillard, Principals, CMG Landscape Architecture (on behalf of TICD); Bob Beck, Treasure Island Director, TIDA.

Project Status

The San Francisco Board of Supervisors approved the Development Agreement and Certified the Environmental Impact Report for Treasure Island and Yerba Buena Island in June of 2011. The Development Agreement describes those elements of the Project that TICD is permitted, and in some cases obligated, to construct, defines the role of TIDA and establishes terms for implementation of the Project in four Major Phases over a period of 10-15 years. Each Major Phase is divided into Sub-Phases for purposes of detailed design, coordination, review and permitting by applicable City Departments and State and Federal Agencies.

TICD and TIDA initiated detailed design work for the first Major Phase in June of 2014 and intend to complete the design review and permitting in late 2015 and start construction in early 2016. (Refer to Phasing Plans) The design and engineering team is currently in the process of developing the Streetscape Master Plan and has begun work on Schematic Design for Major Phase 1.

Project Design Guidelines and Approvals

The Development Agreement and project approvals include a wide range of attachments and plans (Refer to Overview of Plans attached to DDA) that define the programmatic, physical design, and review requirements. Of particular note to the Civic Design Review Committee is the Design for Development document (D4D) which defines the urban design, public realm, open space and architectural aspects of the project, including building massing and design guidelines and standards for streetscape design and public open spaces. The D4D can be viewed and downloaded

at [http://sftreasureisland.org/sites/sftreasureisland.org/files/migrated/ftp/devdocs/D4D/12282011_FinalTI%20D4D\(Date06282011\).pdf](http://sftreasureisland.org/sites/sftreasureisland.org/files/migrated/ftp/devdocs/D4D/12282011_FinalTI%20D4D(Date06282011).pdf)

Arts Commission Civic Design Review

Exhibit CC of the DDA - the Design Review and Document Approval Procedure (DRDAP) - defines the process and submittal requirements for detailed design review and approval. Review responsibility and requirements are further defined in the Interagency Coordination Agreement between TIDA and applicable City Departments. DRDAP Section 1.1.4 defines the role of the S.F. Arts Commission as follows:

Although the Authority has land use authority over the entire Project Site, Developer shall submit certain Design Documents, the Streetscape Master Plan and the Signage Master Plan to the Arts Commission for review and comment as and to the extent required by Charter section 5.103 (for Improvements within public right-of-ways and other public areas that will be dedicated to the City). Submittals and review will be in accordance with the Civic Design Review Guidelines adopted by the Arts Commission. It is anticipated that Arts Commission review shall be limited to approvals of (i) Design Documents for structures to be constructed on City-owned property, and (ii) the Streetscape Master Plan and Signage Master Plan to the extent such Master Plans affect City- owned property and structures, and Improvements located within public rights-of-way to be dedicated to and owned by the City that are included within the applicable Sub-Phase Applications.

The Master Plan documents will be submitted to the Arts Commission prior to Approval of the first Major Phase. Designs for structures will be submitted to the Commission on a Sub-Phase basis for any Sub-Phases that include structures to be built on public land. The Master Plans and structures anticipated to be submitted for Civic Design Review for Sub-Phase 1 are described below.

Civic Design Review – Master Plans

As defined in the DRDAP, two Master Plans will be subject to Civic Design Review: *Streetscape Master Plan* and *Signage Master Plan*. These Master Plans must be reviewed and approved by the Arts Commission at a concept level, as described below. The design elements within each Master Plan will not be submitted to the Civic Design Review Commission for further review at subsequent stages of design.

Streetscape Master Plan

Exhibit 3, Section 1.1 of the DRDAP defines the requirements of the Streetscape Master Plan as follows:

Building off the standards and guidelines of the Design for Development documents, the Streetscape Master Plans shall be applicable only to streets that will be dedicated to the Authority or the City and publicly owned, and will consist of concept level plans that include, at a minimum, the following:

- *Street Trees. The Streetscape Master Plan will depict the types of street tree species proposed (and alternate species), general location, frequency and spacing of tree plantings, planting size, specifications for tree wells, and relationship to the street hierarchy.*
- *Landscaping. The Streetscape Master Plan will depict typical locations for additional landscaping along sidewalks, in medians, or other areas of the right-of-way including design concepts, and species palette concepts.*

- *Lighting. The Streetscape Master Plan will describe lighting fixture types, general location and frequency.*
- *Street Furnishings. The Streetscape Master Plan will describe examples of selection of street furnishings including benches, trash/recycling receptacles, railings, bollards, newspaper racks, bicycle racks and kiosks. The Streetscape Master Plan will identify the general location, frequency and types of furnishing including typical streets and special installations at activity centers. Locations of and materials for transit facilities shall be coordinated with the San Francisco Municipal Transportation Agency.*
- *Sidewalk Treatment. The Streetscape Master Plan will depict generally the sidewalk treatment, including surface materials, scoring patterns, curb ramp designs, and special treatments for boulevards and retail streets.*
- *Paving, Striping and Curbing. The Streetscape Master Plan will depict generally the paving, striping, crosswalk and curbing features including traffic calming measures and special intersection treatments.*
- *Stormwater Treatment Measures. The Streetscape Master Plan will depict generally the stormwater treatment measures and concepts that are within the public right of way.*
- *Utilities. The Streetscape Master Plan will describe generally the preferred locations for utility boxes and vaults. The Streetscape Master Plan shall provide designs for appropriate vault covers and control boxes where applicable.*

The Streetscape Master Plan shall describe the overall circulation plans, land uses, street hierarchy and specific streetscape responses to the street typologies. Plans shall be described and illustrated with typical plans, and sections of each street in the applicable Project Area. Areas of special treatment or unique configurations shall be described in greater detail. Detailed studies and images of selected materials, furnishings, trees, and plant species shall be provided. Conceptual details of installation standards should be provided where appropriate.

Signage Master Plan

Exhibit 3, Section 1.3 of the DRDAP defines the requirements of the Signage Master Plan as follows:

The Signage Master Plans shall be concept level plans that include, at a minimum, signage controls governing program area, text size and design, or volume dimensions or limitations, and a description of any uniform signage features proposed for all Public Property within the Project Site. The Signage Master Plan will address all signage in the public areas of the Project Site including temporary signs; parking and other wayfinding signs; kiosks, streetscape commercial signage, and street furniture-related commercial signage; but excluding standard street signs or park signage. Signage plans associated with Vertical Improvements located on property conveyed in fee to and retained by Developer will be reviewed and approved for consistency with the Design for Development Standards and Guidelines for Signage as part of the Vertical Approvals process set forth in the Treasure Island /Yerba Buena Island SUD.

Civic Design Review - Sub-Phase 1 Public Structures

In addition to the Streetscape and Signage Master Plans the following structures within Sub-Phase 1 will be reviewed as part of the Civic Design Review process.

- S.F. Public Utilities Commission Water Tanks on Yerba Buena Island (SD – DD – CD)
- Interim Ferry Terminal and Plaza on Treasure Island (SD – DD – CD)

Interim Ferry Terminal/Transit Hub

Based on ridership levels in the early phases of the project, an Interim Ferry Terminal will be constructed to provide shelter and basic programmatic requirements for ferry and bus passengers. The interim terminal will be replaced by a larger permanent terminal during a later phase as ridership increases. Both the interim terminal and the final terminal will be reviewed by the Committee.

Yerba Buena Island Water Tanks. The approved infrastructure plan and EIR include three new water tanks that will be owned and operated by the S.F. Public Utilities Commission. The Tanks are located on Yerba Buena Island and are an essential part of the domestic and fire water infrastructure. The design and engineering team are currently completing concept design and more information regarding the location, scale and design of the tanks and associated structures will be provided as part of the Design Review process.

Civic Design Review - Process and Schedule

TICD and TIDA have drafted the following schedule for purposes of coordinating required Civic Design Review:

October - Civic Design Review Committee Meeting

- Project Introduction and Overview

December - Civic Design Review Committee Meeting

- Draft Streetscape Master Plan (Informational)
- Yerba Buena Island Water Tank (Concept Design)
- Treasure Island Interim Ferry Terminal (Concept Design)

February 2015: Civic Design Review Committee Meeting

- Final Streetscape Master Plan (Approval Action)
- Draft Signage Master Plan (Informational)

March 2015: Civic Design Review Committee Meeting

- Signage Master Plan (Approval Action)
- Yerba Buena Island Water Tank (Schematic Design)
- Treasure Island Interim Ferry Terminal (Schematic Design)

May & July 2015: Civic Design Review Committee Meeting

- Yerba Buena Island Water Tank (DD – CD Phase Review)
- Treasure Island Interim Ferry Terminal (DD – CD Phase Review)

The following project description provides a brief overview of the site and key project components relevant to Civic Design Review.

Project Site. Treasure Island and Yerba Buena Island are located in the center of the San Francisco Bay within the City and County of San Francisco. The proposed Redevelopment Plan Area includes approximately 315 acres of land on Treasure Island, approximately 90 acres of land on Yerba Buena Island (YBI). The U.S. Navy is in the process of conveying a large portion of these areas to the Treasure Island Development Authority (TIDA) with the first transfer to take place this year.

Treasure Island. From 1936 to 1939, the Works Progress Administration created Treasure Island (TI) for the 1939 Golden Gate International Exhibition using fill from the Bay and the Sacramento Delta. In 1941, the U.S. Navy took possession of the land and occupied the island for more than five decades. Currently, 900 residential units and approximately 91 buildings for non-residential uses cover approximately 65% of TI, yet only a portion of the residences and buildings are usable. The U.S. Department of Labor Job Corps owns and occupies an approximately 36-acre site in the center of the island.

Yerba Buena Island. Private parties, the U.S. Army and the U.S. Navy have owned Yerba Buena Island since the 1840s. The U.S. Coast Guard owns and operates an approximately 35-acre site on the southeast side of the island, and the California Department of Transportation (Caltrans) owns an approximately 20-acre parcel that includes portions of the San Francisco-Oakland Bay Bridge and tunnel. On the island there are currently 100 residential units and 10 non-residential buildings within the Redevelopment Plan Area. Not all of the buildings are habitable.

Project Overview. The redevelopment of Treasure Island and Yerba Buena Island will produce a new residential district, extensive open spaces and a compact mixed use center within San Francisco. The majority of new construction will take place on Treasure Island. Arranged on a series of fine grained, walkable blocks, the new homes on Treasure Island will form two neighborhoods – one along the island’s western edge with spectacular views back to the City, and a second stretching to the east along Clipper Cove with views of the new Bay Bridge and the East Bay hills. Each neighborhood will feature a distinctive mix of parks, and both will be enveloped by a regional waterfront park system that will occupy the majority of land on the island. These east and west neighborhoods will share a retail main street linking the historic buildings along Clipper Cove to a west-facing ferry and bus terminal, while creating a regional destination and social heart for this new district of San Francisco. Some of the homes will be nestled against the steep slopes of Yerba Buena Island, holding roughly to the development areas laid out by the Navy. This limited footprint will allow preservation of natural vegetation and landform along with historic structures and gardens on Yerba Buena. The plan grows out of Treasure and Yerba Buena Islands’ remarkable natural setting and rich history. It is oriented around a progressive design philosophy reflecting San Francisco’s commitment to sustainability and reflects years of planning and design by many contributors. Its goal is to ensure that the islands enter San Francisco’s family of world class neighborhoods, using an innovative design that embodies the City’s most desirable characteristics: walkable, compact and eclectic; economically, ethnically, and demographically diverse; sensitive to topography, views and aesthetics; memorable and distinctive. In addition to the residential uses the

project includes 450,000 square feet of retail space; up to 500-hotel rooms; a new ferry terminal and transit program; new infrastructure, public streets and approximately 300 acres of new public parks and open space.

There are five primary components to the redevelopment of Treasure Island and Yerba Buena Island, including: (1) residential; (2) streets, public open space and recreation; (3) transportation; (4) commercial and adaptive reuse; and (5) community and public facilities.

1. Residential. The project includes 8,000 residential homes in three neighborhoods on Treasure Island and one neighborhood on Yerba Buena Island. Twenty five percent of the units would be at below-market rate, and 435 of those units would be used to house formerly homeless individuals and families through the Treasure Island Homeless Development Initiative Program. New development on YBI includes a wellness lodge, a hotel, and new residential units in the center and on the west side of the island placed primarily on sites where buildings currently exist.

2. Streets, Public Open Space and Recreation. The project includes a complete network of new streets and public spaces and will provide approximately 300 acres of new open space and public benefits. The planning and design of the public realm, parks and waterfront areas are guided by three key goals.

Invite the Region: Create a lively, year-round destination for local, regional, and national visitors by providing a mix of programmed activities, network of open spaces, multiple opportunities for appreciating San Francisco Bay, and amenities for people of all ages, economic backgrounds, and cultures.

Diversity: Establish an open space framework that allows for a variety of uses and evolution over time and create a rich and diverse range of island environments and opportunities for waterfront access.

Sustainability: Create a model for sustainable climate positive development and Connect residents and visitors with opportunities to learn about and participate in food production, natural systems and green infrastructure.

Treasure Island's street system is an essential layer of the public and open space network. Treasure Island will serve as a model for "complete streets." This means its streets will serve a multitude of social, recreational and ecological needs by integrating social activities, multiple modes of transportation, and sustainable landscape features such as storm water management. Sidewalk zones are designed as safe and universally accessible pedestrian transit routes that are an integral part of the transportation system. Roadways are planned to prioritize bicycle transit and public transportation while efficiently directing vehicles to parking destinations. Plantings, materials, furnishings and details are intended to enrich the pedestrian experience and meet goals for sustainability performance and long term durability. For more information refer to Section T.2 of the D4D. The Streetscape Master Plan will provide additional detail regarding materials and design requirements.

Each of the many public parks and open spaces included in the project are documented in the Design for Development Document and the Open Space Plan, both of which were approved and adopted by the San Francisco Board of Supervisors in June 2011.

3. Transportation. The approved transportation plan prioritizes transit through a wide variety of design and transit programs including, parking management, congestion pricing, and other policies. Located at the southwest corner of TI and adjacent to the commercial core described below, a new ferry terminal would provide service to downtown San Francisco. Bus service off the island would also be provided from the San Francisco Civic Center and the Transbay Terminal and from the East Bay. Buses are proposed every five to 15 minutes. On the island, electric or alternative fuel shuttle-buses would be provided, and a fleet of bicycles would be available at the Ferry Terminal for visitors and residents to use. The City of San Francisco formed the Treasure Island Mobility Management Agency (TIMMA) to implement Treasure Island Transportation Implementation Plan (TITIP) which was approved with the project in 2011. The implementation plan includes a comprehensive transit pass built into the housing cost of the residents and the hotel room rates as well as a congestion-pricing program to incentivize transit use.

Transit Hub and Ferry Terminal

Located at the point of arrival from the Bay Bridge and the junction of the two islands, the intermodal Transit Hub would connect all regional, off-island transportation services such as buses and ferries with on-island services such as shuttles, bicycles and pedestrian access. Overall, the Transit Hub includes a new ferry quay, a ferry terminal, shelters for bus and shuttle transfers, and an area for ticket sales and travel and tourist information. Near the transportation hub would be facilities for East Bay and San Francisco bus service providers, shuttle service stops, bicycle parking, a pool of shared bicycles, a car share pod, and office space for the new Treasure Island Mobility Management Agency (TIMMA) in Building 1. In addition, the plaza in front of Building One would serve as a public access plaza and civic space.

Located at the southwest corner of TI, north of the causeway and west of Building One, the new ferry terminal would be within a 12-minute walk of 80% of the proposed residences. The ferry service would initially run at approximately 60-minute intervals. The goal would be to provide service to downtown San Francisco at 15-minute intervals at peak periods from 5am to 9pm at full build-out of the projects 8,000 homes.

4. Commercial and Adaptive Reuse. The project includes a mixed-use commercial core located at the southwest corner of the island. Redevelopment of three historic buildings is proposed to help create approximately 450,000 square feet of retail, commercial and community space between the ferry terminal and Clipper Cove. A public promenade adjacent to historic buildings would be built near the new marina.

Improvements on YBI include potential rehabilitation of the historic Nimitz House, eight Senior Officers' Quarters, known as the —Great Whites, and the Torpedo Building primarily located on the east side of the island. Combined, the TI and YBI development would also include up to 500 hotel rooms.

5. Community and Public Facilities. The project includes various community and educational facilities including a community center, a childcare space, a school, and a space for the Treasure Island Homeless Development Initiative. Public amenities, such as a Treasure Island Sailing Center and the Treasure Island Historic Museum are also included in the project. Education facilities will include a Treasure Island Elementary School and the Delancy Street Life Learning Academy Charter High School.