



MARINA GREEN

**SPRING
2026**

CREATED BY

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CY PLAN 116 - Spring 2026,
Prof. Kim Suzynski-Smith





INTRODUCTION

This Marina Green proposal reimagines the waterfront as a resilient, accessible, and socially active public landscape. Building from the site's history of artificial fill, former wetland ecology, MGP contamination, and the Marina Improvement and Remediation Project, the board explores how design can respond to both environmental risk and everyday community use. Across the site, our proposal strengthens shoreline resilience through native, salt-tolerant planting, green remediation, and restored land-water connections. It also expands public life through wind-protected shelters, flexible outdoor furniture, a small-dog park, improved waterfront access, recreational courts, open lawns, and clearer pedestrian, bike, transit, and vehicle circulation. Together, these interventions transform Marina Green from a pass-through waterfront into a more inclusive destination for recreation, ecology, social connection, and long-term adaptation.

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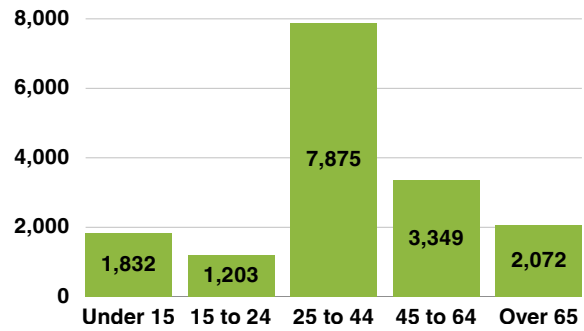


SITE OVERVIEW

WHY MARINA GREEN?

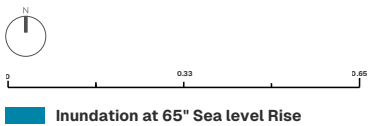
Marina Green is located on San Francisco's northern waterfront, between the Marina District, the Presidio, Fort Mason, and the San Francisco Bay. The site sits along a highly visible shoreline corridor with direct views toward the Golden Gate Bridge, Angel Island, Alcatraz, and the surrounding bay landscape. It is bordered by Marina Boulevard to the south and connected to regional recreation routes such as the Bay Trail. Within this larger waterfront setting, Marina Green includes the main open lawn, Marina Triangle, and Little Marina Green, each serving as a transition between neighborhood streets, parkland, marina facilities, and the water. Its location makes it both a local community park and a destination for visitors, athletes, dog walkers, cyclists, and people seeking access to the Bay.

Age Demographics in Marina

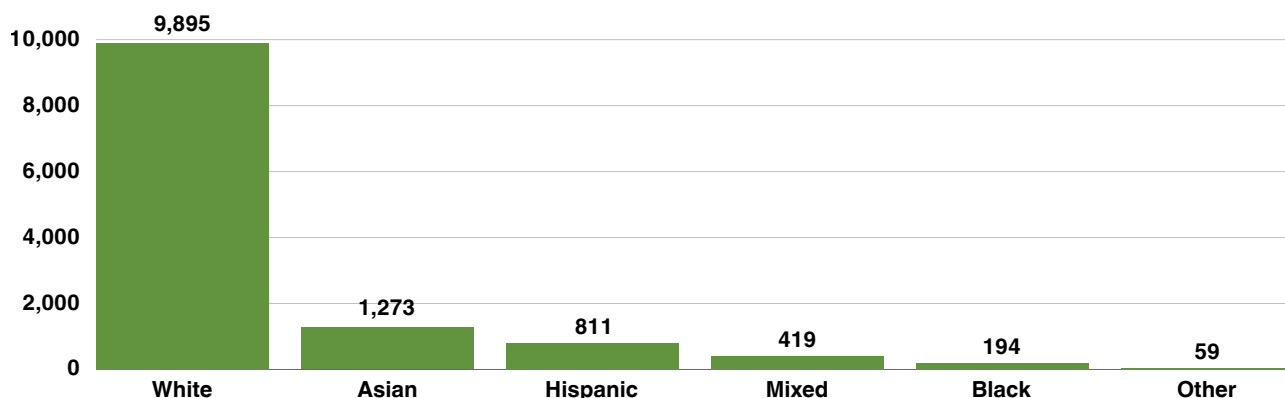


↑ AGE DEMOGRAPHICS

The age demographic around Marina Green reflects the broader Marina District: a relatively young, adult-heavy neighborhood with fewer children and a moderate older-adult population. Recent neighborhood demographic summaries show a median age around the mid-30s, with the largest share of residents falling between ages 25 and 44. One source estimates that adults aged 25–44 make up about 46.7% of the Marina population, while residents aged 45–64 make up about 20.3%, and those 65 or older account for about 14.2%. Children and teens are a smaller portion of the area, with people under 15 at about 10.1% and ages 15–24 at about 8.8%.



Race and Ethnicity in Marina



↑ RACE & ETHNICITY

The Marina area around Marina Green is predominantly White, with smaller but still present Asian, Hispanic, mixed-race, Black, and other racial or ethnic groups. Based on the provided demographic chart, White residents make up the largest group at 9,895 people, followed by Asian residents at 1,273 and Hispanic residents at 811. Mixed-race residents account for 419 people, while Black residents and residents classified as Other represent smaller groups, at 194 and 59 people respectively.

➔ AVERAGE HOUSEHOLD INCOME

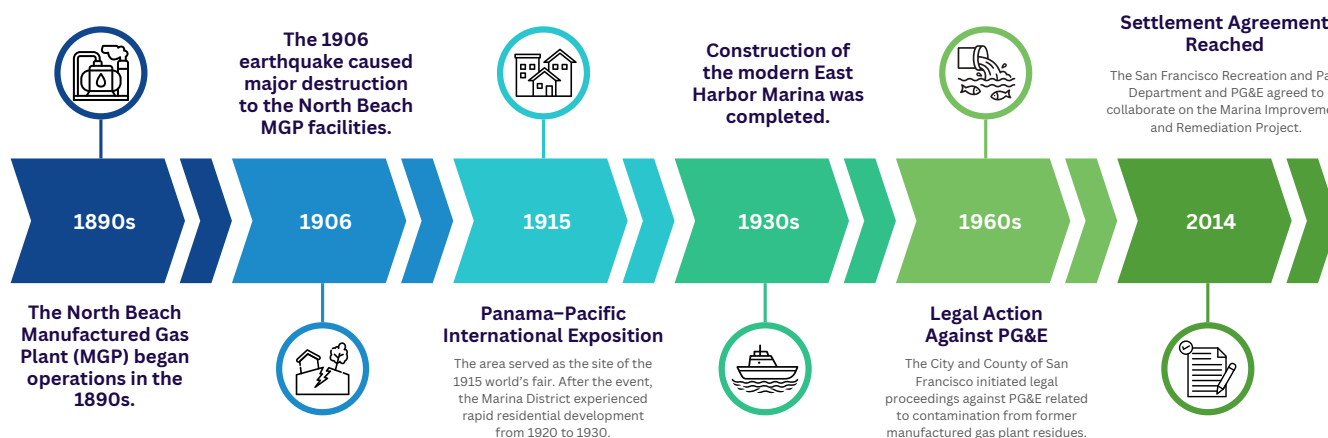
The Marina area around Marina Green is one of San Francisco's affluent waterfront neighborhoods, shaping both the surrounding community and how the park is used. According to Point2Homes, Marina's median household income is \$162,310, while the average household income reaches \$289,892. The income level is especially high among households led by residents aged 25 to 44, with a median income of \$196,109. The neighborhood also has a largely professional workforce, with 95.8% of workers in white-collar positions. This profile suggests that Marina Green sits within a high-income residential context with strong access to waterfront amenities, but the park itself still serves a broader public role for visitors, athletes, dog walkers, cyclists, and people from across San Francisco.

Average household income in Marina

\$286,346/year



↓ HISTORICAL TIMELINE



FIELD WORK

EXISTING AMENITIES, COMMERCIAL ACTIVITY, & USER ACKNOWLEDGEMENT



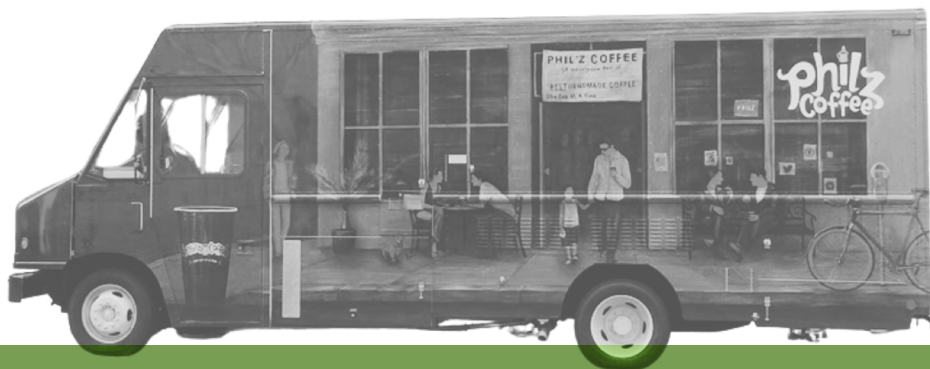
On **Friday, March 13th, 2026**, between roughly **11:00 a.m. and 3:30 p.m.**, our team conducted on-site observations along the Bay Trail and the adjacent Marina Green lawn, speaking with users and food truck staff while other data collection (parking tally and “Hot or Not” survey) was being recorded. The area currently offers a large open green field, the **Little Marina** with boat docks and a small picnic area, and a **fixed café kiosk** (Dynamo Donut + Coffee). Across this mid-day, Friday window, many users were **unable to identify the area** they were in as the “Marina Green,” and instead referred to it as simply the Bay Trail, reinforcing the sense that **the green space functions more as a circulation corridor than as a legible urban park**. Users who were able to explicitly recognize Marina Green tended to be drawn toward the waterfront views, or were clustered near the **three active food trucks** rather than the interior lawn. To build a fuller picture of use, future observations could include weekend and evening timeframes, direct observation of youth soccer league days and organized events, and additional visits focused specifically on picnickers and families using the open fields for longer stays.



Facing East, this is a view of where the Marina Green lawn meets the Bay Trail. People are seen engaged with the Trail, with minimal indication of movement to the lawn.

USER EXPERIENCE & PARK LEGIBILITY

User behavior and intercept conversations suggested that Marina Green is not widely understood as a park where people are invited to stop, rest, or gather. Instead, it is often read as a linear route connecting other destinations along the waterfront. Most observed users were walking, jogging, or cycling through rather than occupying the lawn for longer stays, and several respondents described the area in terms of movement (“the trail,” “the path”) rather than as a named green space. At the same time, this finding is constrained by our timing: a single Friday afternoon likely underrepresents weekend picnics, sports play, and family use.





FOOD TRUCK OBSERVATIONS

SUN	★
MON	★
TUES	★ ★
WED	★ ★
THURS	★ ★
FRI	★ ★ ★
SAT	★

During the observation period, commercial activity was concentrated almost entirely at the three food trucks stationed near the waterfront path. Cousins Maine Lobster, present on Fridays at a higher price point, Cochinita Mayan Fusion, appearing Tuesday through Friday at a mid-range price point, and Philz Coffee, operating daily at a lower price point, created a rotating but predictable set of options that anchored where people chose to pause. This pattern suggests that **higher-priced offerings like Cousins may be timed to coincide with peak Friday waterfront traffic, while everyday options like Philz support more regular weekday use**, indicating that commercial rhythms are closely tied to anticipated flow and density of visitors. Users who stopped to eat or drink generally did so in immediate proximity to these trucks, treating them as the main commercial touchpoints on site rather than seeking out other fixed amenities.



Limited Street-Scale Engagement at the Cafe

In contrast, the fixed Dynamo Donut + Coffee kiosk at Little Marina Green generated far less visible activity during the same Friday mid-day window. The small kiosk, open roughly from 7:00 a.m. to 4:00 p.m., sits slightly off the main Bay Trail and lacks strong visual or spatial cues, so many users passed by without noticing it as a café, and the Little Marina saw comparatively low foot traffic despite having an existing commercial anchor.

- ★ COUSINS MAINE LOBSTER (\$\$\$)
- ★ COCHINITA MAYAN FUSION (\$\$)
- ★ PHILZ COFFEE (\$)

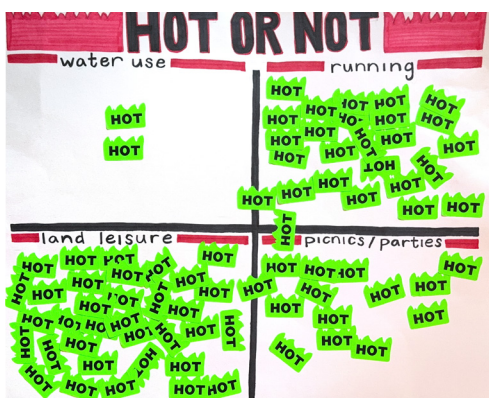


FIELDWORK

PARKING TALLY, USER SURVEY, AND SITE RESEARCH

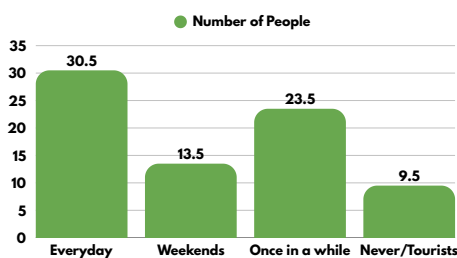
Our team visited Marina Green on Friday, April 12th, 2026. We were there from about 11 am until 3:30 pm, during which we surveyed site users, tallied parking spots, and observed existing infrastructure including bioswales and the workout stations. We collected opinions from site users via a “Hot or Not” survey in which

people could vote on their favorite times and ways of visiting Marina Green. Our survey results skewed towards representing answers from joggers and walkers, as we collected these answers close to the Bay Trail. We may have gotten more responses from boaters had we stood near the docks at the East or West Harbor.



User Visit Frequency at Marina Green

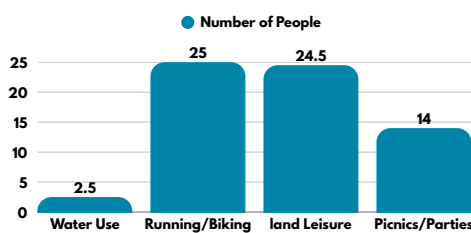
77 Respondents (Split responses were recorded as 0.5 in each category.)



Survey conducted on March 13, 2026, from 12:30 PM to 2:00 PM during a single site visit. Results may vary by time and day.

User Activity Distribution at Marina Green

66 Respondent (Split responses were recorded as 0.5 in each category.)



Survey conducted on March 13, 2026, from 12:30 PM to 2:00 PM during a single site visit. Results may vary by time and day.

HOT OR NOT SURVEY

- Running/biking and land-based leisure activities dominate usage at Marina Green, indicating that the site primarily functions as a recreational landscape for active and passive land activities.
- In contrast, we saw few watersports, suggesting limited engagement with the waterfront beyond visual enjoyment.

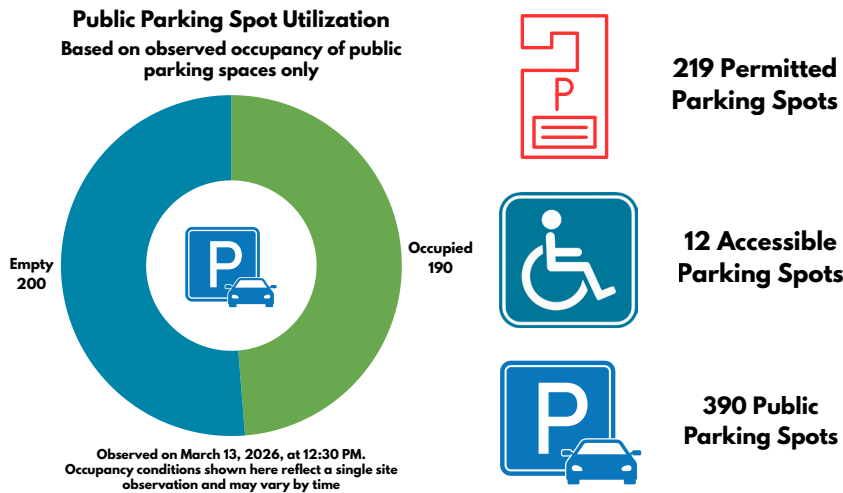
CONVERSATIONAL FEEDBACK

After speaking with park users, we saw three recurring needs emerge:

1. A place to sit — more picnic tables or clustered seating to support social gathering.
2. Something to drink — users expressed interest in convenient on-site beverage options, suggesting potential for small-scale commercial activation.
3. Better water access — residents want easier entry to the shoreline for activities like paddleboarding or kayaking.

SITE ACCESSIBILITY

How People Reach Marina Green: Marina Green is not directly served by bus routes along the waterfront, so access depends largely on driving, biking, and walking. This reinforces the site's role as a recreation-oriented space, but it also limits accessibility for low-income San Franciscans who live outside of the Marina neighborhood.



RESTRICTED PARKING

Although the site appears to offer abundant parking, much of it is restricted. Of the 390 public parking spaces, 219 are reserved for Harbor tenants during restricted hours and 32 are permit-only at all times. As a result, access depends not only on arrival mode, but also on time of day and whether or not one holds a valid permit.

LAND TRUST, MARINA GOVERNANCE, AND PUBLIC ACCESS

Marina Green's management is under the SF Parks & Rec Department. Marina Green attracts revenue through event fees. Specifically, the open green space fees are around \$700 for non-profits, and \$1400 for commercial activities (Marina Green – West & Little Marina). The Marina Yacht Harbor Club granted a land trust that included the Marina Green to the SF P&R for oversight. The revenue from these event fees and the Yacht Clubs are funneled back into the public land. These funds, in addition to the PG&E settlement, are supporting the Marina remediation and improvement projects, explicitly framing the importance of increased public access and recreational amenities. This raises a key question for Marina Green: how are waterfront governance and marina-generated revenues translated into visible public access and benefits on the ground?

FY 25/26 RATES January 2026

RATE ZONE	LENGTH	WEST		EAST			
		RATE	MTHLY	QTR	RATE	MTHLY	QTR
SCHED A	20	\$25.23			\$15.97	\$ 319	\$ 958
	25		\$ 631	\$ 1,892		\$ 399	\$ 1,198
SCHED B	30	\$25.60	\$ 768	\$ 2,304	\$16.20	\$ 486	\$ 1,458
	35		\$ 896	\$ 2,688		\$ 567	\$ 1,701
SCHED C	40	\$31.03	\$ 1,241	\$ 3,724			
	45		\$ 1,396	\$ 4,189			
SCHED D	50	\$31.72	\$ 1,586	\$ 4,758			
	60		\$ 1,903	\$ 5,710			
SCHED E	70	\$34.47	\$ 2,413	\$ 7,239			
	80		\$ 2,758	\$ 8,273			
	90		\$ 3,102	\$ 9,307			
	95	\$34.47	\$ 3,275	\$ 9,824	KAYAK	\$150	

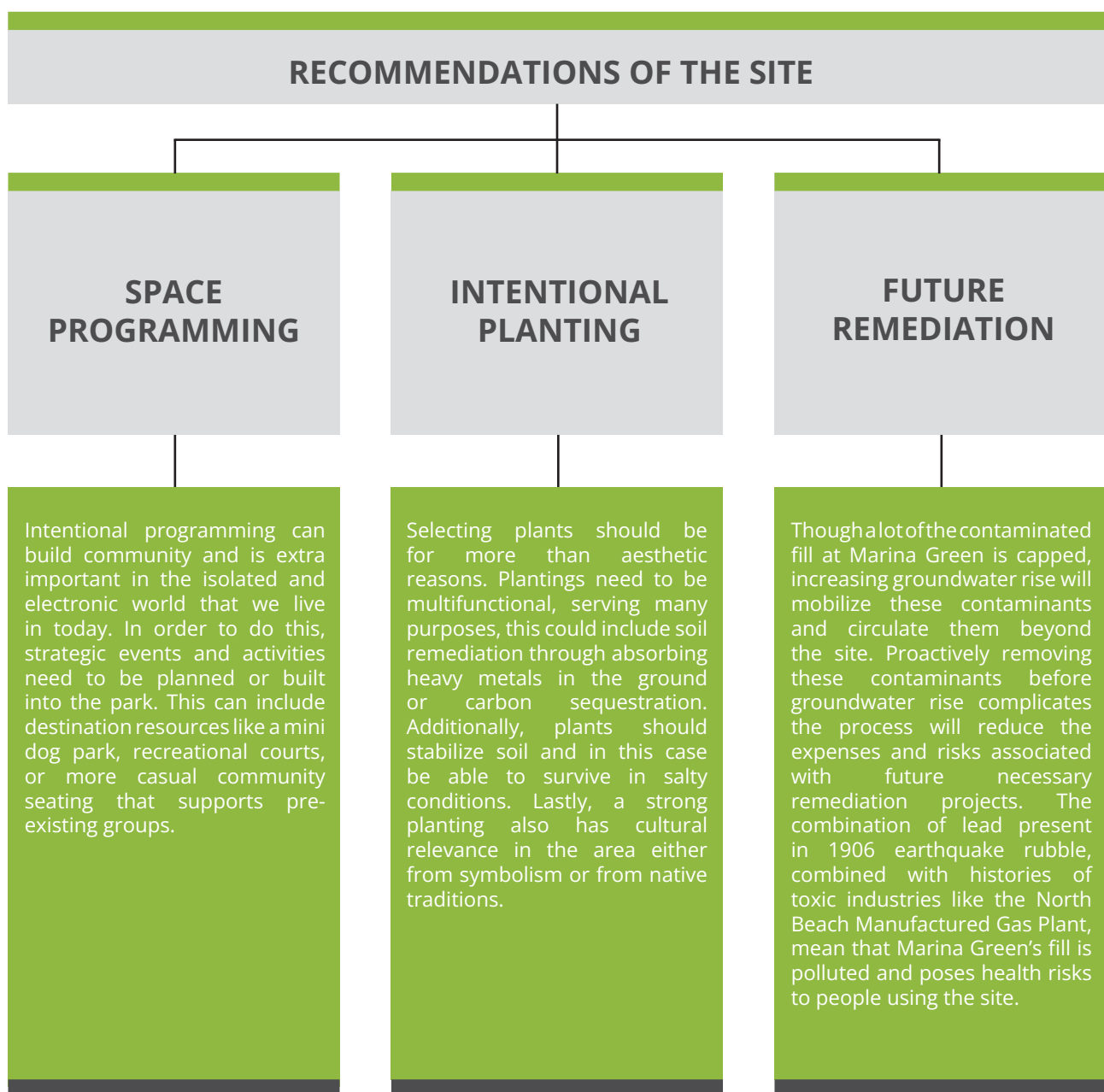
SIGNS OF DISREPAIR

Despite these funding sources, throughout our observations we noticed opportunities for restoration, as site elements have aged.



HIGH-LEVEL RECOMMENDATIONS

Though Marina Green is located similarly to Crissy Field, the Green has the opportunity to develop its own identity of local relevance and usefulness to San Franciscans. All future policy, research and responses should seek to increase Marina Green's appeal to locals through three key components: site programming, intentional plantings, and remediation/adaptation. As we found in the Hot or Not survey, Marina Green is currently a very transient space, with most weekday users passing through via the Bay Trail. Improving the site programming can help attract visitors and invite people to stay, increasing social connection and a sense of place. One of our major recommendations for the site is moving and reorganizing the parking. Condensing the parking at the West side of the site will decrease the area required for circulation while opening up the current parking lot for new uses.





SUBCHAPTER INTRODUCTION

1. SITTING IN COMMUNITY

This chapter dives into the intricacies of creating a more hospitable environment for community groups, encouraging staying time, and forming community through increasing the availability and diversity of seating options on site.

2. MINI MARINA GREEN

This chapter discusses the importance of activating the edges of a green space to bring in users, how dog parks are an opportunity for urban connections, and restoration of existing sites.

3. MARINA GREEN TRIANGLE

This chapter explores how the Marina Triangle can shift from a parking-dominated waterfront edge into a more active, accessible, and engaging public destination.

4. EARTHWORKS

This chapter demonstrates how sediment can be used as a tool for adaptation and connection by making space for water and for people.

SITTING IN COMMUNITY

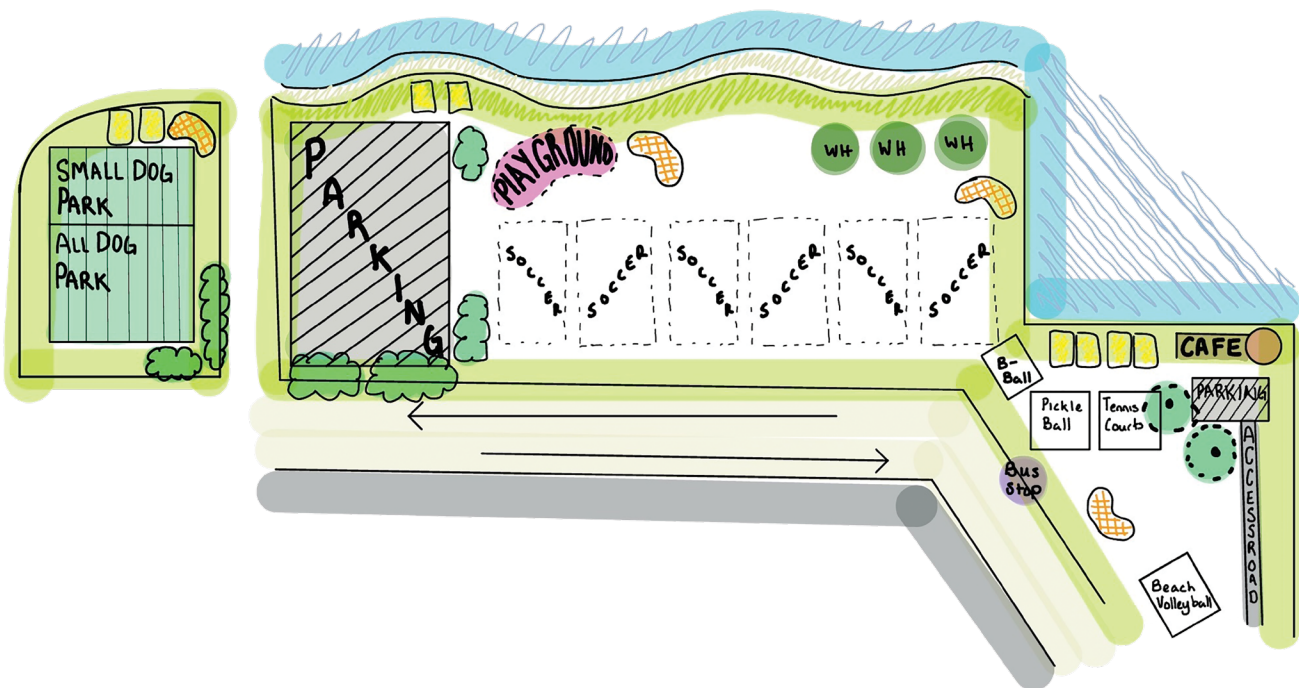
HOW SEATING DESIGN CAN BUILD COMMUNITY

BY: SIDNEY CURVEN

Ch. 2

INTRODUCTION

Specific programming can help enhance a space's ability to build community. Thus, can range from more intensive design choices like recreational courts to simpler choices like seating. After our survey of people on the Marina Green we noted that better seating options were highly requested. People wanted less isolated seating so they could come together as larger groups within the space. Noting this, we realized there was an opportunity to implement anti-isolation infrastructure in order to build stronger communities within the park setting.



MARINA GREEN PART I ***YELLOW SQUARES ARE BENCHES AND ORANGE BEANS

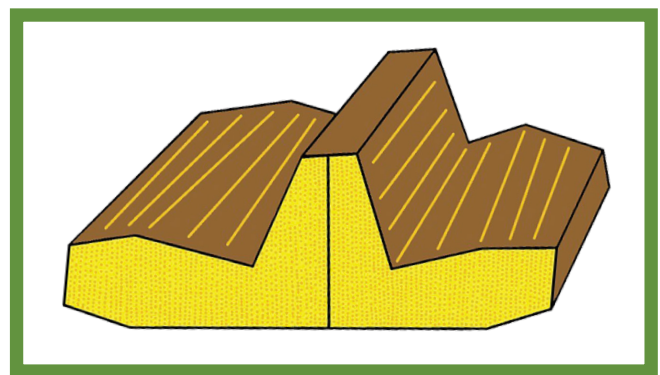


*SAN BERNARDINO SCHOOLS VESTRE CASE STUDY

VESTRE OUTDOOR FURNITURE



STOOP: both metal and wooden (wooden bench slats not mimicking the surrounding temperature. Additionally, it is moveable and groupable. Its tiered structure allows for multiple people to sit on it at once or hide from weather.



BENCH: both metal and wooden (wooden bench slats not mimicking the surrounding temperature. Additionally, it allows for lounging and prime sun absorption. Plus, the tall back shelters users from wind.

WHY VESTRE FURNITURE (ADDITIONAL BENEFITS)

Vestre outdoor furniture is ideal for this space because of its ability to interact with park users in variable ways. Due to the goal to increase peoples staying time at the Marina Green through improved community spaces adding vestre outdoor furniture is a clear choice. This seating selection works well to form communities because of its ability to cater to a wide range of ages, seat many people, and be rearranged to form semi circles (ie interactive group spaces). This opportunity is of the utmost importance because social media and modern technology has created an extreme loneliness epidemic. Furthermore, people continue to isolate themselves out in public, not engaging with strangers. Therefore, it is key that there is programming to help people connect with new people and form bonds over common interest. Lastly, having seating that can accommodate many makes it so strangers have to engage with each other.

1. WIND PROTECTION

Both of these seating options offer tall backs or a stacked design that allows for wind protection. Furthermore, they also work well on sunny days to accomodate more people.

2. SAN BERNARDINO SCHOOLS

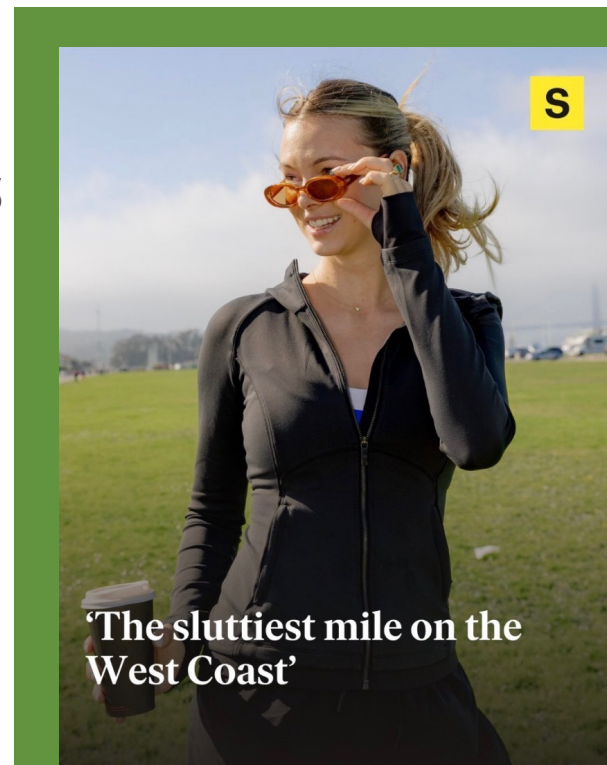
The San Bernardino School district added vestre furniture to their play areas and outdoor spaces. What they found was that its multifunctionality suited children of all ages and stimulated creative play.

3. SOCCER GAMES

On Sundays the Marina Green fills with recreational soccer leagues. This sort of seating encourages spectators as the stoop can wrap around the fields and also is nice for families who have other children they need to occupy as these seats also work as play structures.

4. USER FLEXIBILITY

These seats are fairly moveable in order to arrange them together so that groups can gather comfortably in the park. Moreover, the variable way one can use on these seating options allows for the accommodation of more people and the formation of groups.



'The sluttiest mile on the West Coast'

The Marina Green has a clear opportunity to capitalize on it's run clubs and social capital in order to form strong communitites in the city *The San Francisco Standard

WORKING WITH PRE-EXISTING COMMUNITY GROUPS

Lots of pre-established programming already exists at the Marina Green (like run clubs). However, due to the minimal group seating and other factors like access to concessions lots of groups use this space as a starting or ending point but not as a space they hang out in. Choosing seating that works well for large community groups can help to improve the impact these groups have on the social environment in San Francisco and is hence in the best interest of the city to look to invest in this opportunity.



GETTING PEOPLE A WATERFRONT VIEW

After removing the parking lot and driveway around the edge of the Marina Green, visitors will be able to sit at the waterfront with a spectacular view of the Golden Gate Bridge and bay from the grass. Yet another reason why it's important to install furniture that gives people a moment to take in the view - or be protected by the wind this area is so prone to.



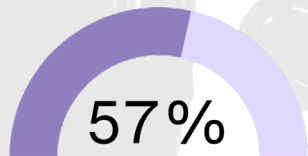
*Made by Google Gemini

A CASE FOR CANINES

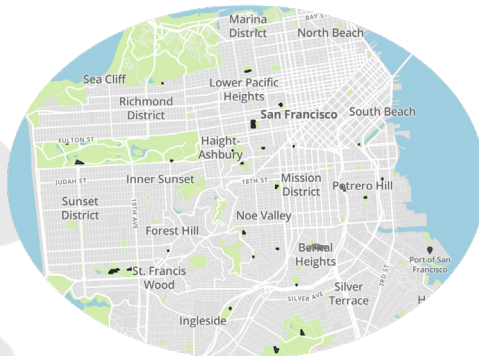
MINI MARINA GREEN

San Francisco currently has **36 designated dog play areas**, but **none of them are specifically zoned for small dogs or located along the northern waterfront**, even though this corridor already draws people to the Golden Gate Bridge, Palace of Fine Arts, and Bay Trail. Around one in four San Francisco households has a dog, and about 57% of dog owners in the U.S. are women. This means that adding a dog park here directly supports a large group of everyday users, especially women who are statistically more likely to own dogs and use them as part of daily routines and social life. Additionally, **this park proposal would provide an opportunity for the built environment to support a popular urban activity around dog-walking, encouraging social connection and public ownership over green spaces**. This raises the social capital of Marina Green by making Little Marina Green an intentional gathering space where women and other dog owners can meet, feel comfortable, and build repeated social connections rather than just passing through.

Dog parks also offer a clear psychological goal: people come to the site to let their dog play, which then opens up opportunities for human conversation and casual socializing while dogs interact. This is particularly important for mini and small dogs, which often need spaces scaled to their size so that owners feel safe letting them off-leash. **By placing this mini-dog-oriented park next to regional attractions, people are more likely to travel across the Bay to visit surrounding landmarks** and also benefit from a public space that is feasible to reach on foot from nearby neighborhoods. The design focuses activity along the edges—near the Bay Trail, seating, planting, and a low stone wall—so the boundary between trail and lawn becomes active rather than leftover space, and the planting strategy supports birds and other urban species, acknowledging that multiple species live and move through this landscape. Tying the dog park to the existing Dynamo Donut + Coffee kiosk creates more consistent foot traffic and gives visitors a reason to grab a drink, watch dogs play, and stay longer, activating the café as part of the everyday life of Marina Green. **Ultimately, the emphasis on edge-based activity directly responds to the current condition of Marina Green as a space people mainly move through, reframing it as a place where visitors are invited to arrive, pause, and linger.**



57%
amount of US dog owners that
are women
(Pew Research Center)



map of dog-play areas in SF
(DataSF)

■ dog-play areas

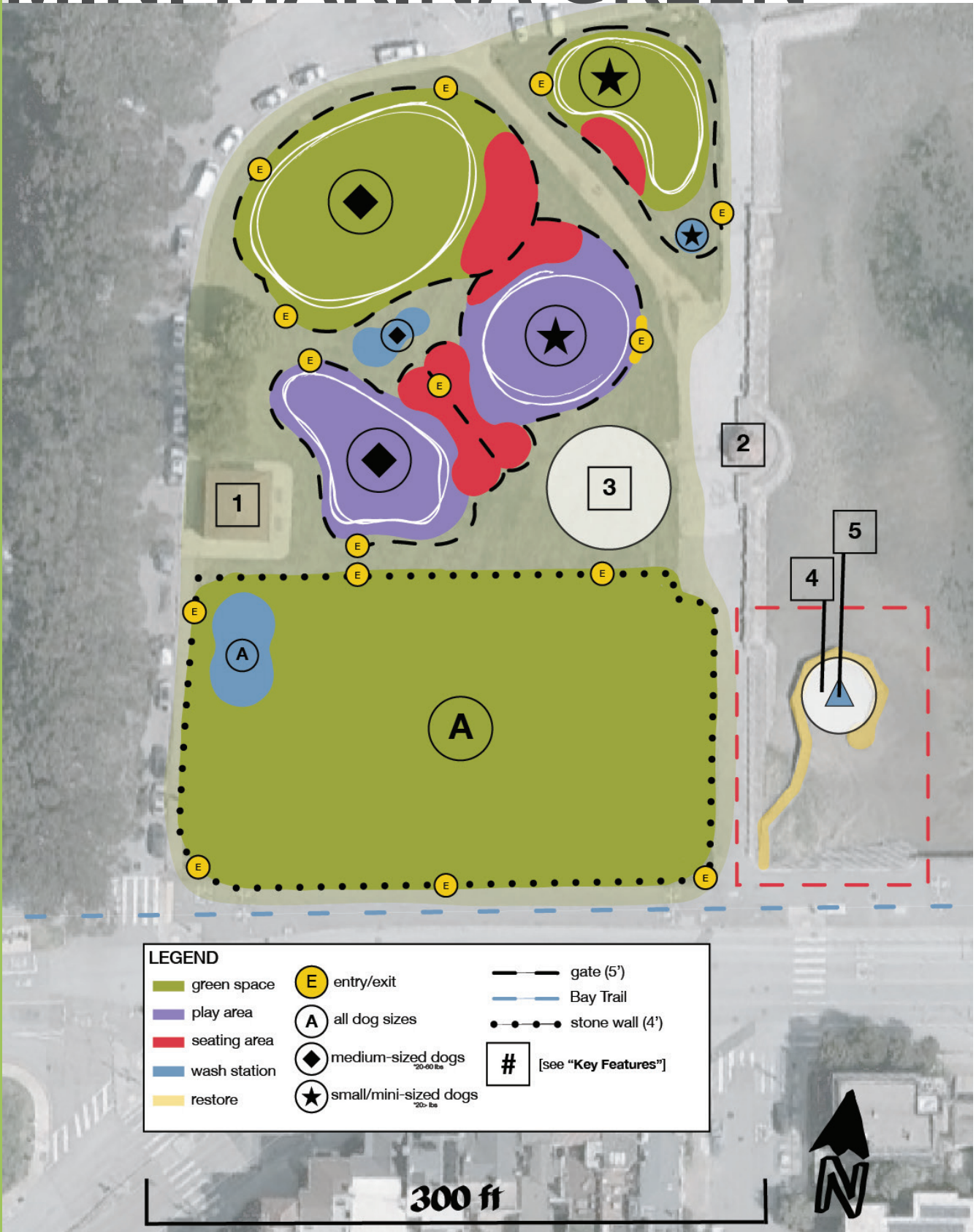


1 in 4 SF households own a
dog
(SF Chronicle)

DESIGN DECISIONS

The proposal organizes the dog park into three zones: one for small and mini dogs, one for medium dogs, and one all-size area, so every owner, especially those with very small dogs, has a space where they feel comfortable letting their dog off-leash. Most of the existing lawn remains, with new intervention limited to fencing, seating, and a few added paths, so Marina Green keeps its identity as a large open field in a dense city instead of being overbuilt. A looped circulation system connects all dog areas to a picnic-friendly lawn, the restored waterfront edge, and the existing café, guiding visitors to move through the whole site rather than using just one corner. The cobblestone wall along the Bay Trail is set at a sitting height so it works as informal seating and lightly frames a more protected area for small groups and picnics, while proposed wash stations near exits give owners a place to rinse off muddy paws before heading elsewhere. Seating clusters around the play zones let owners relax, watch, and talk while their dogs play, and by concentrating these elements along the lawn's edges, the design shifts Little Marina Green from a pass-through corridor to a place where people are invited to pause and stay.

MINI MARINA GREEN



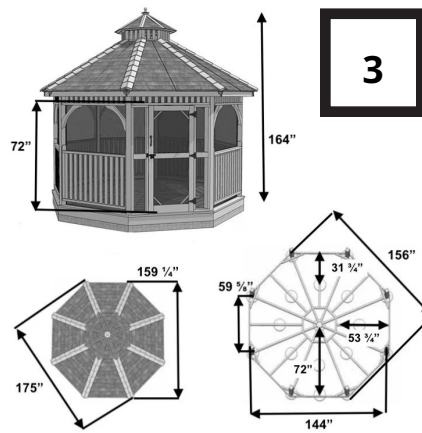
KEY FEATURES OF MINI MARINA



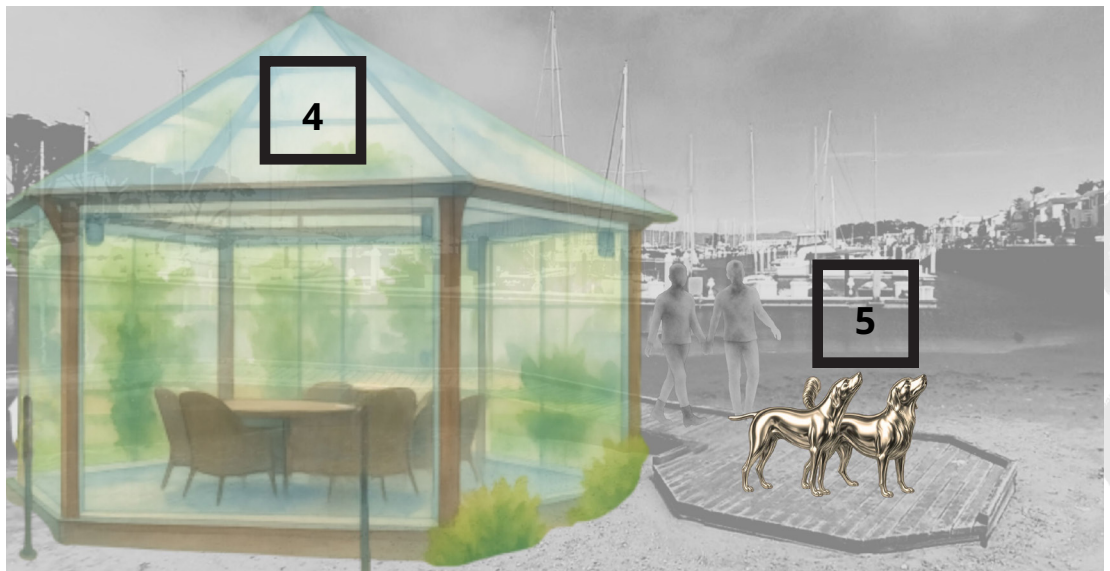
existing bathroom at little marina



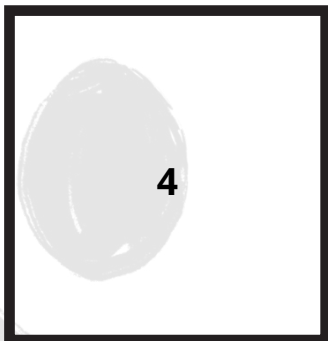
existing cafe kiosk at little marina



proposed potential structure for seating and wind protection



VISUALIZING RESTORATION



With the waterfront path repaired and a modest gazebo added, the currently underused water access zone beside Little Marina Green becomes **a more sheltered pocket where people can comfortably stop close to the Bay, enjoy framed views of the marina, and linger rather than treating it as leftover edge.** By aligning this overlook with the dog park circulation, the Bummer and Lazarus landmark, and the existing café, the design creates a chain of small destinations along the site's edges that activates the green, improves wayfinding, and supports the nearby business without introducing heavy new construction or over-commercialization.

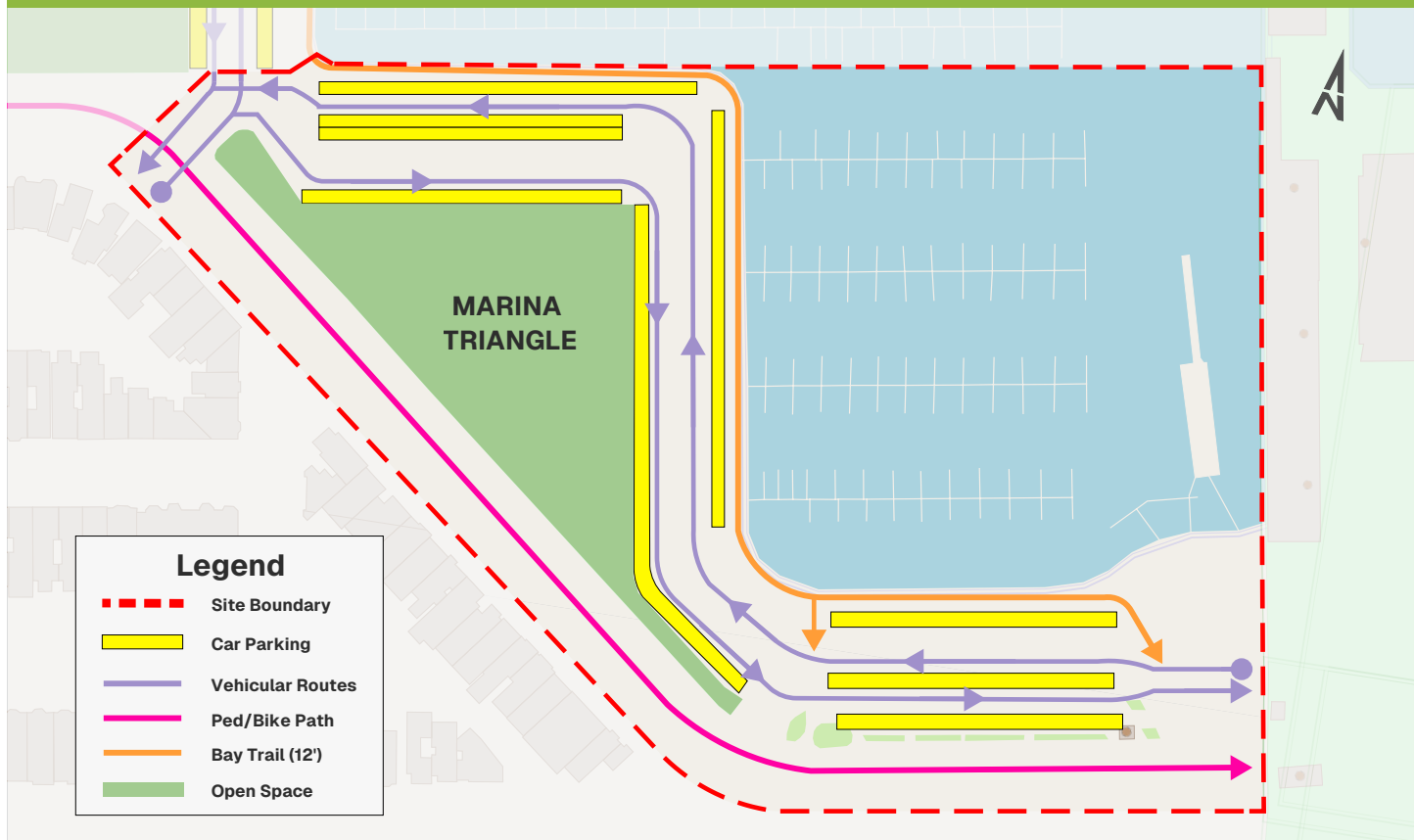


During the Gold Rush era, San Francisco tried to control a huge stray-dog population with strict downtown bans, but **Bummer and Lazarus** became famous exceptions: two street dogs whose tight bond, rat-catching skills, and daily "rounds" along Montgomery Street turned them into local celebrities covered regularly in the newspapers. When a new dogcatcher "snatched" Lazarus and took him to the pound, merchants and residents quickly raised money and pressured officials to free him, and soon after, hundreds of supporters petitioned the Board of Supervisors to **declare both dogs city property** so they would be exempt from impoundment and destruction. Marking this story at Little Marina Green with a small landmark or interpretive piece would connect the site to this **history of residents rallying around beloved dogs, provide a memorable reference point for wayfinding, and underline the idea that dogs and their humans have long been part of San Francisco's civic identity rather than just passing visitors.**

MARINA TRIANGLE

ENHANCING WATERFRONT EXPERIENCE

The Marina Triangle is a waterfront site that combines active recreation with open public space. While the central lawn and outdoor fitness area attract users, the connection between the site and the shoreline remains limited. Inspired by the San Francisco Marina Improvement and Remediation Project, our design seeks to strengthen the waterfront experience by improving accessibility, expanding activity diversity, and creating greater spatial engagement along the bay.



01

PARKING DOMINANCE

Currently, marina triangle is heavily dominated by parking areas and drive aisles, which take up a large portion of the space and weaken the overall pedestrian experience. Instead of feeling like a continuous public waterfront landscape, parts of the site are shaped more by vehicle circulation than by recreation, comfort, or social use.

02

LIMITED ACTIVITY

The site currently offers a limited range of activities, which reduces its ability to attract different users and support longer visits. Aside from one outdoor fitness area, there are few other programmed spaces or features that encourage recreation, gathering, or interaction. As a result, the site feels underactivated and does not fully take advantage of its waterfront location.

03

POOR SEATING

The site provides very limited seating opportunities, especially in areas where people may want to rest, gather, or enjoy the waterfront view. The lack of comfortable and well-placed seating reduces the chance for longer stays and makes the space feel less inviting. As a result, visitors are more likely to pass through the site rather than remain and fully use it.



REDESIGNED MARINA TRIANGLE

The redesigned Marina Triangle reorganizes parking, circulation, and recreation to make the site more functional and active. The parking lot is relocated closer to the community dock, making it easier for people to load and unload kayaks, paddle boards, and other water equipment. The internal driveway is also changed into a clearer two-way route, improving vehicle access in and out of Marina Triangle. Since the existing site has limited transit access, a new bus stop is added to strengthen public accessibility. At the center of the design, the proposal creates a sports-based activity hub for people who enjoy recreation and fitness. Building from the existing outdoor fitness area, the central zone brings together tennis courts, pickleball courts, basketball, volleyball, and open lawn space, turning Marina Triangle into a more active waterfront destination.

- 1 Pickleball Courts
- 2 Tennis Courts
- 3 Parking Lot
- 4 Waterfront Cafe
- 5 Basketball Court
- 6 Exploration Terrace
- 7 Volleyball Courts
- 8 Outdoor Fitness
- 9 Bus Stop
- 10 Golden Gate Bridge Lawn
- 11 Bike/Ped Path
- 12 Viewing Terrace
- 13 Community Dock
- 14 Shallow Water Basin
- 15 Angel Island Overlook

TENNIS COURTS



- ➔ Active Recreation Zone
- ➔ Replaces parking areas
- ➔ Converts parking into active sports recreation

VIEWING TERRACE



- ➔ Resting spot
- ➔ Shoreline Connection
- ➔ Frames Bay views with elevated seating

EXPLORATION TERRACE



- ➔ Supports hands-on shoreline learning
- ➔ Native planting
- ➔ Ecological buffer



Marina Triangle should feel less like a place people pass through, and more like a waterfront destination where students, residents, and visitors can gather, rest, and reconnect with the Bay

WATERFRONT CAFE



- ➔ Scenic Seating
- ➔ Activates waterfront with social gathering
- ➔ Park Destination

COMMUNITY DOCK



- ➔ Bay connection
- ➔ Kayak Loading
- ➔ Expands public access to water

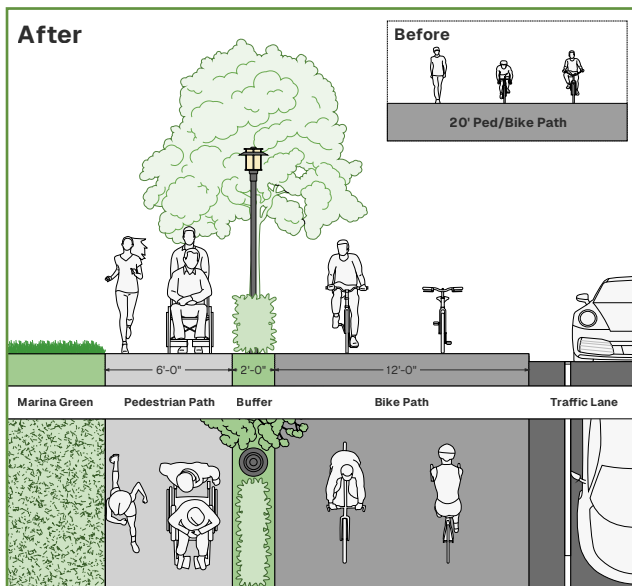
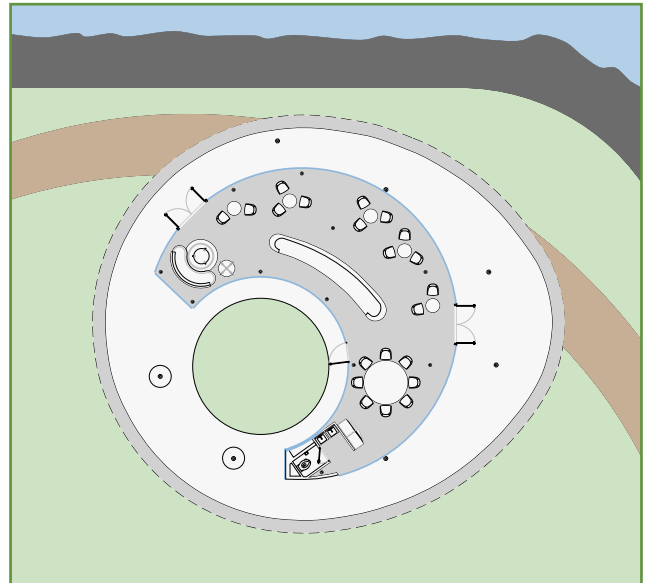
CENTRAL LAWN



- ➔ Creates flexible open gathering space
- ➔ Picnic area
- ➔ Scenic Lawn

➔ Waterfront Café - Interior design

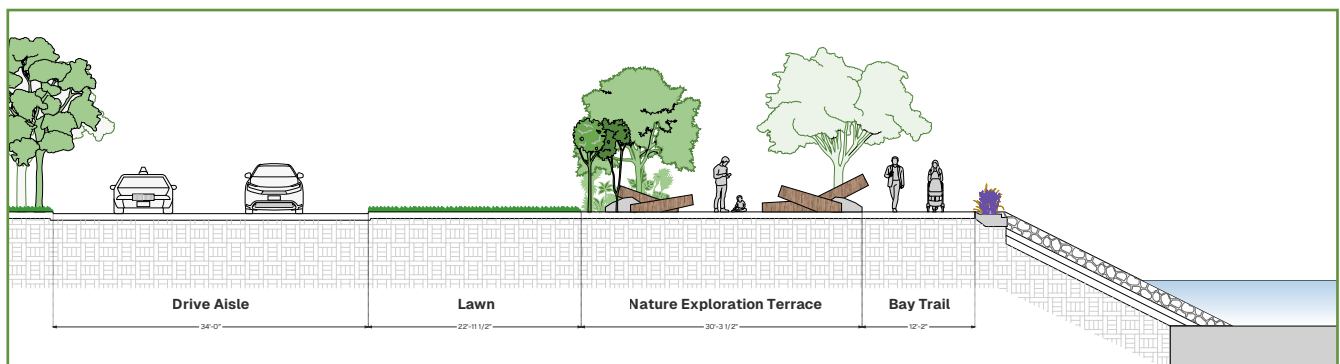
The waterfront café is designed as a small social anchor within Marina Triangle, creating a comfortable place for visitors to pause, sit, and enjoy the Bay. Its circular interior layout follows the shape of the building, with flexible seating arranged around the central open courtyard and along the curved window edge. This allows people to experience views in multiple directions while keeping the space open and easy to move through. The café includes a service counter, small group tables, lounge-style seating, and outdoor-facing circulation, making it suitable for both quick stops and longer gatherings. Overall, the interior design supports a relaxed waterfront atmosphere and connects the café experience with the surrounding paths, parking area, lawn, and shoreline landscape.



⬅ Section A - Redesigned Path

Section A shows how the redesigned Marina Triangle improves the edge along Marina Boulevard by making circulation safer, clearer, and more pedestrian-friendly. The section separates the pedestrian path and bike path, creating a smoother experience for people walking, biking, or moving through the park. By adding planting as a buffer, the design softens the relationship between the roadway and the park space, making the edge feel greener and more comfortable. This change also supports the larger goal of the redesign: reducing the dominance of cars while improving public access and creating a more welcoming entrance into Marina Triangle.

⬇ Section B - Nature Exploration Terrace



Section B shows the transition from vehicle access to open park space and then to the waterfront. The redesigned drive aisle is kept for necessary circulation, but it is limited to a clearer and more organized route so cars no longer dominate the site. Next to it, the expanded lawn creates a softer green buffer and gives people more space for gathering, relaxing, and informal activities. Moving closer to the Bay, the nature exploration terrace and Bay Trail connect the central park area to the shoreline, creating a gradual shift from active recreation to scenic waterfront experience. Overall, Section B explains how the redesign balances parking access, green space, pedestrian movement, and stronger public connection to the water.

EARTHWORKS Ch. 5 BY LUCY PARK

USING SEDIMENT AS A TOOL FOR ADAPTATION AND EDUCATION

San Francisco will experience climate change in two primary ways. First, sea level rise will inundate low-lying areas of the city, elevating groundwater levels, and mobilizing contaminants. Secondly, rising temperatures will increase extreme heat in inland California, influencing the number of foggy and windy days in SF. As San Francisco anticipates and seeks to adapt to these changing conditions, Marina Green provides an excellent opportunity as a **locally-oriented education and demonstration site**. Landart, earthmoving, and cut and fill are three tools that I've proposed for Marina Green to help it respond to **intense wind** and long-term **sea level rise**, while revealing these ongoing landscape processes to San Franciscans.

Across the Bay, cities with shoreline access have been mandated by SB 272 to come up with Regional Shoreline Adaptation Plans, or RSAPs. The Bay Conservation and Development Commission, or BCDC, is an environment- and policy-focused agency reviewing the

development of these RSAPs. Nature-based solutions are an increasingly popular concept in these RSAP conversations, with **"horizontal levees"** and **"living shorelines"** — strategies for increasing coastal marsh cover to **absorb wave energy** and **buffer developed land** — being at the top of the list. The problem is that many of these ideated living levees require sediment filling in the Bay: a practice that prompted Save the Bay and later BCDC to advocate for the McAteer-Petris Act of 1965. This **disconnect in policies** extends the time before living levee projects requiring sediment fill can actually be implemented around the Bay. In the meantime, living levee projects involving **sediment cuts are possible**, just limited by the number of coastal areas with enough space between development and the water's edge.



0 0.05 0.1 0.2 Miles

Map overlaying historic baylands with contemporary coast and building footprints



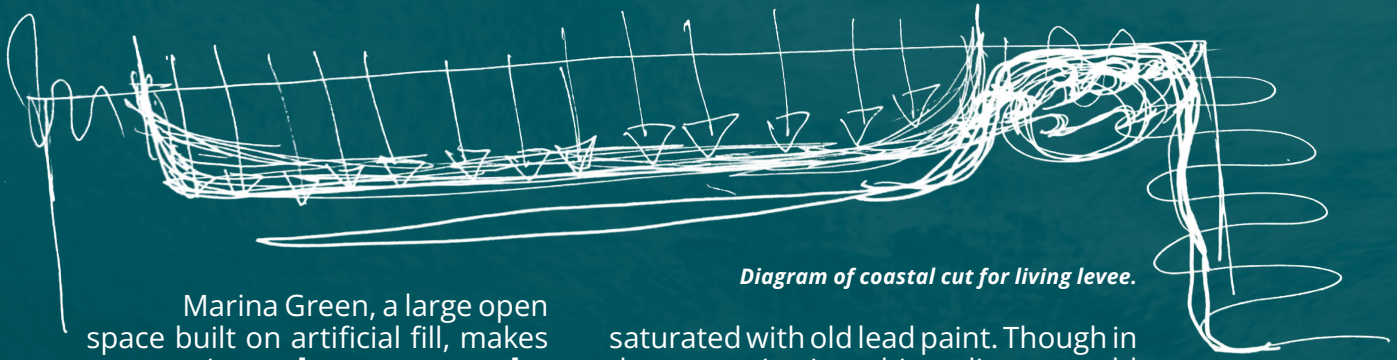


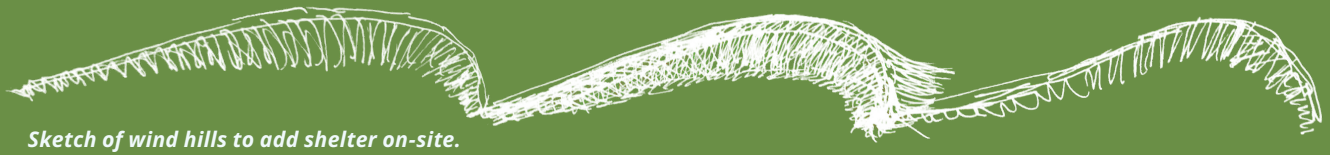
Diagram of coastal cut for living levee.

Marina Green, a large open space built on artificial fill, makes a great site to **demonstrate the living level concept** to increase public awareness and support for the nature-based adaptation infrastructure necessary for the Bay's future.

The sediment cut process involved in Marina Green's development into a partial horizontal levee **risks exposing contaminated sediments** from when the Bay was initially filled. Marina Green was built in 1915 on top of rubble from the 1906 earthquake, so without even accounting for the toxic shorezone industries like the North Beach Manufactured Gas Plant, at the very least this area is likely

saturated with old lead paint. Though in theory cutting into this sediment could risk exposing and mobilizing these contaminants that would otherwise be contained, in actuality with sea level and the equally pervasive groundwater rise, tidal action in San Francisco's groundwater will mobilize and leach these contaminants no matter what. By **intervening now**, we can remove and process much of these coastal contaminants before they become inundated by ground water and are much more challenging to work with.



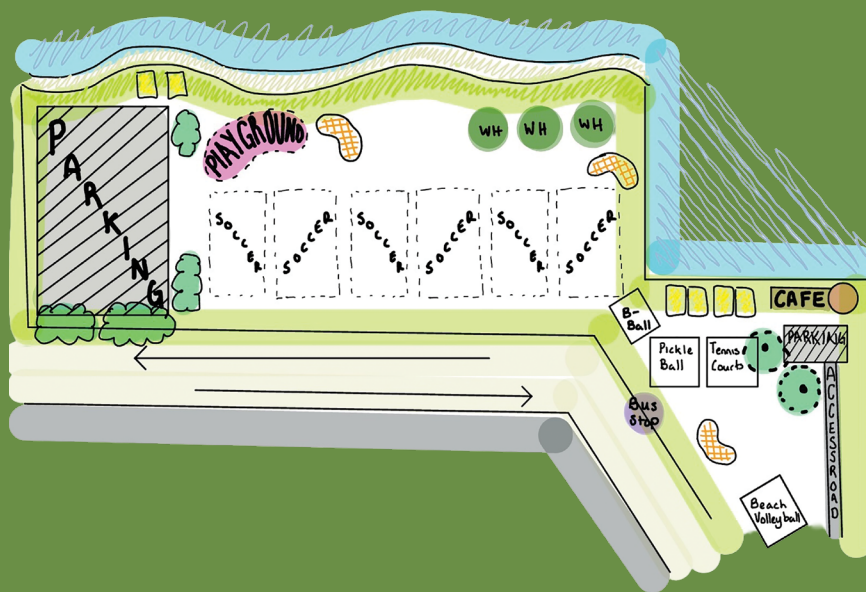


Sketch of wind hills to add shelter on-site.

Sediment additions also have a place at Marina Green in the form of **earthmoving and landart projects**. Throughout this study, we have sought to increase and improve Marina Green’s attractiveness to people considering staying and hanging out at the site for multiple hours. Earth moving/earthworks interventions inspired by the Landart movement and Maya Lin’s “The Wave Field” can also **increase public usage and enjoyment** of the site by optimizing for solar comfort and shelter from wind. In designing the “wind hills” I focused

on shaping them to **block wind** blowing from the Golden Gate, while positioning them with a south-facing slope to **absorb sunlight** and **increase the radiant heat** absorbed by people sitting on the concave, south-facing side of the hills.

Together, the sediment interventions of the wind hills and the horizontal levee can help **retain site users** while engaging them in the ongoing ecological processes and changes happening around the Bay.

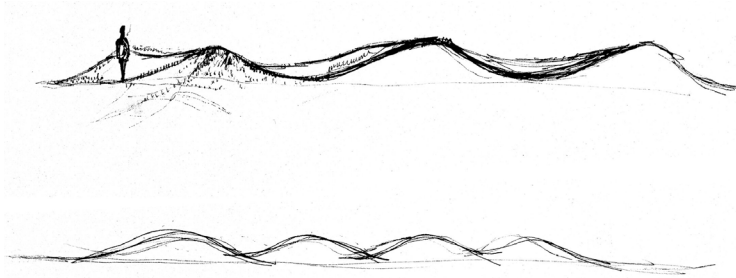


To the left, one can see the location of the Wind Hills, labelled “WH” on our Parti diagram mapping out major changes to the site. These wind hills would be **positioned close to the water** to optimize the view.

Though marked as circles within this Parti, the wind hills themselves are shaped as **crests**, with the **convex side curving out** towards the Golden Gate Bridge, and the **concave side curving inwards and south, reflecting and retaining heat**.

To the right, one can see a model for “The Wave Field” a 1995 project by **Maya Lin** at the University of Michigan. Lin’s Wave Field is a precedent for our wind hills. Though Lin’s design revolves around **aerodynamics and turbulence**, we don’t believe the waves themselves were positioned on the site relative to **local wind or sun dynamics**. More information can be found at mayalinstudio.com.





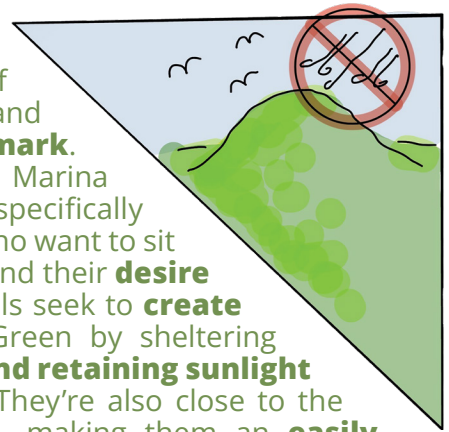
We didn't find this **early sketch** (see left) by Lin until after making our own sketches of the **wind hill placements on site** (see above) and **hill forms** (see previous page) but we appreciate some of the similarities and feel we have a lot **more to learn** from Lin.

See some of our later sketches and illustrations below, followed by a photograph of Lin's finished, executed Wave Field piece. Now picture the Golden Gate Bridge!

The positioning of these wind hills acknowledges Marina Green's location in a global city near the significant landmark of the bridge. The convex side faces the bridge to bring viewers and people looking for a photoshoot closer to the **iconic landmark**.



The concave side of these wind hills acknowledges Marina Green's location as a neighborhood park, and is specifically positioned towards San Franciscans or locals who want to sit and enjoy the area for the sake of the city and their **desire to feel at home** there. These wind hills seek to **create a microclimate** within Marina Green by sheltering from wind and by **absorbing and retaining sunlight** to increase user comfort. They're also close to the weekend soccer fields, making them an **easily monitorable play area** so parents can keep an eye on kids split between matches and breaks. These wind hills want to make San Franciscans feel seen in high profile investments to city public spaces.



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*View of SF's Marina from the Wave Organ.
Photo by Lucy Park.*



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THANK YOU!

