

Staff Report

Meeting Date: February 26, 2018 – 5:30PM

Location: **Metro Center**, 375 Beal Street, Yerba Buena Room 1st floor.
San Francisco 94111

To: **Waterfront Design Advisory Committee:**
Jimmy Chan Marsha Maytum
Kathrin Moore Chris Wasney

From: David Beaupre & Mark Paez

Re: **Pier 70 Waterfront Site Special Use District Parks**

Project Review

This is the first review of the Pier 70 Waterfront Site Parks, for the Mission Rock - Pier 70 Design Advisory Committee (MR-P70-DAC) (“DAC”). The project is the Pier 70, Waterfront Site Parks Preliminary Schematic Design, for the shoreline parks within the Bay Conservation and Development Commission (BCDC) jurisdiction. The February 26th DAC meeting will be joint meeting with the BCDC Design Review Board (DRB). The purpose of the DAC is to review the schematic designs of the parks for compliance with Pier 70 SUD Design for Development (D4D) controls. (see https://www.dropbox.com/s/fl1ooznnt26mn3l/P70_D4D_Book_171024_lowres.pdf?dl=0) The DAC will advise the Port’s Executive Director and staff on if the design meet meets the standards in the approved D4D.

Project Site

The Waterfront Site is located within the Port-owned Pier 70 property in the City and County of San Francisco, and will be developed by an affiliate of Forest City Realty Trust (“Forest City”). The project site is bound by Illinois Street to the west, a shipyard to the north, the Bay to the east, and the former Potrero Power Plant to the south. The site is within the Union Iron Works National Register Historic District, and is part of the 67-acre area considered in the Port of San Francisco’s Pier 70 Master Plan, endorsed in 2010 to guide redevelopment of the historic shipyard.

Pier 70 is the location of the most important intact 19th century industrial complex west of the Mississippi River and has built or repaired ships since 1884. It is the longest continually operating civilian ship repair yard in the United States and is home to the largest dry-dock in the west coast of the Americas, able to accommodate post-panamax ships for repair. Pier 70 was listed in the National Register in 2014 as a Historic District for its contribution to Industry between 1884 – 1945 for steel hull ship building, and for its industrial architecture and design. The entire Pier 70 area includes approximately 44 historic resources that contribute to the National Register Historic District.

In the context of the open space planning and design, it is important to recognize a character defining feature identified in the National Register nomination for Pier 70 of “minimized planted vegetation”, which is typical of industrial settings. City and Port staff and the Forest City team have worked hard to develop a balance of minimizing new landscaping and where it is

introduces, design it in a way that appears additive. The D4D identifies a landscape plan that strives to balance minimal landscaping with the desire to humanize the landscape and other environmental benefits.

The Pier 70 Waterfront Site is within a recently approved SUD within the City's Planning Code, approved by the San Francisco Board of Supervisors, the San Francisco Planning Commission and the Port of San Francisco. The SUD includes a D4D, which guides design for new buildings and the public realm, including the open spaces. The Preliminary Schematic Design for all parks in the Waterfront Site and the Schematic Designs for each of the three phases of the Waterfront Site will be reviewed based upon consistency with the D4D. The SUD, including the D4D, was also amended into the Port's Waterfront Land Use Plan and Design and Access Element.

Existing Conditions

The project site contains industrial structures from the time of its operation as a ship building facility. These include several historic buildings (Buildings No. 2, 12, and 21) that contribute to the historic district. The site is generally closed to the public, however it is open for occasional events such as specialty markets, parties, and art exhibitions.

Surrounding the project site is a mix of active and formerly industrial areas. The tenant of the Port-owned shipyard to the north of the project site ceased operations there in May 2017, and the Port is seeking a new tenant to resume active use of the site for a ship repair business. In addition to the subject site and the shipyard, the Pier 70 Master Plan area includes the future Crane Cove Park, and six historic structures located northwest of the subject site (the "Historic Core" site) leased by Orton Development, Inc. that have been rehabilitated to support new uses. The 21-acre former Potrero Power Plant site directly south of the project site, outside of the Pier 70 Master Plan area, is also proposed for redevelopment as a mixed-use development by California Barrel Company, LLC.

Planning Context

Pier 70, including the Waterfront Site has undergone significant community planning by the Port and the City. The Waterfront Land Use Plan policies provide for preserving ship repair and Pier 70's history while introducing new open space and integrative development. The City's Eastern Neighborhoods Central Waterfront Plan adopted in 2008 embraced and incorporated those policy directives into the city's context of improving and connecting the waterfront to Dogpatch and Potrero Hill, and enabling new development consistent with the area's mixed residential and industrial character. The Pier 70 open spaces are also a major element of the City's emerging Blue Greenway open space network within southeast San Francisco. The Blue Greenway focuses on realizing or improving the Bay Trail and Bay Area Water Trail by providing more direct access and connections to the waterfront, whether from land or water from China Basin Channel south to the San Francisco County Line.

In concert with the Planning Department's Eastern Neighborhoods planning, the Port conducted a three-year community planning process completed in 2010 to produce the Pier 70 Preferred Master Plan). Endorsed by the Port Commission, the Pier 70 Plan sets a comprehensive policy framework to improve Port property. The Plan goals and needs include: a) to retain and support the viability of ship repair operations; b) create a National Register Historic District and adaptive reuse of Pier 70's extraordinary collection of historic resources; c) create a system of shoreline and upland open spaces; d) promote new infill development to reactivate the area and fund a variety of community benefits; and e) rebuild infrastructure and complete site remediation. The success of the Pier 70 Plan relies on balancing each of the goals; the funding, infrastructure,

historic preservation, ship repair, open space and new development are all required and integrally linked.

Since Forest City was selected in 2012, they, in partnership with the Port and City Planning, have continued the extensive community outreach and refined plans that led to the SUD and necessary entitlements.

Project Overview

The project presented in this report reflects schematic design for the shoreline open spaces based upon the D4D design controls.

Mixed-Use Development. The Waterfront Site will include residential, office, retail, park, art and cultural, and light industrial/PDR (Production, Distribution, and Repair) uses. At full buildout, the project proponents estimate that there would be between 2,500 and 4,900 new residents and 5,400 and 8,700 new employees at the project site. Access to the project site would be primarily from 20th and 22nd Streets, while Maryland Street would be extended to provide the primary north-south street within the project site. All streets would have sidewalks, and Class II (bicycle lane) or Class III (shared roadway) bicycle facilities.

Water Access. No portion of the proposed project falls within the Bay because of strong wave and tidal action, and the potential for conflicts with the adjacent ship repair facility.

Public Access Facilities. The proposed design includes approximately 6.5 acres of parks and open space at full build out. The project includes three distinct settings in terms of character and design within the shoreline open space area (from north to south): (1) a “Waterfront Terrace,” (2) a “Slipways Waterfront,” and (3) a “Waterfront Promenade.” (see **Attachment A**)

1. **Waterfront Terrace.** The Waterfront Terrace runs along the northern 503-foot-long section of the project site’s shoreline, and consists of a 4926-square-foot public lawn, a 1971-square-foot picnic and seating area which would contain space for commercial food and beverage vendors (“Picnic Grove”), a deck and viewing pavilion oriented to the ship repair dry-dock, a 6-foot-wide shoreline path, and the 16- to 20-foot-wide Bay Trail.
2. **Slipways Waterfront.** The Slipways Waterfront runs along the central 278-foot-long section of the project site’s shoreline. The Slipways Waterfront is part of the larger “Slipways Commons” open space area which begins at the shoreline and continues west—beyond the 100-foot shoreline band—to Maryland Street. The Slipway Commons provides a visual and physical connection of the remaining historic resources to the Bay. An east-west walkway (“Craneway Promenade”) runs from Maryland Street to one of the historic craneway piers at the shoreline. The Slipways Waterfront and Commons include a 8,467-square-foot lawn (“Central Lawn”), hardscaped gathering and event spaces, art installations, a viewing pavilion (“Craneway Pavilion”), and the 16- to 20-foot-wide Bay Trail.
3. **Waterfront Promenade.** The Waterfront Promenade runs along the southern 516-foot-long section of the project site’s shoreline, and consists of a café terrace with areas reserved for both public and commercial (private) use, picnic and seating areas (“Chaise and Picnic Lounges”), historic craneway structures that provide opportunities for fishing, gathering and Bay viewing, a deck and viewing pavilion (the “22nd Street Pavilion”) an 8-foot-wide path running parallel to a riprap revetment, and the 16- to 20-foot-wide Bay

Trail. A drop-off area for vehicles is provided at the terminus of 22nd Street between Buildings E3 and H2.

At various locations within the project open space, including the shoreline open space, the project proponents intend to host large public and restricted-access events, such as art exhibitions, theater performances, cultural events, outdoor fairs, festivals and markets, outdoor film screenings, evening night markets, food events, street fairs, and lecture services. Fewer than 100 events per years are anticipated for the entire open space area and would likely included approximately 25 mid-size events attracting between 500 to 750 people and four larger size events attracting up to 5,000 people.

Resilience and Adaptation to Rising Sea Level.

The buildings and street grid of the proposed mixed-use development, the Bay Trail, and most of the public access facilities adjacent to the Bay Trail would be constructed at an elevation that is not anticipated to require flood protection through mid-century. The lowest lying buildings within the development and the Bay Trail would be built at an elevation of approximately 15.5 feet. These areas would thus not be inundated during a 100-year flood event at 2050, assuming higher sea levels of 12 to 24 inches. At the end of the century, these areas would be susceptible to occasional inundation assuming a higher sea level rise projection of 66 inches (with total water levels at 17.5 feet during a 100-year storm event). At a lower projection of 36 inches (with total water levels at 15.0 feet during a 100-year storm event), these areas would not be inundated but may be exposed to wind and wave action.

The lower pedestrian path, at an elevation of approximately 11.4 feet, would be subject to inundation and storm action within the life of the project. The 100-year flood event assuming 24 inches of sea level rise is +11.8. The project proponent indicates that the path would be designed to provide safe public access to the water over the next approximately 25-30 years, and that it would later serve as an area within which shoreline protective works or other adaptive management techniques could be implemented. If inundated or converted to a shoreline protection device, as much as 19,453 square feet of the public access area provided as part of the project would be lost over time.

Consistency with Design for Development

Forest City prepared two memos outlining how its schematic designs are consistent with the D4D (see **Attachment B**).

Port staff has reviewed the memos and generally agrees, with the following exceptions:

Site Lab Memo:

Page #	D4D Guideline	Staff Comment
2	S3.3.2	Site Lines - Tree plantings within Slipways Commons adjacent to buildings E2 & E3 block views of historic building 12 from the shoreline and are not consistent with the planting plan described in section 3.13 and figure 3.13.1
2	G3.2.2	Vegetation- The plans illustrate two new locations with shade trees, including at the eastern foot of both 21 st and 22 nd Streets. The 22 nd street view looking east is framed by the street trees. Staff does not believe the addition of more trees is needed or consistent with historic industrial nature of the site. The proposed tree planting is not consistent

		<p>with Exhibit 3.13.1 on page 83, which illustrates the approved planting plan concept.</p> <p>Additionally, within the Waterfront Terrace area, new and additional lawn area has been introduced south and adjacent to Building 6 surrounding the viewing pavilion. This additional landscaping is not consistent with the planting plan in the D4D and staff has concerns that the plan is not consistent with the National Register district character defining feature of “minimal planted vegetation”.</p>
	Other	<p>Waterfront Terrace - Cobble Beach- The proposed cobble beach is not an acceptable design. The concept of providing access to the Bay in this location raises multiple concerns, including proximity to the ship repair operations, security around and under Building 6, wave and tidal action, and accessibility compliance with ADA. Until there is further understanding of the reuse of Building 6 and the future of the ship repair operations, access to this area must be restricted.</p>
	Accessibility	<ul style="list-style-type: none"> • Fixed seating throughout the site should be at a height accessible for side transfer (where multi-tiered, this applies to the lower level). • The design team should investigate the opportunity to offer an alternate and equally interesting experience to the swings in the Craneway Pavilion. • High top bar seating needs to have integrated accessible seating on the slipway piers. • Fixed picnic tables need to have integrated accessible seating along the bench (% required). • Water’s edge terraces, fixed benches etc. require companion seating. • Piers identified as fishing piers are required to have areas that are accessible. • Pedestrian wayfinding signage needs to include accessible wayfinding directing people to the various locations where there is an accessible route. • Signage in general needs to meet ADA standards (sizes, contrast, etc).

Next Steps

This joint DAC-DRB design review session is to focus on those portions of the project that fall within BCDC’s shoreline jurisdiction. Once the DRB and DAC approve the shoreline schematic design, the DAC will continue review of the Phase 1 park submittal for the project. Once the DAC approves design for the Phase 1 Parks Schematic Plan, staff will bring the DAC recommendation to the Port’s Executive Director for scheduling for Commission review and approval of schematic design. Port staff anticipates design review will continue into the Spring of 2018. In addition, as additional phases of open spaces improvements are proposed the DAC will continue its design review.

END

**JAMES
CORNER
FIELD
OPERATIONS**



FC PIER 70, LLC

**PIER 70
SHORELINE
OPEN SPACE**

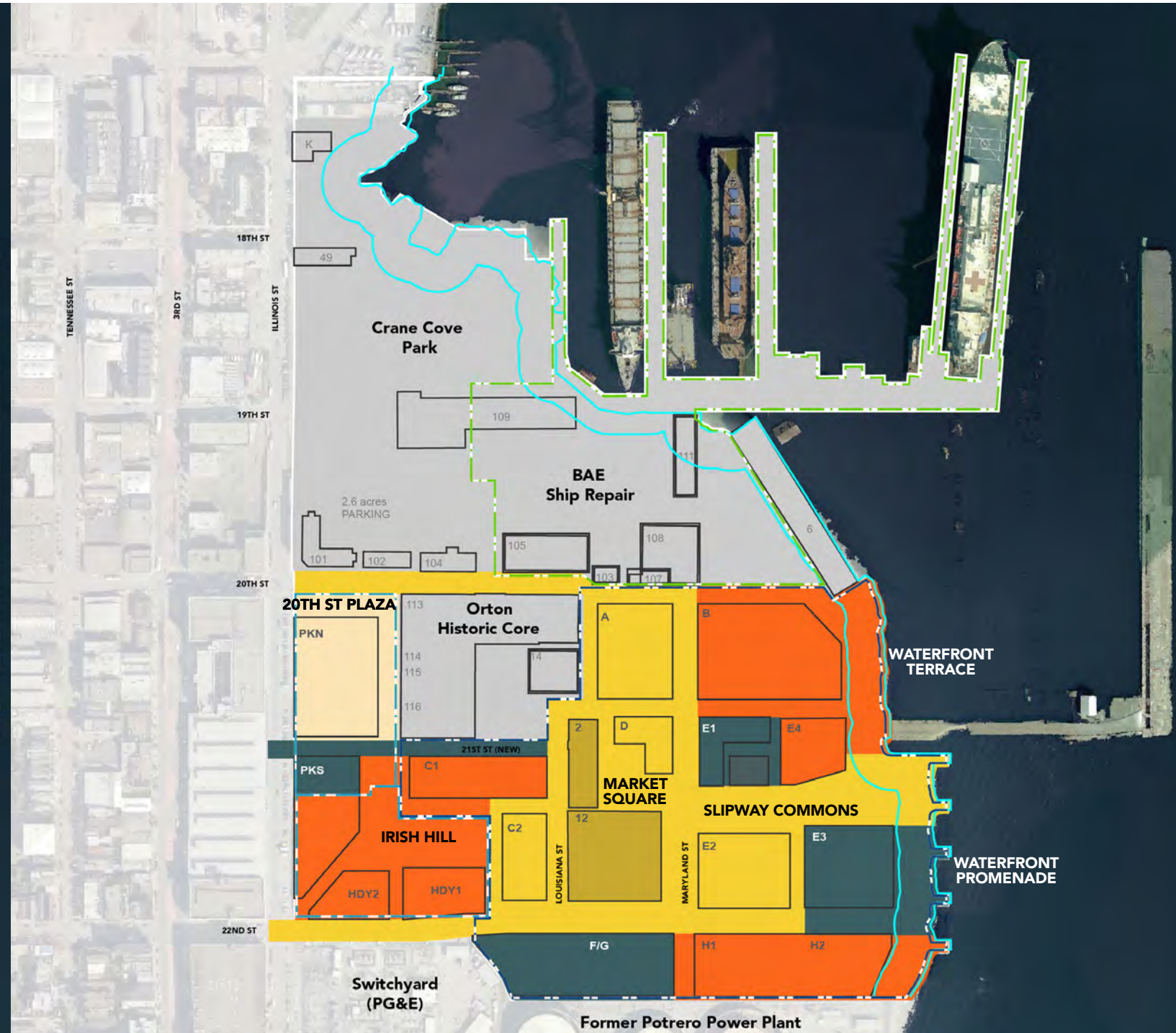
**MISSION ROCK - PIER 70
DESIGN ADVISORY
COMMITTEE**

PORT OF SAN FRANCISCO

FEBRUARY 26, 2018

PIER 70 VICINITY MAP

PIER 70 PHASING



- | | | | | | |
|--|-------------------------------------|--|------------------------------|--|----------------------------------|
| | SHORELINE BAND | | COMMERCIAL OFFICE | | RESIDENTIAL/PARKING |
| | PHASE 1 SITE | | RETAIL/ARTS/LIGHT INDUSTRIAL | | HEAVY INDUSTRIAL |
| | 28-ACRE SITE | | RESIDENTIAL | | HISTORIC BUILDINGS |
| | ILLINOIS PARCELS | | OFFICE/LIGHT INDUST. | | PRIORITY RETAIL/SERVICE FRONTAGE |
| | BAE SITE | | OFFICE/RESIDENTIAL | | |
| | EXISTING BUILDINGS (NOT WITHIN SUD) | | | | |
| | PUBLIC OPEN SPACE | | | | |

- | | |
|--|-----------|
| | PHASE 0.5 |
| | PHASE 1 |
| | PHASE 2 |
| | PHASE 3 |

PIER 70 - ACCESS BAY TRAIL / BLUE GREENWAY TRANSIT

PIER 70 - ACCESS BIKE + PEDESTRIAN NETWORK



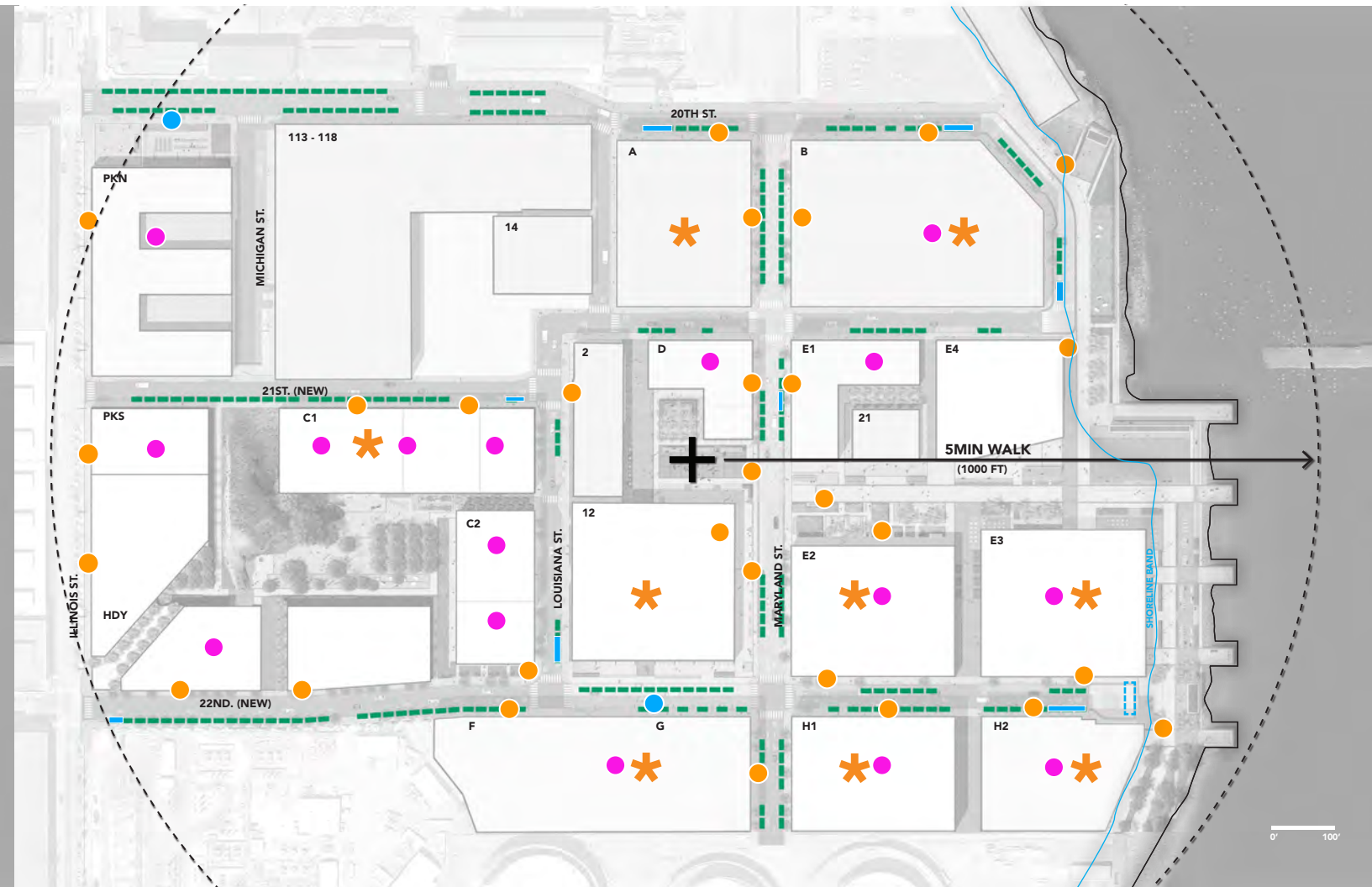
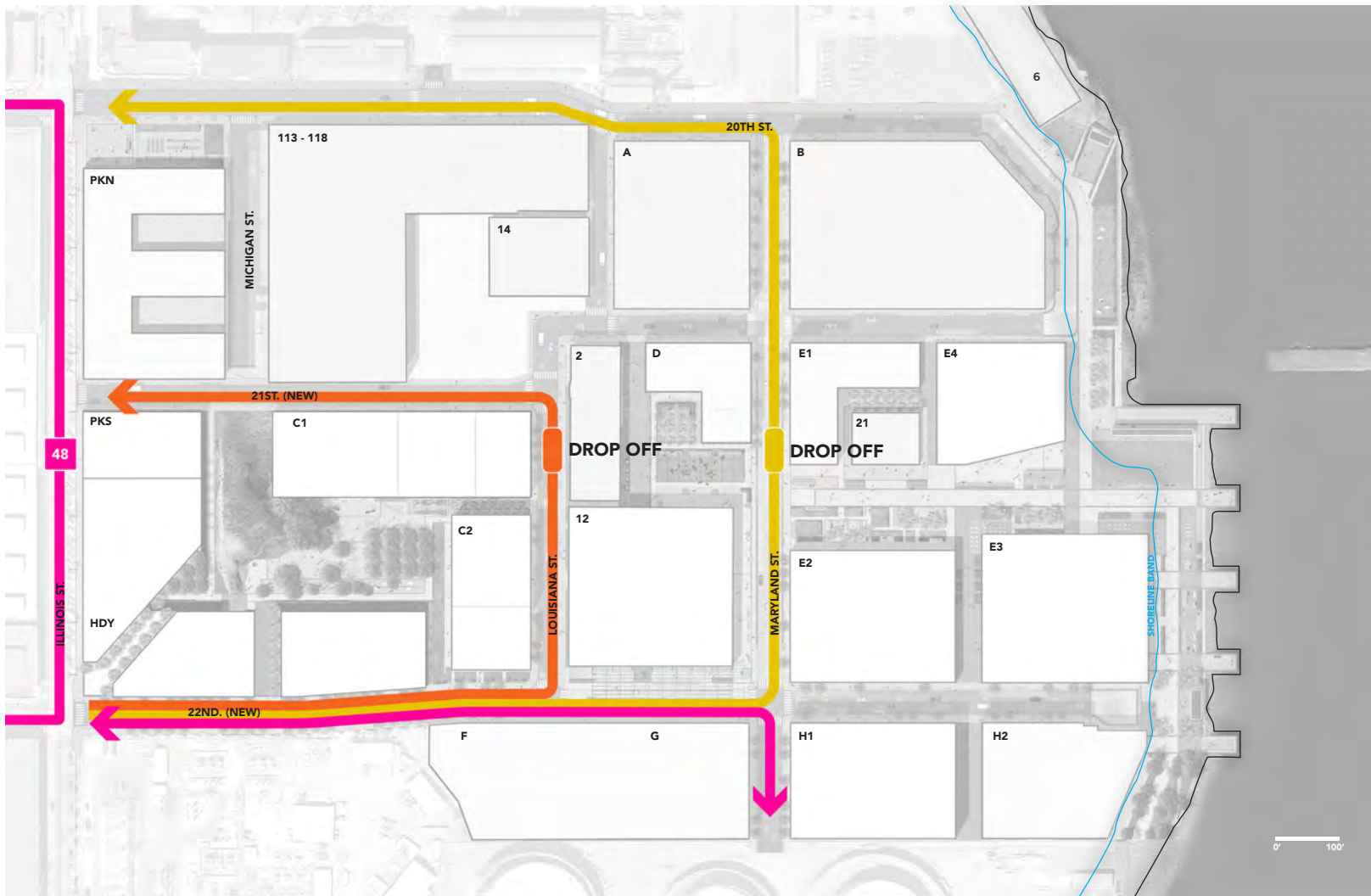
- LEGEND**
- MUNI T LINE
 - MUNI T LINE STATION
 - MUNI 22 BUS ROUTE
 - MUNI 48 BUS ROUTE
 - CURRENT BAY TRAIL
 - BAY TRAIL (PHASE 1+2)
 - FUTURE BAY TRAIL
 - SHORELINE BAND



- LEGEND**
- CURRENT BAY TRAIL
 - FUTURE BAY TRAIL
 - CLASS 2 BIKE LANE
 - CLASS 3 BIKE LANE
 - PEDESTRIAN ACCESS
 - SHORELINE BAND

PIER 70 PUBLIC TRANSIT

PIER 70 VEHICULAR+BICYCLE PARKING



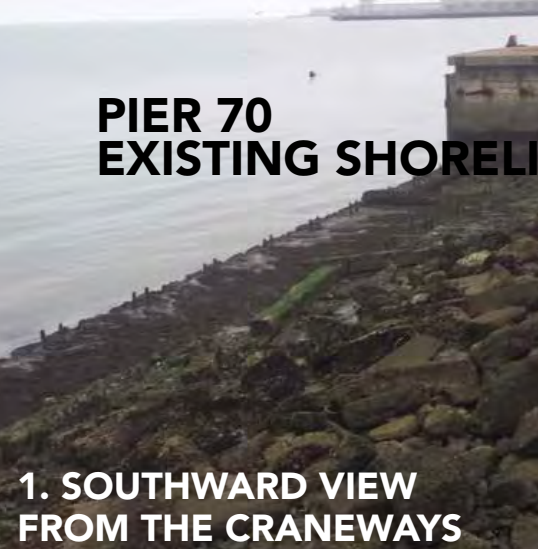
LEGEND

- OPTION 1: PIER 70 TMA SHUTTLE ROUTE ON SITE
- OPTION 2: PIER 70 TMA SHUTTLE ROUTE ON SITE
- FUTURE MINI BUS ROUTE ON SITE
- MEAN HIGH WATER
- SHORELINE BAND

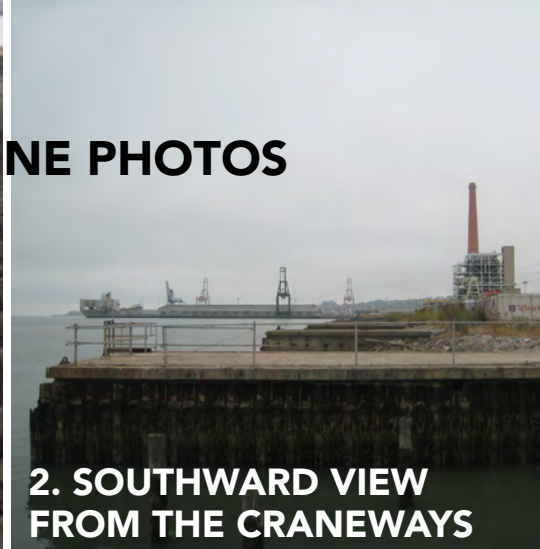
LEGEND

- CLASS 1 BIKE PARKING
- CLASS 2 BIKE PARKING
- BIKE SHARE
- MEAN HIGH WATER
- SHORELINE BAND
- VEHICULAR DROP OFF
- ADA PARKING STALL
- PARKING STALL
- ADA PARKING STALL + UNIVERSAL PASSENGER LOADING ZONE
- ON-STREET VEHICULAR PARKING
- ✱ POTENTIAL VEHICULAR PUBLIC PARKING LOCATION

**PIER 70
EXISTING SHORELINE PHOTOS**



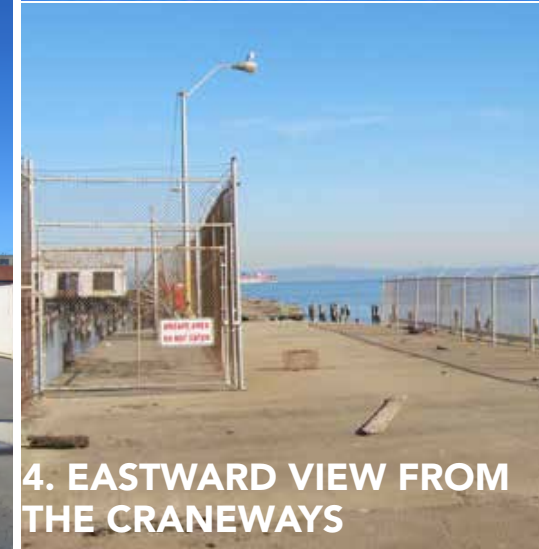
**1. SOUTHWARD VIEW
FROM THE CRANEWAYS**



**2. SOUTHWARD VIEW
FROM THE CRANEWAYS**



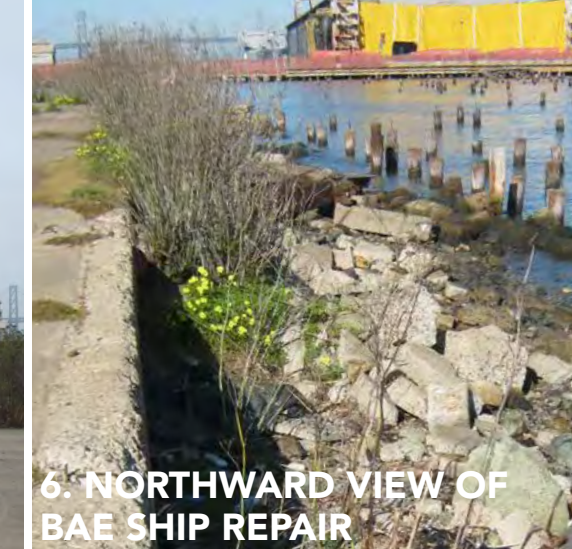
**3. WESTWARD VIEW OF
SITE AT SLIPWAYS.**



**4. EASTWARD VIEW FROM
THE CRANEWAYS**



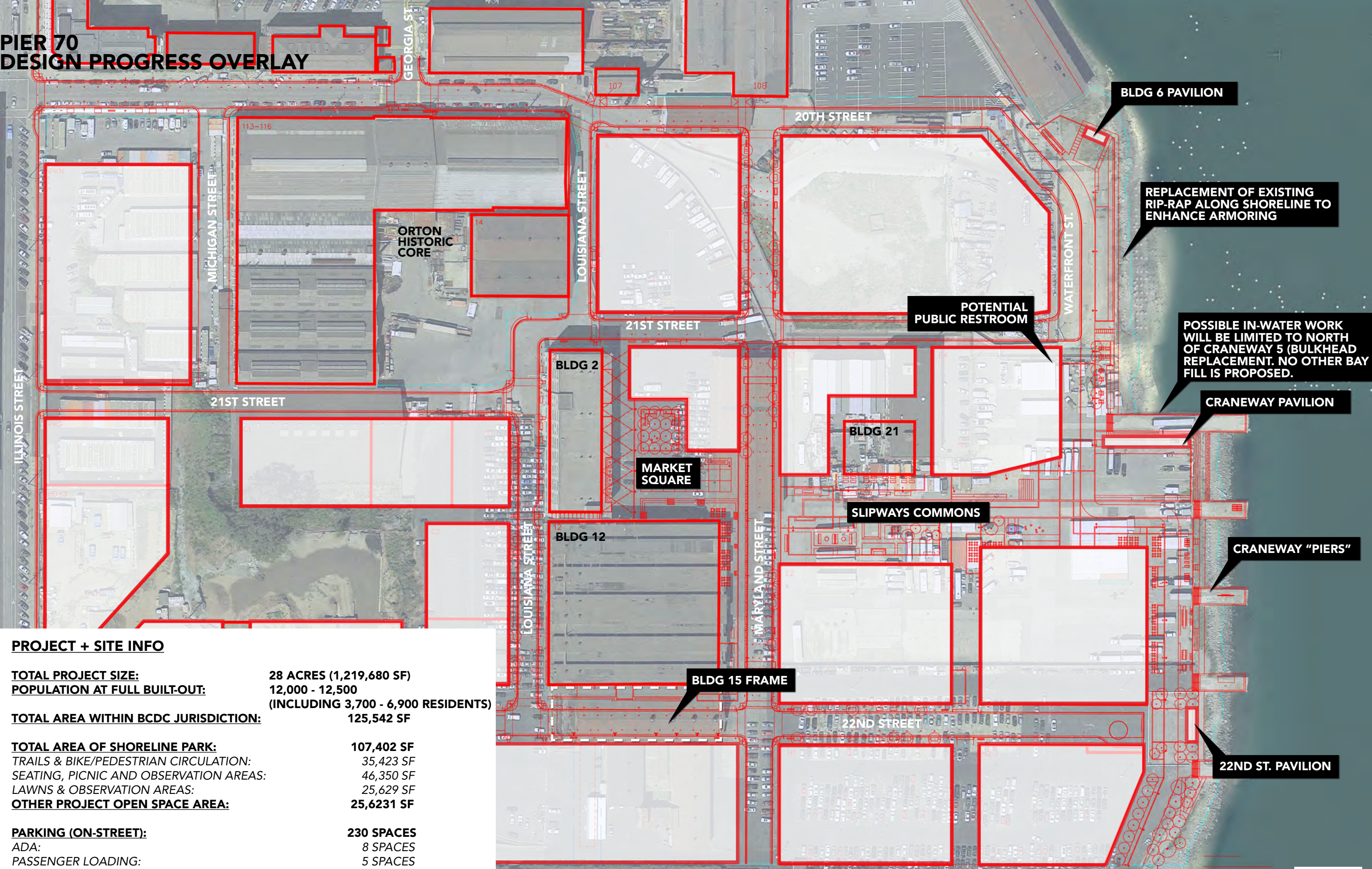
**5. SHORELINE EDGE AT
BUILDING 6**



**6. NORTHWARD VIEW OF
BAE SHIP REPAIR**



PIER 70 DESIGN PROGRESS OVERLAY



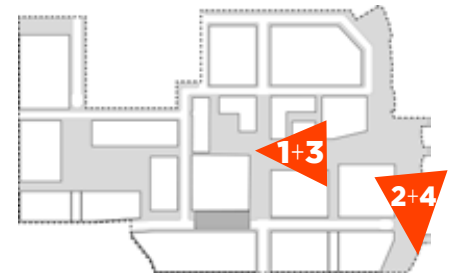
PROJECT + SITE INFO

TOTAL PROJECT SIZE:	28 ACRES (1,219,680 SF)
POPULATION AT FULL BUILT-OUT:	12,000 - 12,500
	(INCLUDING 3,700 - 6,900 RESIDENTS)
TOTAL AREA WITHIN BCDC JURISDICTION:	125,542 SF
TOTAL AREA OF SHORELINE PARK:	107,402 SF
TRAILS & BIKE/PEDESTRIAN CIRCULATION:	35,423 SF
SEATING, PICNIC AND OBSERVATION AREAS:	46,350 SF
LAWNS & OBSERVATION AREAS:	25,629 SF
OTHER PROJECT OPEN SPACE AREA:	25,6231 SF
PARKING (ON-STREET):	230 SPACES
ADA:	8 SPACES
PASSENGER LOADING:	5 SPACES

**PIER 70
WATERFRONT OPEN SPACES
ILLUSTRATIVE SITE PLAN**



PIER 70 EXISTING + PROPOSED SHORELINE CHARACTER



SLIPWAYS COMMONS TODAY



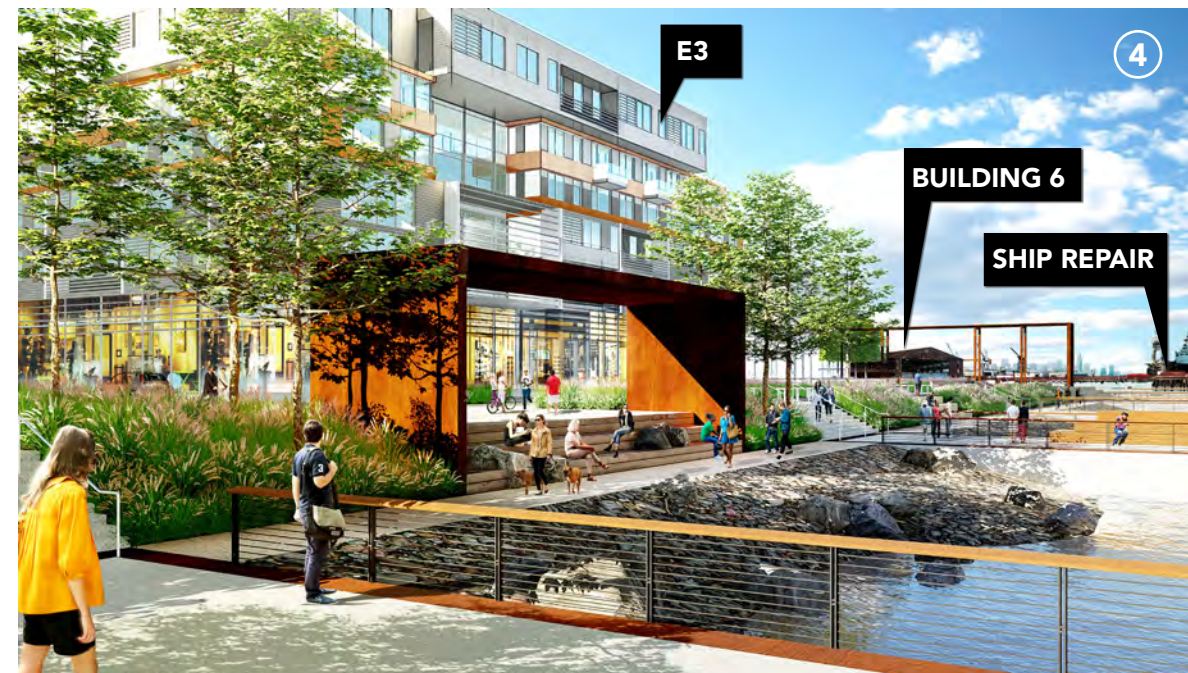
WATER'S EDGE TODAY



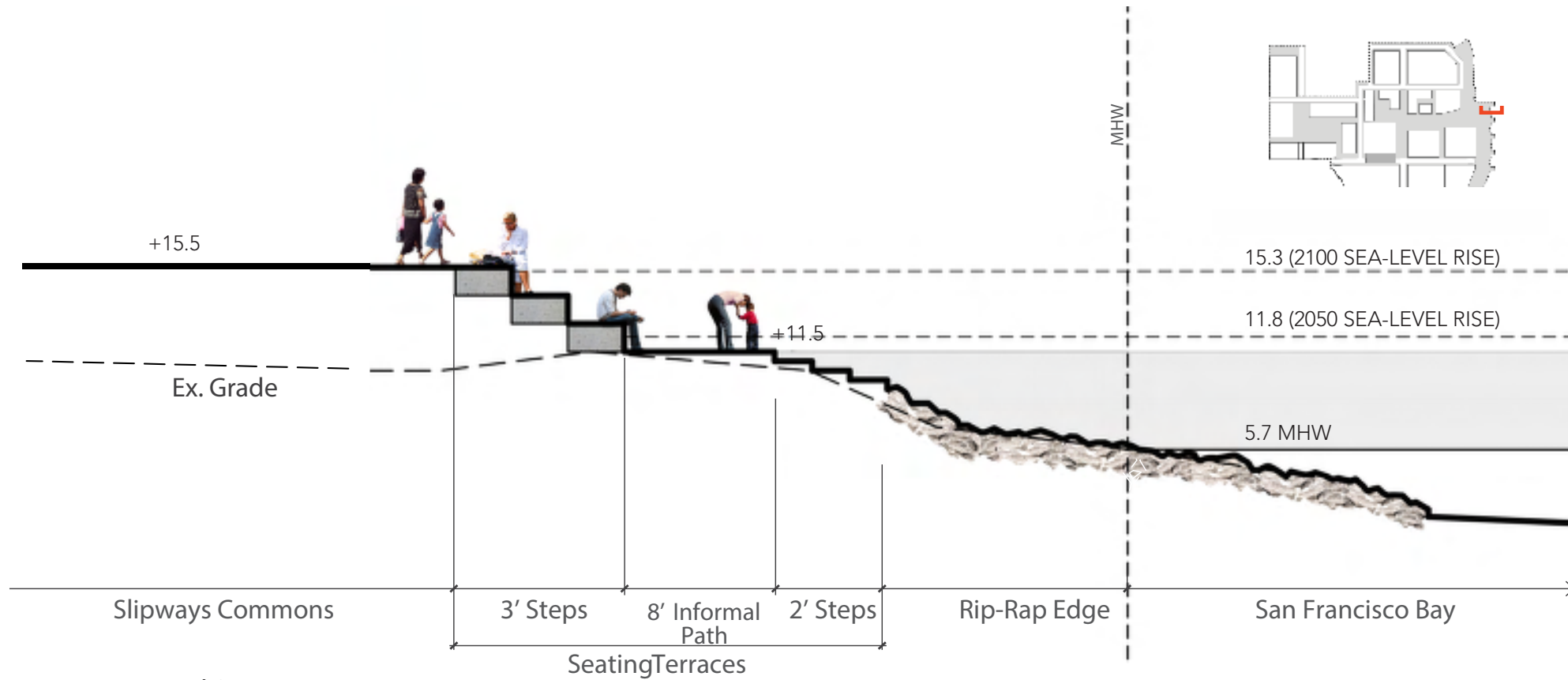
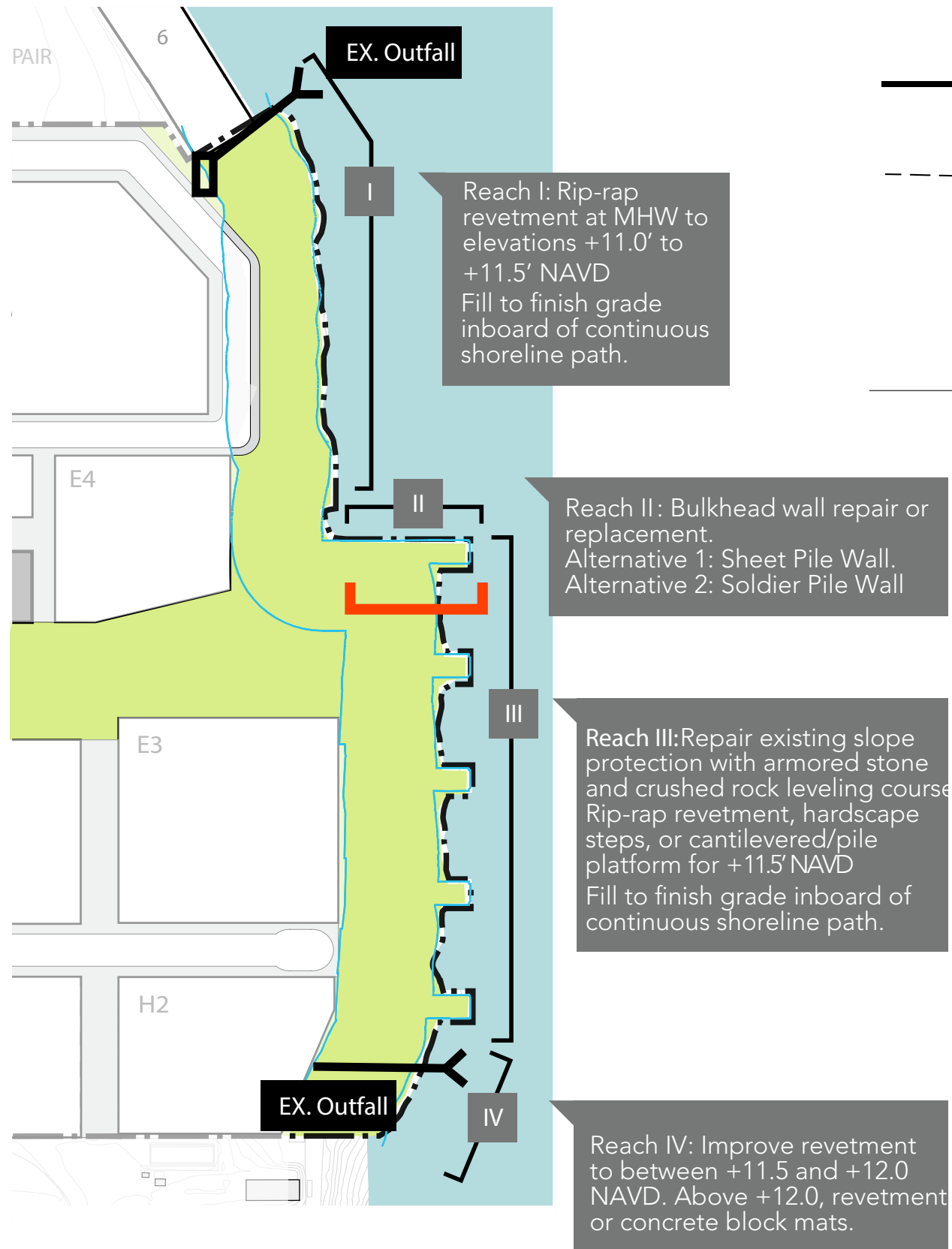
SLIPWAYS COMMONS TOMORROW



WATER'S EDGE TOMORROW



PIER 70 SHORELINE IMPROVEMENTS



Water Level	NAVD88 (feet)
Mean High Water	5.7
Mean Higher High Water	6.4
Upland Base Flood Elevation	
100-Year Flood	9.4
100-Year Flood 2050 (12" - 24")	10.8 - 11.8
100-Year Flood 2100 (36" - 66")	12.8 - 15.3
Shoreline Base Flood Elevation	
100-Year Flood	11.7 - 13.4
100-Year Flood 2050 (12" - 24")	12.7 - 15.4
100-Year Flood 2100 (36" - 66")	14.7 - 18.9

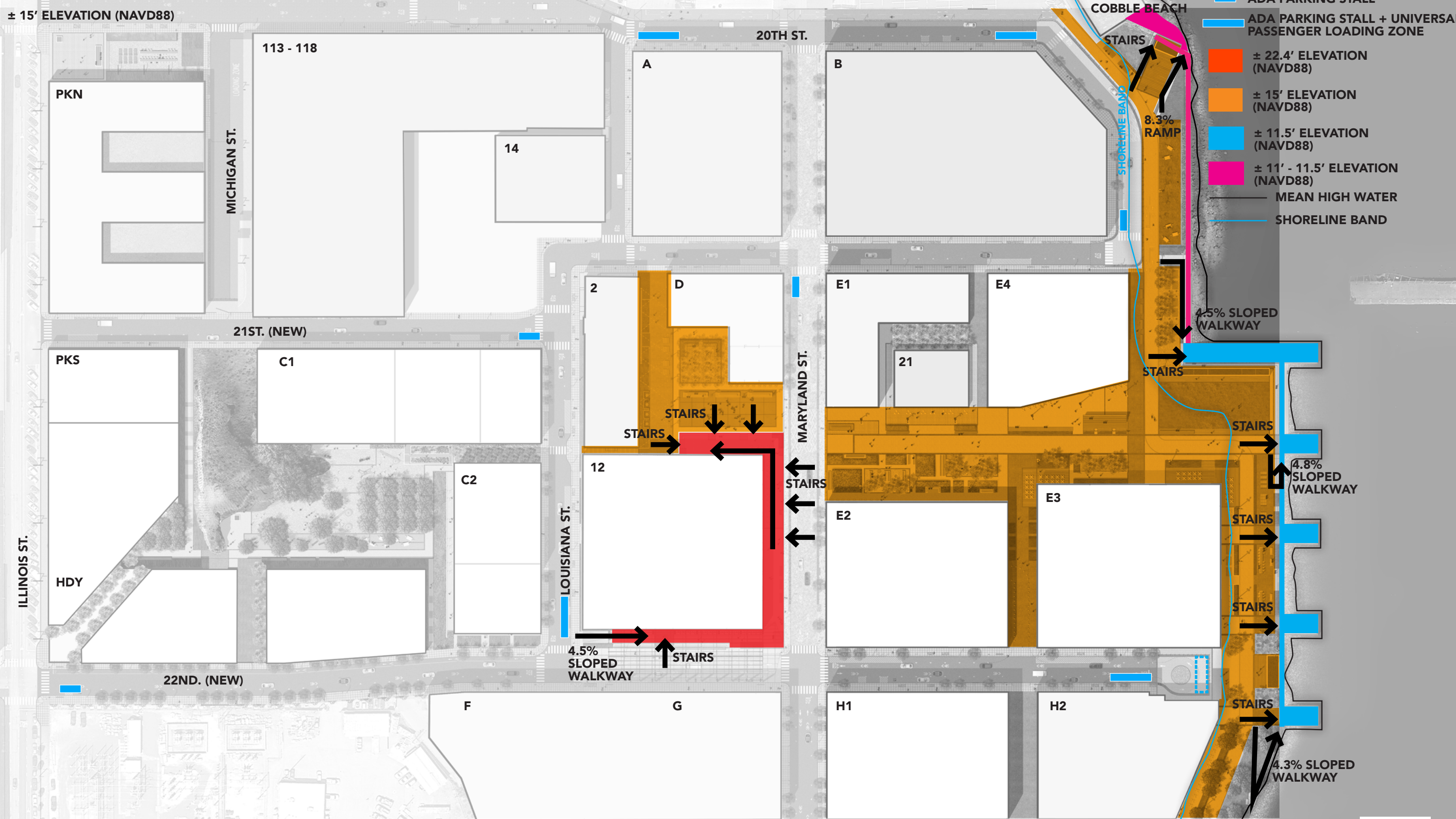
* Range shown for 2050 and 2100 includes projected and high scenarios of sea level rise from National Research Council NRC (2012) Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future.

PIER 70 WATERFRONT LEVELS + ACCESSIBILITY

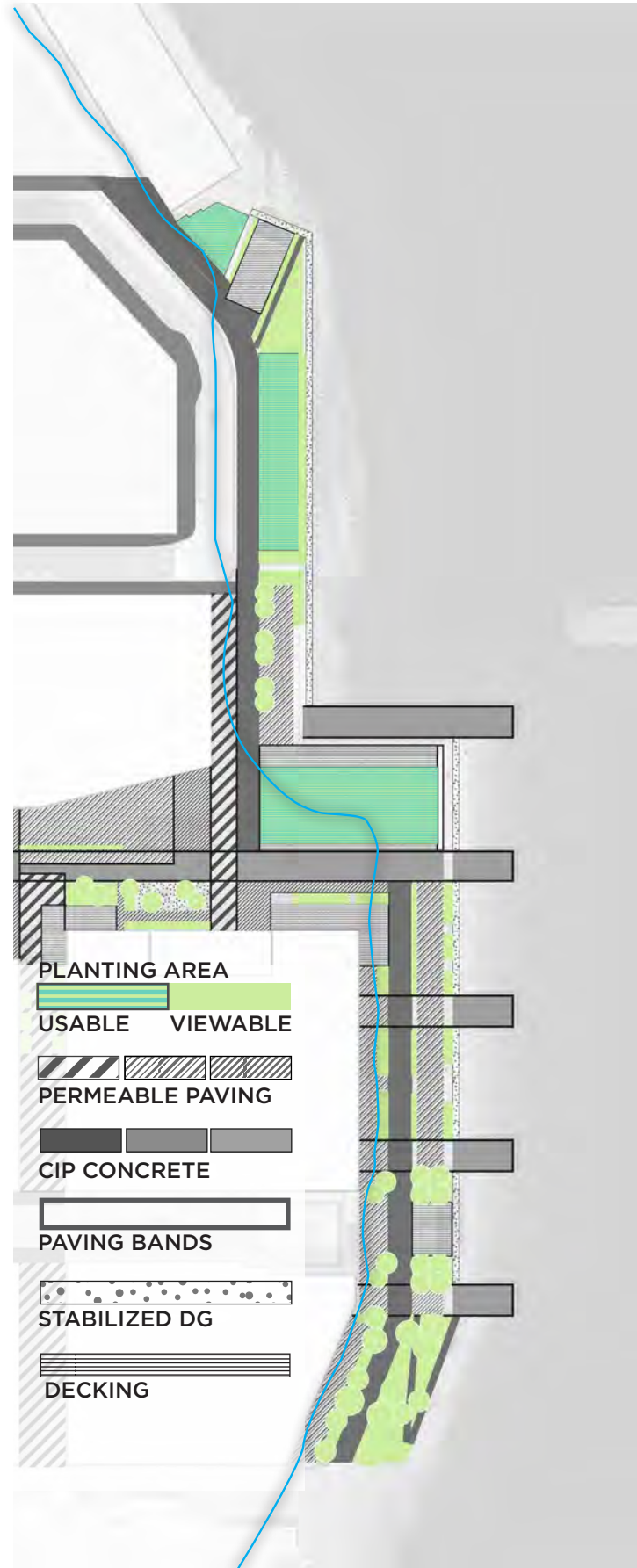
± 15' ELEVATION (NAVD88)

LEGEND

- VEHICULAR DROP OFF
- ADA PARKING STALL
- ADA PARKING STALL + UNIVERSAL PASSENGER LOADING ZONE
- ± 22.4' ELEVATION (NAVD88)
- ± 15' ELEVATION (NAVD88)
- ± 11.5' ELEVATION (NAVD88)
- ± 11' - 11.5' ELEVATION (NAVD88)
- MEAN HIGH WATER
- SHORELINE BAND



WATERFRONT PROMENADE PAVING + PLANTING CHARACTER



OCCUPIABLE SOFTSCAPE - SOCIAL LAWN



LANDSCAPE FEATURES - PLANTED EDGE



LANDSCAPE FEATURES - MEADOW GARDEN



LANDSCAPE FEATURES - BIORETENTION



HARDSCAPE - PAVING BANDS



HARDSCAPE - PERMEABLE PAVING



HARDSCAPE - DECKING



HARDSCAPE - CAST-IN-PLACE CONCRETE



WATERFRONT PROMENADE PRELIMINARY PLANTING PALETTE



Sand Strawberry*
Fragaria chiloensis



Coastal California Poppy
Eschscholzia californica var. *maritima*



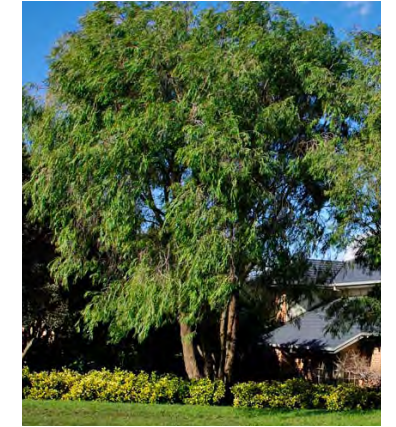
Yarrow
Achillea millefolium



Buckeye
Aesculus californica



California Sycamore
Platanus racemosa



Willow Myrtle
Agonis flexuosa



Purple Needlegrass
Stipa pulchra



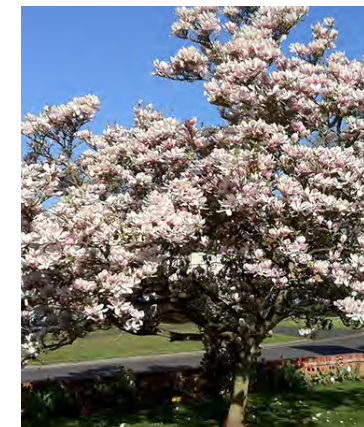
Wild Rye
Elymus



Slough Sedge*
Carex obnupta



Water Gum
Tristaniopsis laurina 'Elegant'



Large-Flowered Magnolia
Magnolia gradiflora 'Little Gem'



Japanese Flowering Cherry
Prunus 'Kanzan'



Dwarf Sedge
Carex praegracilis



Deer Grass*
Muhlenbergia rigens



California Aster
Aster chilensis



Pacific Wax Myrtle
Myrica californica



Red Alder*
Alnus rubra



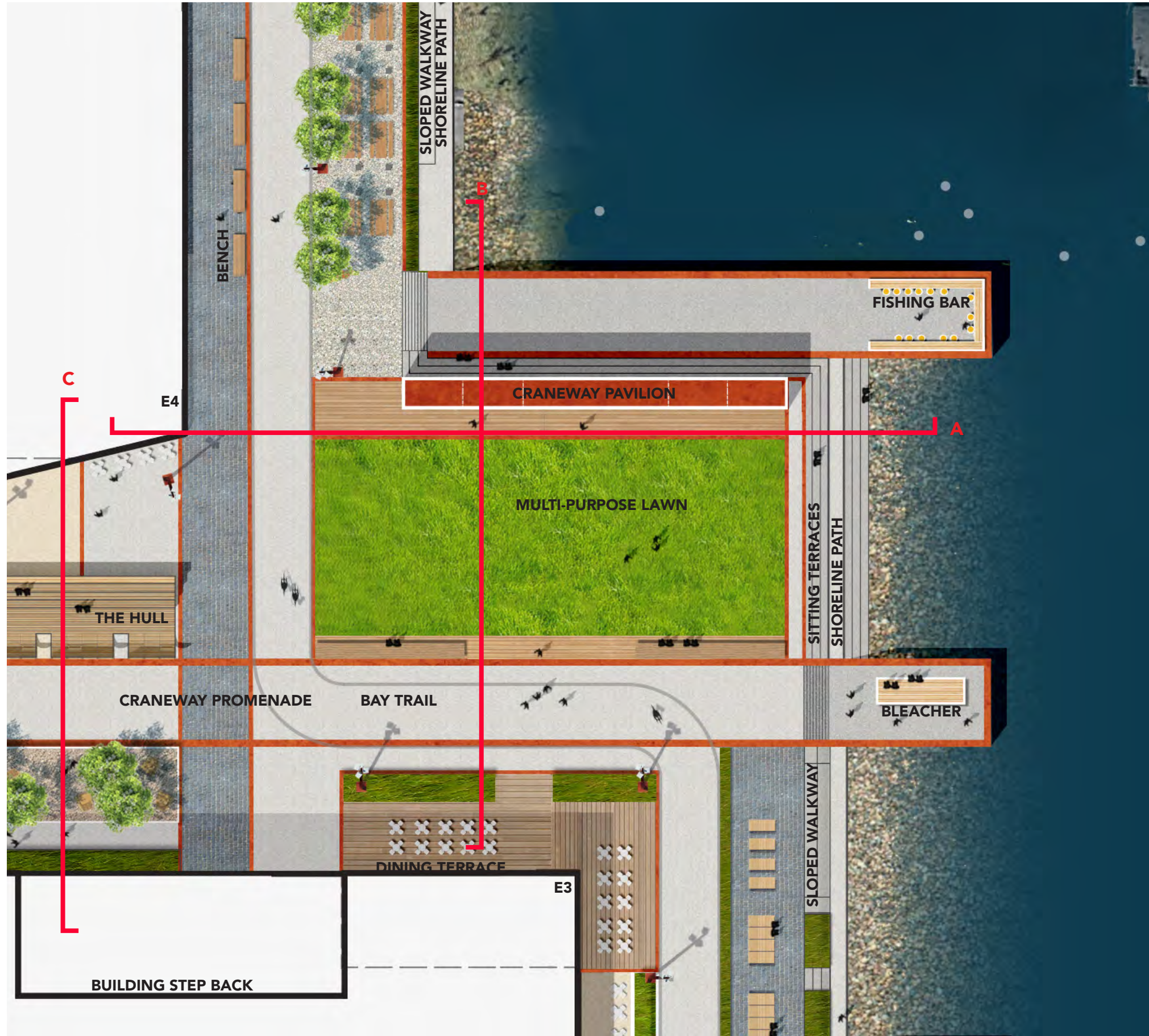
California Box Alder
Acer negundo ssp. *californicum*

GROUND PLANTINGS

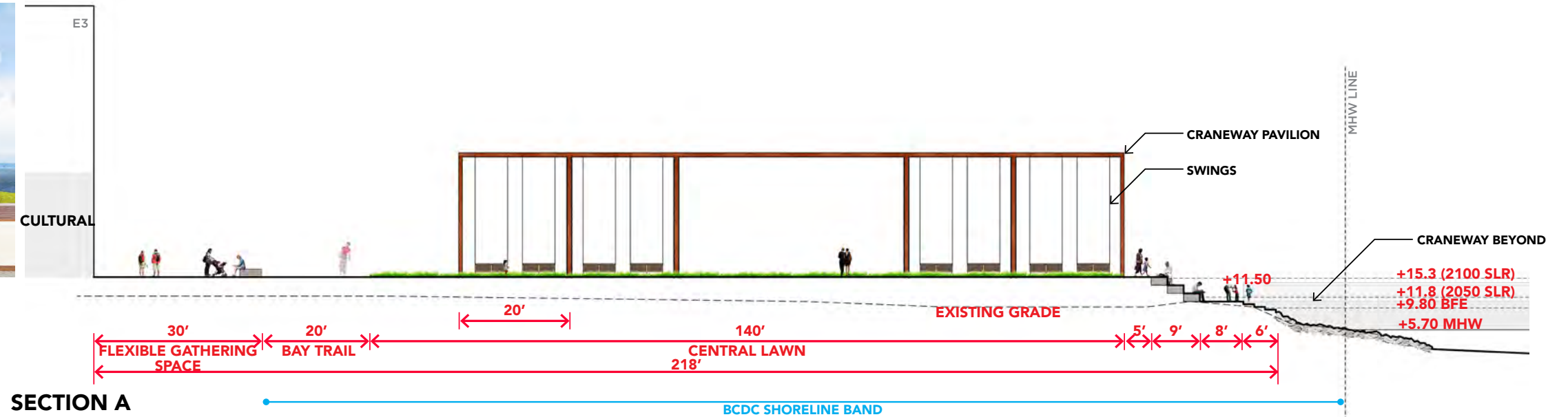
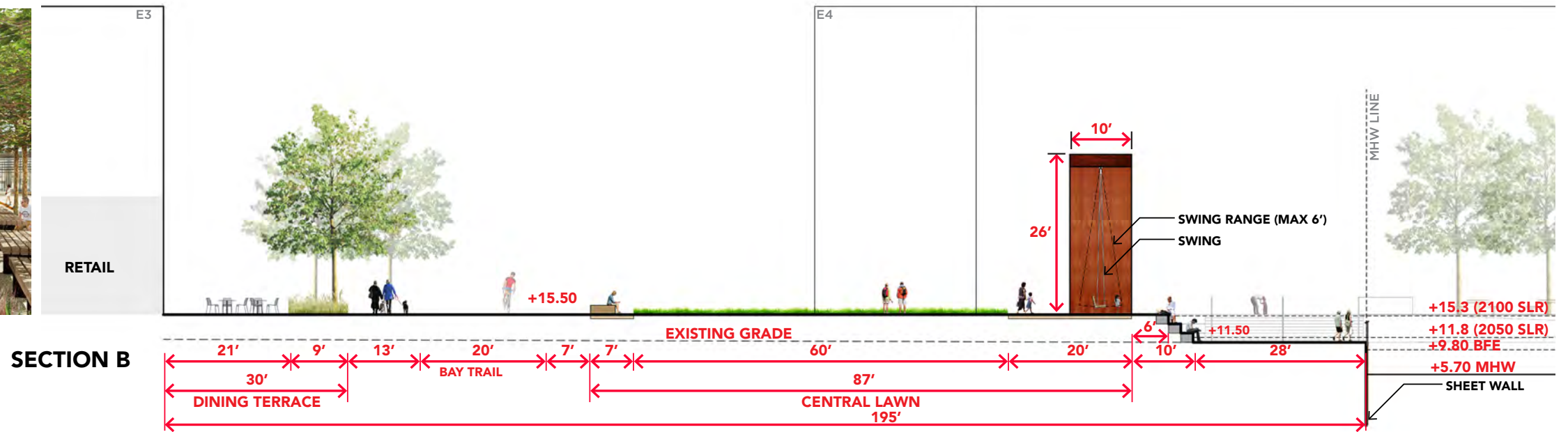
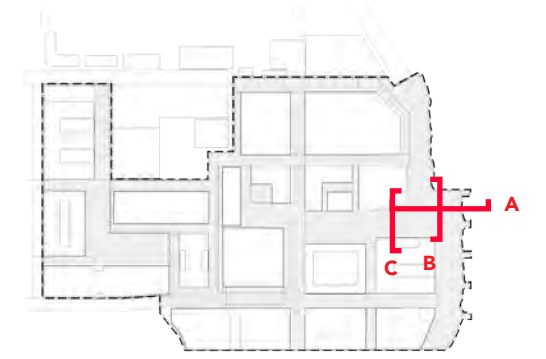
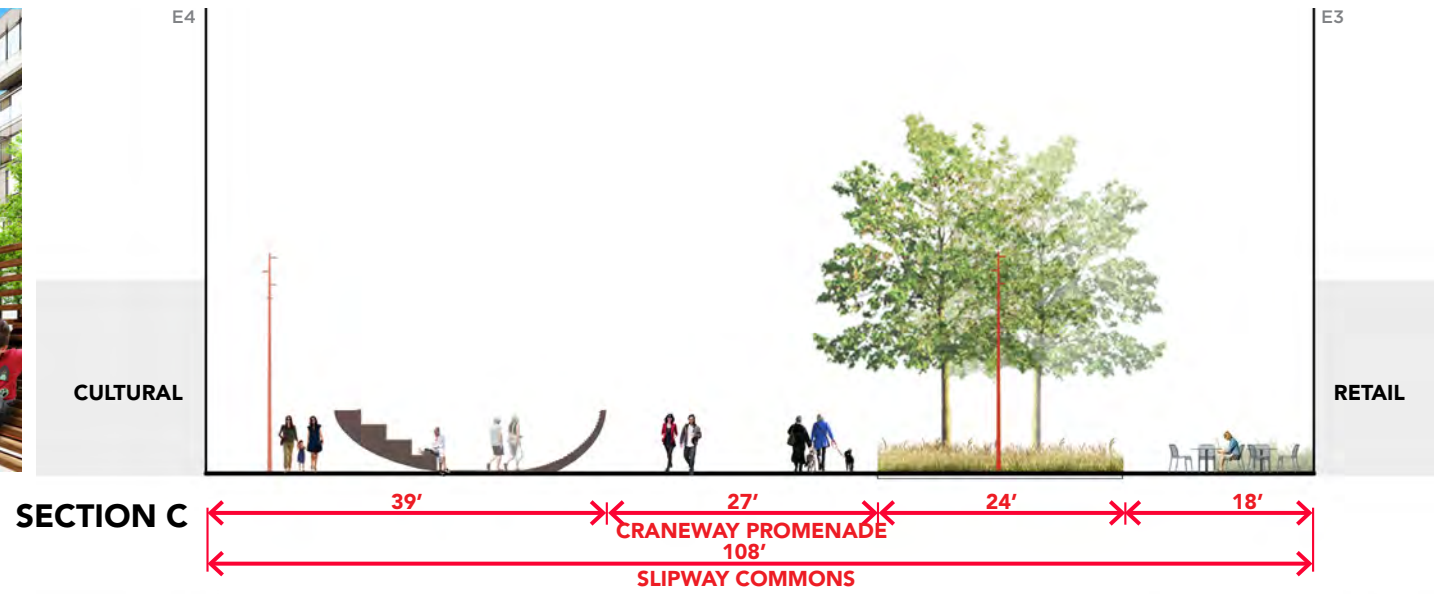
TREE PLANTINGS

(* BIORETENTION)

SLIPWAYS WATERFRONT



SLIPWAYS WATERFRONT



WATERFRONT TERRACE BUILDING 6



BUILDING 6 PAVILION

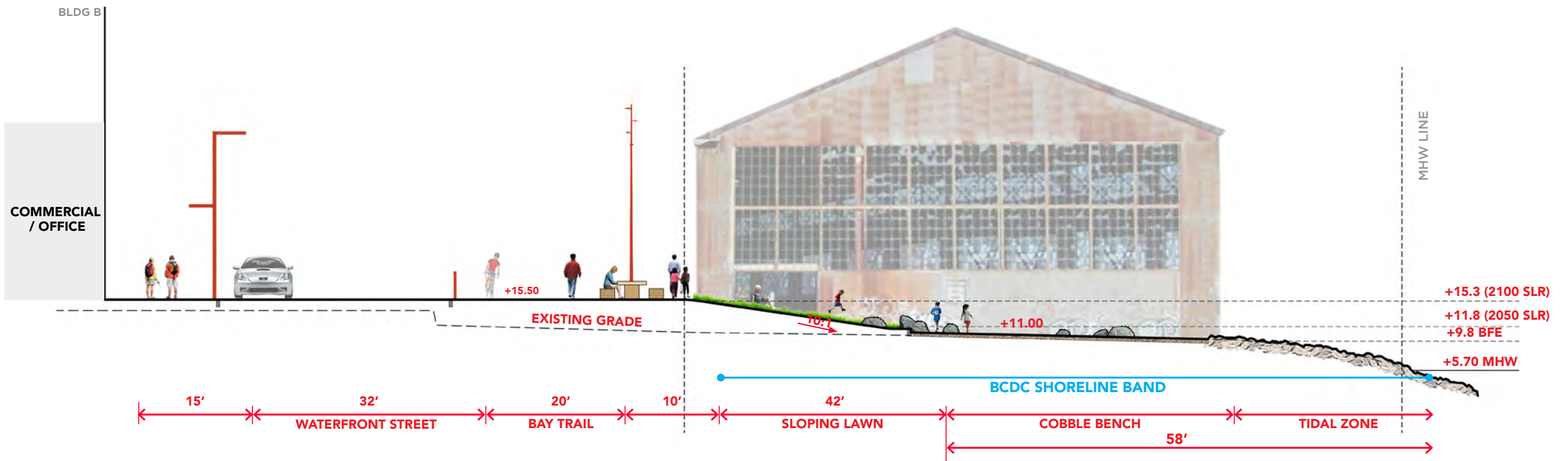
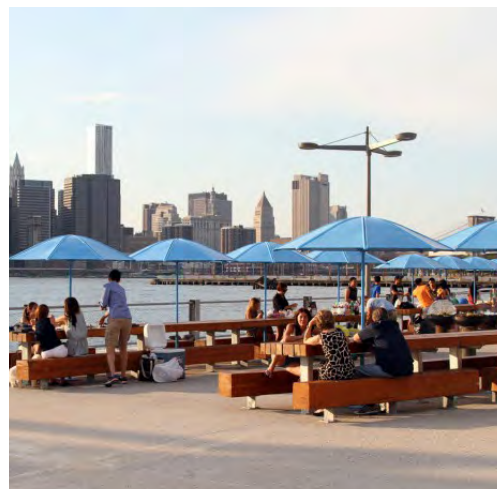
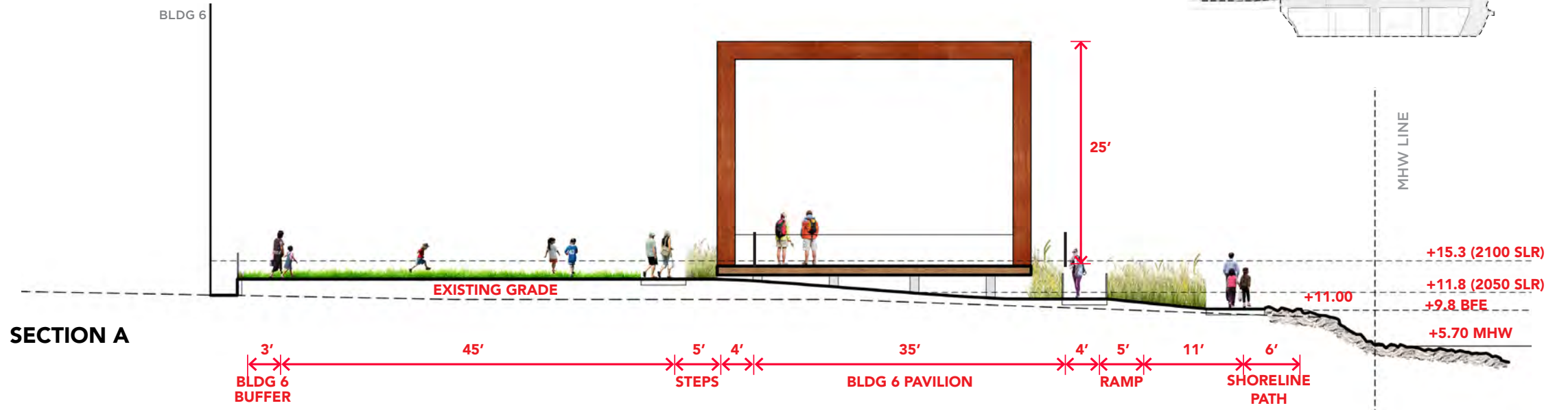
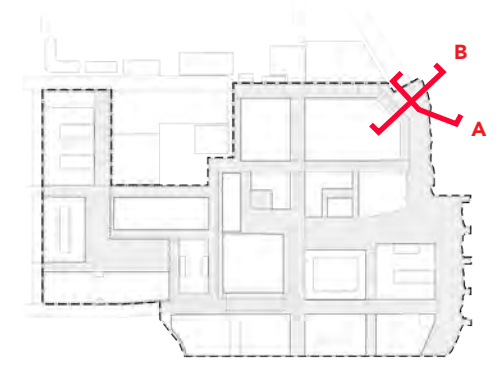


RUSTIC SHORELINE

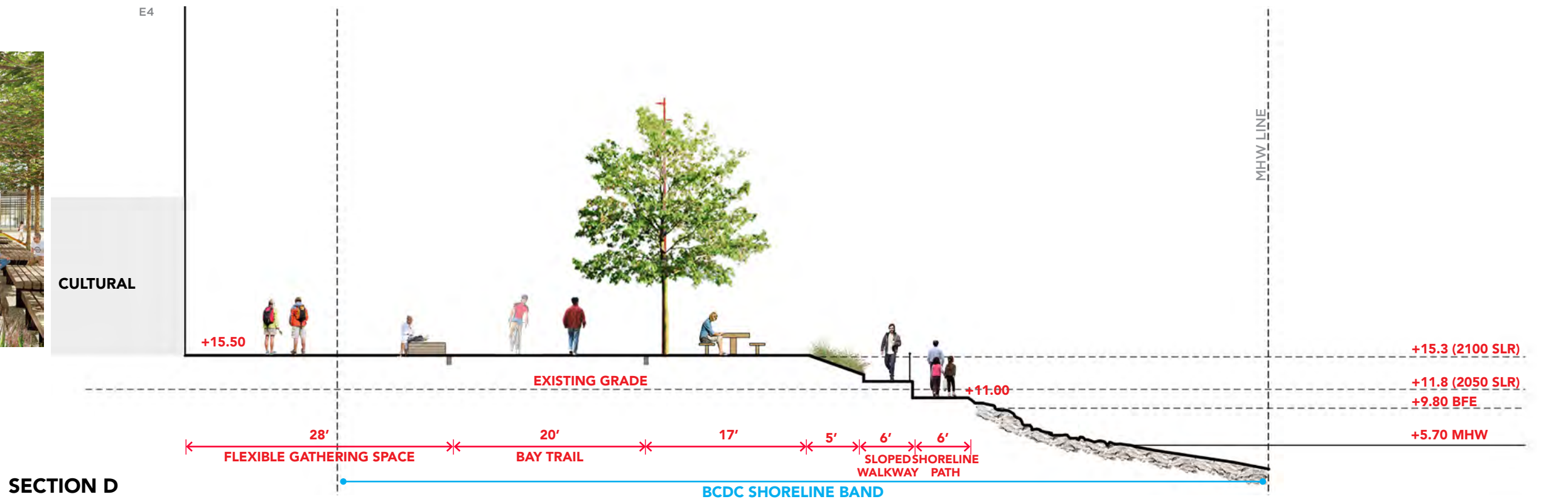
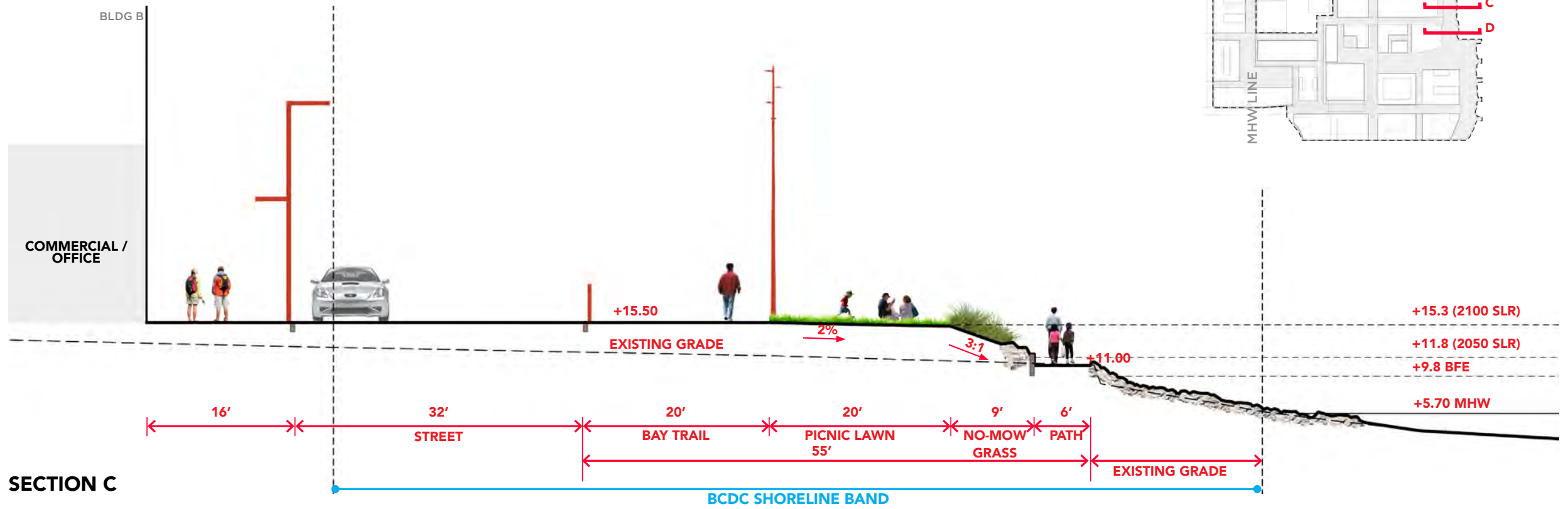


COBBLE BEACH

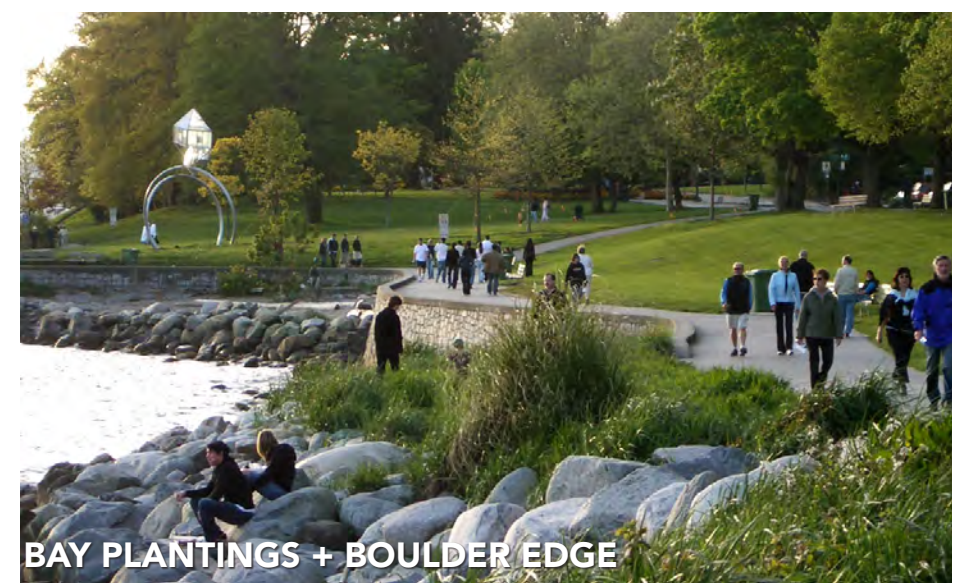
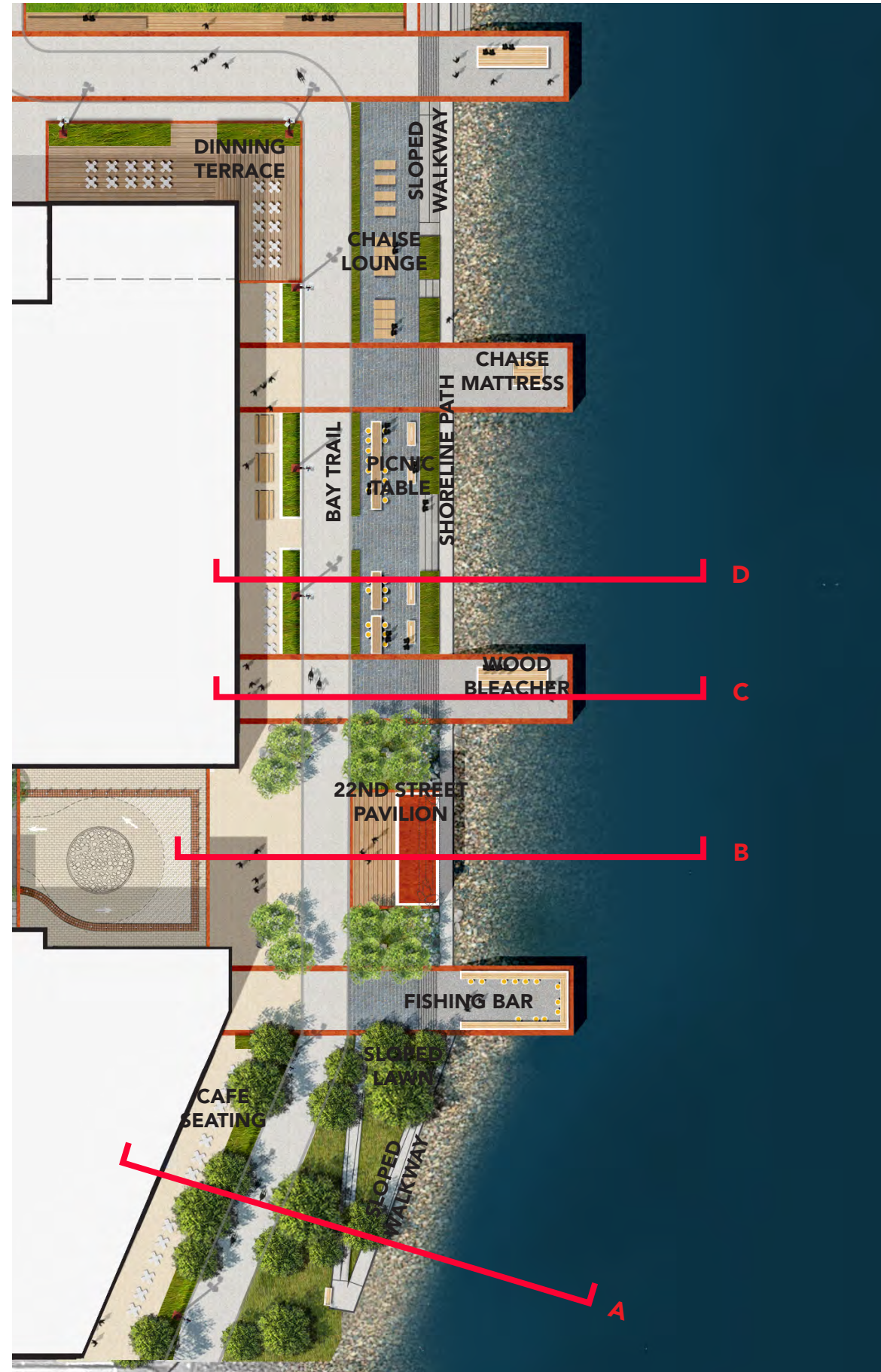
WATERFRONT TERRACE BUILDING 6



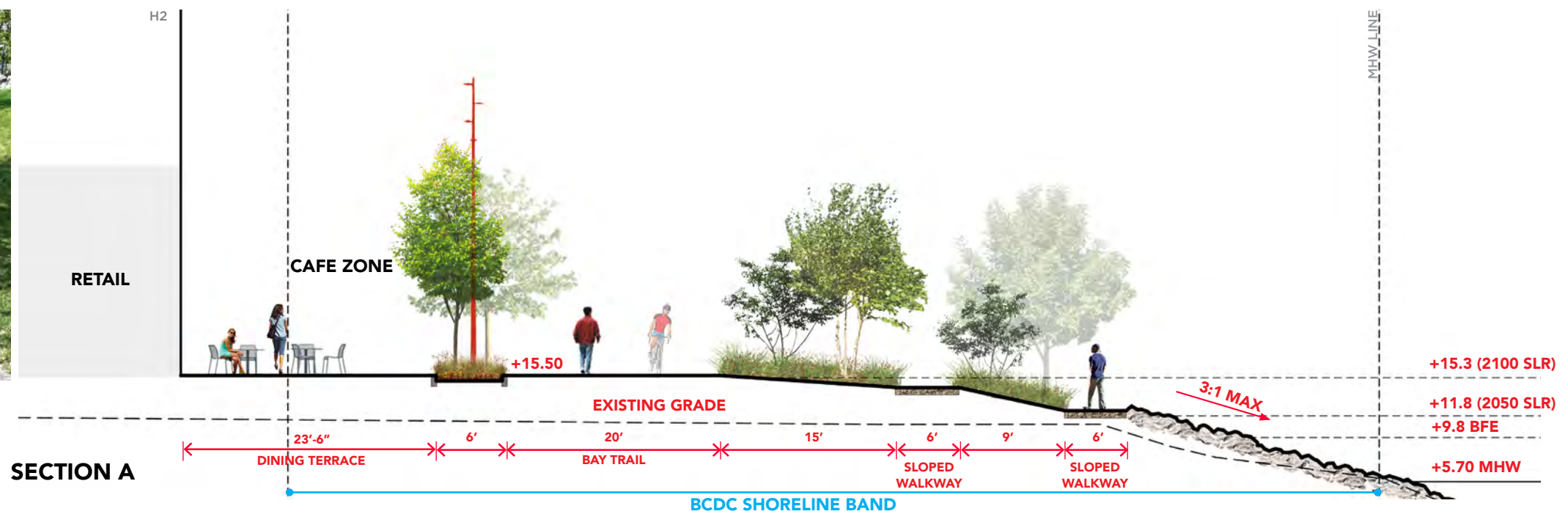
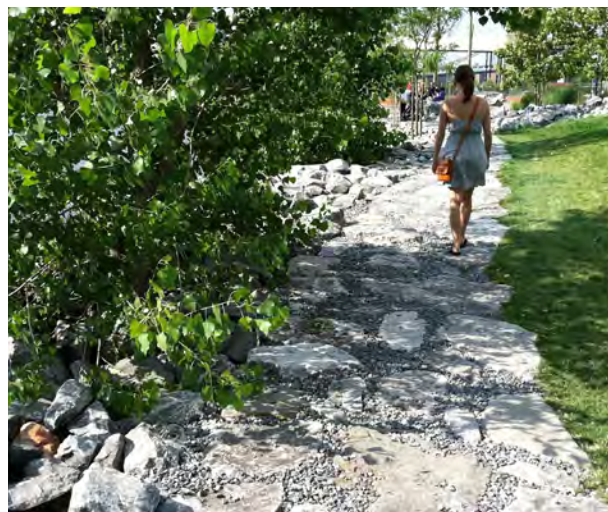
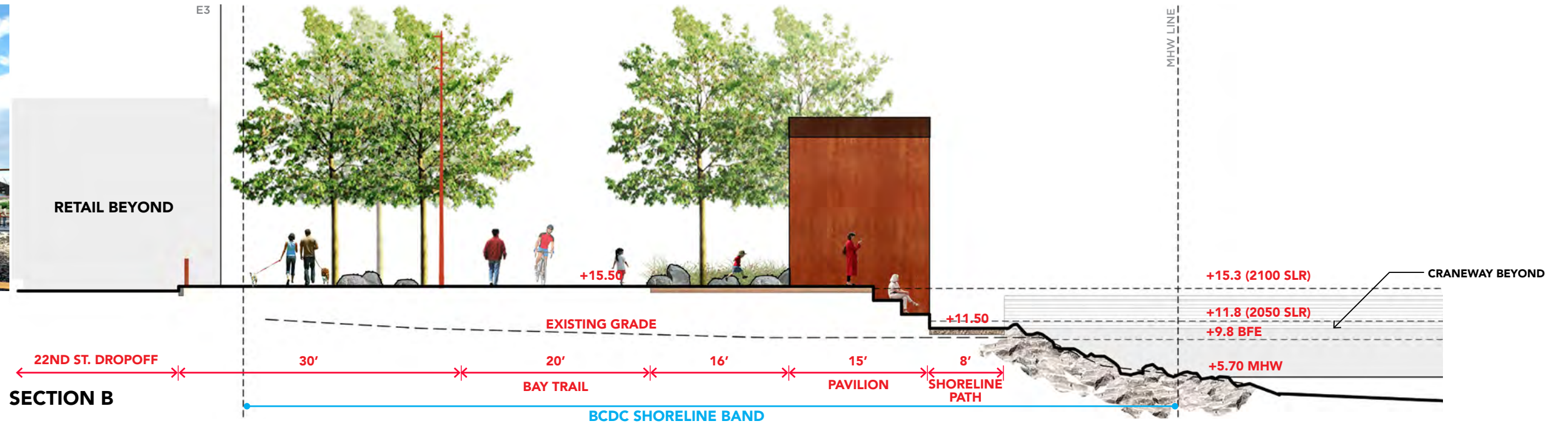
WATERFRONT TERRACE



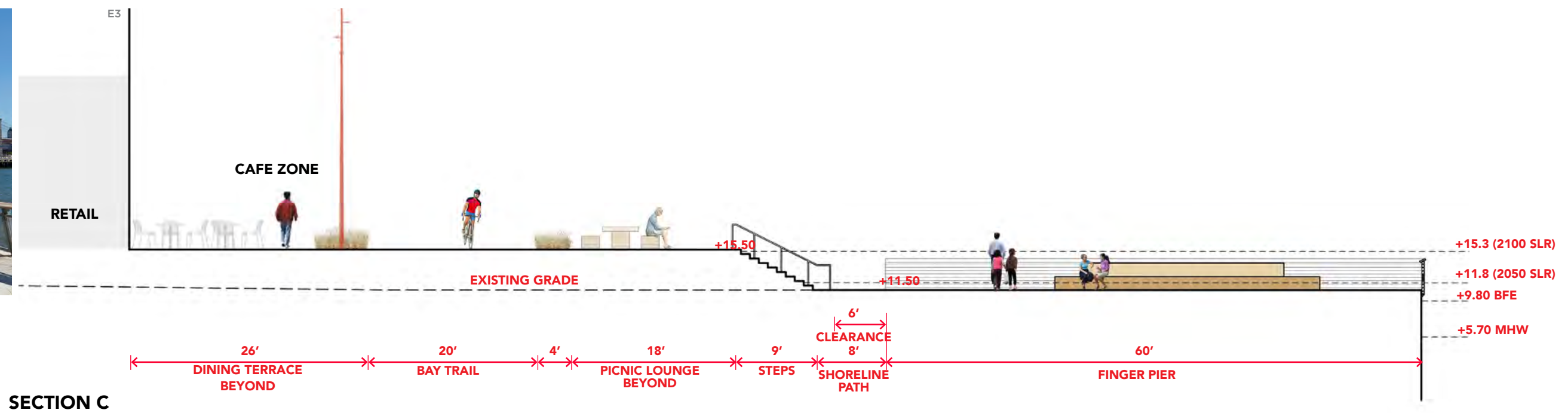
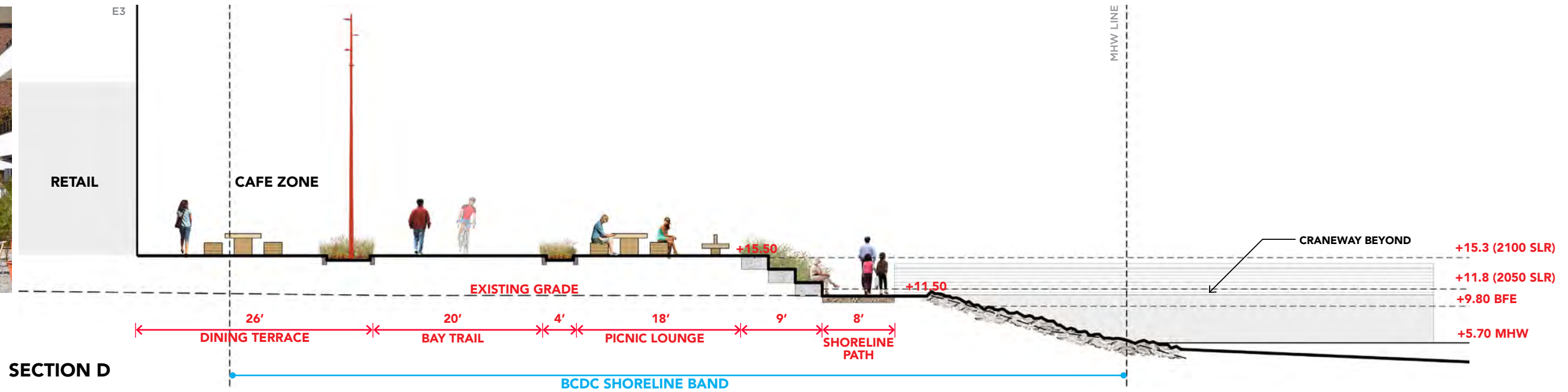
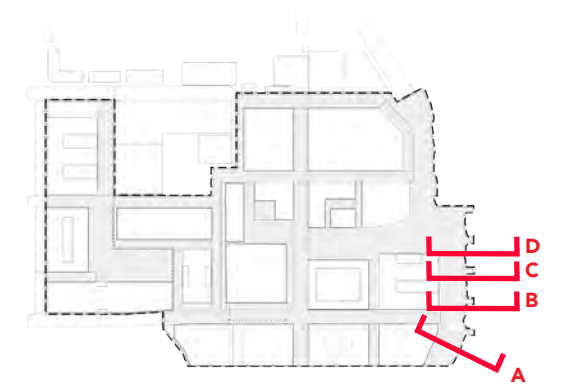
WATERFRONT PROMENADE



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WATERFRONT PROMENADE



Mission Rock- Pier 70 Design Advisory Committee

MEMORANDUM

DATE February 15, 2018 (revised)
TO David Beaupre, Port of San Francisco
FROM Laura Crescimano, SITELAB urban studio
SUBJECT Pier 70 Open Space SD – D4D Compliance review

The Pier 70 SUD D4D outlines the following intents for the open space network: flexible, evolving, layered, year-round, and accessible from the start. The standards and guidelines within the document anchor and make concrete these intents. The schematic design package provided by project sponsor Forest City and landscape architect JCFO aligns with these intents, standards and guidelines, as they apply to the phase 1 portion of the open space.

The early concepts of the open space are all in evidence in the schematic design: an overlay of multiple flexible spaces, a mix of scales, materials that reflect and transcribe the history of the site, the measured inclusion of vegetation demarcated from the historic, large viewing portals that invoke the historic scale of shipbuilding in a contemporary, sociable intervention, continuation of the bay trail, and access to the water’s edge along the craneways with a variety of vantage points and modes of seating. The design maintains continuity with the site organization, design character, materials, programming and overall intents that were the underpinning for the D4D, elaborating them in more detail and adding some new contributing elements.

A specific review of compliance with the standards and guidelines in the P70 SUD D4D is included below, in table format. Standards or guidelines (or portions thereof) not applicable to the phase 1 open space area (such as those specific to Irish Hill open space or rooftops) are not included.

In certain cases related to lighting plans or specific detailed elements, SITELAB will confirm compliance when details are developed during the Design Development phase.

CHAPTER 3: OPEN SPACE NETWORK:

D4D Standard (S) / Guideline (G)	Review / Compliance
3.2 Historic Landscape	
<p>G3.2.1 Historic Interpretive Elements. Within the public open spaces and passageways surrounding historic landscape elements, including Irish Hill remnant and the slipways and craneways at the water, the Project should incorporate interpretive elements communicating the history of such landscape elements. Examples of interpretive elements include, but are not limited to, ground inlays, etched pavements, murals, signage panels, artifacts, and play features, as shown in Figure 3.2.4.</p>	<p>Refer to ARG review.</p>
3.3 Project-Wide Public Open Space Requirements	
<p>S3.3.1 Public Open Space. The Project shall provide nine acres of public open space. Programming: Public open spaces shall provide opportunities for informal and formal activities, as well as passive and active recreation. Dimensions: To ensure that open space is truly usable, public open spaces shall be a minimum of 10 feet in width, unless constrained by historic buildings, and be publicly</p>	<p>The schematic design proposed aligns with the same public open space area and boundaries as in the D4D. Proposal complies with minimum dimensions and provides variety of spaces for informal and formal activities, passive and active play.</p>

accessible.	
S3.3.2 Sightlines. Views to Buildings 2, 12, 21, 113, 101, and to the waterfront shall be maintained, as identified in Figure 6.15.1. View to the peak of Irish Hill remnant shall be maintained from the corner of 22 nd and Illinois streets, as shown in Figure 6.15.1 and Figure 4.4.2. Furnishings and artworks are permitted provided they do not occlude the majority of a key view to the water or referenced buildings.	Proposal complies - no eye level obstructions within noted views, as illustrated by renderings provided.
S3.3.3 Variety of Uses. The network of public open spaces shall support a wide range of activities and attractions, each relating to their adjacent building uses or site conditions. Programs may include, but are not limited to: <ul style="list-style-type: none"> o Markets, food and outdoor dining, picnics and barbecues; o Seating, gathering, family spaces, and sunbathing; o Viewing the Bay; o Outdoor performances; o Cinemas and events; o Public art and artifacts; o Site-wide historic interpretation; o Community gardens and food plots; o Recreation and playgrounds where not in conflict with the Trust; and o Dog runs or dog parks, where not in conflict with the Trust. 	The proposal, in this portion of the overall Pier 70 open space, provides a variety of programmatic spaces, including a majority of the uses listed in the D4D: <ul style="list-style-type: none"> o Markets, food and outdoor dining, picnics and barbecues; o Seating, gathering, family spaces, and sunbathing; o Viewing the Bay; o Outdoor performances; o Cinemas and events; o Public art and artifacts; o Site-wide historic interpretation; Some uses listed (playground, formal recreation) are not permitted in the open space area proposed in this phase, due to Trust requirements.
G3.3.2 Vegetation. Future vegetation at the site should be recognized as part of the new landscape and not as a historic feature. Refer to Section 3.14 for additional details.	Proposed vegetation is clearly delineated and circumscribed so as to clearly indicate new construction / additions to the site -- either in planters or as focused insertions with compact formal geometries (square grove in Building 12 plaza, planting strips along slipways commons) often bounded by inlaid metal or other new detailing.
3.4 Waterfront Terrace	
Program / Components: Bay Trail (see 4.5), Building 6 Viewing Pavilion, Social Lawn, Picnic Terrace, Shoreline Path (see G3.8.2)	All components are included and designed in keeping with the intent and features described in the D4D.
G3.5.1 Social Lawn. The lawn should be a minimum of 20 feet in width to accommodate usage by multiple individuals or groups.	Proposal complies with dimensions (20' lawn proposed), in addition to overlook lawn that is over 20' with a triangular shape.
G3.5.2 Picnic Terrace. The picnic terrace is encouraged to maintain a minimum width of 20 feet to allow flexibility for large and small groups alike.	Proposal complies with dimensions (24' terrace proposed).

3.7 Waterfront Promenade	
Program / Components: Bay Trail (see 4.5), Outdoor Dining Terraces, Seating Promenade, Shoreline Path (see G3.8.2), 22 nd Street Viewing Pavilion, Tree Grove, and Craneway Piers (see 3.6)	All components are included and designed in keeping with the intent and features described in the D4D, including the 22 nd Street Viewing Pavilion

	alignment at the street terminus.
G3.7.1 Outdoor Dining Terraces. Dining terraces should maintain a minimum width of 15 feet to accommodate seating for small to medium groups.	Proposal complies with dimensions (15' minimum; 22' terrace proposed).
G3.7.2 Seating Promenade. The seating promenade is encouraged to be a minimum of 15 feet in width.	Proposal complies with dimensions (15' minimum; 18' terrace proposed).
3.8 Pier 70 Shoreline	
S3.8.1 Orientation and Views. The design shall strategically orient spaces towards the best vantage points, views of the city skyline and across the Bay.	The proposal is consistent with the land plan and D4D layouts of spaces, which were designed to strategically orient spaces toward best vantage points and views, orienting views to the North, East and South, including views to the city skyline, the Bay and the urban context south of the site.
S3.8.2 Access. The shoreline shall be accessible from the waterfront park with multiple access points up to the water where feasible.	The schematic design proposes a continuous shoreline path with close proximity to the water's edge as well as numerous points of equally accessible connection to the waterfront park.
S3.8.3 Environmental Response. The shoreline design shall utilize careful detailing to ensure resiliency and responsiveness to wave conditions and sea level rise, both in the near-term constructed improvements as well as a built-in ability to adapt to future conditions, in coordination with BCDC, Army Corps of Engineers and the Port of San Francisco.	The proposal complies, providing resiliency and responsiveness to wave conditions and sea level rise with the near-term constructed improvements (utilizing fill to increase the waterfront site elevation to +15.5ft). The design proposes shoreline conditions including terraces and natural buffers to accommodate both gradual sea level rise and wave run-up during storm events. These proposed conditions safeguard the site while allowing for continued use of the waterfront edge as SLR progressively occurs.
S3.8.5 Public Amenities. The Bay Trail and other public amenities, including viewing pavilions and site furnishings shall be elevated and designed to accommodate 24-inch sea level rise, which is the worst-case 2050 estimate. See S4.5.2 Bay Trail.	The proposal complies - all pavilions and site furnishings are at or above the 2050 SLR projection. All pavilions and site furnishings in the waterfront park and open spaces are above the 2050 SLR projection; Site furnishings on the piers are at the 2050 SLR projection.
G3.8.1 Adaptive Management. The shoreline should be designed with features such as terracing and natural buffers to accommodate both gradual sea level rise and wave run-up during storm events.	The proposal includes terraces and natural buffers at the shoreline to accommodate both gradual sea level rise and wave run-up during storm events. These proposed conditions safeguard the site while allowing for continued use of the waterfront edge as SLR progressively occurs.
G3.8.2 Shoreline Path. Set along the edge of the shoreline separate from the Bay Trail, a shoreline path provides intimate access as close to the water as possible for sightseeing, recreation, and uninterrupted	The schematic design proposes a continuous, uninterrupted shoreline path that is at least six feet in width, as envisioned in the D4D. The pathway access

<p>access to the waterfront. The informal shoreline path should be a minimum of six feet in width.</p>	<p>to the water's edge, allowing users to get as close as possible to the Bay.</p>
<p>3.10 – 3.13: Not applicable</p>	
<p>3.14 Vegetation</p>	
<p>S3.14.1 Vegetation in a Historic District. Vegetation within the Project shall be designed to be compatible with the UIW Historic District and recognizable as part of a new, additive landscape. For details on Street Trees and Plantings, see Section 4.8 Street Planting.</p>	<p>Proposal complies - proposed vegetation is designed to appear "additive" or "new", specifically by appearing as focused insertions, delineated with formal geometries and surrounded by hardscape edges. Trees are primarily planted within gravel / decomposed granite pads as a strategy to highlight their additive nature, in addition to being located proximate to new architecture or viewing pavilions and organized in formal groves. Tree groupings are located away from clear lines of site to historic buildings and views of the Bay. Proposal renderings and species selection appears to locate lower height plantings such that plantings will not obstruct views to historic buildings or towards character defining viewpoints.</p>
<p>S3.14.2 Rain Water Garden, Meadows and Perennials. The proposed gardens and meadow areas of the Project shall serve as a natural counterpoint to the industrial character of the pavement and historic buildings. Gardens shall serve to frame settings for groups of all sizes to enjoy the views of the Bay. In addition, certain gardens may also address stormwater run-off in the event that the overall stormwater management program requires it. Other factors include: hardiness, drought and salt-tolerance, low maintenance, and aesthetic character.</p>	<p>Proposal complies – with gardens that frame informal seating areas and small-scale pathways and provide a a natural counterpoint to the industrial character of the pavement and historic buildings.</p>
<p>G3.14.1 Planting Type. Meadow grasses should be dominated by native switch grass, wild rye, and California oat grass, accented by torch aloe, germander sage, and lavender, and further enriched with herbaceous perennials including sages, blazing star, cardinal flower, and bold succulents, such as agaves, aeoniums, and aloes. Existing plantings, such as fennel and yarrow, are also acceptable.</p>	<p>The proposed planting palette complies, integrating the referenced species and other meadow grass species that consider the adjacent Bay conditions.</p>
<p>G3.14.2 Permitted Species. Tree species listed in G4.8.1 are encouraged throughout the open space network.</p>	<p>Tree species indicated are common trees used in the Bay Area, including at Crane Cove park. SITE LAB will confirm compliance when details are developed during the Design Development phase.</p>
<p>3.15 Stormwater Management</p>	
<p>G3.15.1 Stormwater Design. The Project is located within a combined sewer area, where stormwater is treated at a plant downstream. The Project shall be required to reduce the rate and volume of stormwater runoff during the design-level event in accordance with the San Francisco SMR. This may be achieved through a variety of best management practices (BMP), including storage, local treatment for reuse, and green infrastructure, where feasible, to manage runoff from across the site including</p>	<p>The schematic-level stormwater control plan provides extensive permeable paving and opportunities for flow through planters. SITE LAB will confirm compliance when details are developed during the Design Development phase.</p>

streetscape areas.	
3.16 Materials	
<p>S3.16.1 Character. Materials and treatment of public spaces and streets, including material grain, color, texture and technique of assembly, shall relate to the industrial history and qualities of the site while avoiding the appearance of false historicism. All paving surfaces shall use materials that can withstand extensive daily use and wear-and-tear.</p>	<p>Materials shown in the schematic design appear to be consistent with intent of relating to industrial character and avoiding appearance of false historicism.</p>
<p>S3.16.2 Tactile Floor. Tactile floors are intended to distinguish the north-south promenades as distinctive linear rooms with pavements that are highly tactile and pedestrian-friendly, as shown in Figure 3.16.2. Figure 3.16.3 designates priority areas required for tactile floors. The tactile floor materials shall be made with small pavers such as cobble, brick, or unit pavers to prioritize and enrich the pedestrian experience. In contrast to the other treatments within the Project, which are cast in place (CIP) concrete or asphalt, the designated priority areas shall be distinctive with a highly tactile material finish.</p> <ul style="list-style-type: none"> • Permitted tactile floor materials include: stone paver, tumbled concrete paver, split-face granite cobble, brick, and smooth concrete paver. • Stamped concrete and asphalt shall not be used as a tactile floor material. • Permitted color palette is grey, both warm and cool tones, as these are indicative of historical pavements. 	<p>Within the Schematic Design areas, the proposal is consistent with designated areas for tactile floors. The proposed plan and illustrative views show compliant material treatment with unit pavers and material grain within tactile floor priority areas.</p>
<p>S3.16.3 Plazas. Materials for plazas shall consider daily pedestrian use, as well as loading for emergency vehicles or large-scale installations.</p> <ul style="list-style-type: none"> • The materials shall provide level surfaces onto which furnishings, stages and elements can be placed. • Permitted plaza materials include: exposed aggregate concrete, CIP concrete, and split-face granite cobble. • Stamped concrete shall not be used in plazas. 	<p>The schematic design is compliant in creating level surfaces comprised of CIP concrete and concrete unit paving. No stamped concrete is proposed.</p>
<p>S3.16.4 Decks and Terraces. Decks and terraces shall serve as spaces for gathering, lounging, and dining.</p> <ul style="list-style-type: none"> • Decks and terraces shall provide level surfaces onto which furnishings, stages, and elements can be placed. • Permitted decks and terrace material shall include: sustainable hardwood, composite wood decking, decomposed granite, exposed aggregate concrete, and split-face granite cobble. • Stamped concrete and asphalt shall not be used as deck and terrace material. • The permitted color palette shall be grey, both warm and cool tones, to relate to historical pavements. Coloring integral to wood materials also permitted. 	<p>The schematic design is compliant in creating level surfaces comprised of wood decking at terrace locations. No stamped concrete is proposed.</p>
<p>S3.16.5 Play and Athletic Surfaces. For play, athletic, and</p>	<p>Not applicable to Schematic Design areas.</p>

<p>recreational surfaces, the surface materials shall be selected to withstand extensive use and minimize demand for maintenance or replacement.</p> <ul style="list-style-type: none"> • Permitted play and athletic surface material include: rubberized play surfacing, artificial turf, thermoplastic paint striping, engineered mulch, and grass. • Mulch (except engineered mulch) shall not be used as play and athletic surface material. 	
<p>G3.16.1 Mosaic Frames. The materials used to outline the open space mosaic frames are intended to both define outdoor “rooms” as well as evoke the industrial history of the site. The materials used should be bold and legible against adjacent materials and maintain a consistent orientation.</p>	<p>The schematic design maintains mosaic frames around the larger outdoor rooms with consistent orientation. Proposed material is designed to have high contrast with surrounding paving.</p>
<p>G3.16.2 Material Selection. Materials should be selected for their visual character (texture, color, aggregate, and finish). Use of recycled, reclaimed, recyclable, and local materials is encouraged.</p>	<p>Materials represented in proposal appear to be consistent with those depicted in D4D, with textures, colors, and finishes that reference the historic character of the site.</p>
<p>G3.16.3 Patterns. Surfaces should not be designed with elaborately applied patterns. Any patterning should be the pragmatic result of the use of unit pavers.</p>	<p>Proposal complies – with paved surfaces generally designed with orthogonal pavement patterns, rather than elaborate patterns. Where pavers are used, arrangements and patterns appear to be a result of the paver unit, size and geometry.</p>
<p>3.17 Site Furnishing</p>	
<p>S3.17.1 Seating Design. Seating shall be designed to be generous to allow people to sit, stand, lounge, lie, huddle, and gather on landscape furniture, all oriented to the activity or views. Seating shall include different types to accommodate all ages: chairs, benches, and chaise lounges.</p>	<p>The schematic design proposes a wide range of seating types to offer a variety of uses and experiences, as well as to accommodate users of all ages and abilities, including benches, high-back seating, movable chairs, and lounge seating.</p>
<p>S3.17.2 Custom Furnishing. Custom site furnishing in the Project shall include large-scale features to evoke industrial heritage and encourage sociability. Furnishings shall provide a range of elements that support the programmatic needs of the Project—sitting, lounging, gathering, dining, viewing and performing, as shown in Figure 3.17.1.</p>	<p>Proposal complies with custom site furnishings, including large-scale elements, with materials evoking industrial heritage. The furnishings are varied in size, shape, orientation that support of variety of uses and users.</p>
<p>S3.17.3 Non-Custom Site Furnishing. Benches, movable chairs, bollards, trash, and recycling bins shall augment the more distinctive “custom” furnishings and provide necessities across the site. The furniture shall match the material palette, form, and style of the site and be functional and provide a range of fixed and movable elements that support the programmatic needs of the Project, as shown in Figure 3.17.2.</p>	<p>Project complies with non-custom furnishings that are primarily movable chairs, café tables and picnic tables, complementing the custom furnishing.</p>
<p>3.18 Viewing Pavilions</p>	
<p>S3.18.1 Framing Views. The Viewing Pavilions shall be designed as framing devices to strategically highlight and frame iconic views of the City and the Bay.</p>	<p>The project complies - the Viewing Pavilions continue to frame the most dramatic and iconic views to the City and the Bay. The scale and orientation of these pavilions is consistent with the land plan</p>

	and D4D.
S3.18.2 Design. Viewing Pavilions shall be predominantly open and incorporate the following elements: a framing structure highlighting a key view; a deck that is delineated from the surrounding area with a distinct ground treatment and/or an elevation change; softscape or hardscape areas to support informal activities and leisure; and interpretive elements as appropriate.	In compliance with D4D, the viewing pavilions proposed are predominantly open and include a framing structure, deck beneath, and an associated lawn or paved area beneath for informal activity. Project team noted that interpretive elements will be incorporated in the vicinity of the viewing pavilions as part of the historic interpretation master plan.
S3.18.3 Orientation. The frames shall function as orientation devices and double-sided gateways, framing views out to the City and Bay, as well as views back into the site.	The proposed viewing pavilions comply; all are double-sided, framing views out to the City and Bay, as well as views back into the site.

CHAPTER 4: STREETS AND STREETSCAPES

4.5 Bay Trail	
S4.5.2 BAY TRAIL. As a part of the regional waterfront network, the Project shall maintain continuity of the San Francisco Bay Trail (Bay Trail) along the entire length of the Project shoreline. As defined in the 2016 San Francisco Bay Trail Design Guidelines, a “shared-use trail” shall be provided. A shared-use trail is designed for use by both bicyclists and pedestrians and provides a completely separated right-of-way for exclusive, non-motorized use with minimal cross-flow from vehicular traffic. A shared-use trail is analogous to a “Class 1” bicycle path as described in the California Highway Design Manual.	In compliance with D4D, the open space provides a dedicated, 20’ wide, continuous segment of the bay trail along the shoreline that will connect to the 20 th and 22 nd street alignments.

CHAPTER 7: LIGHTING, SIGNAGE, AND ART

7.1 General Lighting	
S7.1.1 Lighting Character. All lighting fixtures at the site shall avoid elaborate or ornamental forms and detailing. The site shall provide a collection of fixtures at varying scales that support nighttime programmatic needs.	Proposal complies – light fixtures are simple and non-ornamental.
S7.1.2 Concealed Lighting and Electrical Elements. Exposed lighting and electrical elements such as wires, conduits, junction boxes, transformers, ballasts, switches, and panel boxes are not permitted.	Project team notes that all lighting and electrical elements will be concealed to the best extent possible. Level of detail not available at schematic design.
S7.1.3 Lighting Location. Lighting shall be designed to illuminate the roadways and sidewalks while minimizing light trespass and sky-glow. Lighting adjacent to the waterfront shall be designed to face towards the land and constructed with durable, weatherproof materials to withstand water and wind conditions at the shoreline. Public art, historic artifacts, and key event locations shall be illuminated.	Proposed waterfront lighting is oriented away from water to land side. Art elements have proposed illumination. Higher levels of lighting are focused in high activity areas, with the shoreline designed predominantly as a “medium level” lighting zone.

<p>S7.1.4 Size, Height, and Placement. The size, height, placement, and frequency of light fixtures shall relate to and prioritize pedestrians and cyclists on streets and passageways</p>	<p>Project complies with street lighting that is simple, at appropriate scales and intervals to support pedestrian and cyclists. Passageways are also lit by similar scaled elements.</p>
<p>S7.1.5 Lighting Levels. Lighting shall be provided at the lowest levels that are in accordance with the Illumination Engineering Society of North America (IESNA) lighting guidelines and applicable codes.</p>	<p>Lighting specifications include dimmer controls on pole lights and cutoff. Lighting is minimized at waterfront. SITE LAB will confirm compliance when details are developed during the Design Development phase.</p>
<p>S7.1.6 Light Pollution. Light levels shall limit night sky pollution while providing safe lighting levels. All luminaires shall have a cutoff control to direct the angle of the site lighting. All lighting shall be shielded to prevent glare, particularly toward residential units. Lighting with substantially low level luminous qualities, such as string lights, is not required to be shielded. To the extent that these standards conflict with San Francisco Public Utilities Commission (SFPUC) lighting requirements for SFPUC-owned street lights, SFPUC requirements shall govern. High-pressure sodium lights and “Glowtop” luminaires shall not be permitted.</p>	<p>No HPS or “glowtops” are proposed. All lighting proposed are cutoff fixtures with the exception of ambient lighting within planting which will be controlled to very low light levels.</p>
<p>G7.1.1 Supplemental Conduits and Outlets. Power sources and conduits should be embedded into pathways to support temporary lighting fixtures, internet, audio/ visual, and other installations.</p>	<p>Project team indicates that supplemental power sources have been located in strategic locations for events and temporary program needs. Level of detail not available as part of Schematic Design.</p>
<p>G7.1.2 Lighting Fixtures. Usage of fixtures that produce upward lighting should be limited throughout the Project except for limited feature lighting for public art, accent lighting for buildings, and temporary event lighting.</p>	<p>Proposal limits upward lighting to vegetation accent lighting or public art lighting, described as ambient and in the zone designated as “contemplative lighting zone” which would indicate low levels.</p>
<p>G7.1.3 Lighting Distribution. The Project’s approach to lighting should balance providing ample lighting where retail or nighttime uses are located, with lowered light levels where appropriate.</p>	<p>The schematic design proposes a range of light levels that relate to either adjacent building program or site program.</p>
<p>7.3 Open Space Lighting</p>	
<p>S7.3.1 Prohibited Lighting. Flood lights, vehicular-rated pole lights and vehicular-rated bollard lights shall be prohibited in open space.</p>	<p>The proposal complies – with no flood lights, vehicular-rated pole lights or vehicular-rated bollard lights in the open space.</p>
<p>G7.3.1 Accent Lighting. Accent lighting at focal points, viewpoints, art installations, and viewing pavilions is encouraged. Accent lighting should incorporate opportunities for public art, technology, and collaborative interventions such as light sculptures, light etching, illuminated art signage, and projection/ film.</p>	<p>In accordance with guideline, the schematic design proposes accent lighting at public art locations and at the viewing pavilions.</p>
<p>G7.3.2 Mood Lighting. Where feasible, mood lighting for</p>	<p>In accordance with guideline, the schematic</p>

trees, paths, passageways, gathering areas, and open spaces is encouraged. Mood lighting should provide indirect illumination.	design proposes ambient lighting as part of vegetation and furnishings and renderings indicate incorporation of string lights in select locations, like the Building 12 market square.
G7.3.3 Energy Efficiency. Accent or mood lighting is encouraged to be energy efficient.	Per Title 24, lighting specifications will meet energy efficiency expectations.

7.5 General Signage

S7.5.1 Signage Design. Except for permanent street and wayfinding signage, additional signage and interpretive elements shall be designed to relate to both the Pier 70 Area and the neighborhood. This shall be through general consistency with Pier 70 Park Parcels Signage Plan(s) and Pier 70 Interpretive Signage Plan(s), while maintaining enough variation to avoid creating a singular identity for the Pier 70 Project separate from the Historic District and the neighborhood.	In compliance with the standard, the schematic design proposes wayfinding signage that relates to the Pier 70 area and neighborhood in scale, texture and materiality through a simple set of vertical panels (two options provided); the simplicity balanced with the materiality and distinctness of the panels provides a consistency without overly separating the identity of the project from the context and district.
S7.5.2 Concealed Electrical Signage Elements. All electrical signage elements such as wires, exposed conduits, junction boxes, transformers, ballasts, switches, and panel boxes shall be concealed from view.	Project team notes that all electrical elements for signage will be concealed to the greatest extent possible. Level of detail not available as part of Schematic Design.
S7.5.3 Prohibited Signage. Wind signs, revolving signs, reflecting signs, blinking or flashing signs, and balloon and inflated signs shall not be permitted.	Project is compliant. None of restricted signs are proposed.
G7.5.1 Signage Orientation. Signage should be primarily oriented toward the pedestrian realm and guide people to the waterfront.	Project is compliant - the scale and proportions of signage proposed is oriented to public realm.
G7.5.2 Allowable Signage Material. Allowable signage materials include, but are not limited to: ceramic, fiberglass, glass, metal, paint, stone, and wood.	Project is compliant – no materials beyond allowable indicated in proposal.

7.6 Wayfinding Signage

S7.6.1 Permanent Wayfinding Signage Design. Street and Open Space Wayfinding signage shall be consistent with the Pier 70 Public ROWs Signage Plan and the Pier 70 Park Parcels Signage Plan(s). Signage within 100 feet of Mean High Water shall be consistent with Bay Conservation and Development Commission (BCDC) approved signage graphics. See BCDC Shoreline Signs: Public Access Signage Guidelines for guidance on the design and installation of signs used at public access areas that are part of development projects along the San Francisco Bay shoreline. the neighborhood.	Refer to ARG review.
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<p>S7.6.2 Public Facilities and Open Space Signage. Wayfinding signage shall be installed for interior public facilities, rooftop open spaces and facilities, ADA access routes, alternative access routes, bicycle facilities, the waterfront and waterfront access, and the Bay Trail. Bay Trail signage shall be consistent with the San Francisco Bay Trail Design Guidelines and Toolkit.</p>	<p>The Open Space Signage Masterplan includes proposals for the open space only. Proposal appears to be compliant, utilizing standard bay trail signage. SITE LAB will confirm compliance when details are developed during the Design Development phase.</p>
<p>S7.6.5 Historic Interpretive Signage. Interpretive signage shall be located at key points of interest. Signage for Buildings 2, 12 and 21 shall be in keeping with the unique character of each historic building and shall be coordinated with the Pier 70 Interpretive Signage Plan(s).</p>	<p>Refer to ARG review.</p>
<p>7.8 Public Art</p>	
<p>S7.8.1 Public Art Installation Placement. Public art installations should be integrated into the design of the public realm and may be located within usable public open spaces, pedestrian passages, and within the furnishing zone of public streets, where they do not interfere with pedestrian circulation. Murals may not be placed on surfaces of historic buildings.</p>	<p>Proposal complies with locations indicated that are integrated without obstructing circulation. Viewing pavilions also may be viewed as large scale public art elements. No murals will be placed on surfaces of historic buildings (understood separately from proposed “supergraphic signs,” given the history of painted signs on the historic building).</p>
<p>S7.8.2 Public Art Character. Where appropriate, public art should reference Pier 70’s industrial past but not mimic or replicate it. Contemporary materials may be used. The public art program should incorporate use of large-scale features to evoke industrial heritage.</p>	<p>Renderings indicate concepts in keeping with D4D standard. Viewing pavilions also may be viewed as large scale public art elements that invoke industrial scale and materiality. SITE LAB will confirm compliance when details are developed during the Design Development phase.</p>
<p>S7.8.3 Interactive Art. Public art installations should prioritize interaction and engagement with pedestrians and appeal to a range of ages.</p>	<p>Design incorporates large “Hull” seating/stage element and incorporates swings into one of the viewing pavilions providing opportunities for interaction with art pieces in compliance with standard.</p>



Memorandum

To: David Beaupre, Sr. Waterfront Planner
Port of San Francisco
Pier 1, The Embarcadero
San Francisco, CA 94111

Project: Pier 70 SUD Opens Space SD Review
Project No.: 09146
Date: February 8, 2018
Via: Email
From: Charles Edwin Chase, AIA

The Pier 70 SUD D4D outlines standards and guidelines which have a direct or indirect impact on the historic resources proposed for retention within the 28-acre site.

The schematic design package provided by Forest City and JCFO has been reviewed by Architectural Resources Group (ARG) to assess compliance with the D4D standards and guidelines which apply to historic resources.

ARG's specific review of compliance is provided below. Standards or guidelines not applicable or do not appear to have an impact on historic resources are not included. Where submitted documentation did not provide sufficient detail to clearly determine compliance, our response references a request to provide additional information at successive stages of the design.

Item #	D4D Standard/Guideline	Historic Resource Assessment
3.2 HISTORIC LANDSCAPE		
G3.2.2	Historic Interpretive Elements. Within the public open spaces and passageways surrounding historic landscape elements, including Irish Hill remnant and the slipways and crane ways at the water, the Project should incorporate interpretive elements communicating the history of such landscape elements. Examples of interpretive elements include, but are not limited to, ground inlays, etched pavements, murals, signage panels, artifacts, and play features, as shown in Figure 3.2.4.	Schematic Design Interpretation Plan appears to comply with requirements established by G3.2.2

3.3 PROJECT-WIDE PUBLIC OPEN SPACE REQUIREMENTS		
S3.3.2	Sightlines. Views to Buildings 2, 12, 21, 113, 101, and to the waterfront shall be maintained, as identified in Figure 6.15.1. View to the peak of Irish Hill remnant shall be maintained from the corner of 22 nd and Illinois streets, as shown in Figure 6.15.1 and Figure 4.4.2. Furnishings and artworks are permitted provided they do not occlude the majority of a key view to the water or referenced buildings.	The sightlines and views to existing historic buildings appear to be consistent with the S3.3.2 Sightlines requirement.
S3.3.4	Public Restrooms. Public restrooms shall be required within open spaces if requested by Port Commission as part of the approvals process. This requirement may be met by providing public restrooms within open spaces (per S2.1.3) or within adjacent or nearby buildings.	Building 12 has been identified as location for public restroom facilities, and is consistent with the standard. ARG will review Building 12 rehabilitation documents for consistency with S3.3.4.
G3.3.2	Vegetation. Future vegetation at the site should be recognized as part of the new landscape and not as a historic feature. Refer to Section 3.14 for additional details.	Schematic design appears to comply with G3.3.2. ARG will review Design Development (DD) and Construction Document (CD) drawings to confirm landscape vegetation is seen as additive to the overall understanding of the industrial nature of the site.
3.14 VEGETATION		
S3.14.1	Vegetation in a Historic District. Vegetation within the Project shall be designed to be compatible with the UIW Historic District and recognizable as part of a new, additive landscape. For details on Street Trees and Plantings, see Section 4.8 Street Planting.	<p>Schematic design documents appear to comply with S3.14.1 ARG will confirm DD and CD drawings to assure landscape vegetation is perceived as additive to the overall understanding of the industrial nature of the site.</p> <p>Design refinements should continue to address</p> <ul style="list-style-type: none"> ▪ Shrubbery low in scale minimizing impacts to historic views, vistas, or overall perception of the site, ▪ Tree species are consistent with those shown in the D4D

		<ul style="list-style-type: none"> ▪ respectful of the relationship of historic buildings to the waterfront, ▪ be perceived as additive or layered upon the site, in contrast to being deeply rooted, indigenous or naturally apart of the historic fabric or character of the site, ▪ be associated with newly created places or spaces rather than extant historic buildings.
7.6 WAYFINDING SIGNAGE		
S7.6.5	Historic Interpretive Signage. Interpretive signage shall be located at key points of interest. Signage for Buildings 2, 12 and 21 shall be in keeping with the unique character of each historic building and shall be coordinated with the Pier 70 Interpretive Signage Plan(s).	Interpretative Master Plan appears to be consistent with S7.6.5. ARG will review building location specific signage should occur at future phases of the design process.
7.8 PUBLIC ART		
S7.8.2	Public Art Character. Where appropriate, public art should reference Pier 70's industrial past but not mimic or replicate it. Contemporary materials may be used. The public art program should incorporate use of large-scale features to evoke industrial heritage.	Where art constructed of salvaged industrial materials of similar characteristics of original site features, interpretation/curation should clearly distinguish historic features from new.

ARG concludes the submitted schematic design complies with the standards and guidelines related to Pier 70 SUD's historic resources.