

BLUE GREENWAY

Planning and Design Guidelines

Draft for Community Review
September 2010 - revision 2

Prepared by:
The Port of San Francisco &
The San Francisco Department of Public Works, Bureau of Landscape Architecture



**open space program and uses
&
site furnishing concepts**

Table of Contents

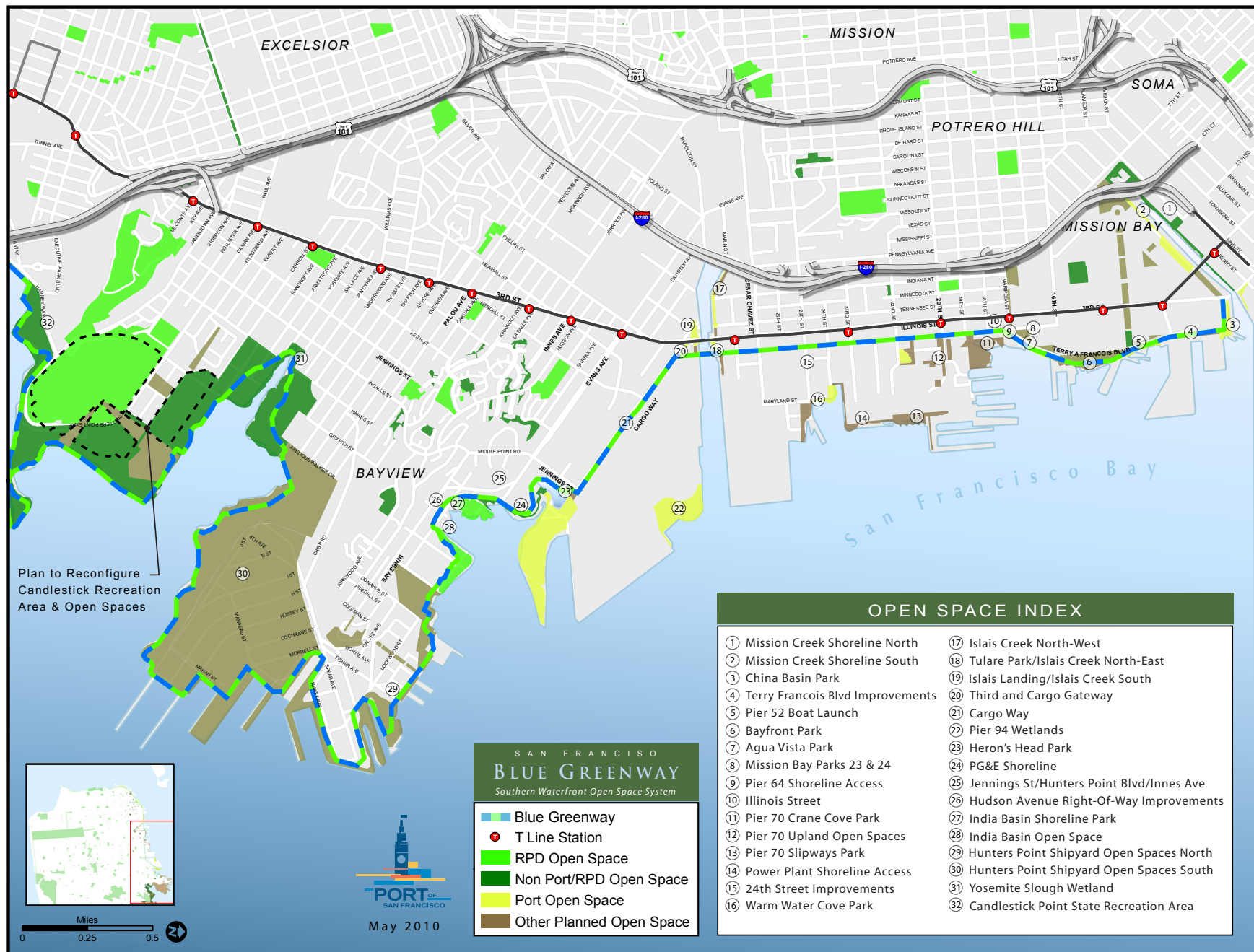
Introduction.....1.1

Summary of Comments Received on Existing Conditions Report.....2.1

Port Open Space Uses and Program Concepts.....3.1

Site Furnishing Concepts..... 4.1

Next Steps..... 5.1



Blue Greenway Open Space System Map

1. Introduction

In May 2010, the Port of San Francisco and San Francisco Public Works Department, released the Blue Greenway Existing Conditions Report (Existing Conditions Report) for public review. The Existing Conditions Report, is the City's initial phase of analysis to support the public planning process to for the Blue Greenway, a proposed system of waterfront open space improvements extending from China Basin Channel south to the San Francisco County Line. The intent in creating this new public open space system in southeast San Francisco is to also meet the objectives set forth in the Association of Bay Area Governments (ABAG) San Francisco Bay Trail Plan, and the San Francisco Bay Conservation and Development Commission (BCDC) Bay Area Water Trail Plan.

On May 26, 2010, the Port and partnering agencies hosted a community workshop to review and take comment on the Existing Conditions Report published to support the Blue Greenway Community Planning process and establishment of Design Guidelines. The community workshop was well attended by diverse stakeholders, who provided many helpful public comments, summarized below in Section 2 of this report. The Existing Conditions Report will be revised to incorporate or address these public comments.

The next phase of the planning process is to work with the community to define concepts for four distinct elements of the Blue Greenway:

1. Open Space Program - the program and use of the Blue Greenway open spaces, individually and in the context of the entire Blue Greenway system;
2. Site Furnishings - options for appropriate site furnishings based upon the open space type and setting. Site furnishings Include, lighting, benches & tables, waste receptacles, bollards, bicycle racks, drinking fountains and other site and street furnishings;
3. Site and System-wide Signage - Concepts for a comprehensive signage program that provides all open spaces and features within

the Blue Greenway system with a common identity, as well as information about each open space; and

4. Improvements for "Linking Streets" – Linking Streets are described in the Existing Conditions Report that connect the public to Blue Greenway open spaces. The planning process will define various types of improvements that promote safe and attractive access by pedestrians, bicyclists and open space users.

This report focuses on the first two items, Open Space Program and Site Furnishings. The concepts and proposals in this report are presented for public review and comment and will be the subject of two upcoming community workshops, organized by geographic area. A workshop on September 29, 2010, will focus on the Central Blue Greenway sub-area, from Islais Creek to the entrance to the Hunters Point Shipyard. The second workshop on October 6th will focus on the Northern sub-area of the Blue Greenway, from Mission Creek/China Basin Channel to Islais Creek. The Southern sub-area includes the Hunters Point Shipyard and Candlestick Point Areas. They are undergoing separate planning review as part of the Hunters Point Shipyard redevelopment project and will provide a separate venue to define Blue Greenway improvements for that part of the system. The Port, Redevelopment Agency, Mayor's Office, City and State Recreation Departments are working in coordination to integrate the planning and programming efforts between all three sub-areas of the Blue Greenway.

Once concepts for the Signage program and Linking Streets are prepared, additional community workshops will be held to receive input on the concepts, and integrate them with the Open Space and Site Furnishings concepts presented in this report.



Kayakers on Mission Creek

2. Summary of Comments Received on Existing Conditions Report

On May 26, 2010 the Port coordinating with other City, Regional and State agency partners hosted its first Blue Greenway community workshop. Notice of the meeting and a link to the Existing Conditions Report was distributed through a variety of stakeholder e-mail distribution lists, including: the Port's Central Waterfront Advisory Group, the Southern Waterfront Advisory Committee, Blue Greenway interested citizens; the Redevelopment Agency's, Mission Bay, Bayview Hunters Point and Hunters Point Shipyard Citizen Advisory Committees; and through the Neighborhood Parks Council, the Potrero Hill and Dog Patch Neighborhoods, the Green Trust and UCSF Mission Bay. Approximately 80 people attended and participated in the meeting.

The purpose of the meeting was to present the process for working with the public to plan for the Blue Greenway, and take comment on the Existing Conditions Report and the planning process. The meeting was 2.5 hours and included an open house for people to review each of the Blue Greenway open spaces, understand the existing conditions and opportunities, constraints, and promote initial discussions with agency staff. The open house was followed with a presentation and public comment on the contents of the Existing Conditions Report. The meeting closed with another open house discussion period that allowed the public and staff individualized time to ask specific questions or comment on what was presented.

The comments received during the workshop and subsequently on the document included both site specific comments and comments on future use and programs that should be considered along the entire Blue Greenway system. Below is a summary of comments received; in general, public comments were very supportive of the Blue Greenway project and planning process approach. Responses to public comments will be addressed through revisions in an updated version of the Existing Condition Report, and have informed the Open Space Program and Site Furnishing proposals presented in this report.

Habitat

- Areas for future habitat and natural areas should be identified and existing habitat areas should be comprehensively mapped;
- Where existing and future locations for habitat improvements are defined, ensure other nearby open space designs and uses are compatible with habitat needs.

Environmental

- As the plan moves forward it must consider and plan for sea level rise and other climate change adaptation strategies
- The Existing Conditions Report should provide more detail about known soil and bay sediment contamination and constraints it may pose on future improvements;
- The location of combined sewer outfalls should be mapped and considered in the planning;
- Design should limit use of lawn areas and should encourage native plant materials;

Water Access

- Planning of future open space uses should anticipate eventual improved environmental conditions of the Bay that may allow expanded human contact and swimming in the Bay;
- Sites for human contact with the Bay for swimming and other water activities must be identified;

Uses (Comments on individual site uses were received but are too numerous and site specific to summarize here, but are incorporated into the Open Space Program and Site Furnishings proposals presented in this report)

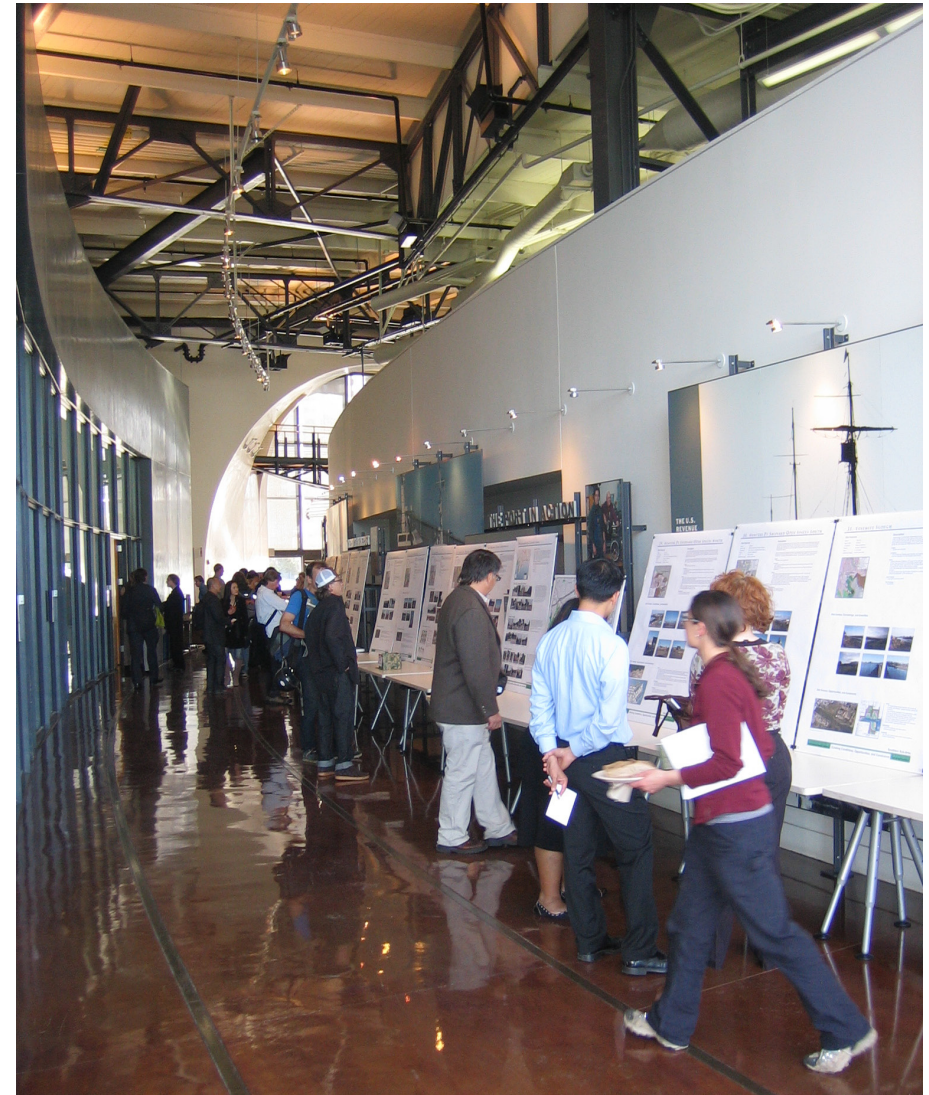
- Create an open space to accommodate off road bicycle facilities
- Create a skateboard park and provide roadway improvements that allows skateboarding as a form of transportation;

Access/Circulation

- Plans should include improvements to Linking and Connector streets that encourage and improve pedestrian and bicycling along the system;
- Public access piers similar to those provided on the northern waterfront should be considered;
- Improved pedestrian access from the Bayview Hill and Little Hollywood neighborhoods to Candlestick Recreation Area should be prioritized;

Stewardship and Interpretation

- Interpretation should be provided to educate about history, habitat and environmental issues;
- Utilize and expand the Port's existing Islais Creek Landing / Kayaks Unlimited stewardship model to encourage volunteer stewardship programs;
- Develop program of docent lead interpretative walks.



Top: May 26, 2010 Blue Greenway Community Workshop Open House

Left: May 26, 2010 Blue Greenway Community Workshop. Port Commissioner Brandon providing opening remarks

3. Port Open Space Uses and Program Concepts

The Existing Conditions Report reviewed each of the Blue Greenway open spaces including:

1. Existing uses and programs at each of the existing and future sites;
2. Vision, Opportunities and Constraints for each of those sites based upon previous planning efforts.
3. Evaluation of Best Practices for open space improvements

Utilizing this information and addressing public comments received to date, the Port and Interagency Working Group analyzed the deficiencies and suitability of each Blue Greenway site for open space improvements, resulting in the analysis and concept plans presented in this report, for public review.

To conduct that analysis, a list of possible program uses was compiled using a survey of existing and planned amenities, and organized into six general program categories: 1) Water Access, 2) Circulation and Views, 3) Active Recreation, 4) Passive Recreation, 5) Habitat Creation, and 6) Community Facilities and Support. Design criteria were then developed for each category. Each open space site was then evaluated based on a range of possible constraints; from size and layout requirements to site location limitations and service area recommendations. Criteria were determined through National Recreation and Park Association standards and research of comparable facilities at existing San Francisco parks.

Along with relevant area plans previously reviewed, these criteria allowed for a park-by-park suitability analysis for each category of use. Proposed facilities were given a 0 to 4 suitability rating given a park's existing conditions and planned development. A park's physical area and layout, its proximity to both the waterfront and a critical mass of possible users, probable contamination, and any planned future uses were considered in the analysis. Higher ratings indicate greater suitability. More specifically,

a rating of 0 deems a facility physically impossible for a particular site, 1 indicates that it is physically possible with major alterations or pushes the limits of the site, 2 indicates that a facility may be physically possible at a site but not suitable for the area, 3 deems a facility both physically possible and suitable for an area, while a rating of 4 marks high suitability based on the existing conditions of the site and any proposed development. This detailed assessment is presented in *Appendix 1- Table A, Site Suitability Criteria and Table B, Use Suitability Analysis*.

Table 1 (following page), Blue Greenway Open Space Programming Matrix, presents the summary conclusions of that suitability analysis. This table illustrates how each use may be distributed across each of the open spaces. The table and concepts are an example of how each of the spaces could be programmed, considering them in the larger context of the entire Blue Greenway system and within the adjacent community setting. These concepts will be used as a basis for developing cost estimates and identifying project prioritization. Once projects move into further planning and design, uses and programs may change. What is important is that each open space fit within the context of the entire system and that the program of uses is distributed appropriately across all of the waterfront parks and open spaces.

While the suitability analysis reviewed opportunities and need for active recreation uses, use restrictions on Port lands restrict or preclude most active recreation types of uses, unless they are water oriented. Table 1 indicates the results of the suitability analysis for active recreation. The Port is working on possible strategies to enable some inclusion of this type of open space on Port lands, which will be subject to review and discussion with the California State Lands Commission, to arrive at programs that are acceptable under the public trust.

In developing the Concept Plans for each open space, several system wide considerations were established as a basis for the concepts, many of which are not illustrated, but will be analyzed and further refined as the open spaces move into the implementation phase. The following criteria will be applied to each open space:

- Uses should anticipate a minimum Sea Level rise of 15" in 50 years
- Park stormwater should be treated within site
- Waterfront viewing areas will be provided at all sites
- Amenities for bicyclists should be provided

- Mechanical exercise "par" equipment should be integrated into circulation systems (trails/paths)
- Minimum 15' (20' preferred) multi-use (Bay Trail) trail should be incorporated into open space improvements where feasible
- Interpretation of waterfront and neighborhood history will be incorporated
- Sites for public art should be identified

Each open space concept, includes additional design considerations specific to the site and is depicted on the concepts.

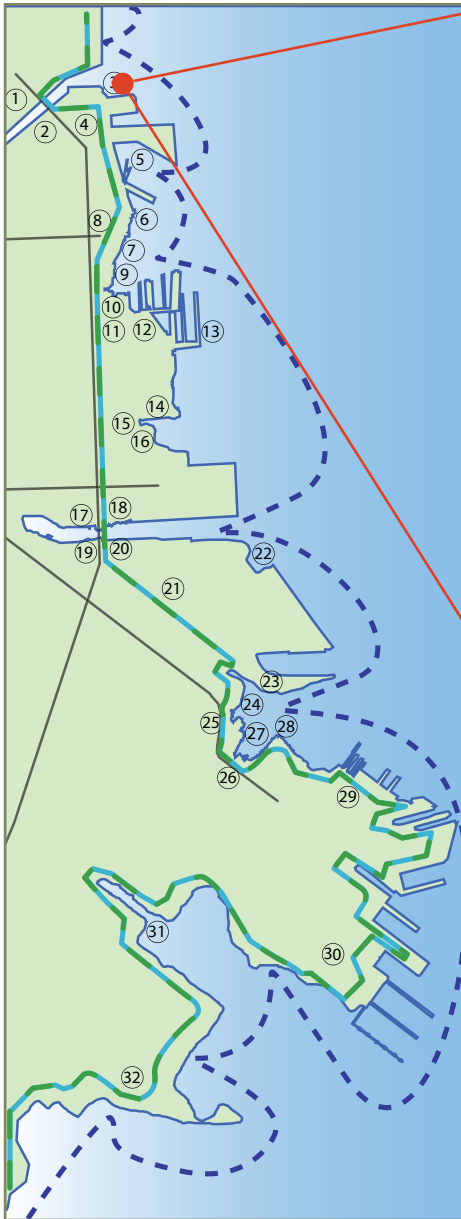
Table 1: Blue Greenway Programming Matrix

OPEN SPACES		Ped. & Bike Access		Water Access and Views						Active Recreation ¹				Passive Recreation				Habitat				Community Facilities and Support							
		Bay Trail - Pedestrian Access	Bay Trail Multi-Modal	Pedestrian Water Access/Views of Water	View of Water	Small Craft Launch	Fishing Pier	Boat Storage	Trailered Boat Launch (Water Access Support)	Boat Trailer/ Camper Parking	Sports Fields	Sport Courts	Playground	Skatepark	Picnic Areas	Passive Recreation	Community Gardens	Dog Run	Public Art	Outdoor Entertainment	Wetland Restoration	Upland Restoration	Native Garden	Native Plant Nursery	Café or Food Kiosk	Restrooms	Recreation Center/Clubhouse	Maintenance/ Storage	Nature Education Facility
3	China Basin Park	X	X	X	X	X						X		X	X			X	X					X	X		X		
5	Pier 52 Boat Launch	X	X	X	X	X			X	X				X					X			X							
11	Pier 70 Crane Cove Park	X	X	X	X	X		X				X		X	X			X						X	X	X	X		X
13	Pier 70 Slipway Park	X	X	X	X		X					X		X	X			X	X					X					
16	Warm Water Cove Park	X	X	X	X	X							X	X	X			X			X	X	X						
18	Islais Creek North (including Tulare Park)	X	X	X	X									X	X			X				X	X						
20	Bayview Gateway	X	X	X	X									X	X	X			X						X	X		X	

¹The suitability analysis reviewed opportunities and the need for active recreation uses to determine the level of need or appropriateness. However, use restrictions on Port lands preclude most active recreation types of uses, unless they are water oriented. The Port has been provided some flexibility on some lands from the State Lands Commission, which will allow flexibility, including active recreation uses (Sea Wall Lot 337). In addition, the Port is working with the State Lands Commission on other options that may allow a limited amount of active recreation on other Port lands within the Blue Greenway.



China Basin Park Concept Rendering



Location

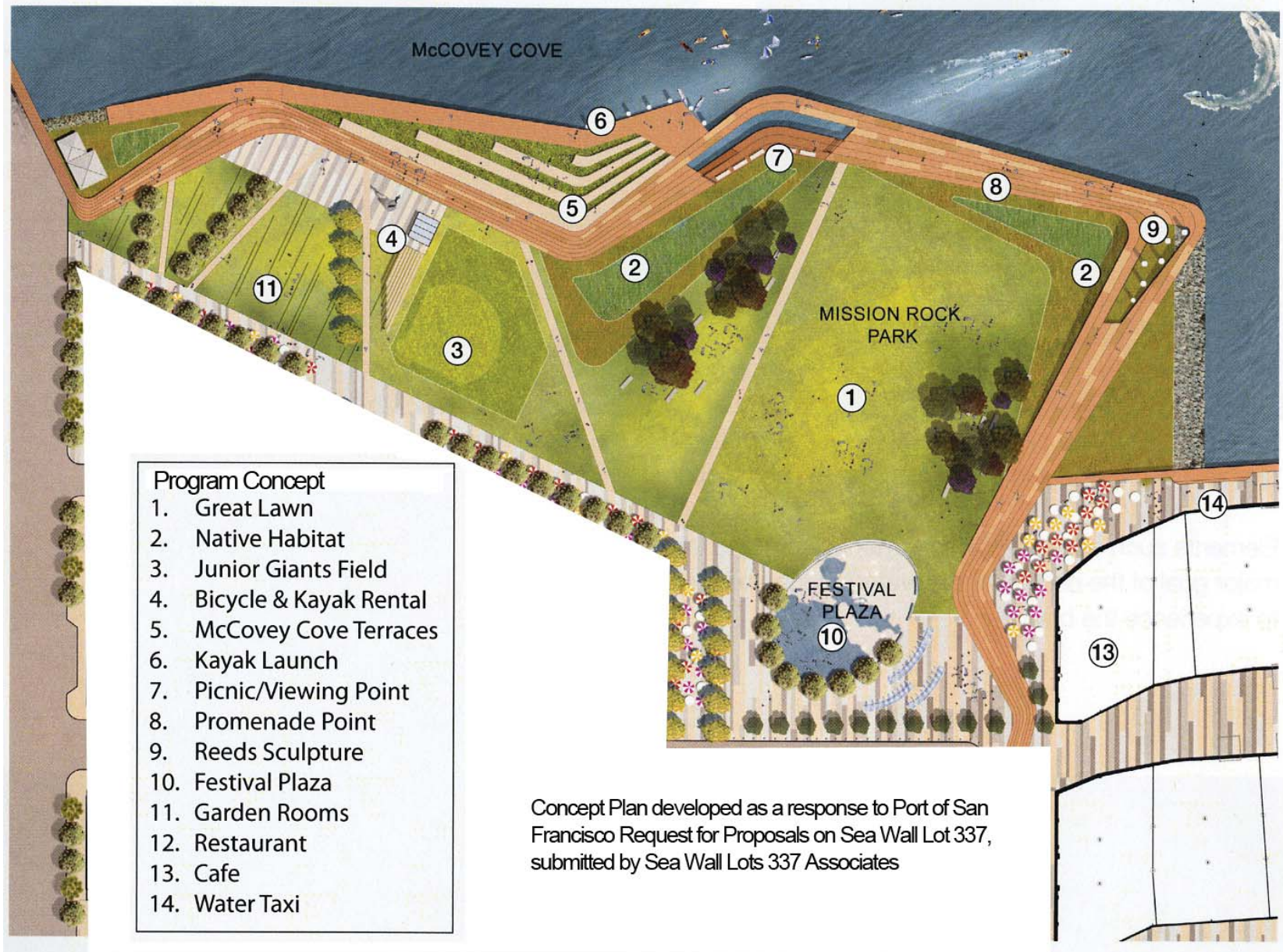


China Basin Park - SITE 3

Program Concepts

- Waterfront Promenade
- Linear Waterfront Park
- Passive Recreation
- Seating and Viewing sites on seat wall and boulders
- Family-oriented Picnic Area
- T-ball at Barry Bonds Junior Giants Field
- Playground
- Small Craft Launch
- Outdoor Entertainment
- Public Art
- Cafe / Food Kiosk
- Restrooms
- Maintenance / Storage Facility

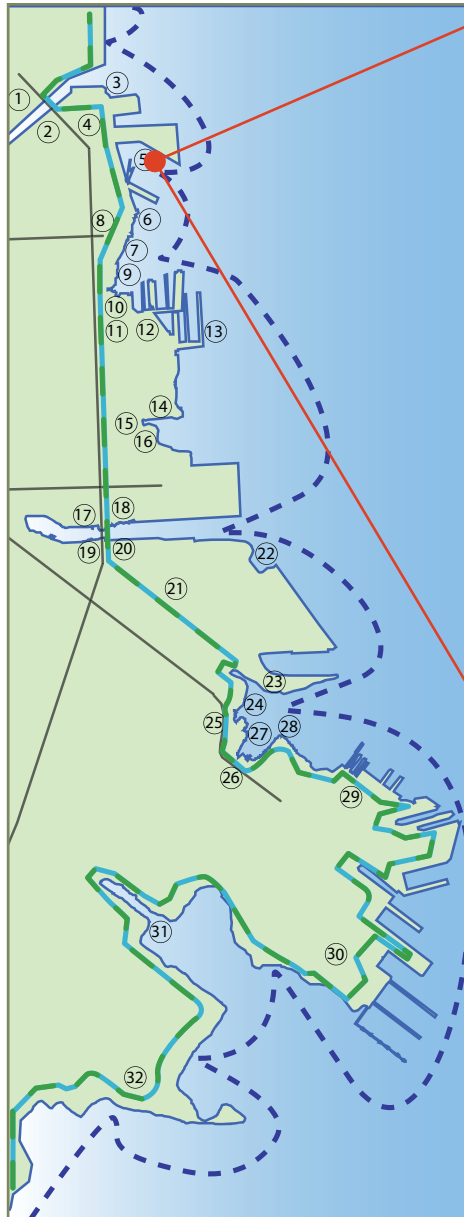
China Basin Park - SITE 3



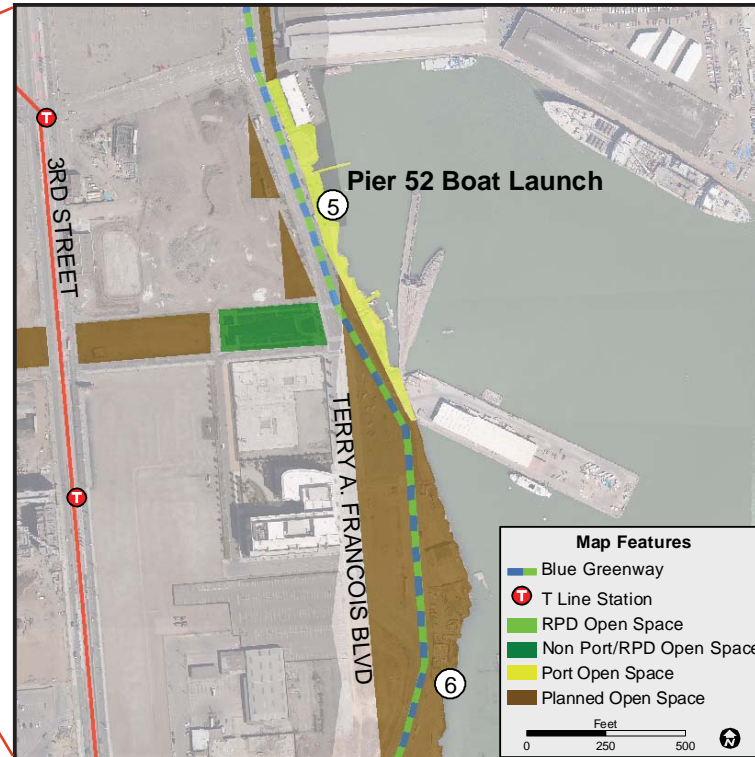
Pier 52 Boat Launch - SITE 5

Program Concepts

- Waterfront Promenade
- Picnic Area
- Native Garden
- Public Art
- Small Craft Launch
- Trailered Boat Launch
- Boat Trailer / Camper Parking



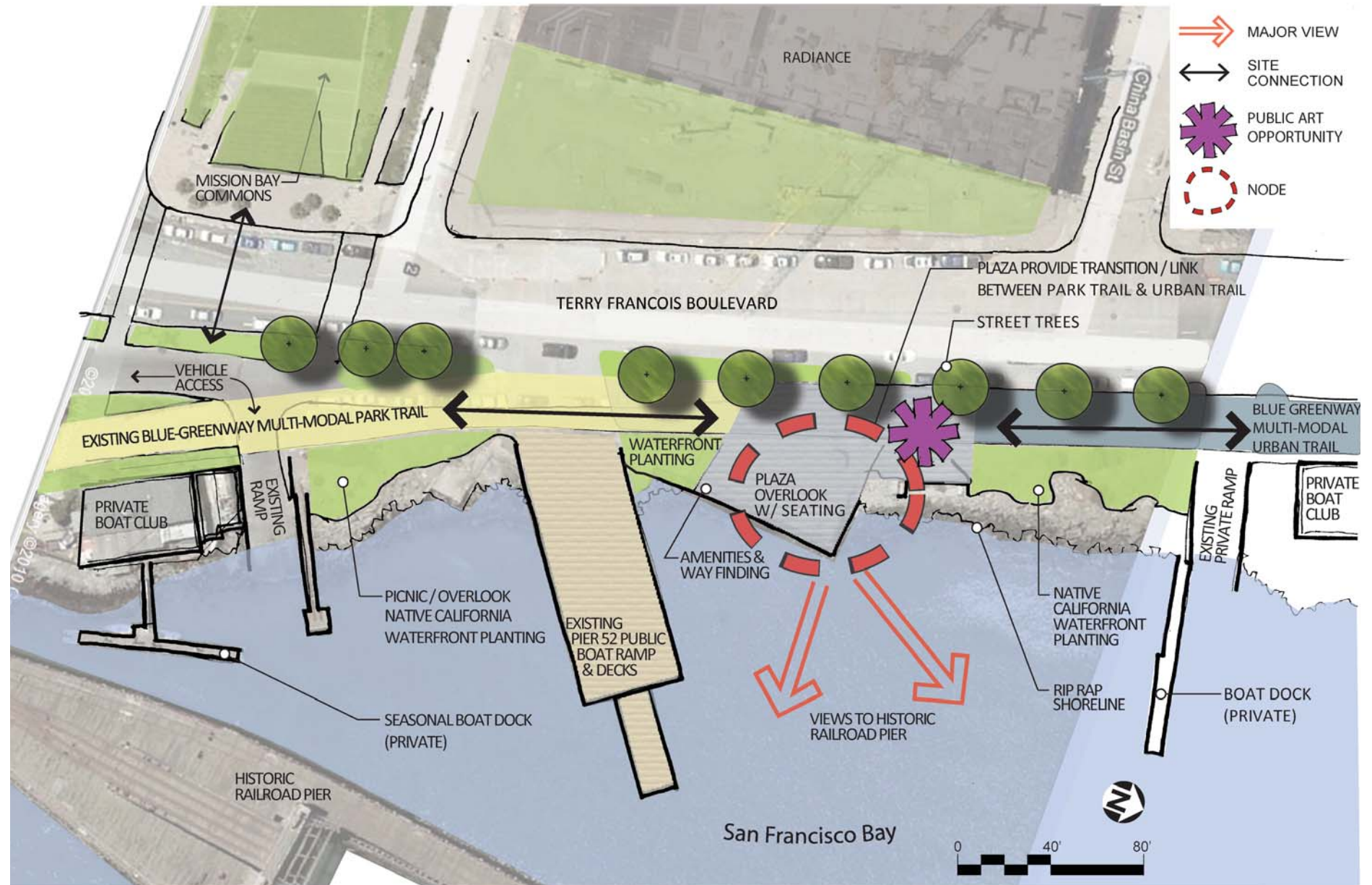
Location



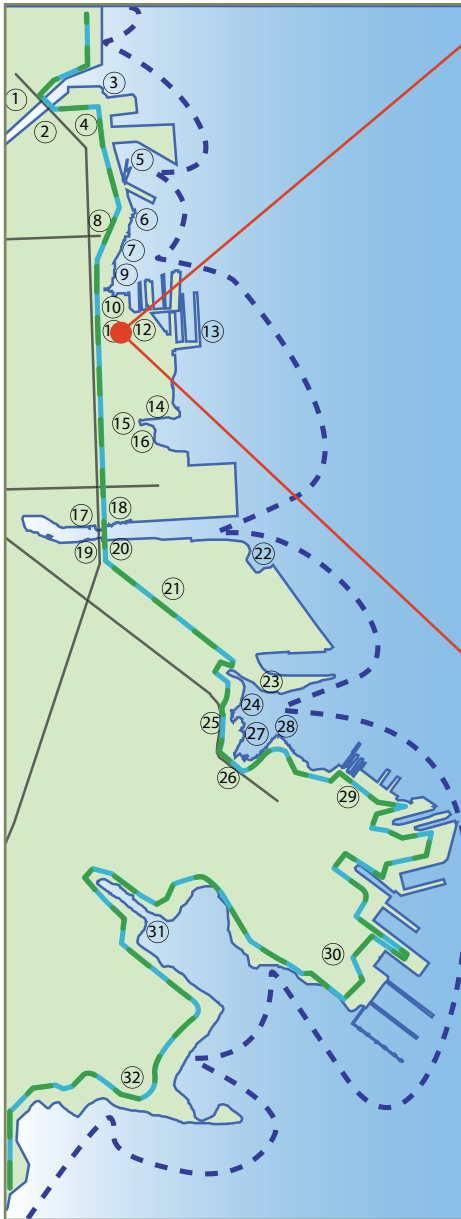
Vision

- The open space adjacent to the boat launch is expected to be redesigned to support the new public boat launch
- Plaza space can act as transition node and resting point between multi-modal park trail to the south and more urban multi-modal trail to the north

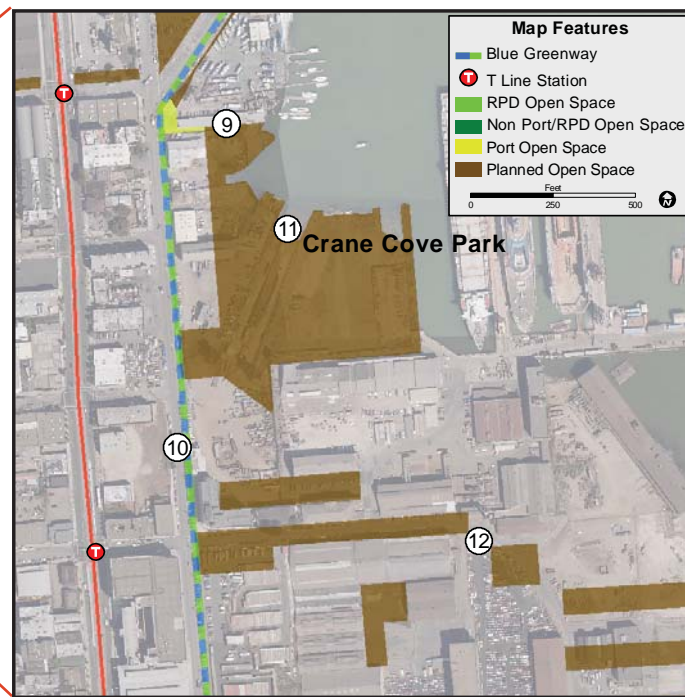
Pier 52 Boat Launch - SITE 5



Crane Cove Park - SITE 11



Location



Vision

- An approximately 7 acre waterfront site for a future “Crane Cove Park” focused on the historic shipyard cranes and waterfront setting

Crane Cove Park - SITE 11



Illustrative Concept

Program Concepts

- Small Craft Launch
- Boat Storage/Aquatic Center
- Urban Beach
- Viewing Area
- Bike Path
- Playground
- Picnic Area
- Passive Recreation
- Public Art
- Open Air Pavilion
- Restaurant / Food Kiosk
- Restrooms
- Maintenance / Storage Facilities
- Trailered Boat Launch
- Boat Trailer / Camper Parking
- Automobile Parking
- Retain and restore slipway 4 cranes and slipway
- Potential reuse of Building 109 east for open air pavilion
- Connection to 20th Street

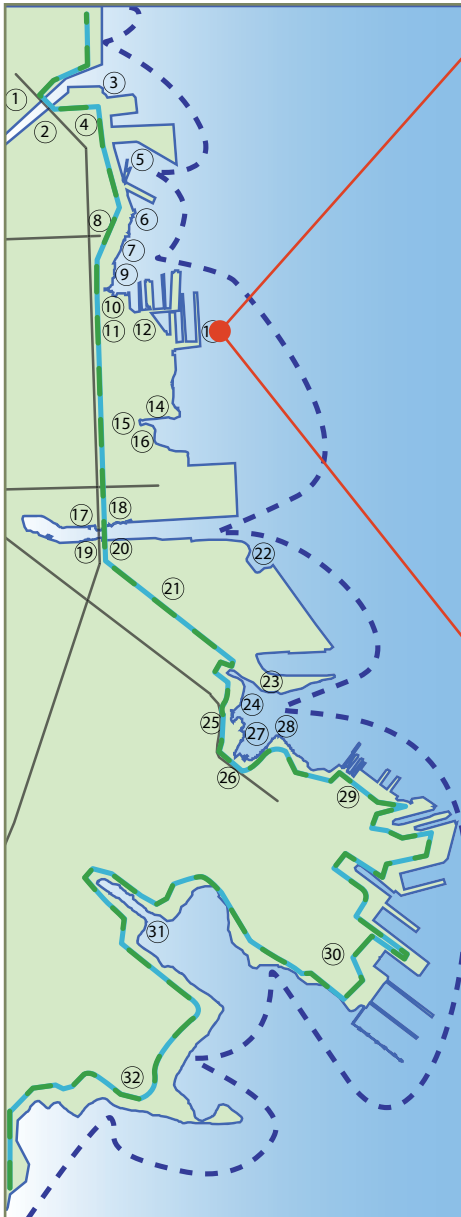
Pier 70 Slipways Park - SITE 13

Program Concepts

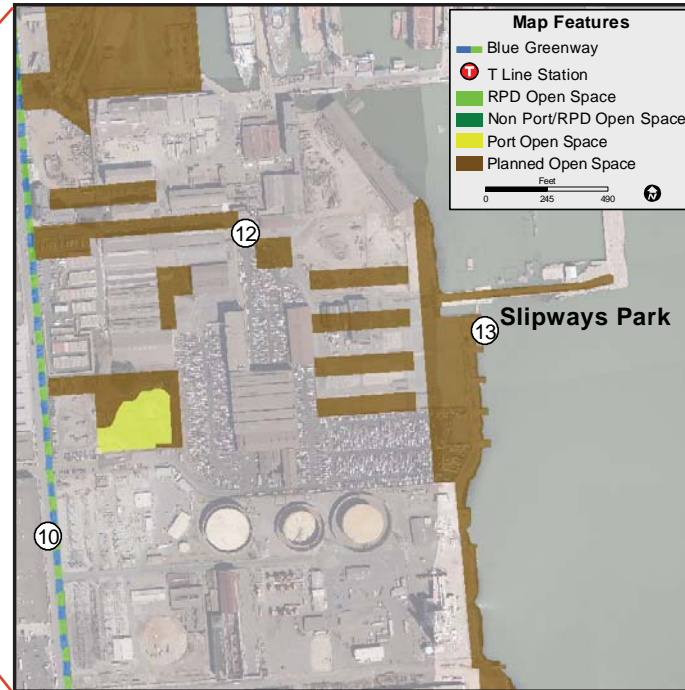
- Waterfront Promenade
- Fishing Pier (possible location of existing pier)
- Viewing Platform
- Picnic Areas
- Public Art
- Plaza
- Outdoor Entertainment
- Playground
- Passive Recreation
- Cafe / Food Kiosk
- Future Connection to South (through Mirant site)

Vision

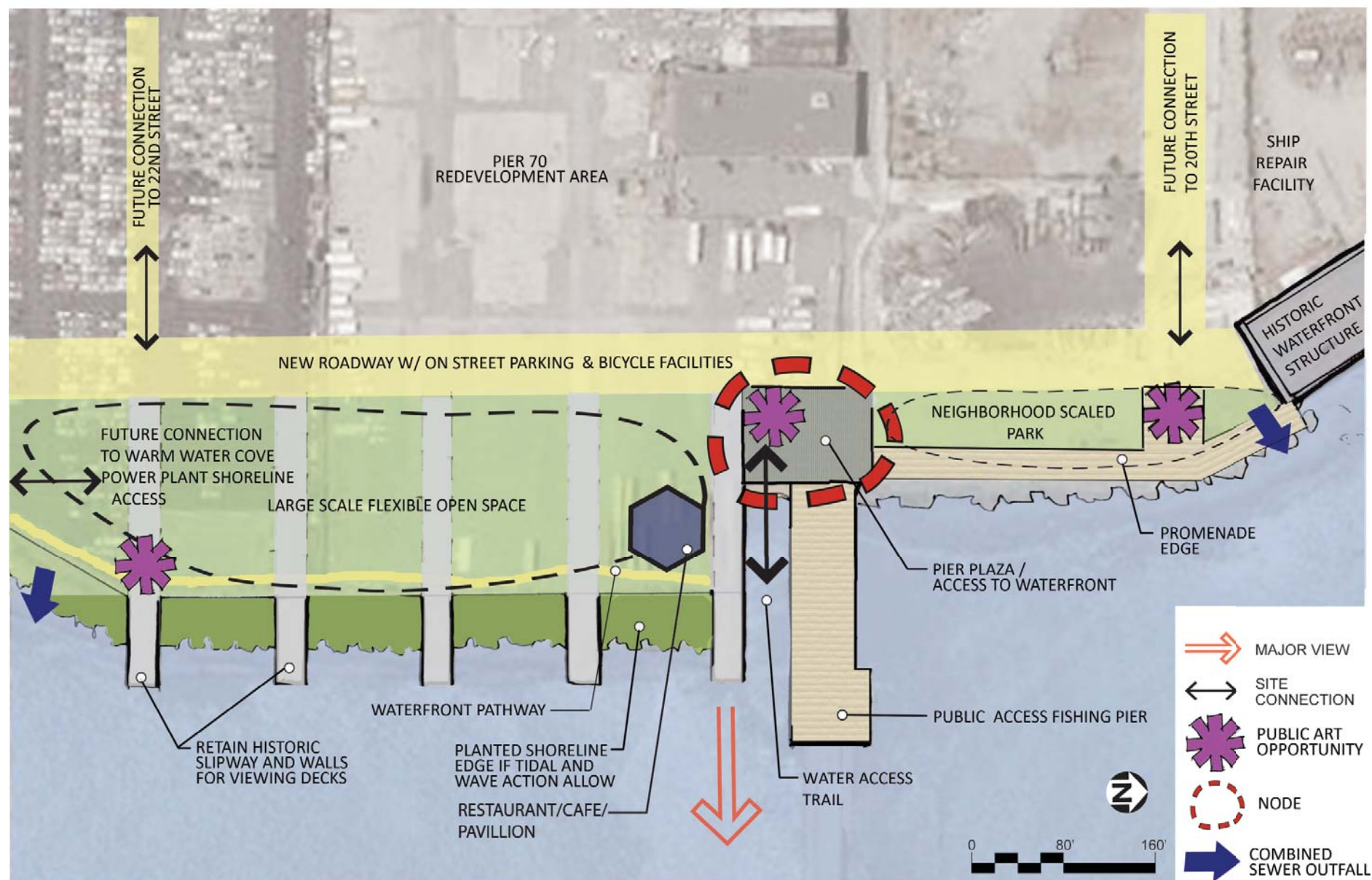
- The Pier 70 Plan identifies this as a significant shoreline open space project
- This open space plan must recognize its relationship to the WWII era Building 12 complex within Pier 70 and the future development parcel directly adjacent to the west
- This park is likely to be phased with the new development directly adjacent to the site
- As part of the Pier 70 open space network, the four sloped slipways along the eastern shoreline of the planned development area, which formerly facilitated the construction and launching of ships built at Pier 70, would be enhanced as part of a series of outlooks extending into the Bay
- Full development of the open space is contingent identifying financial resources



Location



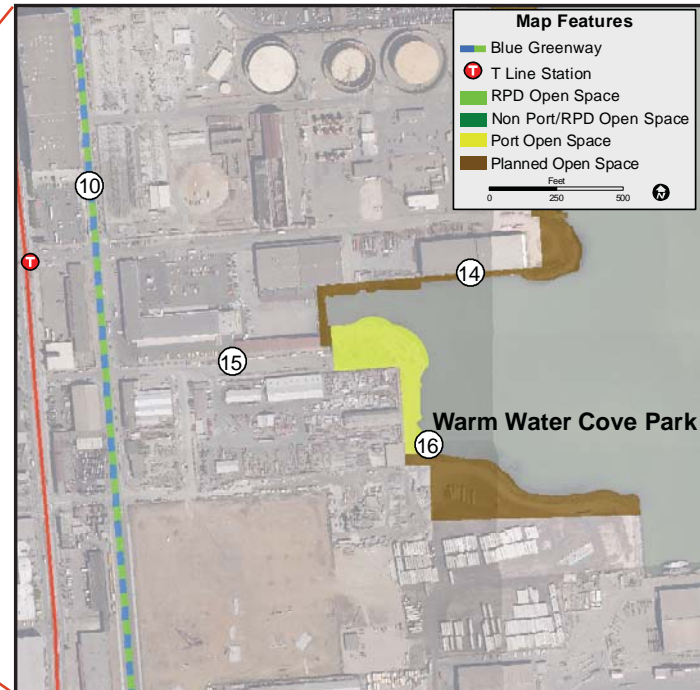
Pier 70 Slipways Park - SITE 13



Warm Water Cove - SITE 16

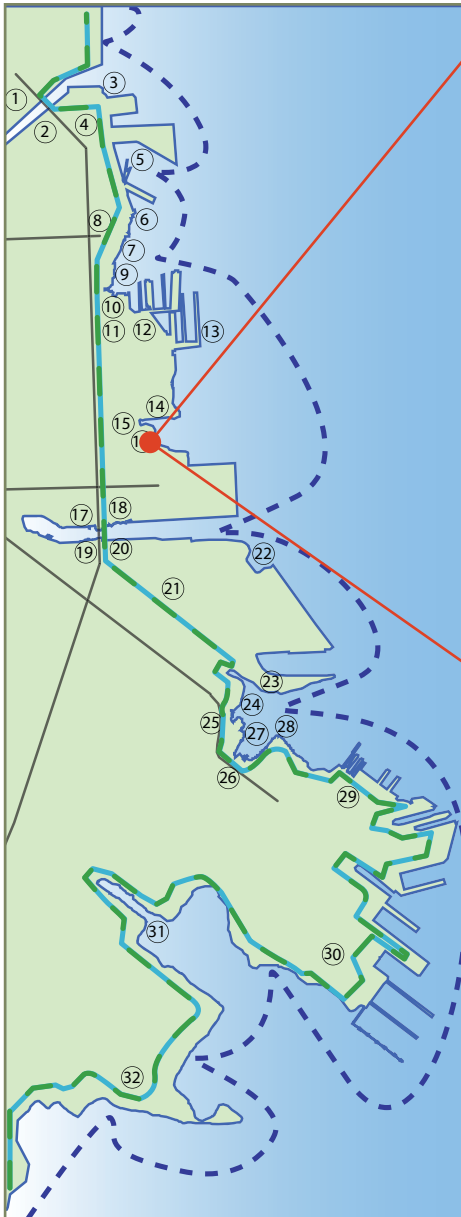
Program Concepts

- Natural Trail
- Small Craft Launch
- Open Air Pavilion
- Mountain Bike/BMX Bicycle Training Area
- Skateboard Park
- Passive Recreation
- Upland Habitat Restoration
- Wetland Restoration
- Native Garden
- Stormwater Treatment for Adjacent Development



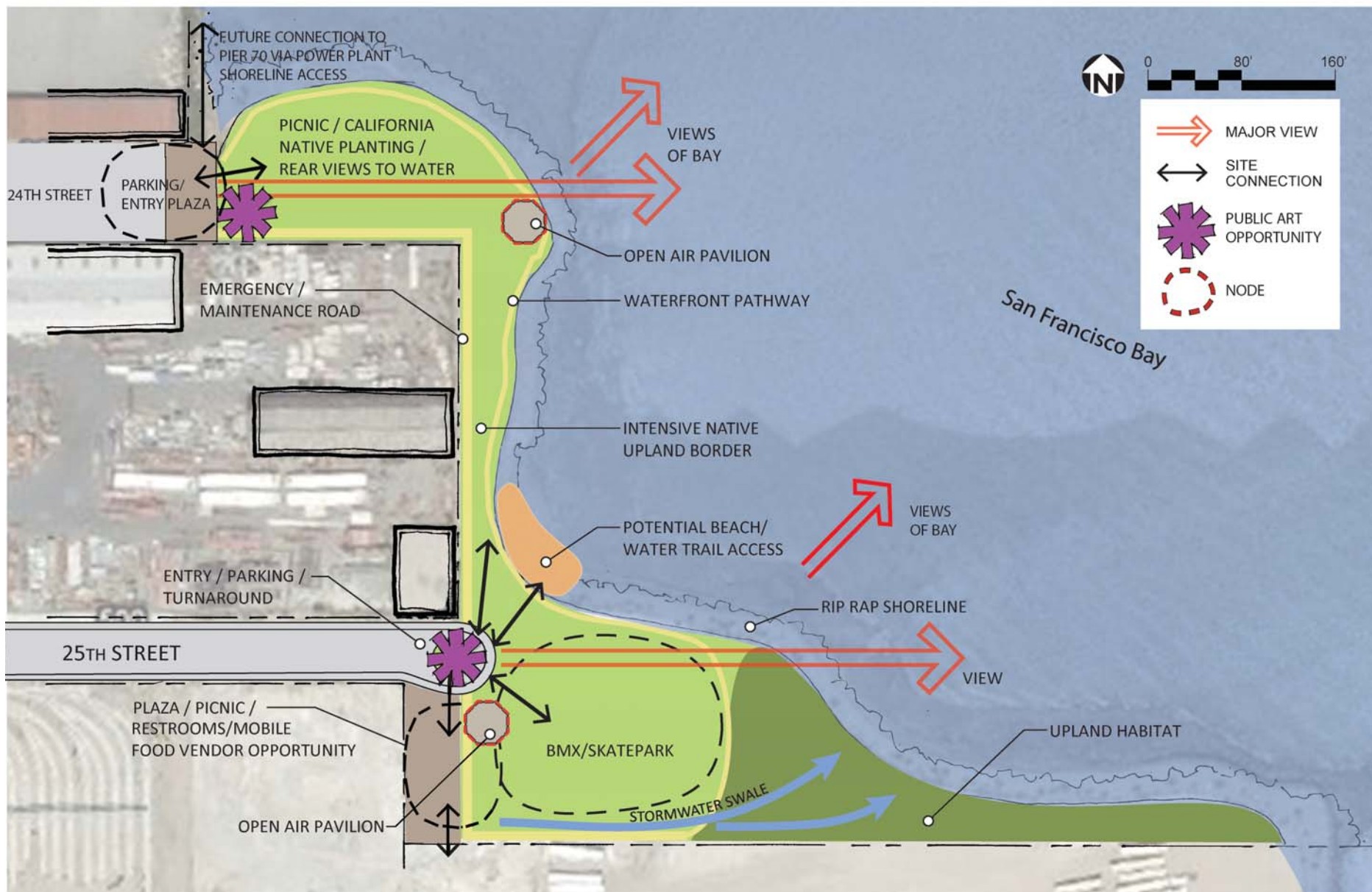
Vision

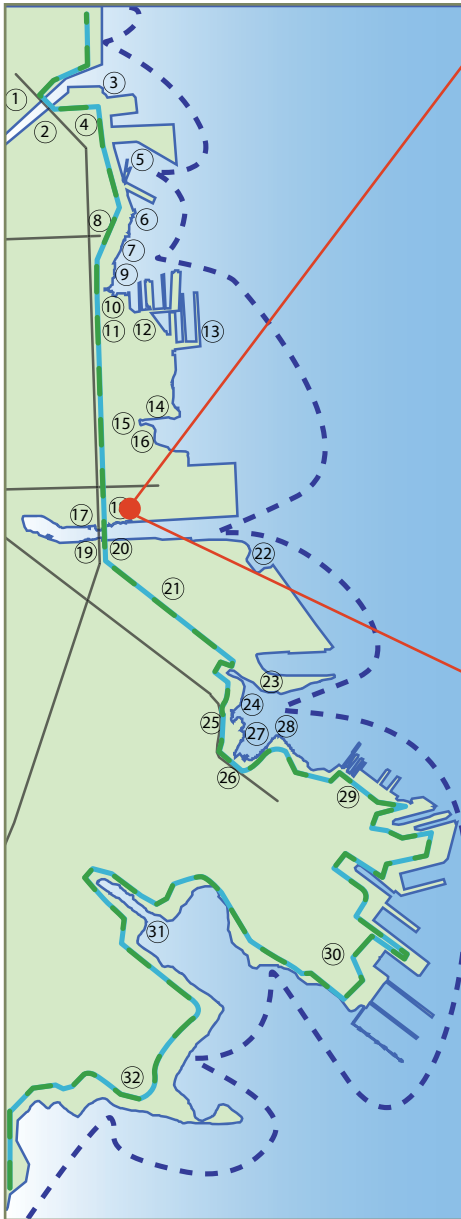
- An eventual expansion of the park by approximately 2.5 acres to the south will include new vegetation, lighting, site furnishings, public art and enhanced safety features
- Future open space programming that has been discussed may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- Improvements to this facility may be considered with use of the 2008 GO Bond funding
- In developing concept for new uses at Warm Water Cove Park, it will be important to recognize the potential conflict between an off road bicycle facility and the opportunity for habitat. The concept developed could also be configured to separate these facilities by switching the picnic area and off road bicycle areas.



Location

Warm Water Cove - SITE 16





Location



Tulare Park / Islais Creek North-East - SITE 18

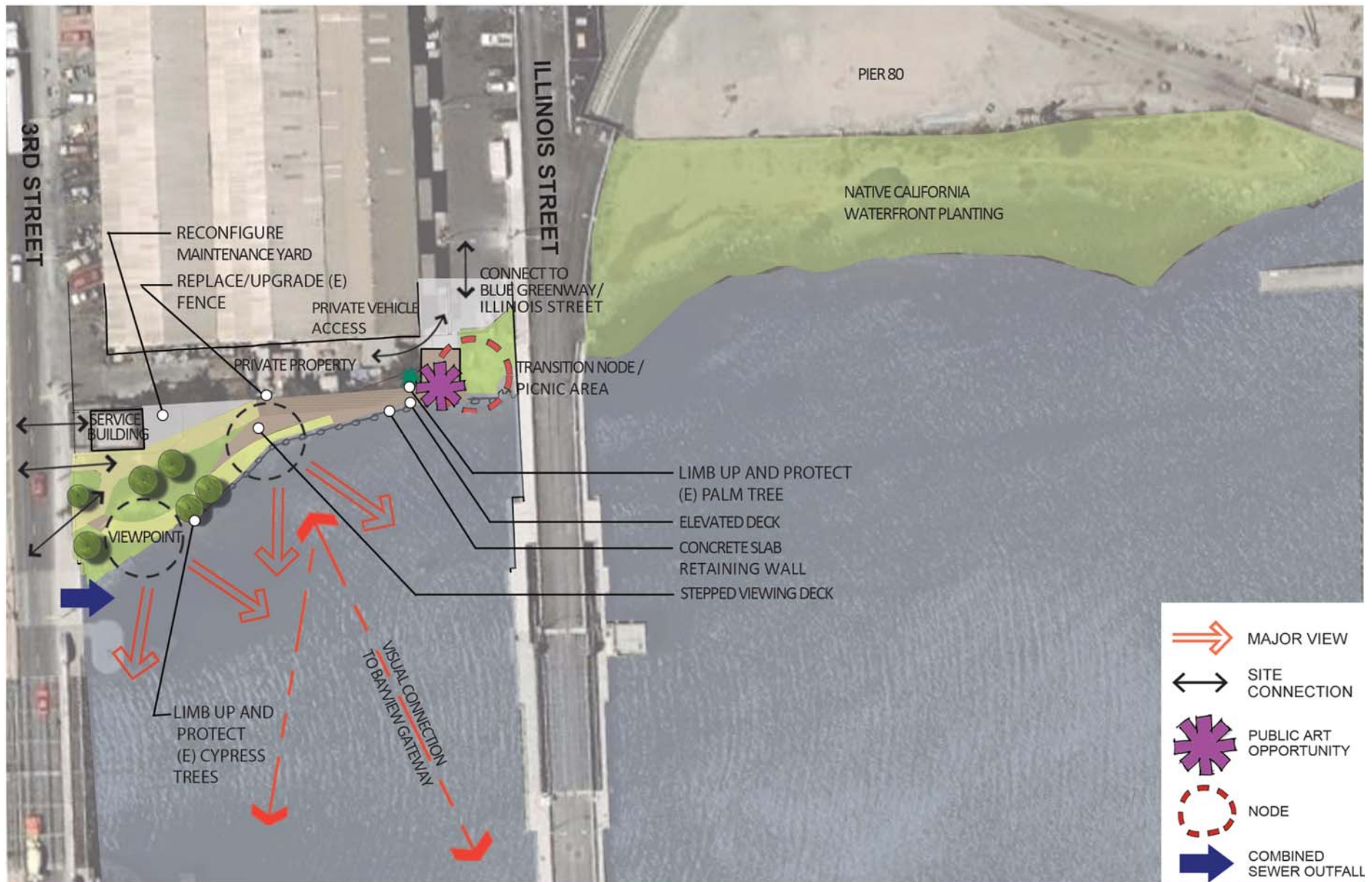
Program Concepts

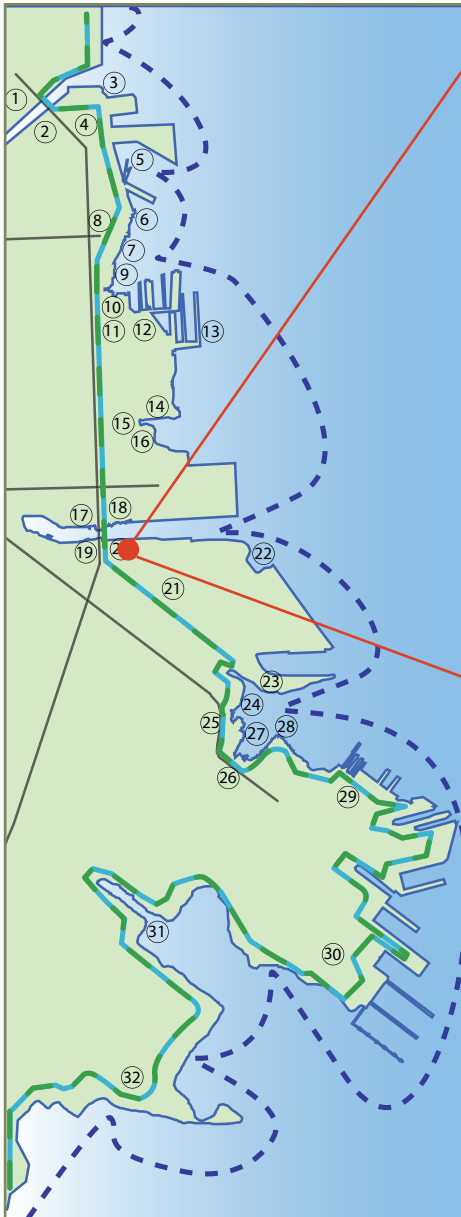
- Boardwalk / Natural Trail
- Connect 3rd St. and Illinois Ave
- Native Garden
- Retain Specimen Cypress Trees
- Improve Visibility
- Seating and Picnic Area
- Passive Recreation
- Public Art
- Habitat Restoration along Pier 80 Shoreline
- Upland Restoration
- Wetland Restoration

Vision

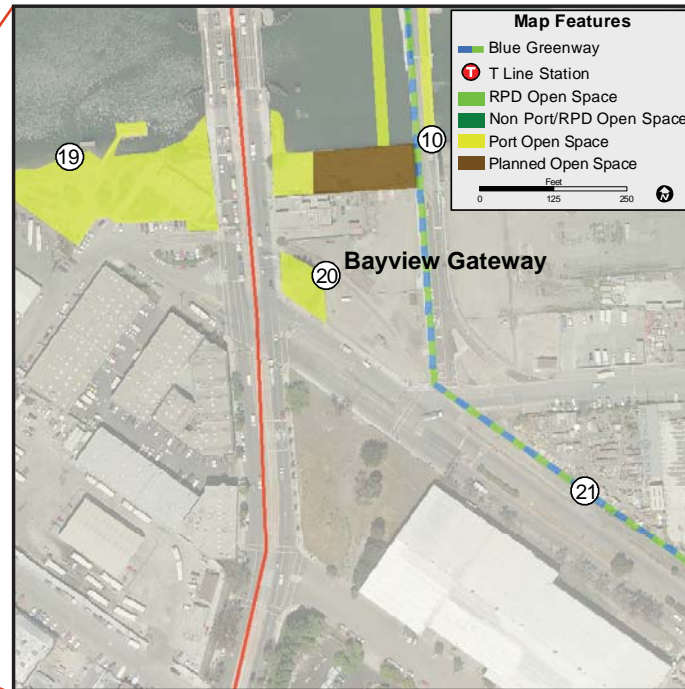
- Improve to meet Americans with Disabilities Act (ADA) access compliance measures
- Restoration efforts east of the Illinois Street Bridge would add habitat & visual interest
- Contribute to the continuous public access area around the creek
- Landscape material and park redesign will open visibility to and through the site for security purposes and to make the area more inviting for active uses

Tulare Park / Islais Creek North-East - SITE 18





Location



Bayview Gateway - SITE 20

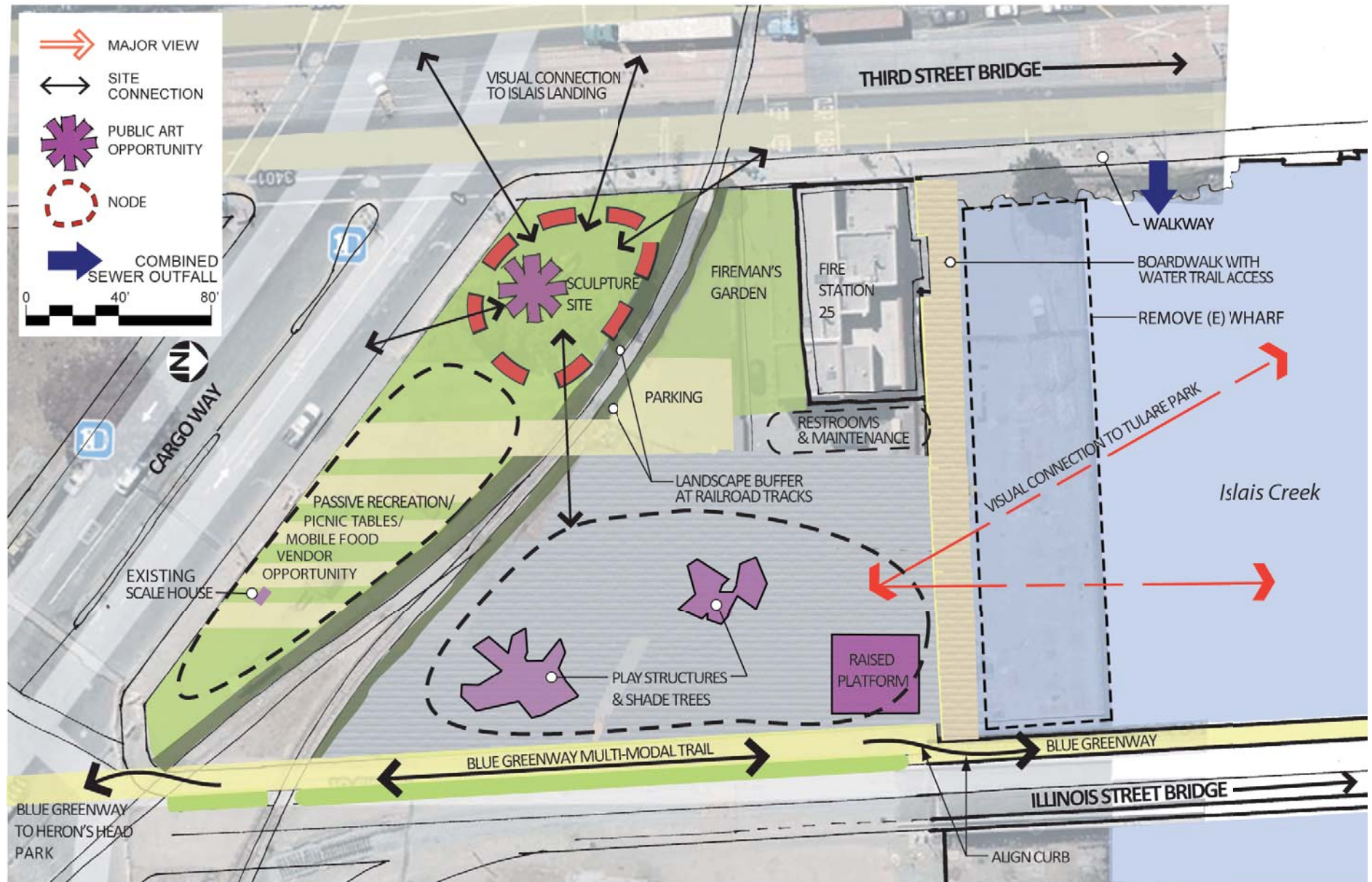
Program Concepts

- Boardwalk / Promenade
- Community Garden
- Cafe / Food Kiosk
- Restrooms
- Viewing Platform
- Plaza
- Public Art
- Outdoor Entertainment
- Picnic Area
- Connect Illinois St to Cargo Way
- Connect to Islais Landing

Vision

- This park site stands at a crossroads between the Central Waterfront and Bayview neighborhoods, and it marks the transition point between the two
- Public art is intended to be temporary and revolving
- Conceptual design shown includes elements from the schematic design produced by 2010 Piero N. Patri Fellowship

Bayview Gateway - SITE 20





Left: Marsh at Heron's Head Park



Right: Aqua Vista Park

4. Site Furnishings

Site furnishings along the Blue Greenway should meet the needs of the various users of the trail system including boaters, bikers, walkers, runners, or nearby residents. They should be durable and require low maintenance while reflecting the ecological ethos of the project and the cultural landscape in which they are situated. These guidelines outline four landscape classifications that are found on the Blue Greenway and the types of site furnishings that may be best suited to the individual project types. They describe how the furnishings may vary according to the different classifications.

Some sites may transition between the classifications as adjacent development occurs, suggested classifications are based on current conditions and known plans. By identifying these landscape classifications and the furnishings that are appropriate to them, it is our hope that the site furnishings will gracefully and logically transition as the cultural landscapes themselves transition along the Blue Greenway.



General Characteristics

In general, site furnishings should meet the following conditions which were primarily developed from the San Francisco bay Conservation Development Commission Shoreline Spaces, Public Access Design Guidelines for the San Francisco Bay:

- Provide site furnishings that are consistent with the site's characteristics and overall project design and are appropriate for anticipated levels of use
- Orient seating toward the bay views, vistas of opposite shores, or landmarks, such as bridges or towers,
- Provide durable site furnishings to minimize maintenance requirements
- Furnishings should be designed for achievable maintenance requirements
- Provide enough lighting to create a sense of safety but design to control intensity, glare, and spillover
- Provide custom-made site furnishings where they help to create a “sense of place”



When selecting site furnishings along the Blue Greenway designers should consider the following criteria:

- Site Setting and Architectural Character
 - Be aware of the maritime environment and specify materials that are resistant to atmospheric moisture and salt conditions
 - Utilize the finest materials possible for the specific landscape classification while being aware that vandalism and theft are concerns along parts of the project area
 - Select textured surfaces to deter graffiti, or be aware of graffiti preventive coatings, unless the surface finish is to be re-painted regularly
 - Include seating in areas other than waterfront locations where feasible orienting it inward towards the parks themselves where other activities may warrant attention
 - Furnishings should be simple, minimal modern designs without historicist elements. Provide completely accessible furnishings for persons with mobility, sight, and hearing impairments
- Sustainability & Durability
 - Utilize locally produced products, wherever possible, for ease of replacement and to reduce transportation related carbon expenditure
 - Specify site furnishings that are comprised of recycled, recyclable, or reused materials where appropriate
 - Identify energy efficient and resource efficient furnishings where possible
 - Utilize the finest materials possible for the specific landscape classification while being aware that vandalism and theft are concerns along parts of the project area

Designers should coordinate the selection of site furnishings within each of the landscape classifications while considering other landscape features including:

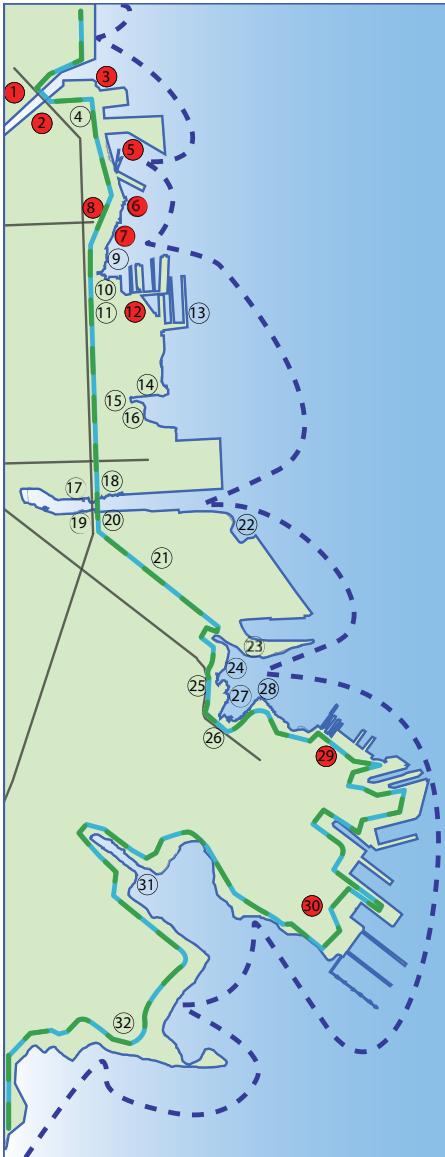
- Waterfront edges
- Paving materials
- Site walls and stairs
- Railings, guardrails, and fences
- Landscape planting
- Public art
- Way-finding and interpretive graphics

The following pages identify a range of furnishing palettes and materials that are intended to provide options for public review and consideration. Ultimately, the Blue Greenway Planning and Design Guidelines will identify specific materials for each classification based upon the input received.

In developing these options, the primary focus was on the Northern and Central portions of the Blue Greenway with anticipation that as the Hunters Point Shipyard and Candlestick areas move into implementation, the guidelines will serve to guide in the site furnishings selection and that necessary updates may be required.

The next phase of the planning effort is to develop an identity for the Blue Greenway and to integrate it into a Signage Master Program. Concepts for the Blue Greenway Identity and signage program will be reviewed at future community workshops.

1. Parks and Open Spaces in Commercial and Residential Settings



Blue Greenway open spaces in this category are located within or adjacent to residential or mixed-use commercial developments. (They may have planting of native coastal or aquatic species but are not primarily restorative landscapes or creating large areas of natural habitat.)

Because of the nature of the adjacent development, these open spaces may have a more immediate population of residents or workers who may become stewards of the landscape. Security and maintenance may be more readily available than other areas of the Blue Greenway due to the development agreements and residential density setting.

Site furnishings in these areas should have the following traits:

- Compatible with existing furnishings
- Refined materials that reflect the urbanity of the location.
- Scaled to represent the waterfront setting while acknowledging more intimate spaces within the parks
- Coordinated with adjacent architectural design

Parks and Open Spaces in Commercial and Residential Settings on the Blue Greenway include:

- Site 1: Mission Creek Shoreline North
- Site 2: Mission Creek Shoreline South
- Site 3: China Basin Park
- Site 5: Pier 52 Boat Launch and Shoreline
- Site 6: Bayfront Park (P21-P22)
- Site 7: Aqua Vista Park
- Site 8: Mission Bay Parks (P23-24)
- Site 12: Pier 70 Open Spaces
- Site 29: Portions of Hunters Point Shipyard Open Spaces North
- Site 30: Portions of Hunters Point Shipyard Open Spaces South

Material and Style Palette for Site Furnishings in Commercial and Residential Settings



Bench - wood and metal



Bench - wood and steel
Mission Bay Style



Exercise Equipment -
Par Course



Drinking Fountain
Stainless Steel



Trash and Recycling Receptacle - CCSF Standard



Bike Rack
Stainless Steel



Bike Rack with Logo - Stainless Steel - CCSF Standard



LED Area Lighting



Mission Bay Standard
Bollard Light

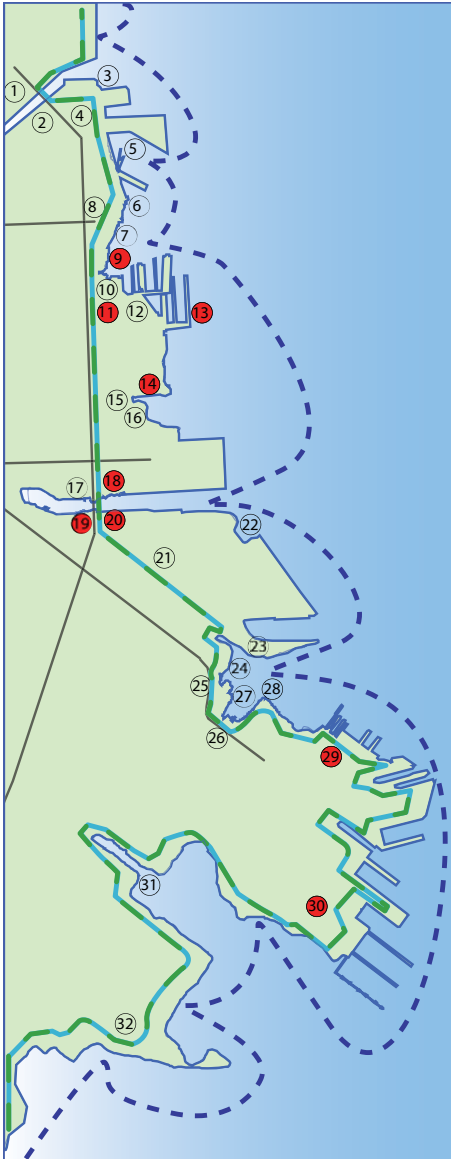


Mission Bay Standard Steel
Bollard



Stainless Steel Bollard

2. Parks and Open Spaces within Industrial or Mixed-Use Settings



Maritime industrial parks and open spaces are located adjacent to, or with a predominate view towards, functioning maritime facilities. Their primary feature is their waterfront location and access to the San Francisco Bay. While these parks may serve local residents, they are typically located farther away from residential or commercial developments and while they may contain plantings of native coastal or aquatic species, they are not primarily restorative landscapes nor do they create large areas of natural habitat.

Because maritime industrial parks and open spaces are not necessarily located adjacent to residential or commercial centers, maintenance and security issues may be a significant concern.

Site furnishings in these areas should have the following traits:

- Durable materials with a style that reflects the industrial waterfront
- Imbue a sense of history of site use
- Of a scale to complement the site and the industrial character of the setting

Parks and Open Spaces within industrial or mixed-use settings along the Blue Greenway include:

- Site 9: Pier 64 Shoreline Access
- Site 11: Pier 70 Crane Cove Park
- Site 13: Pier 70 Slipways Park
- Site 14: Power Plant Shoreline Access
- Site 18: Tulare Park /Islais Creek North-East
- Site 19: Islais Landing/Islais Creek South
- Site 20: Third and Cargo Gateway
- Site 29: Portions of Hunters Point Shipyard Open Spaces North
- Site 30: Portions of Hunters Point Shipyard Open Spaces South

Material and Style Palette for Site Furnishings in Industrial or Mixed Use Settings



Precast Concrete Bench -
Reclaimed Lumber Seat



Picnic Table -
Galvanized Steel with Wood



Picnic Table
Precast Concrete



Concrete Block as Seating or
Retaining Walls



Exercise Equipment
Par Course



Barbecue - Cast Iron



Doggie Bag Dispenser



CCSF Standard Drinking
Fountain - Galvanized



Receptacle- Custom
Concrete Design



Bike Rack -Loop or w/ Logo
Galvanized Steel

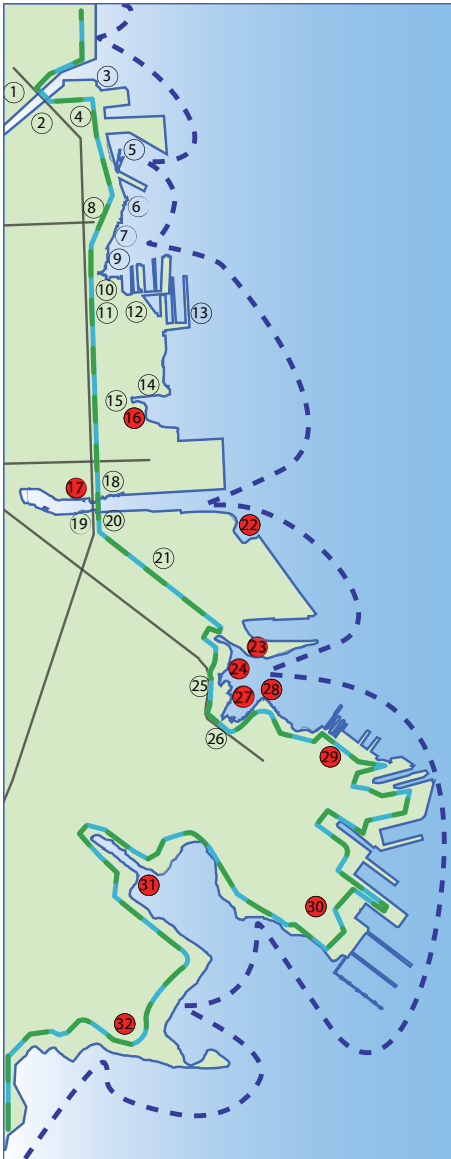


Solar LED Concrete Area
Light - Concrete Pole



Precast Concrete Bollard -
No Light or LED Light Option

3. Natural Parks, Trails, and Open Spaces



Natural parks, trails, and open spaces may be characterized as those landscapes that are designed in a naturalistic manner or that recreate a natural habitat. They are located at the edges of existing industrial/commercial areas. They are farthest away from planned residential /commercial developments. They characteristically have long shorelines and broad views of the San Francisco Bay. Typically, they may have significant areas of coastal, aquatic and upland habitat restoration.

Because natural parks, trails and open spaces are more isolated, the concern for maintenance, vandalism, and security of the site furnishings is of concern. The need for lighting to address security in these areas must be tempered by the effect that light may have on adjacent habitat.

Site furnishings in these areas should have the following traits:

- Based on the furnishings currently located at Heron's Head Park
- Rugged materials that may be easily cleaned of graffiti
- Simple, contemporary forms
- Of materials and scale to blend in with the natural environment

Nature Parks, Trails, and Open Spaces along the Blue Greenway include:

- Site 16: Warm Water Cove
- Site 17: Islais Creek North-West
- Site 22: Pier 94 Wetlands
- Site 23: Heron's Head Park
- Site 24: PG&E Shoreline
- Site 27: India Basin Shoreline Park
- Site 28: India Basin Open Space
- Site 29: Portions of Hunters Point Shipyard Open Spaces North
- Site 30: Portions of Hunters Point Shipyard Open Spaces South
- Site 31: Yosemite Slough
- Site 32: Candlestick Point State Recreation Area

Material and Style Palette for Site Furnishings in Natural Parks, Trails, and Open Spaces



Bench - Precast Concrete



Picnic Table
Precast Concrete



Concrete Block as Seating or
Retaining Walls



Exercise Equipment -
Par Course



Barbecue - Cast Iron



Doggie Bag Dispenser



Drinking Fountain
Concrete



Receptacle- Custom
Concrete Design



Bike Rack
Galvanized Steel



CCSF Standard Bike Rack
with Logo - Galvanized Steel

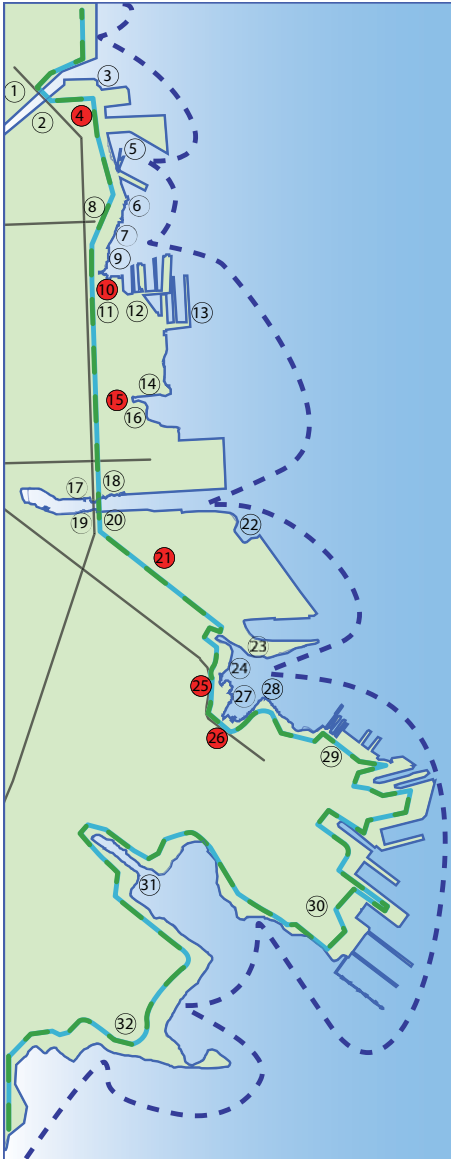


Solar LED Concrete Area
Light - Concrete Pole



Precast Concrete Bollard
No Light or LED Light Option

4. Streetscapes and Neighborhood Connecting Streets



The Blue Greenway is a trail system that links waterfront open spaces by way of multi-modal streets and paths. It also includes connecting streets that run from nearby residential communities to the waterfront. Different civic jurisdictions have control of the many streets within the Blue Greenway project area such as the Port of San Francisco, the San Francisco Department of Public Works, and the San Francisco Redevelopment Agency. The intent of this section of the Design Guidelines is to present a citywide Blue Greenway standard for streetscape site furnishings.

While the streetscapes themselves run through many of the previous landscape classifications, the furnishings of the streetscapes should be more consistent, providing a unifying experience along the linear corridor of the street. At the intersections of street and open spaces, the character of the furnishings should transition to that of the open space. The streetscape site furnishings will additionally be seen by passengers in vehicles so they may be the most visible of the site furnishings described in this document. Many of the streetscapes along the Blue Greenway are remote so security, maintenance and vandalism are concerns.

Site furnishings in these areas should have the following traits:

- Based on city standard fixtures for maintenance and durability
- Consider the existing furnishings on segments that are already completed
- Clean, contemporary design

Streetscapes along the Blue Greenway include:

- Site #4: Terry Francois Blvd.
- Site #10: Illinois Street
- Site #15: 24th Street Improvements
- Site #21: Cargo Way
- Site #25: Jennings St./ Hunters Point Blvd./ Innes Ave
- Site #26: Hudson Avenue Right-Of-Way Improvements
- Neighborhood Connecting Streets

Material and Style Palette for Site Furnishings in Streetscapes and Connecting Streets



Exercise Equipment



Trash / Recycling Receptacle
Steel



Bike Rack



CCSF Standard Bike Rack
with Logo - Galvanized



Mission Bay Standard
Streetlight - Double



Mission Bay Standard
Streetlight - Single



CCSF Standard Cobra-Head Light
Galvanized or Concrete Pole

5. Site Furnishing Design Criteria

The following criteria for the Blue Greenway site furnishings are based on the Waterfront Land Use Plan Design and Access Element, (Port of San Francisco, 2004, pgs. 36-41.) Designers shall consider:



Benches

- Understand that benches indicate that we are invited to stay in a public area
- Provide a comfortable resting place
- Locate at a designated area of interest or special view
- Install at waiting areas, and intermittently but regularly along the Blue Greenway
- Accommodate ADA requirements with units along major paths of travel having arm rests, back rests, and adjacent spaces for wheelchairs

Waste and Recycling Containers

- Ensure that they serve their function; contain trash, accommodate recycling, and limit blowing debris
- Locate multiple units as necessary in every open space and be plentiful, especially in areas that are less easily accessible
- Blend them into the background; their design should be noticeable without attracting unnecessary attention
- Assure they are easy to service with front loading swing door for ease of access
- Select units that are not inviting to birds and other wildlife

Bullrails

- Use along edges of pier aprons and marginal wharves.
- Know they are the preferred edge treatment because of their minimal view blockage, ability to moor boats at them and maintaining the waterfront character

Railings

- Use along edges of pier aprons and marginal wharves
- Locate in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.

- Provide a top rail that is inviting to lean on
- Ensure they are not easily climbable
- Create rhythm in the design, for example, through the design of the post spacing
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize transparency

Tables

- Understand that tables indicate that we are invited to gather and eat together
- Provide a comfortable resting place,
- Designate an area of interest or special view:
- Accommodate ADA requirements with units along major paths of travel having shortened benches to, provide spaces for wheelchairs
- Consider game tables where eating may not be appropriate

Barbecues

- Provide sufficient quantity and size for adjacent picnic area
- Note primary wind direction and orient downwind of picnic tables and benches if possible
- Assure the physical safety of all users as much as possible
- Include hot ash receptacles as needed

Drinking fountains

- Provide extremely durable units

- Include dog bowl as much as possible, one per site
- Incorporate jug filler for refilling personal water bottles
- Provide an ADA accessible fixture as either a primary or a secondary fixture

Bollards

- Place bollards at the edge of a roadway or driveway or path so that the bollards do not interfere with normal vehicular movement
- Space bollards typically four feet apart

Bicycle racks

- Preferred tubular material is square rather than round to deter pipe cutting
- Locate in a convenient location, in plain view, and away from the street edge if possible
- Provide enough for planned activity in the area

Area lighting

- Provide pole-mounted lights where large areas may need added security and illumination
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim, modern, and simple in design

Pedestrian lighting

- Provide pedestrian scaled pole-mounted lights where linear paths need illumination away from streets but within an urban context
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim, modern, and simple in design

Bollard lighting

- Provide lighting on bollards when low lighting levels is needed on linear pathways away from streets and in natural areas
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim, modern, and simple in design

Landscape lighting

- Provide lighting to accentuate buildings, plants, and artwork in the landscape.
- Be mindful of up-lighting so that it does not illuminate where it is not supposed to
- Down lighting from trees is preferable to up lighting
- Consider in-ground lighting to illuminate overpasses or tunnels from within or to invite pedestrians fown a different path

Planters

- Utilize in Urban Plazas and waterfront locations where soil is not accessible
- Use a variety of shapes and sizes within a family of materials
- Incorporate automatic irrigation for planters wherever possible

Tree grates and guards

- Locate in urban streetscape and plazas
- Design to match landscape setting

Exercise equipment

- Provide a variety of self paced exercise equipment along the Blue Greenway
- Consider all age ranges when selecting units
- Ensure a mix of upper and lower body workout machines
- Include both stationary and kinetic pieces

Kiosks

- Coordinate with Blue Greenway way-finding and interpretive graphics
- Provide in areas where community gatherings may take place or where neighborhoods or businesses may adopt their maintenance
- Materials should reflect the architecture of the surrounding landscape and other furnishings in the area

Restrooms

- Consider using city standard prefab rest rooms in urban streetscapes and plazas
- Incorporate composting toilets in natural areas or where there is substantial room

5. Next Steps:

The Port will accept comments on the Concepts for the program and uses of the open spaces and on the site furnishing palettes until the end of October. It will then revise the concepts based upon the comments received and begin to develop cost estimates for each of the open space improvements. The cost estimates will be used to help prepare a preliminary project prioritization based upon available funding and will be reviewed with the stakeholders. Ultimately projects identified for immediate implementation will go through an additional community planning process to refine concepts and lead to eventual detail design of the open spaces. Blue Greenway projects that are eligible for improvements through the 2008 Clean and Safe Neighborhoods Parks General Obligation Bond include: Mission Bay, Bayfront Park Shoreline (underway), Pier 70 Crane Cove Park, Warm Water Cove Park, Islais Creek Open Space Improvements, Heron's Head Park (underway) and signage and wayfinding within the Port's jurisdiction.

While the Port is conducting further outreach on the programming use and site furnishing palette concepts, it will be developing concepts for a Blue Greenway identity and signage program. The Port will also be working with MTA and other partner agencies on developing concepts for improving the Blue Greenway "Linking Streets" (Terry Francois Boulevard, Illinois Street, Cargo Way, Innes and Jennings Street)¹. The concepts for the Linking Streets and signage and identity will be reviewed with the community in late November.

The Port and its partners are working to complete and update the Blue Greenway Existing Conditions document released in May based upon the public comments received.

A summary schedule and tasks are presented in *Exhibit 1, Planning Process and Schedule* on page 5.3.

¹ Concept Designs have been completed for Cargo Way, Innes and Jennings Streets, the focus of this effort will be to develop concepts for Terry Francois Boulevard and Illinois Street.

Status of other Blue Greenway Projects in Implementation

In conjunction with the ongoing Blue Greenway planning effort, several Blue Greenway projects were identified for early implementation. The following is a brief update on the progress of those projects:

- Preparation of the Blue Greenway Planning and Design Guidelines. This project is budgeted for approximately \$300,000 and will utilize the Clean and Safe General Obligation Bond funds.
- Mission Bay, Bayfront Park Shoreline project is located between Pier 54 and Aqua Vista Park and will improve approximately 1,300 linear feet of shoreline and support the future Bayfront Park improvements. This project is budgeted for \$3 million and will utilize the Clean and Safe General Obligation Bond funds. This project has been completely designed and bid, the Port Commission is anticipated to approve the selected bidder in October 2010 and construction would begin this fall.
- Improved and expanded Heron's Head Park entrance located at the terminus of Cargo Way at Jennings Street. This project is budgeted for approximately \$1.7 million and will utilize the Clean and Safe General Obligation Bond funds. The Port Commission approved the Concept design for the park in May, 2010. The Department of Public Works (DPW) Landscape Architects are completing the detail design and it is anticipated the project will be constructed in the Spring of 2011.
- Redesigned and improved Tulare Park located along the northern shoreline of Islais Creek between Illinois and Third Streets. This project is budgeted for approximately \$700,000 and will utilize a combination California Resource Agency grant and Clean and Safe General Obligation Bond funds. DPW is currently completing the detail design, this project is anticipated to be constructed in the fall of 2011.
- Public Art installation project at the Pier 90 Islais Creek Grain Silos. This is budgeted for approximately \$250,000 and will utilize the Port's Southern Waterfront Beautification and Public Benefit Policy Funds. The Port is working with Art Commission staff to establish and facilitate a public process of soliciting proposals and selecting artist to install public art on the Pier 90 Grain silos (see Exhibit B, examples of art on industrial silos). The selection process would include the Port Commission and input from community and local artist representatives. This project will begin in the fall of 2010 and will be implemented in 2011.

- Cargo Way Bicycle and Pedestrian improvement project. This is budgeted for approximately \$350,000 and will utilize a combination of San Francisco County Transportation Authority, 2010 Regional Bicycle Program Block Grant funds, Port's Southern Waterfront Beautification and Public Benefit Policy Funds and other potential grant funds. This project is being coordinated with the San Francisco Municipal Transportation Agency (MTA) and DPW. The project will provide an improved and protected bicycle facility and pedestrian improvements along Cargo Way and builds upon the Concept Plan developed for Cargo Way and presented to the Port Commission in 2008



Examples of Public Art on Industrial Silos

Above top: Former Bethlehem Steel Pennsylvania

Above bottom: Murals on Silos, Location Unknown

Right: Heron's Head Park Expansion Concept Design



Blue Greenway - Planning and Design Guidelines Community Planning Process and Schedule

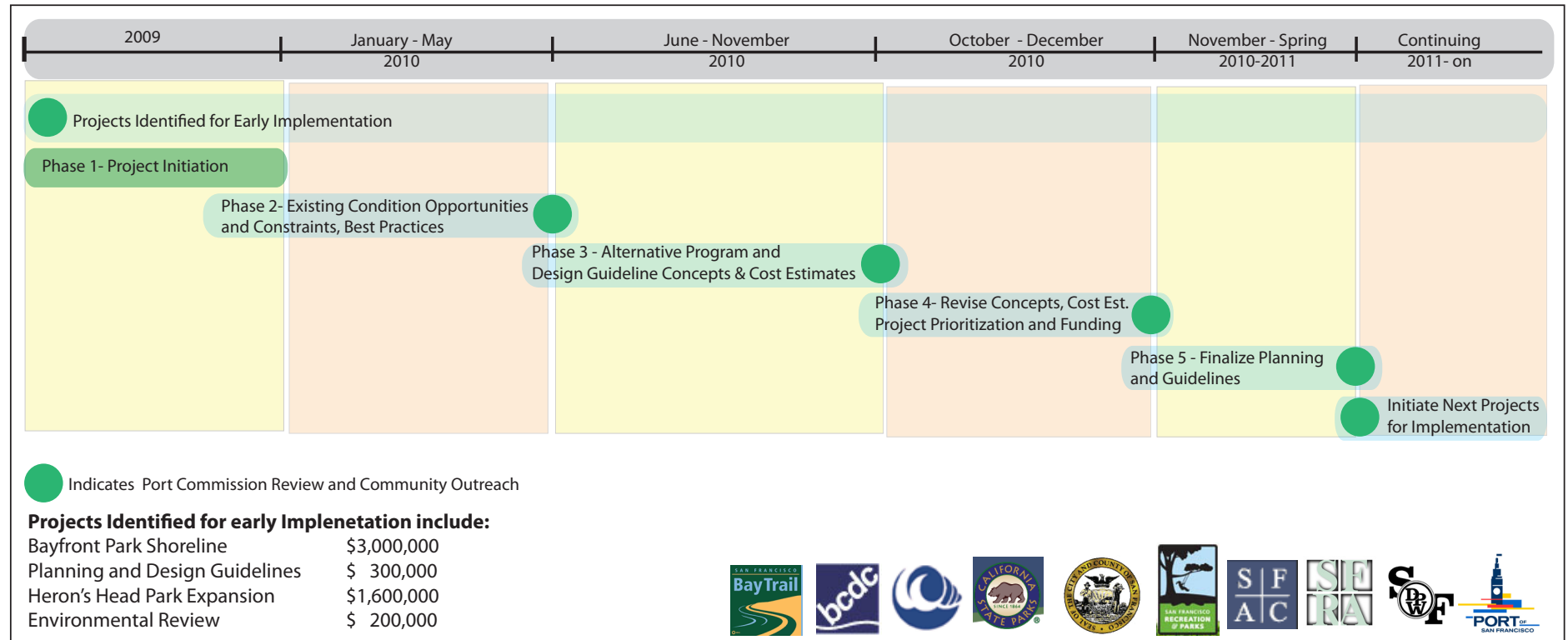


Exhibit 1: Planning Process and Schedule

Table A: Site Suitability Criteria

		Min. Dimensions / Area ^a	Spatial Flexibility		Min. Construction Cost	No. of Units Per Population	Service Radius	Site Location Limitations	Required Amenities/ Infrastructure	Supervision/Staff Needed	Maintenance Cost
			Size 1-4, 1=smaller area required 4=larger area required	Layout Flexibility 1-4, 1=flexible layout 4=fixed layout							
Water Access and Views	SMALL CRAFT LAUNCH	20' long and 12 ft wide, 30' turning radius	2	3	3	*	*	need shoreline with maximum slope of 10-15 percent, street and water access protected from rough waters; minimum 4 ft water depth at slope end; requires appropriate fishing line disposal facility	parking or boat storage	1	3
	FISHING PIER	70'+ long, 15' wide	2	3	4	*	*	need spot with a bay floor with features that attract fish, signage must be posted that fishing is for sport, not consumption	seating, lighting	2	3
	BOAT STORAGE	varies, depends on space available	2	2	3	*	*	near water, parking, and other boat related amenities	fencing or storage structure	2	2
	URBAN BEACH	Beach area should have 50 sq ft. of land and 50 sq. ft. of water per user. Turnover rate is 3. There should be 3 - 4 A supporting land per A of beach.	2	2	3, but varies greatly depending on site condition and size of sites	*	*	needs protected waterfront area, away from rough waters and large ships. If swimming desired, should have sand bottom with slope maximum of 5% (flat preferable), boating areas completely segregated from swimming areas, and no sediment contamination.	sand infill, restrooms, picnic areas and shade structures	2	3
Circulation and Views	VIEWING PLATFORM	150 ft ²	2	1	2	*	*	near water, along pedestrian path	seating, lighting	1	2
	WATERFRONT PROMENADE	15 -16 ft wide, length varies	2	2	2, but varies greatly depending on site condition and size of sites	*	*	along water, protected from active recreation and near high pedestrian traffic	landscaping, lighting, seating, pedestrian access points, guardrail, wayfinding signage	1	2
	BIKE PATH	10 ft wide, length varies	1	1	1, but varies greatly depending on site condition and size of sites	*	*	street access and possible connections to existing transportation networks	lighting, separation from roadway with pavement markings or physical barrier, wayfinding signage	1	1
Active Recreation	SPORTS FIELDS										
	BASEBALL/SOFTBALL										
	1. Official	Baselines – 90' Pitching distance 60 ½' foul lines – min. 320' Center field – 400'+	4	4	3	1 per 5,000 ^b	1/4 - 1/2 miles ^b	level site, large open space, proximity to residential areas	irrigation, drainage, equipment storage, fencing, seating, restrooms and drinking fountain recommended	1	3
	2. Little League	Baselines - 60" Pitching distance - 46' Foul lines - 200' Center field - 200' - 250'									
	SOCCER/FOOTBALL	195' to 225'x330' to 360' with a minimum 10' clearance all sides.	4	4	2	1 per 4,000 ^c	1/4 - 1/2 miles ^a	level site, large open space, proximity to residential areas	irrigation, water drainage, equipment storage, fencing, seating, restrooms and drinking fountain	1	3
	SPORTS COURTS										
	BASKETBALL (High School)	50' x 84', with 5' unobstructed space on all sides	3	4	2	1 per 5,000 ^b	1/4 - 1/2 mile ^b	level site, proximity to residential areas	lighting, equipment storage, seating, fencing, restrooms and drinking fountain recommended	1	1
	TENNIS	36'x78', 12' clearance on both sides; 21' clearance on both ends	3	4	2	1 per 2,000 ^b	1/4 - 1/2 mile ^b	level site, proximity to residential areas	lighting, seating, equipment storage, fencing, restrooms and drinking fountain recommended	1	1
	PLAYGROUND ^d	1000 ft ²	2	3	2	1 per 1,000 ^d	1/4 mile ^a	away from traffic, somewhat protected area, proximity to residential area	safety surface, fencing, seating, restrooms and drinking fountain	2	2
	SKATE PARK/BMX BICYCLE AREA	10,000 ft ²	3	3	3	1 per 20,000 ^d	2 -5 milese	large open area	lighting, fencing, seating, restrooms and drinking fountain recommended	2	2

* Data not found

a. Minimum dimensions determined through National Park Association (NRP) standards and, where standards were not available, through an assessment of existing San Francisco park facilities as documented in the Condition Management Estimation Technology (COMET) database.

b. Lancaster, R.A. (Ed.). (1990). Recreation, Park, and Open Space Standards and Guidelines. Ashburn, VA: National Recreation and Park Association.

c. Varying recommended service level standards exist for soccer, ranging from 1 per 10,000 to 1 per 4,000. The more generous standard has been selected for this chart based on current demand and popularity of the sport in the San Francisco area. The recommended service level of 1 field per 4,000 persons is taken from section 8.1 "Facility Standards" of the "Parks, Open Space, Trails and Recreation Master Plan" from the City of Durango, Colorado adopted on April 20, 2010. This document can be found at <http://www.durangogov.org/parks/postreports.cfm>.

Table A: Site Suitability Criteria (continued)

Table A: Site Suitability Criteria (continued)		Min. Dimensions / Area ^a	Spatial Flexibility		Min. Construction Cost	No. of Units Per Population	Service Radius	Site Location Limitations	Required Amenities/ Infrastructure	Supervision/Staff Needed	Maintenance Cost
			Size 1-4, 1=smaller area required 4=larger area required	Layout Flexibility 1-4, 1=flexible layout 4=fixed layout							
Passive Recreation											
	PICNIC AREAS	300 ft ²	1	1	1	1 per 1,000 ^d	1/4 - 1/2 mile ^e	near other activities	tables, seating, shade, trash receptacles, restrooms and drinking fountain recommended	1	1
	PASSIVE RECREATION LAWN	1000 ft ²	2	2	2	*	*	open area, proximity to other activities	seating, landscaping	1	2
	COMMUNITY GARDENS	1000 ft ²	2	2	2	*	*	level site, 8 hours of sun per day, away from active recreation areas, proximity to residential areas	fencing, irrigation water	2	2
	DOG RUN	8,000 ft ²	3	3	3	1 per 20,000 ^d	2 -5 miles ^e	away from active recreation areas, proximity to residential areas	fencing, trash cans, drinking fountain recommended	1	3
	PUBLIC ART	varies	1	1	2	*	*	may require slightly protected area	signage	1	3
	OUTDOOR ENTERTAINMENT										
	SMALL PLAZA/AMPHITHEATER	600 ft ²	2	2	3	*	*	near high pedestrian traffic	seating, lighting, plantings, restrooms and drinking fountain recommended	1	1
	OPEN AIR PAVILION	600 ft ²	2	2	3	*	*	near other passive recreation activities	seating	1	1
LARGE PERFORMANCE SPACE ^g	50,000 ft ²	4	4	4	*	*	large open space, can be a destination site	stage, seating, lighting, sound system, parking, restrooms and drinking fountain	4	1	
Habitat Creation											
	WETLAND	min. 4,000 ft ² . includes open water areas, non-vegetated areas, vegetated marsh plain, and submerged vegetation ^h	3	3	3, but varies greatly depending on site condition and size of site	*	*	inundated area, appropriate natural conditions (e.g. water quality, soil quality, etc), protection from incompatible human uses or urban pest/rodents, site soil, sediment or water contamination may limit viability	protective buffer, habitat structures	2	2
	UPLAND	min. 4000 ft ²	3	3	2, but varies greatly depending on site condition and size of site	*	*	higher elevations and not inundated, appropriate natural conditions (e.g. soil quality, etc), protection from incompatible human uses or urban pest/rodents, site soil, sediment or water contamination may limit viability	protective buffer, habitat structures	2	3
NATIVE GARDEN	varies	2	2	2	*	*	minimal water access and sun exposure, protection from incompatible human uses, urban pest/rodents, site soil, sediment or water contamination may limit viability	may need fencing, paths	2	3	
Community Facilities and Support											
	CAFE OR FOOD KIOSK	250 ft ²	1	2	2	*	*	near activities and pedestrian traffic	some plumbing, electrical, storage	4	3
	RESTROOMS	400 ft ²	1	4	4	*	*	near activities and pedestrian traffic, visible area, safety concern	some plumbing, electrical, storage	2	4
	CLUBHOUSE/RECREATION CENTER	1,200 ft ² - 12,600 ft ²	2	3	4	2 ft ² per person ^f	depends on size of center	near active recreation	electrical, plumbing, usually has restroom inside	4	4
	MAINTENANCE/STORAGE	300 ft ²	1	3	3	*	*	near active recreation	plumbing and electrical	2	1
	NATURE EDUCATION FACILITY	1,500 ft ²	2	3	4	*	*	usually near a habitat	plumbing, electrical, restroom facility, parking, usually a destination site	4	4
	BICYCLE PARKING	40 ft ²	1	1	1	*	*	close to street traffic or bicycle/pedestrian path	paved area, lighting	1	1
DEDICATED AUTOMOBILE PARKING	350 ft ²	4	3	2	*	*	close to street traffic		1	1	

d. Data taken from section 8.1 "Facility Standards" and section 8.2 "Equity Mapping/Service Area Analysis" of the "Parks, Open Space, Trails and Recreation Master Plan" from the City of Durango, Colorado adopted on April 20, 2010. These standards were determined through "National Recreation and Park Association (NRPA) guidelines, recreation activity participation rates reported by American Sports Data as it applies to activities that occur in the United States and the Durango area, community and stakeholder input, findings from the prioritized needs assessment report and general observations" (p. 157). This document can be found at <http://www.durangogov.org/parks/postreports.cfm>.

e. Data extrapolated through comparison of established National Park Association (NRPA) service radii for other facilities and walking distance data from the San Francisco Planning Department's "Recreation and Open Space Element" from May 2009.

f. Playground is defined as a play area for both younger and older age groups, which is reflected in the 1000 ft² minimum area requirement. A younger play area alone, however, can be as small as 600 ft².

g. Large performance space assumes a venue with minimum capacity of 2,000 people.

h. Wetland data gathered through assessment of existing California wetland database at <http://www.californiawetlands.net/tracker/>.

Table B: Use Suitability Analysis

		3. China Basin Park (including proposed expansion)	5. Pier 52 Boat Launch	9. Pier 64 Shoreline Access	11. Pier 70 Crane Cove Park	13. Pier 70 Slipways Park	14. Power Plant Shoreline Access	16. Warm Water Cove Park	18. Tulare Park/Islands Creek North-East	20. Third and Cargo Gateway
Water Access	SMALL CRAFT LAUNCH	4	4	3	4	2	2	3	3	N/A
	FISHING PIER	3	4	2	2	2	2	2	2	N/A
	BOAT STORAGE	3	4	1	3	2	0	2	3	N/A
	URBAN BEACH	4	2	2	3	2	2	2	2	N/A
Circulation and Views	VIEWING PLATFORM	4	4	4	4	4	4	4	4	4
	WATERFRONT PROMENADE	4	4	4	4	4	4	4	4	N/A
	BIKE PATH	4	4	4	4	3	3	3	4	4
Active Recreation	SPORTS FIELDS									
	BASEBALL/SOFTBALL	3	0	0	1	0	0	0	0	0
	SOCCER/FOOTBALL	3	0	0	1	1	0	0	0	0
	SPORTS COURTS									
	BASKETBALL (High School)	3	1	0	2	2	0	2	2	0
	TENNIS	3	2	1	2	2	0	2	2	0
	PLAYGROUND	4	2	2	3	3	2	2	2	2
	SKATE PARK	3	2	2	2	3	3	4	1	2
Passive Recreation	MOUNTAIN/BMX BICYCLE AREA	3	2	2	2	3	3	4	1	2
	PICNIC AREAS	4	4	4	4	4	4	4	4	4
	PASSIVE RECREATION MEADOW	4	3	3	4	4	4	4	4	4
	COMMUNITY GARDENS	3	2	4	2	3	3	3	3	4
	DOG RUN	3	2	1	2	3	3	3	3	2
	PUBLIC ART	4	3	4	4	4	4	4	4	4
	OUTDOOR ENTERTAINMENT									
	SMALL PLAZA	4	3	3	4	3	3	4	3	4
	OPEN AIR PAVILION	4	2	2	4	3	2	3	2	4
	LARGE PERFORMANCE SPACE ^a	4	0	0	3	3	0	0	0	0
Habitat Creation	WETLAND	1	0	1	2	2	2	1	3	0
	UPLAND	4	0	3	2	2	2	4	3	0
	NATIVE GARDEN	4	2	4	3	3	2	3	3	4
Community Facilities and Support	CAFÉ OR FOOD KIOSK	4	3	2	4	3	2	2	2	4
	RESTROOMS	4	3	2	4	4	2	3	2	3
	CLUBHOUSE/RECREATION CENTER	3	0	2	3	2	0	2	2	2
	MAINTENANCE/STORAGE	3	0	2	3	3	2	3	2	3
	NATURE EDUCATION FACILITY	3	0	2	2	2	0	2	2	2
	BICYCLE PARKING	4	3	3	4	4	4	4	3	4
	DEDICATED AUTOMOBILE PARKING	3	3	0	3	3	1	3	2	3

0 - not physically possible

1 - physically possible w/ major alterations or pushes limits of site

2 - physically possible but not suitable use for this area

3 - suitable and possible use for the area

4 - highly suitable based on existing conditions and uses and/or planned future development on port open spaces

Suitability meets demonstrated need in area (Need determined through gap analysis on page 2.4 of the "Blue Greenway - Existing Conditions document") Suitability for Active Recreation was analyzed to determine the need, but Public Trust use restrictions prohibit many active recreation uses from occurring on Port lands and unless noted, were not considered as a use. (See page 3.1)