

BLUE GREENWAY

Planning and Design Guidelines
REVISED DRAFT FOR PUBLIC REVIEW JUNE 2011

Open Space Concepts | Streets | Furnishings
Signage & Identity | Funding & Implementation



A Citywide Interagency Effort



Led by the Port of San Francisco
www.sfport.com/bluegreenway



Blue Greenway Vision Statement

The Blue Greenway is more than a trail; it is a unifying identity for the 13-mile corridor along San Francisco's southeastern waterfront. The Blue Greenway will link established open spaces; create new recreational opportunities and green infrastructure; provide public access and retain and restore natural habitat areas; through the implementation of the San Francisco Bay Trail, Bay Area Water Trail, and green corridors to surrounding neighborhoods; install public art and interpretive elements; support stewardship; and advocate for waterfront access as an element of all planning and development processes over time.

Mayor Newsom's, 2006 Blue Greenway Task Force Vision Statement (updated)

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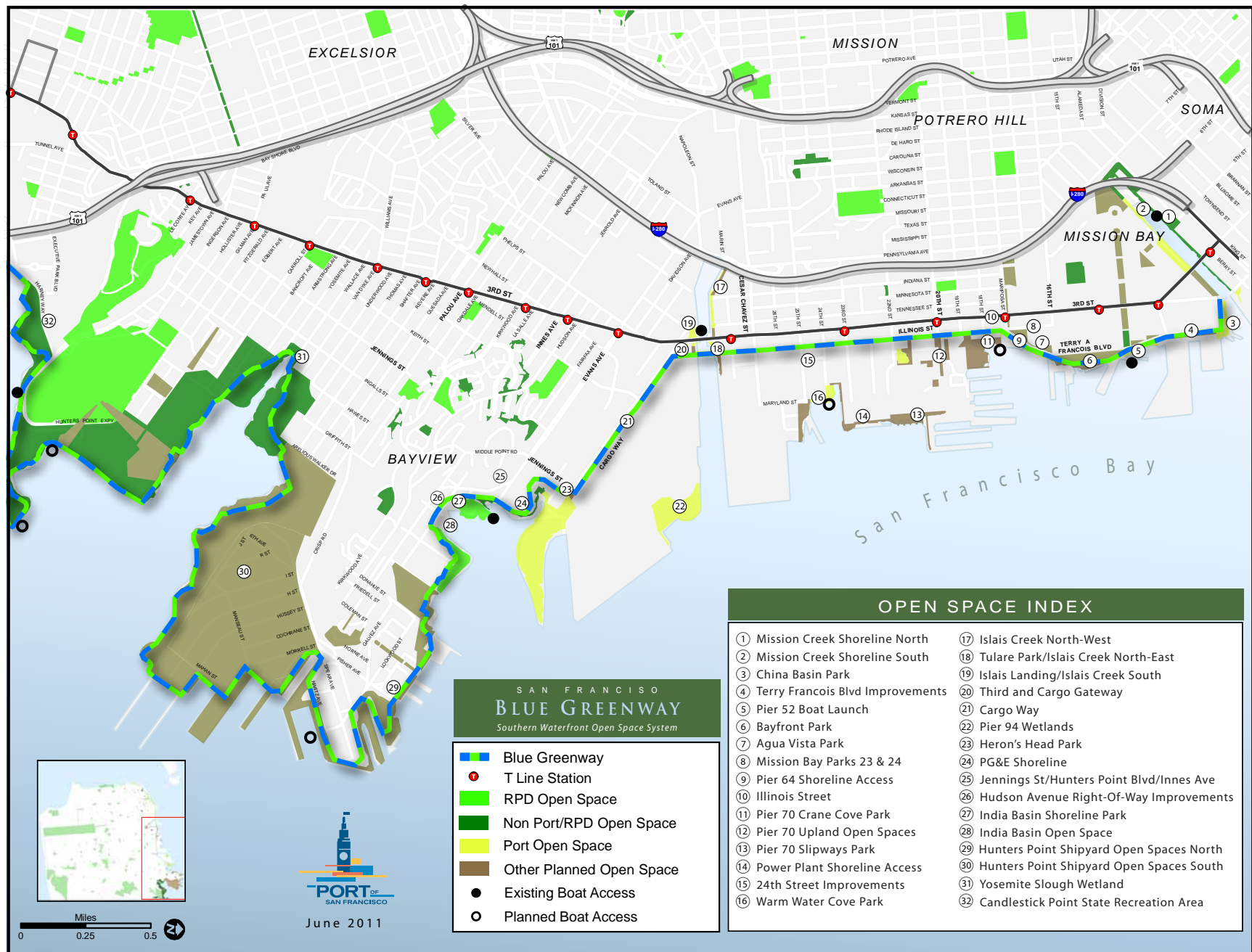


Figure 1.1: Blue Greenway Open Space System Map

1. INTRODUCTION:

The Blue Greenway is a City-sponsored project dedicated to planning and creating a public open space and water access network in southeast San Francisco, from China Basin Channel to the San Francisco County Line (see *Figure 1.1: Blue Greenway Open Space System Map*). Here in the heart of the city's industrial mixed use districts and neighborhoods, many changes are underway. The City is focused on maintaining a viable maritime and light industrial base and directing where new, complementary economic investment can occur. City and other public agencies, and community partners are working together to define how new parks and public spaces should be integrated, with specific focus on the waterfront. In defining where new open spaces should be added to existing waterfront parks, and increasing water recreation opportunities, the Blue Greenway is the latest city project to further realize regional open space and recreation objectives of the San Francisco Bay Trail and Bay Area Water Trail Plans.

The Blue Greenway Planning Process

The Blue Greenway planning process has been underway for the past three years. San Francisco is fortunate that most of its waterfront is publicly-owned. In this part of town, waterfront lands are managed by several agencies: The Port of San Francisco (Port), San Francisco Redevelopment Agency (SFRA), San Francisco Recreation and Parks Department (R&P), and the California State Parks Department. These agencies have worked cooperatively with the San Francisco Planning Department, Department of Public Works (DPW), Municipal Transportation Agency (MTA), and Mayor's Office to define locations for Blue Greenway parks and improvements, and to integrate these concepts in several different economic and land planning efforts underway in southeast San Francisco.

Because funding and implementation schedules of these efforts will not happen all at once, the key focus of the Blue Greenway planning process is to:

1. Identify the locations of existing and new waterfront open spaces, and water access sites;
2. Define the key streets that provide access to and between these park and open space resources, along the north-south spine of the Blue Greenway as well as between inland neighborhoods and the waterfront;
3. Design and develop a signage system that establishes a clear identity for the Blue Greenway, and helps the public to navigate along the system;
4. Develop planning and design guidelines that set standards for the type and style of furnishings and site signage, so that each provides common information and orientation while still allowing them to highlight their unique attributes and design opportunities;

Within the framework set through these Blue Greenway Planning and Design Guidelines, City agencies will implement Blue Greenway improvements as integral parts of the various economic development and planning projects in southeast San Francisco, including: Eastern Neighborhoods Rezoning, Mission Bay, Pier 70 Master Plan, and Hunters Point Shipyard and Candlestick Point Redevelopment, Bayview Hunters Point, and Francisco's Better Streets Program, and the San Francisco Bicycle Plan. The Blue Greenway planning process has established collaborative interagency relationships to support those future efforts. Similarly, the community engagement and partnerships that have emerged during this period also play an important role to ensure that the stewardship of the Blue Greenway has strong City and community support over the long-term.



Kayakers on Mission Creek

In 2008, the City of San Francisco voters passed Proposition A, the Clean and Safe Neighborhood Parks General Obligation Bond (GO Bond). This Bond included \$33.5 million for the Port waterfront park improvements, of which approximately \$22.5 million is allocated to Blue Greenway projects on Port lands. Because this public investment provides a major boost for the Blue Greenway on the Port waterfront, the Port has taken the lead in directing the Blue Greenway planning process, in collaboration with its sister City agencies, Association of Bay Area Governments (ABAG), State Parks, the San Francisco Bay Conservation and Development Commission (BCDC), and the community at large.

Port Blue Greenway Projects

In the course of leading the Blue Greenway planning process, the Port also has focused its attention on planning and implementing Blue Greenway projects on Port property. In this report, concept design and use criteria are presented for each of the proposed Port open spaces, incorporating refinements that respond to previous public comments. In addition, this report includes a proposed Funding and Implementation program, recommending which Port Blue Greenway projects should be prioritized for construction, financed by available GO Bond and other funds. In addition to open spaces, the Port is recommending expenditure of GO Bond funds for Blue Greenway signage and public art. Approximately \$6.88 million of GO Bond funds were previously approved to finance Blue Greenway planning and improvements at the Mission Bay Bayfront Park shoreline, Heron's Head Park Entrance project at Pier 96, and Tulare Park on Islais Creek.

With the remaining Proposition A and other secured funds, the Port is recommending the following Port parks and open space improvements for implementation:

1. Crane Cove Park at Pier 70
2. Bayview Gateway at Third and Cargo
3. Signage and Furnishings for the Port's Blue Greenway sections
4. Public Art
5. Islais Creek pile and debris removal and restoration of the Copra Crane

Through this community planning process, the Port solicits public review and endorsement of the open space concepts, funding and implementation proposals for Blue Greenway improvements along the Port waterfront, as presented in this report.



Volunteers and park stewards at Warm Water Creek, Earth Day 2011

Next Steps

To date, much work has been accomplished. In May 2010, the Blue Greenway Existing Conditions Report was published, cataloging all existing and potential future Blue Greenway parks and resources throughout the system, across all jurisdictions. This Blue Greenway Existing Conditions Report is a resource to support other site-specific park improvements undertaken by the San Francisco Planning Department, Recreation and Parks, Redevelopment Agency or other agencies.

In September 2010, the Port, in collaboration with the Department of Public Works published a first draft of the Blue Greenway Planning and Design Guidelines. That report proposed site furnishing concepts for the Blue Greenway system. It also presented open space program uses for Port Blue Greenway sites. *Appendix I* provides an overview of the planning process to date and summarizes the comments received on the previous materials presented.



Volunteers and park stewards at Islais Creek Landing, Earth Day 2011

The Blue Greenway Planning and Design Guidelines have been updated in this May 2011 publication. It incorporates refinements in response to public comments received to date, and presents the following elements:

- Open Space Program Uses for Port Blue Greenway sites (updated)
- Blue Greenway Linking and Connector Streets (new)
- Design Criteria for the Blue Greenway Signage and Identity System (new)
- Site Furnishing Concepts for the Blue Greenway System (updated)
- Funding Priorities for Port Blue Greenway Projects (new)

This May 2011 version of the Blue Greenway Planning and Design Guidelines presents the full program of proposed improvements and implementation strategies. The Port and Interagency partners welcome continued thoughtful comments and ideas which have enriched the planning process and improve the look, feel and coherence of the Blue Greenway open space system.

To learn more, and engage in community discussions about the proposals in this report, the Port has scheduled two public workshops at the Port of San Francisco, Pier 1 from 5:30 -7:30 pm:

- **Wednesday, May 25, 2011 – Workshop on Open Space Program Uses and Funding Priorities**
- **Thursday, June 16, 2011 – Workshop on Site Furnishings, Signage and Streets**

The public comment period for these Guidelines will run through July, 2011. During that period, additional details and explanations regarding the proposed Blue Greenway Signage and Identity System will be released in June for public review. All public comments will be reviewed to develop refinements to be incorporated into the final version. It is anticipated that the Final Blue Greenway Planning and Design Guidelines will be completed in Fall, 2011.

Thank you for your support and participation in the Blue Greenway planning process. If you have any questions or seek further information about the Blue Greenway planning process, contact David Beaupre, Blue Greenway Project Manager at david.beaupre@sfport.com.



*Above: September 29, 2010 Blue Greenway Community Workshop.
Attendees at the Meeting*

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





China Basin Park Concept Rendering

2. PORT OPEN SPACE USE AND PROGRAM CONCEPTS

Blue Greenway open spaces are located along San Francisco Bay shoreline, as well as along its upland creeks and sloughs. There are 26 individual sites, owned or managed by the Port, SFRA, R&P and the California State Parks Department. Each of these agencies is responsible for securing funds for improving and maintaining their respective open spaces. All of these Blue Greenway sites are shown in *Figure 1.1*, and are cataloged in the Blue Greenway Existing Conditions Report published in May 2010.

The September, 2010 draft report included a detailed description of the opportunities and constraints analysis conducted by the Port and an Interagency group to identify the types of uses and features appropriate for each site, which is included in *Appendix II* of this report. In general the suitability criteria identified appropriate sites and uses based upon national recreation standards and practices relating to habitat restoration and preservation. In addition, the the following general 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 the site
- Provide waterfront viewing areas at all sites
- Amenities for bicyclists should be provided
- A Minimum 15' (20' preferred) multi-use (Bay Trail) trail should be incorporated into open space improvements where feasible
- Mechanical exercise "par" equipment should be integrated into circulation systems (trails/paths)
- Interpretation of waterfront and neighborhood history will be incorporated
- Sites for public art should be identified

The portion of the Blue Greenway waterfront between China Basin Channel and India Basin is managed by the Port of San Francisco. This is where the heart of the Port's industrial maritime base is located. Within Mission Bay, the Port's maintenance operations are based at Pier 50, and a Public Boat Launch is located at Pier 52. Within the Central Waterfront is the Port's ship repair facility, continuing a 150+ year presence at Pier 70, and one of its major cargo terminals at Pier 80. Along and south of Islais Creek, another launch for water recreation vessels shares waters with bulk cargo terminal, concrete batch plants and construction materials businesses at Pier 92 and Piers 94-96.

While most of these industrial uses are not compatible with shoreline public access, there are still stretches currently and/or slated for future improvements for waterfront open spaces, public viewing, natural habitat and water recreation as part of the Blue Greenway. These Port Blue Greenway sites are presented in this section. The Port has developed concept designs and programs for each, which have been refined in response to public comment received to date. Comments received based on the September, 2010 draft report are summarized in *Appendix I*. Upon completion of the Blue Greenway planning process, these park concepts will provide the foundation for ongoing Port planning, design and implementation efforts to expand the Blue Greenway.

The following pages present the use and program concepts for each of the Port's Blue Greenway open spaces, because of the various planning stages that each of the open spaces are at, the amount and detail of information varies from site to site.



China Basin Park - SITE 3

Recommended Program Concepts

The following uses were identified as appropriate and compatible for China Basin Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and as developed through the SWL 337 planning and development process described on the next page. The use concepts and concept plan will likely change as the entire SWL 337 project evolves.

- Waterfront Promenade
- Passive Recreation
- Seating and Viewing
- Family-oriented Picnic Area
- Small non motorized craft launch
- Large Public Gatherings
- Public Art
- Cafe / Food Kiosk
- Restrooms

Project Cost/Funding: Cost – TBD

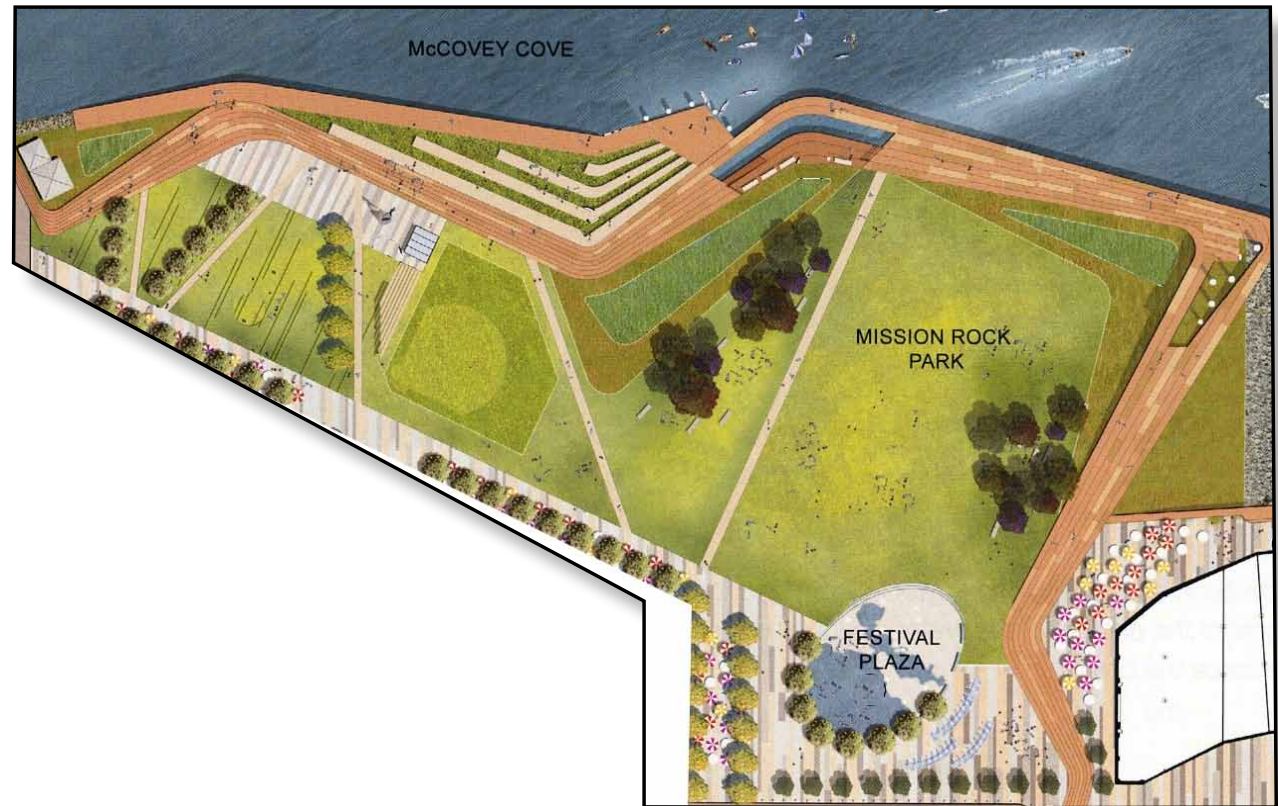
This site was not identified as a receiver for the 2008 GO Bond funds. Funding and implementation of improvements are planned as a part of the proposed development of SWL 337.

China Basin Park - SITE 3

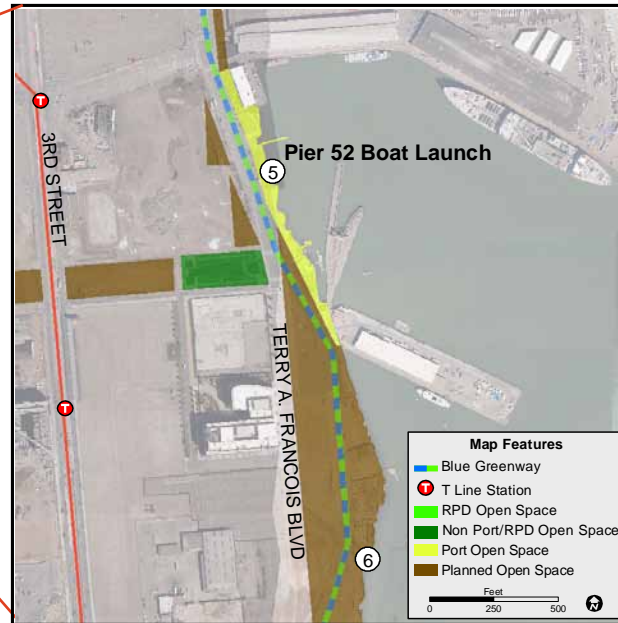
Overview/Context

Improvements to China Basin Park are associated with the development of SWL 337. Development of SWL 337 is in the early planning and development stages. This concept design is the initial proposal for China Basin Park. The following open space objectives for China Basin Shoreline Park and SWL 337 were identified:

- Develop an open space program that provides substantial visitor-serving public open space, and other neighborhood-oriented open spaces designed to serve the recreational needs of any residential uses developed on the site and provide key components of the Bay Trail and Blue Greenway. These two types of open spaces are not mutually exclusive and may overlap, but must serve discreet needs.
- Expand China Basin Park, and create other public open space amenities that increase public enjoyment and views of San Francisco Bay, AT&T Ballpark, Mission Creek Channel, East Bay hills, Yerba Buena Island and the Bay Bridge, and create a unique and complementary addition to the network of parks and open space along the San Francisco waterfront and in Mission Bay.



This Concept Plan was prepared by SWL 337 Associates LLC in response to the Port's SWL 337 Development RFP. The plan does not represent a design vetted through a community planning process but illustrates how a program of uses may be applied to the site as a component of the SWL 337 development project, which achieves the objectives outlined in the RFP. This concept will be refined as the development project moves forward.



Project Cost/Funding: \$600,000

This site was not identified as a receiver for the 2008 GO Bond funds.

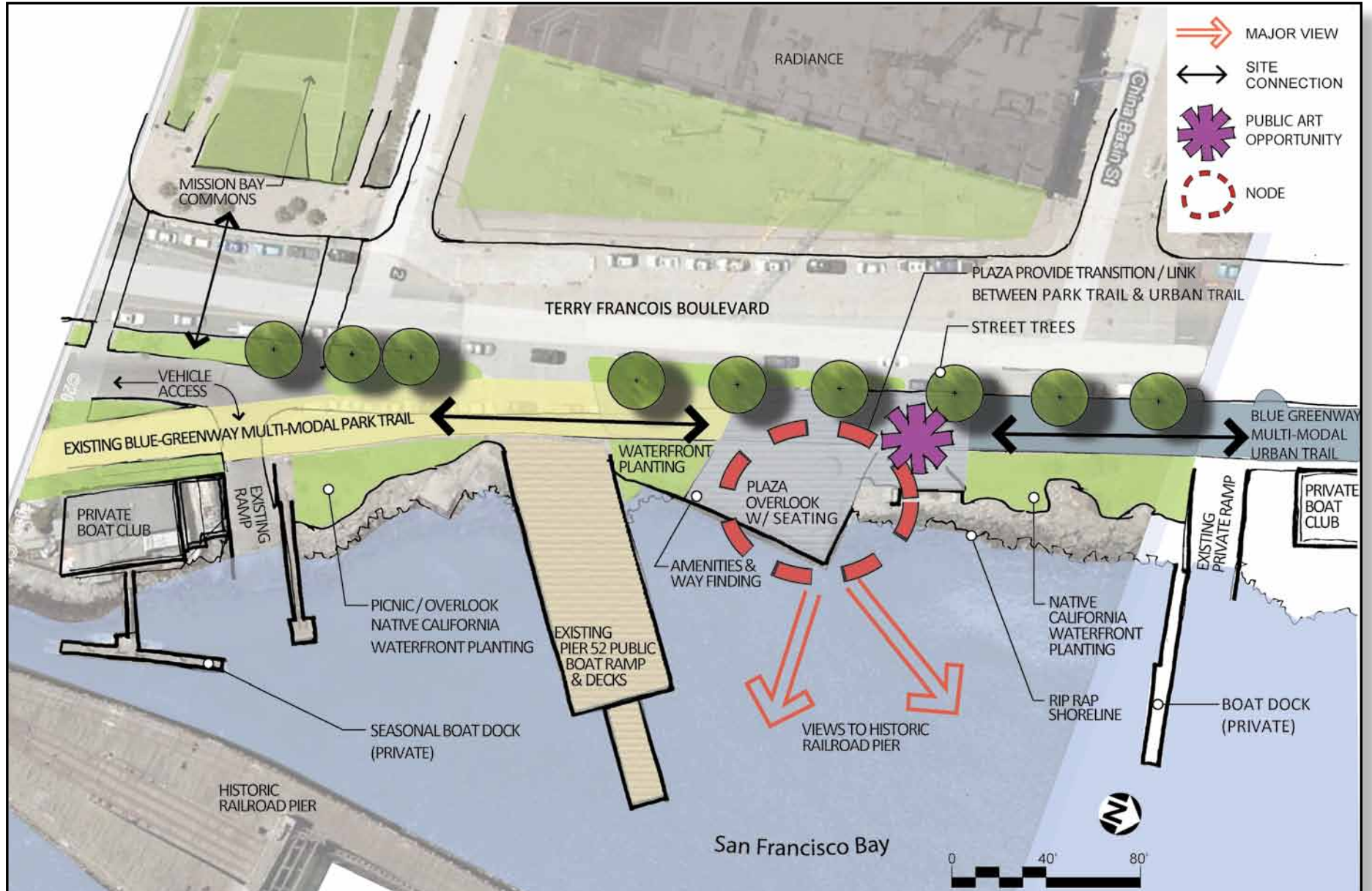
Pier 52 Boat Launch - SITE 5

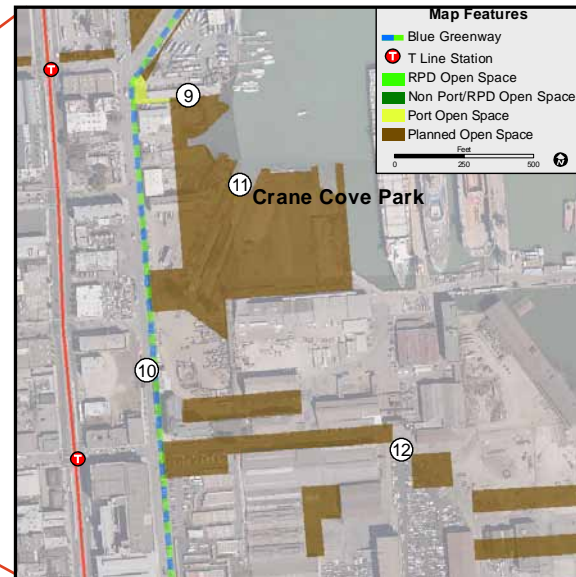
Recommended Program Concepts

The Pier 52 Public Boat Launch Ramp is the only public boat launch in San Francisco accessible for trailered boats and supports the launching of other small “roof-top” craft. The facility includes a parking lot specifically designed and built to support the launch ramp and boating community. The program concepts developed below are for the launch ramp and adjacent shoreline open space. The program uses were developed through the criteria and suitability analysis conducted and described previously in this section and in the planning and design of the Boat Launch project. The site should be designed for passive recreation and to provide a transition between the China Basin Shoreline Park and Mission Bay, Bayfront Parks.

- Waterfront Promenade
- Picnic Area
- Café / Bait Shop
- Native Garden
- Public Art
- Low Float / Step for Small Craft Launch

Pier 52 Boat Launch - SITE 5





Project Cost/Funding: \$30 Million

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

Crane Cove Park - SITE 11

Recommended Program Concepts

The following program uses were identified as appropriate and compatible for the Pier 70 Crane Cove Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and through previous planning processes, including the Port's Waterfront Land Use Plan, the Eastern Neighborhoods Central Waterfront Plan and the Pier 70 Preferred Master Plan. As the planning and design of this open space is refined, the program of uses will also be refined and updated. It is anticipated that not all of these uses will be accommodated in the final design.

- Small Craft Launch
- Boat Storage / Aquatic Center
- Urban Beach
- Viewing Area
- Playground
- Picnic Area
- Passive Recreation
- Public Art
- Open Air Pavilion
- Large Public Gathering Area
- Restaurant / Food Kiosk
- Restrooms
- Maintenance / Storage Facilities
- Off Street Parking
- Retain and Restore Slipway 4 Cranes and Slipway
- Potential Reuse of Building 109 East for Pavilion or Parking

Crane Cove Park - SITE 11

Planning and Design Considerations

The following criteria and design considerations will be the basis for the Crane Cove Park Master Planning and detail design for the Initial Phase.

- Site access (water and land, Blue Greenway)
- View to and from (water and land)
- Site environmental / contamination
- Historic Resources Rehabilitation and Interpretation Uses
- Adjacent parcels and boundary considerations
- Adjacent uses (ship repair, commercial uses within Pier 70, and neighborhoods / districts adjacent to Pier 70 area)
- Shoreline edge treatment options
- Shoreline sediment
- Sea level rise
- Solar and wind orientation
- Geotechnical factors
- Site utilities
- Sustainability
- Existing / future interim leases
- Relationship to adjacent projects and neighborhood
- Phasing of Improvements



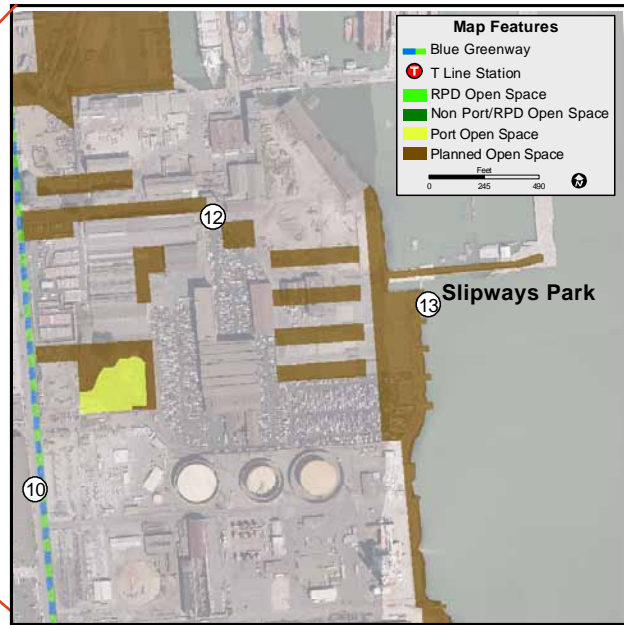
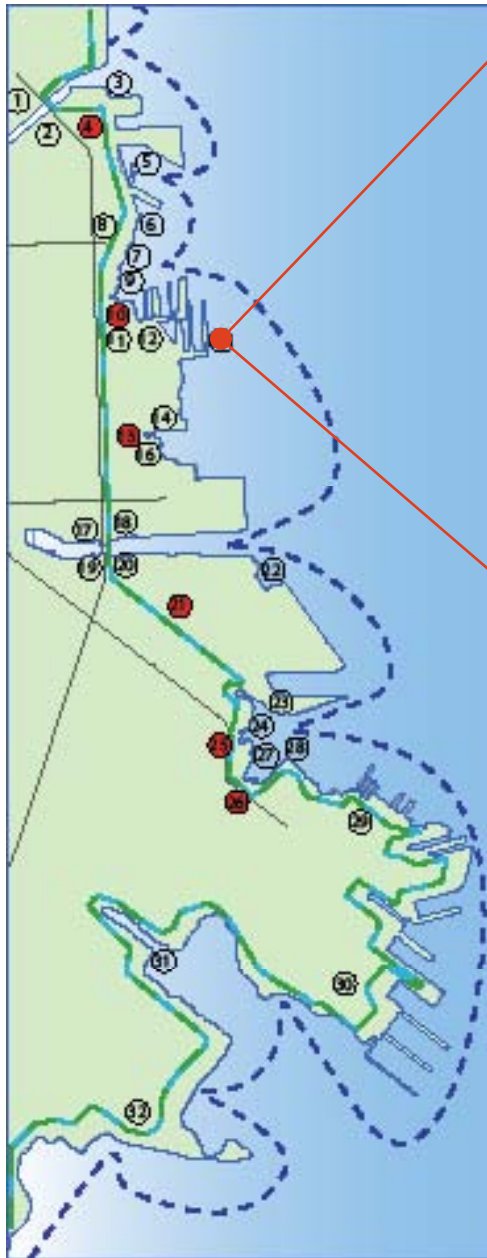
Illustrative Concept

Overview/Context

The Pier 70 Preferred Master Plan envisions an open space, located at the northern edge of Pier 70, as a park that will serve existing nearby neighborhoods as well as the new activities introduced at Pier 70. The park area includes historic Slip 4 and its cranes, creating a strong relationship with the water and the active shipbuilding history of the site. It should provide expansive views of the Bay and a safe public viewing area of ship repair operations. see: www.sfport.com/pier70

In early 2011, the Port issued an RFP to select a consultant team to develop a Master Plan for the approximately 7 acre park site. Once completed, the Master Plan will include a phasing strategy on what portion of the park can be improved with the available funds. It is recognized that this park will be phased over many years as funds are secured.

It is anticipated that the development of a Master Plan and phasing strategy will take approximately 12 months. Afterwards the plans will then move into schematic, then detail design and construction of an Initial Phase.



Project Cost/Funding: \$15 Million

This site was not identified as a receiver for the 2008 GO Bond funds.

Pier 70 Slipways Park - SITE 13

Recommended Program Concepts

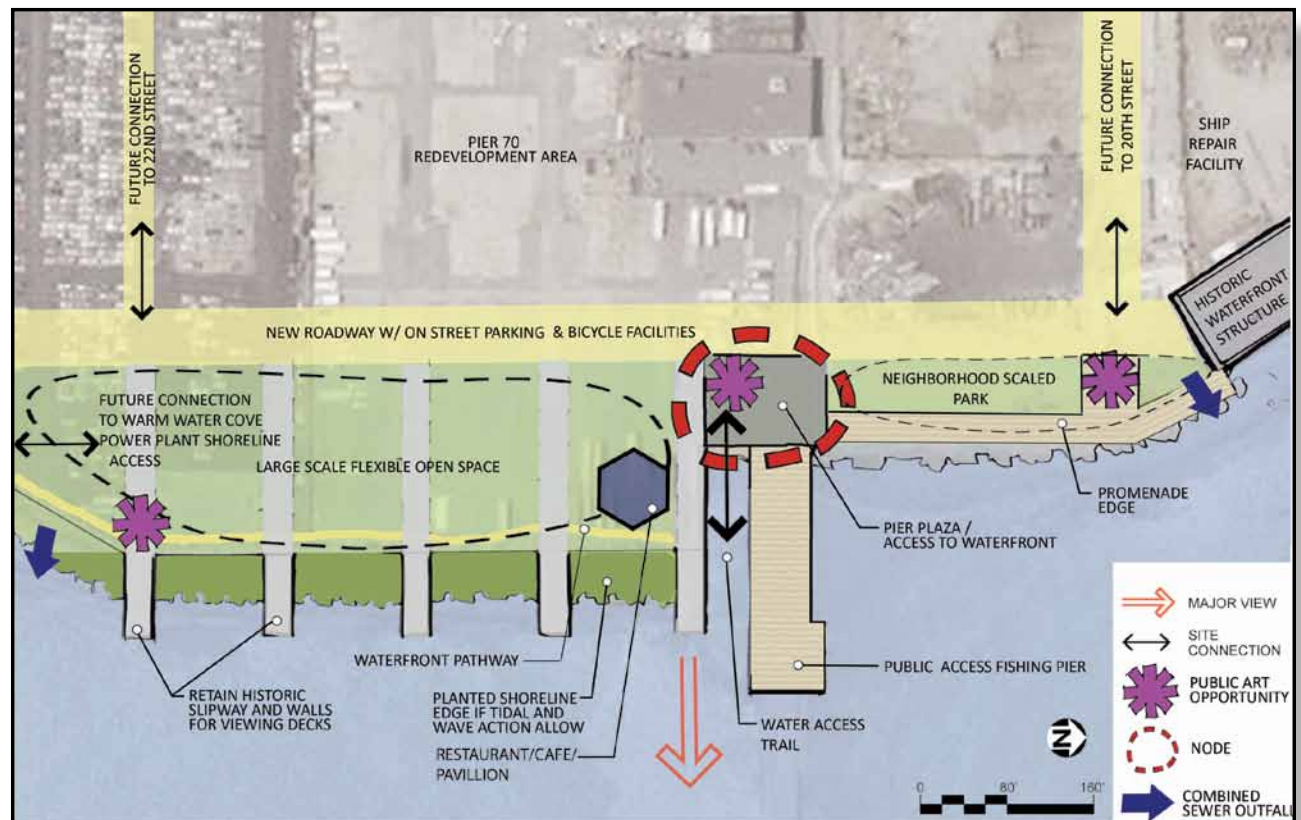
The following program uses were identified as appropriate and compatible for Pier 70 Slipways Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and through previous planning processes, including the Port's Pier 70 Preferred Master Plan. As the planning and design of this open space is refined, the program of uses will also be refined and updated.

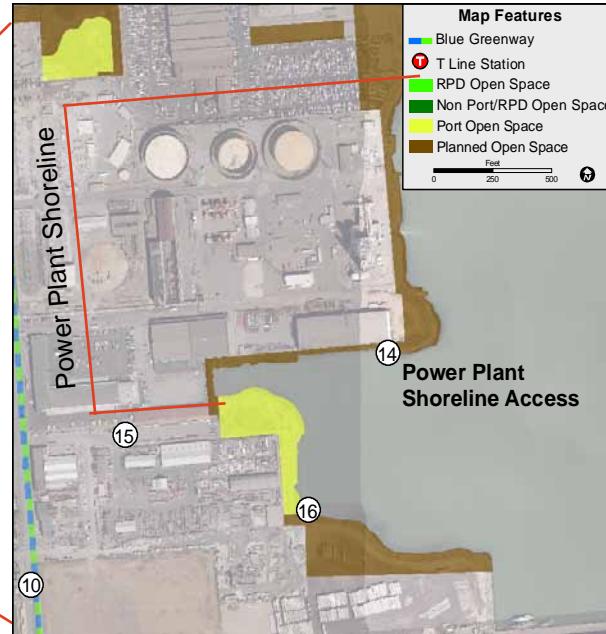
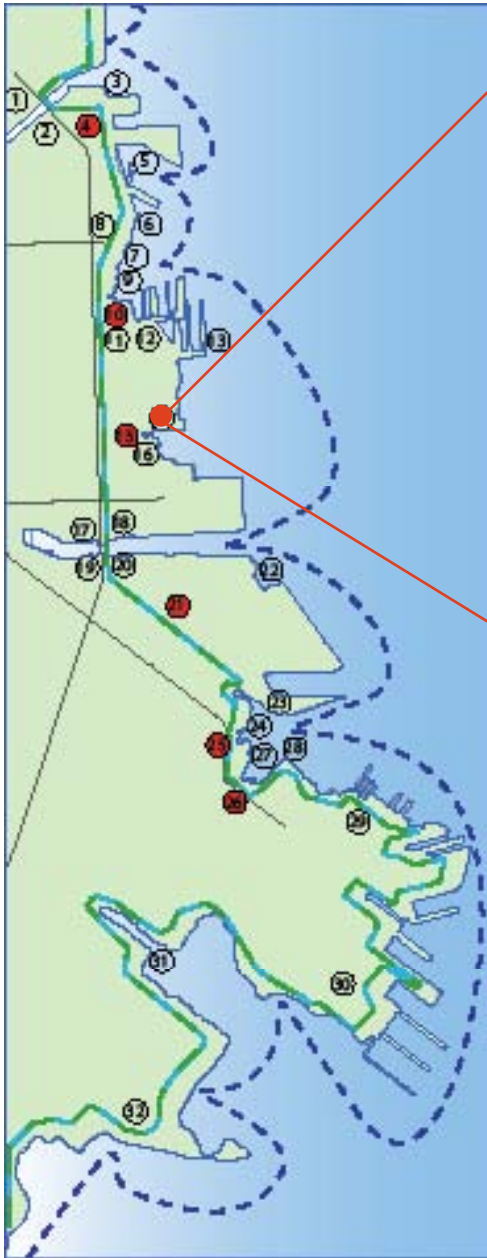
- Waterfront Promenade
- Fishing Pier (possible location of existing pier)
- Viewing Platform
- Picnic Areas
- Public Art
- Plaza
- Large Public Gathering Areas
- Playground
- Passive Recreation
- Restaurant / Concessions
- Future Connection to South (through former Potrero power plant site)

Pier 70 Slipways Park - SITE 13

Planning and Design Considerations

- 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 on identifying financial resources
- This park site will be developed as a part of the Port's overall Pier 70 revitalization efforts. The design, configuration and programming of this open space directly interfaces with the major new development site at Pier 70 (the Waterfront Site) and will evolve as that development project moves forward. The Port is planning on entering into exclusive negotiations with a development partner for the Waterfront Site in the summer of 2011. The design of Slipways Park will be a responsibility of that developer with community input as implementation plans for Pier 70 as a whole are prepared.





Power Plant Shoreline - SITE 14

Recommended Program Concepts

The Port of San Francisco owns the narrow waterfront edge on a portion of this site (generally between 22nd and 23rd street). The program of uses for this site will be determined through the planning of the reuse of the entire former power plant site. Size and configuration of the parcel will help further define the appropriate program use concepts.

Project Cost/Funding: Cost –TBD. Dependent on adjacent site development

This site was not identified as a receiver for the 2008 GO Bond funds.

Power Plant Shoreline - SITE 14

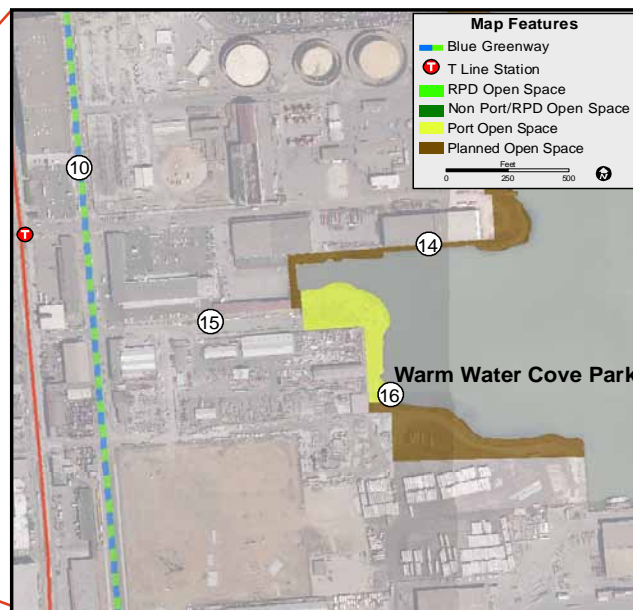
Planning and Design Considerations

There are several constraints that must be overcome prior to this site being improved for public access including:

- The site must be remediated and the former power plant must be dismantled
- Public access and open space on the adjacent Pier 70 Slipways Park location should be completed;
- Adjacent privately held land must be made available to provide the area required to provide public access along the shoreline edge
- Public access between the existing Warm Water Cove Park and the warehouse currently occupied by DHL must be provided
- These privately held properties consist of two owners Genon and the Harrigan - Weidenmuller Company. The Port and City will work with these two property owners to coordinate the development of a continuous waterfront open space system along the Bay's edge and connecting them with the Port's existing shoreline open spaces.



Aerial photo of power plant shoreline between sites 13 and 16.



Warm Water Cove - SITE 16

Recommended Program Concepts

The following program uses were identified as appropriate and compatible for Pier 70 Slipways Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section. As the planning and design of this open space is refined, the program of uses will also be refined and updated.

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

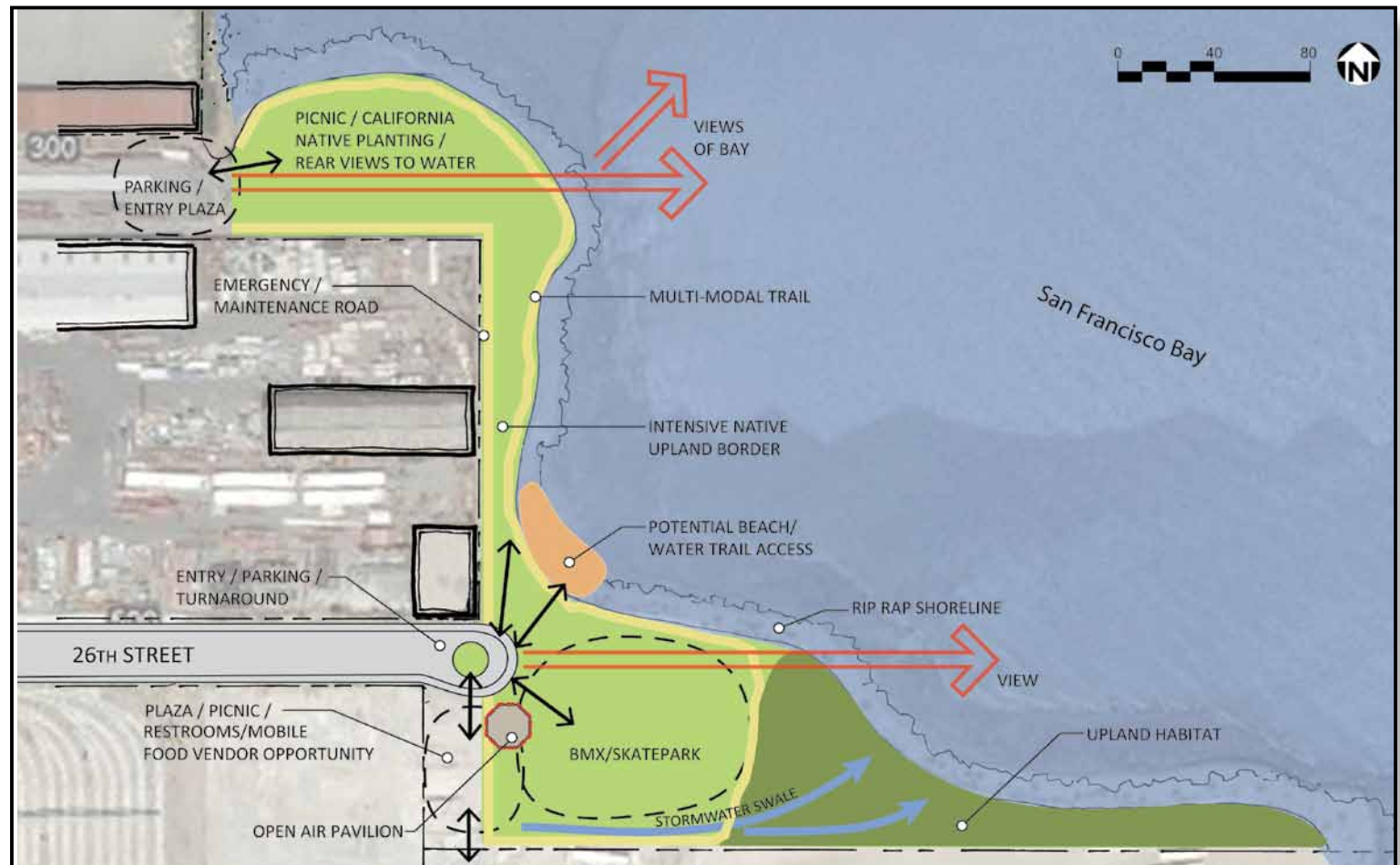
Project Cost/Funding: \$6 Million

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

Warm Water Cove - SITE 16

Planning and Design Considerations

- 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 may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- In developing new concept uses here, it will be important to recognize the potential conflict between a BMX bicycle facility and the opportunity for habitat. The concept developed could also be configured to separate these facilities by switching the picnic area and BMX bicycle areas.
- The size and extent of the uplands habitat will be determined when the park is identified to receive funding for improvements. Additional investigation may also determine if it is appropriate to enhance the mud flats that exist at low tide.





Islais Creek Northwest - SITE 17

Recommended Program Concepts

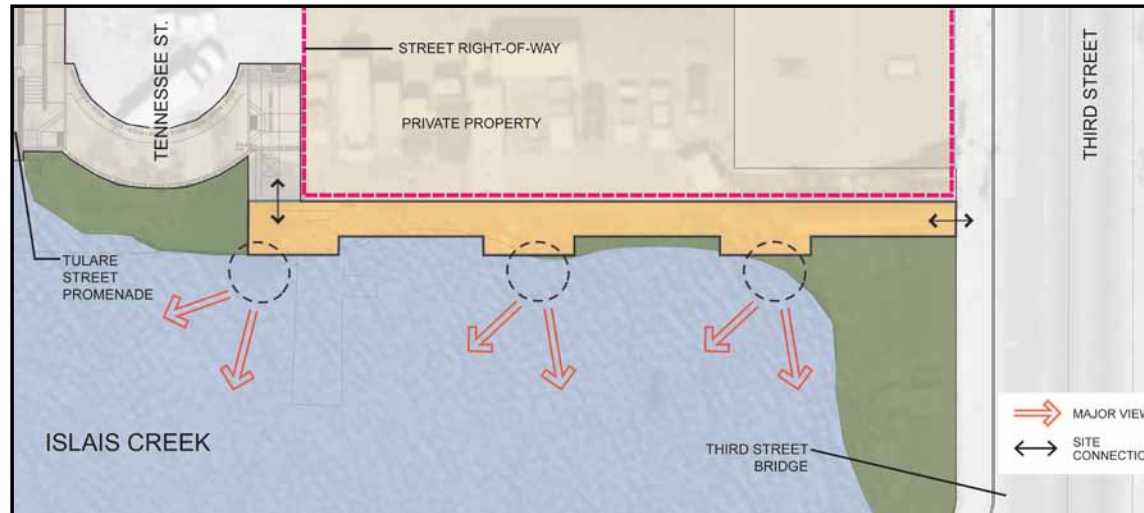
The program use of this site is very limited because the entire structure will be constructed over water. The primary purpose of this open space is to close a connection and to complete the Islais Creek northern shoreline public access system. This section would close a shoreline access gap that exist between Tennessee and Third Street.

- Pedestrian connection
- Interpretation
- Viewing



Shoreline Diagram - Combined Projects

Islais Creek Northwest - SITE 17

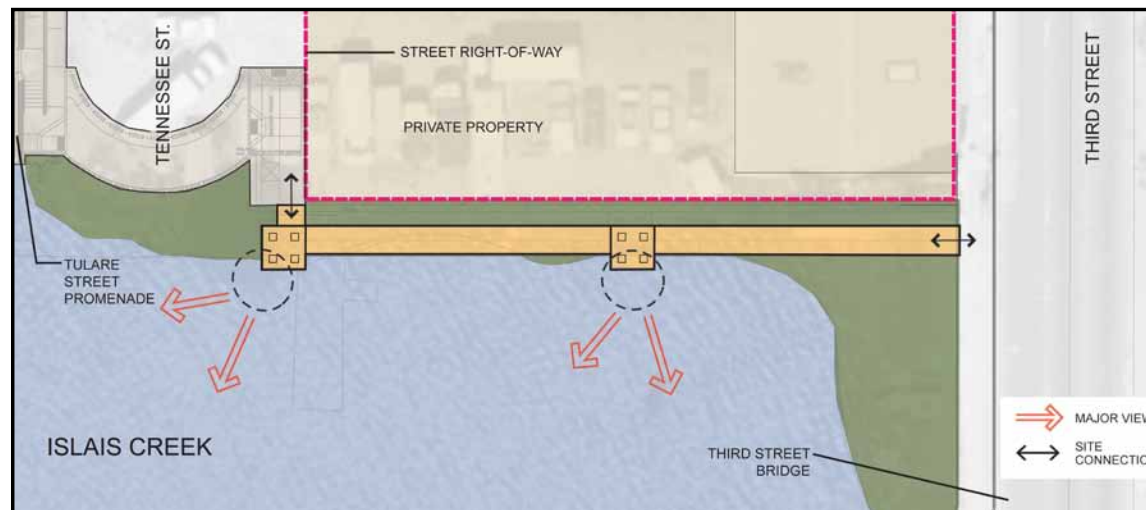


Alternative 1 - Boardwalk Promenade

Project Cost: \$ 1.4 Million

Planning and Design Considerations

- The cost of the improvements is significant because of the over water location.
- Existing infrastructure adjacent to the site may increase cost
- Improvements likely to be phased after other northern shoreline improvements are completed.
- Improvements and timing should consider potential reuse of adjacent parcel to north.



Alternative 2 - Prefabricated Bridges

Project Cost: \$900,000

Project Cost / Funding

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A, Clean and Safe General Obligation funds.

Tulare Park / Islais Creek North-East - SITE 18

Recommended Program Concepts

The following program uses were identified as appropriate and compatible for Tulare Park and the Pier 80 shoreline area. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section. The open spaces include both Tulare Park and the Pier 80 shoreline area. Tulare Park is a public access open space constructed in the 1970's. Tulare Park needs to be improved to include ADA upgrades, new site furnishings and plantings. Tulare Park has been prioritized because of the ability to leverage available grant funds and the need to bring it up to current ADA standards.

The Pier 80 shoreline area is a currently unimproved area. Public Access is not planned, but opportunity exist to restore/replant and grade the shoreline with native plants material and provide habitat if

appropriate.

- Connect Third Street and Illinois Avenue
- Native Garden (Tulare)
- Retain Specimen Cypress Trees (Tulare)
- Improve Visibility (Tulare)
- Seating and Picnic Area (Tulare)
- Passive Recreation (Tulare)
- Public Art (Tulare)
- Habitat Restoration (Pier 80 Shoreline)
- Upland Restoration (Pier 80 Shoreline)

Project Cost / Funding: \$1.5 Million

(Tulare: \$860,000, Pier 80 Shoreline: \$640,000)

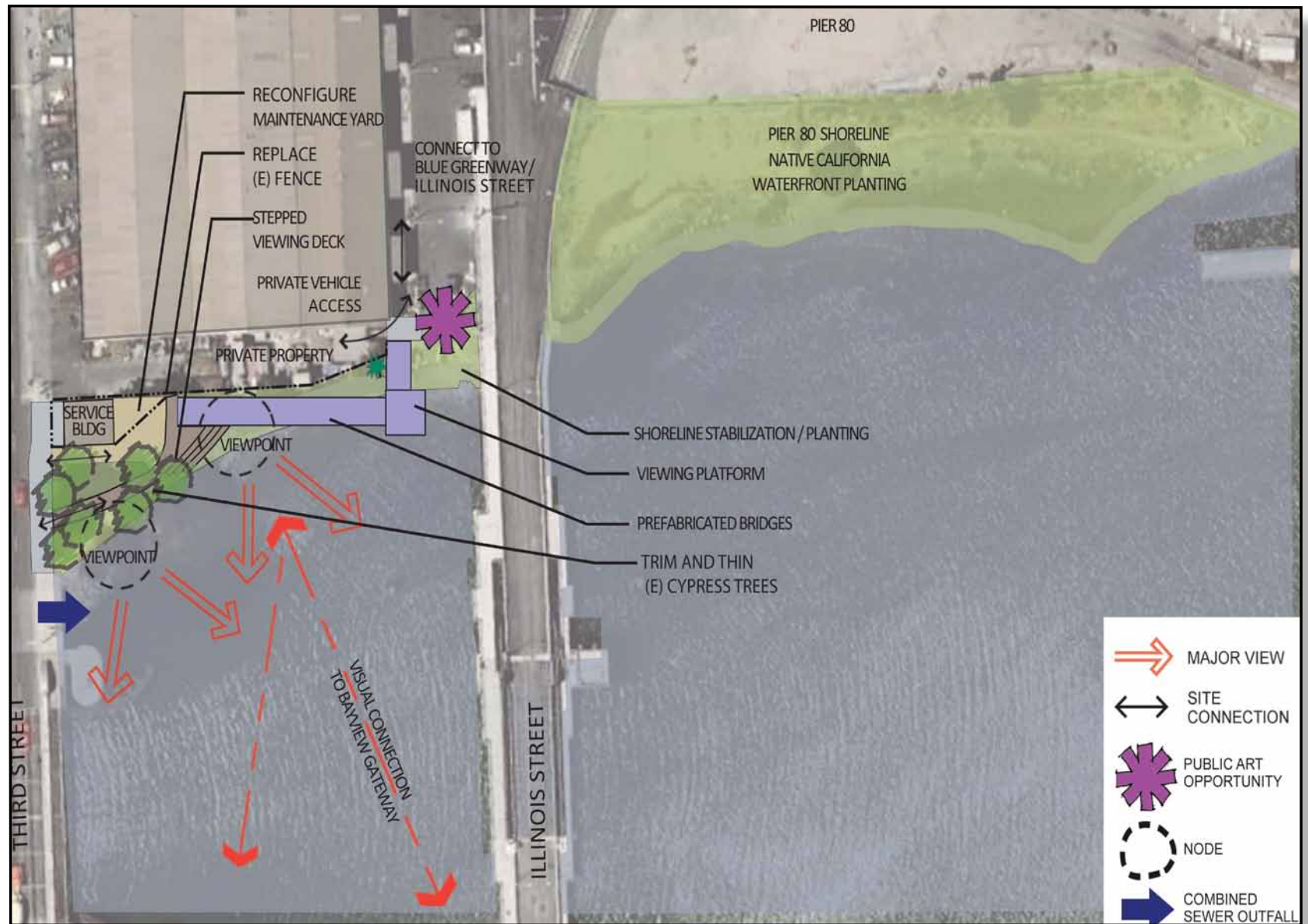
This site has been identified as one of the projects that can receive funds from the 2008 Proposition A, Clean and Safe General Obligation Bond funds. In addition the Port has secured a grant for improvements to this project through the California Resource Agency Environmental Enhancement Mitigation funds.

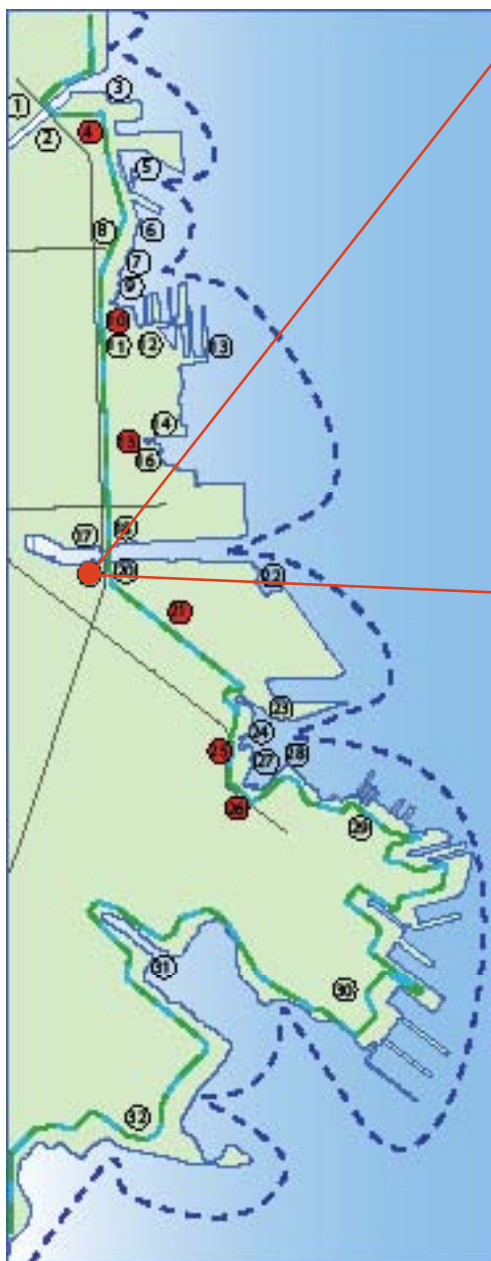
Planning and Design Considerations

- Restoration efforts east of the Illinois Street Bridge would add habitat & visual interest
- 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





Islais Landing / Islais Creek South- SITE 19

Recommended Program Concepts

The Islais Landing site is a current Port open space and does not require significant improvements. The Program uses were developed in the original park planning and design. Installation of a restroom is completing the project as originally designed.

- Native Coastal California Plant Material
- Human-powered Boat Landing / Access
- Small Watercraft Storage
- Interpretation
- Picnic Viewing
- Restroom to Support Water Related Activity
- Improved Crosswalk at Third Street to Connect with Third and Cargo Gateway
- Neighborhood Gateway Art / Signage as a Component of Improved Crosswalk
- Public Art

Project Cost: \$0 (see below)

A new restroom and cross walk to the Bayview Gateway site and other minor improvements to this site are included in Baview Gateway project costs. This site has been identified as one of the parcels that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

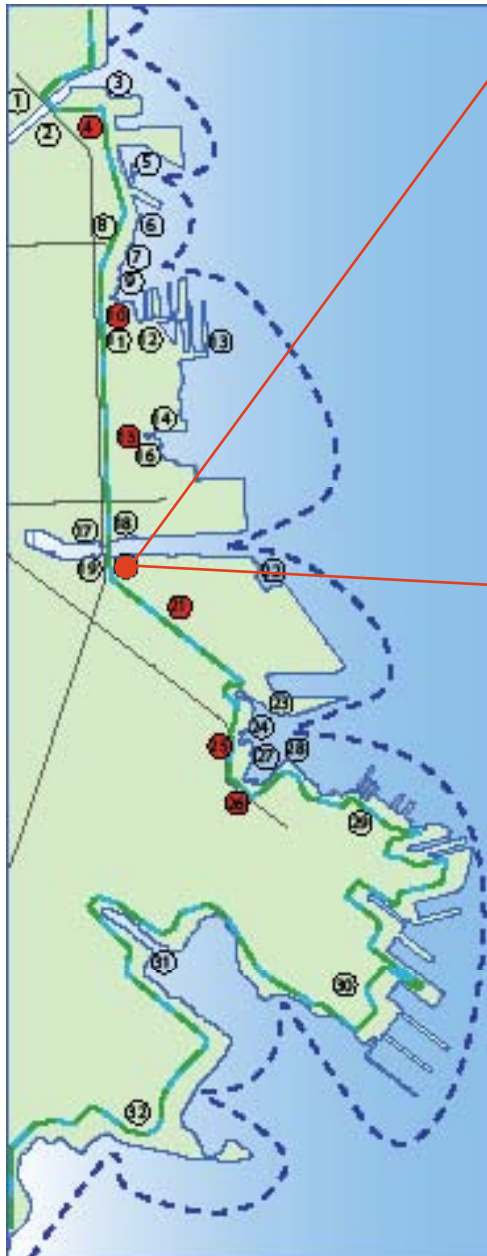
Islais Landing / Islais Creek South- SITE 19



Aerial image of Islais Landing



Third street crosswalk to gateway site



Project Cost: \$3.6 Million



Project Cost: \$3.6 Million

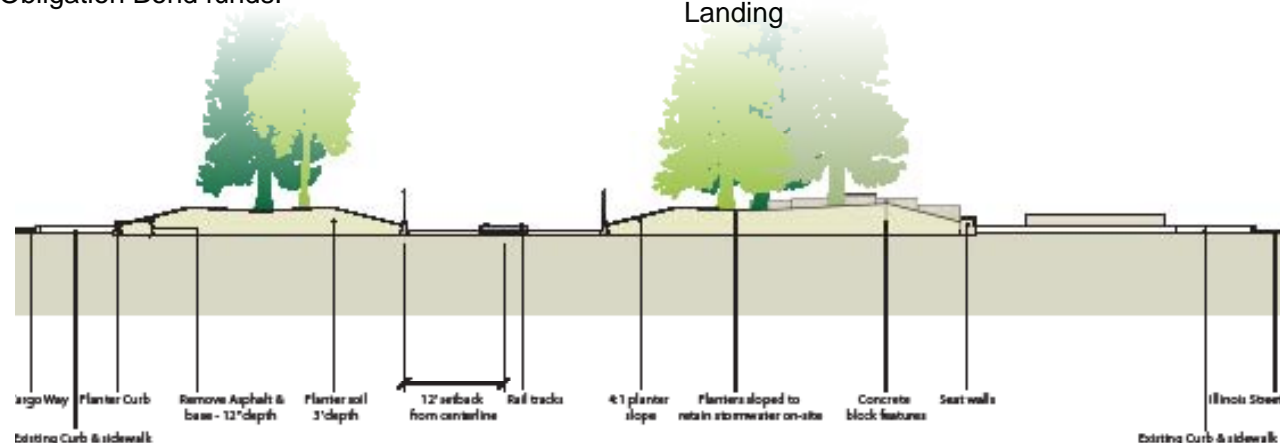
This site has been identified as one of the parcels that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

Bayview Gateway - SITE 20

Recommended Program Concepts

The Bayview Gateway site has long been identified as a “gateway” site to the Bayview Community. The program and use concepts were developed through the criteria and suitability analysis conducted and described previously in this section. In addition, this site has benefited from a number of previous planning efforts including through the Port’s Pier 90 - 94 Backlands and Gateway planning and more recently through the 2010 SPUR Piero Patri fellowship.

- Boardwalk / Promenade
- Community Garden
- Plaza
- Public Art
- Picnic / Viewing Area
- Connect / Transition Illinois Street to Cargo Way
- Improved Connection and Crosswalk to Islais Landing

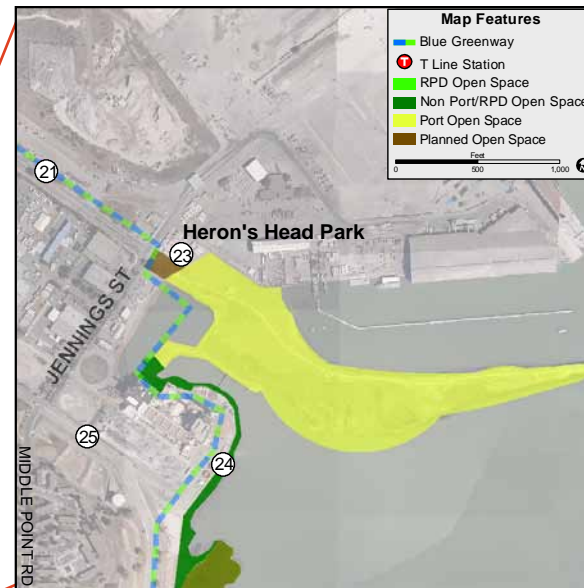
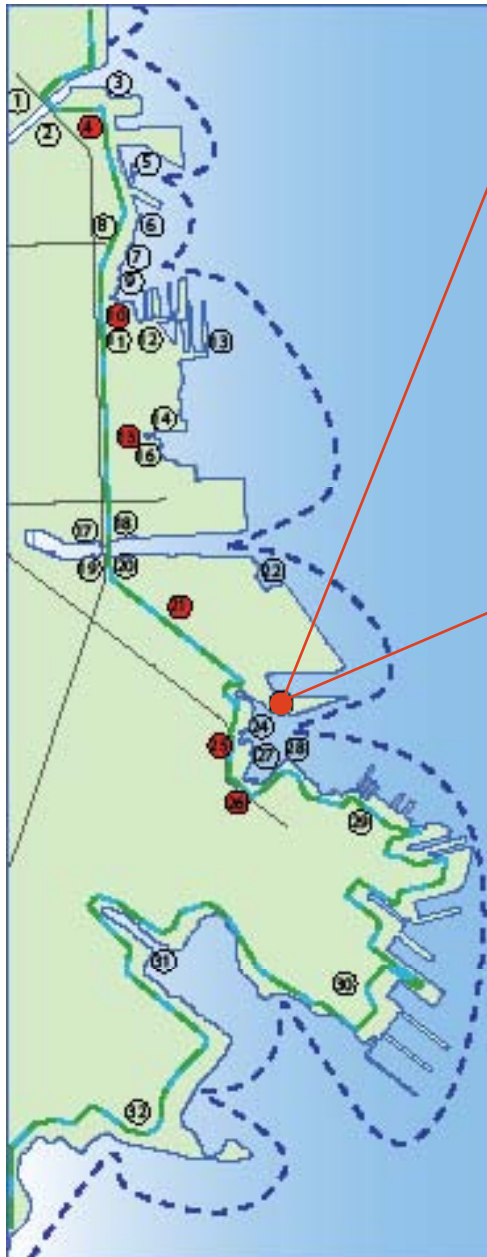


Bayview Gateway - SITE 20



Planning and Design Considerations

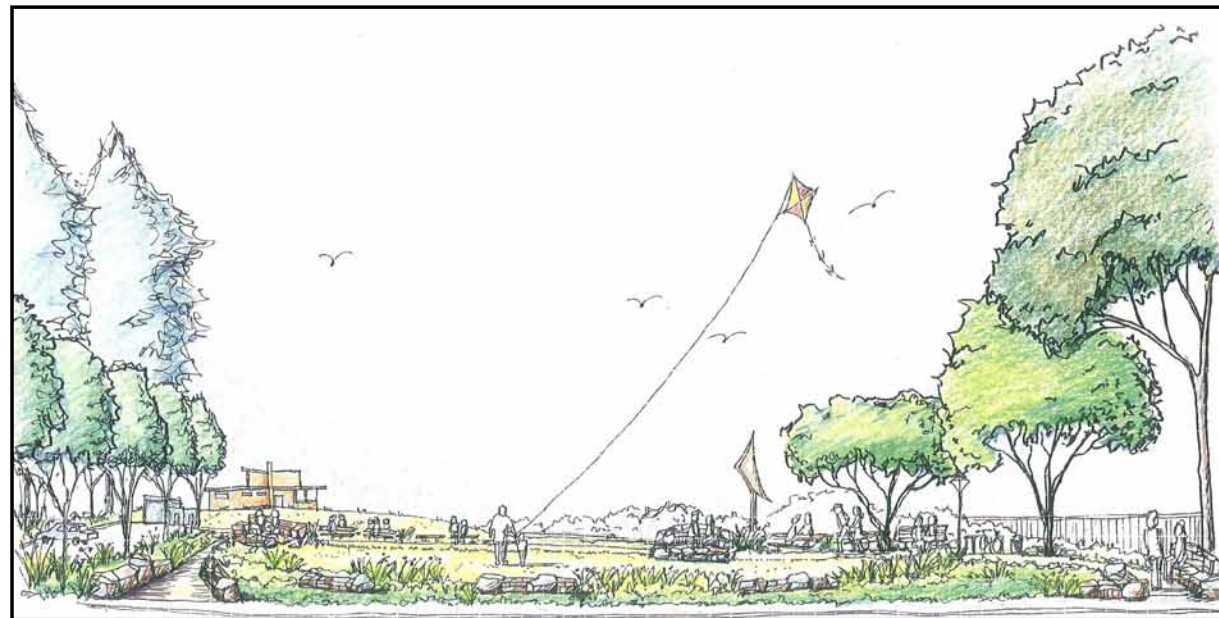
- This park site is located between the Central Waterfront and Bayview neighborhoods and is a transition point between the two.
- Concept includes removal of deteriorated wharf structure and reconfiguration of Fire Department leasehold.
- Public art both temporary and permanent
- Improvements to Islais Landing previously described under site 18, would be included in this project.



Heron's Head Park- SITE 23

Project Cost/Funding: \$ 2 Million

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A Clean and Safe General Obligation funds. This project was identified as an early implementation project utilizing the 2008 GO Bonds. The design illustrated went through a community review process and will be constructed in the summer and fall of 2011.



Perspective Sketch

Heron's Head Park- SITE 23

Existing and Planned Program Concepts

- Wetlands restoration
- Habitat
- Interpretation
- Viewing
- Picnic
- Natural Area Education through Partnership with Literacy for Environmental Justice (LEJ)
- Restroom
- Off Leash Dog Walk
- Recreation Meadow
- Public Art
- Improved Signage



Conceptual Site Plan

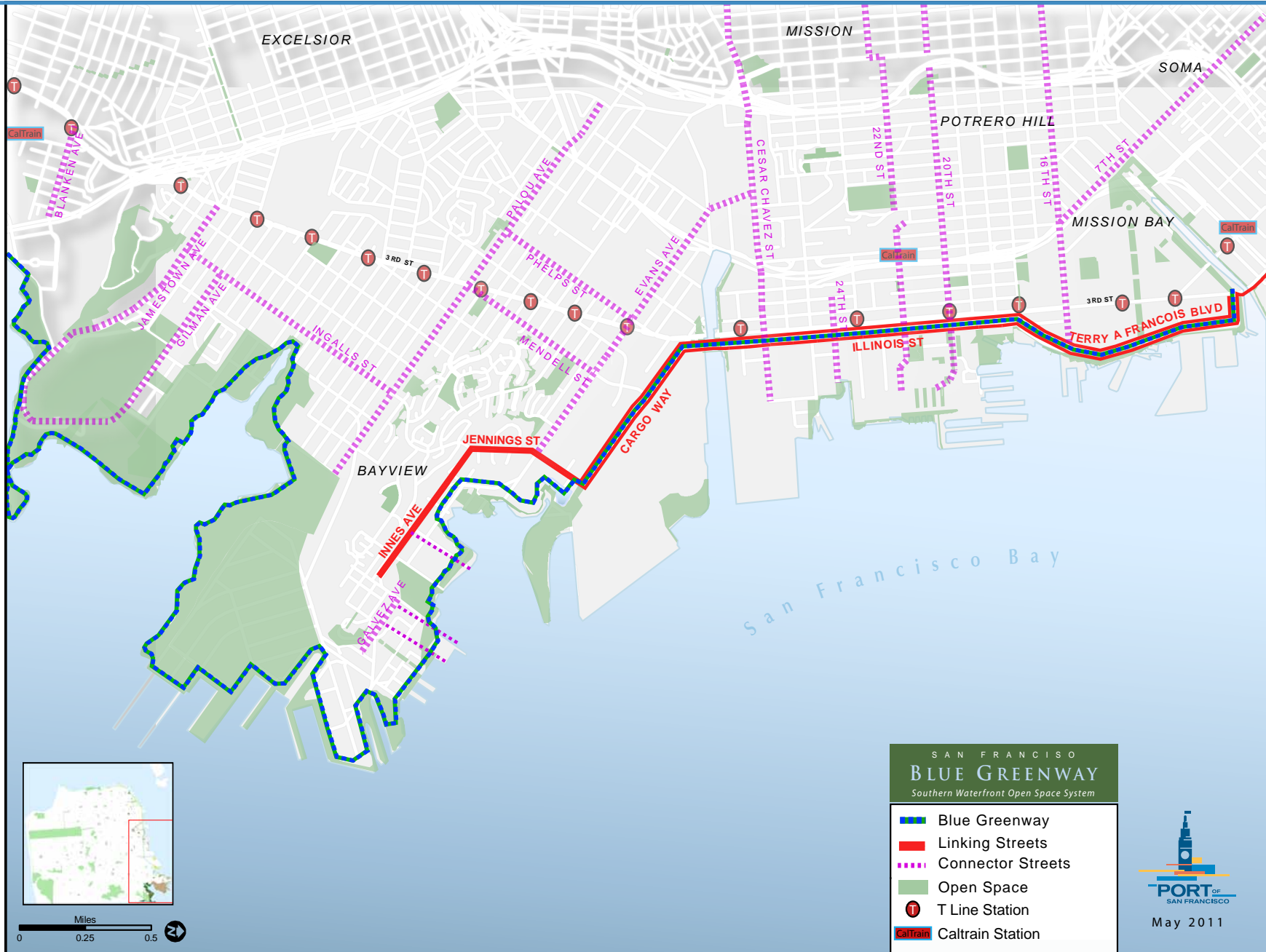


Figure 3.1: Blue Greenway Linking and Connector Street System Map

3. Linking and Connector Streets

The city's street grid plays an important part to help define and provide direct connections to and between the Blue Greenway system. The Planning and Design Guidelines take the first step to identify streets to meet this purpose, and propose street signage, public art and design features that convey a clear identity for the Blue Greenway. This approach relies on two types of streets:

- Linking Streets – These streets connect between individual open spaces, creating the spine of the Blue Greenway network. They generally run parallel to the shoreline edge, and include Terry Francois Boulevard, Illinois Street, and Cargo Way alongside the Port's southern waterfront.
- Connector Streets - Streets that connect the Blue Greenway to adjacent neighborhoods and nearby public transit.

The Linking and Connector streets fall into multiple jurisdictions including the Port, DPW, MTA, SFRA, and San Francisco Planning Department. *Figure 3.1: Blue Greenway Linking and Connector Street System Map* catalogs the six Linking Streets through the entire Blue Greenway system. Because these streets provide multiple functions, cross many jurisdictions and can only be improved with specific types of funds, multi-agency coordination is required to support street improvement projects. The key agencies likely to lead various street improvements are:

- Terry Francois Boulevard - Port, SFRA, MTA and DPW
- Illinois Street - Port, MTA and DPW
- Cargo Way - DPW, Port and MTA ;
- Jennings, Hunters Point Boulevard and Innes Avenue - DPW, SFRA, and MTA



Linking Streets

The following briefly describes existing conditions and concept plans for Linking Streets in the northern and Central subsection of the Blue Greenway, the streets within the Southern subsection are within the Hunters Point Shipyard and Candlestick areas and are not reviewed in this document.

The concepts presented in the following pages highlight improvements to existing streets primarily for bicyclists. While bicyclists are an important users of the Blue Greenway, the concepts when implemented will also include improvements consistent with the City's Better Streets Plan. The improvements must balance the needs of all street users, and reflect the understanding that the pedestrian environment is about more than just transportation – that streets serve a multitude of social, recreational and ecological needs that must be considered when deciding on the most appropriate design.

Terry Francois Boulevard

Terry Francois Boulevard is the northern most Blue Greenway Linking Street. The planned profile for Terry Francois Boulevard is illustrated in *Figure 3.2: Terry Francois Boulevard Planned Profile*.

The existing design was prepared as a part of the Mission Bay Redevelopment Plan adopted in 2001. While this concept greatly improved bicycle and pedestrian access along this portion of the Blue Greenway, lessons have been learned specifically about an improved approach for bicycle facilities. Utilizing the lessons learned, the Port working with the SFRA and SFMTA have developed alternative design concepts that could improve the bicycle amenities on Terry Francois Boulevard without compromising

capacity or parking. Concepts for an improved Terry Francois Boulevard are illustrated in *Figure 3.2*. The preferred option is Alternative 1. Additional concepts were prepared and are illustrated in *Appendix III*, but the two presented were determined to be the most feasible.

Preliminary analysis has determined that Alternative 2 is feasible and that Alternative 1 is likely feasible. With public input, the City agencies are working on finalizing the analysis and once a determination is agreed upon, a phasing and implementation of the improvements will be finalized.

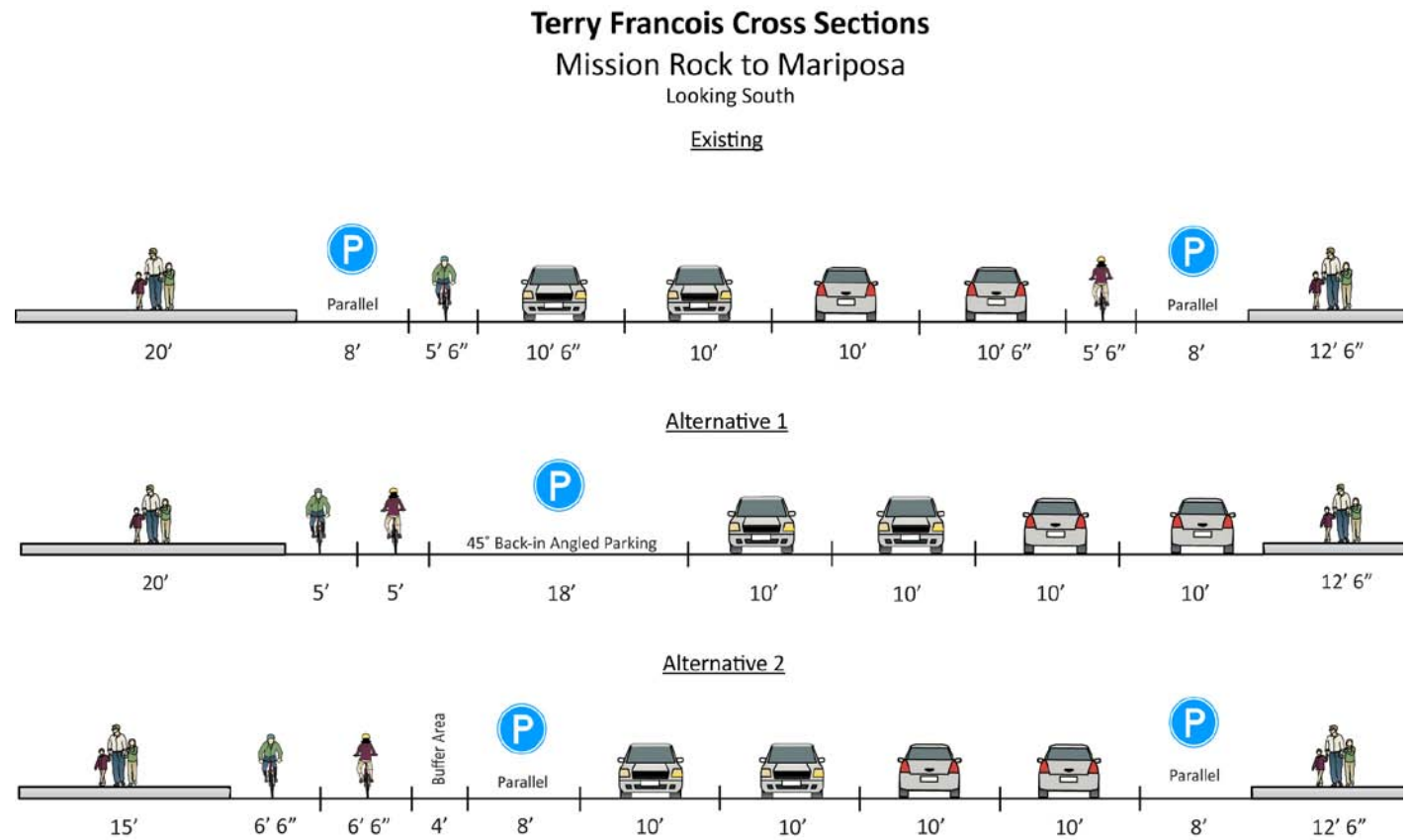


Figure 3.2: Terry Francois Boulevard Planned Profile

Illinois Street

Illinois Street is a Linking Street that connects Mission Bay to Bayview Hunters Point. The profile for Illinois Street is changing with the addition of bicycle lanes and is illustrated *Figure 3.3: Illinois Street Planned Profile*. The planned profile of Illinois street was developed in 2005 through an interagency and community effort between the Port, SFMTA and local stakeholders. The concept was a compromise in that Illinois Street serves multiple users and is programmed to support pedestrian, bicycle, parking, industrial, loading, light rail and until recently freight rail users. The current design was developed with the assumption that no major investment in new infrastructure or curb alignments would occur. The bicycle improvements will be implemented in the summer of 2011.

Working with SFMTA as a part of the Blue Greenway planning process, the City has investigated alternative concepts as to how Illinois Street may be improved to more efficiently accommodate all modes of traffic and users.

Based upon further analysis it was determined that the concepts developed in 2005 and being implemented now are the best configuration. Ultimately, some improvements could be gained for bicycles if sidewalk widths are reduced, but currently the significant costs outweigh the gains required to do so.

A component of the Blue Greenway signage program would be to create mid-block “Bulb Outs” on Illinois Street to provide pedestrian and signage amenities to system users.

Illinois St Cross Sections Terry Francois to Marin Looking South

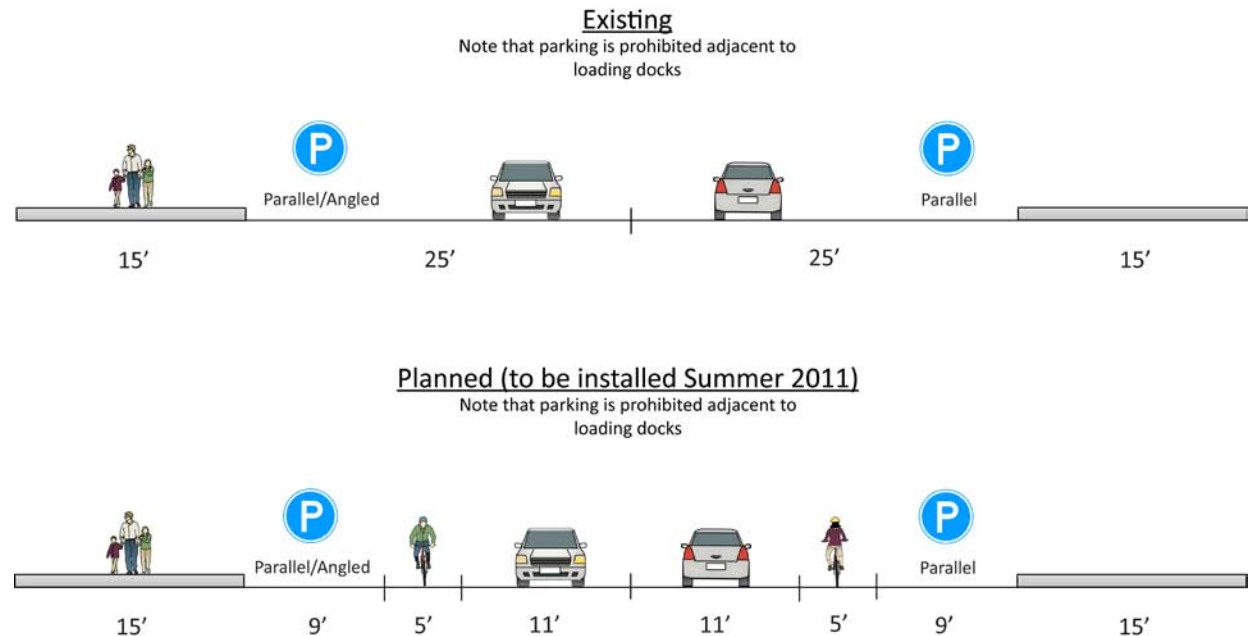


Figure 3.3: Illinois Street Planned Profile

Cargo Way

Cargo Way is a three-quarter of a mile boulevard that currently is a gap in the Blue Greenway system. The roadway is located on Port property and was constructed in the 1970's by the DPW as a part of the India Basin Redevelopment Plan. The roadway was constructed to support the Port's maritime and cargo operations and to support the India Basin Industrial Park. In 2008 through a grant from the ABAG Bay Trail Project a redesign plan was developed to improve the roadway for bicyclist and pedestrians and to close a gap in the Bay Trail. The plan was developed through an interagency effort and was supported by the community. While the concept developed was well supported, the cost is anticipated to be approximately \$16.5 million and a funding source has not been secured.

The Port working with partner

agencies secured a grant to implement an initial phase of improvements that support the 2008 concept. *Figure 3.4: Cargo Way Existing Conditions and Concepts* illustrates the existing conditions, immediate project and ultimate project. The immediate project will be constructed in the summer of 2011, the Port working with the Mayor's office and other partner agencies continues to seek funding for the ultimate roadway improvement project.

Cargo Way Cross Sections

Illinois to Jennings Streets

Looking East

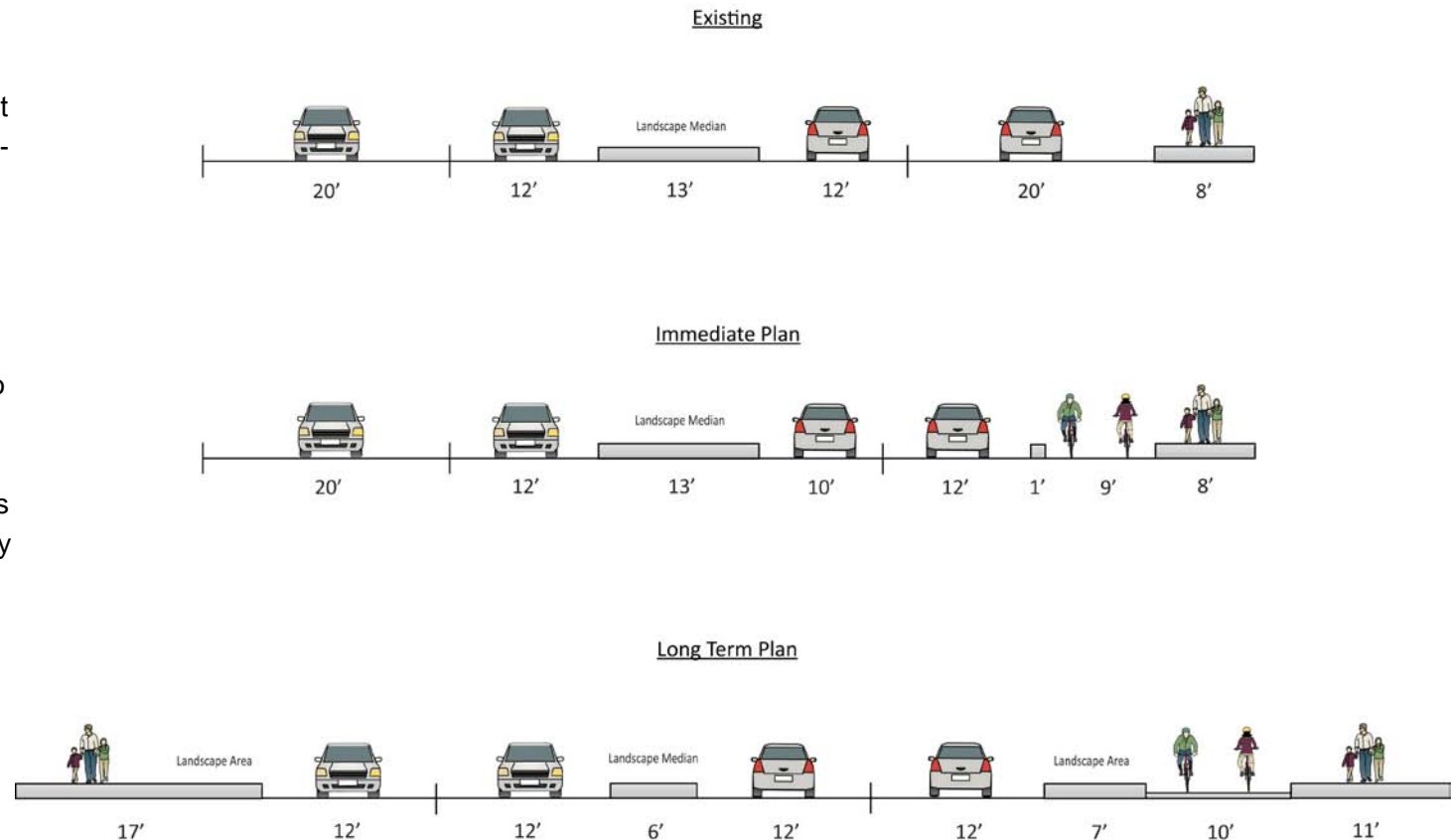


Figure 3.4: Cargo Way Existing Conditions and Concepts

Jennings/Hunters Point Boulevard and Innes Avenue.

Jennings Street, Hunters Point Boulevard and Innes Avenue provide a connection from Heron's Head Park to the Hunters Point Shipyard project and open spaces. Some sections of the connection between Heron's Head Park and the Shipyard is provided at the shore's edge on a walking path, but is discontinuous because of private property, physical constraints and the pathway is not accessible to bicyclist. Each of the streets together provide a primary access way into the Hunters Point shipyard project. A component of that project is to improve each of the roadways. Because major development at the Shipyard is still years away from occupancy, along with the traffic and transit frequency increases.

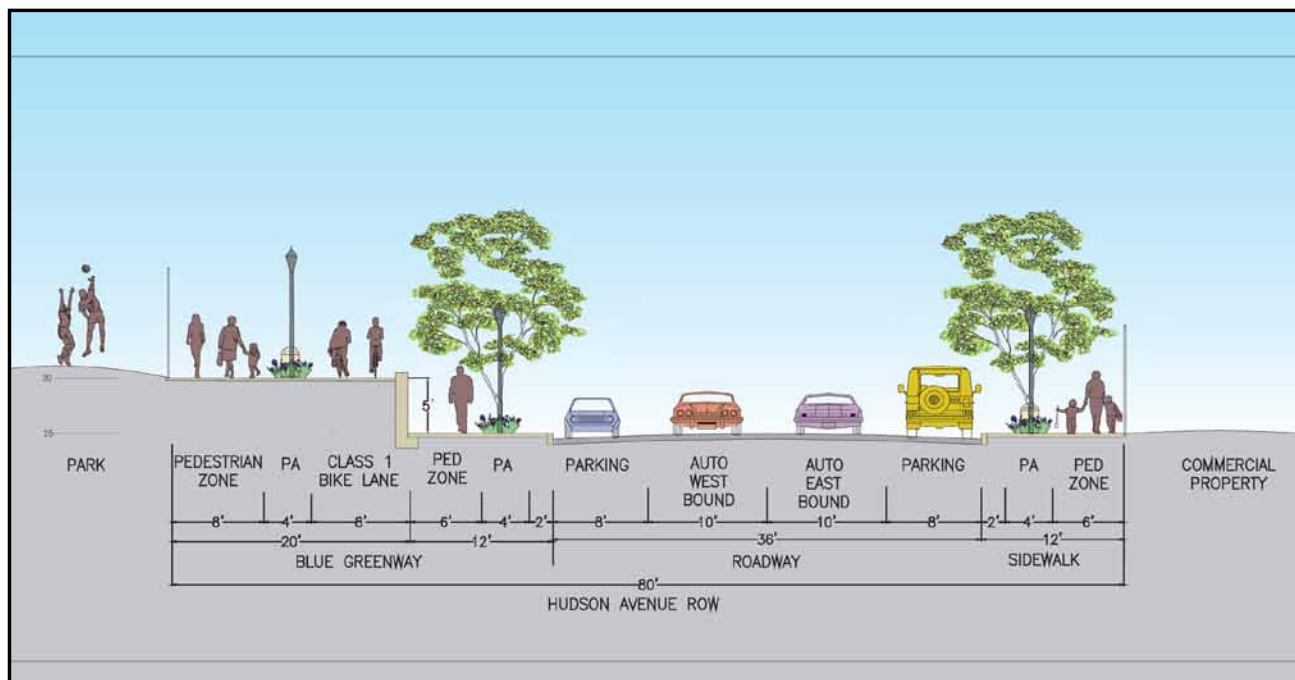


Figure 3.5: Hudson Avenue Roadway Improvement Concept

The proposed concept for Innes, Jennings and Hunters Point Boulevard is to have 10' sidewalks on either side and two travel lanes in either direction, including a 10' lane and a 20' shared bicycle vehicle lane.

It should be recognized that improvements to Innes, Jennings, Hunters Point Boulevard are not expected for several years, changes in conditions and land uses will require that alternative profiles be examined prior to final implementation.

A future component of providing safe bicycle and pedestrian access between Heron's Head Park to the shipyard may be to improve Hudson Street, which currently is an unimproved public right-of-way. Two concepts for Hudson street have been analyzed and are illustrated in *Figures 3.5 and 3.6: Hudson Avenue Improvement Concepts*.

Improvements to these streets will be implemented through coordination with the SFRA, DPW, SF Planning and the Mayor's office.

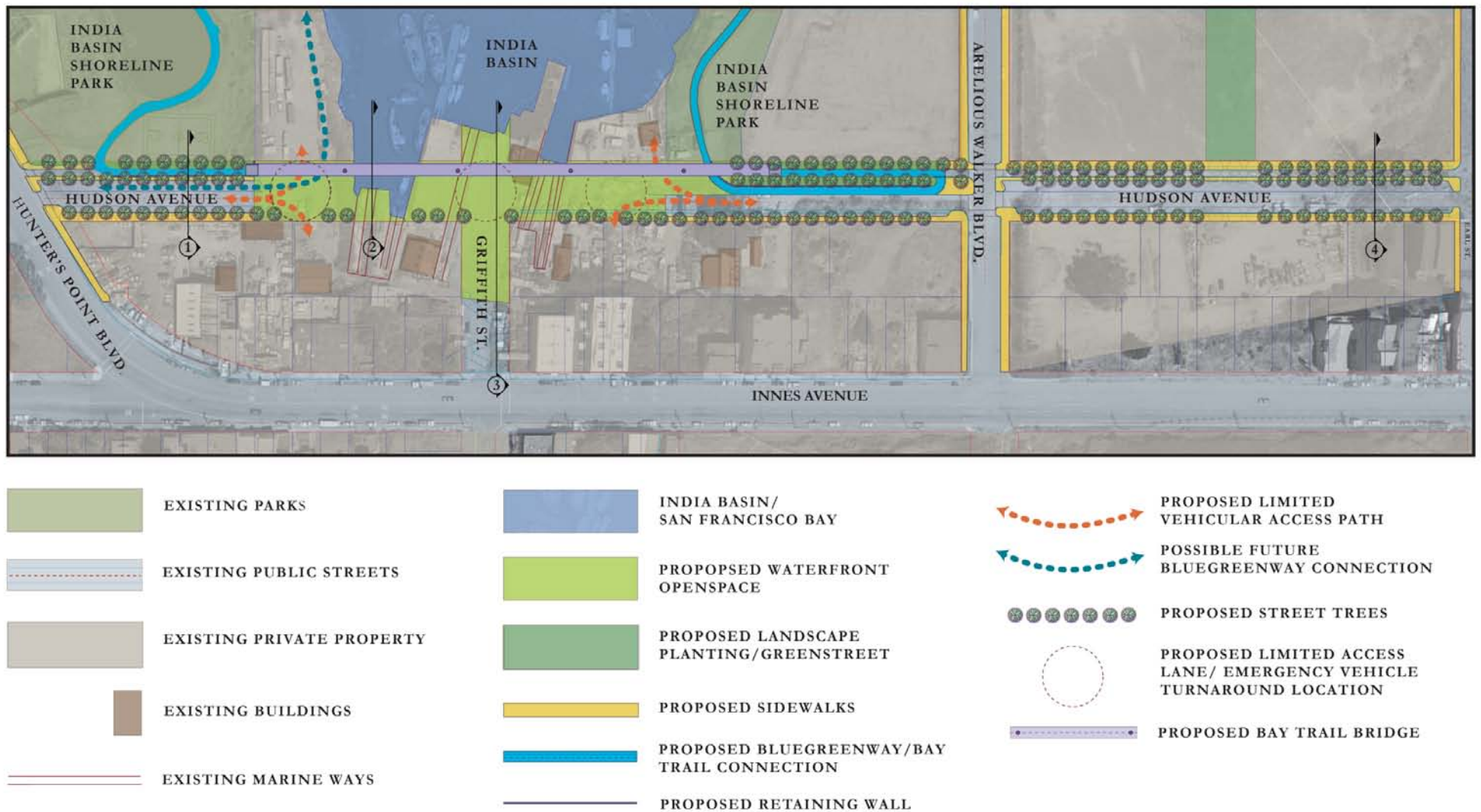
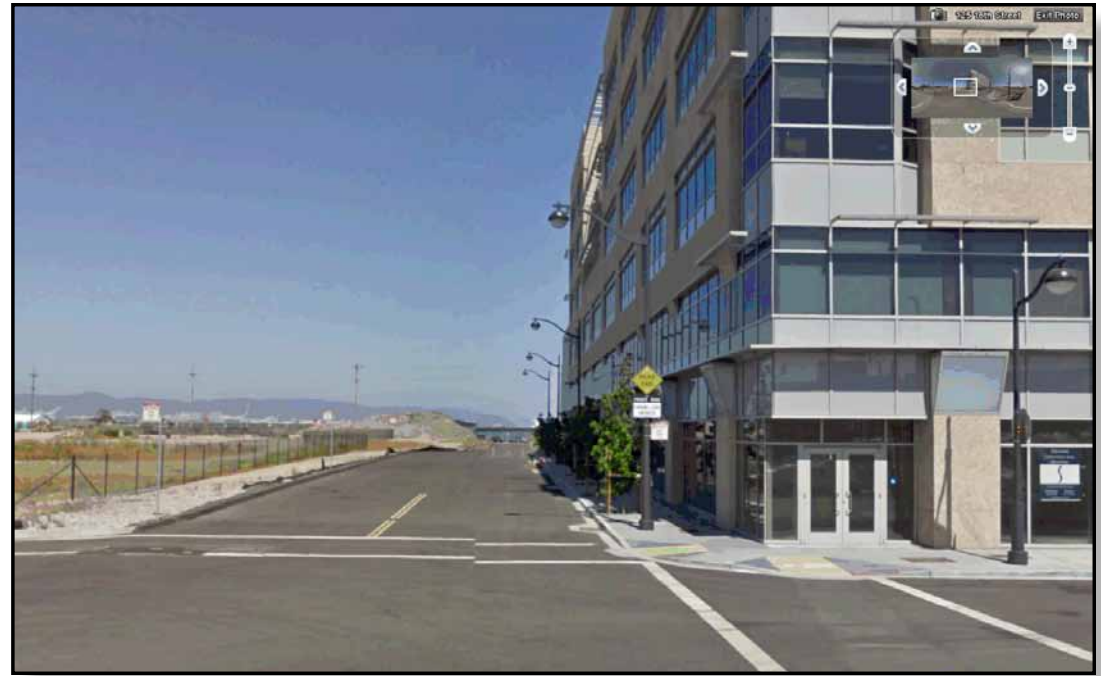


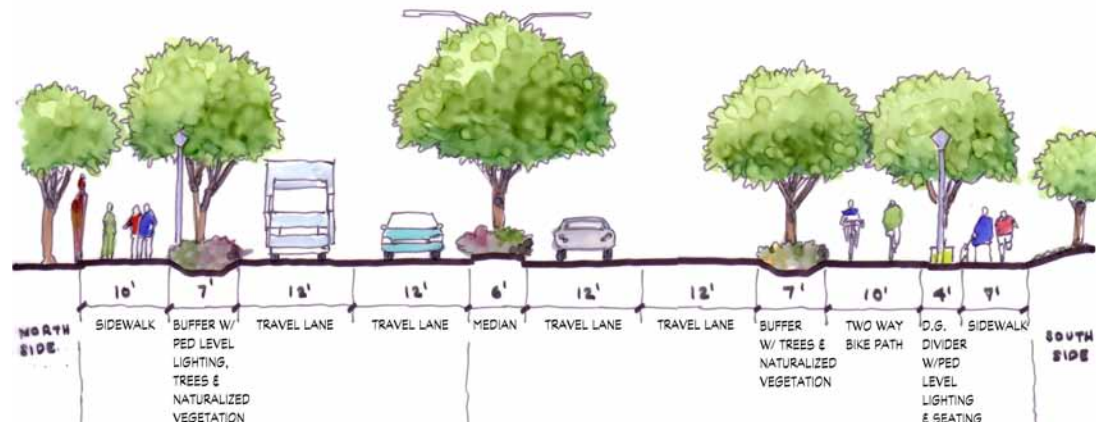
Figure 3.6: Hudson Avenue Roadway Improvement Concept

Connector Streets

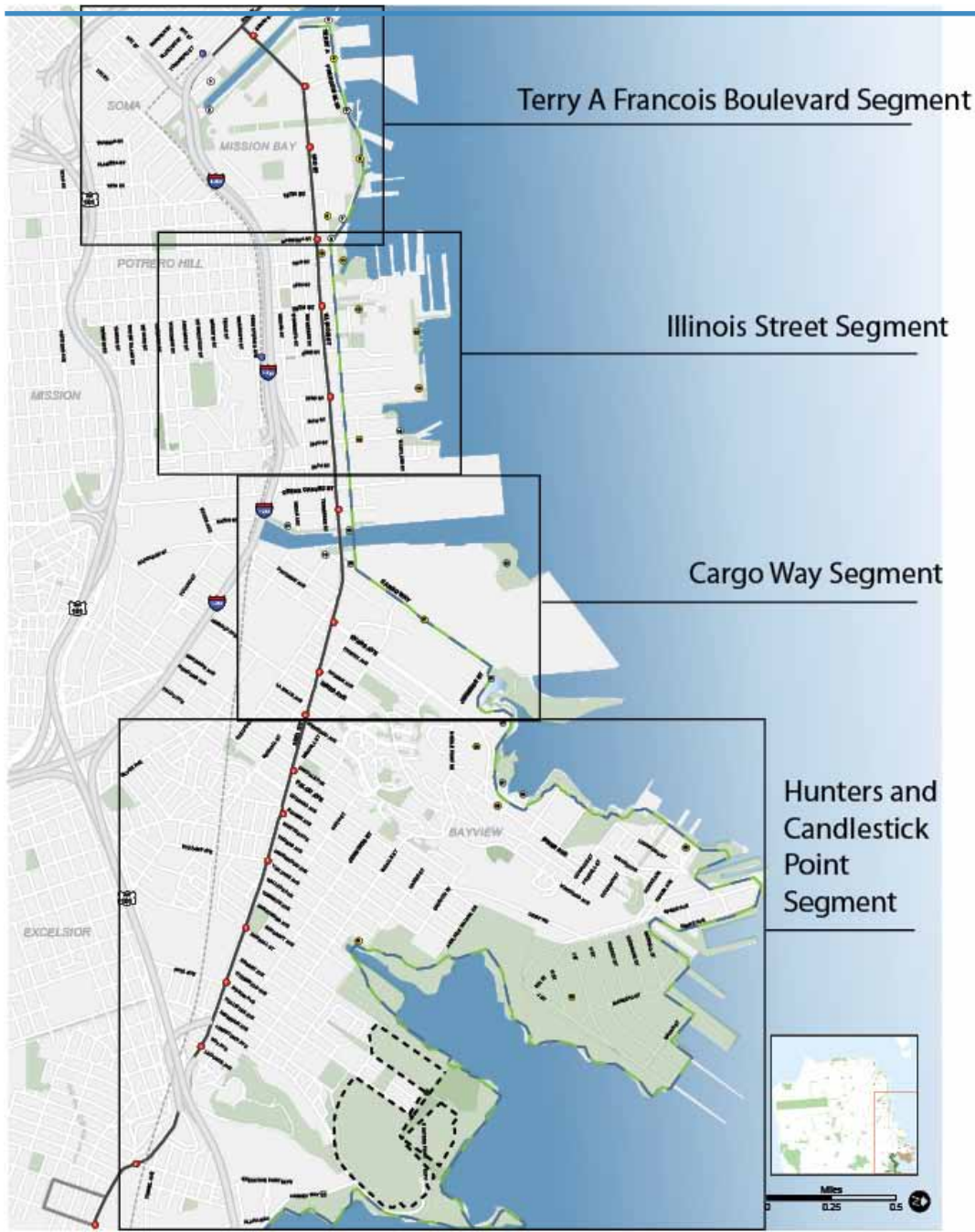
Blue Greenway Connector streets provide a direct connection from an adjacent neighborhood or major public transit stop to the Blue Greenway. In addition to providing a direct connection, they can be utilized as a part of a “loop system” offering an alternative recreation opportunity. The Connector Streets are recognized in *Figure 3.1: Blue Greenway Linking and Connector Street System Map*. The Connector streets fall in multiple jurisdictions and as improvement opportunities arise, the San Francisco Planning Department with MTA, DPW and other relevant agencies will coordinate on the improvements consistent with other relevant City plans including Better Streets and Bicycle Plans.



Looking east on 16th street at Illinois Street, ultimate improvement to 16th Street “Connector Street” to include connection to Blue Greenway at Bayfront Park



Cross section of Cargo Way long term plan



4. SIGNAGE, INTERPRETATION AND ART

In concert with defining the Linking and Connector Streets as an organizing framework for the Blue Greenway, it is also very important to develop signage, public art and interpretive installations that give the Blue Greenway a distinct identity and flavor of its own that complements this somewhat gritty setting and disconnected system, but still stands out. This is especially important in implementing early Blue Greenway projects.

Signage

This Section presents design criteria and preliminary concepts for a Blue Greenway signage program that is anticipated for installation as part of improvements to Linking Streets, and key locations of Connector Streets. The rich story of the natural, cultural and historical areas along the Blue Greenway provide a wealth of information for interpretation, which will be included within each of the open spaces and included on the signage system. In addition, the Blue Greenway offers multiple settings to help establish a system of public art, both along Linking Streets and within individual Blue Greenway open spaces. These guidelines, as completed at the conclusion of the planning process, will be used by the Port in early Blue Greenway implementation projects. As other Blue Greenway projects are implemented by other agencies, they would be responsible for signage, interpretation and art installations, guided by these Planning and Design Guidelines.

The planning and design vision for signage along the Blue Greenway is to convey an inviting and safe environment in an area that will continue as an industrial and working waterfront interspersed with new development. However, the very nature of an active industrial corridor challenges that objective. The pedestrian and bicyclist uses juxtaposed with the industrial activity of the working waterfront is the wellspring for both the Opportunities and Challenges of creating a successful and unique system experience and signage program for the Blue Greenway.

The Existing Conditions Report identified various types of signage and called for the development of a cohesive system for the Blue Greenway. This section presents a further analysis of the existing conditions, opportunities and challenges, and presents criteria that are used to develop Blue Greenway signage concepts. The signage design will respond to the need to define an identity for the Blue Greenway overall, as well as concepts that can be used to identify individual Blue Greenway parks. The concepts are intended to provide latitude for individual parks and to preserve the opportunity for unique interpretation programs to be incorporated

The following analysis is presented in five parts: Opportunities; Challenges, Existing Conditions, Signage Design Criteria and Concepts.



City of Trenton - Urban Pedestrian Wayfinding and Interpretive



Lefty O'Doul Bridge



Grain Silos at Islais Creek



Historic Administrative Building at Pier 70



Historic Crane at Pier 70

Opportunities

- The maritime artifacts and industrial scale of the waterfront provide a solid contextual foundation for the development of large, prominent signage elements with significant structural language.
- Many unique historical structures remain intact.
- The neighborhood landmarks support user orientation and can be further capitalized on for wayfinding needs.
- Many Blue Greenway segments have received recent funding commitments for streetscape improvements which will enable the effective integration of signage elements into the streetscapes.
- Many trail segments contain frequent cross streets which increase connectivity to adjacent neighborhoods and create opportunities for user orientation.



Historic Crane at Hunters Point Shipyard





Hard Edge Conditions



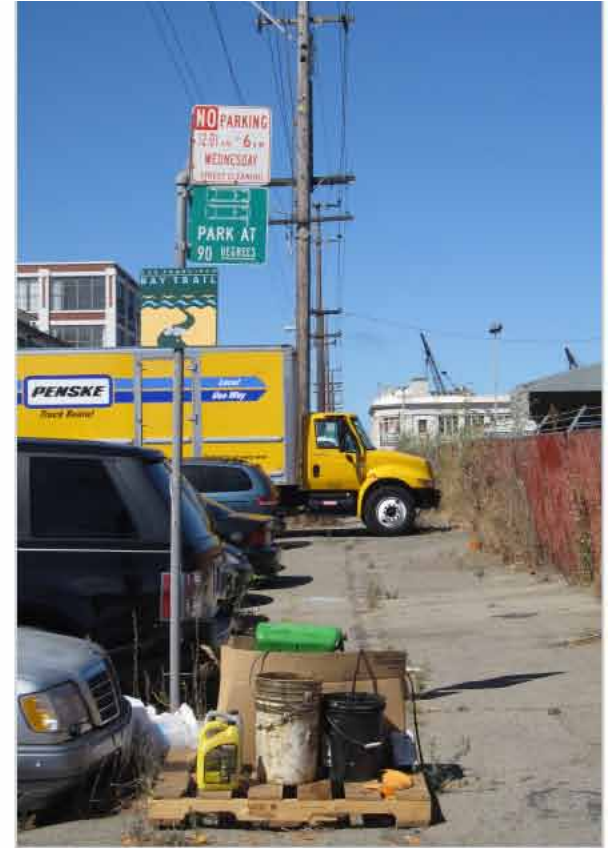
Vast Stretches of Industrial Frontage



Inconsistent Parking and Sidewalk Conditions



Lack of Water Views



Inconsistent Parking and Sidewalk Conditions

Challenges

- The Blue Greenway does not follow one continuous waterfront path. Users have to consciously find transitions and make decisions in order to stay on the Trail. (Unlike the Embarcadero)
- Although the Blue Greenway is defined as a waterfront system, consistent water views do not sustain the user as a navigational tool.
- Inconsistent traffic lanes, sidewalk designs, and auto parking configurations impede the ability to apply a consistent rhythm of streetscape elements, signage and other elements, that are necessary to create a unified identity.
- Narrow sidewalk segments limit placement and scale of wayfinding elements.
- Vast stretches of industrial street frontages have hard edge conditions and are not at a pedestrian scale.
- The Trail corridor is currently prone to graffiti and vandalism.
- The Blue Greenway spans many governmental agency jurisdictions.



Hard Edge Conditions



Hard Edge Conditions



Users Have to Consciously Find Transitions



Street Signage



Bay Trail Signage



Existing Signage and Identity Conditions

Signage throughout the 13-mile corridor consists of two primary categories; street signage and park/open space signage. Street signage is part of the urban fabric or streetscape and includes: street names, bike lane identification and Bay Trail signage. Park signage is a part of the park amenities and includes: park identification, boat launch identification, interpretive, and regulatory signage.

The Blue Greenway is currently not identified anywhere. The future signage program is an opportunity to combine trail identity with other signage requirements on the same signage component. Street identification signage is a critical element on the Blue Greenway for two primary reasons: 1) the system, in its early iterations, is largely located on existing streets,

therefore the system and the street name coexist; and 2) the cross streets connect users to the adjacent neighborhoods and the City at large, therefore street identification is a key orientation device. Bay Trail signage is present on Terry A Francois, Illinois and Cargo Way. The size of the sign is not sufficient in the large scale industrial context and the “brand” of the Bay Trail is not elevated on standard street pole installations. Bike lane identification needs to be reinforced and strengthened, especially on class one bike lanes.

The quality and condition of park identification signage along the system varies widely. The bold inset concrete letters at China Basin is a visually strong and durable solution. In contrast, the Heron’s Head Park and Agua Vista Park signs are aesthetically and contextually weak and in poor repair. In order to be successful, park identification signage does not have to be a consistent design and style along the Trail.



Park Identification Signage



Park Interpretive Signage



Port Boat Launch Identification



Regulatory Signage



The context, urban park versus open space, and the historical or ecological stories can inform the development of individual park identification. Park identification signage should be prominent, legible, durable and timeless.

There are two major design facets when developing consistent interpretive components, the armature and the graphic standards. Design consistency and brand can be established by implementing standards that dictate either facet, or both. Currently, interpretive signage styles are inconsistent and vary widely from the contemporary stainless steel installation at Mission Creek Park to the rough lumber frames of Heron's Head Park. Future interpretive displays will continue to be located on urban street segments as well as on trail spurs that penetrate natural habitat. The interpretive sign components will be developed in a manner that respects varied context, while creating a unified trail identity.



San Jose History Walk - Urban Interpretive

Blue Greenway Signage and Wayfinding Design Criteria

The following criteria were developed and used as the basis for creating the Blue Greenway signage concepts

- Be comprised of visually significant streetscape and park elements that respond to the urban, historic and industrial context of the San Francisco waterfront.
- Promote public use of the waterfront by providing directional, orientation, interpretive, regulatory and system information.
- Pedestrian, bicyclist and motorist information will be combined on common signage elements when possible.
- Increase the waterfront's connectivity to adjacent neighborhoods and San Francisco at large by clearly presenting street names, access to public transit stops and trail loop and spur opportunities.
- Increase public awareness of the entire Bay waterfront from Candlestick Point to Golden Gate Bridge, defining established waterfront districts and landmarks;
- Inform public about adjacent waterfront neighborhoods within context of Blue Greenway
- Be sustainable in terms of material specification, product life span and durability as much as possible. Where appropriate, information will be easily and cost-effectively maintained and updated.
- Create a hierarchy of communication and graphic identity

Preliminary Concepts

Based upon the existing conditions, opportunities and challenges and design criteria, three general alternative conceptual ideas were considered, including:

1. Develop a stand alone signage program for the Blue Greenway (Big and Bold). As this program would be specific to the Blue Greenway, it would create an opportunity to generate excitement about a system that currently has many challenges and lacks any organized identity, unlike the northern waterfront. The southern waterfront open space system is quite varied and has locations that are well away from the water. A stand alone signage program would celebrate the unique “edginess” of the southern waterfront, as compared to the northern waterfront. It may also help to tie together the diverse conditions that exist along the southern waterfront. The constraint is that it may not tie the southern waterfront into the northern waterfront system and may affirm the perception that they are separate systems, not linked, belonging to a separate vocabulary of fixtures along the waterfront.
2. Develop a single signage program that works along the Port's entire waterfront. The benefits of this is that the system would read and be experienced as a single system, not as a fragmented system of pieces. It would better tie the north with the south. This may be easier to maintain as updates are required. The constraint with this is that it may not be able to celebrate the uniqueness of the southern waterfront and be as “edgy” in design and create the excitement to begin to establish an identity. A design that meets this criteria could detract from the uniqueness that may be required for the Blue Greenway. In addition, a funding source is identified for the Blue Greenway signage program and has not been established for the Northern Waterfront. While this option may help unify

the distinct systems, the lack of funding and unknown schedule for northern waterfront signage may detract from the options should the Blue Greenway signage be a stand alone project.

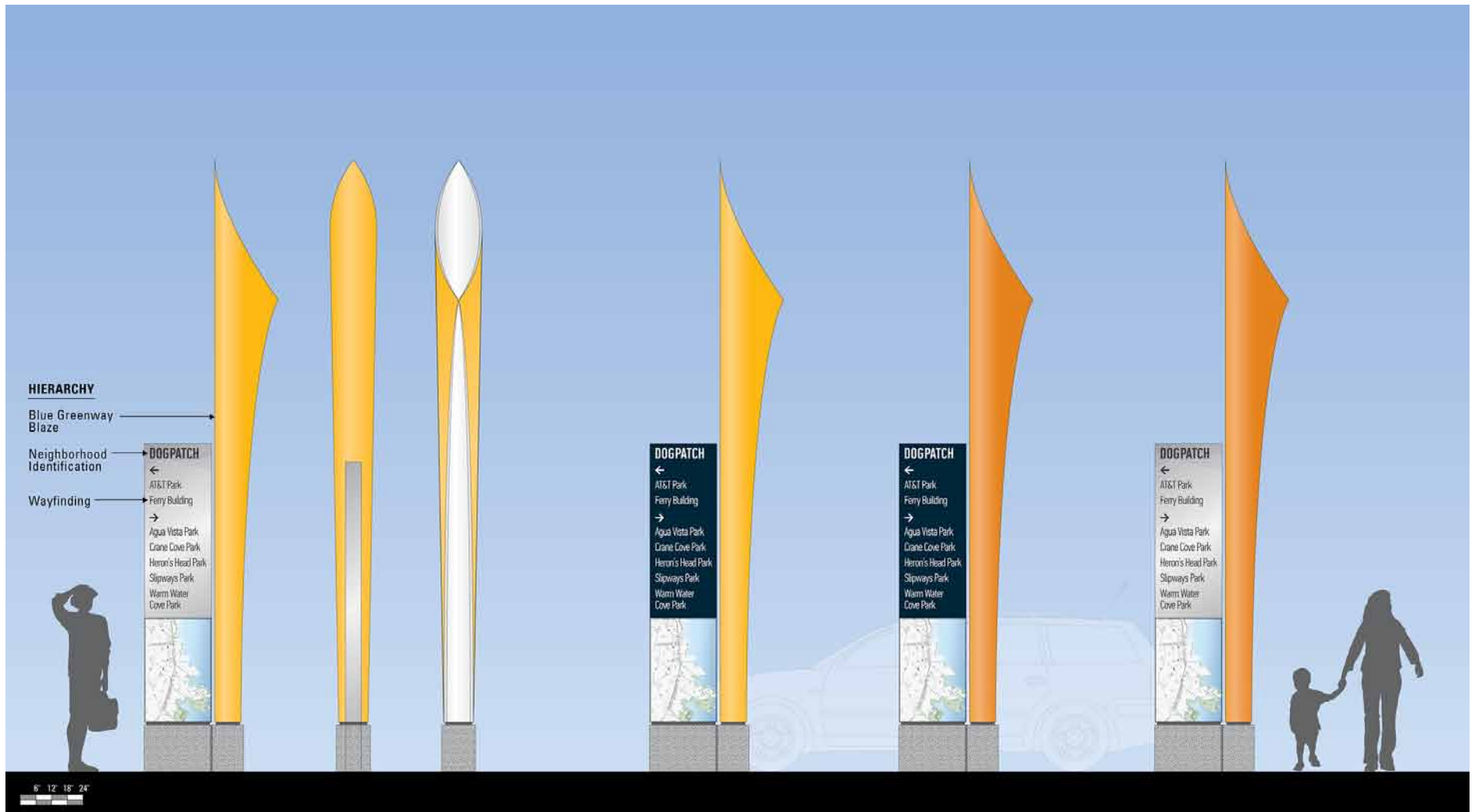
3. Develop a single signage program that works on the entire waterfront and which has a unique “add on” element that distinguishes the south from the north, this element could be in the form of color, material selection, additional features or other subtle design differences. The benefits of this is that the system would read and be experienced more as a single system, but still have some unique attributes for the Blue Greenway. This may be easier to maintain as updates are required. The constraint with this is that it may not be able to celebrate the uniqueness of the southern waterfront and be as “edgy” and may compromise a design that works in the context of both the north and south.

The Blue Greenway planning team determined that developing concepts for a stand-alone signage program (option 1) would benefit the Blue Greenway the greatest. Based upon this, the preferred concept developed utilizing the above analysis and criteria was presented at the June 15th Community workshop and is reviewed below:

Preferred Option

Design “The Sail”

The most important task of the sign system is to help users stay on the linking segments of the Blue Greenway and to help establish recognition of the system. The tall, brightly colored Sail element of the Blaze sign type, as depicted in Figure 4.1, serves that purpose. It contrasts to the backdrop of the large and structured industrial features and is visible from a distance. The sculptural form is inspired by the fullness of a Sail on the bay. The curves and volume contrast with the rigid and exposed framing of the industrial structures. The bold color contrasts with muted industrial hues.



BLUE GREENWAY SIGNAGE: JUNE 16, 2011
 SCALE: 1"=1'-0"
 Sail Blaze: 19'-6", Wayfinding Pylon: 10'-6"

Kate Keating Associates Inc.
 1045 Sansome Street, Suite 202
 San Francisco, CA 94111

Figure 4.1: Blue Greenway Signage Concept with Yellow Options

Hierarchy:

There are three hierarchical components of the Blue Greenway Blaze that establishes the identity and wayfinding for the system as illustrated in Figure 4.2:

1. The Sail that “blazes” the path between parks and open space and helps establish an identity for the Blue Greenway
2. The header on top of the pylon identifies the local neighborhood
3. The directional information (text and arrows) to “anchor destinations” along the Blue Greenway and a map with the broader city wide context.

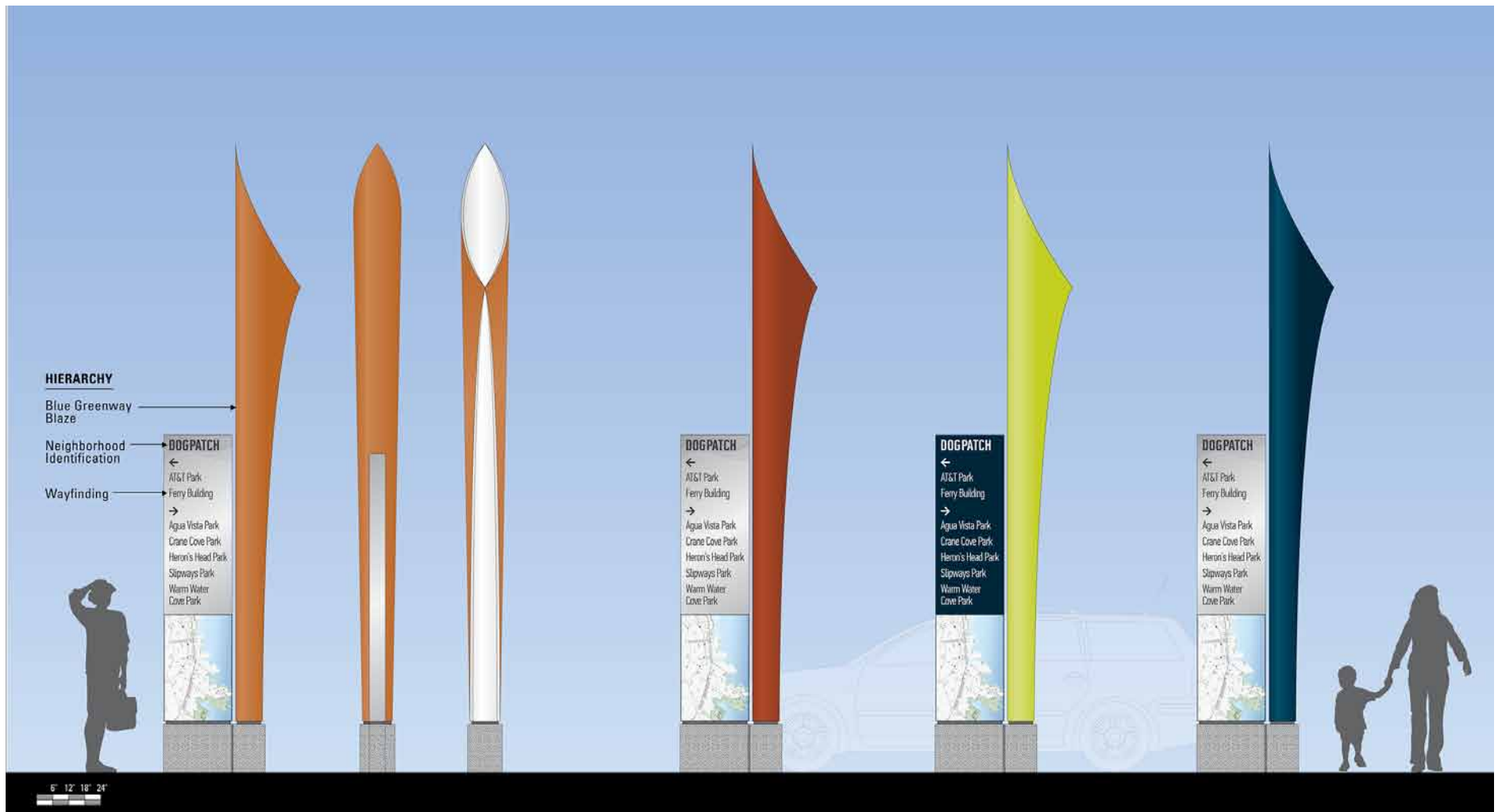


Figure 4.2: Blue Greenway Signage Concept with Red, Blue and Green Options

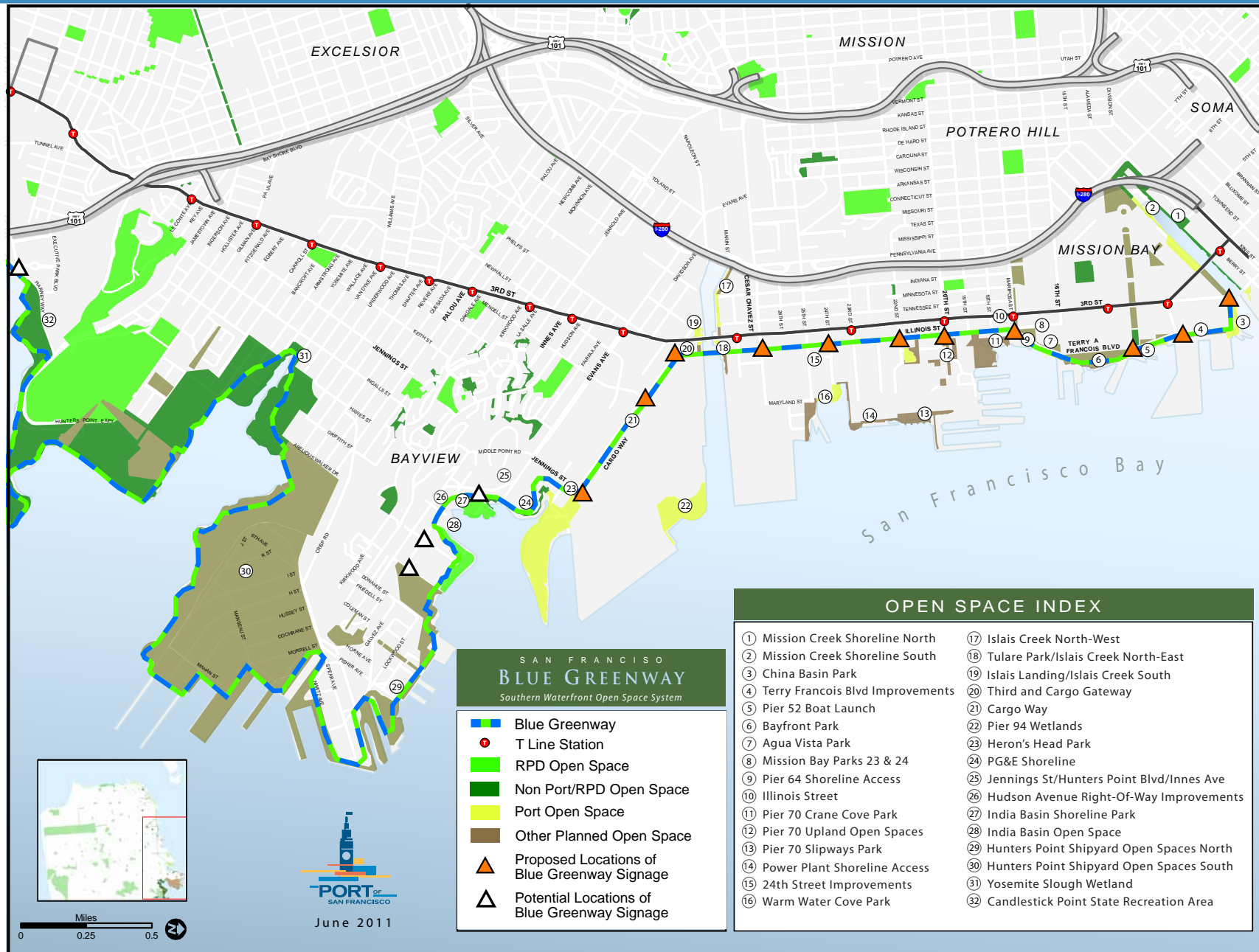


Figure 4.3: Map of Planned and Potential Locations of Blue Greenway Signage

Placement

The color and form of the Blaze creates big events at intersections with major connector streets and prominent locations that can be viewed from the water. This placement as illustrated in Figure 4.3 reinforces the circulation patterns that exist and that are being planned for the Blue Greenway.

User Orientation

The south east waterfront does not have consistent views of the Bay to sustain and lead the users. Some of the blocks are long and have challenging hard edge conditions. These bold elements blaze the way for users: cyclists, pedestrian and motorist, and links the bay front opportunities and is illustrated in Figure 4.4.



BLUE GREENWAY SIGNAGE: JUNE 16, 2011
NOT TO SCALE
Sail Blaze: 19'-6", Wayfinding Pylon: 10'-6"

Kate Keating Associates Inc.
1045 Sansome Street, Suite 202
San Francisco, CA 94111



Figure 4.4: Blue Greenway Signage Concept



BLUE GREENWAY SIGNAGE: JUNE 16, 2011
 SCALE: 1"=1'-0"
 Park ID: 15'-6"

Kate Keating Associates Inc.
 1045 Sansome Street, Suite 202
 San Francisco, CA 94111

Figure 4.5: Concept for Park and Interpretation Signage

Color

Warmer brighter colors are visible from a distance in an outdoor environment. Warm hues do not recede against the sky and “pop” more in the building and natural environment. Further study will be done prior to selecting final color.

The Sign Family

The Blue Greenway signage and identity has other components in addition to the Blaze. These elements are typically located within the parks and open spaces and include: identification, interpretive and regulatory information as illustrated in Figure 4.5. These sign types utilize the Sail form for continuity but the color of the form is neutral. This way the signs are visible as needed, but park features, both natural and constructed, are the user’s focus.

Public Art

In addition to Blue Greenway signage, public art is an integral component of the Blue Greenway and will assist in strengthening its identity. The Port working with the San Francisco Art Commission has initiated a process to install an art element on the Pier 92 Grain Silos along Islais Creek. The park concepts reviewed in Section Two identify several locations that are appropriate for both temporary and permanent public art. Several locations along the Blue Greenway Linking Streets as defined in Section Three may also provide opportunities for the installation of public art. The City’s Art Enrichment Ordinance requires that \$400,000 of GO Bond funds go towards the Art Enrichment Program along the Blue Greenway. In addition, the Port proposes that additional GO Bond funding be utilized for permanent public art or site improvements to support temporary art. The funding level over and above the required Art Enrichment program proposed will likely fluctuate as other projects are further defined and cost and bids are received. Section Six reviews project funding and prioritization.



Examples of San Francisco Waterfront public art



Raygun Rocket Ship, Temporary Art at Pier 14



"Sea Change" sculpture by Mark di Suervo at Pier 40 , South Beach Park

5. SITE FURNISHINGS

Site furnishings along the Blue Greenway shall meet the needs of the various users of the trail system including but not limited to boaters, bikers, walkers, runners, and nearby residents. They shall 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 describe the criteria for designers in selecting site furnishings along the Blue Greenway.

The criteria for selection are diverse. They are intended to provide for a certain level of consistency while allowing individual designers some flexibility and creativity. The criteria include general characteristics, material types, and specific furnishings for Linking Streets and some Open Space furnishings.

Several comments received on the original draft of this section (in May 2010; see *Appendix I*) related to the development or selection of a single Blue Greenway site furnishing fixture that would help strengthen the identity of the Blue Greenway system. It was requested that the fixture be made locally from a sustainable material, and be reflective of the industrial setting of the Blue Greenway. A concept developed for this is the design and creation of a selection of Blue Greenway landscape blocks, these are further defined later in this section.

By identifying these criteria, it is our hope that the site furnishings will gracefully and logically transition between streetscapes and open spaces along the Blue Greenway.

The following pages of this section are organized by: a) General Characteristics; b) Color and Material; c) specific furnishings for Linking Streets (as defined in Section Three); d) specific furnishings for a few common elements for all open spaces; and e) criteria for furnishings for the other individual open spaces.



General Characteristics

In general, site furnishings should meet the following conditions which were primarily adapted from the BCDC 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 location while being aware that vandalism and theft are concerns
 - Select textured surfaces to deter graffiti, or be aware of graffiti preventive coatings. Consider that the finished surface may have 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
 - Relate to the materials used in adjacent maritime architectural structures
 - 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

Color and Material Suggestions



Concrete



Concrete - cast



Concrete - textured



Concrete - form finished



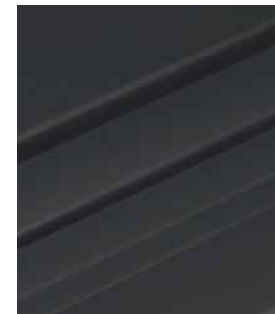
Steel - Stainless



Steel - Weathering



Steel - Galvanized



Steel - Powder Coated



Wood - Sustainably Harvested
Redwood or Cedar



Wood - Reclaimed

Color Notes:

- Site furnishings should not distract from the primary focus of the Blue Greenway which is Nature and the Industrial Waterfront.
- A neutral, natural color palette based on the industrial materials found in the area would work well.
- Bright colors should be avoided except for interpretive signs, way-finding, and public art.

Site Furnishing Design Criteria - Streetscapes



The Blue Greenway is a system of waterfront open spaces connected by way of multi-modal streets and paths. In most cases the open spaces are connected by Linking Streets (defined in Section Three). Different civic jurisdictions have control of the many Linking 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 for Linking Streets.

While the streetscapes run through many land use types, the furnishings of the streetscapes should be consistent, providing a unifying experience along the linear corridor of the street. 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
- Relate to the existing furnishings on segments that are already completed

The Linking Streets along the Blue Greenway include:

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

Palette for Streetscape Site Furnishings



*Trash / Recycling Receptacle
Stainless or Powder-coated Steel*



*Bike Rack Stainless Steel
Square Tube*



*Trash / Recycling Receptacle
Powder-coated Steel*



*Exercise Equipment Stainless
or Powder-coated Steel*



*Water Fountain / Bottle Refill Station
Powder-coated Steel*



Bicycle Racks



Water Fountain / Refilling Station



Concrete Block



Concrete Block - Detail

Specific Open Space Furnishings:

The selection of site furnishings for individual open spaces with the exception of three furnishing types (bike racks, drinking fountains and Blue Greenway Landscape blocks) will be based on the unique characteristics of the individual sites while using the criteria and characteristics established in this section. This is intended to provide for a certain level of consistency while allowing individual designers some flexibility and creativity.

The three pieces of site furnishings specified for the design of the Blue Greenway open spaces are established to help strengthen the identity and system as a whole and ease in maintenance and replacement of the furnishings. The three elements include, bicycle racks, drinking fountains and Blue Greenway landscape blocks, as described below:

Bicycle racks

- Use tubular square material, in cross section to deter pipe cutting
- Locate in a convenient location, in plain view, and away from the street edge if possible
- Provide enough for anticipated activity in the area

Drinking fountains

- Provide extremely durable units
- Include a dog bowl option, one per site, minimum
- Incorporate jug filler for refilling personal water bottles

Blue Greenway Landscape Blocks

- Select from Blue Greenway Customized Blocks (details and options to be defined)
- To be used as seating, retaining or sculptural forms
- To be utilized in all open spaces

Criteria for Other Open Space Furnishings:

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

Blue Greenway Landscape Blocks

- Select from Blue Greenway Customized Blocks (details and options to be defined)
- To be used as seating, retaining or sculptural forms
- To be utilized in all open spaces

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. Locate units along major paths of travel. Specify tables per manufacturer's recommendations that 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
- Include hot ash receptacles as needed

Bollards

- Place bollards at the edge of a roadway, driveway, or path so that the bollards do not interfere with normal vehicular movement
- Space bollards typically 2.5-4 feet apart

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 and simple in design



Pedestrian lighting

- Provide pedestrian scaled pole-mounted lights where 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 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 and simple in design

Landscape lighting

- Provide lighting to accentuate buildings, plants, and artwork in the landscape.
- Be mindful of up-lighting that may illuminate where it is not intended
- Down lighting from trees is preferable to up lighting



- Consider in-ground lighting to illuminate overpasses or tunnels from within or to invite pedestrians down a different path

Planters

- Utilize in locations where soil is not available or 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 way-finding and interpretive graphics
- Provide in areas where community gatherings may take place or where the community may adopt their maintenance
- Materials should reflect the architecture of the surrounding landscape and other furnishings in the area

Restrooms

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

Site Furnishings Coordination

These guidelines present criteria for the selection of site furnishings for the Blue Greenway. Adherence to them will ensure there is a sense of continuity along the Blue Greenway.

Additionally, designers should coordinate the selection of site furnishings with 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



6. Project Cost and Implementation

In the Spring of 2008 San Francisco voters passed Proposition A, the Clean and Safe Neighborhood Parks General Obligation Bond for a \$185 million, of which the Port received \$33.5 million. The Blue Greenway projects received a total of \$22.5 million of the Port's allocation. Funding from the GO Bond has allowed the Port working with its partner agencies to conduct a community planning process to define the Blue Greenway, including how to phase and expend available resources. The \$22.5 million of GO Bond funding is a great initial investment into completing improvements to help establish an open space system and identity for the Blue Greenway. Other funding sources are available to make additional improvements but all partner agencies will need to continue to work together to secure significant funds to complete the system.

The 2008 GO Bond funds are restricted to expenditure of funds on Port open space improvements. The GO Bond identified specific Blue Greenway projects that could be implemented utilizing the bond funds, these included:

- Undertaking a community planning process to develop the Blue Greenway Planning and Design Guidelines;
- Construct shoreline improvements in Mission Bay adjacent to the future Bayfront Park;
- Construct improvements to the proposed Pier 70 Crane Cove Park;
- Construct Improvements to Warm Water Cove Park;
- Construct improvements to Islais Creek shoreline open spaces;
- Construct improvements to Heron's Head Park; and
- Install Blue Greenway signage and public art along the Port's portion of the Blue Greenway;

It is recognized that not all of these projects can be implemented with the available funding, therefore the planning process has identified project prioritization based upon available funds and has identified potential future funding sources for non-funded projects.

In addition to the GO Bond funds, the Port has identified other sources of funds that can be utilized for Blue Greenway projects. Other funding sources include:

- The Port of San Francisco's Transbay Cable Public Trust Public Benefit Package (these funds must be used for public access, open space and to promote or enhance energy efficiency), the Port receives \$550,000 annually for 10 years
- The Port of San Francisco's Southern Waterfront Beautification funds (these funds must be used for Port properties south of Mariposa street, including for: open space, historic rehabilitation, environmental clean-up and economic development); this funding source accumulates approximately \$150,000 a year.
- San Francisco Bay Conservation Development Commission (BCDC) Islais Creek mitigation funds. These funds were a mitigation paid by the San Francisco Public Utilities Commission (PUC) and are to be utilized along Islais Creek area. The California Coastal Conservancy administers the funds on behalf of BCDC, the Port and the PUC. Approximately \$740,000 exist in this funding source.
- Miscellaneous Grants, the Port has applied for and received two grants to support various Blue Greenway projects, including a California Resource Agency Grant for \$275,000 for Tulare Park; and \$185,000 from the Metropolitan Transpiration Commission for improvements to Cargo Way for bicycle facilities.

While the Port has jurisdiction over much of the Blue Greenway, there are several other City and State agencies that have jurisdiction over portions of the Blue Greenway. Ultimately each agency is responsible for securing funds to improve and manage its open spaces and other Blue Greenway elements. The various City agencies will work together to leverage the maximum amount of funds to support the improvements required to implement the Blue Greenway.

Project Cost and Funding

Project cost estimates were developed by DPW for the concepts presented in Section Two and are presented in *Table 6.1: Port Blue Greenway Project Cost*. The cost estimates include all soft and hard cost and are preliminary based upon the nature of the concept level of detail. Cost estimates will be refined as projects are selected for implementation and as they are further defined. In addition to the cost estimates for each of the open spaces, the Port has identified costs for additional Blue Greenway improvements within its jurisdiction. The additional improvements include: 1) Blue Greenway signage to assist in bringing recognition and an identity to the system; 2) installation of Public Art to also strengthen the system identity and provide visual interest; 3) standard site furnishings to be installed at key locations along the Linking Streets; and 4) pile and debris removal from Islais Creek.

Prioritization

As reviewed in Section One, several projects were identified for early implementation to meet bond spending requirements, these projects include: Mission Bay, Bayfront Park Shoreline; Tulare Park, Heron's Head Park and initial planning and design for Crane Cove Park. *Table 6.2: Draft Port Blue Greenway Project Prioritization* also identifies the various funding sources.

Recognizing the project cost estimates prepared and the available funding sources and funding restrictions, the Port prepared criteria as a basis for prioritizing projects. The following criteria were used:

- Does the project meet the established criteria for the specific funding source
- Is the project identified in an existing Port or City Plan
- Does the project strengthen the Blue Greenway identity
- Does the project create waterfront access where it does not exist today
- Is the project identified as a priority by the adjacent community
- Does the project serve an adjacent or nearby community
- Does the project protect or enhance a natural or cultural resource
- Will the project leverage other funding (now or in the future)
- Can the project be easily phased or completed with the available funding

Based upon the project cost and the prioritization criteria, *Table 6.2* identifies the projects that have been prioritized for implementation. The draft prioritization attempts to maximize and leverage existing resources. While not all projects are funded for immediate implementation, each of the projects that meets more than 5 criteria established are prioritized and will significantly improve the Blue Greenway. With the exception of the Pier 70 Crane Cove Park project and Site 18, all of the projects can be completed with the available funding. Crane Cove Park has been identified as priority project, but the anticipated budget (\$30 million) exceeds the total available funds. However projects such as Crane Cove Park are often phased to accommodate incremental funding.

Section Three of this document defines Blue Greenway Linking Streets, which are an integral part of the Blue Greenway. The Port, working with MTA, SFRA and DPW has identified both short and long term solutions

to improve the Linking Streets. Some of the projects, such as Terry Francois Boulevard can be implemented in the near future, while other projects such as the long term plan for Cargo Way will require significant investment and will likely require federal funding. The projects that can be implemented in the near term will be funded with existing grants or funds currently budgeted, including grants the MTA and Port have secured or SFRA project funds for Mission Bay. Because funding for long term street projects would likely come through transportation funding sources, they were not included in Table 6.2. The Port will continue to work with the partner agencies to seek and secure additional funds to help improve the Blue Greenway Linking Streets since they likely will not be funded through typical open space funding sources.



Mid block curb bulb-out, site for signage, wayfinding and pedestrian amenities

Future Funding

The City and Port have been successful pursuing a variety of funding sources for open space projects. The Port will continue to collaborate with other city agencies and pursue funds for the Blue Greenway, specific funding sources that should and will be pursued, include.

- California Proposition 84 State Park Grants for new open spaces
- Coastal Conservancy and Bay Trail Grants for design and open space improvements
- California Resource Agency Grants
- Future Streets GO Bonds

In addition to these sources of funds, the Port will work with the Recreation and Parks Department and City Capital Planning Committee to secure future General Obligation Bond funds bringing Port waterfront open space projects to the ballot for voter approval.

Lastly, the Port has been successful in improving open spaces connected to major development projects. This approach is being proposed for the future expansion of China Basin Shoreline Park and the Pier 70 Slipways Park. This and other new development in San Francisco can contribute to parks and open space needs either by direct provision (building open space as part of the project) or by paying impact fees. The funding of which is structured into the public/private development transactions. Other Blue Greenway open spaces that are appropriate may be improved through this approach.

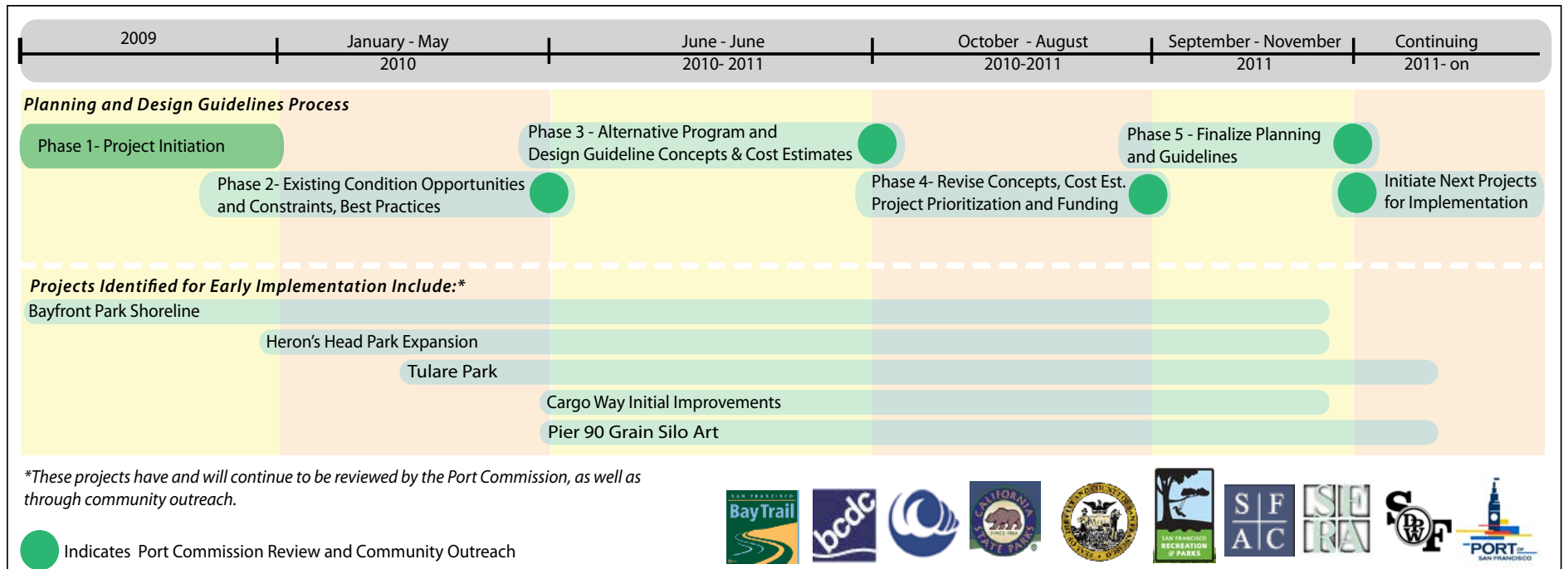
Table 6.1: Port Blue Greenway Project Costs

PROJECT / COST ESTIMATE		SOURCE GO Bond	Southern Waterwront Beautification	Transbay Cable Public Trust Benefit	BCDC/PUC Islais Creek Mitigation	CA Resource Agency Grant (Tulare)	Other Grants	TOTAL FUNDED
Blue Greenway Planning and Design Guidelines/ CEQA	\$913,500	\$913,500						\$913,500
China Basin Park (SITE 3)	\$TBD							\$0
Pier 52 Boat Launch (SITE 5)	\$600,000							\$0
Bayfront Park Shoreline (SITE 6)	\$2,950,000	\$2,950,000						\$2,950,000
Pier 70 Crane Cove Park (SITE 11)	\$30,000,000	\$9,663,250		\$1,100,000				\$10,763,250
Pier 70 Slipways Park (SITE 13)	\$15,000,000							\$0
Power Plant Shoreline (SITE 14)	\$TBD							\$0
Warm Water Cove Park (SITE 16)	\$5,000,000							\$0
Islais Creek Northwest (SITE 17)	\$1,300,000							\$0
Copra Crane Restoration	\$170,000				\$170,000			\$170,000
Tulare Park/ Islais Creek North-East (SITE 18) *	\$860,000	\$585,000				\$275,000		\$860,000
Islais Landing/ Islais Creek South (SITE 19)	\$0							\$0
Bayview Gateway (SITE 20)	\$3,595,000	\$3,594,125						\$3,594,125
Heron's Head Park Improvements (SITE 23)	\$1,975,000	\$1,975,000						\$1,975,000
Blue Greenway Signage, Identity & Furnishings	\$1,545,000	\$1,545,000						\$1,545,000
Public Art	\$1,250,000	\$1,000,000	\$250,000					\$1,250,000
Islais Creek Pile and Debris Removal	\$550,000				\$550,000			\$550,000
Cargo Way Bicyclce Improvements	\$437,000		\$125,000				\$312,000	\$437,000
TOTAL	\$66,145,500	\$22,225,875	\$375,000	\$1,100,000	\$720,000	\$275,000	\$312,000	\$25,007,875

*Cost estimate does not include Pier 80 shoreline improvements

Table 6.2: Draft Port Blue Greenway Project Prioritization

PROJECT	CRITERIA	Does the project meet the established criteria for the specific funding source or City Plan	Is the project identified in an existing Port Blue Greenway identity	Does the project strengthen the access where it does not exist today	Is the project create waterfront by the adjacent community	Does the project identified as a priority or nearby community	Will the project serve an adjacent (now or in the future)	Can the project leverage other funding completed with the available funding	Does the project be easily phased or completed with the available funding	Does the project enhance or protect natural/cultural resources	PRIORITIZED
Blue Greenway Planning and Design Guidelines	X	X	X	X	X	X	X	X	X	X	X
China Basin Park (SITE 3)		X	X			X					
Pier 52 Boat Launch (SITE 5)						X					
Bayfront Park Shoreline (SITE 6)	X	X	X	X		X	X	X	X	X	X
Pier 70 Crane Cove Park (SITE 11)	X	X	X	X	X	X	X	X	X	X	X
Pier 70 Slipways Park (SITE 13)		X		X					X		
Power Plant Shoreline (SITE 14)				X							
Warm Water Cove Park (SITE 16)	X			X					X		
Islais Creek Northwest (SITE 17)	X			X							
Copra Crane Restoration	X	X	X		X		X	X	X	X	X
Tulare Park/ Islais Creek North-East (SITE 18)	X	X					X	X	X	X	X
Islais Landing/ Islais Creek South (SITE 19)	X										
Bayview Gateway (SITE 20)	X	X	X	X	X	X		X	X	X	X
Heron's Head Park Improvements (SITE 23)	X	X	X		X	X		X			X
Blue Greenway Signage, Identity & Furnishings	X	X	X		X	X	X	X	X	X	X
Public Art	X	X	X		X	X	X	X			X
Islais Creek Pile and Debris Removal	X			X		X		X	X	X	X
Cargo Way	X	X			X	X	X	X			X



7. Next Steps

This document reflects comments received from the original draft released in May 2010. In addition, it includes new information regarding Blue Greenway Linking Streets, Signage, Project Cost and Project Prioritization. It represents the completion of Phase 3 and the initial part of Phase 4 of the Blue Greenway Planning and Design Guidelines community planning process as depicted in *Figure 7.1: Planning Process and Schedule*. The Port will present the information in this document at two Blue Greenway community workshops, review it with the Port Commission and other stakeholders including the many Citizen Advisory and neighborhoods groups along the Blue Greenway and will take comments on this document through July 29th.

The Port will take comments received and finalize a draft (Phase 4) of the document in September and then complete this phase of the Blue Greenway planning process (Phase 5) in the fall.

The City, Port and Blue Greenway stakeholders are anxious to complete this scope of the Blue Greenway planning so that projects that are prioritized and funded can move into the implementation phase.

Depending on the scope of the project identified for prioritization, projects may go directly into detail design or will go through further design development, commission, community and required design review. *Figure 7.2: Preliminary Project Schedule* is a preliminary schedule of how projects selected would be implemented based upon the draft prioritization presented in Section Six of this document. This schedule is intended to provide a general outline of project delivery. It will be refined once the Port Commission and stakeholders have the opportunity to confirm priorities.



Figure 7.3: Examples of Public Art on Industrial Silos
Above top: Former Bethlehem Steel Pennsylvania
Above bottom: Murals on Silos, Location Unknown

The following is a status update of projects identified for early implementation:

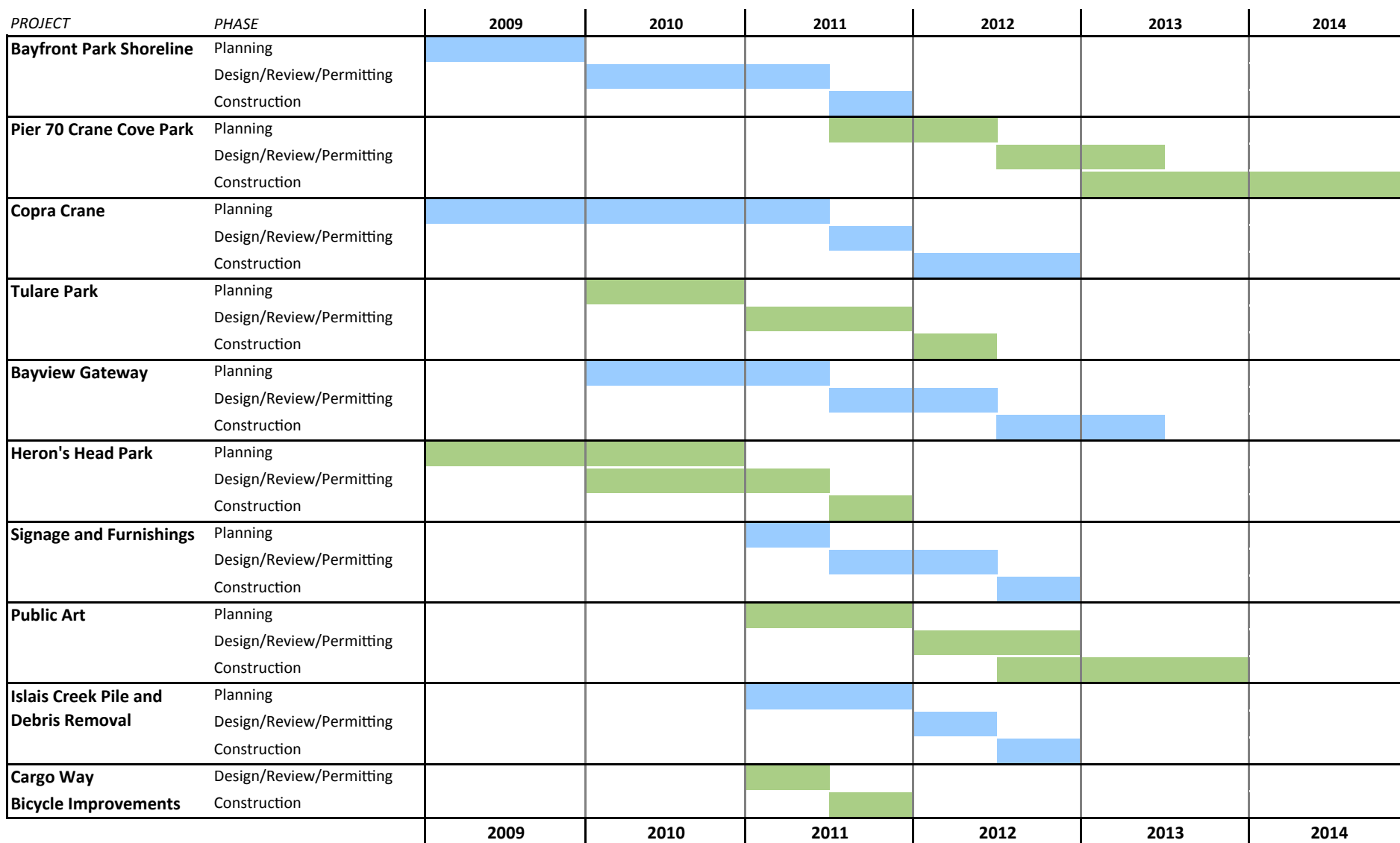
- Preparation of the Blue Greenway Planning and Design Guidelines. This project is budgeted for approximately \$340,000 and will utilize the Clean and Safe General Obligation Bond funds. This is underway and will be complete in the fall of 2011.
- Mission Bay, Bayfront Park Shoreline project is located 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 \$2.95 million and will utilize the Clean and Safe General Obligation Bond funds. This project has been completely designed and bid, the project is under construction.
- Improved and expanded Heron's Head Park entrance located at the terminus of Cargo Way at Jennings Street. This project is budgeted for approximately \$1.9 million and will utilize the Clean and Safe General Obligation Bond funds. The Port Commission authorized the release of the construction request for bids, it is anticipated the project will be in construction in the summer of 2011.
- Redesign and improved Tulare Park located along the northern shoreline of Islais Creek between Illinois and Third Streets. This project is budgeted for approximately \$860,000 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 summer of 2012.
- 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 the Art Commission to establish and facilitate a public process of soliciting proposals and selecting artist to install public art on the Pier 90 Grain silos (see *Figure 7.3: 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 summer of 2011 and will be implemented in 2012.

- Cargo Way Bicycle and Pedestrian improvement project. This is budgeted for approximately \$435,000 and will utilize a combination of MTC, 2010 Regional Bicycle Program Block Grant funds, Port's Southern Waterfront Beautification and Public Benefit Policy Funds, MTA Bike Program funds and Bay Trail 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. This project will be constructed in the summer of 2011.



Heron's Head Park Expansion Concept Design

Figure 7.2: Preliminary Project Schedule



Appendix 1

The Port working with its partner agencies and stakeholders established a five phase planning process, which includes:

- Phase 1- Project Initiation (completed)
- Phase 2- Preparation of Existing Conditions, Opportunities and Constraints and Best Practices Document (“Existing Conditions Document”) (complete)
- Phase 3- Development of Alternative Use Programs and Design Guidelines (complete)
- Phase 4 – Revised Concepts, Cost Estimates, Project Prioritization and Funding (underway); and
- Phase 5 – Finalize Planning and Design Guidelines and Implement Projects

This appendix provides a summary of the Blue Greenway community planning process and an overview of the organization of the Blue Greenway and its individual elements that together are the Blue Greenway. In addition, it reviews how the document has been revised to address comments received to date.

This document represents the culmination of phases 3 and 4, further details of the work program for each of the phases is reviewed in the Existing Conditions Report.

Summary of Work Completed to Date:

Phase 1- Project Initiation

In 2009, the Port initiated the community planning process by developing the scope of work for the Blue Greenway Planning and Design Guidelines. In addition to the scope of work, the Port formed an Interagency Working Group (IWG) to help facilitate the planning process and to get technical support in the planning process. The Port also established a stakeholder steering group that represented the broad interest of the Blue Greenway, this stakeholder group has attended multiple community meetings and has committed to tracking and participating in the planning process. Representatives of each of these groups and a more detailed outline of the scope of work is provided in the Existing Conditions Document.

Phase 2- Existing Conditions

In May 2010, the Port of San Francisco and San Francisco Department of Public Works (DPW) released the Blue Greenway Existing Conditions Report (Existing Conditions Report) for public review. The Existing Conditions Report, was the City’s initial phase of analysis to support the public planning process for the Blue Greenway. It cataloged all of the Blue Greenway open spaces and elements, reviewed applicable existing plans, identified opportunities and constraints and analyzed Best Practices from plans for similar waterfront open space systems in North America.

On May 26, 2010, the Port and partnering agencies hosted a community workshop to review and take comment on the Existing Conditions Report. The community workshop was well attended by diverse stakeholders, who provided many helpful public comments, which will be incorporated into the document. Comments received were summarized

in the September document referenced below. The existing conditions document will continue to function as a catalog of all of the Blue Greenway opens spaces, including data on the status of the open space and the jurisdiction within which they are located or managed.

Phase 3 - Open Space Use Concepts and Site Furnishings

In September 2010 the Port and San Francisco Department of Public Works released the Blue Greenway Planning and Design Guidelines Open Space Program and Uses and Site Furnishings Concepts document. The document presented concepts for the program and uses of Port open spaces and concepts for site furnishings standards to be utilized in the development of all Port Blue Greenway open spaces. The document was presented at two community workshops, reviewed with the Port Commission and at several subsequent community and stakeholder meetings. The community meetings were well attended and public comment on the document and material presented was comprehensive and informative. The comments received are reflected in this updated document and can be summarized into the following categories:

Organization:

- The document should better describe the organization of it and how it fits in the context of the final Planning and Design Guidelines
- The document should articulate what is and is not being covered and why certain projects are within, or not within the document (Port vs. non Port projects)
- The document should articulate the various elements of the Blue Greenway.

Open Space Program and Uses:

- The Site Suitability and Use Suitability analysis and Open Space Programming matrix were strong and an excellent tool for determining the appropriate uses and mix of programs;
- The document should articulate why the suitability criteria was only applied to Port open spaces;
- Specific comments regarding programs and uses for individual sites were received and those comments are reflected in the updated concepts;

Site Furnishings:

- The suggested palettes are too specific, the selection of furnishings should be criteria based;
- The use of site settings as a basis of establishing furnishings is too specific;
- Site furnishings for individual open spaces should be based upon a criteria that allows designers to choose furnishing based on the context of the site;
- The site furnishings standards are best applied to the linking streets as an element to tie the Blue Greenway open spaces together and should relate to signage and way-finding;
- When using land use types as a criteria for site furnishing selections, it appears to raise the issue of equity of material types by neighborhood; and
- There should be some type of site furnishing that helps establish an identity to the Blue Greenway, ideally utilizing a material or vernacular that exists or can be locally produced with materials that currently exist or are produced within the area of the Blue Greenway (concrete, steel) reflective of the architectural, industrial or maritime remnants or forms.

Table A.1: Port Blue Greenway Open Space 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	Dedicated Automobile Parking
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.

Appendix 2

The May 2010 Existing Conditions Document reviewed and cataloged all of the Blue Greenway open spaces, the catalog information included:

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

Utilizing this information and addressing public comments received to date, the Port and the Interagency Working Group analyzed the deficiencies and suitability of each of the Port Blue Greenway sites for open space improvements, resulting in the analysis and concept plans presented in this report. As indicated in Section Two of this document, open space program and use concepts are only developed for Port open spaces.

The analysis conducted to establish appropriate uses, included, the preparation of a list of possible program uses 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 *Table A.3: Use Suitability Analysis* and *Table A.2: Site Suitability Criteria*.

Table B.1: Port 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.

While the suitability analysis reviewed opportunities and need for active recreation uses, use restrictions on Port lands restrict or preclude most active recreation types, unless they are water oriented. *Table A.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.

Table A.2: 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.2: Site Suitability Criteria (continued)

Table A.2: 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											
	CAFÉ 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 ^d	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 A.3: 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

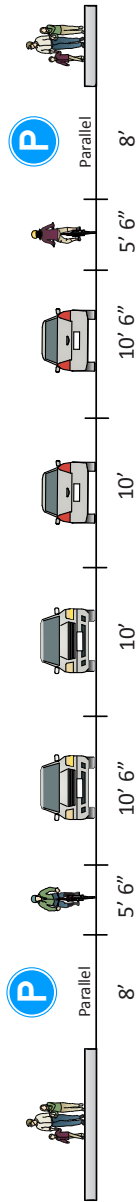
3 - suitable and possible use for the area

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)

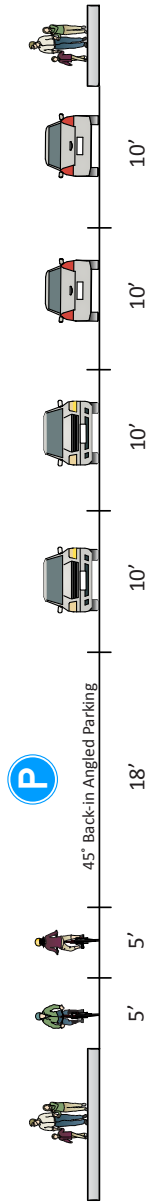
Terry Francois Cross Sections
Mission Rock to Mariposa
Looking South

Existing



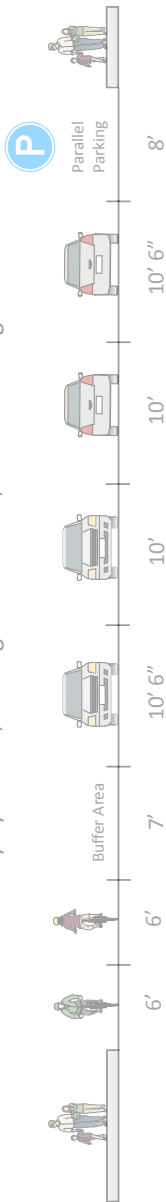
Alternative 1

Two-Way Cycletrack, Existing Curb-to Curb, Angled Parking East Side



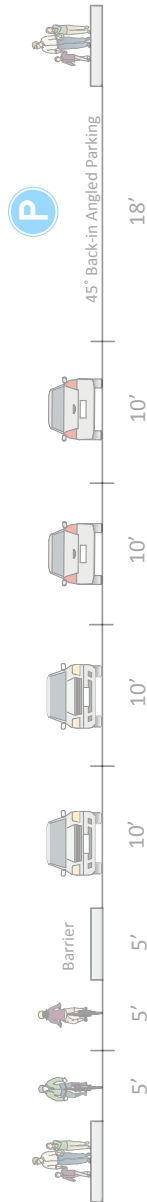
Alternative 2

Two-Way Cycletrack, Existing Curb-to Curb, Parallel Parking West Side



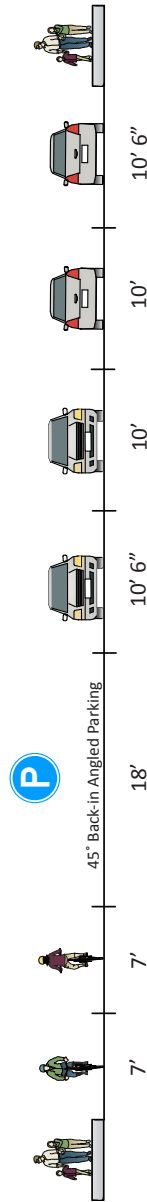
Alternative 3

Two-Way Cycletrack, +5' Encroachment Into East Sidewalk, Angled Parking West Side



Alternative 4

Two-Way Cycletrack, +5' Encroachment Into East Sidewalk, Angled Parking East Side



Alternative 5

Two-Way Cycletrack, +5' Encroachment Into East Sidewalk, Parallel Parking West Side

