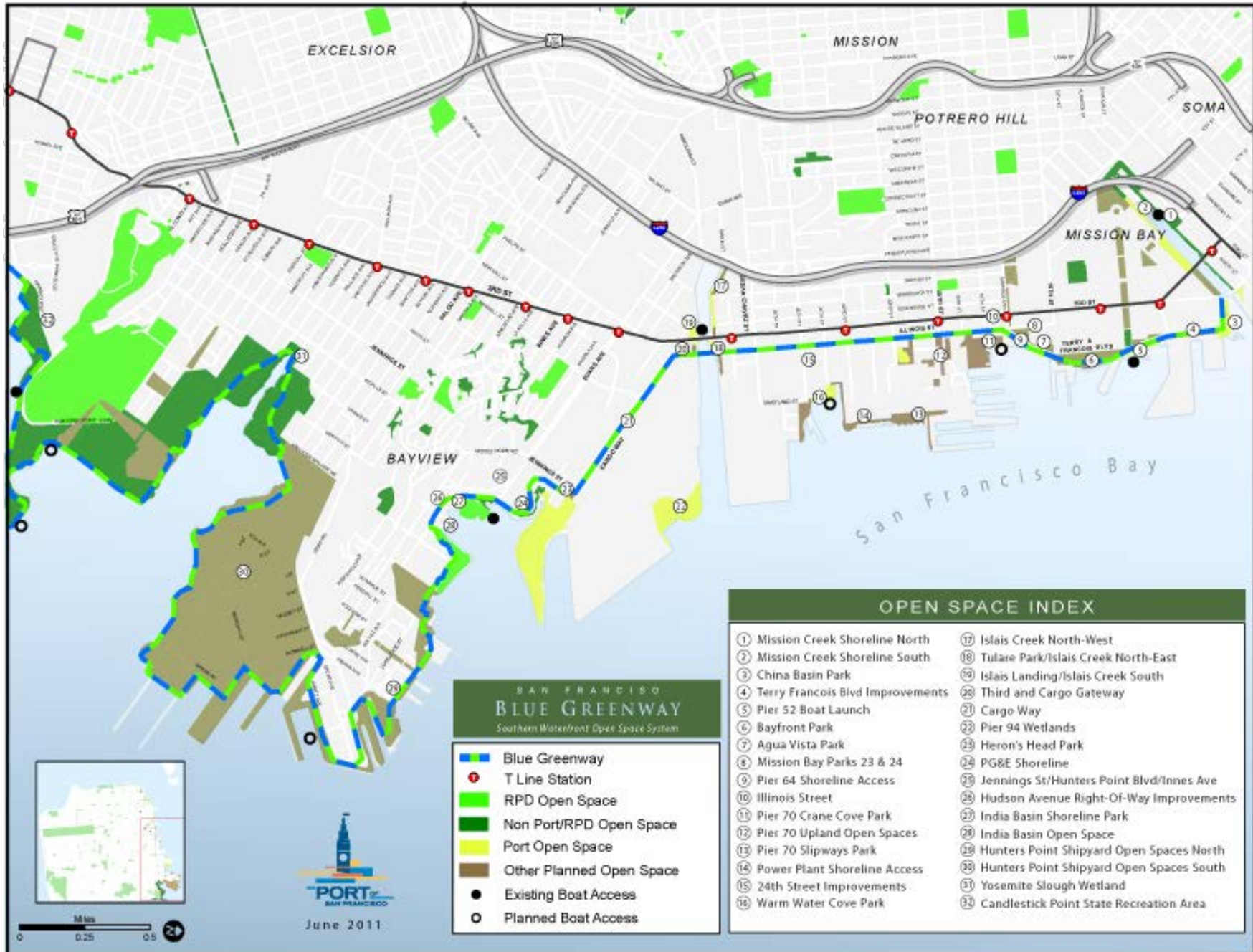


Exhibit A. Blue Greenway Map



## **Exhibit B**

### **List of Blue Greenway Presentations to Port Commission**

(Between November, 2008 – July 2011)

#### **2008 Proposition A General Obligation Bond Status Report**

January 11, 2011

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=492>

February 9, 2010

<http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/2010/Item%207A%20GO%20Bond%20Update.pdf>

September 8, 2009

<http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/2009/Item%2012A%20Gen%20Ob%20Bond.pdf>

#### **Blue Greenway Planning & Design Guidelines**

July 12, 2011

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=1917>

August 19, 2010

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=46>

February 10, 2009

<http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/2009/Item%209a%20Blue%20Greenway.pdf>

#### **Heron's Head Park Entrance Improvement Project**

May 5, 2011

<http://www.sf-port.org/modules/ShowDocument.aspx?documentid=1391>

May 10, 2010

<http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/2010/Item%2010A%20Heron%27s%20Head%20Park%20Concept%20Design%20Approval.pdf>

#### **Cargo Way Bicycle Lane Improvements**

July 12, 2011

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=1917>

September 14, 2011

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=70>

#### **Crane Cove Park Project**

May 29, 2012

<http://www.sfport.com/modules/showdocument.aspx?documentid=4170>

June 9, 2011

<http://www.sf-port.org/Modules/ShowDocument.aspx?documentid=1783>

December 14, 2010

<http://www.sfport.com/Modules/ShowDocument.aspx?documentid=340>

## **Bayfront Park Shoreline**

June 9, 2011

<http://www.sf-port.org/Modules/ShowDocument.aspx?documentid=1787>

April 21, 2011

<http://sfport.com/Modules/ShowDocument.aspx?documentid=1326>

March 9, 2010

<http://38.106.4.220/ftp/uploadedfiles/meetings/supporting/2010/Item%2012A%20Concept%20Design%20Approval%20Mission%20Bay%20Shoreline%20Protection.pdf>

April 28, 2009

<http://www.sfport.com/ftp/uploadedfiles/meetings/supporting/2009/Item%2010A%20Mission%20Bay%20Shoreline%20Proj%20Auth%20for%20Award%20Engin%20Design.pdf>

January 7, 2009

<http://38.106.4.220/ftp/uploadedfiles/meetings/supporting/2009/Item%2012a%20RFP%20Mission%20Bay%20Shoreline%20Protection.pdf>

## **Exhibit C: Summarized Comments on Crane Cove Park Alternative Concepts**

The following briefly summarizes comments received on the Crane Cove Park Alternative Concepts presented at the June and July 2012 public workshops and comments received via e-mail or an online survey. The comments are generally organized by commonality of those received. The following is not a comprehensive list of all comments received, but is a summary of issues that were raised by a multiple respondents.

### Alternative Concept Themes

Two alternatives were presented Alternative 1: Lines and Existing Traces (Line and Traces) focusing on the resources as left from the World War II era and Alternative 2: Patches and Historic Uses (Patches and Uses) which references the various eras of the site.

- In general there seem to be a preference for the adaptive reuse of slipway 4 in Lines and Existing Traces.
- The shoreline treatment of Patches and Historic Uses was preferred.
- Some felt the concept presented in Patches and Uses while interesting may be too abstract for the user to understand.
- Both concepts captured the goal of celebrating and interpreting the site history.
- There was a preference of the grading concept (filling) for access from Illinois Street as presented in Patches and Uses.

### Program of Uses

- There was strong support for a human powered boating access.
- There was a desire for multi-functional spaces, including multi-purpose green spaces and hardscapes that have flexibility for special events or casual gathering.
- There is a desire to provide a variety of programs that attract a diverse set of users (places for children and the elderly) active and passive, but not active recreation (no ball fields or sports courts).
- The park should have interpretation about the site and all of Pier 70.

### Adaptive Reuse of Slipway 4

- There was a preference for the “Keel Park” concept that utilized keel blocks and cribbage to reinterpret it for a park function, such as seating, gathering and programmed events.
- The slipway area should be designed to allow flexibility in its programming, but at the same time recognize its original use and function through interpretation.
- The reuse of ship building materials for functional park uses was appreciated, but should be simplified, do not over program the space with too many different objects or remnants.
- There was a divided response regarding the location of the stabilized cranes, some preferred them being together, others like the approach of splitting them up.

### Human Powered Boating Access

- There was a preference for the concept of an “urban beach” type of landing area as presented in Patches and Uses
- Utilizing Slipway 4 would be acceptable and could potentially be an interim solution
- There is a desire for boat storage for human powered boats
- There is a need to have auto drop off areas for human powered boaters and if possible parking
- There was a desire for either a club or commercial operator to manage the human powered boating facilities

### Boat Yard Relocation

The Patches and Traces Concept considered moving the existing SF Boat Works boat repair yard (next to the Ramp Restaurant), currently located at the terminus of Mariposa Street on Terry Francois Boulevard to the former Slipways 1 and 2 within the current park area near the ship repair operations.

- There were mixed comments regarding the moving concept, some liked the opportunity it created to better connect Crane Cove Park to the Mission Bay Parks, others had concerns about the cost of moving the facility.
- Some felt that we should leave the option to move the use in the future, but not prioritize it in the near future.

### 19<sup>th</sup> Street Design

Two alternative options were considered for the design of 19<sup>th</sup> Street, one was to raise the grade and fill the area near 19<sup>th</sup> street and the other was to create a bridge so that a person could pass under 19<sup>th</sup> Street from the park to the future development area.

- The preferred option was to create a new 19<sup>th</sup> street on fill rather than create a bridge.
- Concerns were raised about safety and security under a bridge.

### Plantings

- It was recommended that where possible the plant material should be native California plants appropriate for a coastal area.
- Plant material should be selected to minimize the need for irrigation and maintenance

### Adjacent Development Parcels

While the focus of the workshops were on the Alternative Concepts for Crane Cove Park, some of the participants raised questions about the planned adjacent development parcels along Illinois Street.

Comments received included:

- Why are the parcels located next to the park, can they be relocated or removed?
- What are the heights of future buildings on the development parcels?
- There was a preference for the Patches and Uses Concept that moved a development parcel located between 18<sup>th</sup> and 19<sup>th</sup> Street to a site to the north (At the existing Boat Repair yard).