

draft master plan

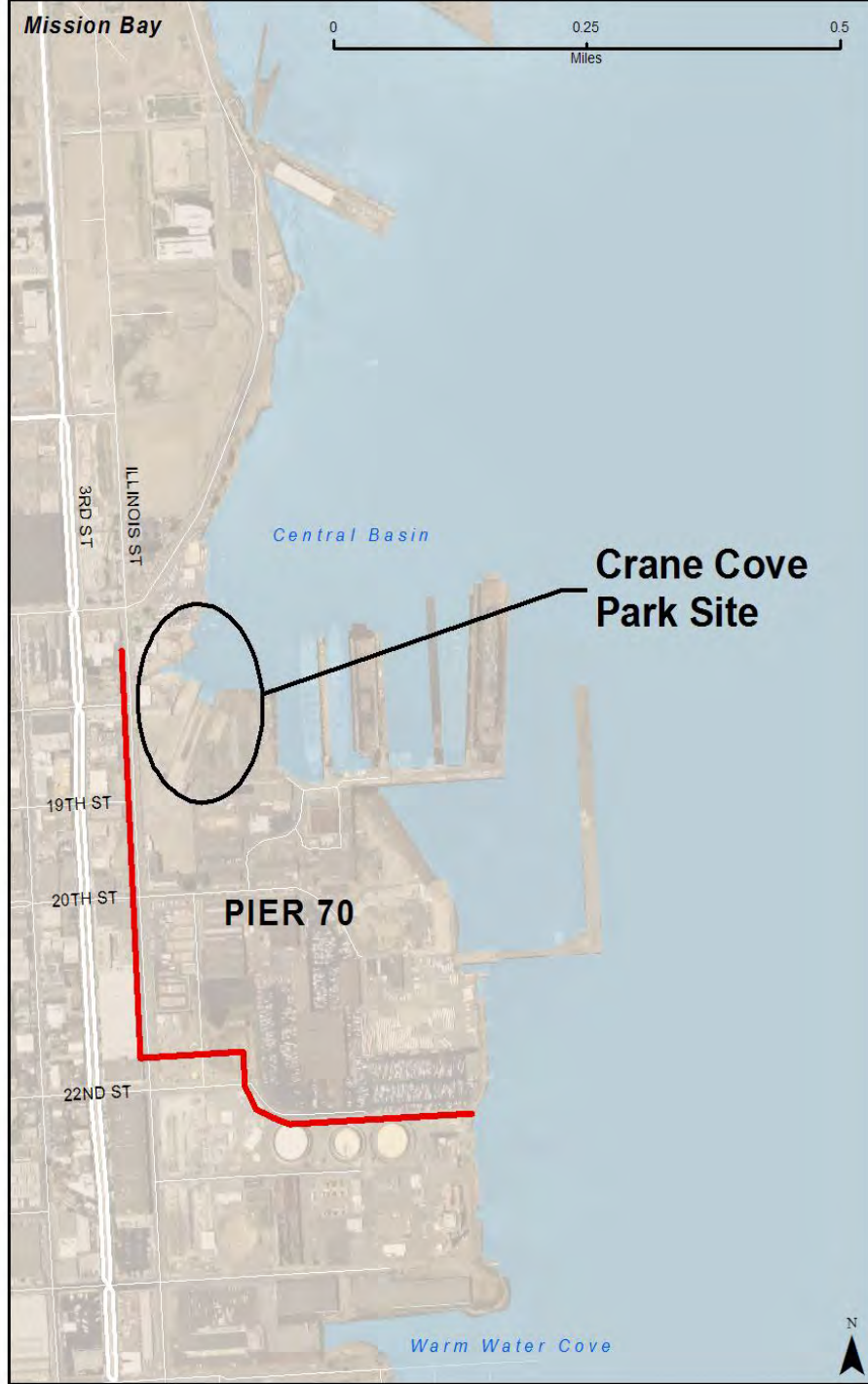
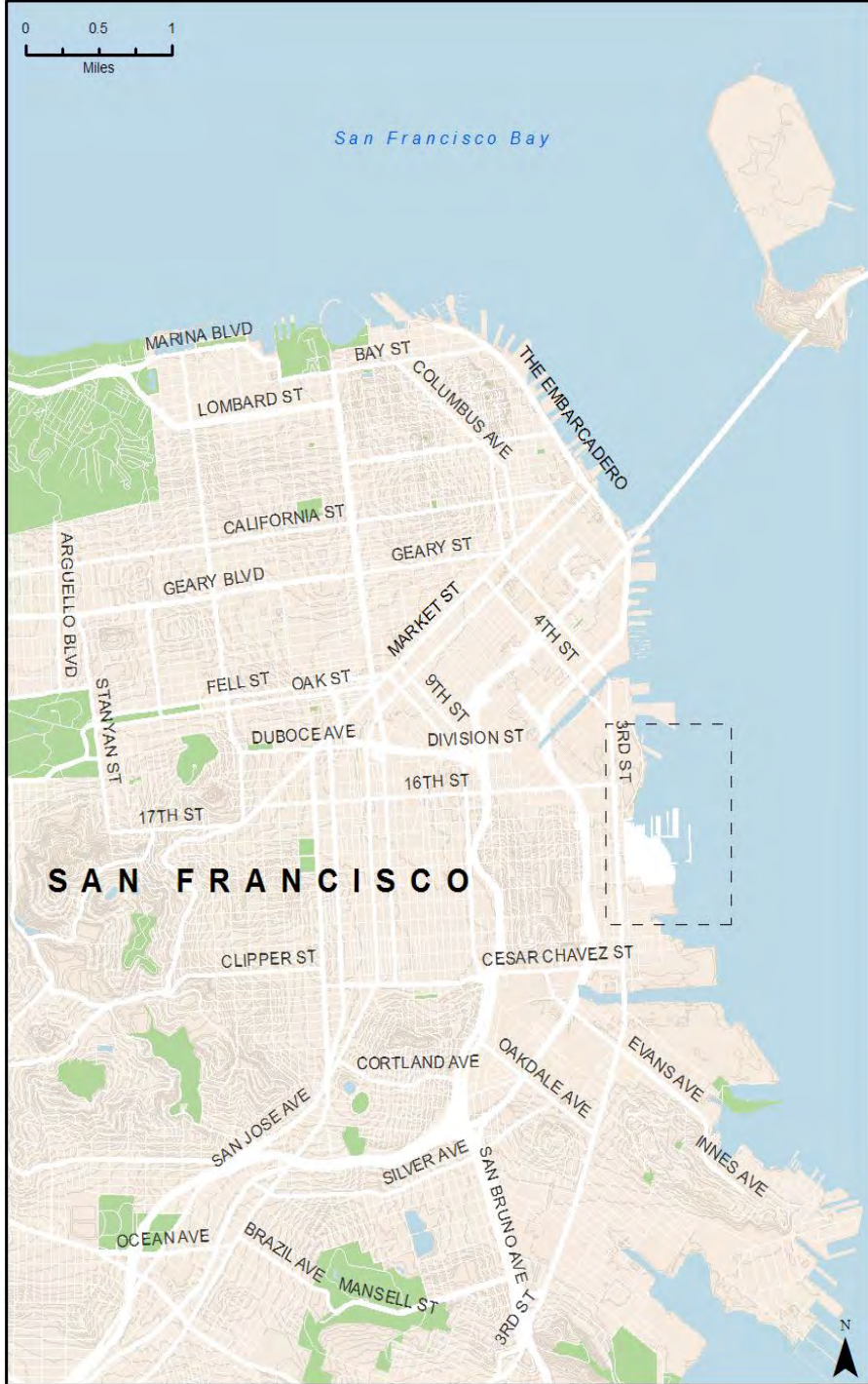
public workshop

Crane Cove Park

DECEMBER 8, 2012



AECOM



agenda

10:30 – 10:45 Introduction

10:45 – 11:25 **Draft Master Plan** Presentation

11:25 – 11:40 Q+A

11:40 – 12:30 **Feedback Activities**

12:30 – 12:45 Wrap-Up + Final Words

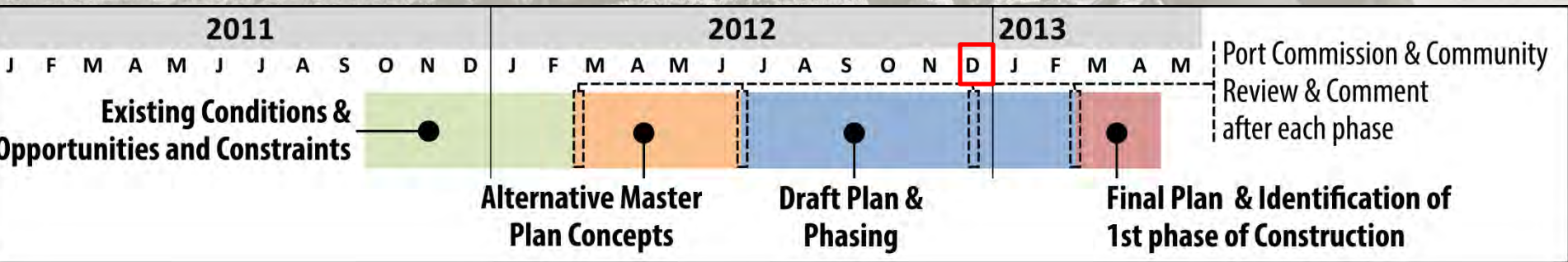


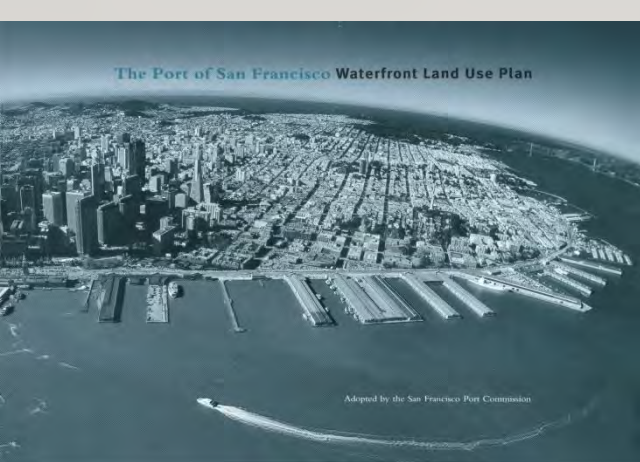
PORT

Overall Schedule



Planning and Design Schedule





PIER 70
PREFERRED MASTER PLAN



(Eastern Neighborhoods Plan)



Project History + Overview

- / Waterfront Land Use Plan
- / Design and Access Element
- / Eastern Neighborhoods Plan
- / Pier 70 Preferred Master Plan
- / Blue Greenway Planning
- / Bay Trail and Bay Area Water Trail



BLUE GREENWAY
Planning and Design Guidelines
REVISED DRAFT FOR PUBLIC REVIEW JUNE 2011

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

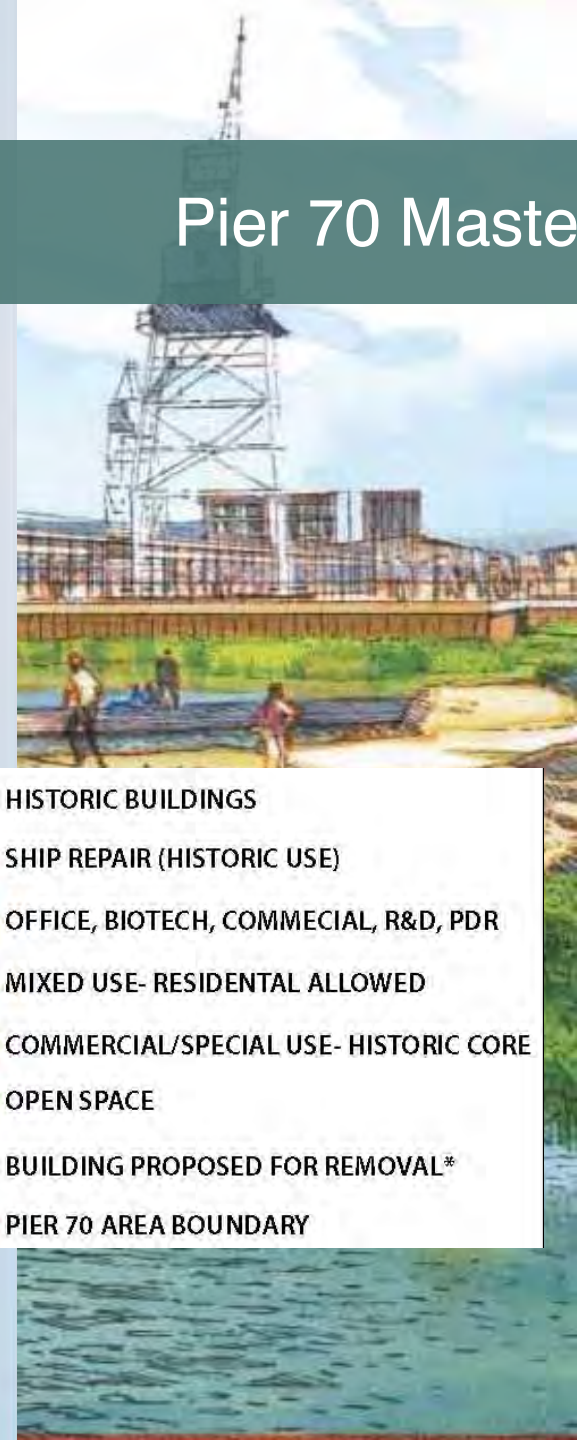
A Citywide Interagency Effort

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

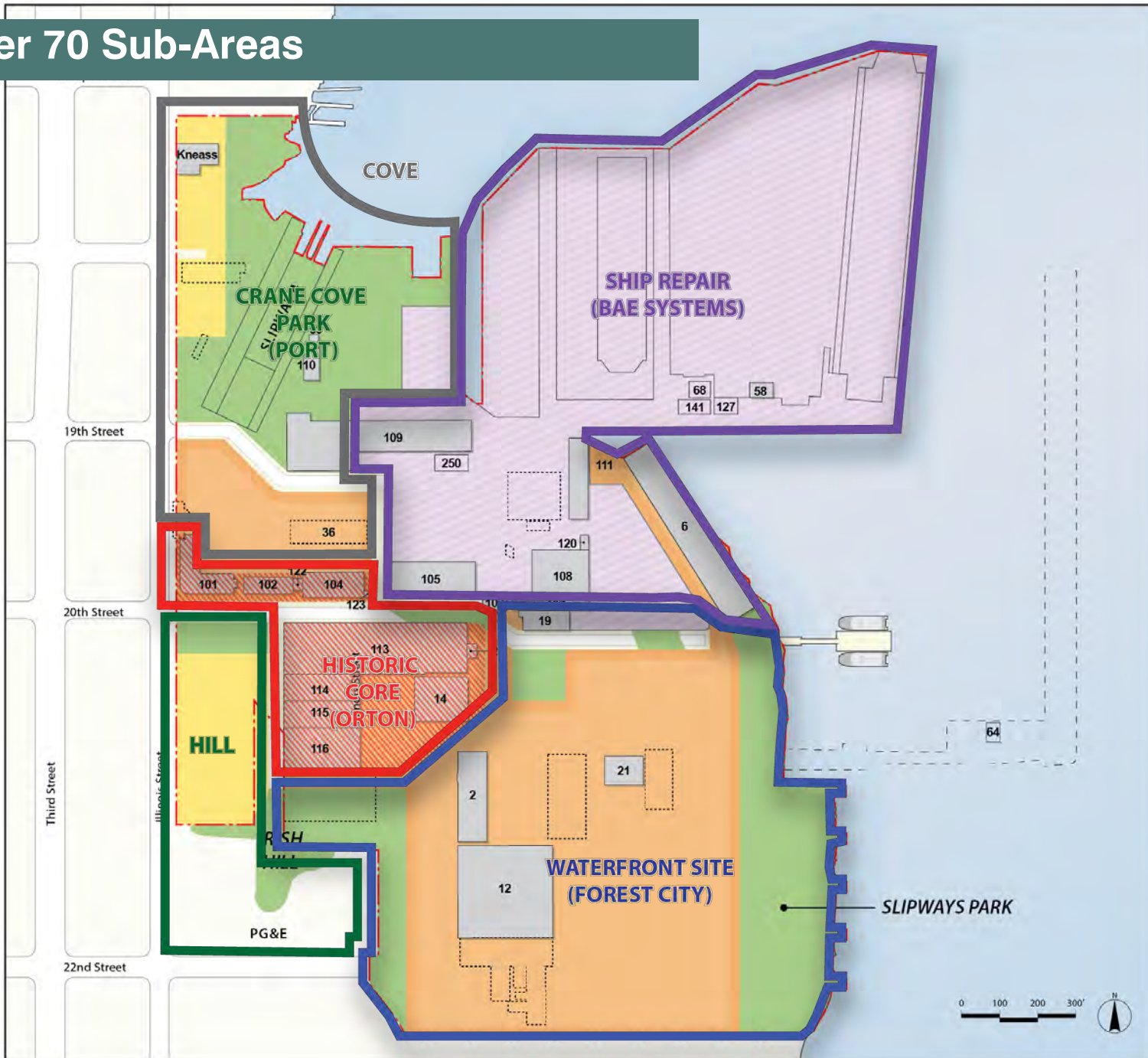
Pier 70 Master



- HISTORIC BUILDINGS
- SHIP REPAIR (HISTORIC USE)
- OFFICE, BIOTECH, COMMERCIAL, R&D, PDR
- MIXED USE- RESIDENTAL ALLOWED
- COMMERCIAL/SPECIAL USE- HISTORIC CORE
- OPEN SPACE
- BUILDING PROPOSED FOR REMOVAL*
- PIER 70 AREA BOUNDARY



Pier 70 Sub-Areas



- OPEN SPACE
- PLAZAS, COURTYARDS, & PEDESTRIAN WAYS
- BAY TRAIL / BLUE GREENWAY
- BAY WATER TRAIL
- PEDESTRIAN LINKAGES
- SHIP REPAIR (HISTORIC USE)
- FORMER PIER, WHARF, OR SLIPWAY
- PIER 70 AREA BOUNDARY



table of contents

WE LISTENED

1 Stakeholders Input Recap
Summary of Key Direction

2 Project Vision Development
Aspirations

3 Draft Master Plan
Revised / Combined Design Concept
Draft Master Plan

WE DEVELOPED

Design Overview

Park Zones

WE SOLVED

Functional Diagrams

Circulation + Access

Management of Structures

Vegetation Concept

Materials Concept

WE ARE LOOKING FORWARD

4 Phasing + Next Steps
Preliminary Opinion of Probable Cost
Initial Phasing Approach

stakeholder input recap

1

lines / (e) traces

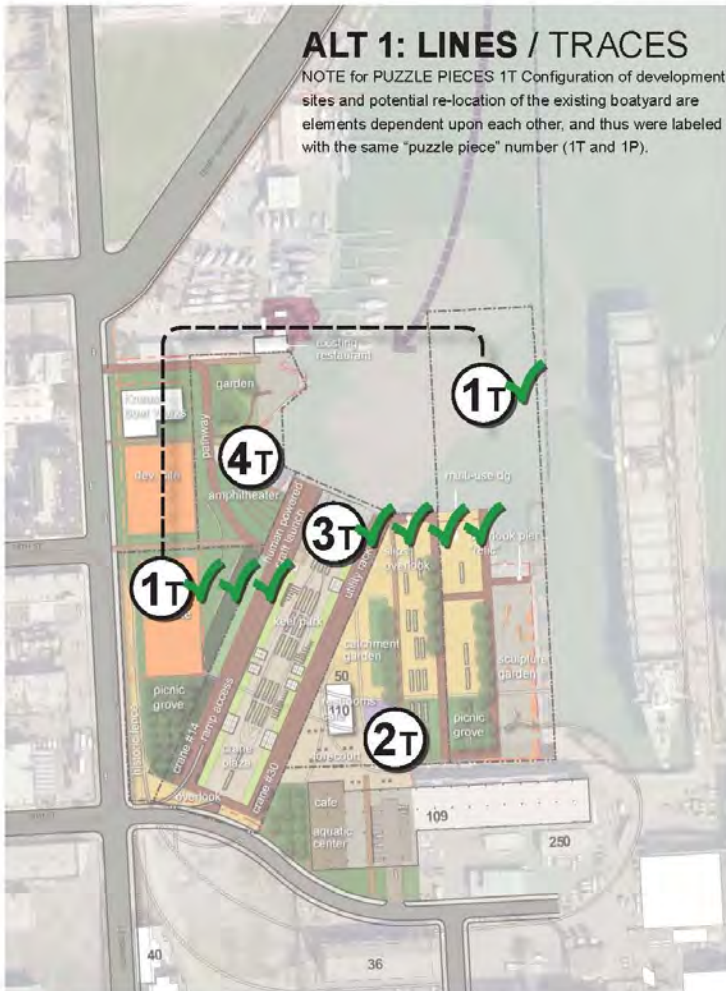


patches / (h) uses



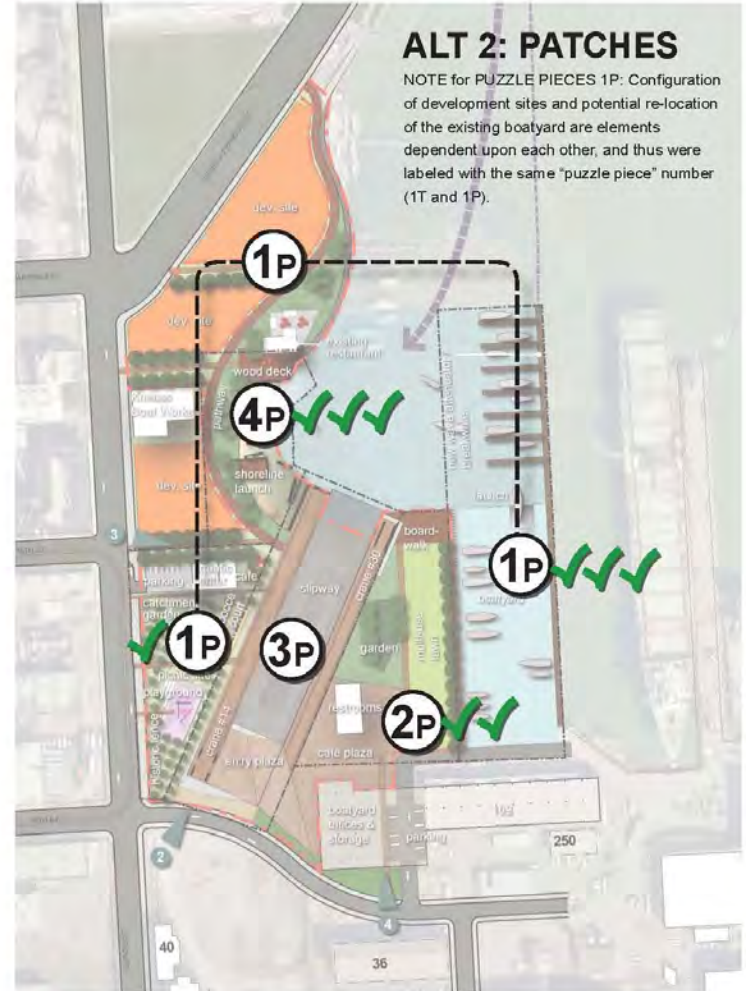
public input

FIGURE 1. Graphic Summary of Public Comments (per break-out session during workshop 1, appendix B)



Each mark represents (1) one time the "puzzle piece" was selected to be part of the composite plan developed by a teams during public workshop's break-out session activity (June 2012).

FIGURE 2. Graphic Summary of Public Comments (per break-out session during workshop 1, appendix B)



Each mark represents (1) one time the "puzzle piece" was selected to be part of the composite plan developed by a teams during public workshop's break-out session activity (June 2012).

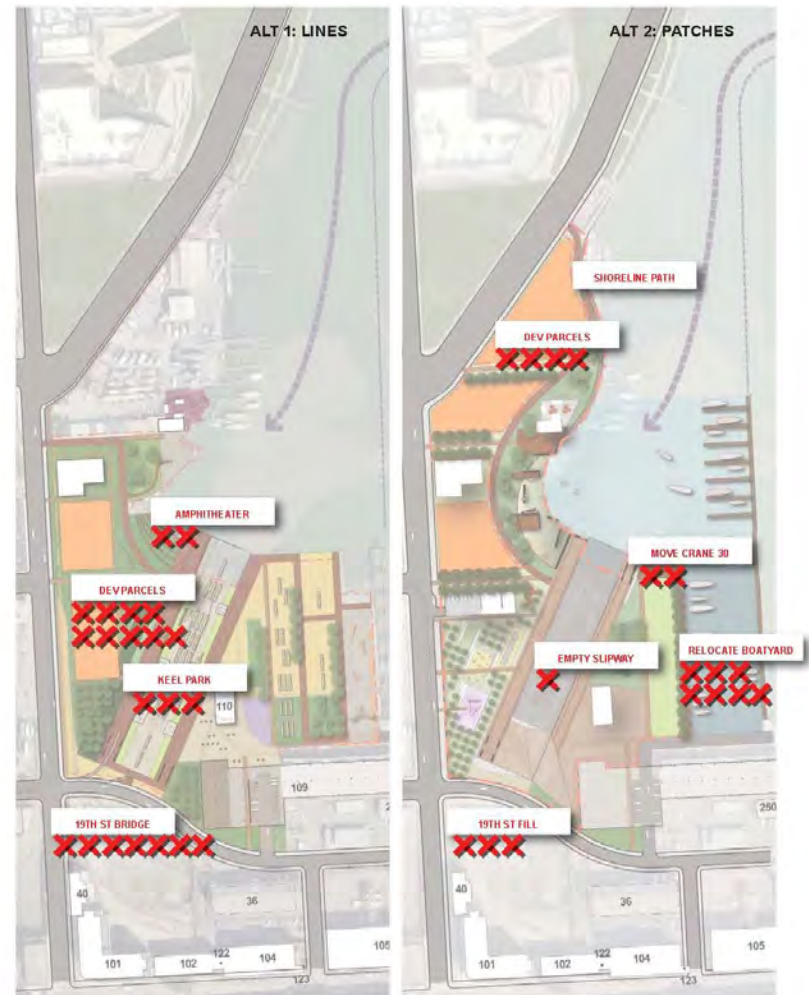
public input

FIGURE 4. Graphic Summary of Public Comments (collected via questionnaire, appendix C)



✓ Each mark represents (1) one time the element/proposal was mentioned as **favorable/positive** by a participant in the questionnaires and/or on-line survey.

FIGURE 5. Graphic Summary of Public Comments (collected via questionnaire, appendix C)



✗ Each cross represents (1) one time the element/proposal was mentioned as **non-desirable/negative** by a participant in the questionnaires and/or on-line survey.

stakeholders

public input

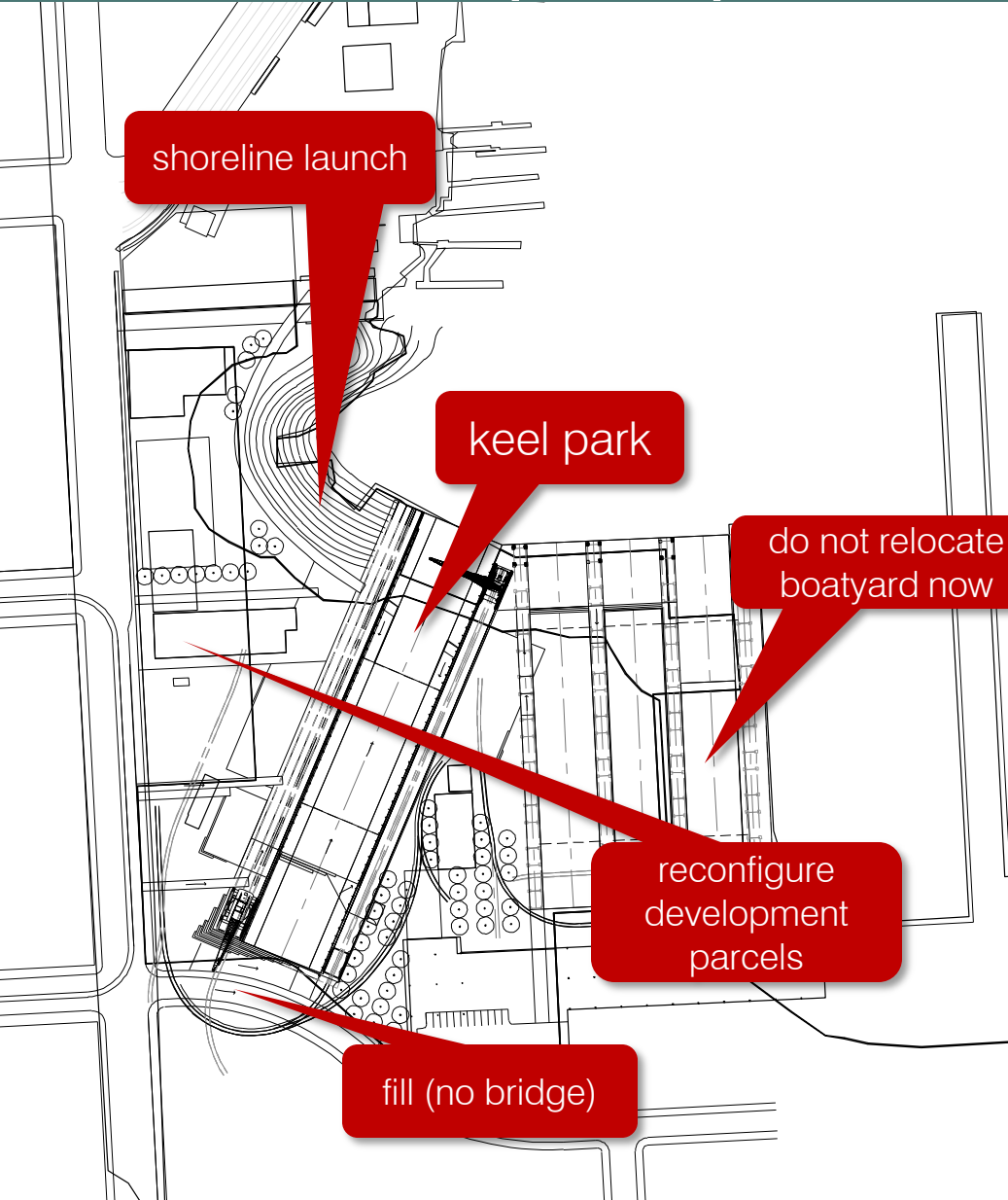
pier 70 developers

owner : port of SF

SF architectural heritage

technical experts

stakeholders input recap : RECOMMENDATIONS



- 1 Keel Park within Slipway 4
- 2 Use fill option for 19th street extension
- 3 Move one crane to north end of Slipway
- 4 Crane Plaza (filling a portion of Slipway)
- 5 Do not relocate boatyard now
- 6 Relocate one of developments parcels to the north; consolidate boatyard and The Ramp restaurant
- 7 Design a shoreline launch
- 8 Flexible, multi-use programs in Slipways 1, 2, 3
- 9 Keep and reuse all historic buildings on site (temporary for B 50)
- 10 Create a forecourt for B 109
- 11 Provide as much green as possible while maintaining the site's historic, industrial character

2



project aspirations

- / historic preservation
- / program + activities
- / access + views
- / integration with new development
- / sustainability



project aspirations

/ historic preservation

- + integrate historic resources and celebrate site's heritage
- + prepare interpretive program

/ program + activities

- + provide a diversity of activities
- + prepare an educational, cultural, recreational program

/ access + views

- + prioritize pedestrian + bike access and manage limited vehicle access
- + prevent any potential circulation conflicts with the shipyard
- + maintain + enhance views to/from the site, integrating the "theatre" of the shipyards, and maintaining the cranes as visual icons

/ integration with new development

- + suggest best configurations of development parcels for park

/ sustainability

- + anticipate sea level rise to maximize park usage
- + develop a comprehensive approach for the reuse of on-site materials and historic buildings

draft master plan

3

revised / combined design concept

16TH ST

historical eras + resources

TERRY A FRANCOIS ST

MARIPOSA ST

18TH ST

preservation | interpretation

3RD ST

19TH ST

20TH ST



1980s to today
Cease of Shipyard Operations
Open Space planning



1950s - 1980s
New Uses | Repair Operations
BART tube fabrication



1900 - 1935
Expansion | Modernization
panama canal + World War I



1900s or earlier
Original Iron Works

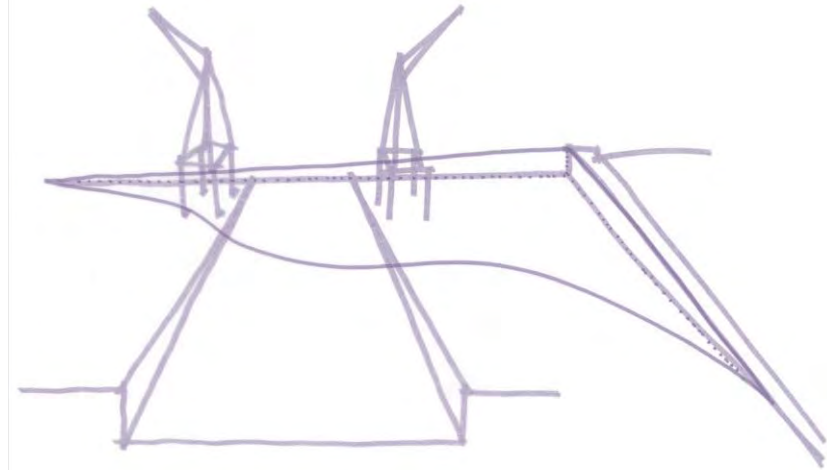
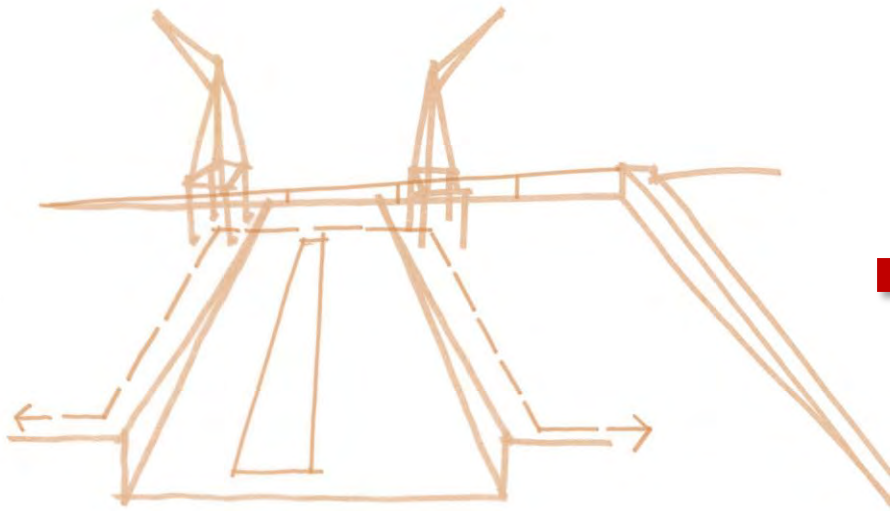


program opportunities

open space | recreation



* approx. 0.5 acres may be allocated in Crane Cove Park for active recreation



1940s WWII (pier 70)



1946



1949 (construction of mission rock terminal)

(e) traces



MARIPOSA ST

18TH ST

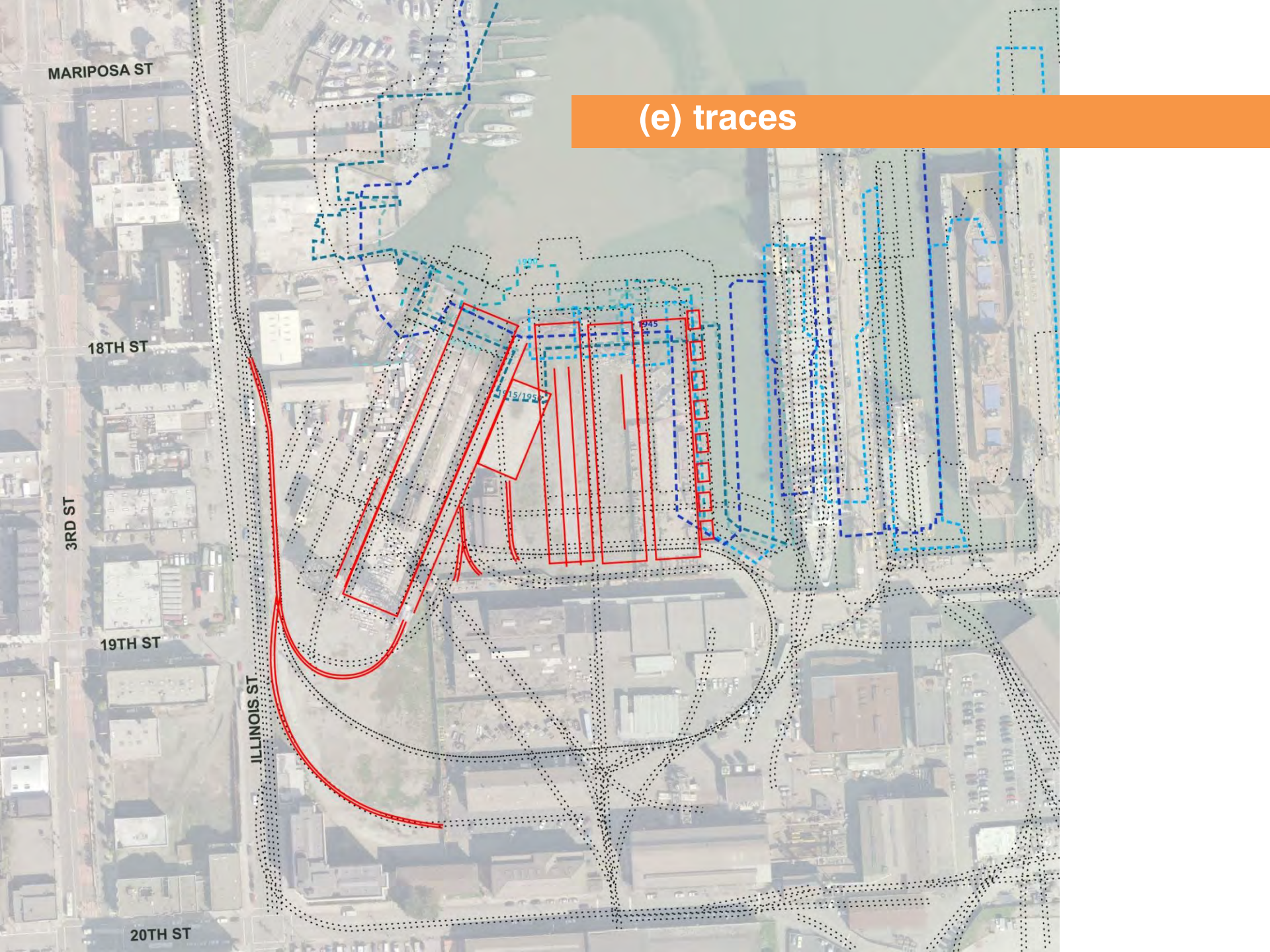
3RD ST

19TH ST

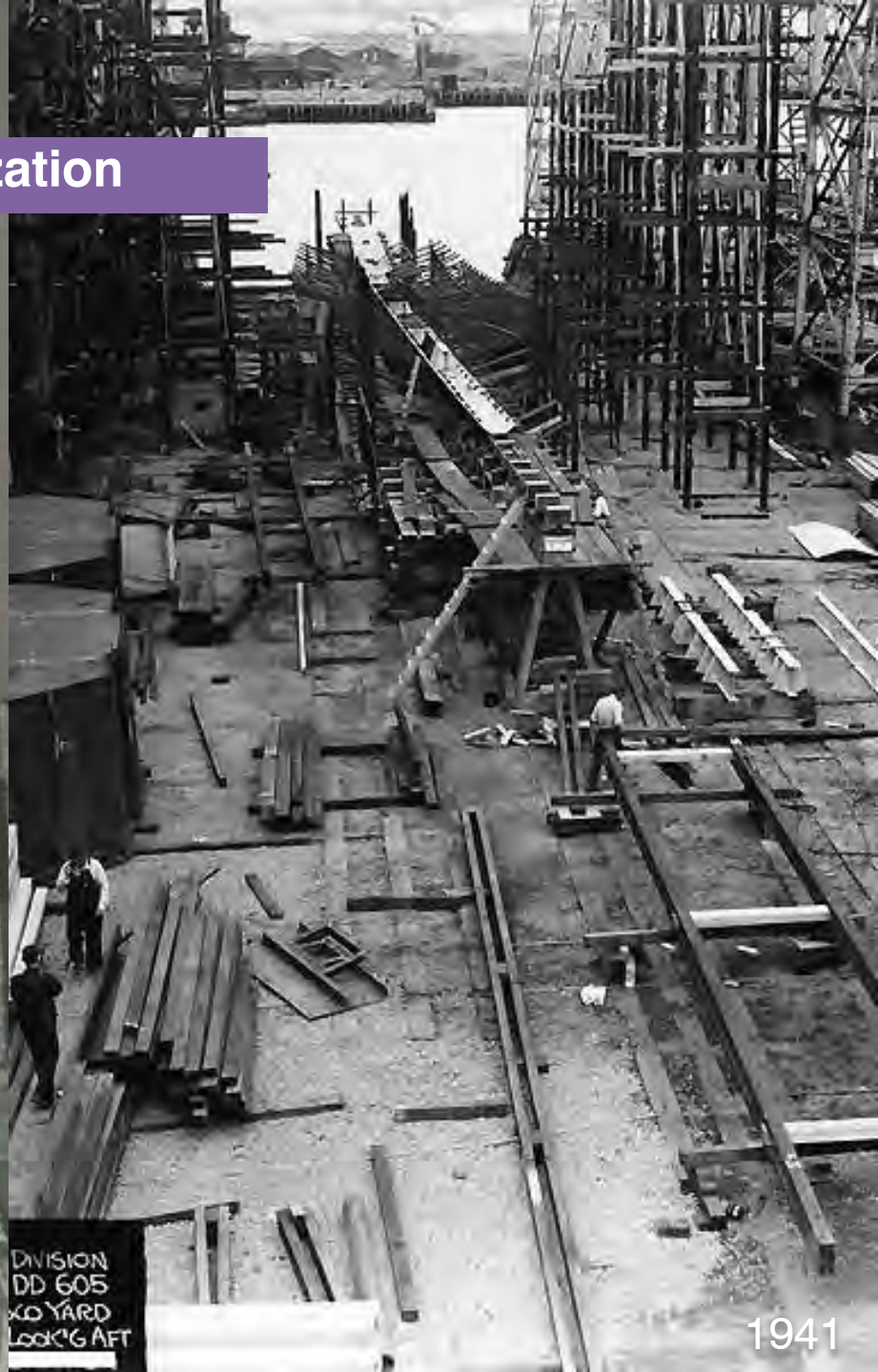
20TH ST

ILLINOIS ST

(e) traces



1936 – 1941 expansion + modernization



translating (h) uses

storage yard	→	detention zone
slipway (assembly)	→	gathering areas
launching zone	→	overlooks
welding platform	→	raised planter
RR intersection	→	smaller gathering picnic

key opportunities + constraints

site context



- - - crane cove park boundary
- - - study area boundary
- | | vehicle access
- - - pedestrian access
- - - proposed blue greenway
- - - proposed bay water trail
- | | existing blue greenway
- | | existing light rail
- | | proposed light rail
- - - proposed improved bike lane
- - - shipyard vessel navigation zone
- historic resource
- proposed building removal (pier 70 master plan)
- proposed park/open space
- ship repair zone
- infill development sites (Pier 70 Master Plan)
- safety zone (moves with vessel)
- potential Crane Cove Park gateway /access
- future shipyard truck access
- T existing T-line station
- T proposed T-line station
- 22 existing bus 22 stop
- proposed ferry terminal (pier 70 master plan)
- potential human powered boat launches (pier 70 master plan)
- ghost piles (former pier 64)





site context

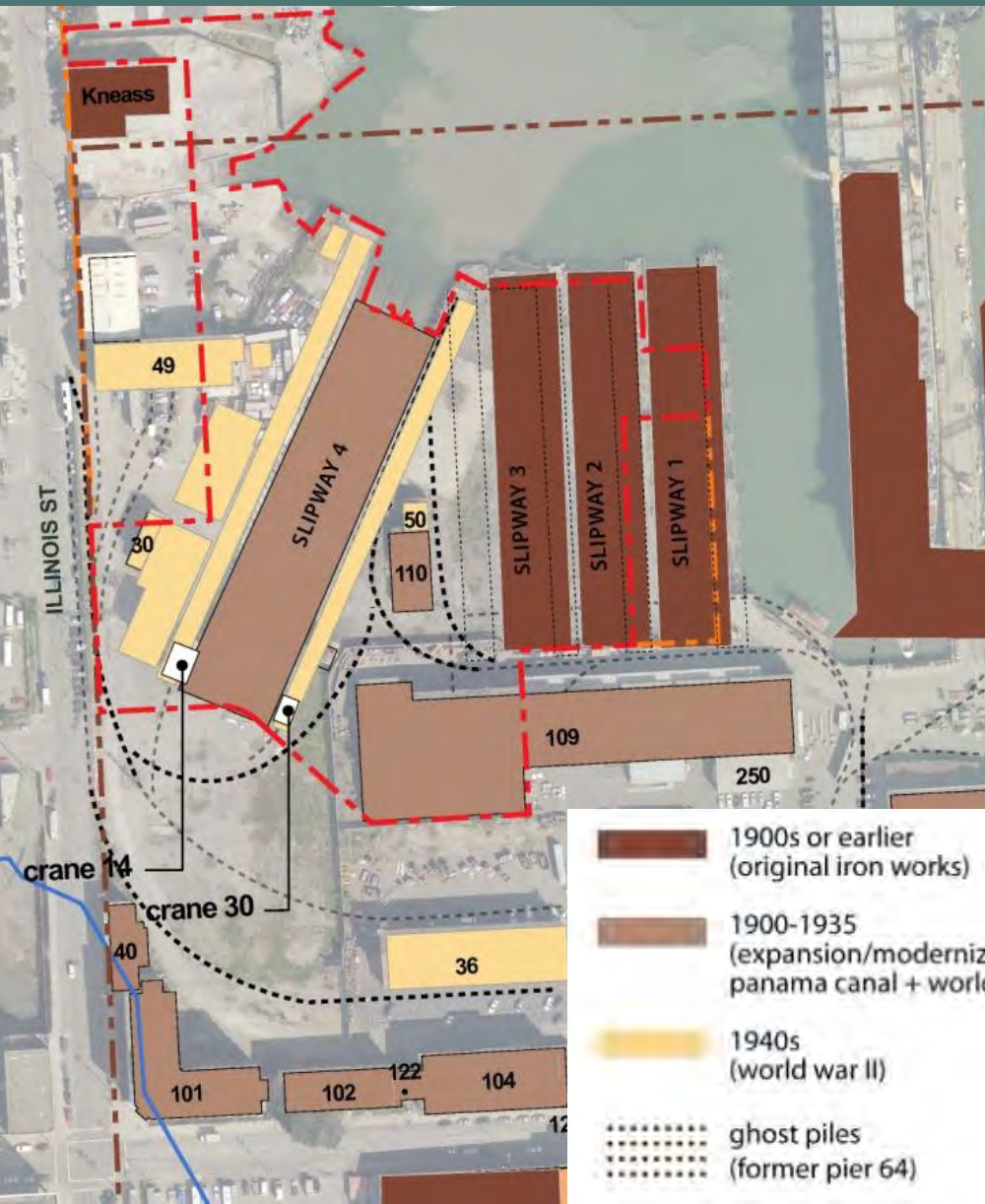


adjacent development opportunities

keep + improve
boat repair on
current location



historical eras + resources



1980s to today
Cease of Shipyard Operations
Open Space planning



1950s - 1980s
New Uses | Repair Operations
BART tube fabrication



1940s
World War II
ship building



1936 - 1941
Expansion | Modernization
national merchant fleet



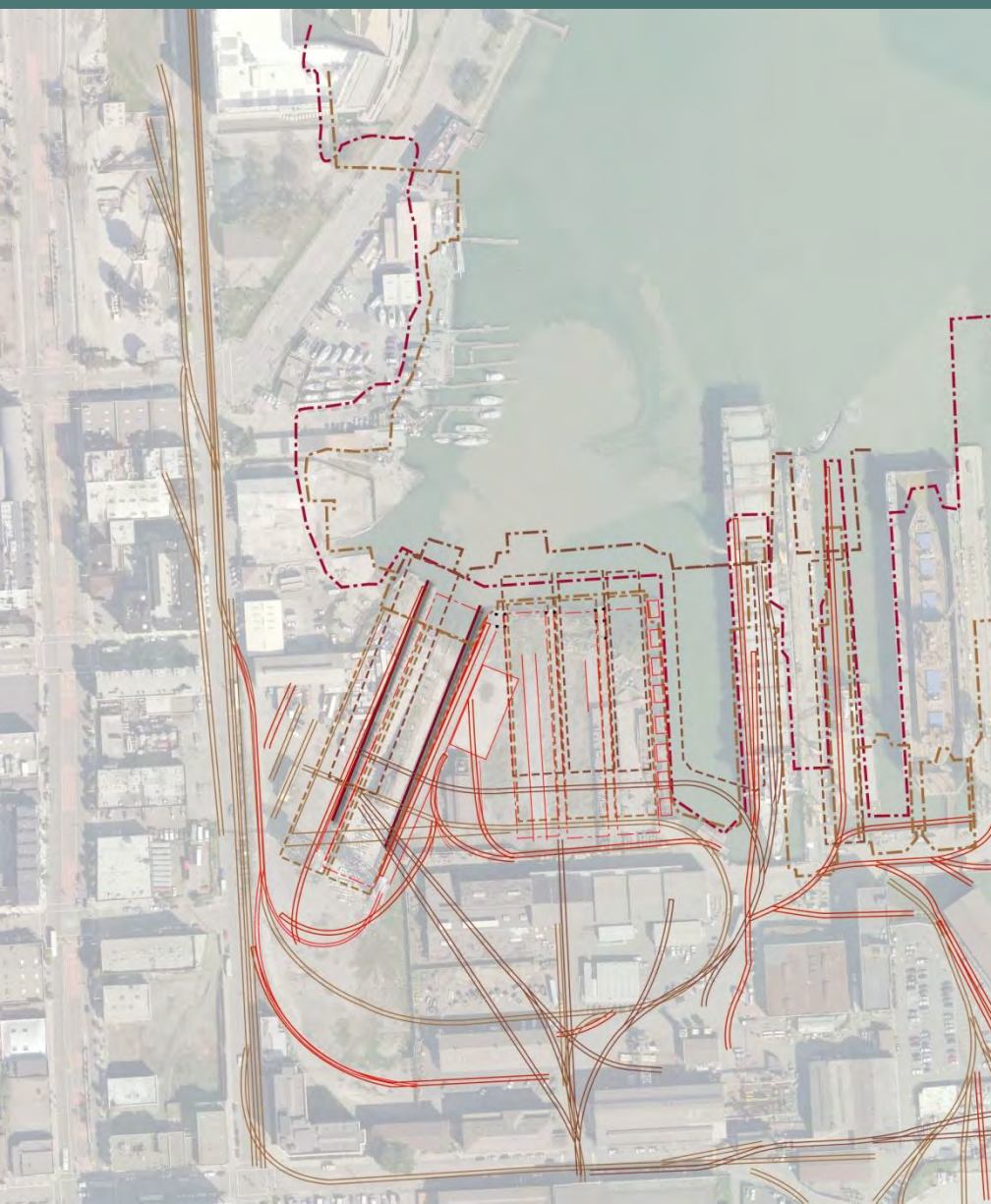
1900 - 1935
Expansion | Modernization
panama canal + World War I



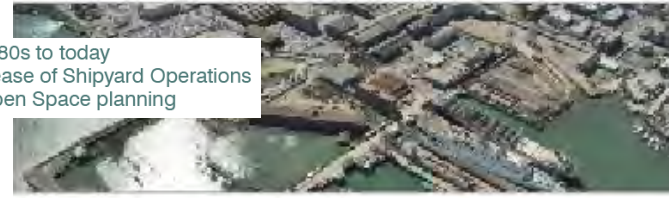
1900s or earlier
Original Iron Works



historical eras + resources



1980s to today
Cease of Shipyard Operations
Open Space planning



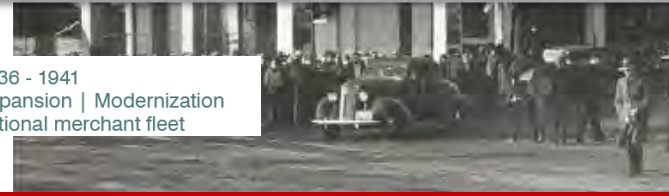
1950s - 1980s
New Uses | Repair Operations
BART tube fabrication



1940s
World War II
ship building



1936 - 1941
Expansion | Modernization
national merchant fleet



1900 - 1935
Expansion | Modernization
panama canal + World War I



1900s or earlier
Original Iron Works



historical eras + resources



1936 - 1941
Expansion | Modernization
national merchant fleet



draft master plan

illustrative plan



illustrative plan



park program / zones



PARK ZONES

- POTENTIAL REUSE OPTIONS (historic buildings)
 - BLDG 109 : parking, cafe, park pavilion
 - BLDG 110 : restrooms, concession
 - BLDG 49 : parking, aquatic center, park operations, cafe, boating/recreational retail
 - KNEASS : cafe, community center, boating/recreational retail

• OPEN SPACE TYPOLOGIES

-  Open Green & Gardens:
 - bldg 49 & dropoff
 - playground
 - seating
 - picnic sites
-  Crane Plaza:
 - entry plaza
 - event space
 - crane viewing
-  Keel Park:
 - reuse of keel blocks
 - seating
 - gathering, launching
-  Bldg 109 Forecourt:
 - forecourt & sunbathing
 - welding platform
-  Maritime Fields
 - recycling field & gardens
 - relic outdoor sculpture garden (maritime artifacts)
 - event field
-  Waterfront Edge
 - shoreline launch & walk
 - boardwalk
 - runway overlooks

 DEVELOPMENT OPPORTUNITY SITES

open green & gardens



zone 1

open green & gardens

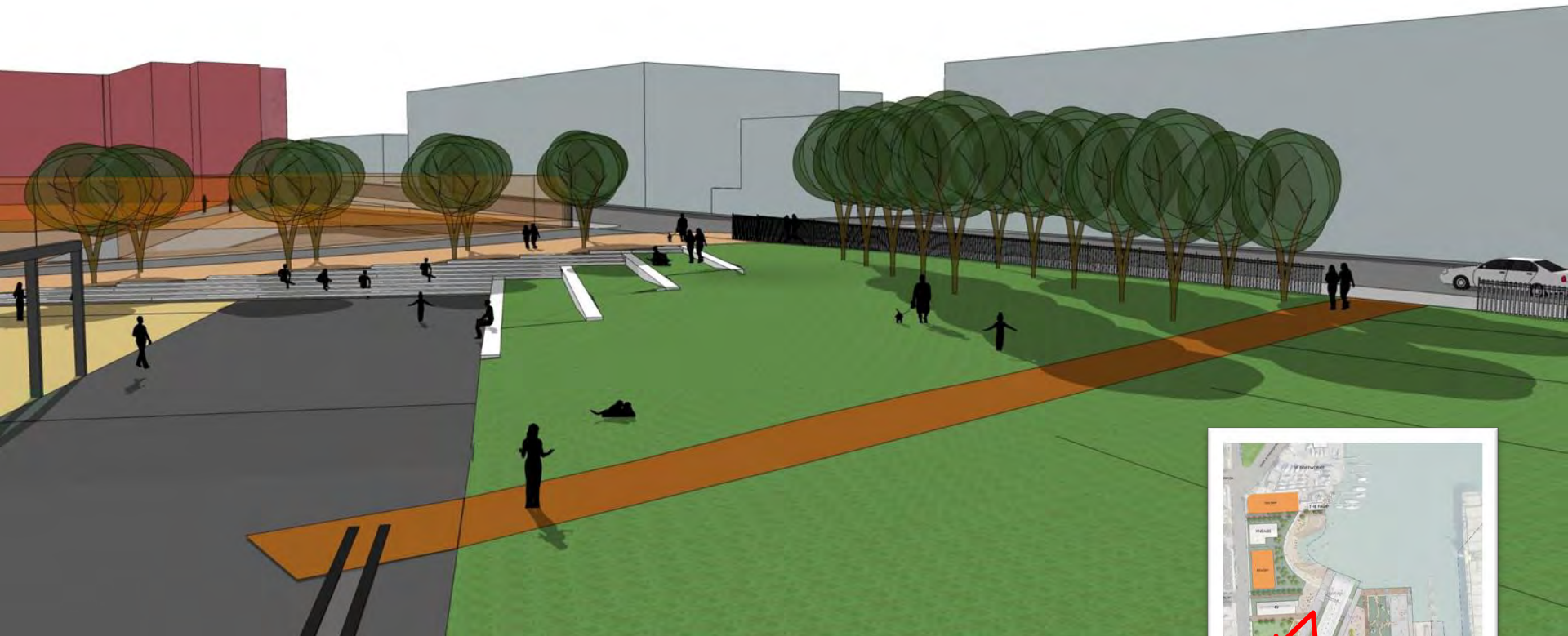


Esprit Park, San Francisco (1.8 acres)



Duboce Park, San Francisco (2.2 acres)

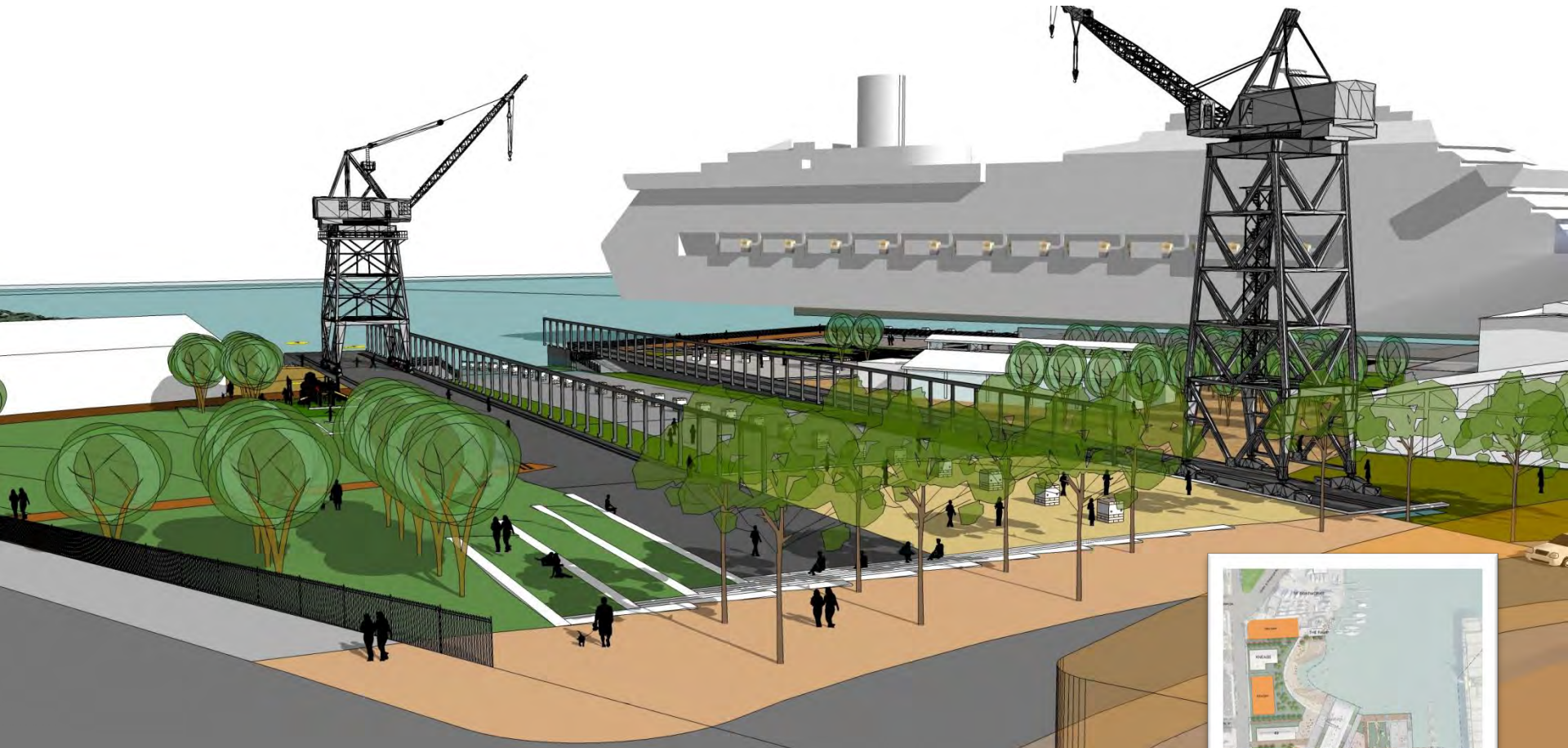
open green & gardens



open green & gardens



open green & gardens



open green & gardens: building 49

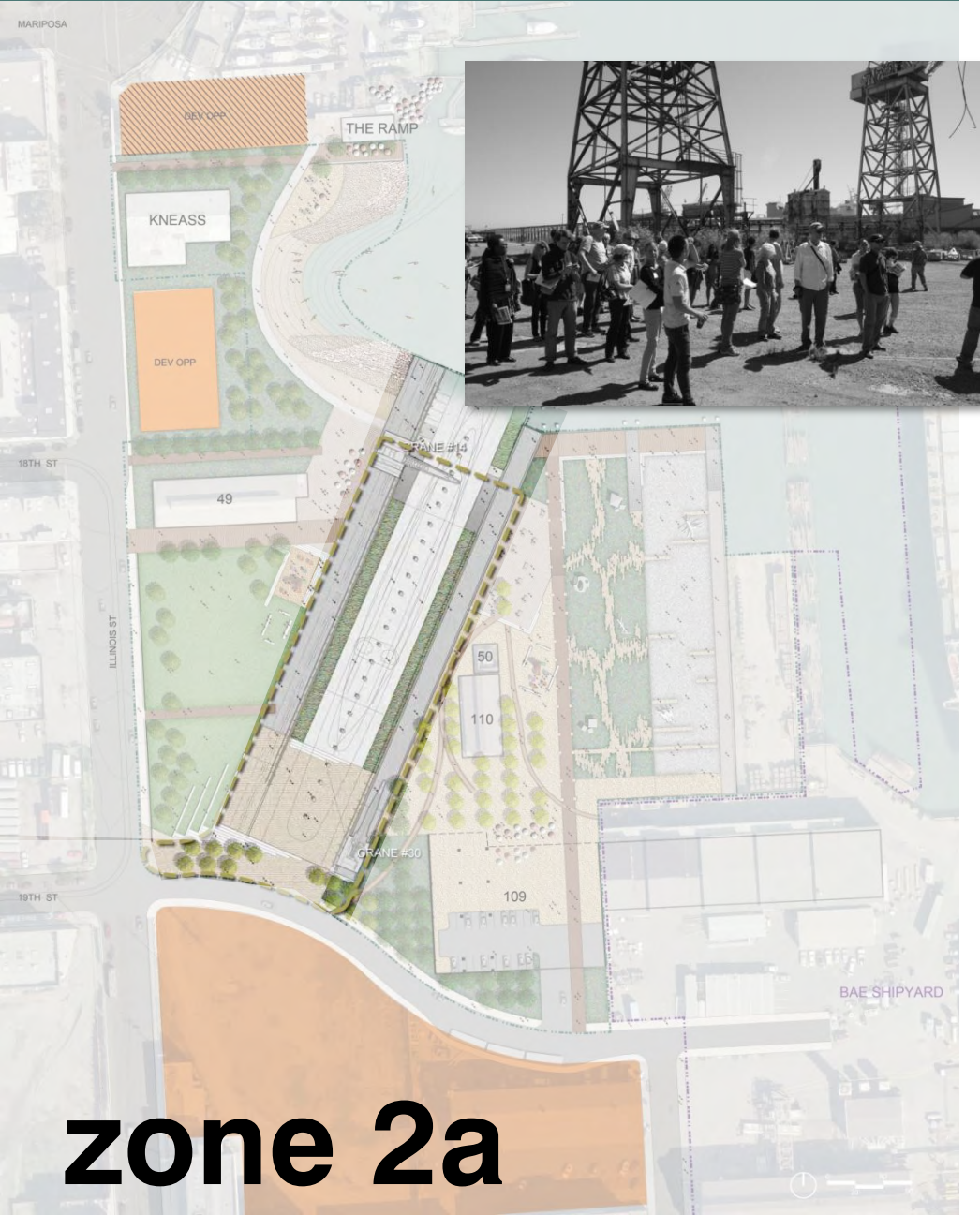


Foss Waterway Seaport, Tacoma



Hudson River Center & Kayak Pavilion

slipway 4: crane plaza



Royal Victoria Square, London



Royal Victoria Square, London



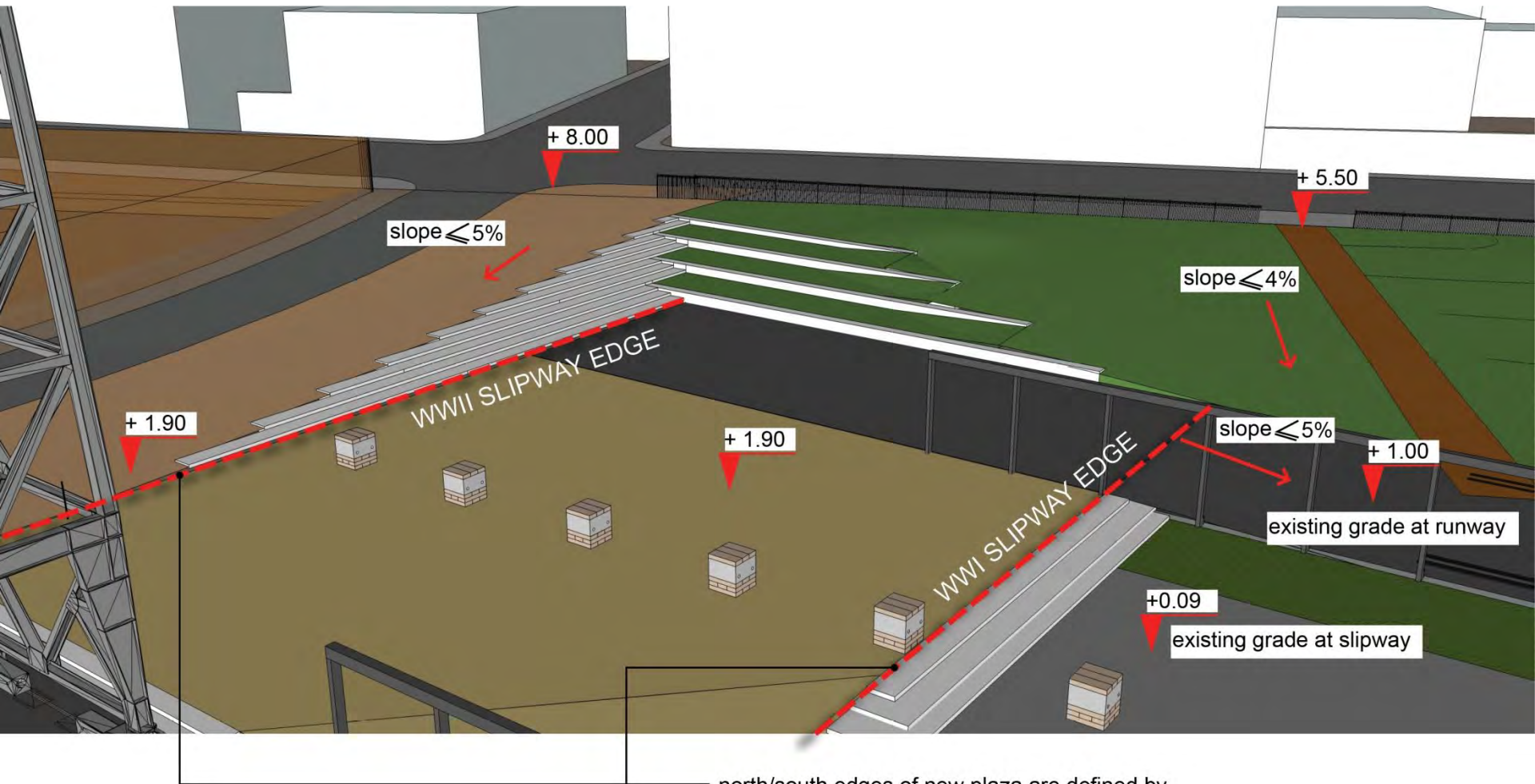
Royal Victoria Square, London

zone 2a

slipway 4: crane plaza

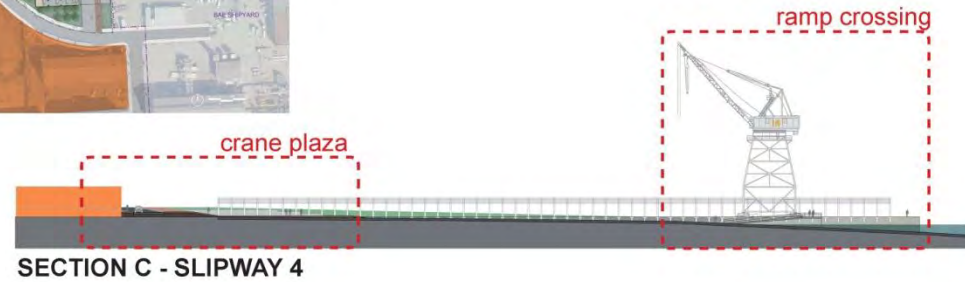


slipway 4: crane plaza



north/south edges of new plaza are defined by historic location of slipways

slipway 4: crane plaza



SECTION C - SLIPWAY 4



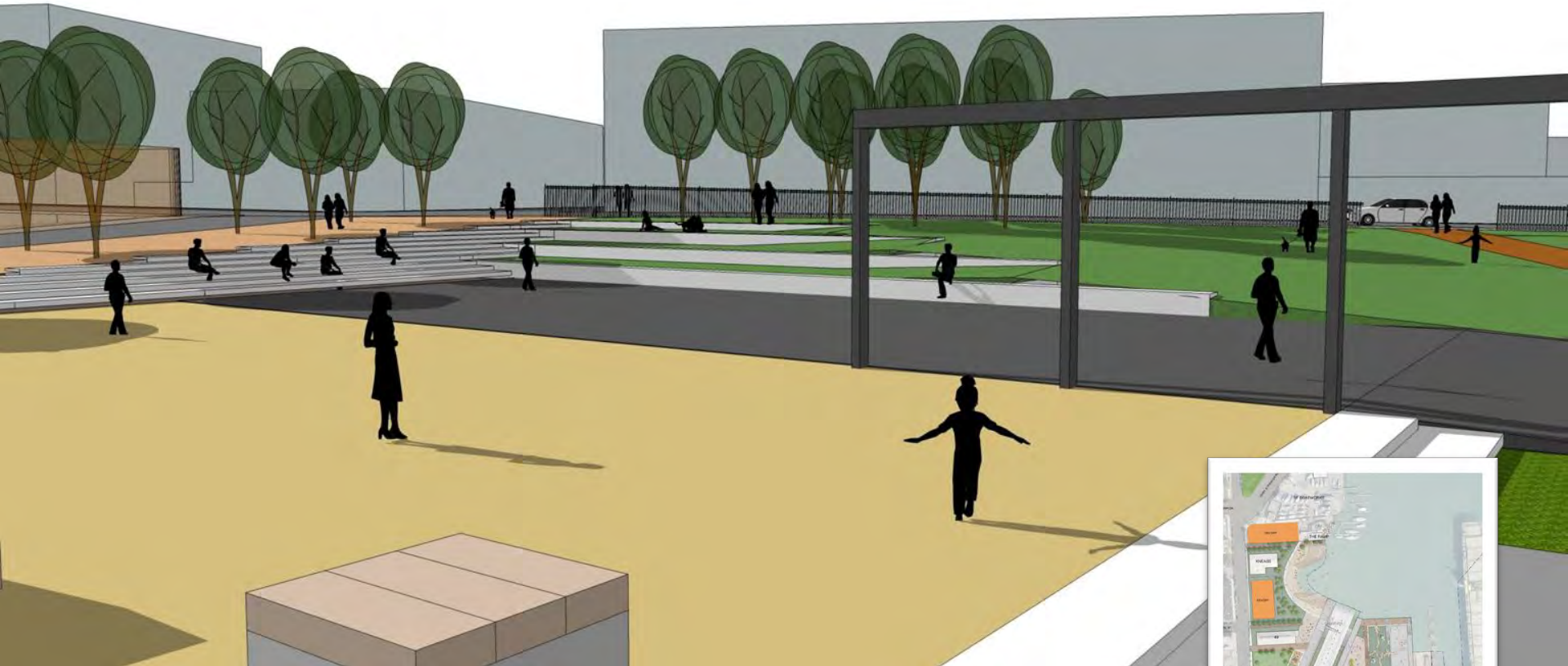
SECTION C - SLIPWAY 4 (crane plaza)

scale 1" = 10'

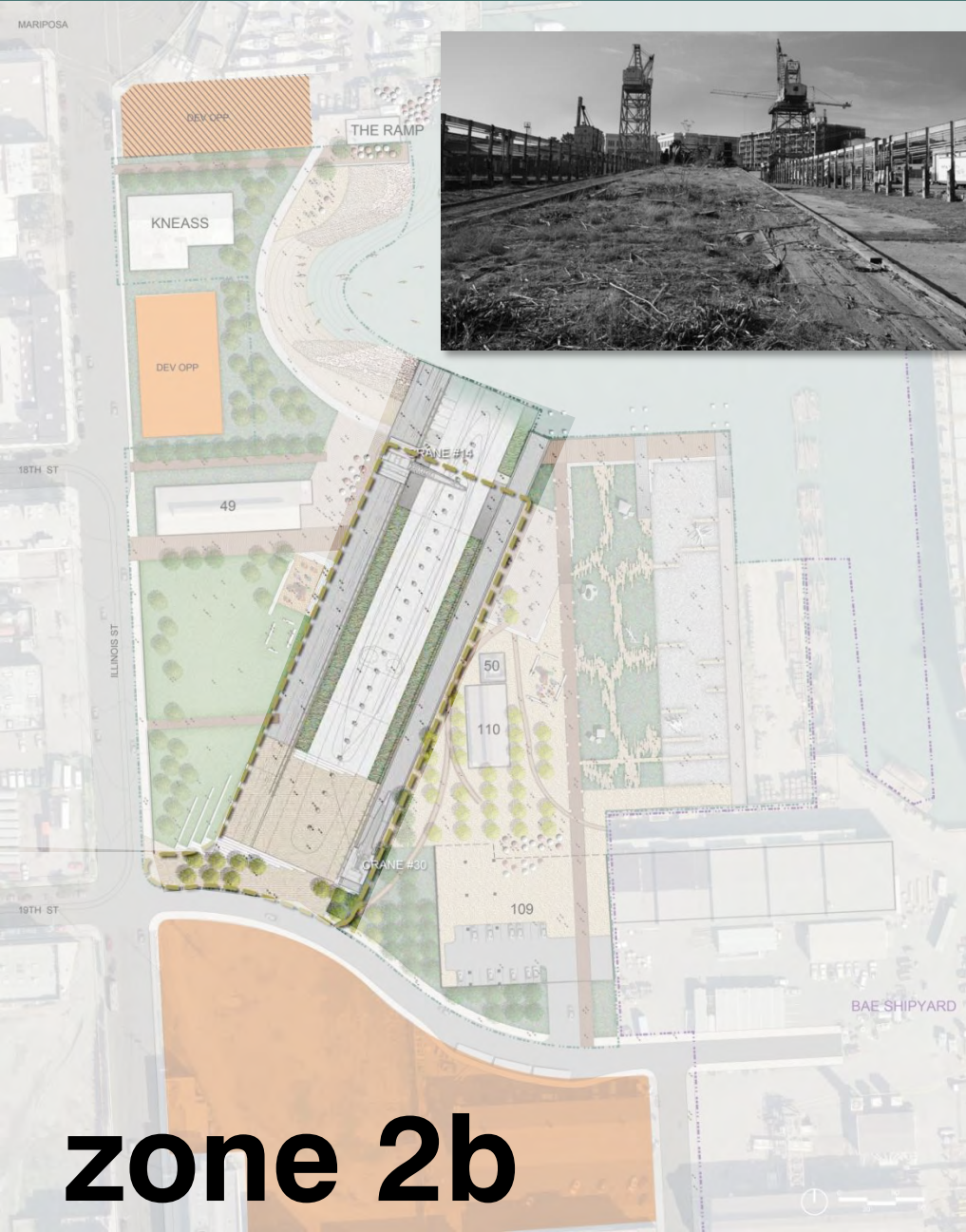
slipway 4: crane plaza + keel park



slipway 4: crane plaza



slipway 4: keel park



The Steelyard, Providence, RI



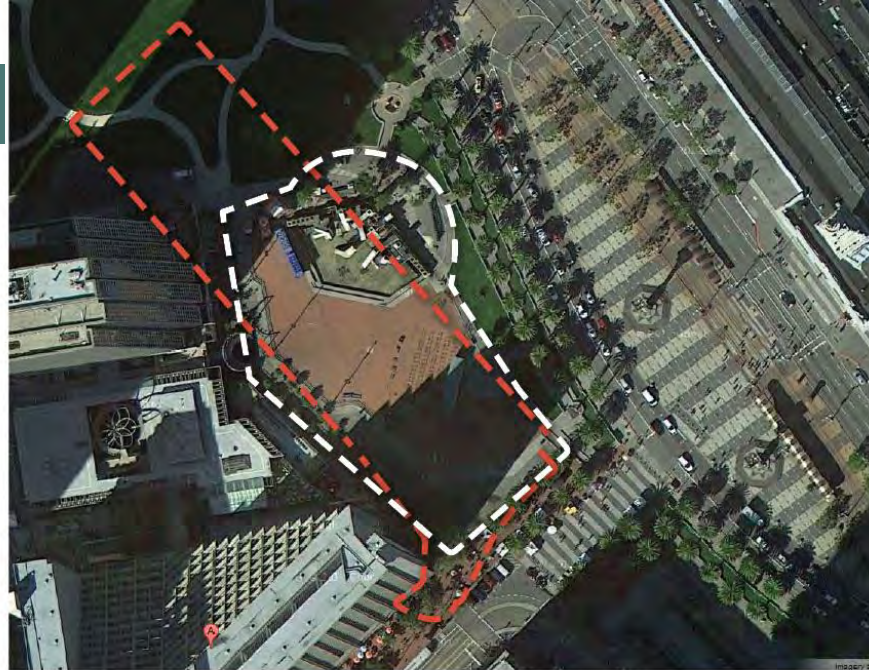
Maritime Park, Taipei



Kings Waterfront, Liverpool

zone 2b

slipway 4: keel park



Justin Herman Plaza, San Francisco (1.8 acres)

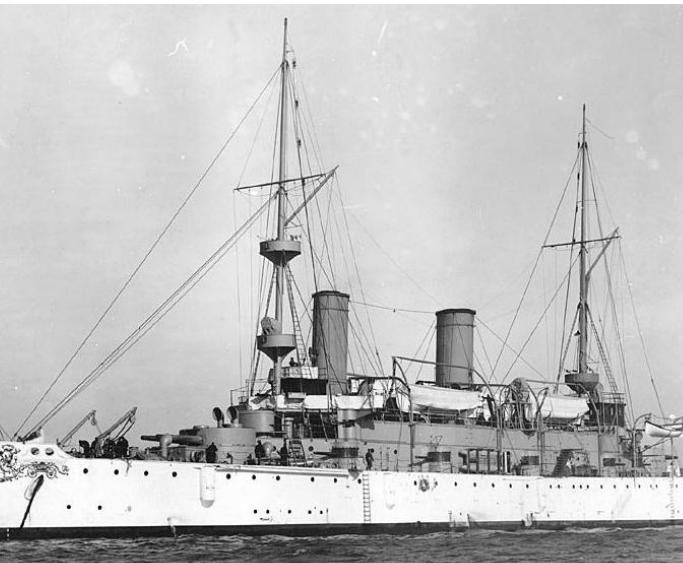


Union Square, San Francisco (2.7 acres)

slipway 4: keel park

USS Olympia

[WW1 era, turned into a museum]



USS Sullivans

[WW2 era, turned into a museum]



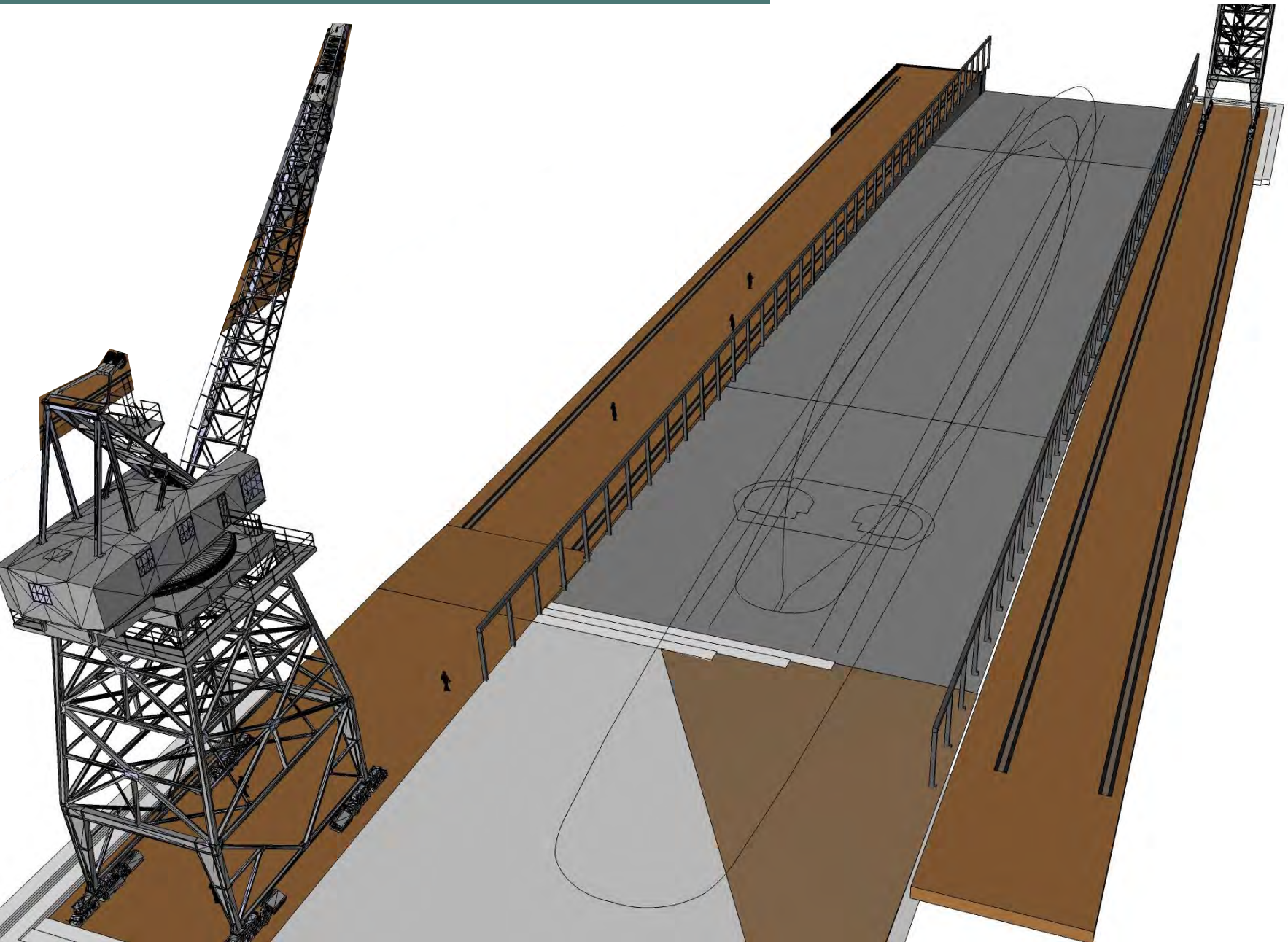
BART Tube

[post-WW2 era, last significant construction on Pier 70 slipways]

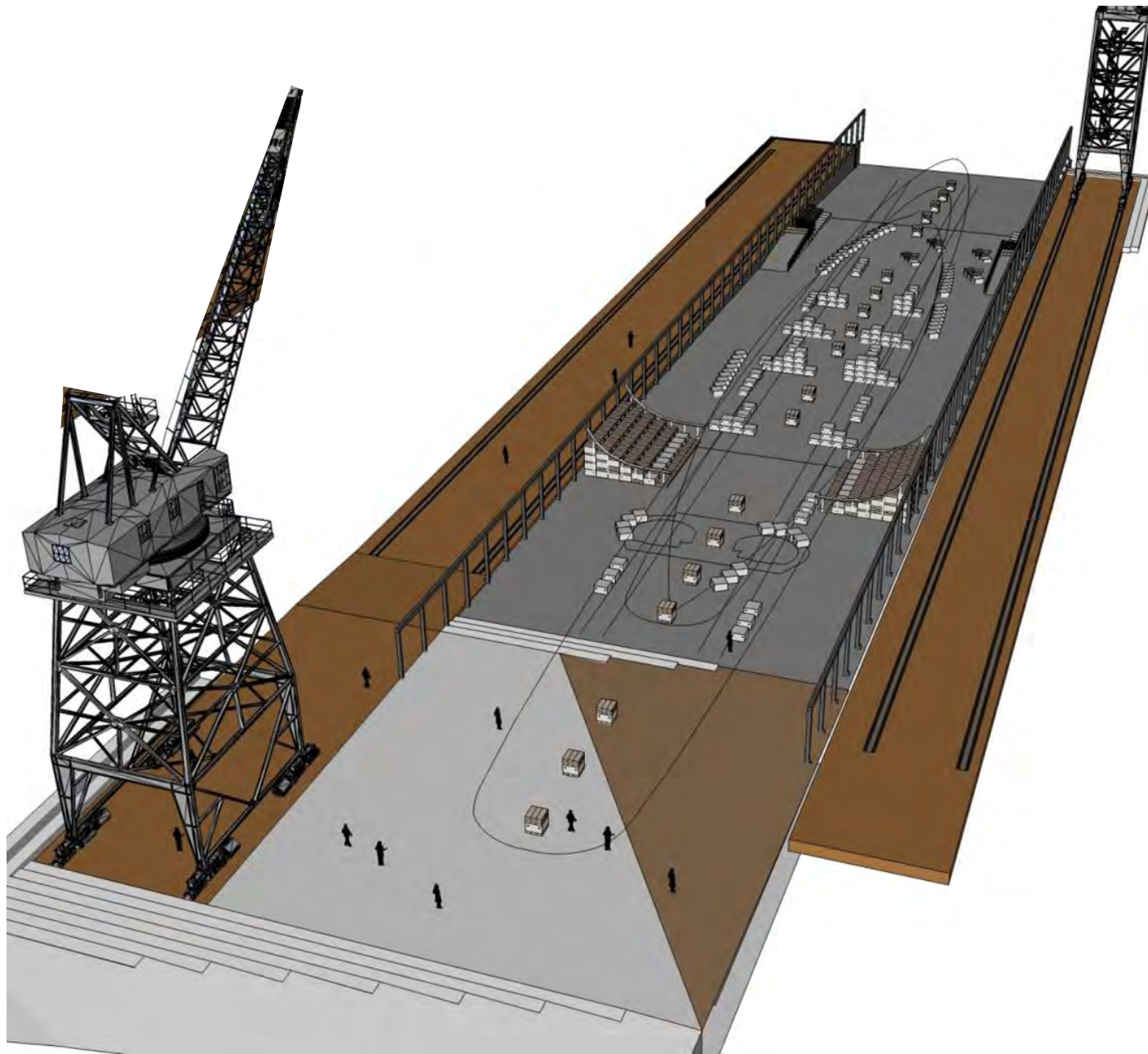


“tracing” three eras...

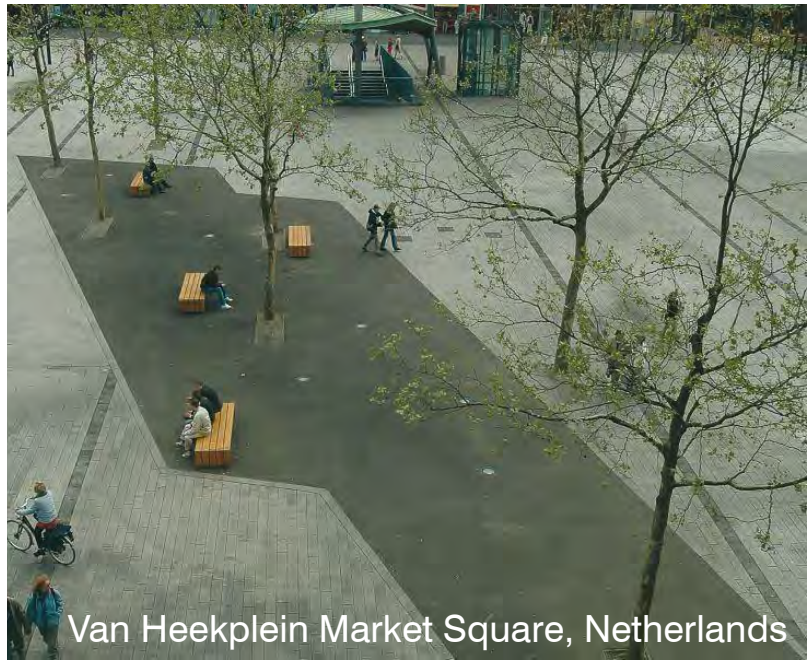
slipway 4: keel park



slipway 4: keel park



building 109 forecourt



Van Heekplein Market Square, Netherlands



Navy Yard, Philadelphia

zone 3

bldg 109 forecourt



Crissy Field Center, San Francisco (2.6 acres)



Levis Park, San Francisco (2 acres)

bldg 109 forecourt



bldg 109 forecourt



bldg 109 forecourt: building 109



Foss Waterway Seaport, Tacoma



Foss Waterway Seaport, Tacoma

bldg 109 forecourt: building 110



Luxembourg Park, Paris

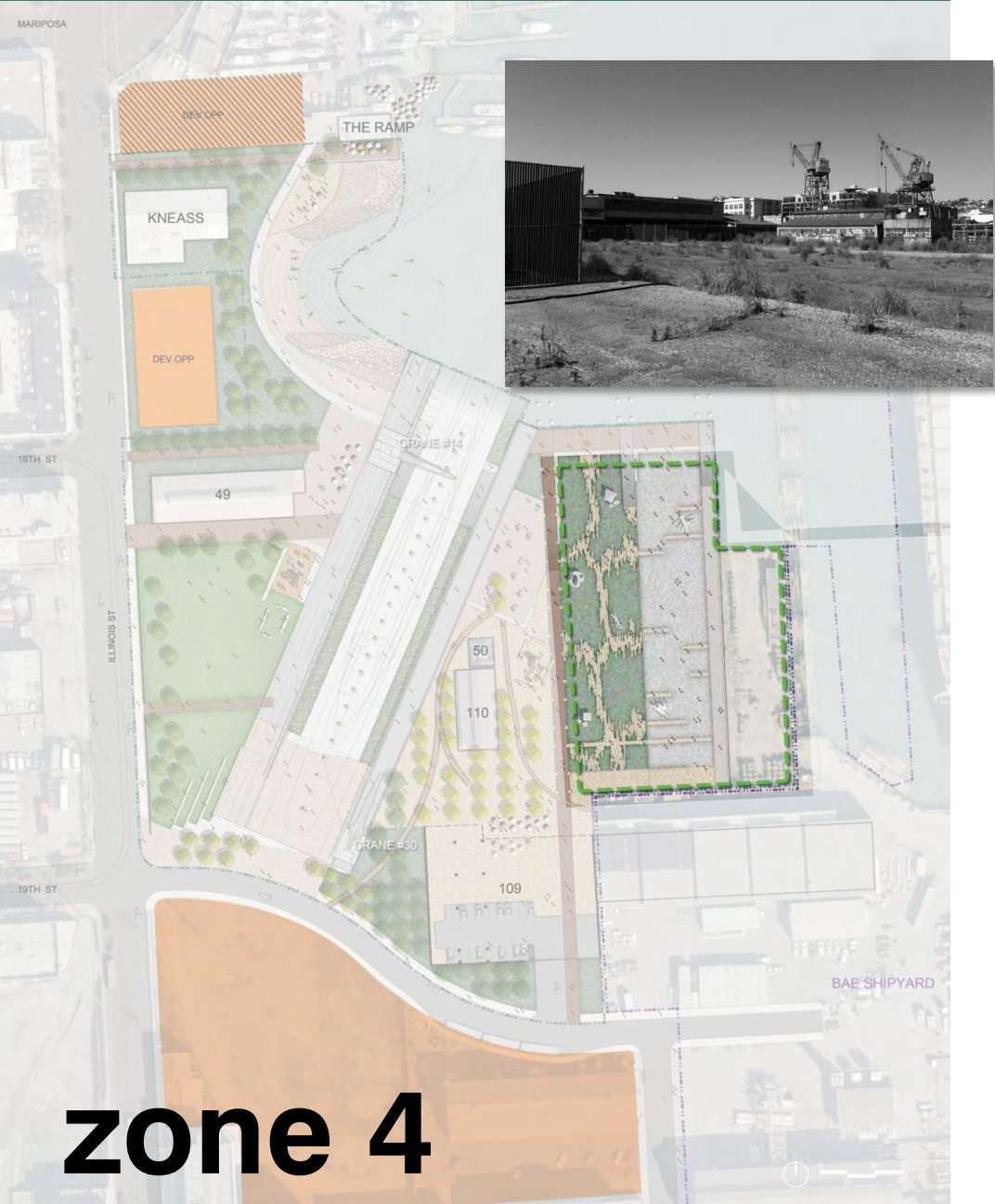


Navy Yard, Philadelphia



Gantry Plaza State Park, Queens, NY

maritime fields

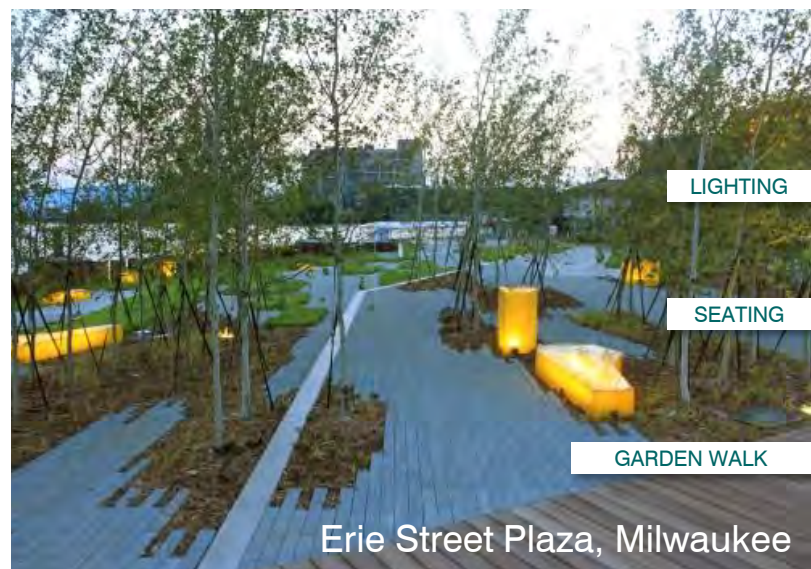


zone 4



HISTORIC INTERPRETATION

Zhongshan Shipyard Park, China



LIGHTING

SEATING

GARDEN WALK

Erie Street Plaza, Milwaukee



GARDEN

MATERIAL REUSE

Erie Street Plaza, Milwaukee

maritime fields

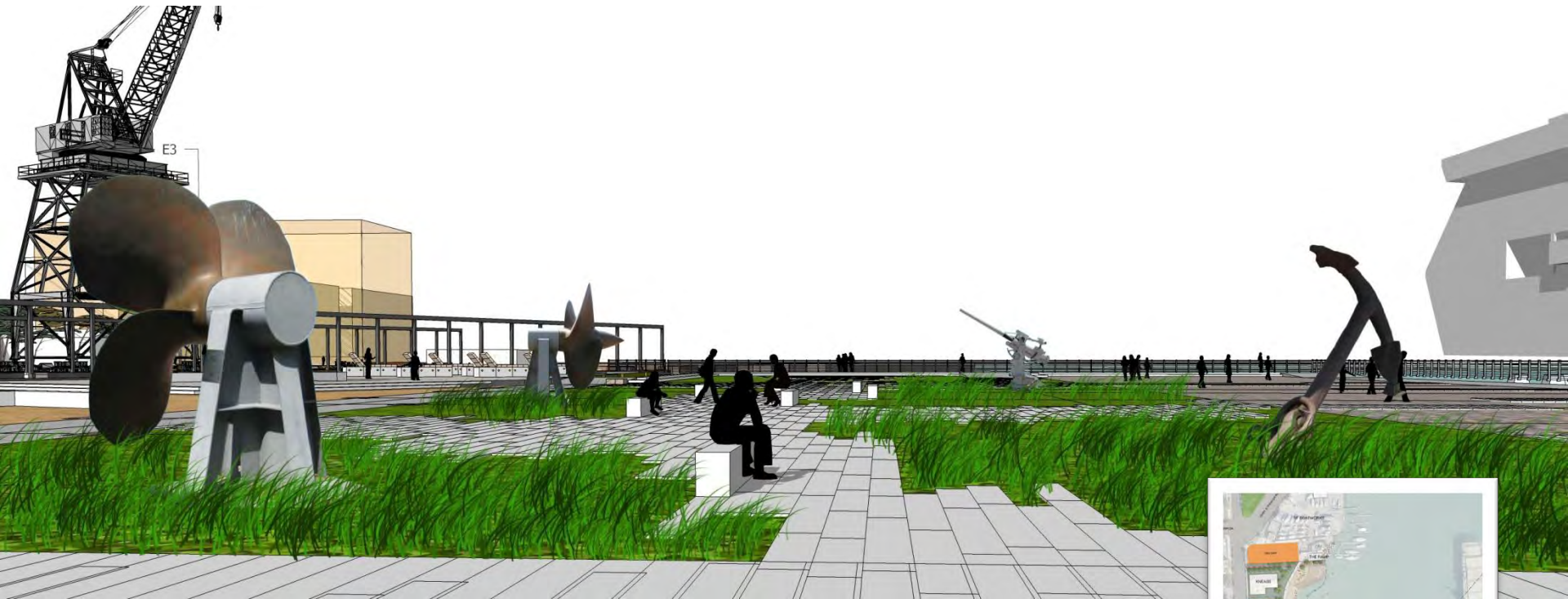


Potrero del Sol, San Francisco (3.2 acres)

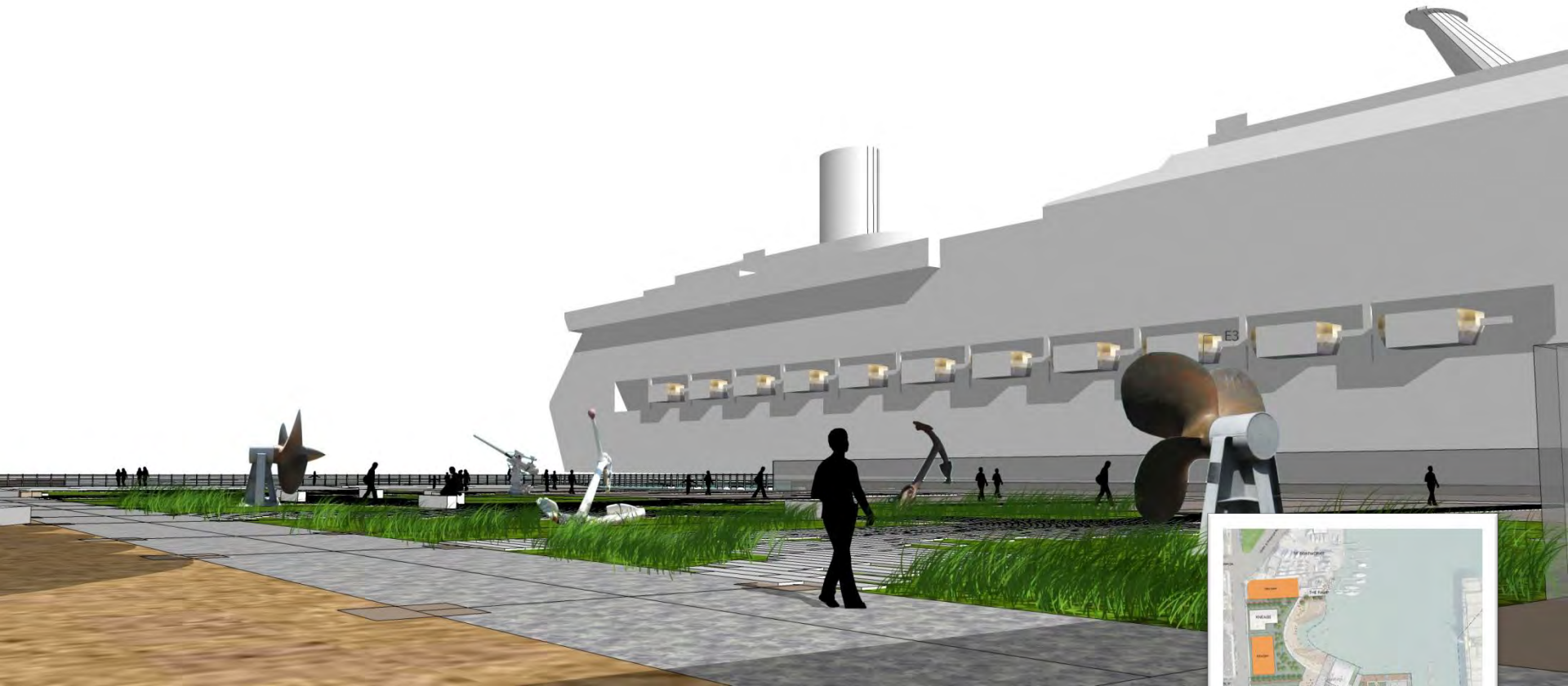


Fort Mason (event space in parking lot), San Francisco (1.5 acres)

maritime fields: recycle/relic field



maritime fields: recycle/relic field



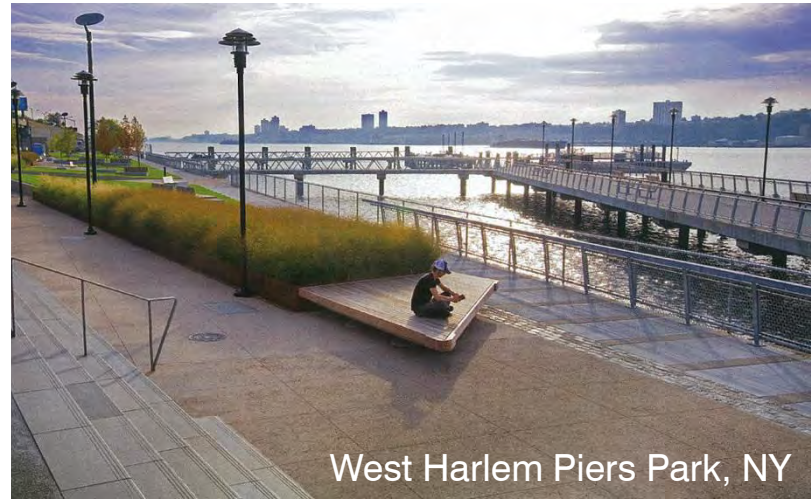
waterfront edge



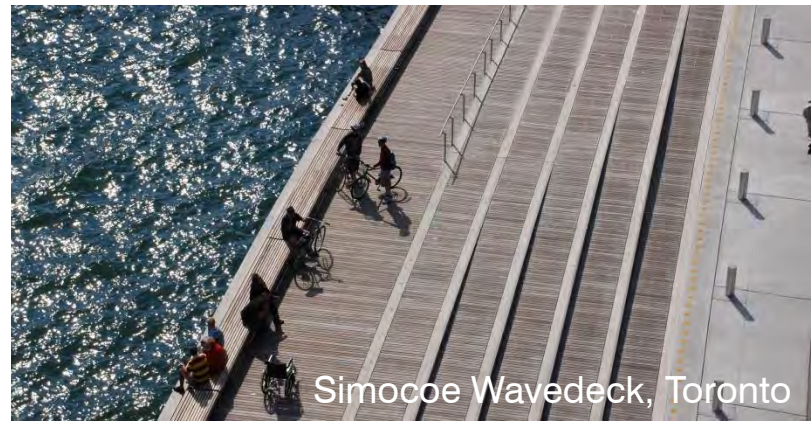
zone 5



Rosie the Riveter Park, Richmond, CA



West Harlem Piers Park, NY



Simcoe Wavedeck, Toronto

waterfront edge: shoreline launch

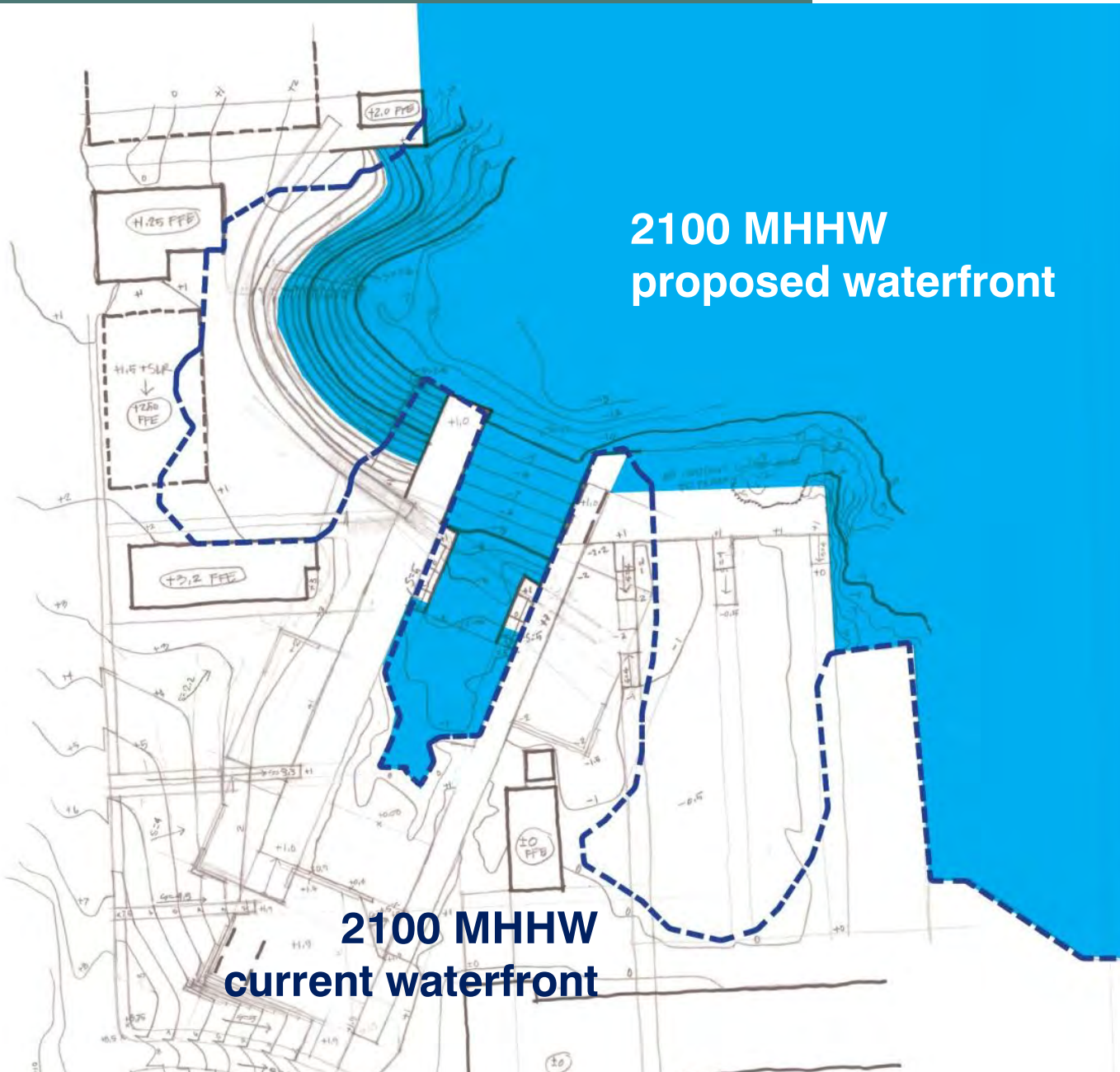


waterfront edge: kneass building



The Steelyard, Providence, RI

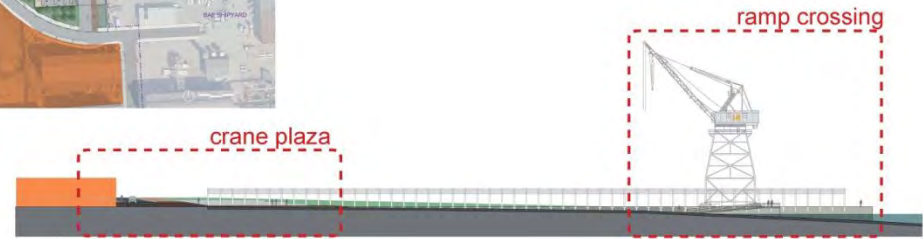
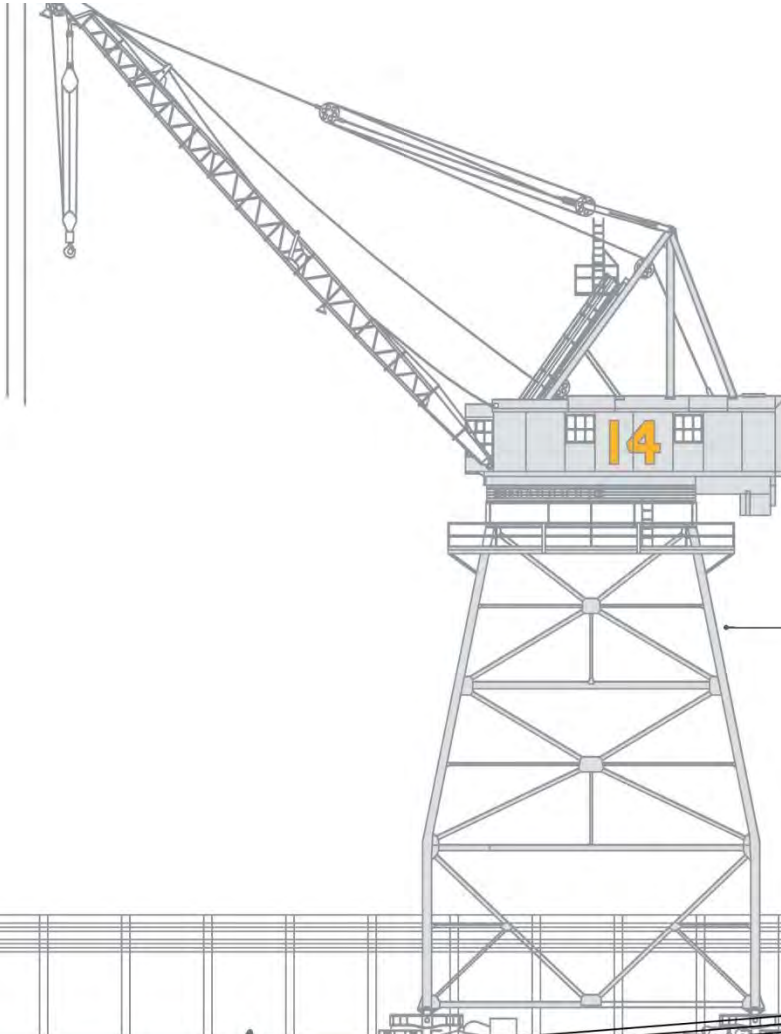
waterfront edge: grading concept



**2100 MHHW
proposed waterfront**

**2100 MHHW
current waterfront**

waterfront edge

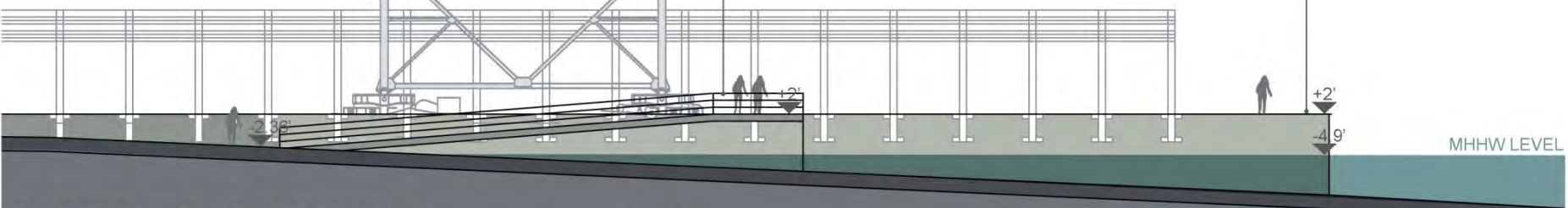


SECTION C - SLIPWAY 4

crane 14 (new location)

runway overlook

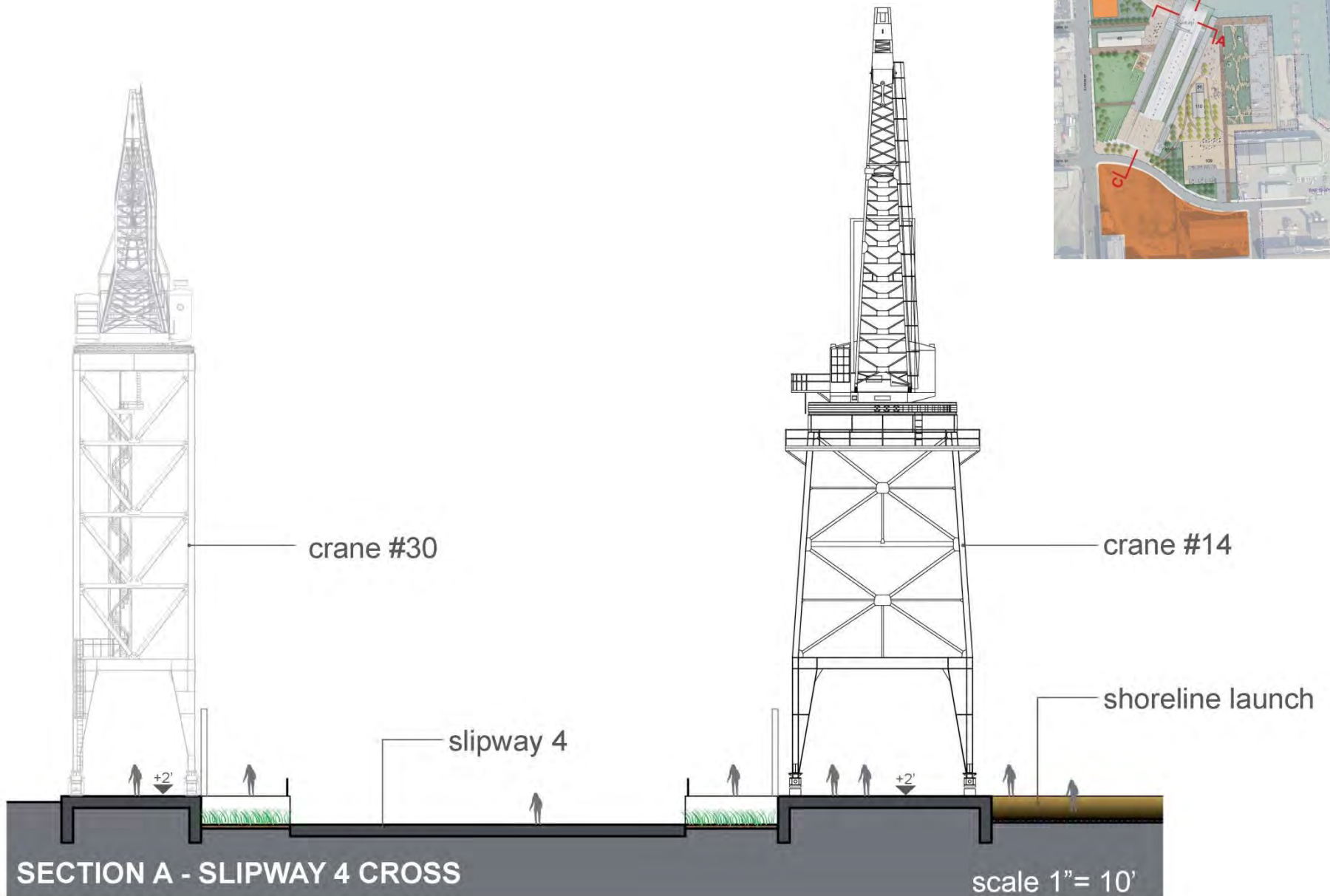
ramp down to slipway



SECTION C - SLIPWAY 4 (ramp crossing)

scale 1" = 10'

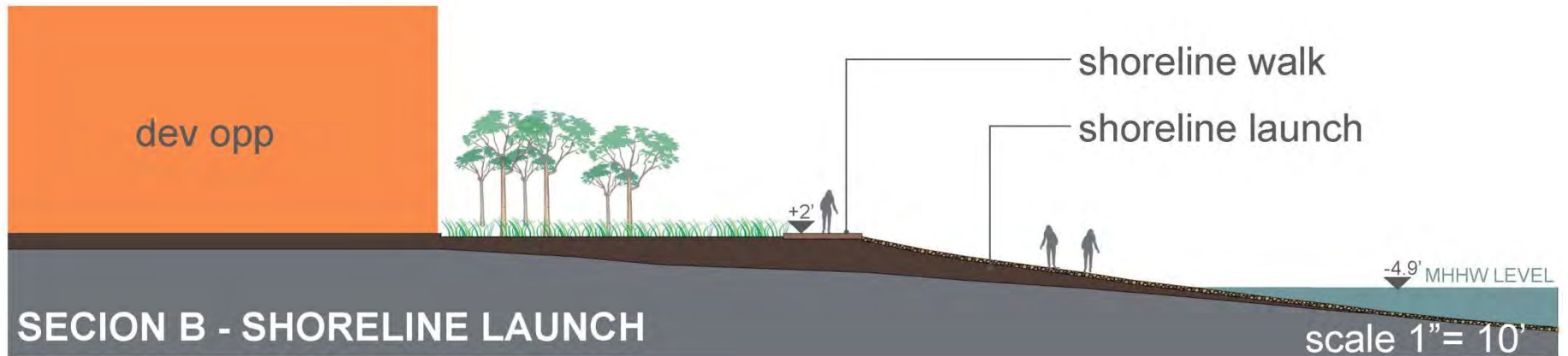
waterfront edge



SECTION A - SLIPWAY 4 CROSS

scale 1" = 10'

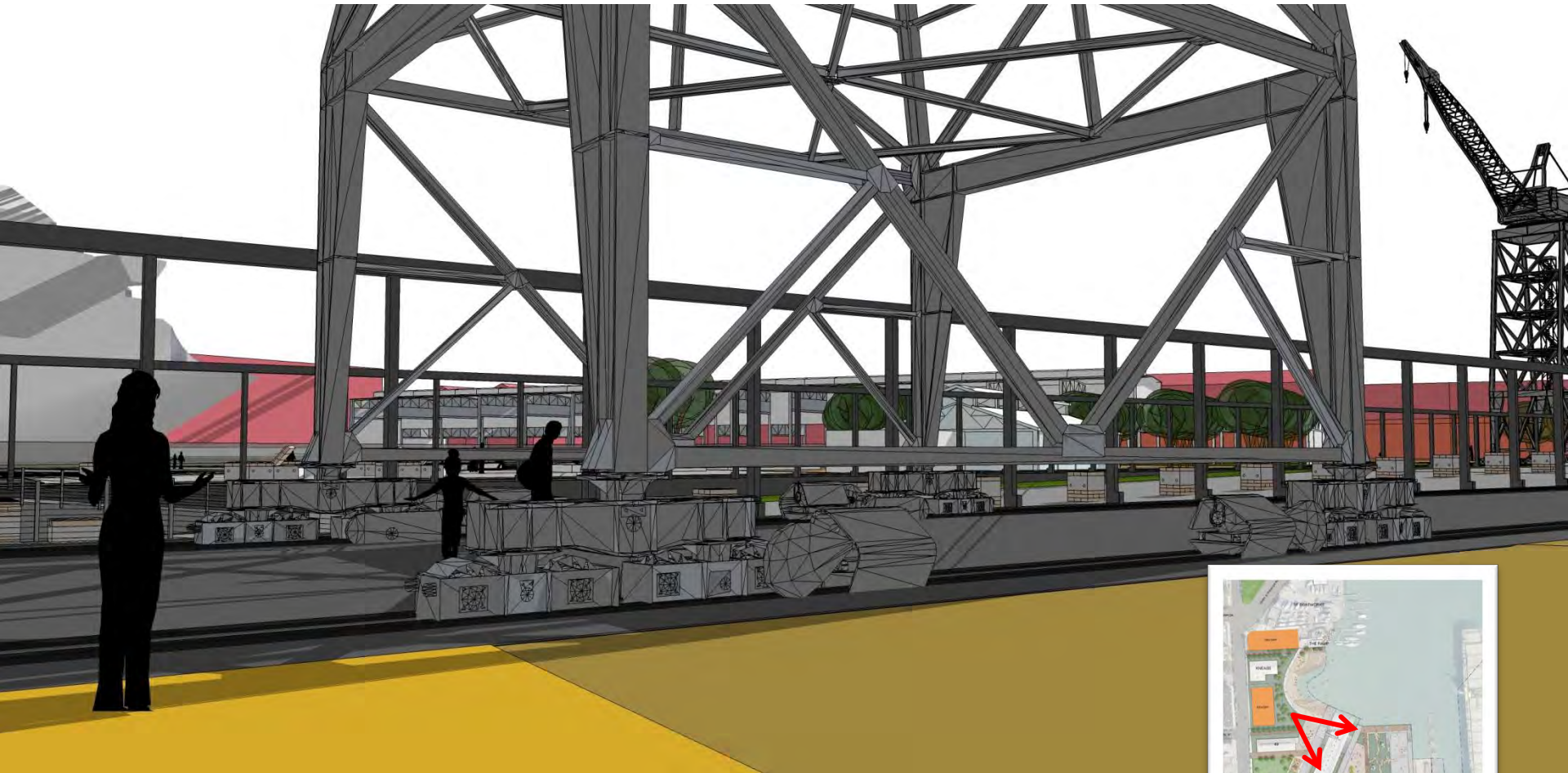
waterfront edge



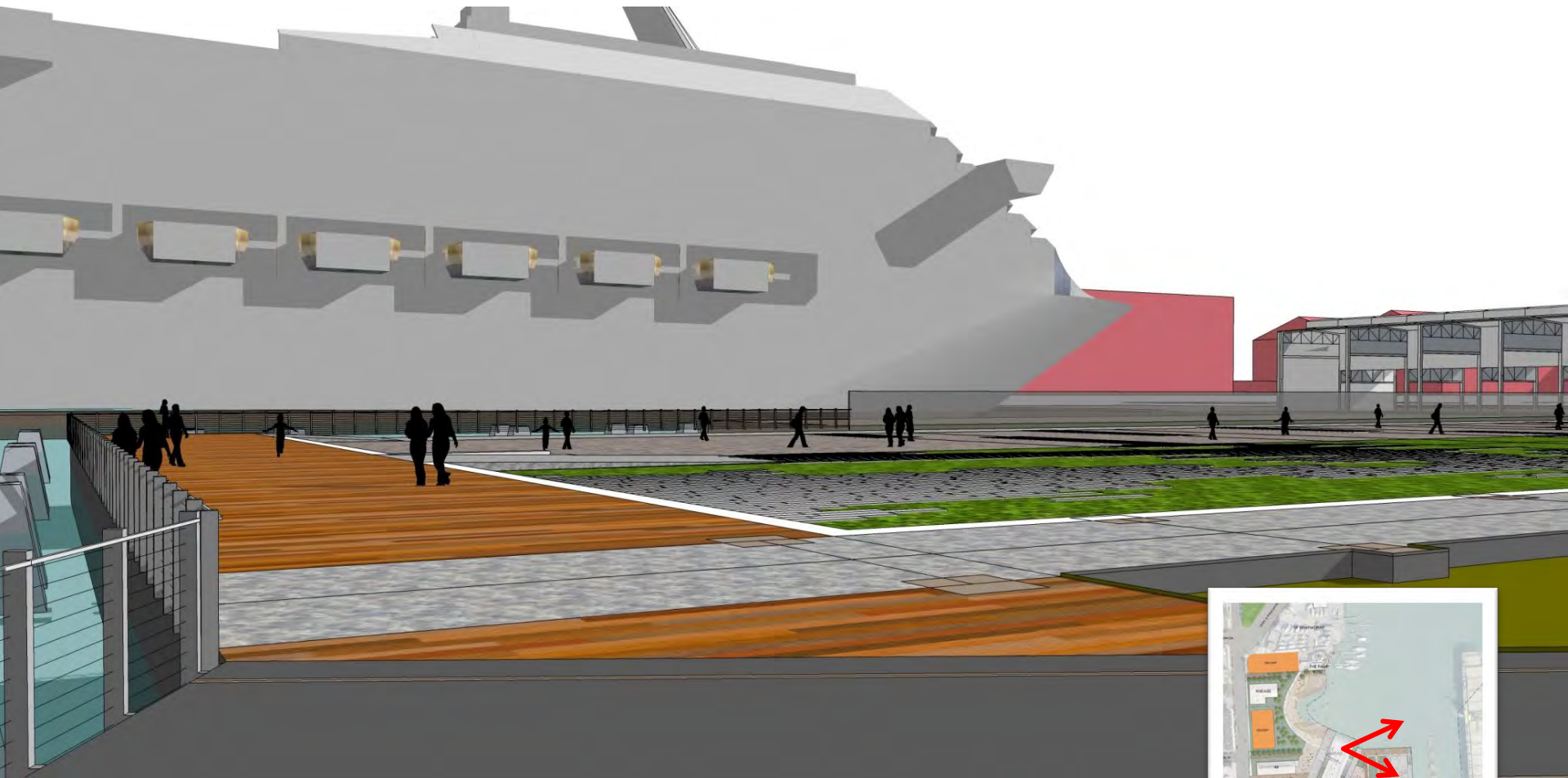
waterfront edge



waterfront edge



waterfront edge



functional diagrams

access / circulation : neighborhood



-  crane cove park boundary
-  access
-  proposed blue greenway
-  proposed bay water trail
-  existing light rail
-  proposed light rail
-  pedestrian linkage
-  proposed park/open space
-  existing park/open space
-  ship repair zone
-  infill development sites (pier 70 master plan)
-  existing T-line station
-  proposed T-line station
-  existing bus 22 stop
-  proposed ferry terminal (pier 70 master plan)
-  potential human powered boat launches
-  ghost piles (former pier 64)

access / circulation : district



-  crane cove park boundary
-  access
-  proposed blue greenway
-  proposed bay water trail
-  existing light rail
-  proposed light rail
-  pedestrian linkage
-  proposed park/open space
-  existing park/open space
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-  infill development sites (pier 70 master plan)
-  existing T-line station
-  proposed T-line station
-  existing bus 22 stop
-  proposed ferry terminal (pier 70 master plan)
-  potential human powered boat launches
-  ghost piles (former pier 64)

access / circulation : pedestrian



Pedestrian Gateways/ Access



Arrival Plaza



Secondary Access

Pedestrian Circulation



Pathways



Ramps

access / circulation : vehicular

Vehicular Circulation

Public Vehicle Access

Parking

Limited Vehicle Access
(Service / Drop-off / Emergency Vehicle)



management of historic resources



1 SLIPWAY 4

1A CRANES #14 AND #30

- Place Crane #14 at end of Slipway 4's western runway
- Keep Crane #30 in it's existing location
- Study structural costs & implications
- Consider temporary reinforcing in Phase 1
- Location to maximize visual effect as icon

1B SLIPWAY + CRANE PLAZA

- Design levels of plaza strategically, celebrating former eras of the site
- Consider inclusion of planting to reduce perception of amount of paving

2 SLIPWAYS 1,2 AND 3

2A SLIPWAY 1

- Currently under investigation, structural integrity being studied

2B SLIPWAY 1 & 2

- Assign program and uses that could potentially be removed in the long term, in case of boatyard relocation

2C SLIPWAY 3

- Assign program and uses that fit with the industrial character of the adjacent shipyard

3 HISTORIC BUILDINGS

- Design building 109 as open structure with semi-enclosed spaces
- Consider building 49 to be park's aquatic center
- Consider food concessions and small cafes for other existing buildings

planting concept



PLANTING CONCEPT



Multi-use Lawn



Native Gardens



Canopy Trees



Slipway Planting



materials concept

MATERIALS CONCEPT



PERMEABLE PAVING

Concrete Paver



Decomposed Granite Gravel



NON-PERMEABLE PAVING

Poured Concrete



Concrete Walkway



Asphalt



SHORELINE TREATMENT

Wood



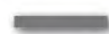
Round Cobble



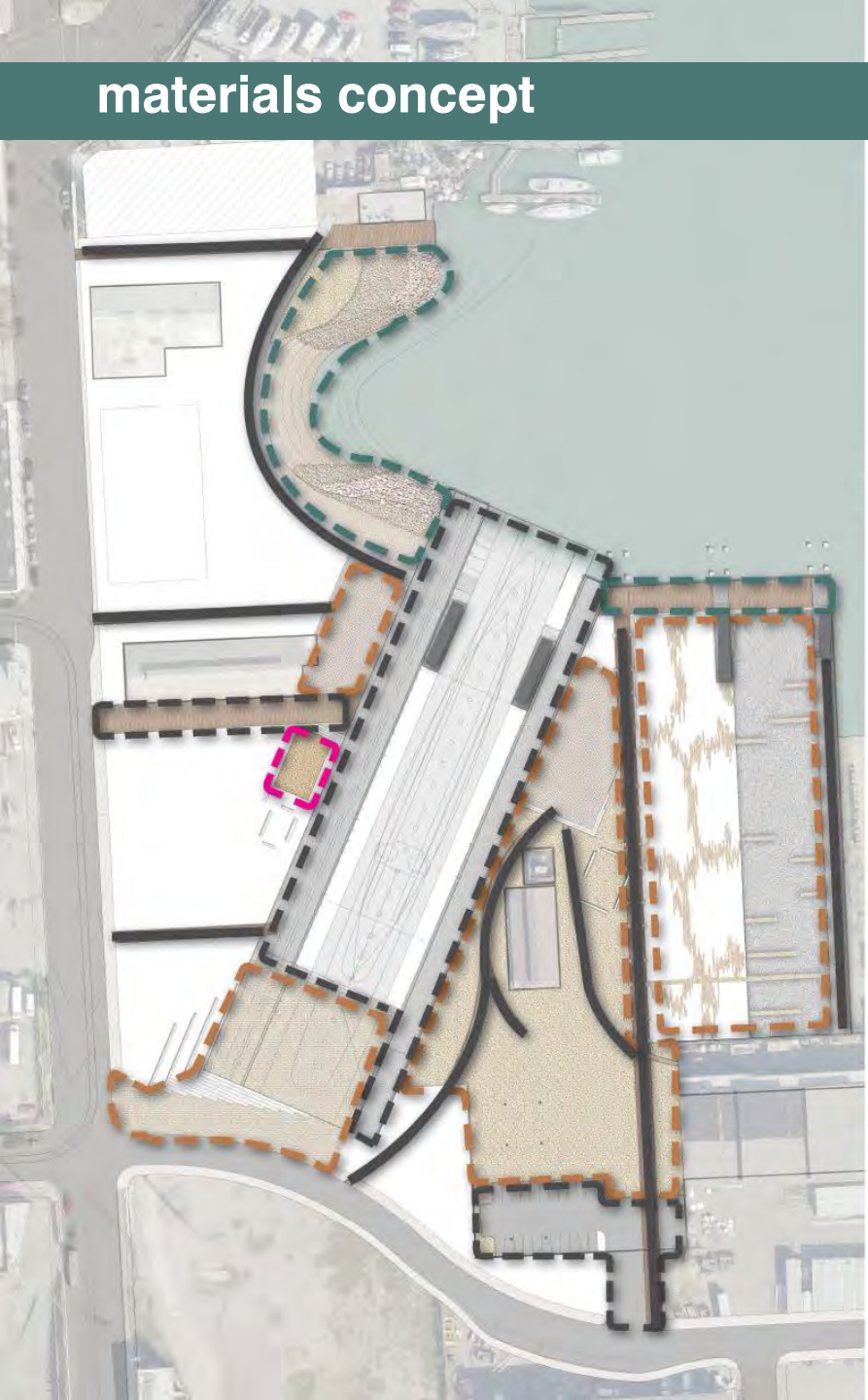
Riprap



PLAY SURFACE



RAMP: Metal Grate



crane cove park



slipway 4: crane plaza



waterfront edge: shoreline launch



Cost and Budget



Project Estimated Funding

2008 Parks Bond	\$10,184,000
2012 Parks Bond	\$ 8,000,000
Other Port Funds	<u>\$ 2,800,000</u>
Total	\$20,984,000








Project Estimated Cost

Construction:	\$22,039,409
Est. Contingency	<u>\$11,019,704</u>
Sub Total:	\$33,060,000
Soft Cost (32%)	<u>\$10,579,200</u>
Total	\$43,639,200

Approximately 4.8 million/acre

Proposed Phasing



-  Initial Phase
-  Initial Phase Alternate A
-  Initial Phase Alternate B
-  Initial Phase Alternate C
-  Phase 2
-  Phased with Adjacent Development (Bldg. 49)
-  Phased with Adjacent Development Parcels