Project Review
This is the first review by the Waterfront Design Advisory Committee (WDAC) of the Pier 70 Crane Cove Park Project. The project is the Draft Park Master Plan and proposal for a first phase of park improvements.

Project Site Location
Crane Cove Park is approximately 8 acre site identified for a future park located within the Port’s Pier 70 Area. The park boundaries are generally between Mariposa Street on the north, Illinois Street on the east, a future 19th street on the south and the bay on the east. The Pier 70 area is a 69 acre area, generally bound my Mariposa Street on the north, 22nd Street on the south, Illinois Street on the west and the Bay on the east (see: Exhibit 1 - Site Location).

Planning Context
Pier 70 and Crane Cove Park have been the focus of significant community planning by the Port and the City. The Waterfront Land Use Plan policies provide for preserving ship repair and Pier 70’s history while introducing new open space and integrative development. The City’s Eastern Neighborhoods Central Waterfront Plan adopted in 2008 embraced and incorporated those policy directives into the city’s context of improving and connecting the waterfront to Dogpatch and Potrero Hill, and enabling new development consistent with the area’s mixed residential and industrial character. In particular, the Eastern Neighborhoods Plan places emphasis on the creation of Crane Cove Park to respond to the current and future need for major new open space associated with changing land uses. Crane Cove Park also is a major element of the City’s emerging Blue Greenway open space network within southeast San Francisco. The Blue Greenway focuses on realizing or improving the Bay Trail and Bay Area Water Trail by providing more direct access and connections to the waterfront, whether from land or water, from China Basin Channel south to the SF County Line. As a result, the Port led the City’s effort to plan for and initiate such shoreline improvements, which also will be carried out in other shoreline areas under the jurisdiction of San Francisco Recreation and Parks, the former Redevelopment Agency, State Recreation and Parks, and within the Hunters Point Shipyard. Lastly, the planning for Pier 70 and Crane Cove Park recognize the opportunity to connect with the Mission Bay, Bayfront Park system. (see: Exhibit 2 - Site Setting)

In concert with the Planning Department’s Eastern Neighborhoods planning, the Port conducted a three-year community planning process completed in 2010 to produce the Pier 70 Preferred Master Plan (“Pier 70 Plan”) (see: Exhibit 3 – Pier 70 Plan and Sub-Areas). Endorsed by the Port Commission, the Pier 70 Plan sets a comprehensive framework to improve Port property
for the Crane Cove Park site and the Plan’s other goals and needs: a) to retain and support the viability of ship repair operations; b) create a National Register Historic District and adaptive reuse of Pier 70’s extraordinary collection of historic resources; c) create a system of shoreline and upland open spaces; d) promote new infill development to reactivate the area and fund a variety of community benefits; and e) rebuild infrastructure and complete site remediation. The success of the Pier 70 Plan relies on balancing each of the goals; the funding, infrastructure, historic preservation, ship repair, open space and new development are all required and integrally linked.

Crane Cove Park is one of several projects that begin to implement the Pier 70 Plan. Additionally, the Port has brought on development partners for other portions of Pier 70, including Orton Development Incorporated, to rehabilitate the 20th Street Historic Core buildings and Forest City to develop the Waterfront Site. The Port continues to work with BAE Systems, its ship repair tenant to operate and improve the ship repair business (see Exhibit 3: Pier 70 Plan and Sub-Areas).

Site Setting & Condition
Pier 70 is recognized as the location of the most important intact Industrial complex west of the Mississippi River and has built or repaired ships since 1884. It is the longest continually operating civilian ship repair yard in the United States and is home to the largest dry-dock in the west coast of the Americas, able to accommodate post-panamax ships for repair. Accordingly, under the Pier 70 Plan, it will be nominated to the National Register Historic District for its contribution to Industry between 1884 – 1945 for steel hull ship building and for its industrial architecture and design. Three of these historic resources, most significantly, Slipway 4, are located within the Crane Cove Park site, and in many ways have provided the context for the park master plan.

Exhibit 4: Site Elements, illustrates the location of Crane Cove Park along the northern shoreline of Pier 70 and the historic resources within the park site, including: a) Slipway 4 and its components such as the runway, utility racks and cranes; b) a historic fence along Illinois Street; c) Buildings 110, 50 and 109; and d) potentially Building 49. All of these resources are proposed as contributing resources to the Pier 70 Historic District, and thus the Crane Cove Park Master Plan and construction phases will be reviewed for their consistency with Secretary of Interior Standards for Historic Rehabilitation (Secretary Standards). Slipway 4 is the most prominent feature on the site and bifurcates the park site. Exhibit 4 also refers to Slipways 1, 2 and 3 and other elements, which, while part of the historic site context, will not be nominated as contributing resources. Slipway 2 and 3 are largely buried and Slipway 1 exists, but the structural condition may preclude adaptive reuse for a park. The site also includes a number of other historic elements, including remnant rail tracks, welding platforms and ship building structures.

The shoreline conditions vary, including dumped concrete and steel debris, spilled concrete fill, formed concrete areas created to launch vessels and steel sheet pile walls. The entire site was once Bay and was initially filled in the late 1800’s. Slipways 2 and 3 were further filled in the late 1950’s and early 1960’s.

The primary point of access to the site on the land side is from Illinois Street, which is elevated from the site as you go southward. Illinois Street at 18th Street is at grade with the site, at 19th Street, there is an approximately 7’ grade difference between the site and the street. Currently there is either no sidewalk (south of 18th Street) or a 3’ sidewalk (north of 18th Street) on the east
side of Illinois Street. The Pier 70 Plan calls for a new 19th Street, this street would function to provide access to the park, and connect to 20th Street and other Pier 70 shoreline open spaces. It will become the primary access to the ship repair operations allowing 20th Street to become more pedestrian oriented.

Today the site is largely vacant, the adjacent uses include the Ship Repair operations to the east, interim Port tenants on the west and the Ramp Restaurant and Boat Repair Yard to the north. West of the site, includes a mix of light industrial and new residential developments. The Pier 70 Plan calls for some new development adjacent to the park along Illinois Street north of 18th Street and south of the new 19th street.

**Project Overview**
The Port has retained a consultant team lead by AECOM to develop a park master plan, phasing plan and cost estimates as well as a schematic design for an initial phase of improvements to Crane Cove Park. The AECOM team includes, Architectural Resources Group as historic preservation experts, AGS Engineering for Civil and Structural engineering and M. Lee Corporation for cost estimating.

In March 2012, the AECOM team prepared an existing condition analysis that identified opportunities and constraints in developing a park on this site and project aspirations to help guide the concept development. The aspirations include:

1. **Historic Preservation**
   - Integrate historic resources and celebrate the site’s heritage
   - Prepare an interpretive program

2. **Program and Activities**
   - Provide a diversity of activities
   - Prepare an educational, cultural, recreational program

3. **Access and Views**
   - Prioritize pedestrian and bike access, and manage limited vehicle access
   - Prevent any potential circulation (land and water) conflicts with the shipyard
   - Maintain and enhance views to/from the site, integrating the "theatre" of the shipyard, and maintaining the cranes as visual icons

4. **Integration with New Development**
   - Suggest the best configurations of development parcels for the benefit of the park

5. **Sustainability**
   - Anticipate sea level rise impacts on site, to maximize park usage
   - Develop a comprehensive approach for the reuse of on-site materials and historic buildings

*Alternative Concepts - Summer ‘12*
In the summer of 2012, two Alternative Concept Plans were prepared and presented to the Port Commission and stakeholders for review and public comment (see Exhibit 5: Alternative Concept Plans). The two concepts were prepared to provide stakeholders the opportunity to pick the best elements from each, thus allowing the Port and consultants to prepare a Draft Master Plan that is a hybrid version of the two.

The following briefly describes the two alternative concepts, which is then followed by a description of the Draft Crane Cove Park Master Plan.

The two alternative concepts had similar open space programs, but interpreted the site differently. Each Alternative Concept had several elements in common including: a) retention and adaptive reuse of the contributing historic resources consistent with Secretary Standards, as identified in the Pier 70 Plan; b) interpretation of the site’s history; c) shoreline clean up and protection; d) facilities to support human powered boat access; e) an extension of 19th Street; f) a circulation system consistent with the Blue Greenway, including bicycle access and connections to other Pier 70 areas; f) vehicle parking; g) appropriate approaches to handle subsurface contamination consistent with the Pier 70 environmental Feasibility Study and Remedial Action Plan h) methods to address site storm water; i) a variety of program uses; j) an approach to address sea-level rise; and k) integration of new development sites directly adjacent to the park within the Pier 70 area.

Alternative 1, “Lines and Existing Traces” took an approach to keep the historic resources that remain (which are primarily from the World War II era) intact and use them as a framework for programming and interpretation of the site. This Alternative centered on matching the proposed open space program with the preservation of the existing historic resources, including the main contributing elements as well as the “traces” of all other artifacts and remnant objects. The park boundary remained the same as identified in the Pier 70 Plan. Access from the land would be from Illinois Street at Mariposa Street and a new 19th Street, from the waterside it would be through a water landing created within slipway #4. Sea level rise is addressed by maintaining the existing site elevation that would allow portions of the site to be inundated during peak storm events.

Alternative 2, “Patches and Historic Uses” had many similarities to Alternative 1, but altered some of the historic resources and allowed interpretation of the evolution of the site and its many eras, as opposed to primarily the last period of its active use (World War II). Alternative 2 included moving the existing boat repair operations operated by SF Boat Works (just north of the Ramp Restaurant) to former Slipways 1 & 2, adjacent to the Pier 70 ship repair facility, expanding accessibility to the park along Illinois Street and Terry Francois Boulevard. Access to the site would be accommodated at an expanded entrance on Terry Francois Boulevard at Mariposa Street and along Illinois Street between 18th and 19th Streets. Water access would be accommodated through a soft shoreline edge able to accommodate human powered boats. Sea level rise would be addressed by raising portions of the site with new fill.

Utilizing Port Commission and public comments received, a hybrid version of the plan was developed and is described below.

**Proposed Project**

**Design Approach**

The design of Crane Cove Park aims to accommodate and celebrate the multiple site characteristics and layers of history that define this unique place within the Pier 70 district (see Exhibit 6, Draft Crane Cove Park Master Plan).
There are two key factors that have most markedly influenced the design process and the ultimate park design: 1) the management, interpretation and/or use of the existing historic resources; and 2) the seamless incorporation of the proposed recreational programs and uses.

The Draft Master Plan design concept is based on the preservation of all existing historical contributing resources (Slipway #4, its runways and the utility racks, Crane #14, Crane #30, Buildings #109, #110, #50, historic fence), and a selection of the historic “traces” and other artifacts and remnant objects (railroad lines, former Slipways #1, #2, #3, paving materials, existing seawalls). Some of the contributing elements are preserved intact and in their current location, while others are preserved in scale and character but with some modifications.

A transformative element introduced in the design is the fill required for the construction of 19th Street extension within the southwest corner of the site. The required fill partially buries Slipway #4 and some of the historic “traces” on site (which are in turn re-interpreted), resulting in the creation of a new entry plaza and a large at-grade green along Illinois Street.

A significant refinement to the alternative concepts is the re-configuration of the development opportunity parcels adjacent to Crane Cove Park along Illinois Street. The Park Plan relocates the development parcel between 18th and 19th Streets (as proposed in the Pier 70 Plan) potentially to the area north of the Kneass Building, within the existing Ramp Restaurant and Boatyard lease parcel. Although the final configuration and area of this development site is still under study and review, the area between 18th and 19th Streets is now proposed as open space.

**Park Zones**
The Draft Crane Cove Park Master Plan has five distinct program zones including 1) an Open Multi-use Green along Illinois Street; 2) Slipway 4, including Crane Plaza and Keel Park; 3) the Building 109/110 and Forecourt area; 4) the Maritime Fields, including slipways 1-3; and 5) the Shoreline areas.

The following briefly describes each of the Park Zones:

- **ZONE 1: Open Green and Gardens (see Exhibit 7: Perspective of Open Green and Gardens)**
  - This space is envisioned as an open, multi-use lawn area.
  - Additionally, a playground and a seating deck are proposed in the area adjacent to Building #49.

- **ZONE 2A: Crane Plaza (see Exhibit 8: Perspective Crane Plaza)**
  - In order to create the 19th Street Extension, a portion of Slipway #4 needs to be filled to allow for a smooth grade transition into the site. The Plan proposes the creation of a new plaza in this area.
  - Crane Plaza is bounded by two edges that trace the former configurations of Slipway #4. The line that marks the edge to where Slipway #4 is filled matches the former edge of where the historic slipways were during the WWI configuration of the site, when they were slightly shorter. A second line of steps in the filled area indicates the edge of the current extent of Slipway #4 (buried in this case), providing a visual cue to visitors of the full size of the WWII-era resource.
  - The plaza is flanked by a series of seating steps on its western corner that will function as an amphitheater facing the shipyard and the cove, where large gathering events can take place.
- Crane #30 is retained in its current location but raised slightly to meet the new plaza grade, forming a dramatic visual backdrop for Crane Plaza.

- **ZONE 2B: Keel Park (see Exhibit 9: Perspective of Slipway 4)**
  - Keel Park is located within the preserved portion of Slipway #4.
  - Three vessels’ plan outlines are traced onto the existing concrete slab (paving) of the Slipway to “remember” the eras of ship construction at this location: the USS Olympia (World War I era, built at Pier 70, currently preserved as a museum), the USS Sullivans (World War II era, built at Pier 70, currently preserved as a museum), and the section of the BART Tube (post WWII era, last significant structure built in Pier 70).
  - On top of these traces, a modular system of reused keel-blocks form a central line within Slipway #4 providing seating opportunities, forming a floodable launching area for human-powered craft, or pedestals for permanent or temporary art.
  - In addition, the keel-blocks can also be configured to form larger structures that would “trace” the profile of different vessels that were built in this slipway. These structures would be placed along the slipway, creating bleachers for a medium-size gathering/performance area, functioning as steps and/or ramps to allow access to the northern part of the slipway, etc.

- **ZONE 3: Buildings 109/110 Forecourt (see Exhibit 10: Perspective of Forecourt)**
  - This park space includes only the western end of Building #109 (area not within BAE lease area), Building #110 and Building #50.
  - The Building 109 Forecourt is envisioned as a tree-planted, decomposed granite zone where outdoor seating, picnicking and other passive activities can take place.
  - A pre-teen (kids 8 to 12 years of age) playground is proposed in this area too.
  - The preserved welding platform north of Building #50 functions as a multi-use deck for sun-bathing, seating, and gathering overlooking the cove. This area may be used as an outdoor café area should building 110 be used as a café.
  - The pathways that traverse the Forecourt follow the trajectory of the remnant railroad tracks found in this location and preserve them within the new paving.

- **ZONE 4: Maritime Fields (see Exhibit 11: Perspective of Maritime Fields)**
  - The area of the former Slipways #1, #2 and #3 is called the Maritime Fields in the DRAFT Master Plan.
  - Although all three sub-areas are envisioned to work together as a large multi-use space when needed, each Slipway area is proposed to have a unique character.
  - Slipway #3 is mainly a native garden, planted with shrubs, grasses and other low plants. This field is also called the Recycle/Relic Field, because the small pathways within it are created with reused paving materials found on site, and the space is curated to display maritime relics from the shipyard. This slipway is meant to encourage strolling and allow for a more contemplative and interpretation use of the park.
  - Slipway #2 is designed to be very functional and flexible, a space where temporary events and installations can be located. The design strategy here is very simple: re-grade the slipway to eliminate any debris and other foreign materials, pave with decomposed granite and provide selected key paved walks to form a large multi-use field.
The Concept leaves Slipway #1 out of the improved areas. The reason for this is the lack of structural integrity of the slipway.

- **ZONE 5: Waterfront Edge** *(see Exhibit 12: Waterfront Edge Perspective)*
  - The Waterfront Edge is composed of three sub-zones: 1) the Shoreline Launch edge between The Ramp restaurant (Mariposa St) and the north end of the western Slipway #4’s runway; 2) slipway 4; and 3) the Slipways Boardwalk, which is the shoreline edge of former Slipways #1, #2 and #3.
  - The Shoreline Launch is a sloped, beach-like gravel, pebble, boulder and rip-rap zone, which is designed to accommodate human-powered craft to land and launch. Edging the Shoreline Launch area is a curved walk that connects The Ramp Restaurant and Illinois Street with the location of Crane #14 on the western runway of Slipway #4.
  - Slipway 4 will be improved to accommodate human powered boating access.
  - The Slipways Boardwalk is a linear element located on the northern edge of the former slipways. The Boardwalk “hovers” over the “nub” structures of the former Slipways and provides a large overlook area for visitors.

**Historic Buildings and Access Design Strategies**

The following section summarizes the design strategies for the adaptive reuse of the historic buildings and access to the site.

- **Existing buildings in the Draft Master Plan** are preserved and reused as follows:
  - Building #109 is proposed to function as a park pavilion with historical artifacts. The eastern part of #109 is used as limited off street vehicular parking.
  - Building #110 is proposed as park restrooms and park maintenance facility/storage and potentially as a cafe.
  - Building #50 is proposed to be mothballed.
  - Building #49 is envisioned as an aquatic center, with human-powered craft storage facilities and for park oriented commercial use.

- **Access to the park** is handled in the following manner:
  - Open access through the entire length of the 19th Street extension onto Crane Plaza.
  - Managed access along Illinois Street, where portions of the existing historic fence are removed to allow access gateways to the Open Green.
  - Access through Building #109 with a large pedestrian walk that traces the edge of the historic Slipway #3 and takes visitors directly to the water’s edge.
  - Direct connection from 18th Street. This entry is located between one of the proposed development parcels and the preserved Building #49, and will allow visitors to be welcomed into the park by the dramatic frontal view of the operating shipyard across the cove, and the visual icon of Crane #14, relocated to be in line with 18th Street.
  - Pathway along the north façade of the Kneass Building, just south of the current intersection of Illinois and Mariposa Streets. This entry into the park will be highlighted by “peeling” away the modern-day cover of the Kneass Building to reveal its historic structure, and turning it into a form of park gateway.
  - Water Access would include facilities to support launching/landing of human powered boats initially within Slipway 4, and eventually along the northern shoreline area.
Project Cost Estimate, Funding and Phasing
The funding for Crane Cove Park has primarily come from the City of San Francisco 2008 and 2012 Parks General Obligation Bonds. In addition, other Port capital is being invested into the project. The current budget for the project is approximately $21 million including soft cost.

A preliminary cost estimate for the Concept Plan suggest a total project cost of approximately $44 million (2012 cost) including all soft cost. Recognizing a current funding gap, the Port has identified an initial project phase (see Exhibit 13: Project Phasing). Due to the conceptual nature of the design, the cost estimate carries a large contingency, thus as illustrated several alternate items may be included in the initial phase should cost be reduced. If cost estimates are reduced, as the design is refined, some or all of alternate areas A-C will be added as a part of the initial phase or if additional funding becomes available. A second phase (green area) would not likely be constructed in the initial phase unless the costs are significantly reduced and we are in a favorable bidding market. It is anticipated that the shoreline area around Building 49 and the area to the north, will be developed as those properties are developed. The Port will continue to pursue funding to complete the project improvements.

Public Review
The project has benefited from extensive public review. The Port Commission, the Port’s Central Waterfront Advisory Group and Potrero Boosters were presented with the existing conditions and project aspirations in March. In June the Port Commission reviewed Alternative Concept Plans, in addition a public workshop was held at the Port in which approximately 50 people attended. In July a public workshop and site tour was held on a Saturday morning and approximately 70 people attended. Throughout these efforts, the Port has worked with the San Francisco Planning Department and Office of Economic and Workforce Development, as well as the Port’s development partners, Orton Development, Forest City and BAE Ship Repair, to ensure the park design is integrally planned and responsive to adjacent development and neighborhood-wide needs.

On December 7th, a community workshop was held at Pier 70 to review the Draft Crane Cove Park Master Plan, cost estimate and phasing plan. Approximately 70 people attended and 44 surveys with public comment were returned to the Port. On December 10th, the Draft Plan was presented to the Port Commission.

Throughout the planning process information and opportunity for public comment has been available on the Port’s Crane Cove Park web site at sfport.com/cranecovepark.

Historic Resource Evaluation
As noted, Crane Cove Park is within an Eligible National Register Historic District. The design will be reviewed to make certain the design is consistent with the Secretary Standards. Through the design development process Port Historic Preservation staff and Architectural Resource Group have reviewed the concept and have determined that the park design and resource alterations are consistent with Secretary Standards, this process will continue as the concept is refined. The design will also be reviewed by the San Francisco Planning Department Preservation staff through the environmental review process, consistent with the California Environmental Quality Act. In addition the Port proposes to seek comment San Francisco Historic Preservation Commission and San Francisco Architectural Heritage. Lastly the California State Historic Preservation Office and National Park Service have informally communicated their view of Pier 70 as a “functionally related” complex and may seek review of
all work within the district that could affect the district’s eligibility or listing in the National Register of Historic Places.

Environmental Review
The Port is working with the Planning Department to complete the environmental review requirements for the project. The City completed a Final EIR for the Eastern Neighborhoods Plan, which includes many improvement initiatives for Pier 70, including park improvements for the Crane Cove Park site.

Committee Review
The Design Advisory Committee should consider making recommendations to ensure that the Project is consistent with policies and design criteria in the Waterfront Land Use Plan’s Waterfront Design & Access Element. The following summary addresses the most relevant policies and criteria in the Design & Access Element pertaining to the Project:

Page 21, Chapter 3, Public Access and Open Space – Policy

**Variety.** Develop a variety of public access and open spaces that offer many recreational opportunities and enhance other uses along the waterfront.

The site setting and location of Crane Cove Park offer a tremendous opportunity to diversify the portfolio of the Port and City’s waterfront open space network, Crane Cove Park is within the Pier 70 area which is recognized as the most important intact industrial complex west of the Mississippi River and is located directly adjacent to the Port’s ongoing ship repair operations. The Historic resources within the site offer opportunity to interpret the site and tell of the rich history of industrialization of the west and ship building and repair. In addition, the program of uses within the park offer variety for the park visitors and will attract a diverse group of users.

Page 21, Chapter 3, Public Access and Open Space – Policy

**Character.** Emphasize San Francisco’s waterfront setting by designing most public open spaces as an architectural backdrop to the waterfront’s spectacular natural and built features.

A balance of landscaped and paved areas within the open space are proposed to reflect the large-scale industrial history of the site, rehabilitation of Slipway 4 and its features and access to the Bay highlight both the natural and built forms of the site. The large size of the park site also provides the opportunity to include a proposed major green for passive recreation, which has been called out as a community priority to serve existing and future residents and visitors to the Central Waterfront.

Page 30, Public Access and Open Space General Siting and Location, “Visible Connection to the Water”- New public access and open spaces should include views to the Bay, maritime activities, and if feasible, the City. New public access and open spaces also should include contact with a pier edge, seawall edge, or other waterfront edge wherever feasible.

The project provides views of the adjacent ship repair operations, the City and the Bay Bridge. A variety of edge conditions are proposed including boardwalk, rip-rap, slipway/ramp for human powered boat access and an urban beach.

Page 31, Public Access and Open Space General Siting and Location, “Commercial Facilities Within and Adjacent to Public Access and open Space” Design public access so that the user is not intimidated nor is the user’s appreciation restricted by structures or incompatible uses. Allow accessory commercial activities…to spill out onto public access and open space areas…
The project proposal includes rehabilitation of the historic building 110 and potentially 49 to provide ancillary commercial uses for the park. Uses may include a café, restrooms, human powered boat aquatic center, commercial boating center and restaurants.

Page 31, “Microclimate Conditions” - The design and placement of new public access and open spaces should address microclimatic conditions by providing, for example, places that are sheltered from wind and places which receive maximum sun exposure. The project includes many benches and seating areas with opportunities to face all directions. Trees create shade and wind protection, building 109 will be adaptively reused as a park pavilion.

**Historic Resource Policies**

Page 51, “Preservation” – Preserve and adaptively reuse significant historic resources where feasible.

Slipway 4 and its components, the historic fence and buildings 109 and 110 will be adaptively reused and rehabilitated consistent with Secretary Standards.

Page 51, “Information” – Help San Franciscans understand and enjoy their heritage, by providing interpretive signage and informational displays about the waterfront’s cultural and natural history. Depending on the character of specific subareas, interpretive exhibits may focus on maritime, commercial, labor, or industrial history. They will be provided throughout the waterfront. Key locations for exhibits are Fisherman’s Wharf, the Ferry Building, Pier 70, and along the Bayside History Walk.

The design of the park will ultimately include interpretive signage; the current design highlights historic resources through various design methods, which tells the unique story of Pier 70.

**Site Specific and Sub-Area Design Criteria**

Page 124, “Site Coverage - City Street Grid” Where not in conflict with historic buildings or maritime activities, extend the City street pattern and acknowledge the terminus of street corridors with views of the Bay, historic buildings or architecture with a waterfront identity.

A component of the project is to construct an extension of 19th Street to the east, the street curves to avoid historic resources, but extends the street grid and provides greater access to the site. The Slipway 4 cranes are located in alignment with both 18th and 19th Street view corridors.

Page 125, “Site - Open Space” Create public access to the water’s edge adjacent to Pier 68 with views of the Pier 70 shipyard and with access from Illinois Street, if feasible with new development, and if it does not interfere with ship repair or related maritime activities. The project creates multiple vantage points for viewing the ship repair operations, Pier 68 area, Bay Bridge and City. The concept also includes multiple access points for contact with the water for human powered boating or human contact; waterfront access would be from slipway 4 or a created urban beach.

Page 125, “Site - Open Space - Continuous Walkway” Connect waterfront destinations and open spaces by establishing a walkway along Illinois Street from 20th Street to the Mission Bay open spaces to the north.” Create public access to the water’s edge adjacent to Pier 68 with views of the Pier 70 shipyard and with access from Illinois Street, if feasible with new development, and if it does not interfere with ship repair or related maritime activities.
The project includes a shoreline pathway and access point at Illinois just south of Mariposa Street providing a short connection to the Mission Bay open space system. In addition the park concept includes a 19th Street extension east of Illinois that would connect with 20th Street at the entrance to the Historic Union Iron Works Machine Shop. Access to the park would be directly from Illinois Street and the new 19th Street.

Next Steps
The Port will review the Concept with a variety of stakeholders and regulatory partners and take public comment until the end of January. The Port will then revise the plan based upon the input received, refine the cost estimates and present a final plan and phasing strategy in the spring of 2013. The Port would then initiate schematic design for the initial phase of the project in the spring and detail design in late 2013. The Port anticipates bidding the project and beginning construction of an initial phase in 2014.
Exhibit 5: Alternative Concepts

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

DEVELOPMENT OPPORTUNITY SITES
Exhibit 7: Perspective of Open Green & Gardens

View looking northeast from Illinois at 19th Street
Exhibit 8: Perspective View of Crane Plaza

View looking southwest towards Illinois at 19th Street
Exhibit 9: Perspective of Slipway 4 and Keel Park

View Looking north along slipway 4
Exhibit 10: Perspective of Building 109/110 Forecourt

View Looking south towards building 110 and 109
Exhibit 11: Perspective of Maritime Fields

View Looking north from building 109 area
Exhibit 12: Perspective of Waterfront Edge

View from area just behind Ramp Restaurant looking south along shoreline
Exhibit 13: Project 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