

crane cove park

master plan

crane cove park master plan

BCDC DRB + WDAC presentation

september 09, 2013

crane cove park

master plan



Architectural Resources Group | AGS Engineering | Martin Lee Cost Estimating | A+P

crane cove park master plan

BCDC DRB + WDAC presentation

september 09, 2013

Introduction | D. Beaupre, Port of SF

- Summary of BCDC DRB + WDAC Comments
- Project Overview + Process

Master Plan presentation

- Site Understanding + Analysis
 - Sea Levels
 - Grading + Environmental Remediation
 - Connectivity
 - Adjacent Development
 - Historic Resources | M. Davis, ARG
- Landscape Concept | A. Du Solier, AECOM
- Crane Cove Park Master Plan
 - Character + Outdoor Program + Activities
 - Relevant Precedents
- Summary of Stakeholder Input
- Development + Architectural Guidelines | D. Beaupre, Port of SF
- Preliminary Cost Estimate + Phasing | D. Beaupre, Port of SF

summary of BCDC DRB + WDAC comments

comments + direction

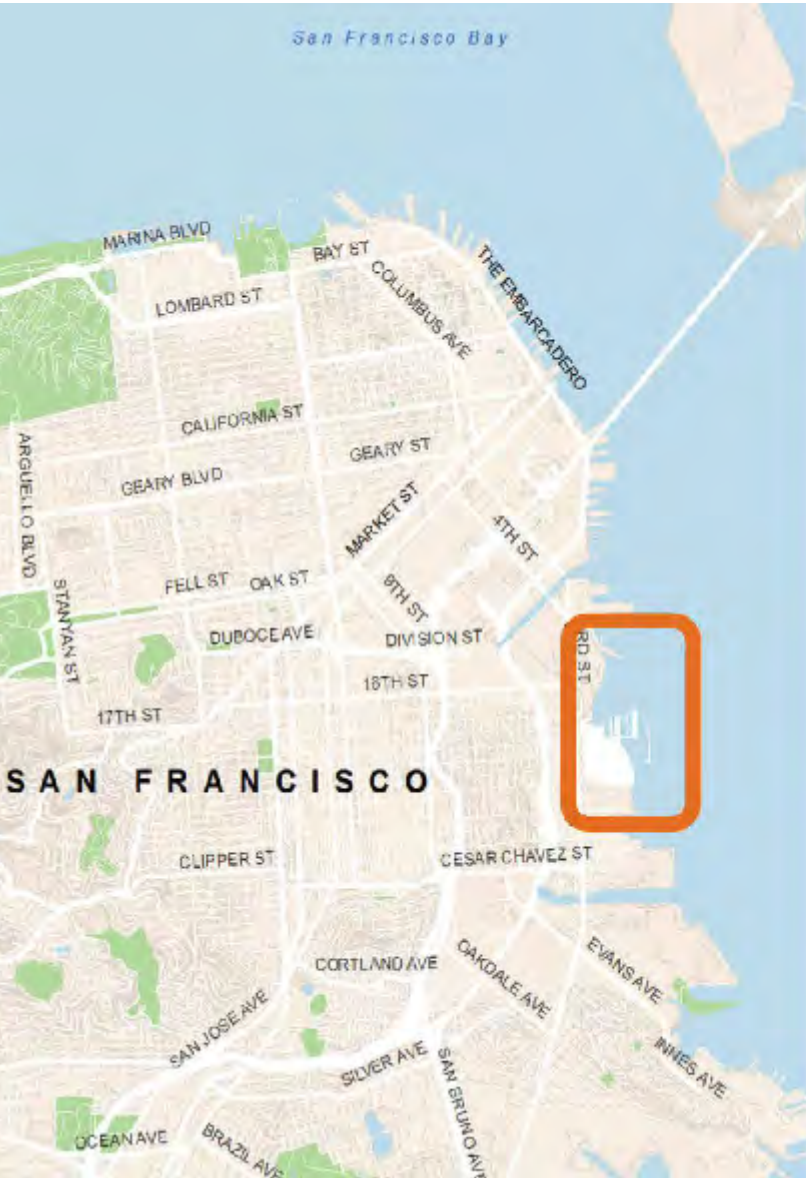
- ✓ Slipway #4 very important, it is a 3D object, a lot of the site should be oriented around it.
- ✓ Maritime use should be a driving force of this design.
- ✓ Land-water connection should be used as a design clue for orienting site elements.
- ✓ Areas around slipway 4 should be simple – so park is largely about slipway 4 and shipbuilding beyond the site.
- ✓ Desire to understand the development parcels in greater detail – massing, use, design and relationship to park.

comments + direction

- ✓ Parcelization of site was not helpful in this design, there should be a very simple level of improvements.
- ✓ Maintain the industrial character of the site, the maritime fields show too much of a garden character.
- ✓ Upper park is too curvilinear, gardenesque.
- ✓ Slip safety and navigation can be addressed by operators.

project overview + **process**

project location







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)

pier 70 master plan : sub-areas

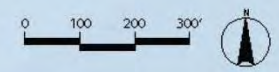


LAND USES + RESOURCES

- Very Significant Historic Resources
- Significant Historic Resources
- Context Historic Resources
- Open Space
- Infill Development Sites
- Ship Repair (Historic Use)
- Former Pier, Wharf or Slipway
- Proposed Building Removal
- Pier 70 Area Boundary
- # Infill Zone

PIER 70 SUB-AREAS

- CRANE COVE PARK (Port of SF)
- HISTORIC CORE (Orton)
- SHIP REPAIR (BAE Systems)
- WATERFRONT SITE (Forest City)
- HILL (Port of SF)



waterfront open spaces : scale + program



MISSION CREEK NORTH + SOUTH:

Dog park, relaxing, picnics, sports play, water access, events, nature preserve, kayaks, walking, community center, sports, amphitheater, community garden

MISSION ROCK:

Views, dogs, relaxing, picnics, water access, large multi-purpose lawn areas, play, events, sports

BAYFRONT / PIER 52:

Views, large multi-purpose lawn area, water access, relaxing, picnics, history, walking, fishing, cycling

CRANE COVE PARK:

Views, lawn, water access, relaxing, picnics, history, play, events, kayaks, cycling

PIER 70 WATERFRONT:

Views, dogs, relaxing, picnics, history, play, events, cycling, dining, art, culture, retail

WARM WATER COVE:

Views, dogs, relaxing, picnics, history, kayaks, cycling, native gardens

Park Acreage

Current / Planned

public + stakeholder input



March 2012

Existing Conditions, Opportunities & Constraints, Project Aspirations – CWAG, Port Commission, Potrero Bosters

May 2012 - *Alternative Concept Plans*

(2 community workshops 100 + participants)

Port Commission

Central Waterfront Advisory Group (CWAG)

SF Architectural Heritage

Potrero Boosters

On Line Comment Survey

December 2012 - Draft Park Master Plan, Cost Estimate and Phasing Proposal

Community Workshop 70+ participants

Port Commission, WDAC, BCDC Design Review Board

CWAG, Potrero Boosters, SF Architectural Heritage

On Line Survey Comment

May – July 2013 Park Master Plan, Cost & Phasing

Community Workshop 50+ participants

Port Commission, WDAC, BCDC Design Review Board

CWAG, Potrero Boosters, SF Architectural Heritage

On Line Survey Comment

August 2013, SF Historic Preservation Commission, Key Stakeholders, Adjacent Tenants



The Ramp Restaurant

urban beach

Kneass

Illinois St

Potential Dev. Site

Bldg 49

14

Slipway 4

maritime fields

open green

109+110 yard

Bldg 109

110

50

30

0 20 50 100ft



19th St extension

FINAL master plan
09/2013

slipway 4
(crane plaza + keel park)

Third St

18th St

19th St

Shipyard



PROPOSED master plan
09/2013

site understanding + analysis

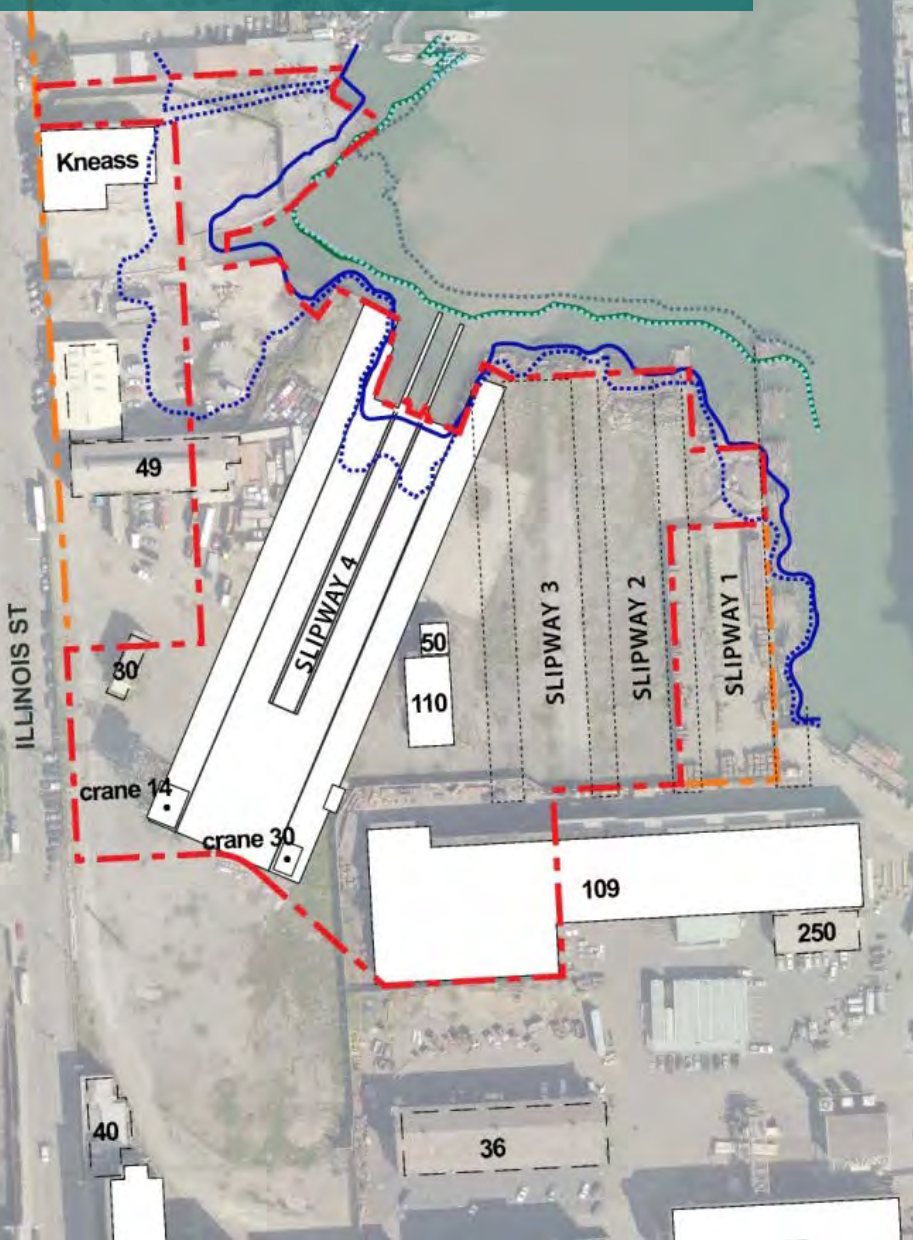
project site



key factors

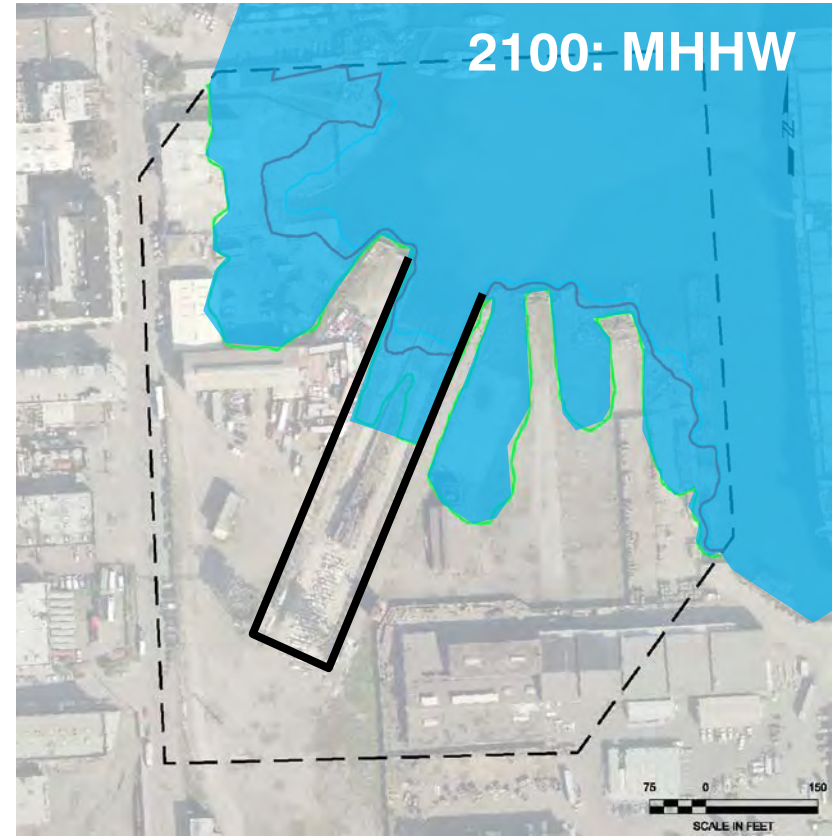
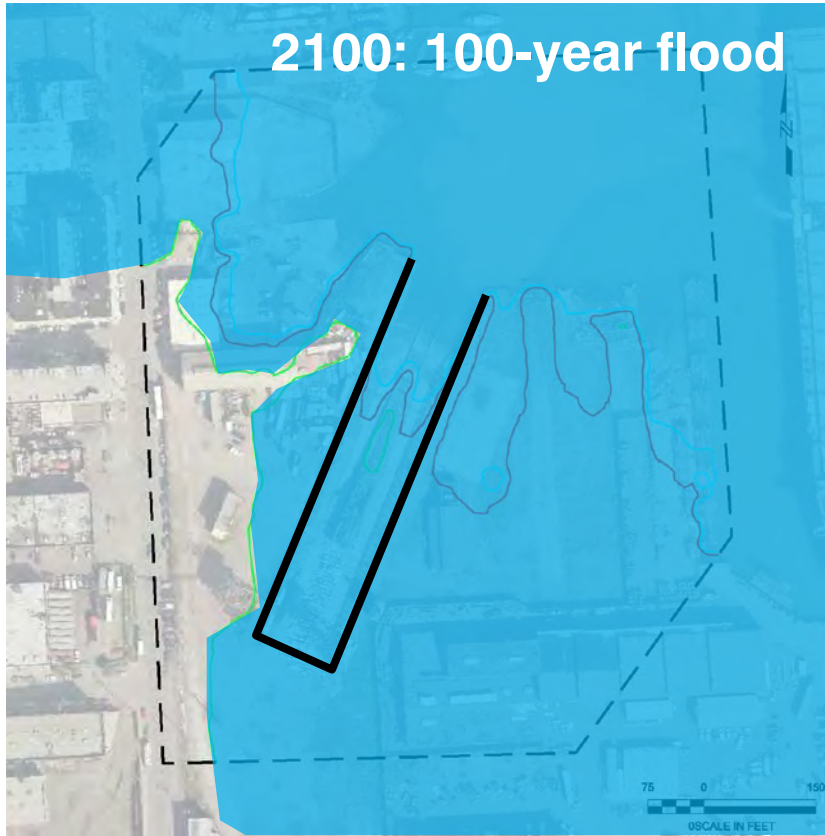
- ✓ sea levels
- ✓ grading and environmental remediation
- ✓ site connectivity (water + land)
- ✓ new development
- ✓ historic preservation

1. sea levels



- highest observed tide
-2.4 ft (city datum) 8.8 ft (NAVD88)
- MHHW -4.9' (city datum) 6.3' (NAVD88)
- NAVD88 -11.2' (city datum) 0.0' (NAVD88)
- MLLW -11.3' (city datum) -0.2' (NAVD88)
- lowest observed tide
-13.9' (city datum) -2.7' (NAVD88)

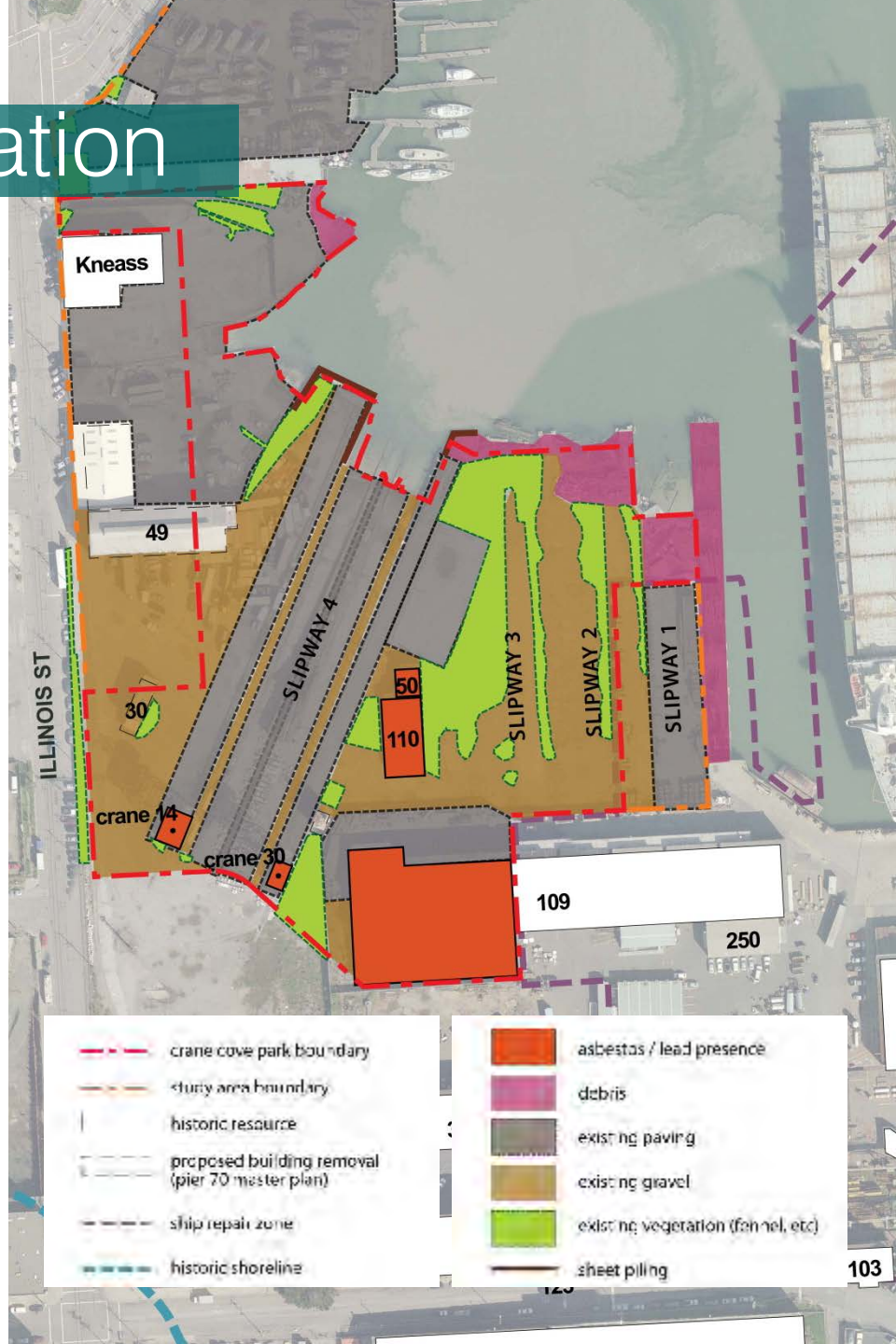




- AREA OF INFLUENCE**
- YEAR 2010 (-2.1' CCSF)**
- YEAR 2050 (-0.8' CCSF)**
- YEAR 2100 (2.5' CCSF)**

- AREA OF INFLUENCE**
- MHHW 2011 (-4.9' CCSF)**
- MHHW 2050 (-3.6' CCSF)**
- MHHW 2100 (-0.3' CCSF)**

2. grading + remediation





~7.0 FT drop



~0.0 FT drop

3. connectivity



-  crane cove park boundary
-  access
-  proposed blue greenway
-  proposed bay water trail
-  existing light rail
-  proposed light rail
-  pedestrian linkage
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-  ghost piles (former pier 64)

4. development

keep + improve
boat repair on
current location



reconfigure
development
parcels





FINAL development envelope



FINAL development envelope

5. historic preservation

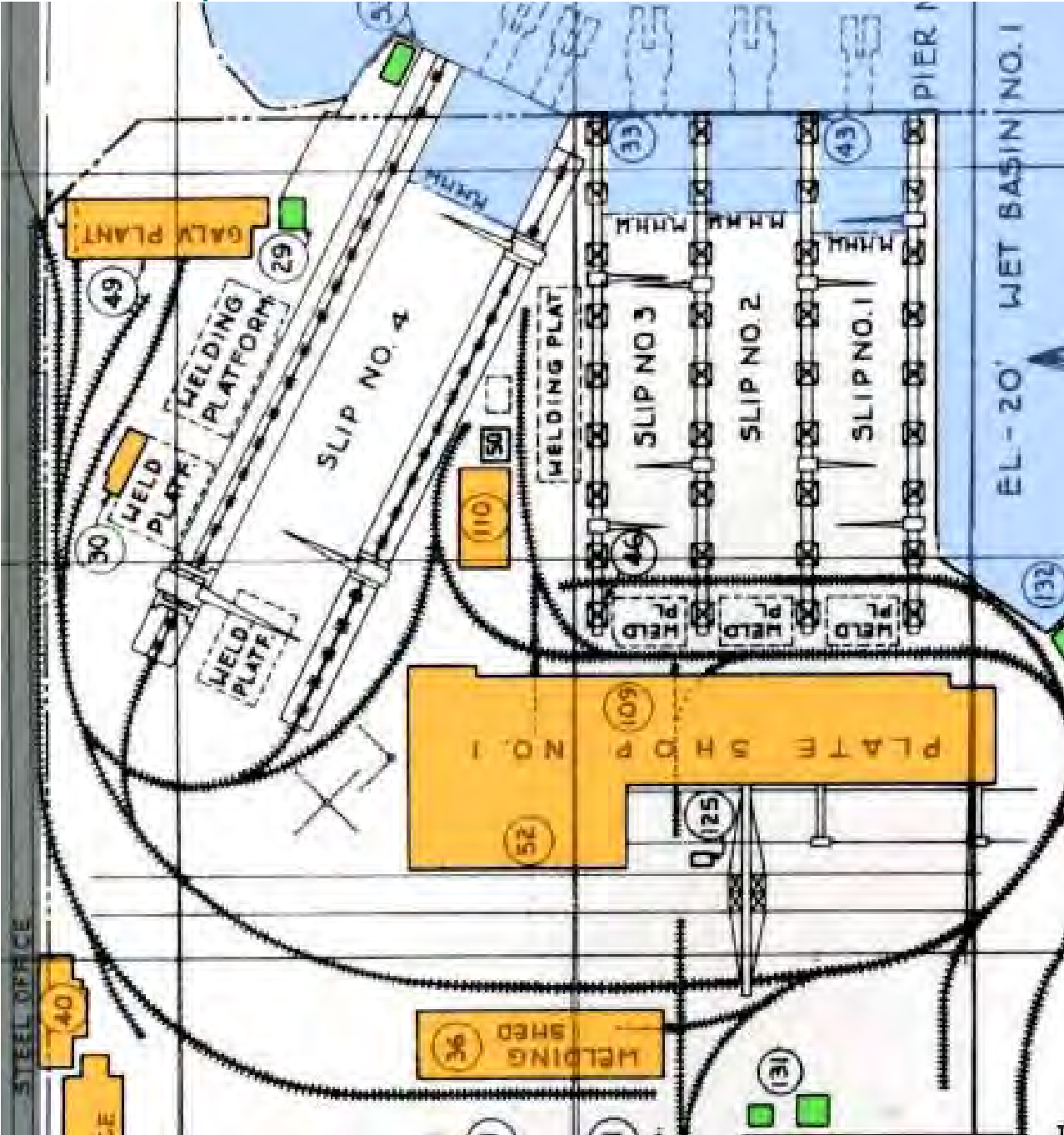
For each contributing element:

- What are the character-defining features?
- What are the interpretive opportunities/ storylines?
- Guidelines for future treatment?
- Appropriate future uses?

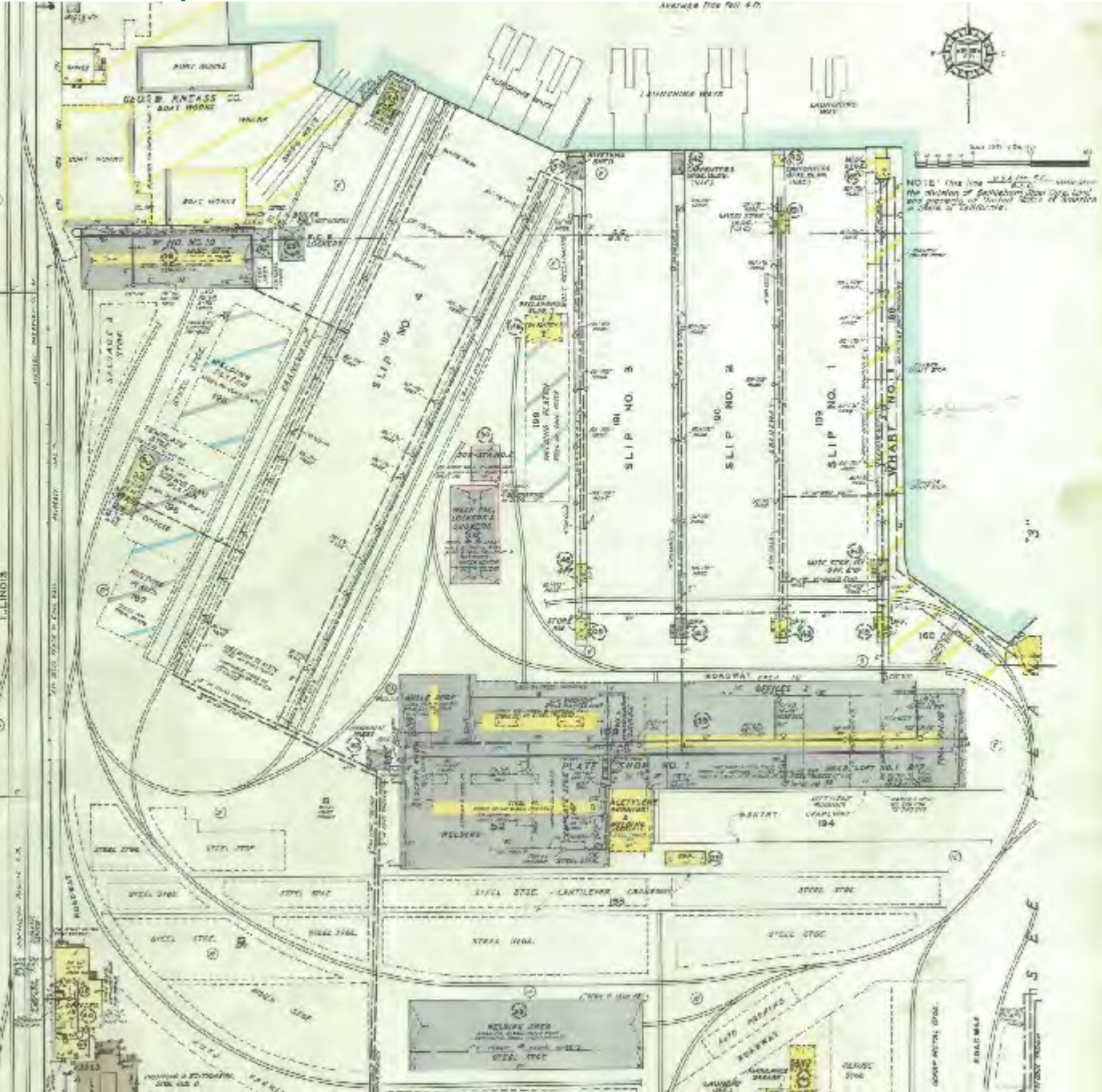
historic resources



1945 site plan



1959 site plan



Evaluating the Project

- Overall Approach
- Site Access/Circulation
- Slipway No. 4
- Buildings 109 and 110
- Buildings 30, 49, and 50
- Cranes 14 and 30
- Development Parcel(s)





The Ramp

Kneass

Third St

Illinois St

18th St

Bldg 49

Slipway 4

Slipway 3

Slipway 2

Slipway 1

Shipyard

B30

B110 B50

Cr14

Cr30

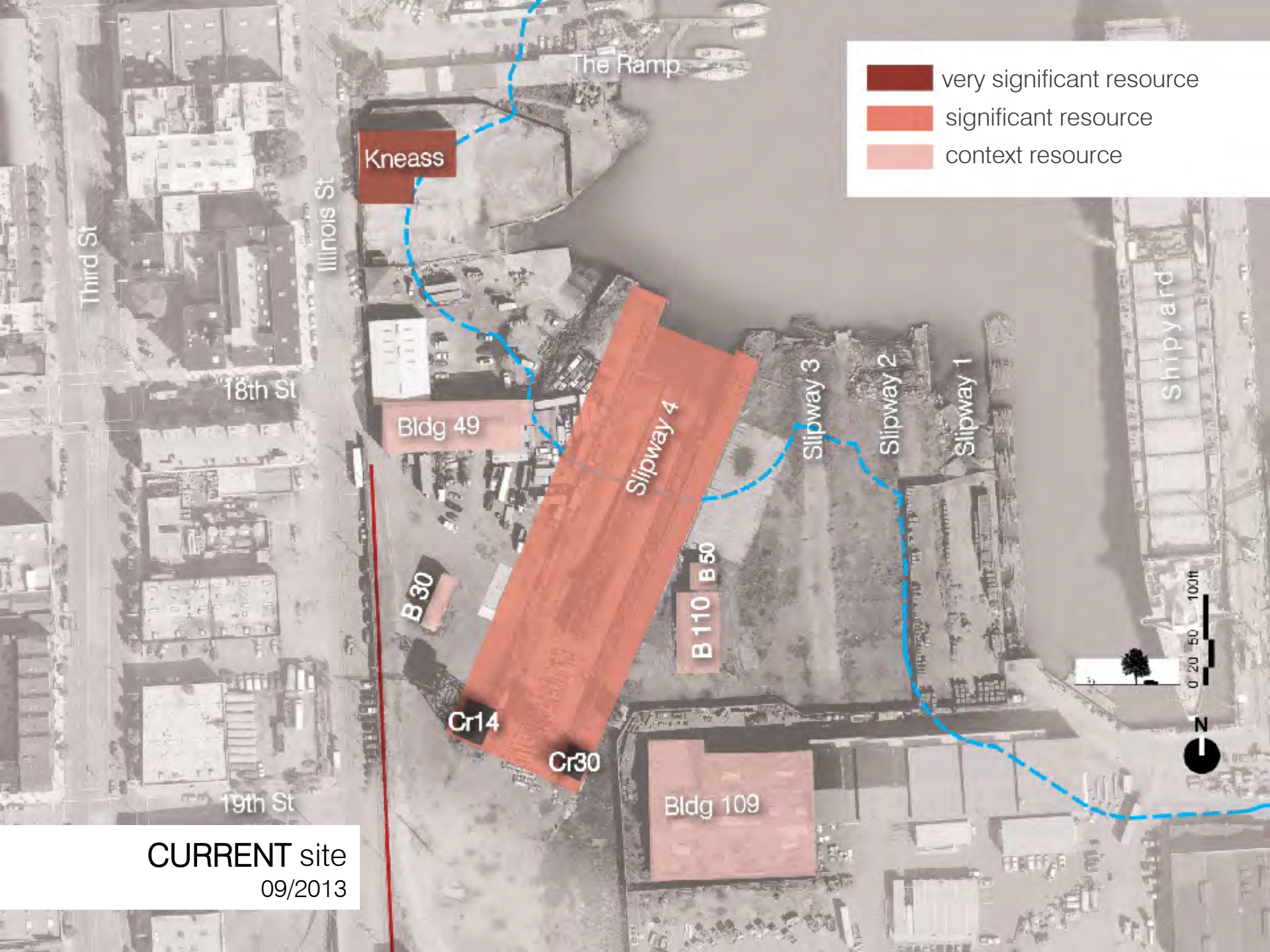
Bldg 109

19th St

CURRENT site
09/2013

0 20 50 100ft





- very significant resource
- significant resource
- context resource

CURRENT site
09/2013

0 20 50 100ft



The Ramp

Kneass

Bldg 49

B 30

Cr14

Cr30

B 110 B 50

Bldg 109

Slipway 4

Slipway 3

Slipway 2

Slipway 1

Shipyard

Third St

Illinois St

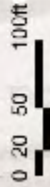
18th St

19th St



- very significant resource
- significant resource
- context resource

PROPOSED master plan
09/2013





The Ramp Restaurant

Kneass

Potential Dev. Site

Bldg 49

14

Slipway A

110 50

Bldg 109

110 50

Shipyard

Third St

Illinois St

18th St

19th St

19th St extension

0 20 50 100ft



PROPOSED master plan
09/2013

crane cove park

master plan

landscape design concept

project goals

- ✓ **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



history
preservation
interpretation



open space
programming
recreation



history

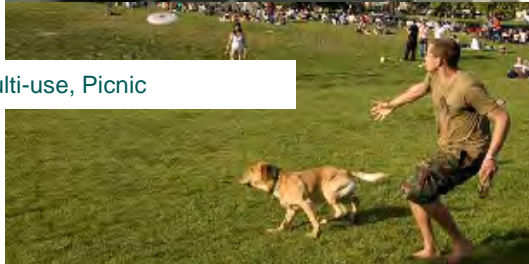
Human-powered boating



Biking, Walking



Multi-use, Picnic

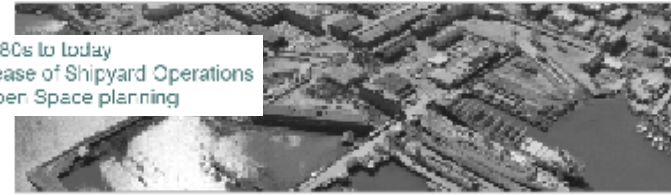


Gathering



program

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



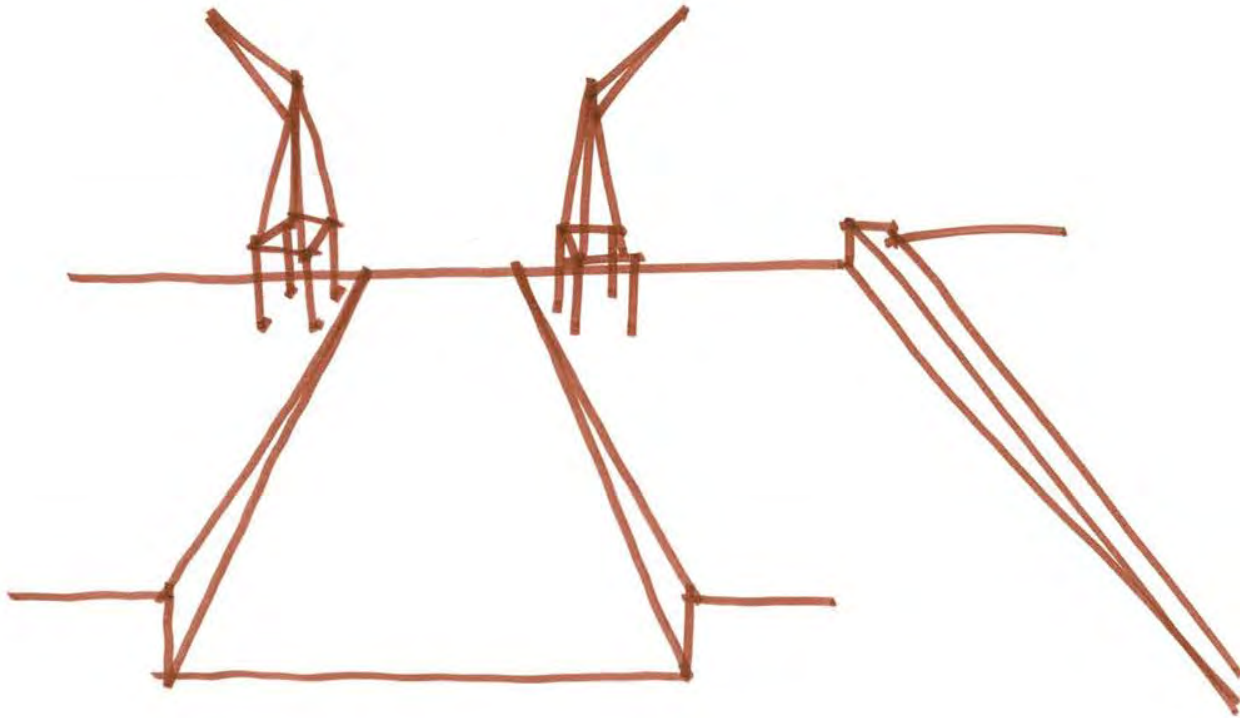
1900 - 1935
Expansion | Modernization
panama canal + World War I



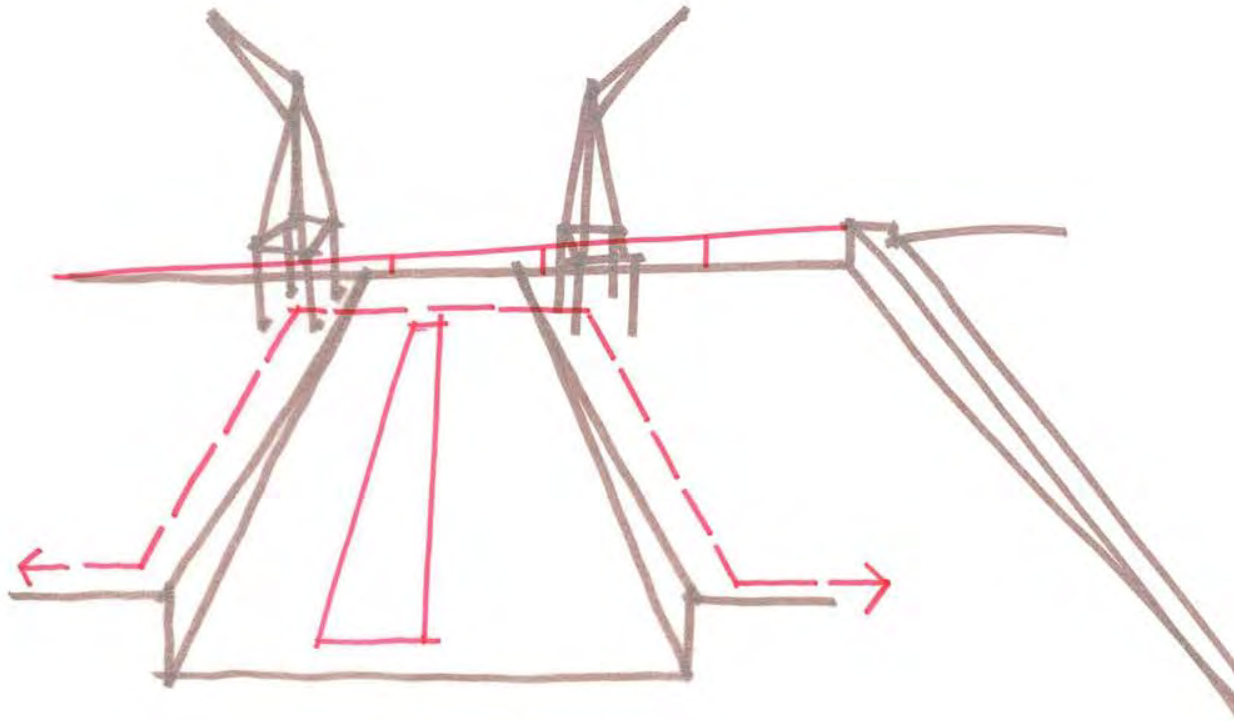
1900s or earlier
Original Iron Works



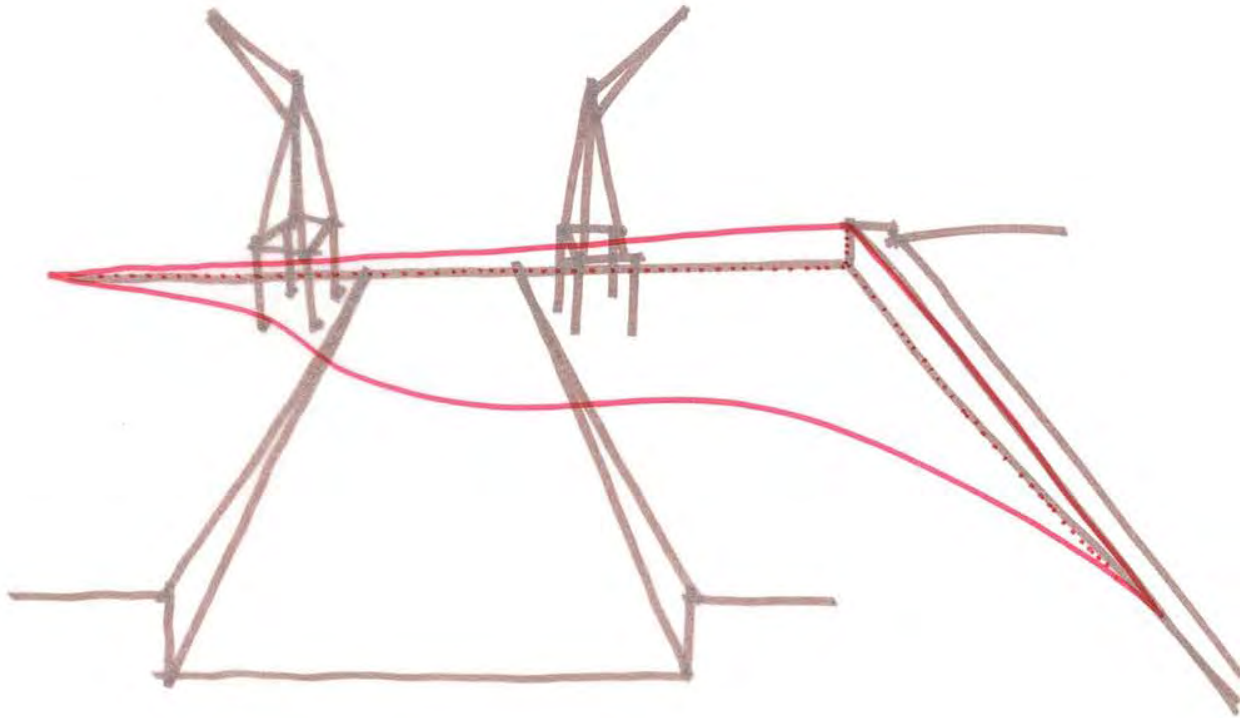
overall approach : preservation | recreation



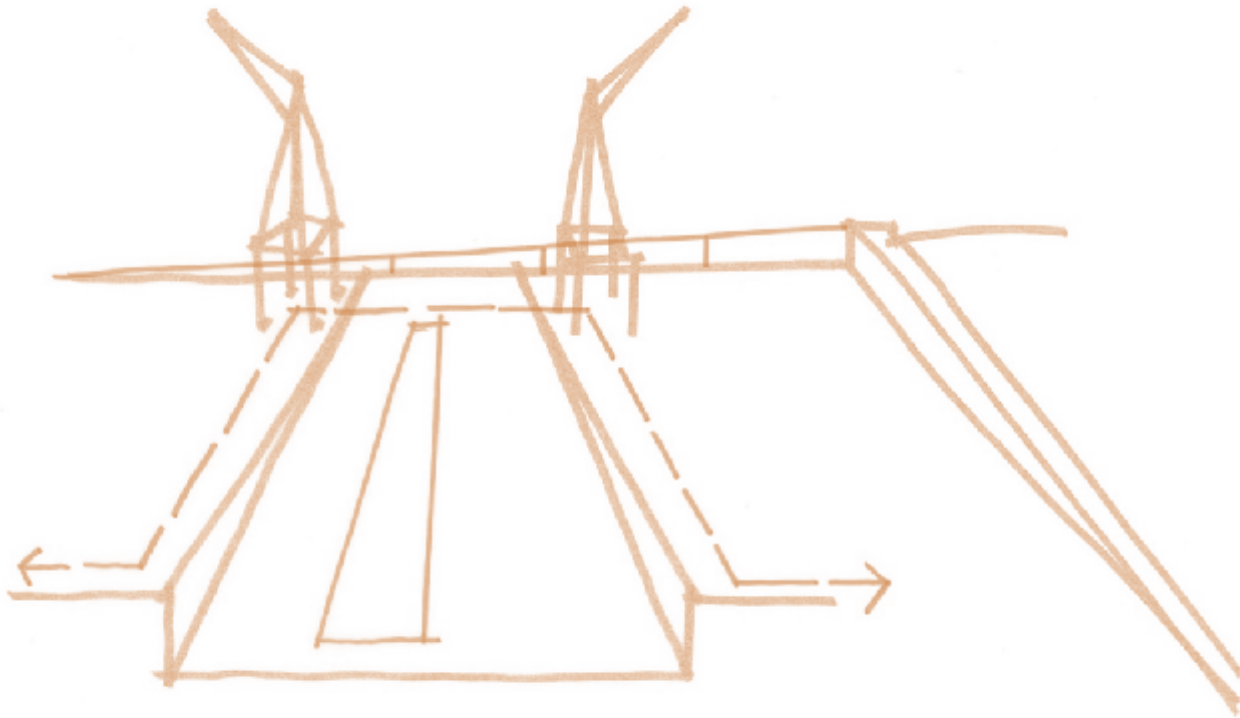
overall approach : preservation | recreation



overall approach : preservation | recreation



overall approach : preservation | recreation



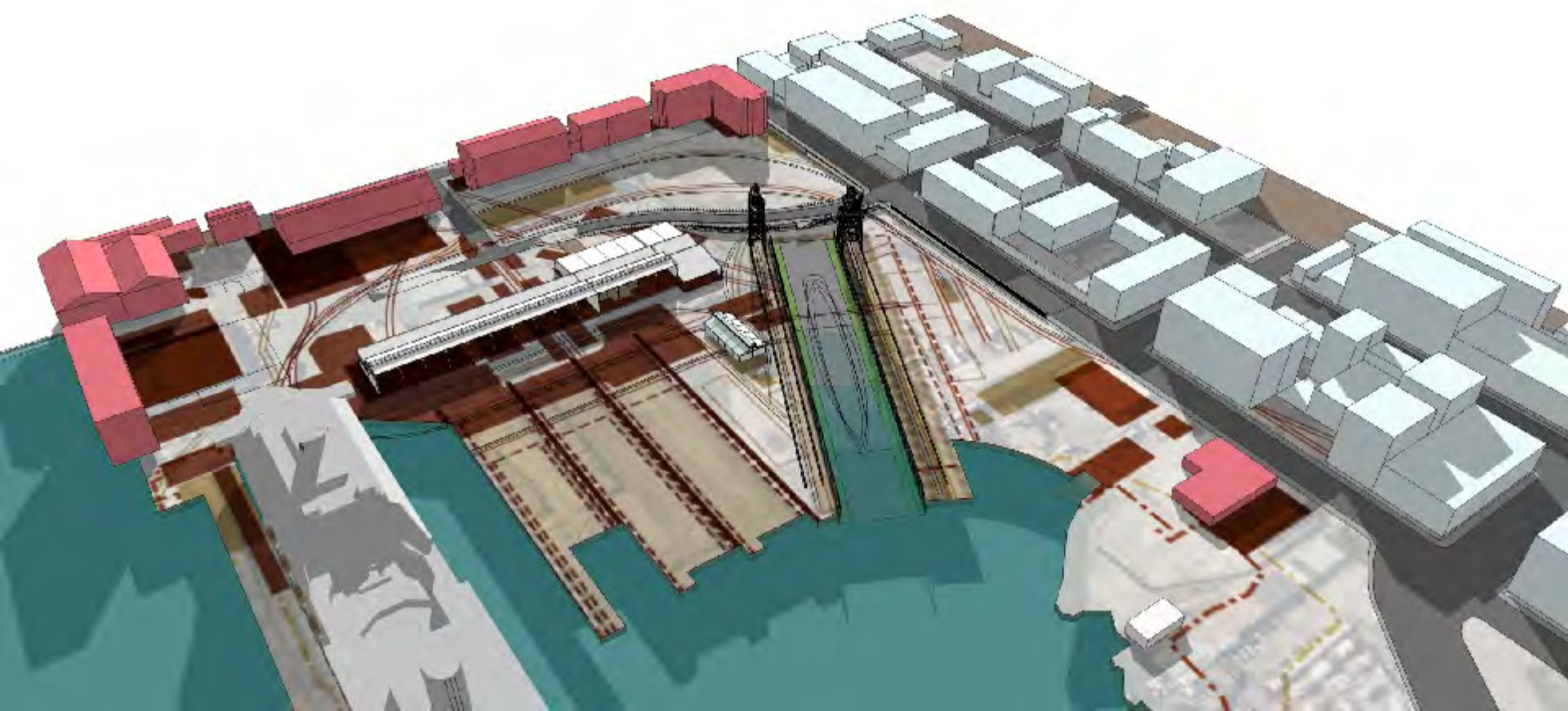
lines / (e) traces

master plan design alternative 1

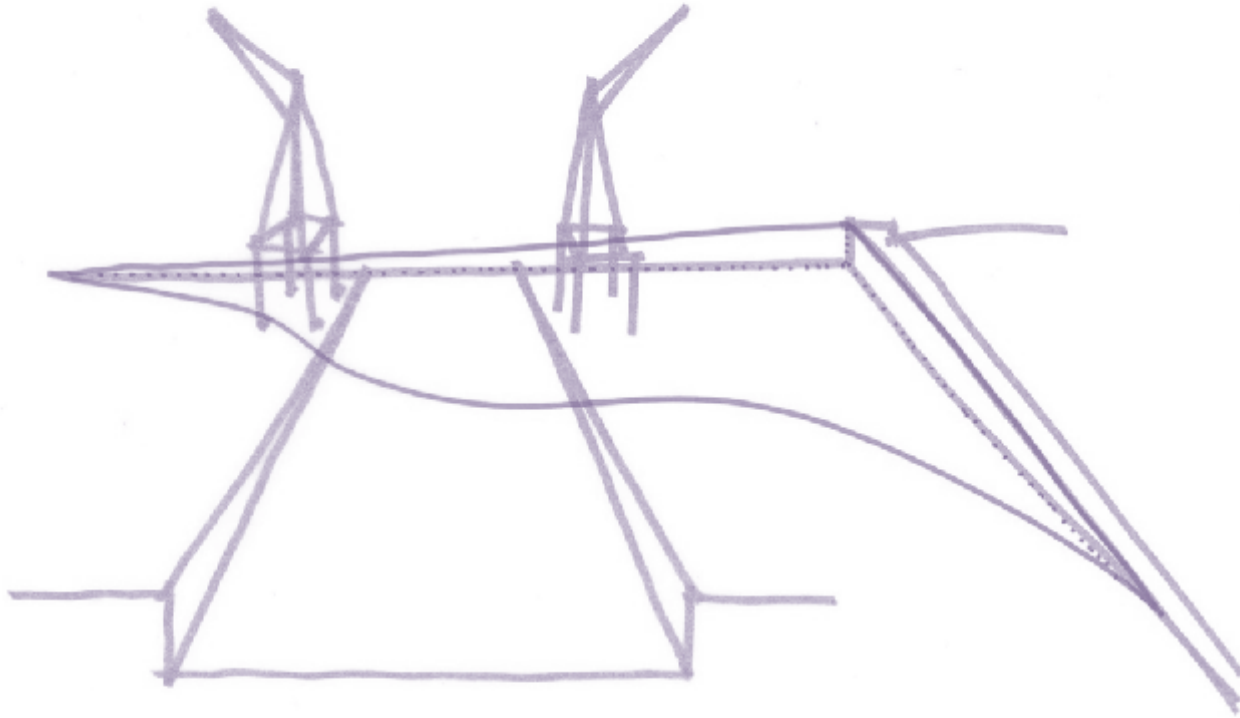
overlay : all eras



design process : lines + (e) traces



overall approach : preservation | recreation



patches / (h) uses

master plan **design** alternative 2

patches overlay : all eras

storage yard

slipway (assembly)

launching zone

welding platform

RR intersection



detention zone

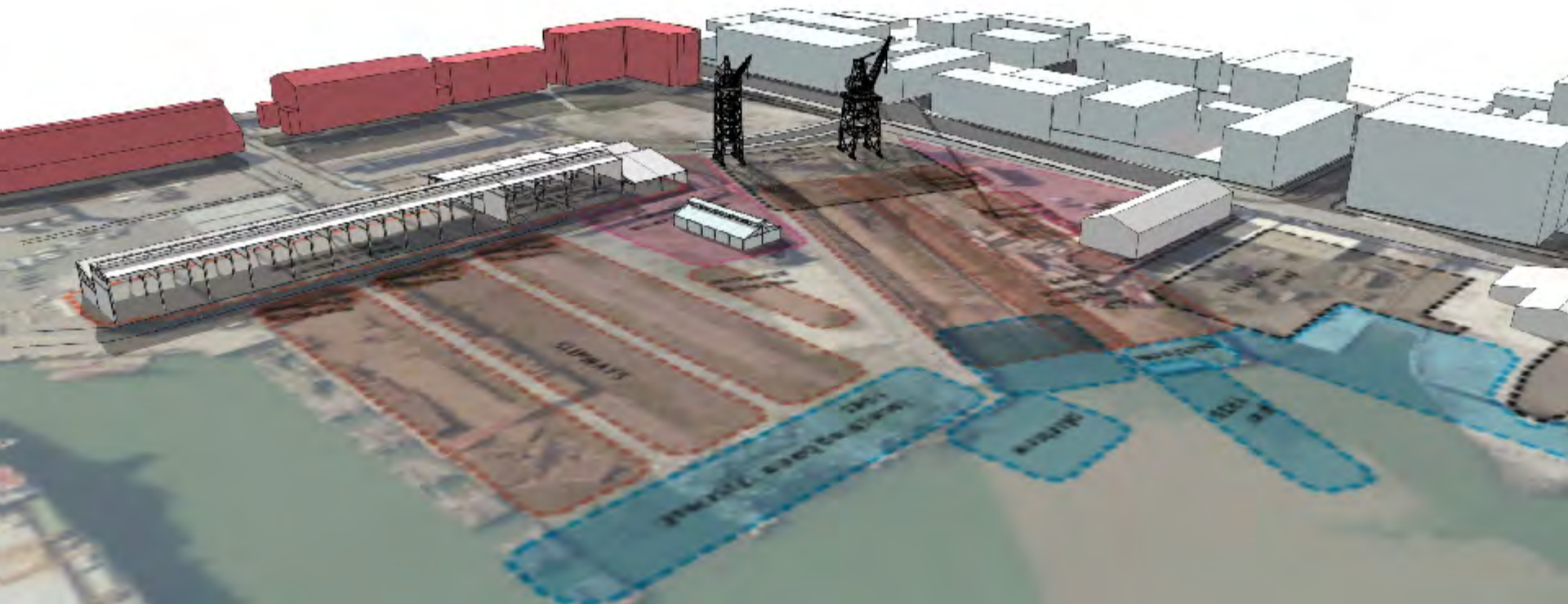
gathering areas

overlooks

raised planter

smaller gathering
picnic

design process : patches + (h) uses



crane cove park



history

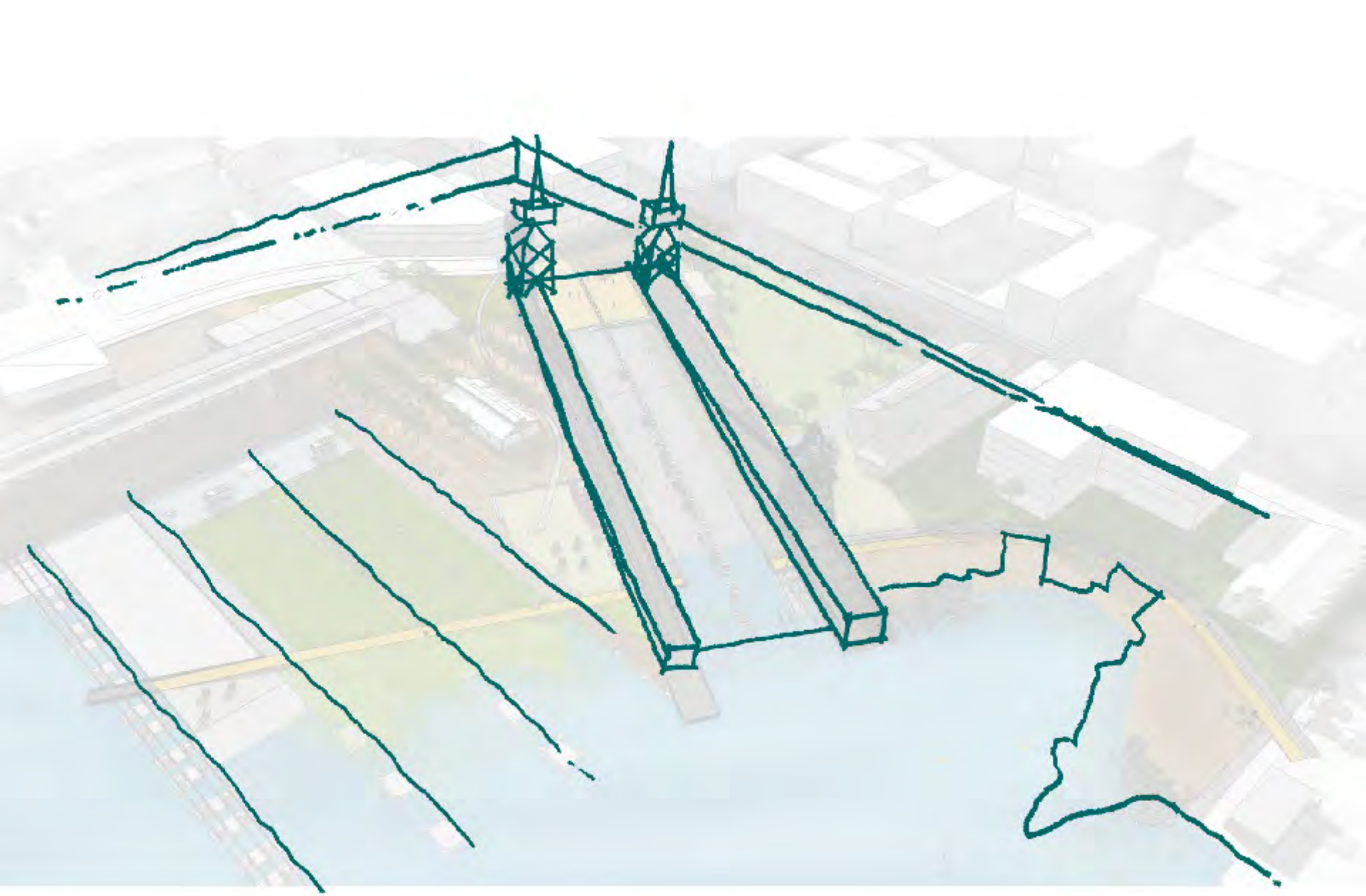


water

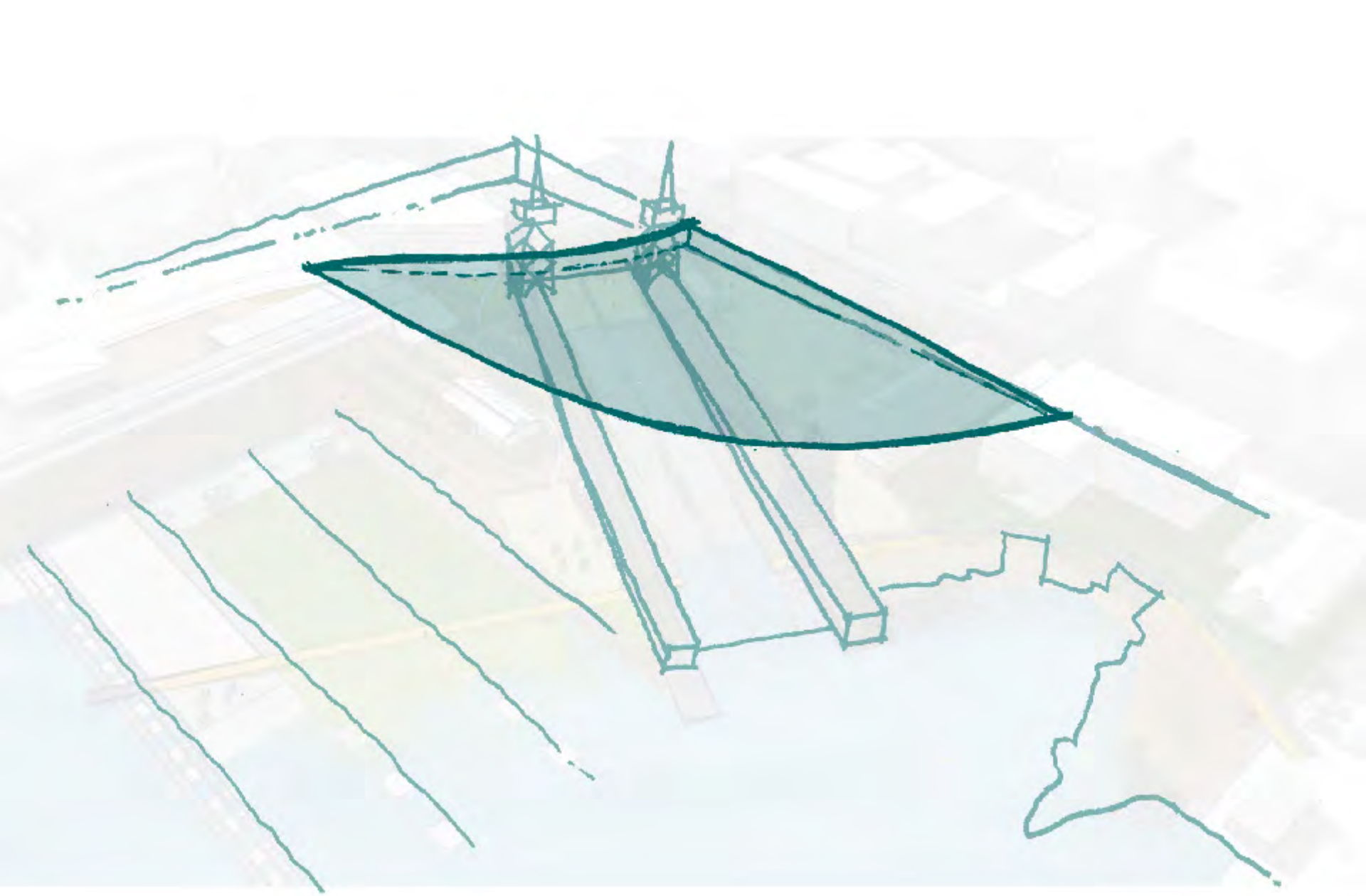


program

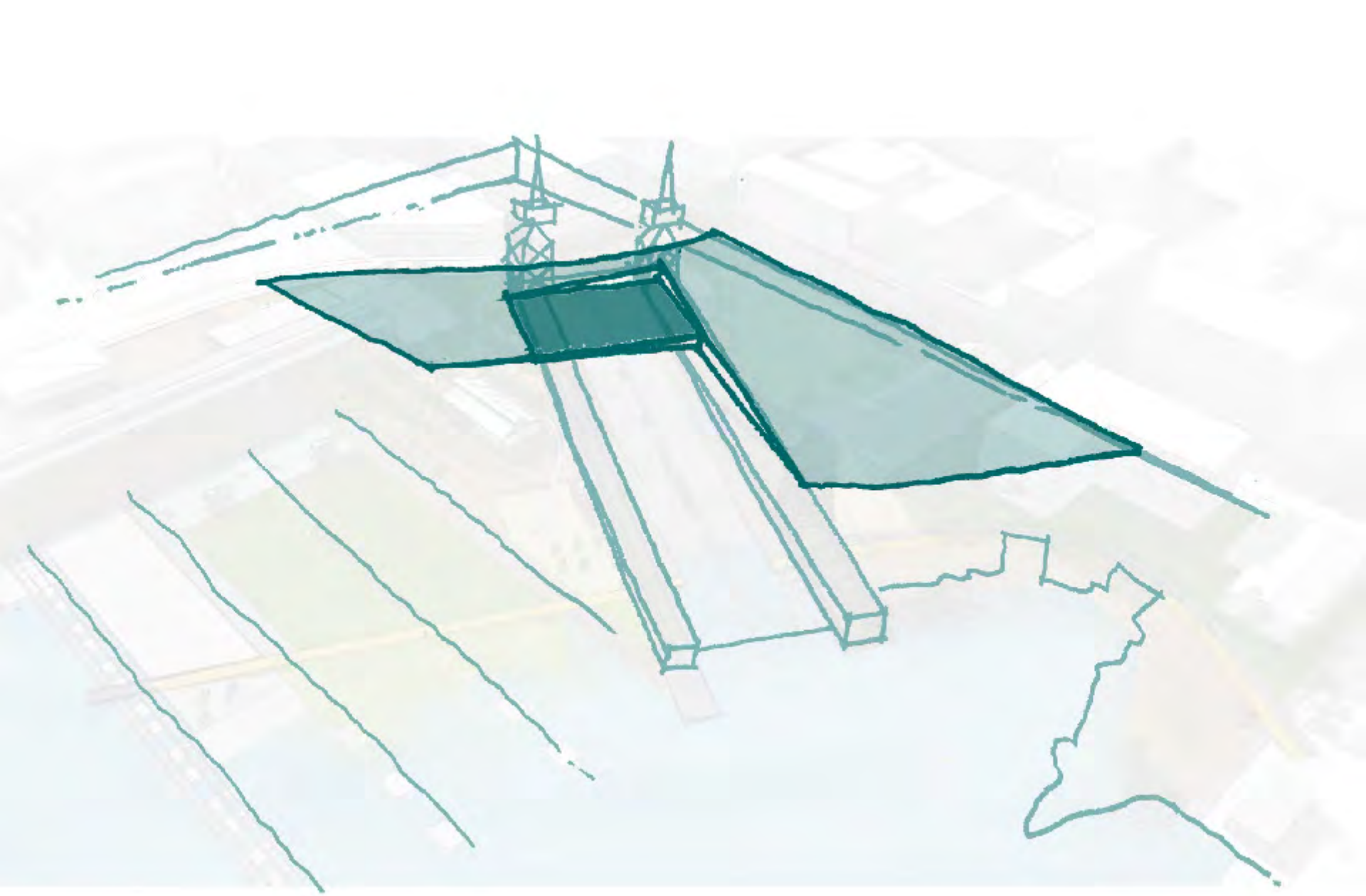




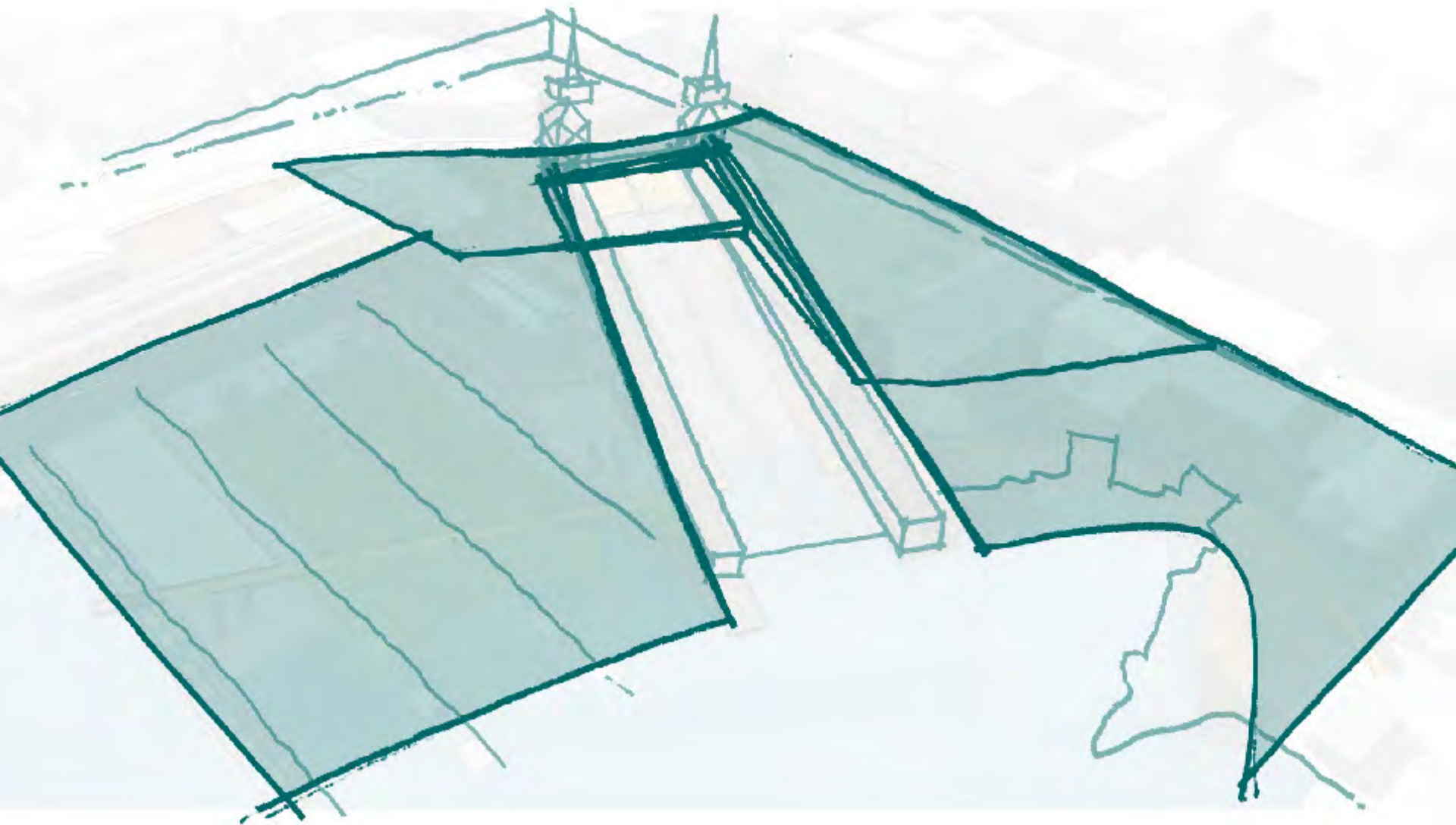
existing conditions



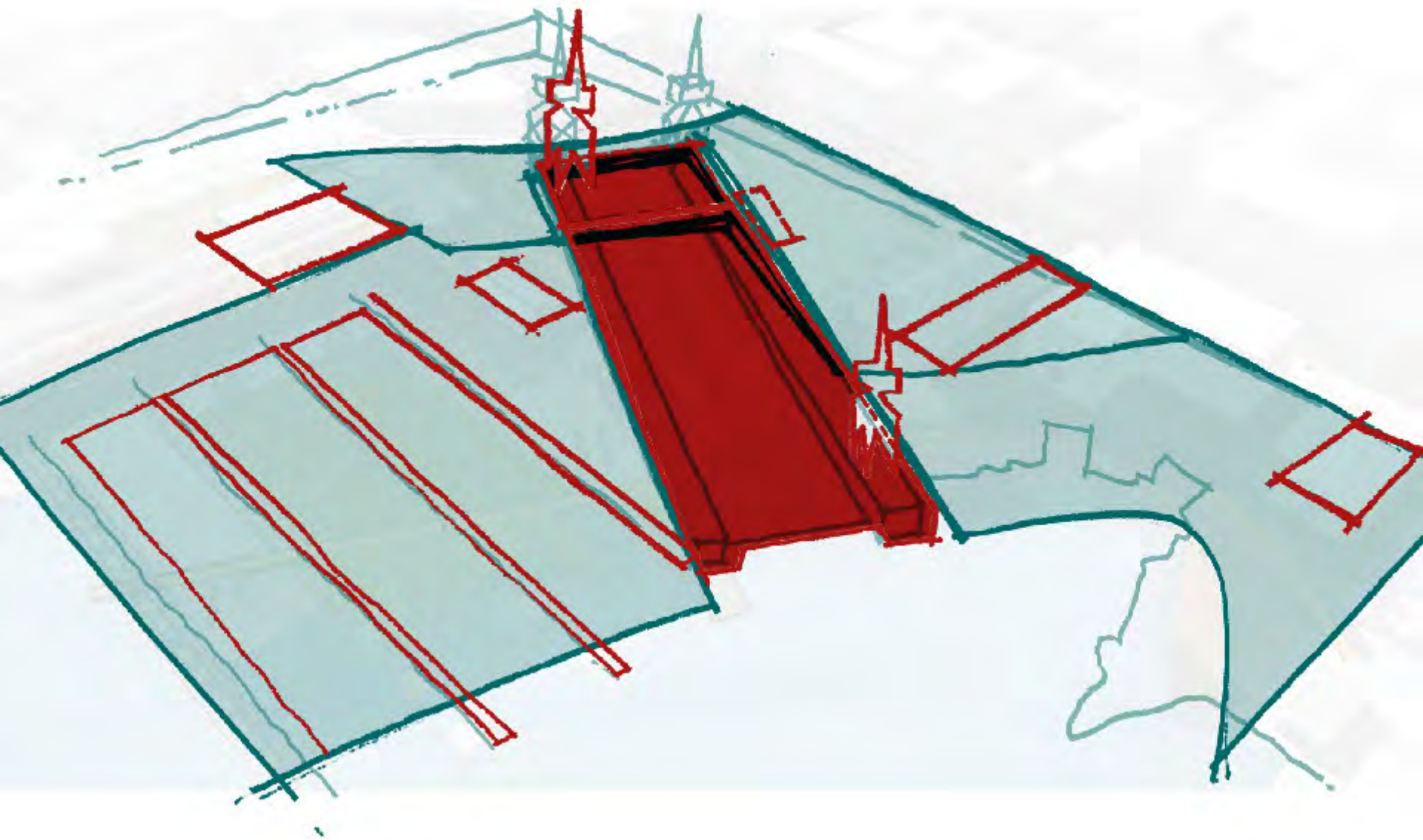
connecting to the city's edge



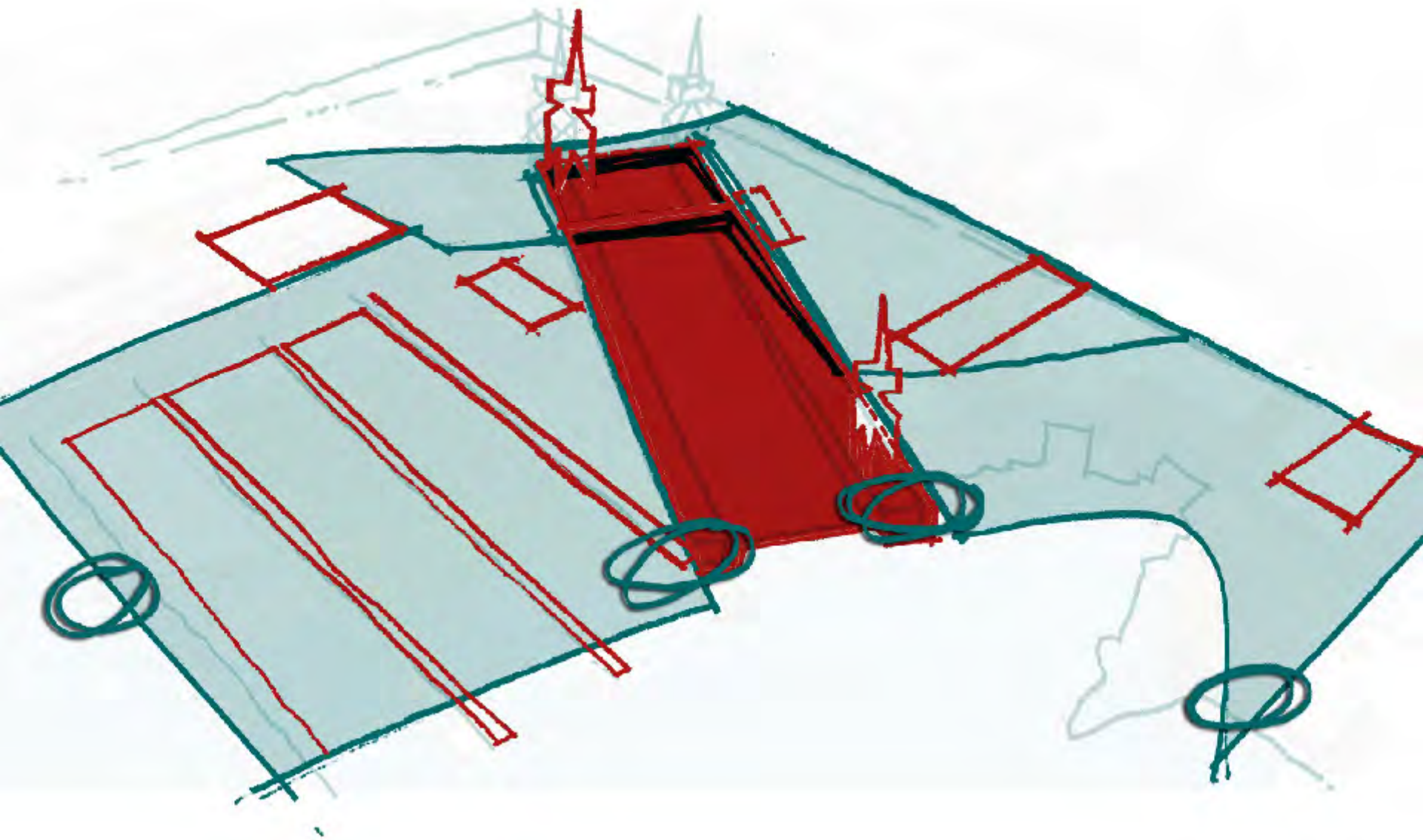
creating gateway



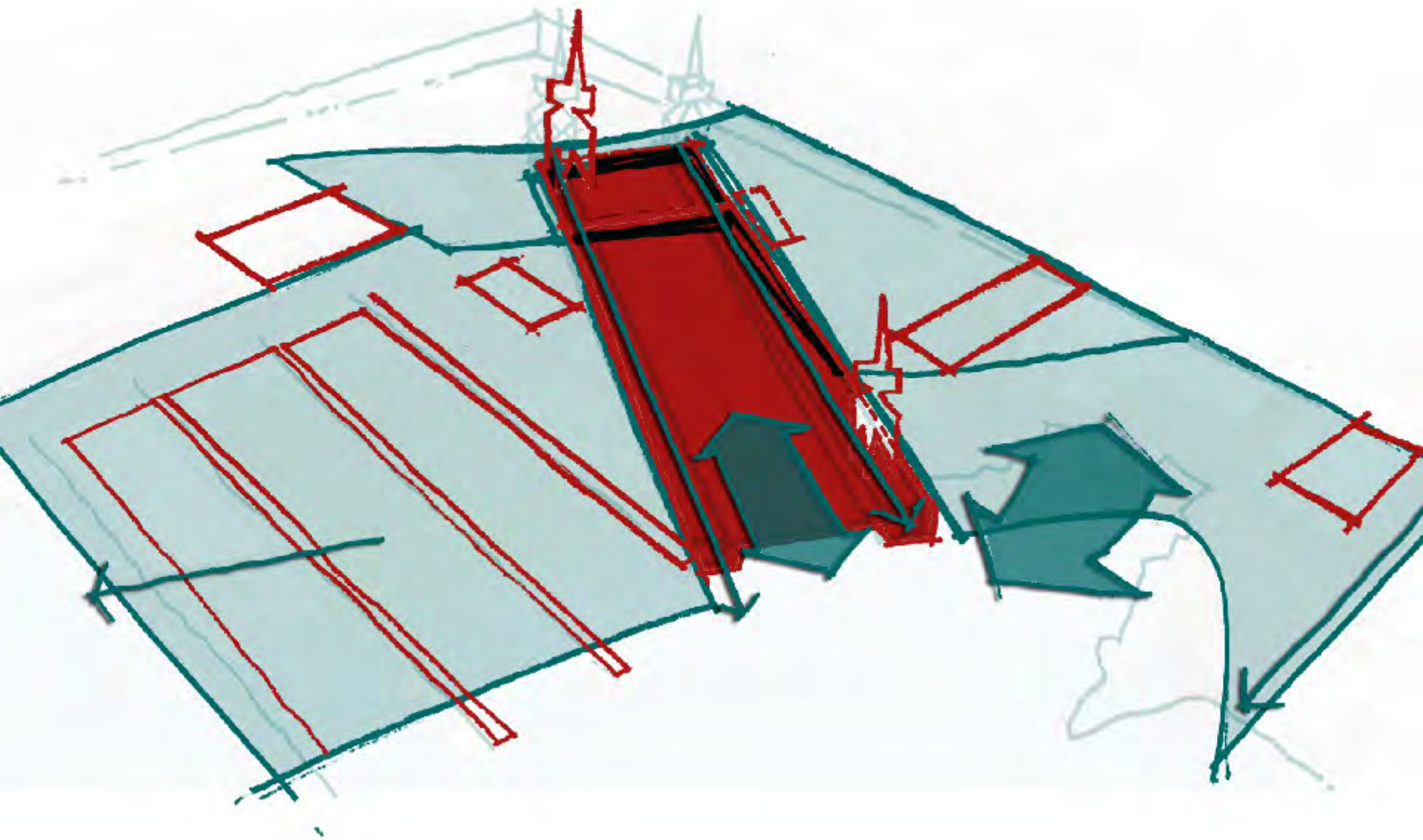
slipway in the park



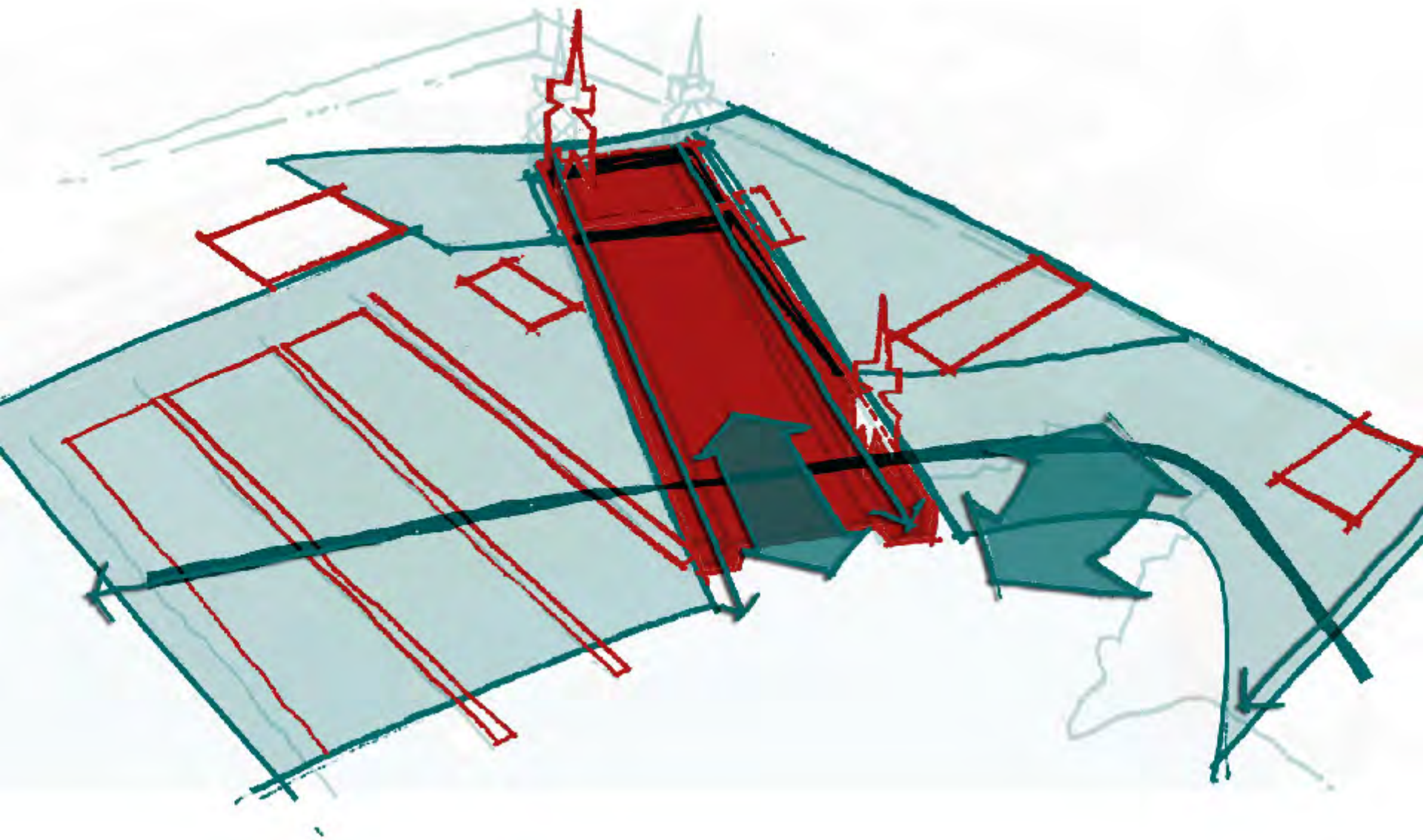
historic resources



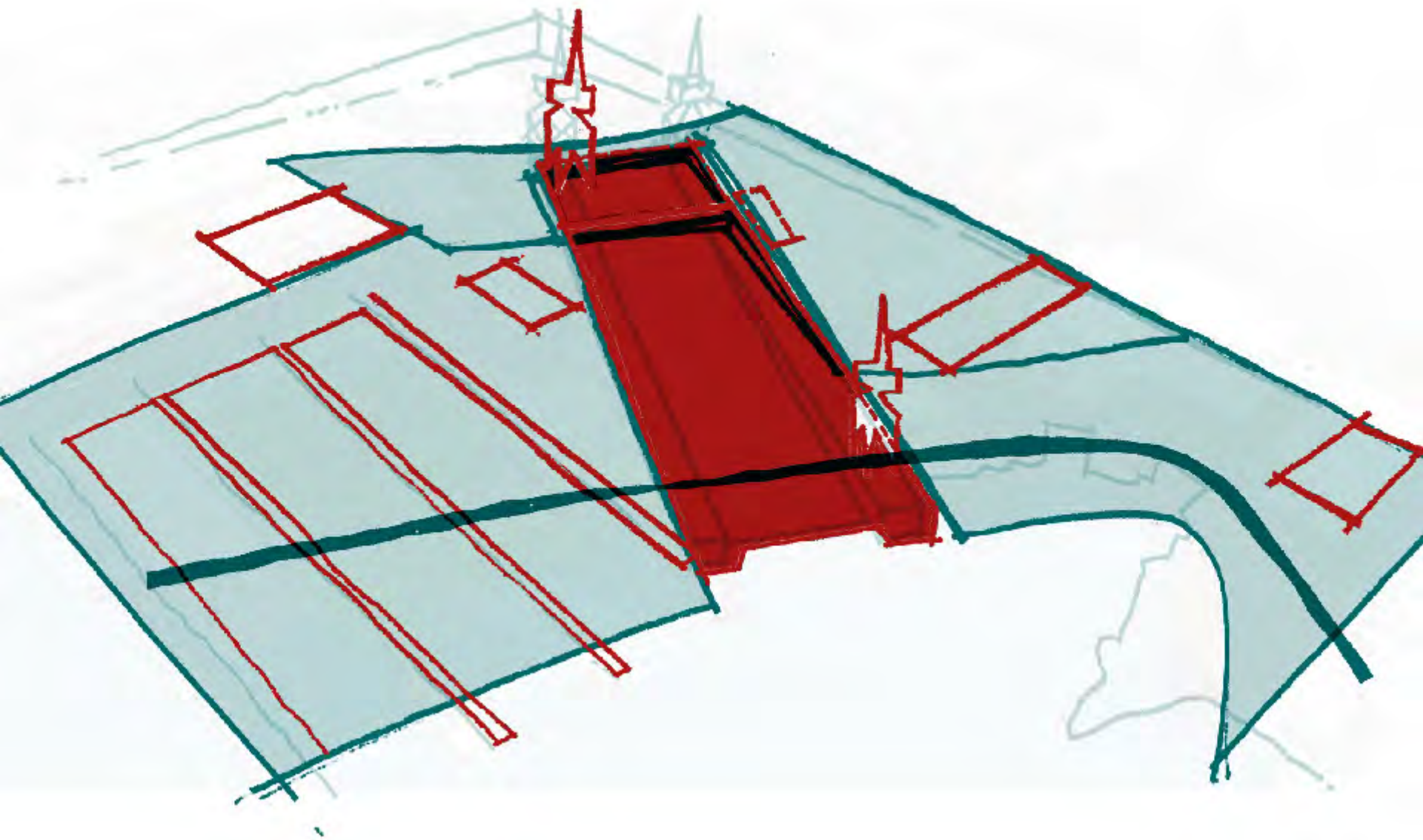
shoreline destinations



water connectivity

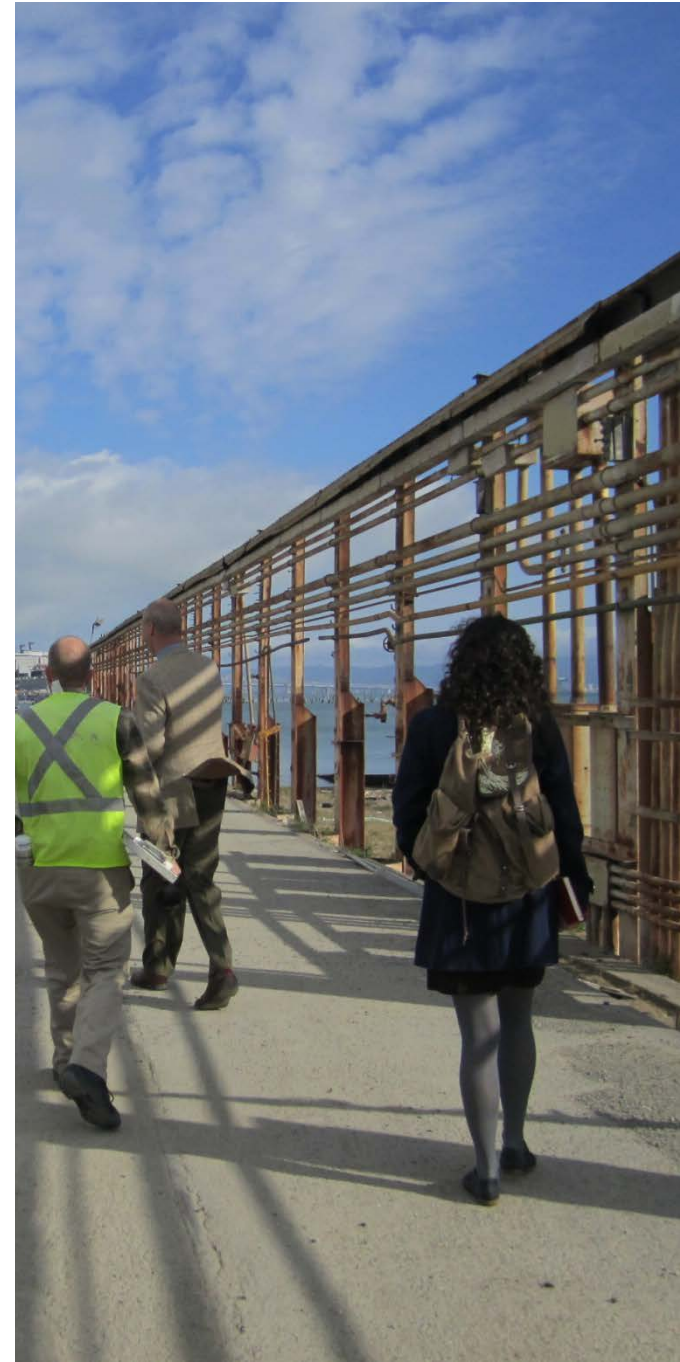
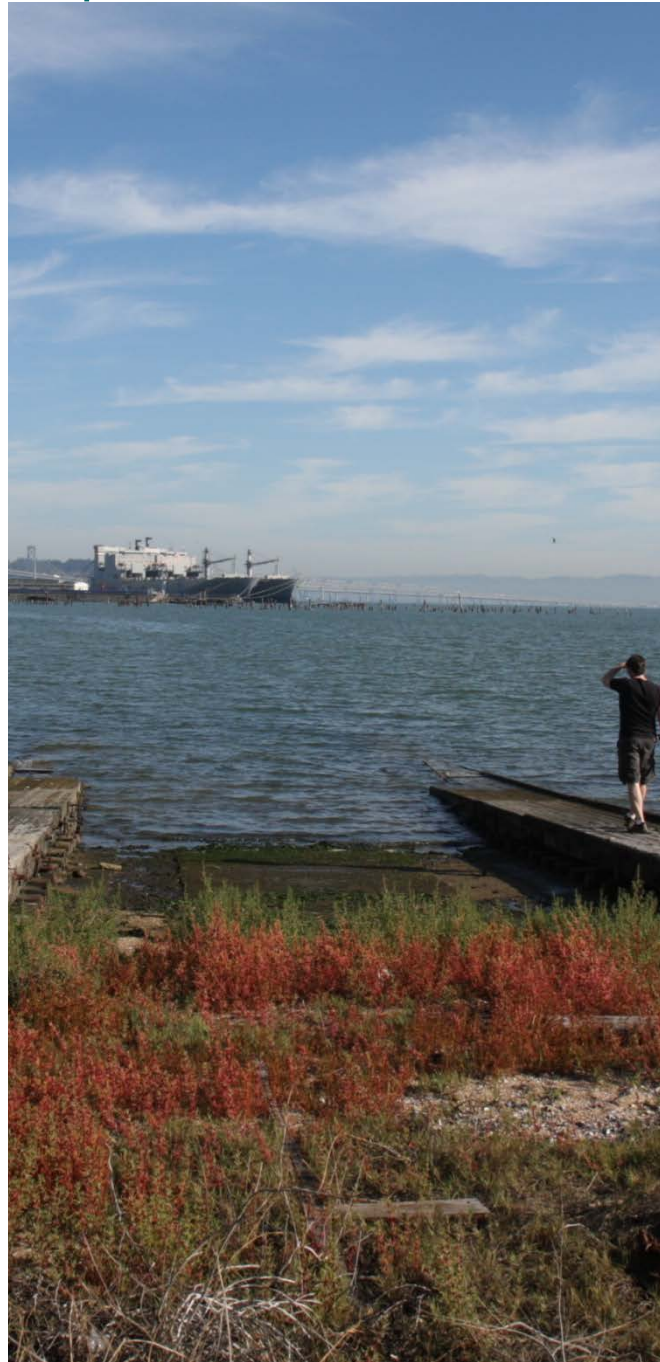


connecting the edge



shoreline path

character concept



character concept



1

finding
weak
spots



2

covering
existing
surfaces



blurred edge



line



additive visual field



3 replacing former structures

connected field



4 highlighting structures or features

revealing

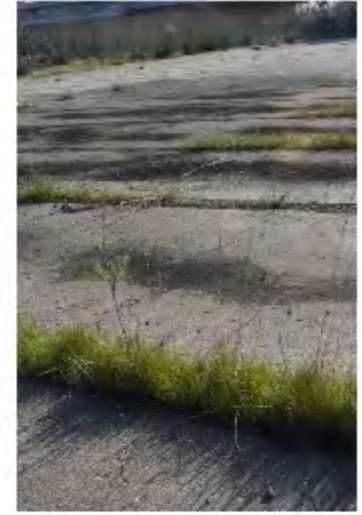


deleted boundaries



reframing view

character concept

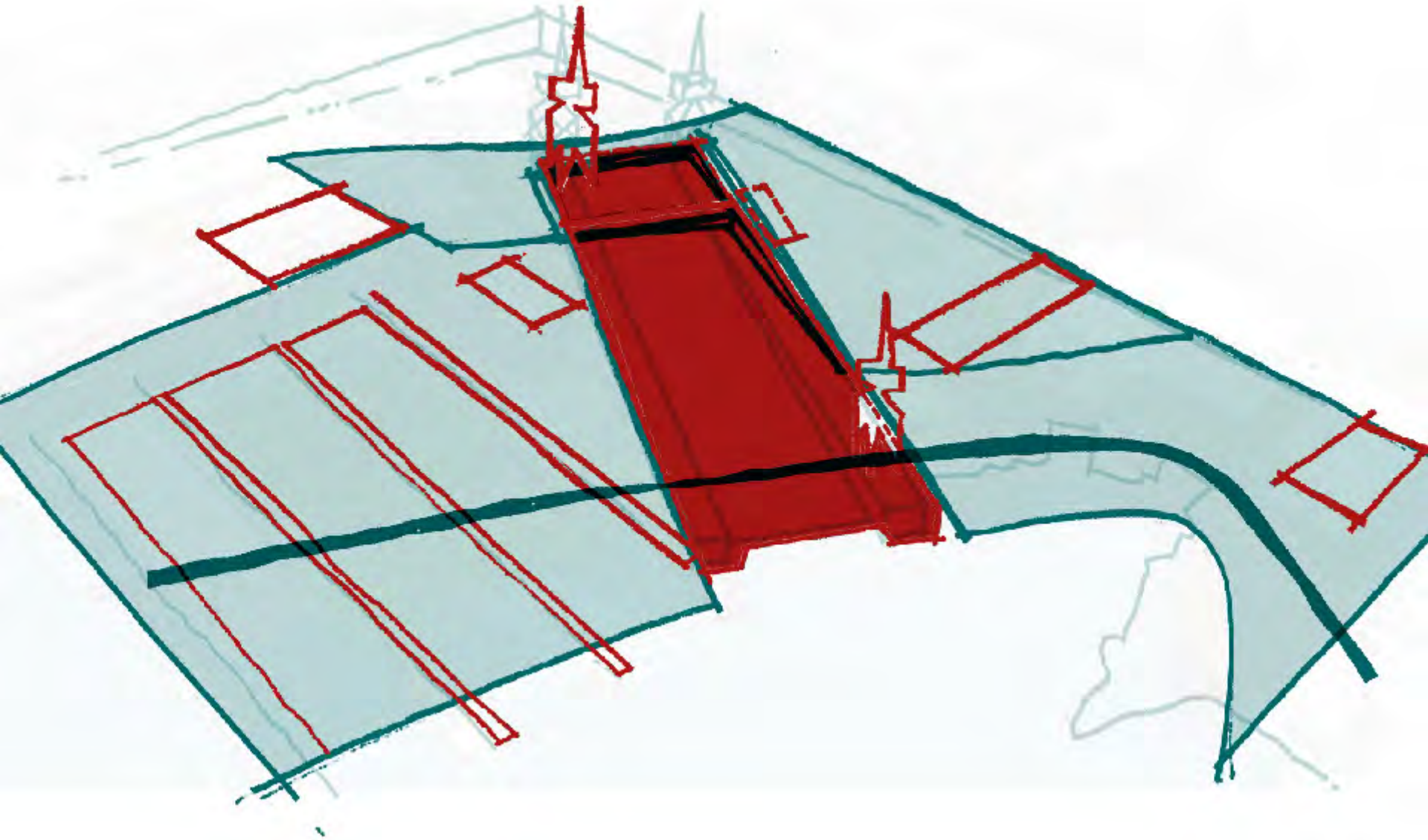


level of physical intervention

materials + vegetation

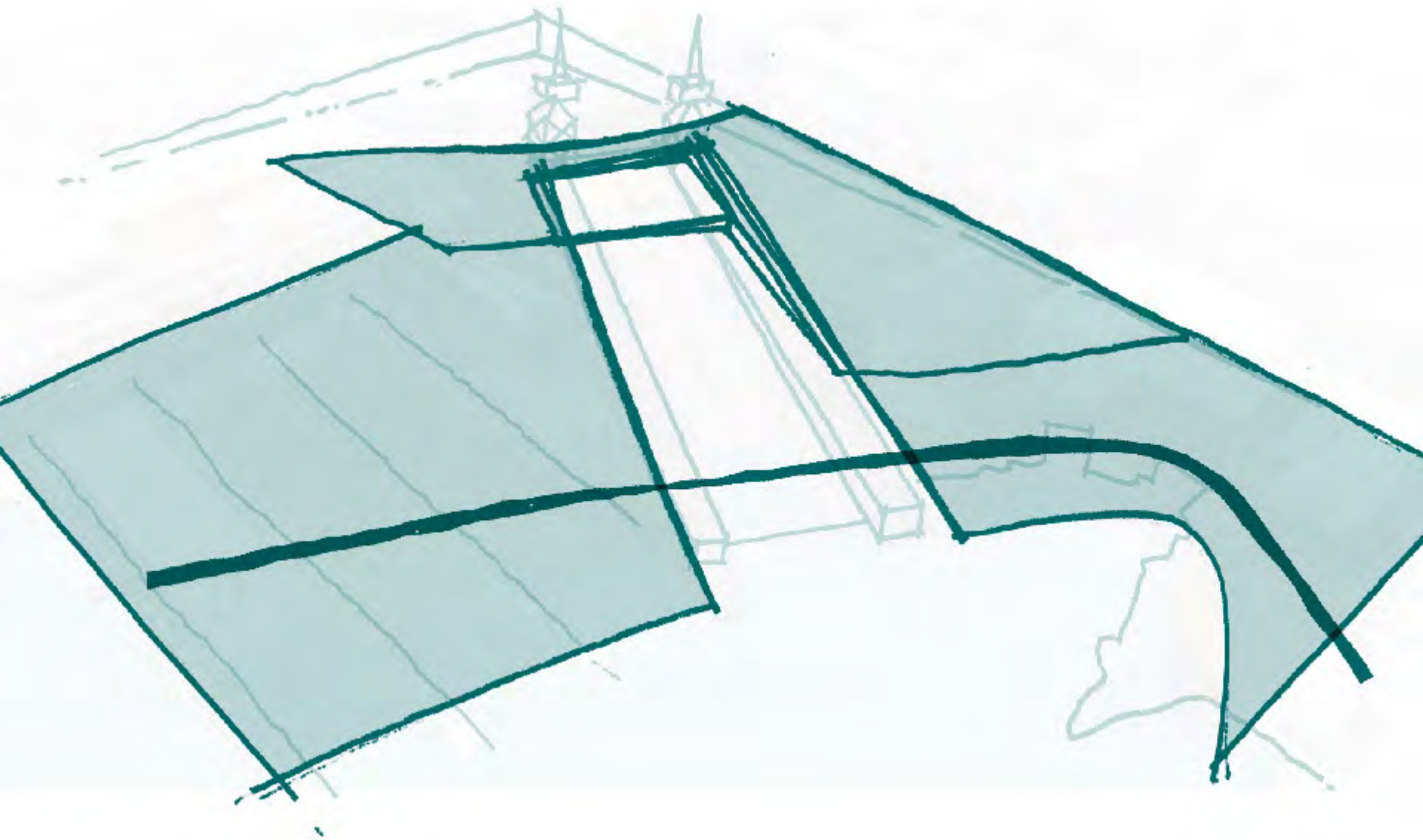


character concept



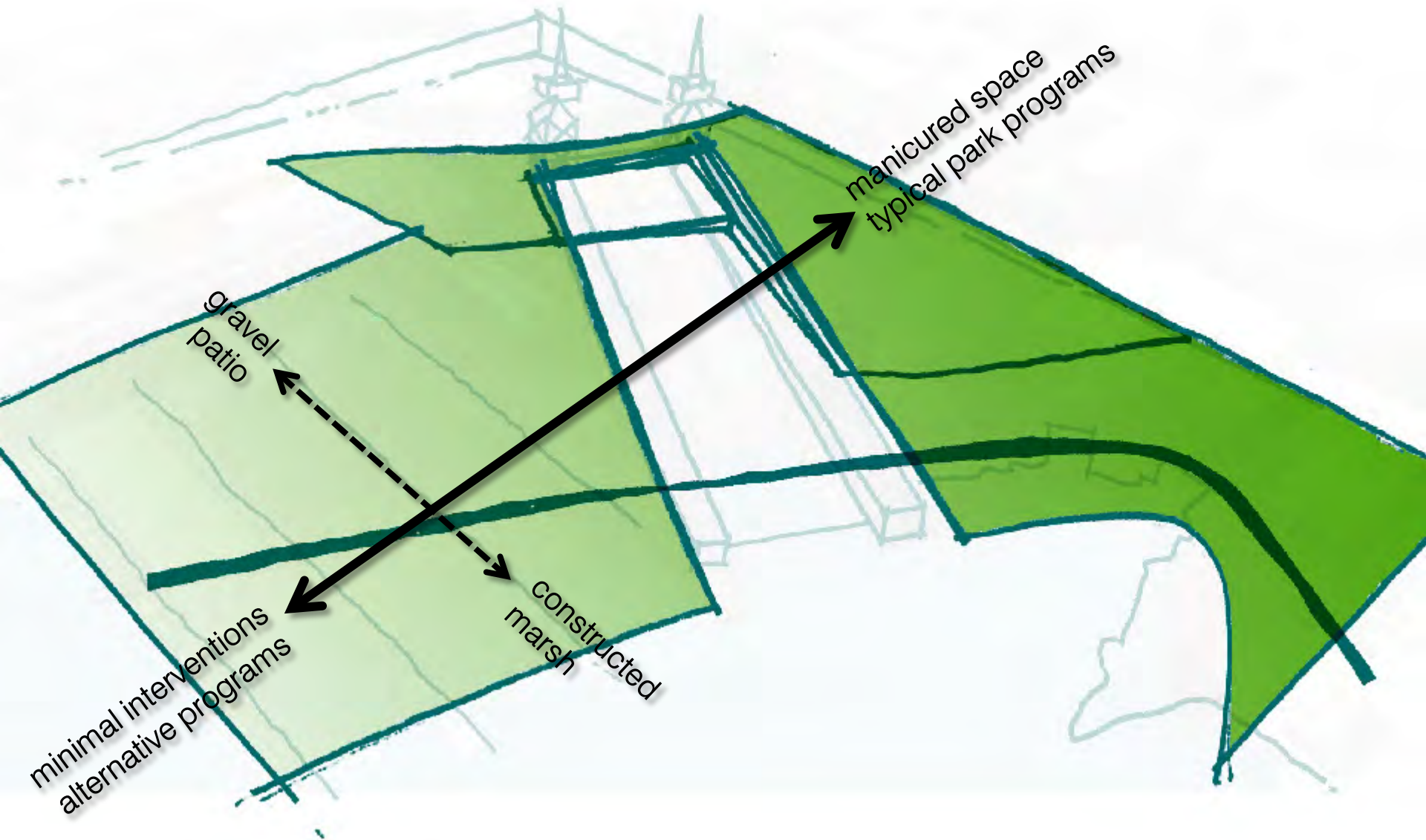
connecting the edge

character concept

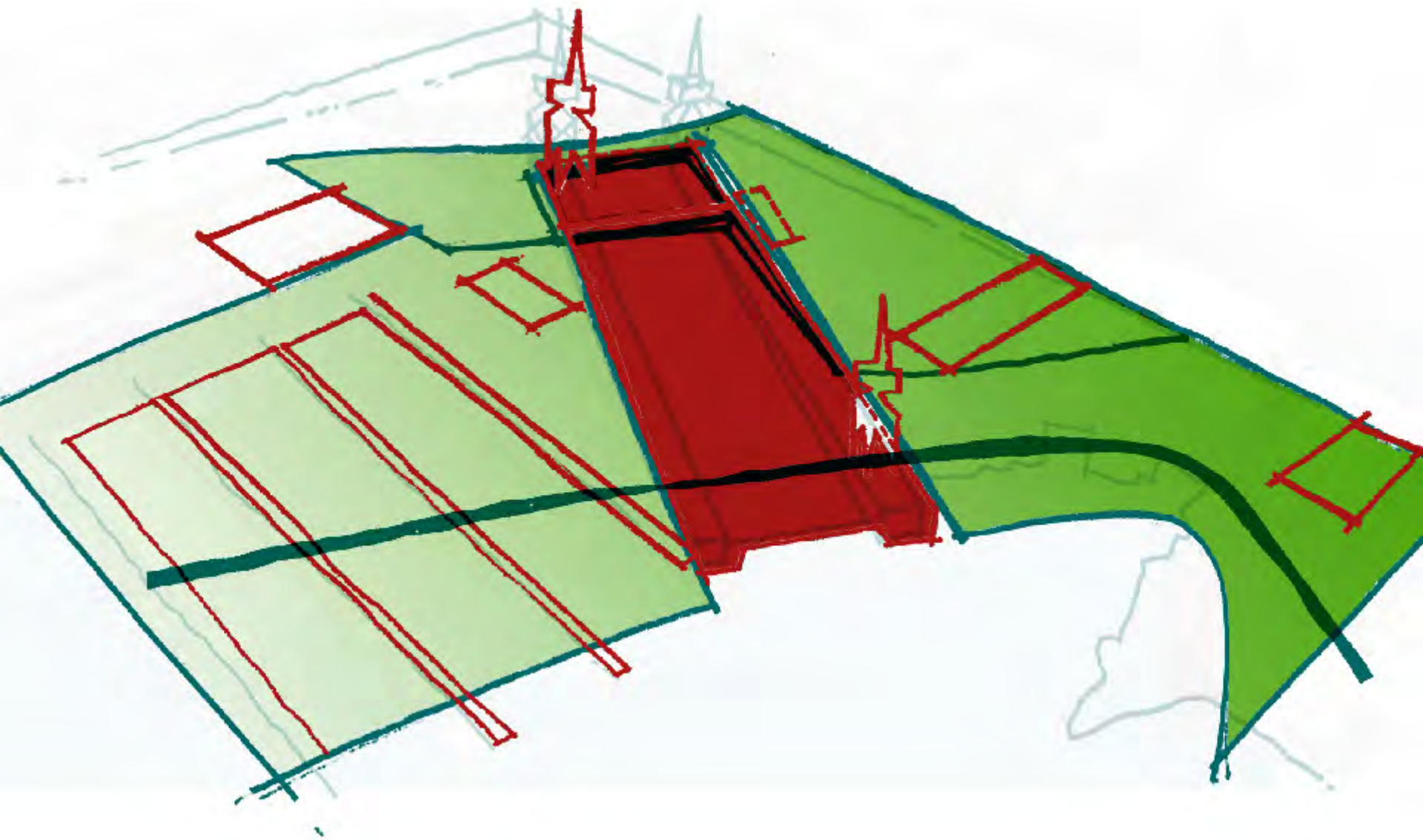


connecting the edge

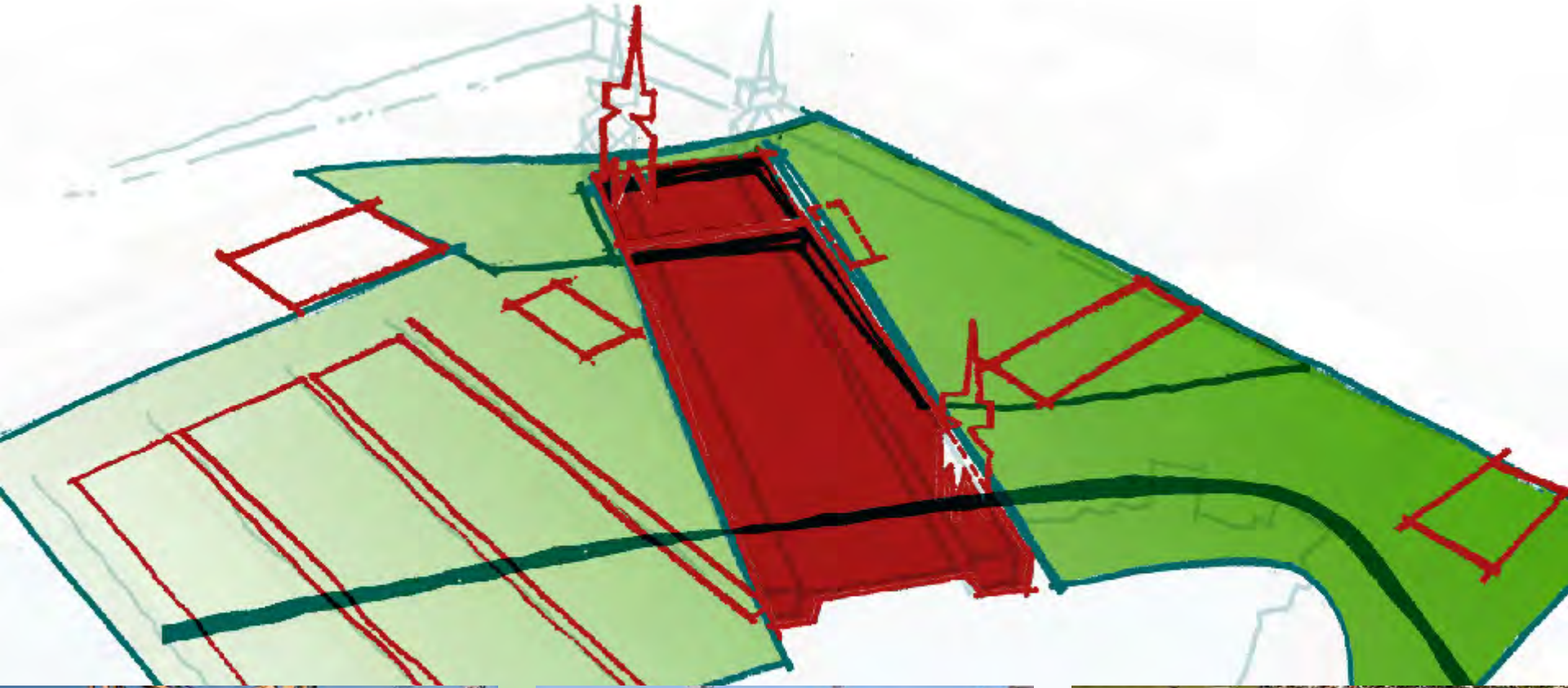
character concept



connecting the edge



crane cove park



history



water



program



crane cove park

master plan

landscape master plan



The Ramp Restaurant

urban beach

Kneass

Illinois St

Potential Dev. Site

Bldg 49

open green

14

Slipway 4

maritime fields

Shipyard

110

50

109+110 yard

Bldg 109

30

0 20 50 100ft



19th St extension

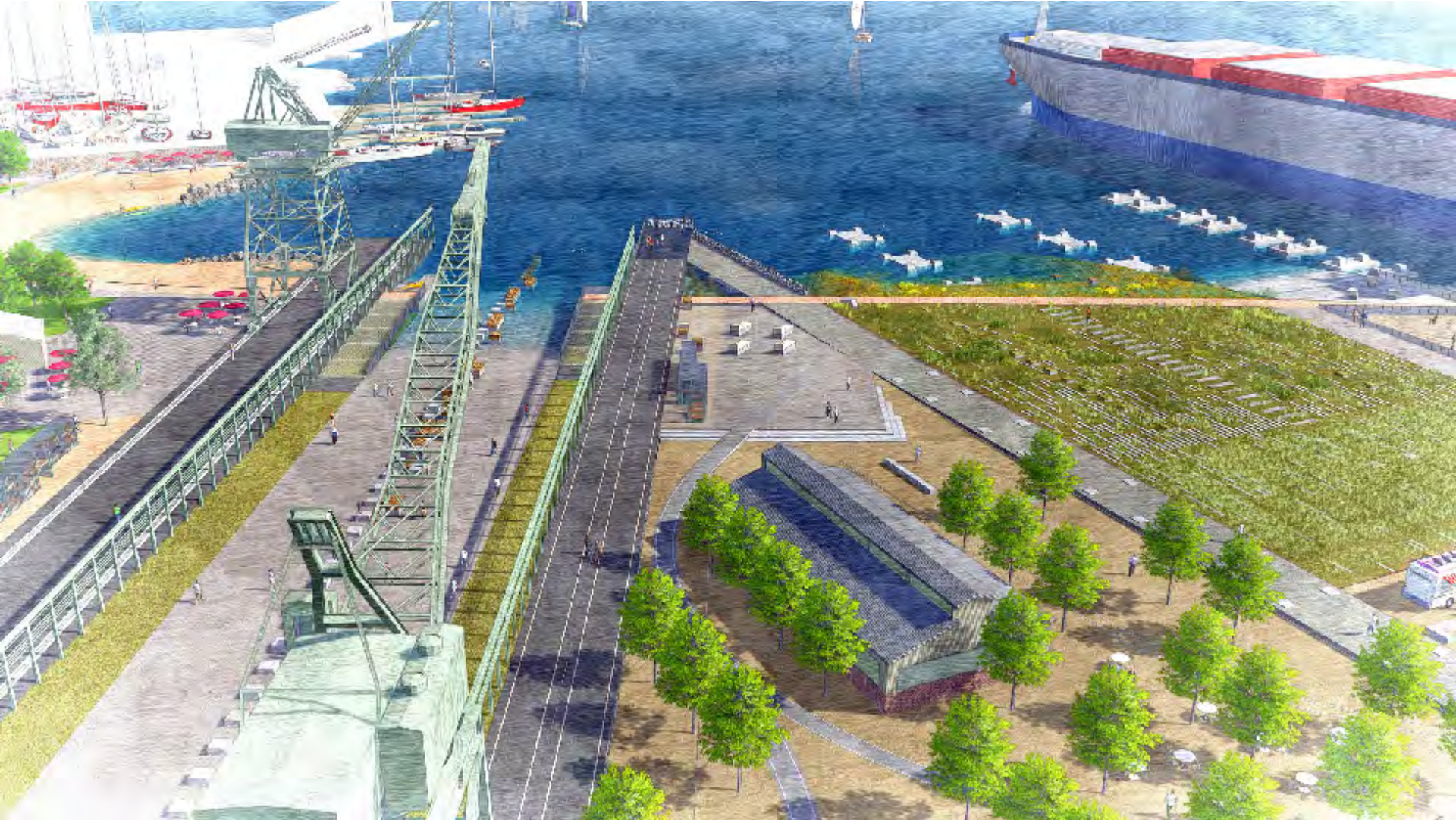
FINAL master plan
09/2013

slipway 4
(crane plaza + keel park)

Third St

18th St

19th St



MOVIE





The Ramp Restaurant

urban beach

Kneass

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0 20 50 100ft



19th St extension

FINAL master plan
09/2013

slipway 4
(crane plaza + keel park)

Third St

18th St

19th St

Shipyard



Bldg 49 aquatic center

multi-use,
picnic

playground

seating
boot camp
picnic
play

Slipway 4

playground

Slipway 3

Slipway 2

amphitheater

plaza

19th St

19th St extension

Bldg 109

110

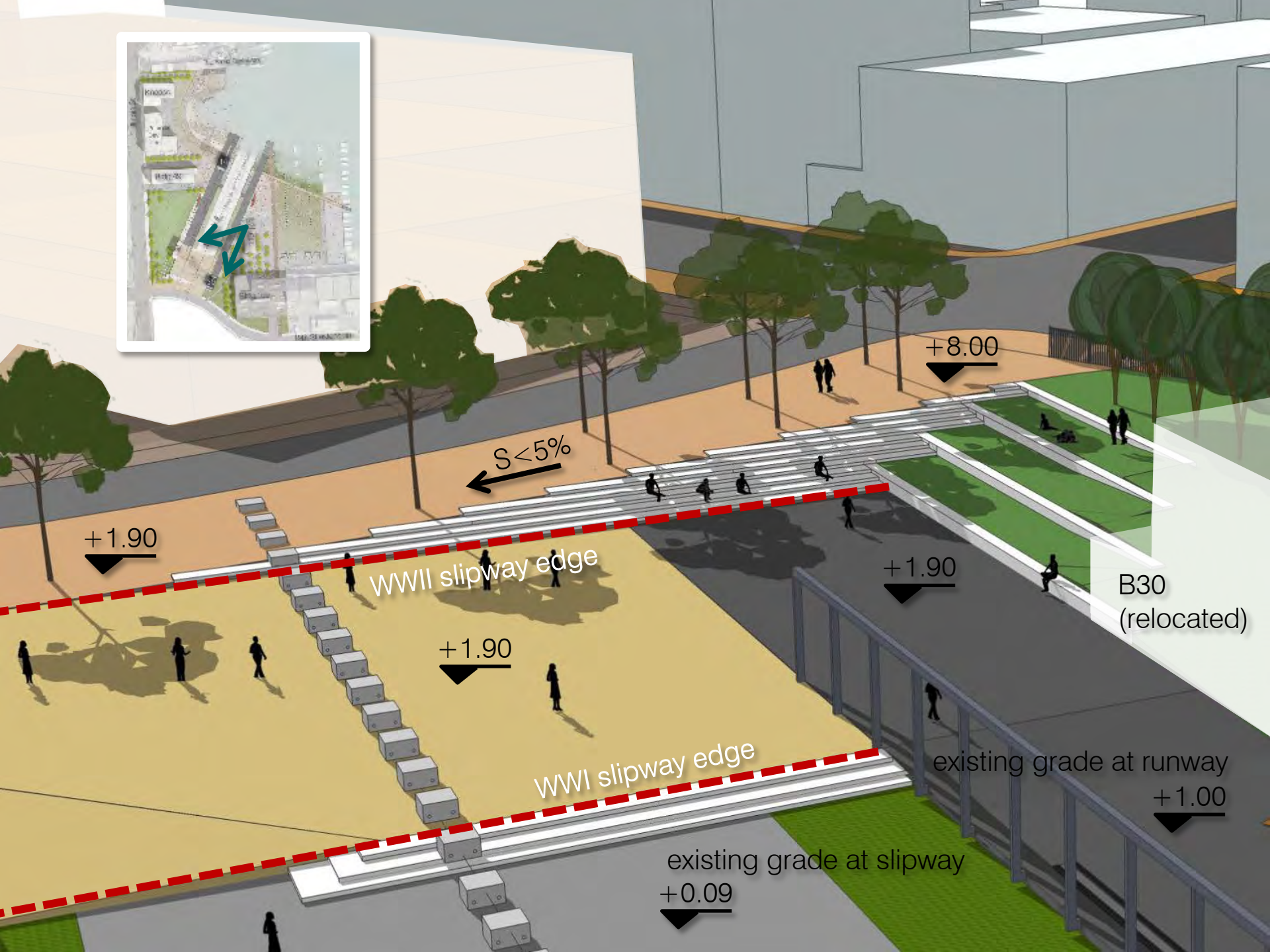
14

50

30

0 10 25 50ft

N







overlook

Cove

kayak launch

Slipway 4

Crane 14
(relocated)

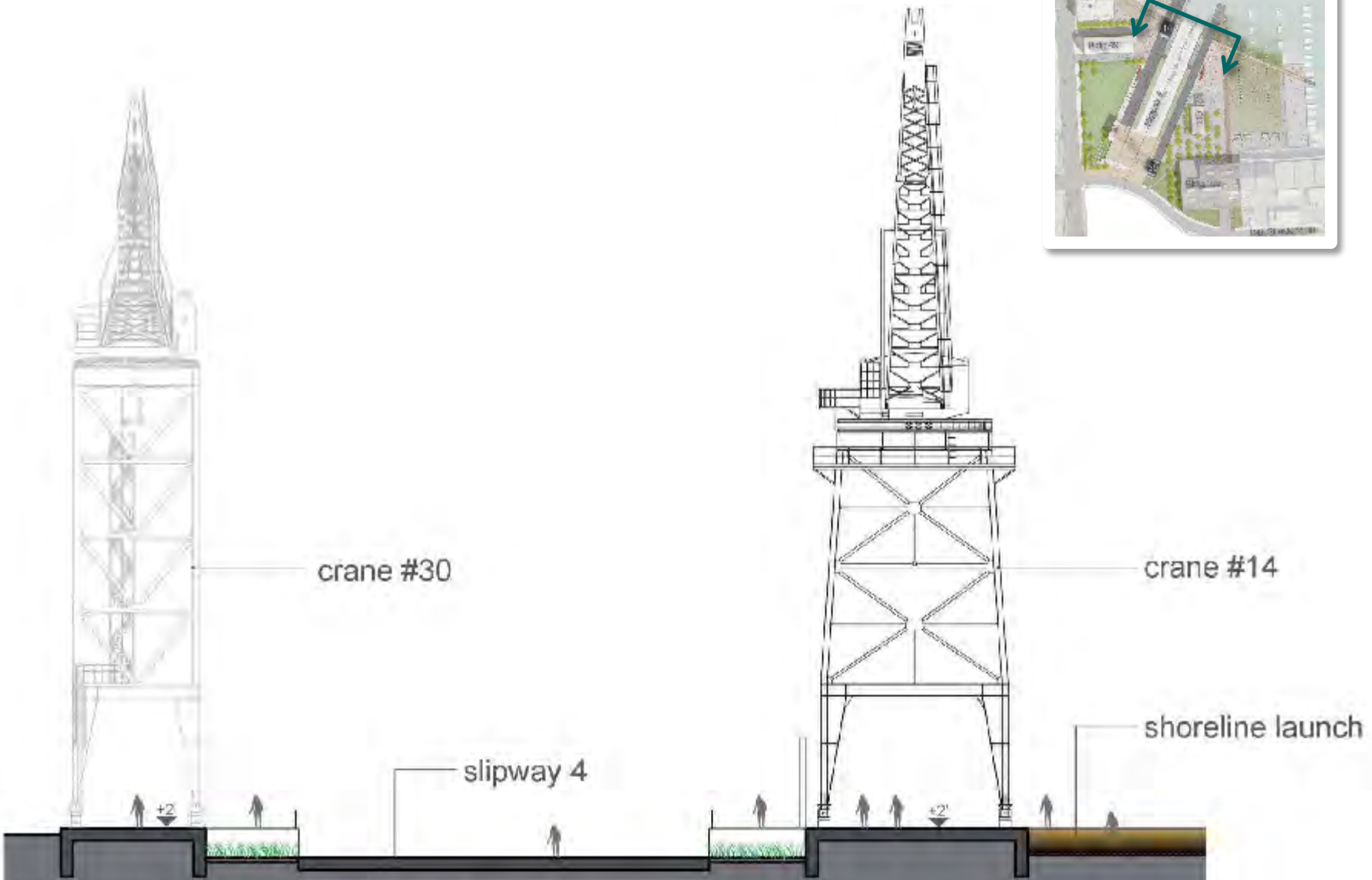
strolling

plaza

seating
boot camp
picnic
play







crane #30

crane #14

slipway 4

shoreline launch

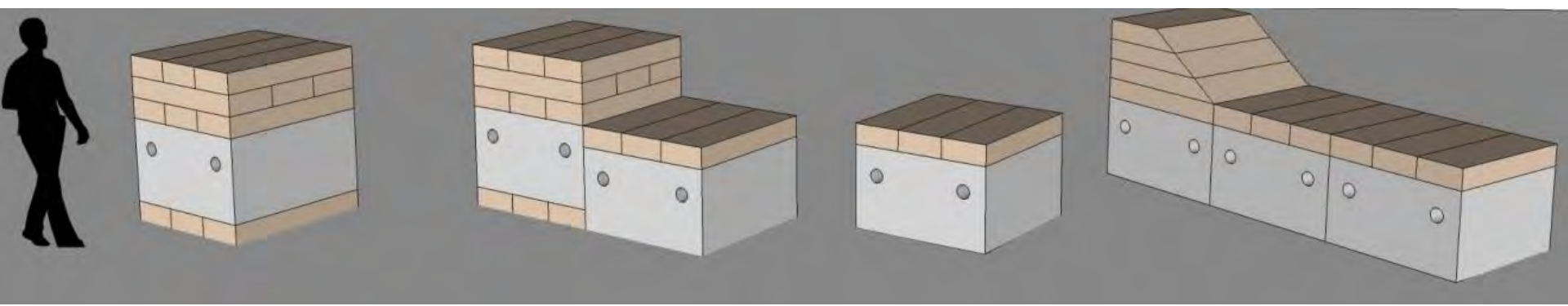
SECTION A - SLIPWAY 4 CROSS

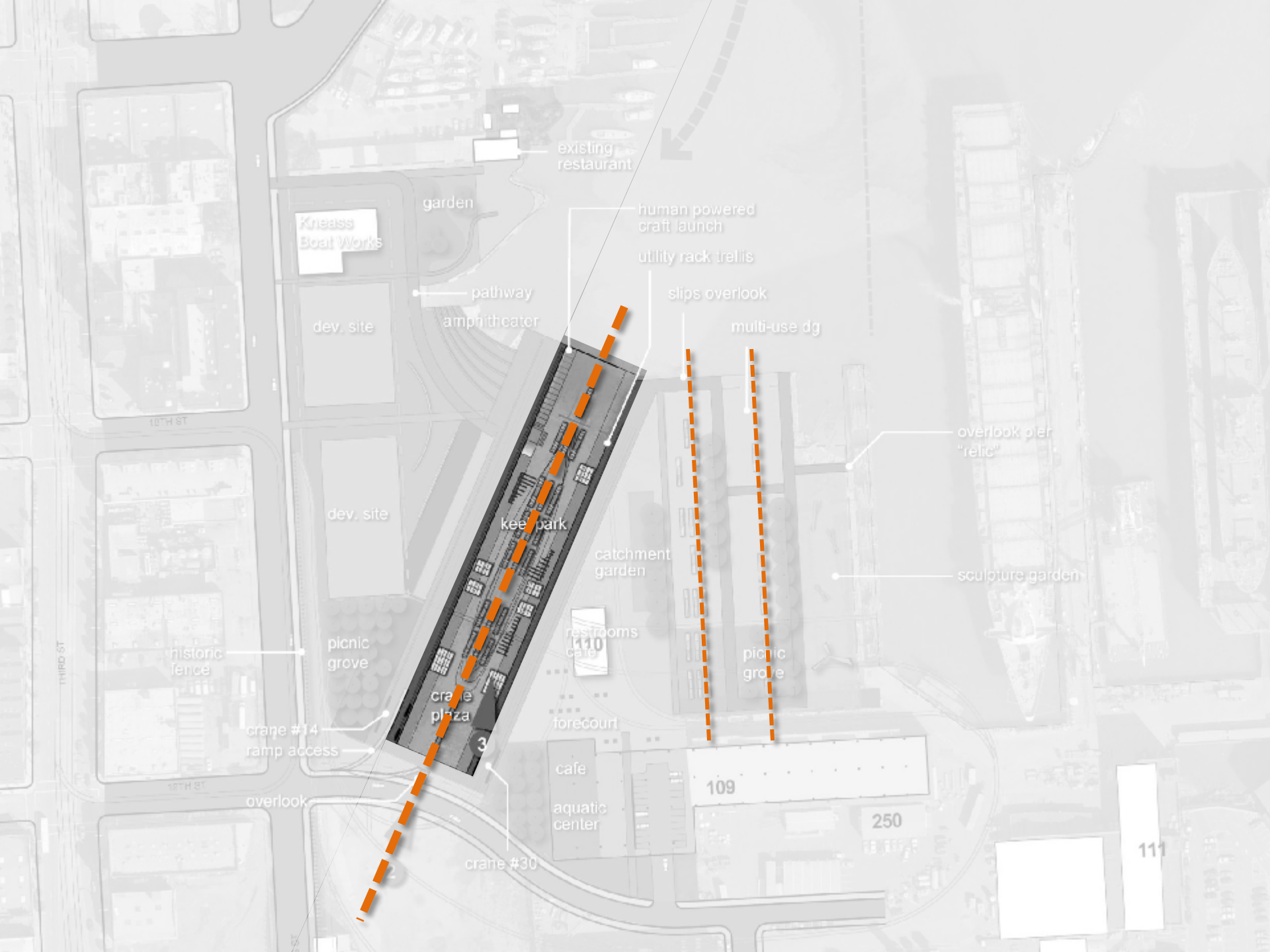
scale 1" = 10'











existing restaurant

Kneass Boat Works

garden

human powered craft launch

utility rack trellis

pathway

slips overlook

dev. site

amphitheater

multi-use dg

10TH ST

overlook pier "relic"

dev. site

kee park

catchment garden

sculpture garden

THIRD ST

historic fence

picnic grove

restrooms
cafe

picnic grove

crane #14
ramp access

crane plaza

forecourt

12TH ST

overlook

cafe

109

aquatic center

250

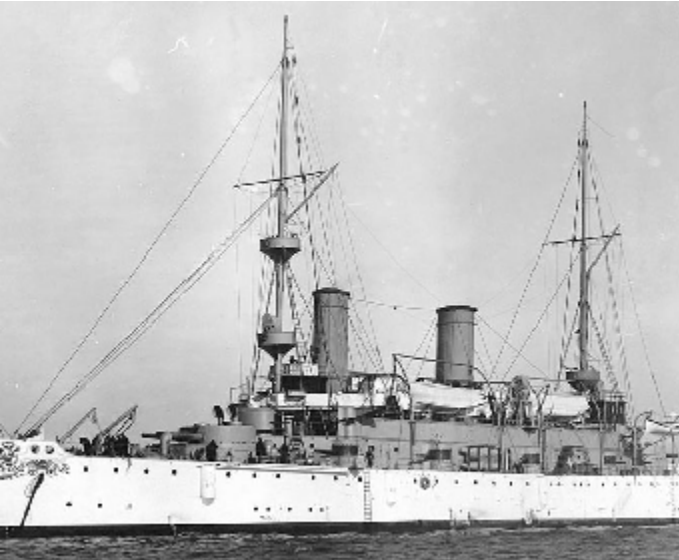
crane #30

111

keel park

USS Olympia

[WW1 era, turned into a museum]



USS Sullivans

[WW2 era, turned into a museum]

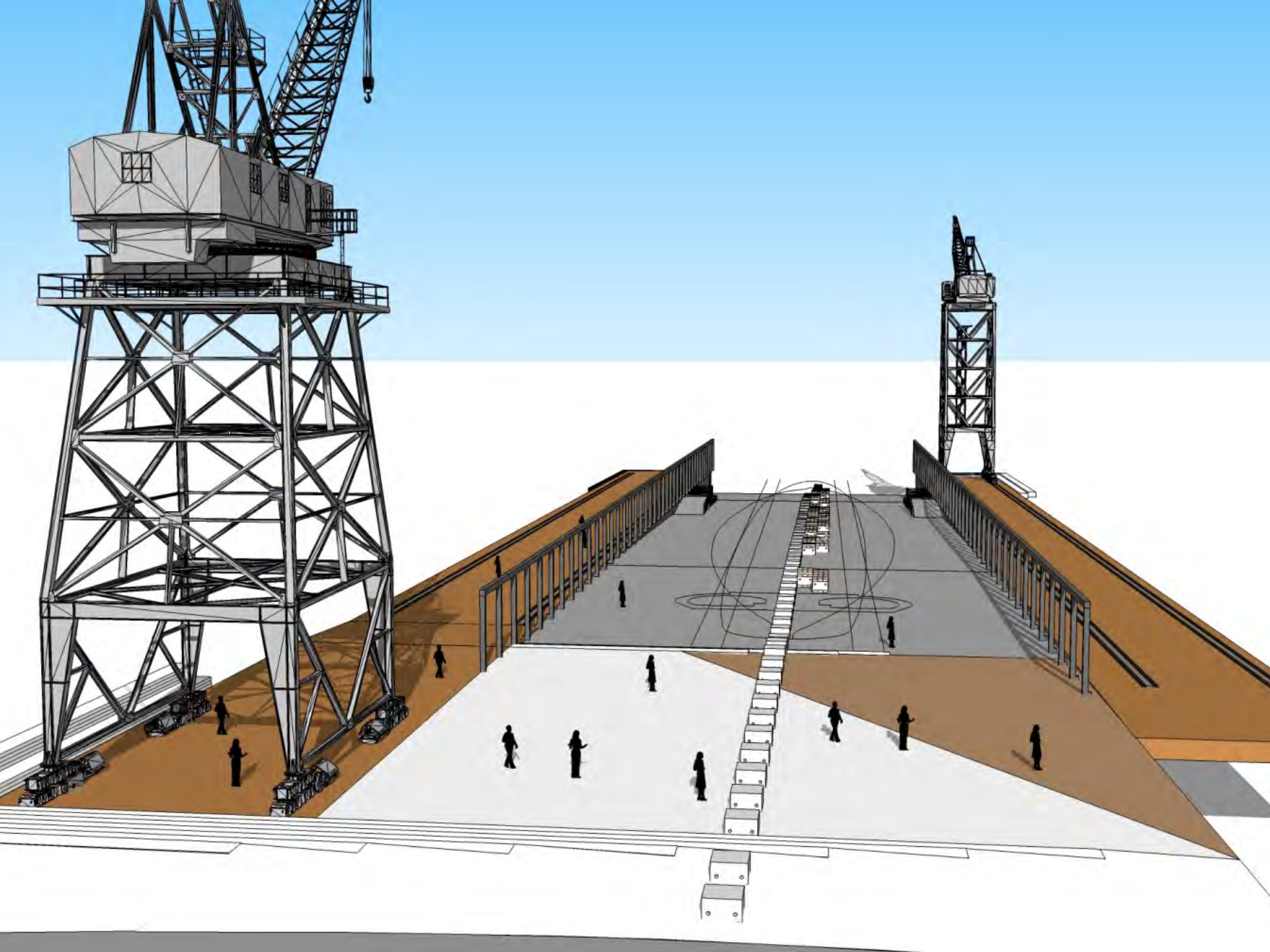


BART Tube

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



“tracing” three eras...













amphitheater

Bldg 30

Slipway 4

30

restrooms

cafe

110

50

multi-use, picnic

park shelter

parking

Slipway 3

Slipway 2

temporary events

Bldg 109

dog park

Slipway 1

19th St extension

0 10 25 50ft

N



Bldg 30

amphitheater

Slipway 4

30

restrooms

cafe

110

50

multi-use, picnic

park shelter

parking

Slipway 3

Slipway 2

dog park

Slipway 1

temporary events

Bldg 109

19th St extension

0 10 25 50ft

N

building 109





multi-use, picnic

temporary events

park shelter

relic exhibit

kayak storage

parking

public access

Slipway 4

Promenade

30

Bldg 109

19th St extension

0 5 25ft

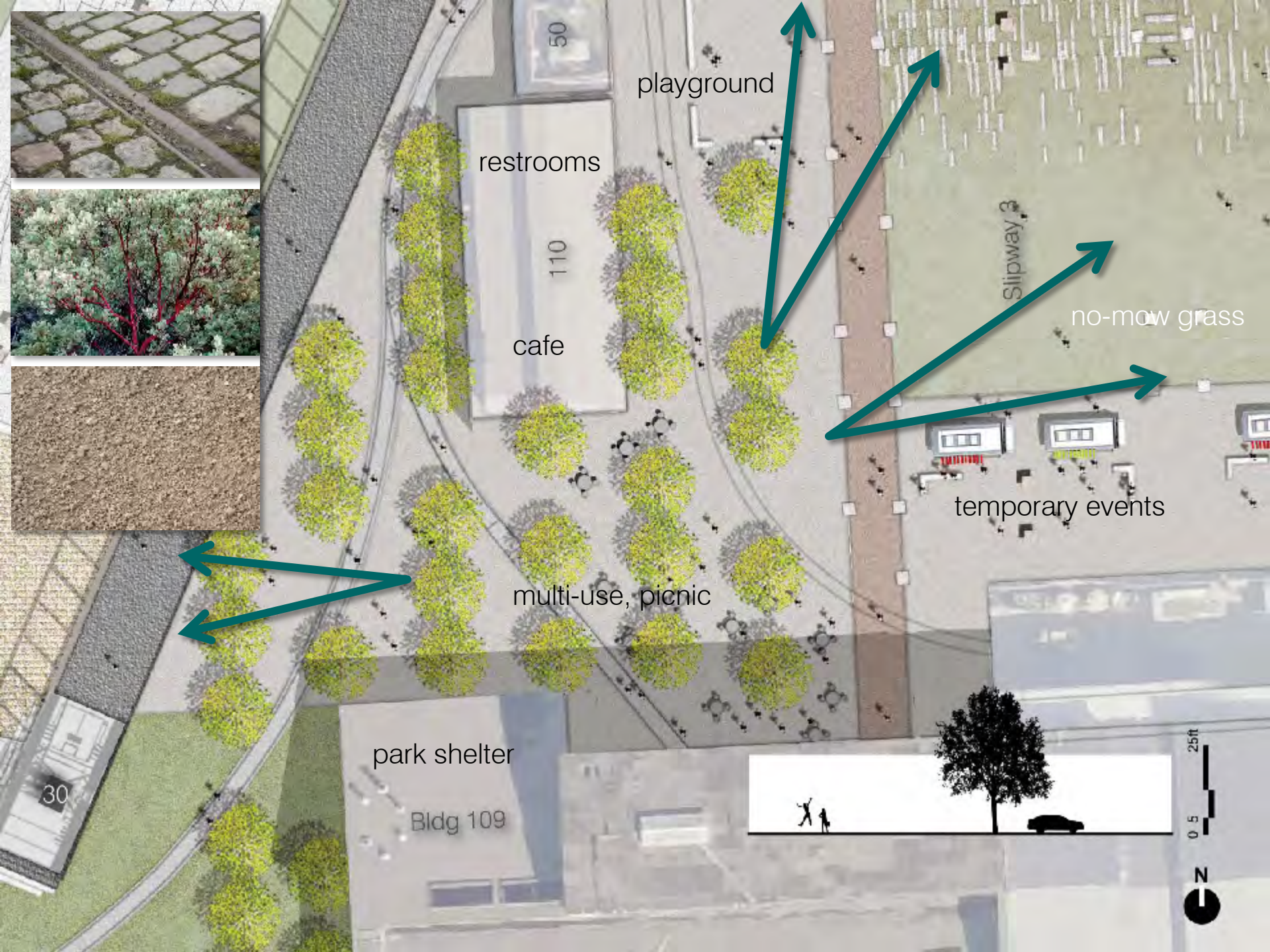
N











playground

restrooms

110

cafe

Slipway

no-mow grass

temporary events

multi-use, picnic

park shelter

Bldg 109

30

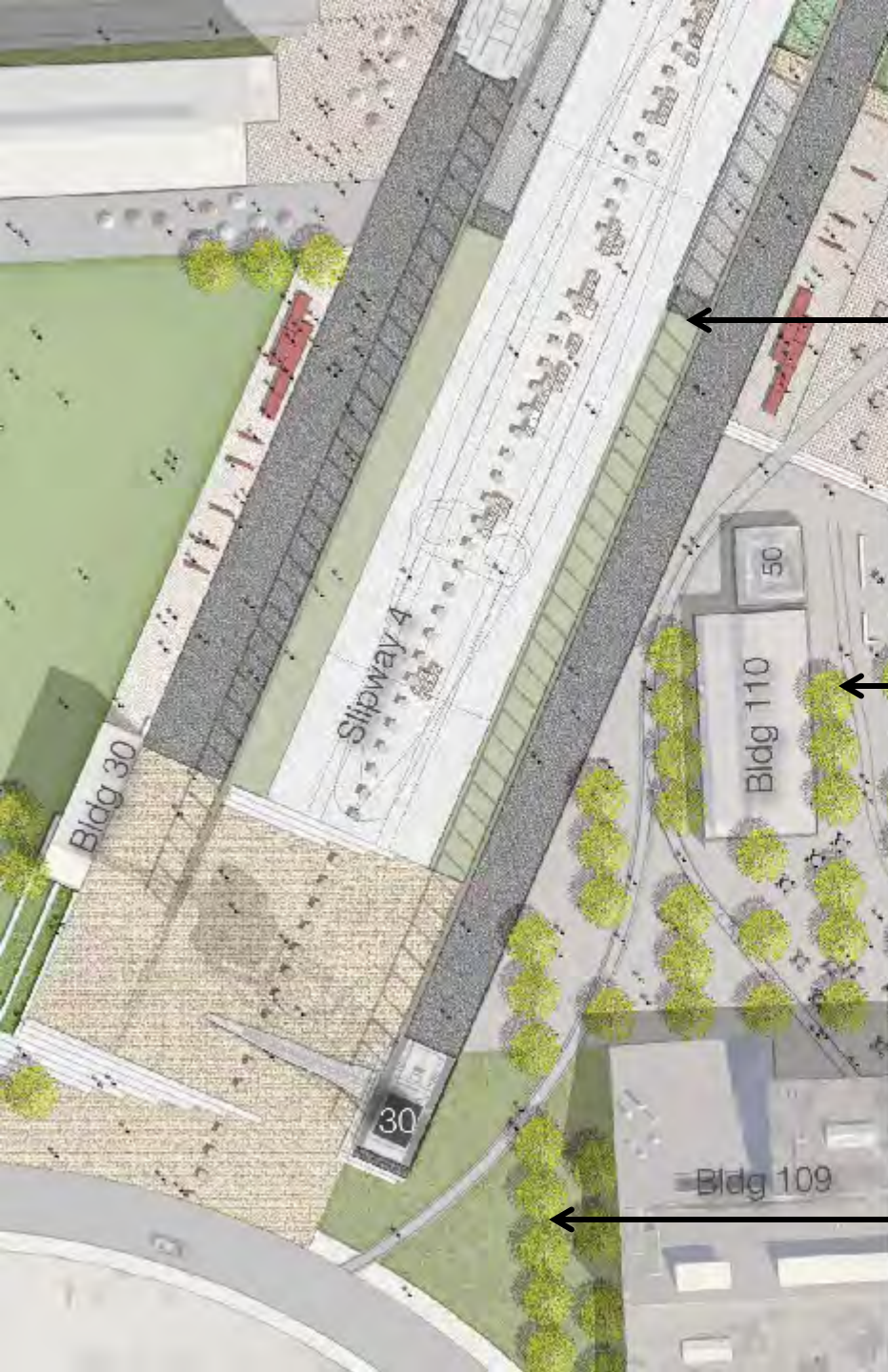


building 110









Slipway Planting



Iris douglasiana
Douglas iris



Leachamps a caespitosa
Pacific Hair Grass



Symphoricarum chilense
California Aster

Canopy Trees



Platanus x acerifolia
London Plane



Cercis occidentalis
Western Redbud



Betula nigra
River Birch

Native Gardens



Arctostaphylos sp. (tree-like)
Manzanitas



Salvia apiana
White Sage



Ceanothus sp.
California Lilac



Cistus purpureus
Rock Rose



Eschscholzia californica
California Poppy



Polystichum munitum
Sword Fern



Slipway 4

14

sun deck

native planting
+ recycled
paving

Slipway 3

Slipway 2

Slipway 1

dog
park

110

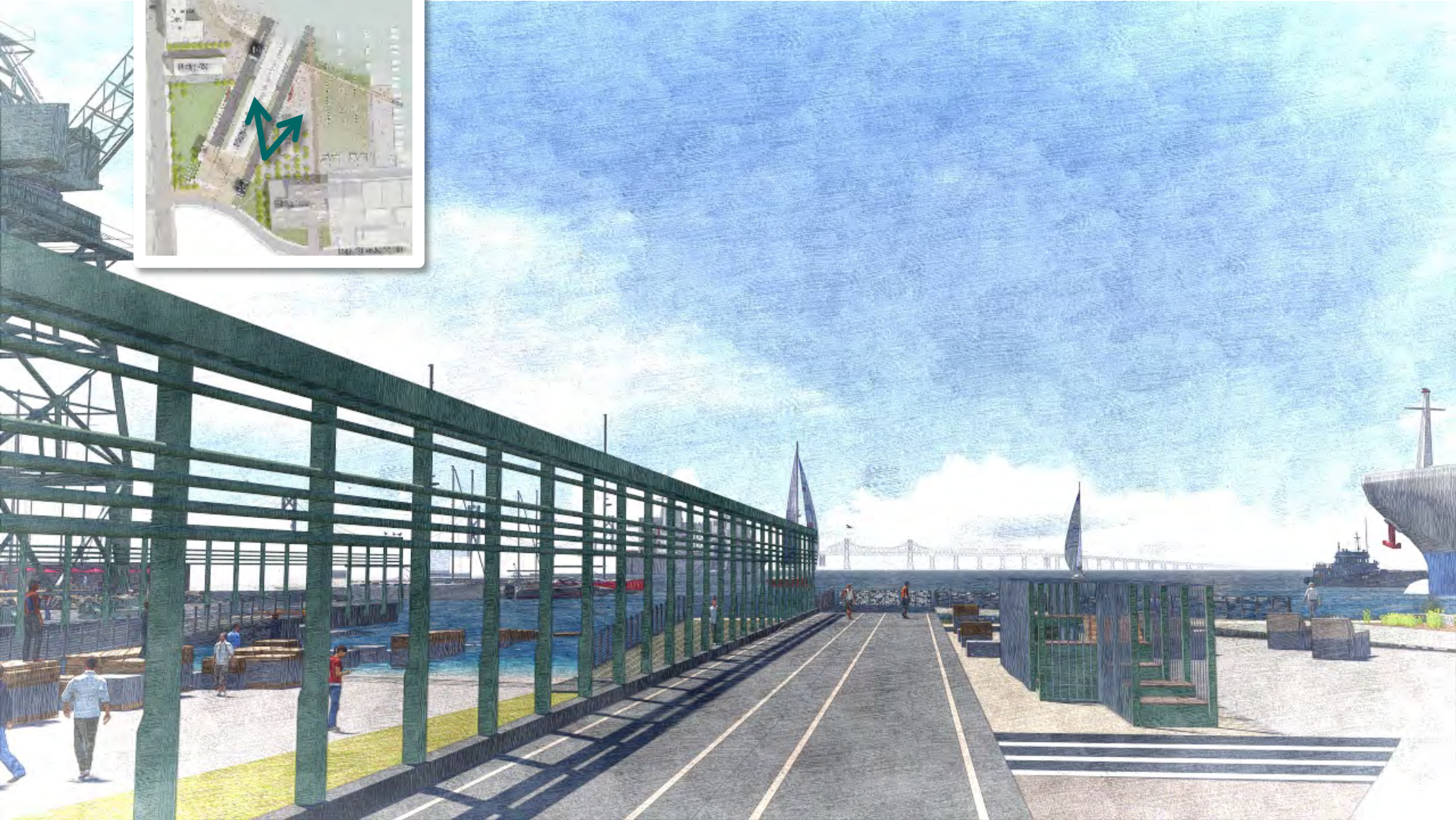
multi-use, picnic

Bldg 109

30

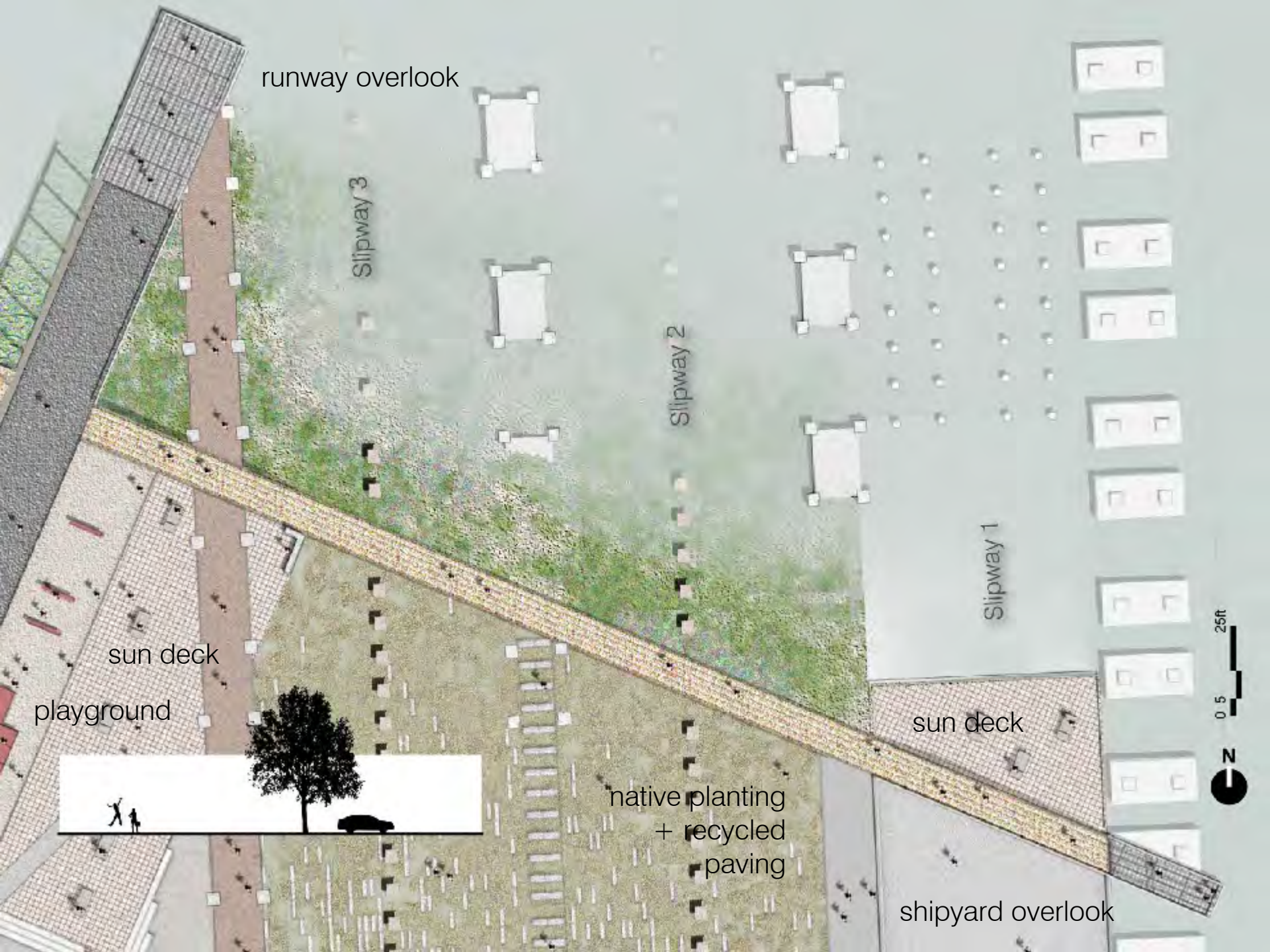
0 10 25 50ft











runway overlook

Slipway 3

Slipway 2

Slipway 1

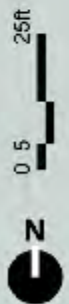
sun deck

playground

sun deck

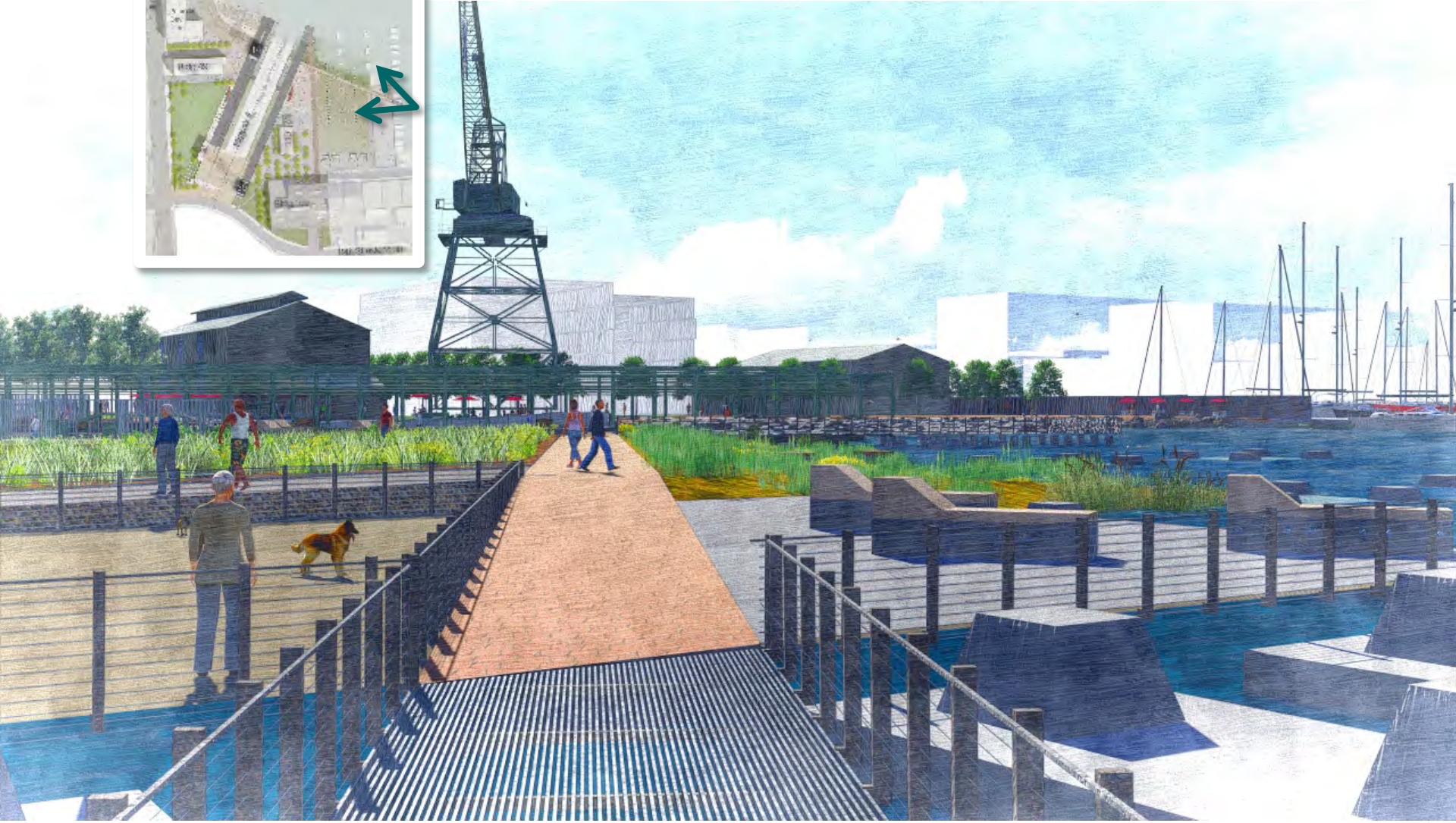
native planting
+ recycled
paving

shipyard overlook











The Ramp Restaurant

Kneass Bldg

shoreline walk

Cove

Illinois St

launch shore

Development Site

overlook

set-up area

launch platform

drop-off

overlook

aquatic center

Bldg 49

building deck

14

Slipway 4

Slipway 3

Slipway 2

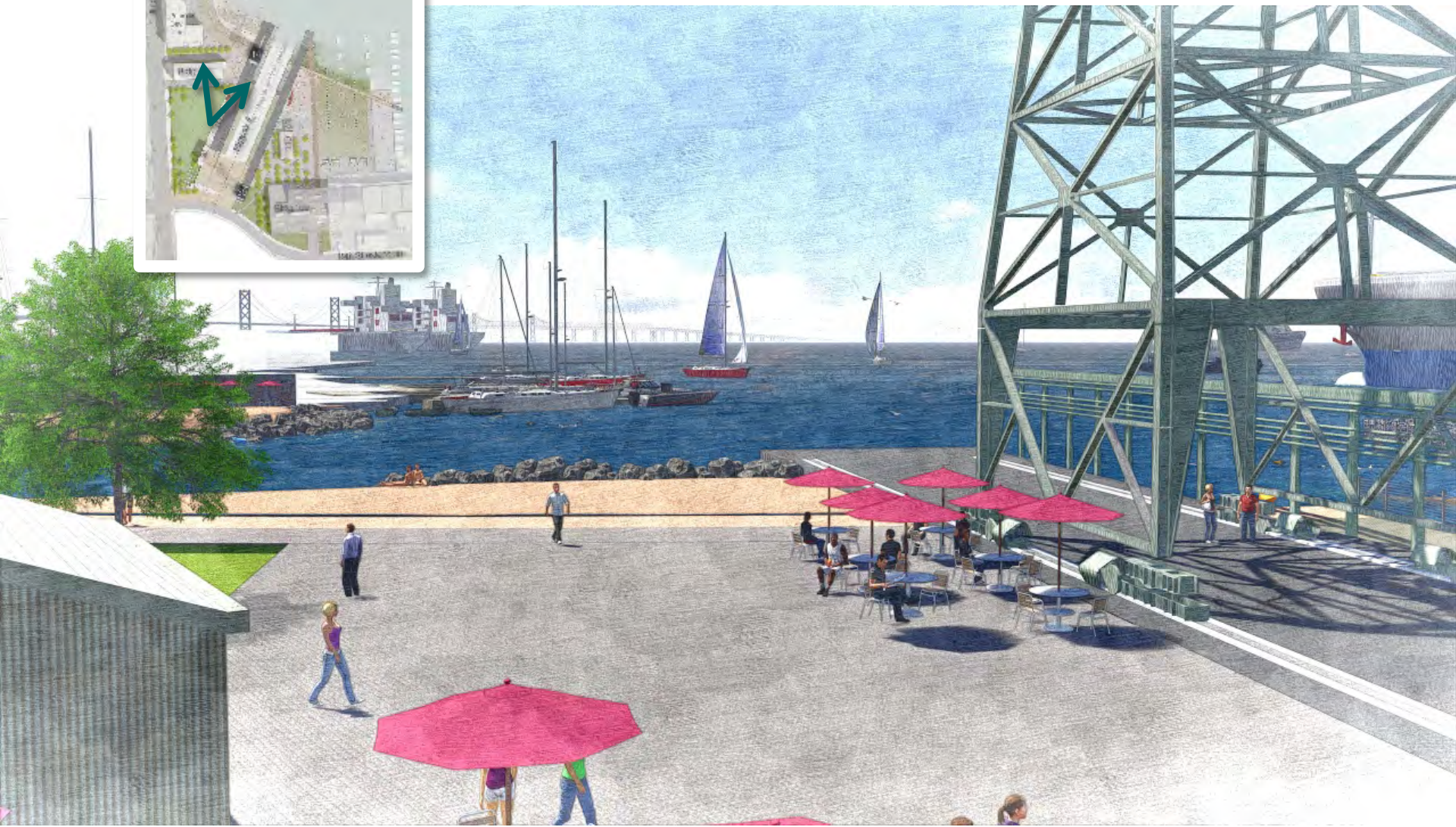
0 10 25 50ft

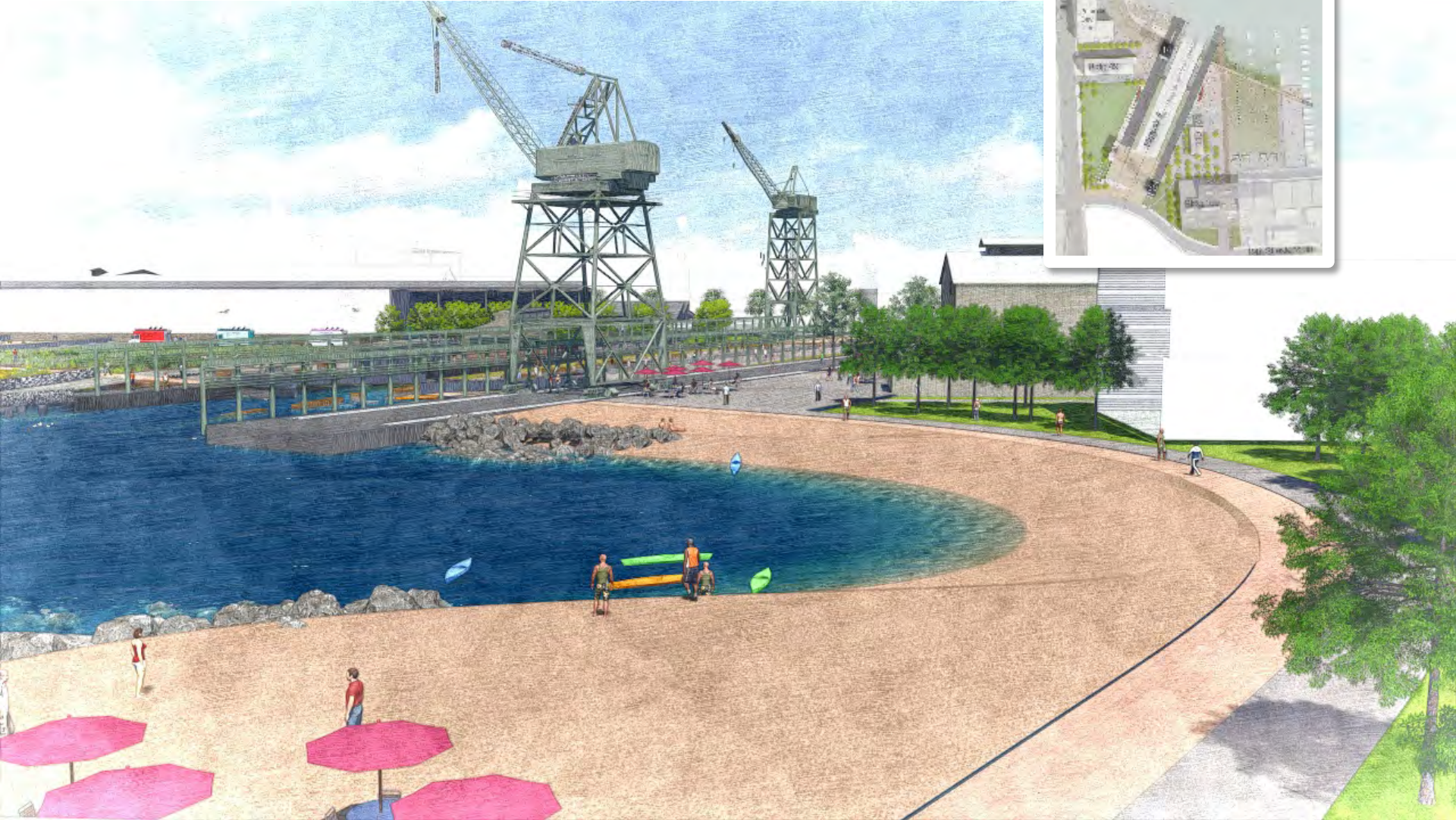


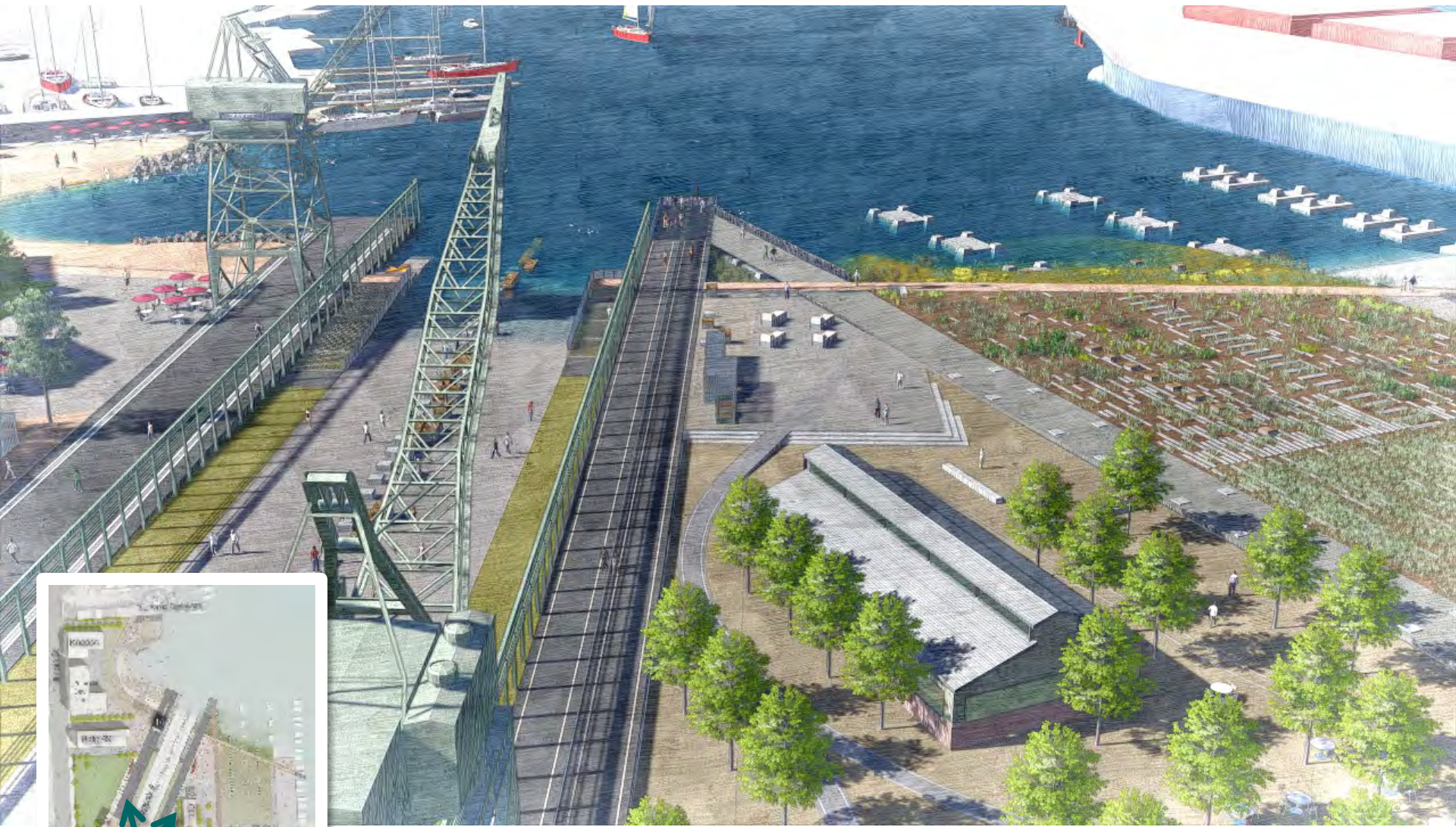
building 49











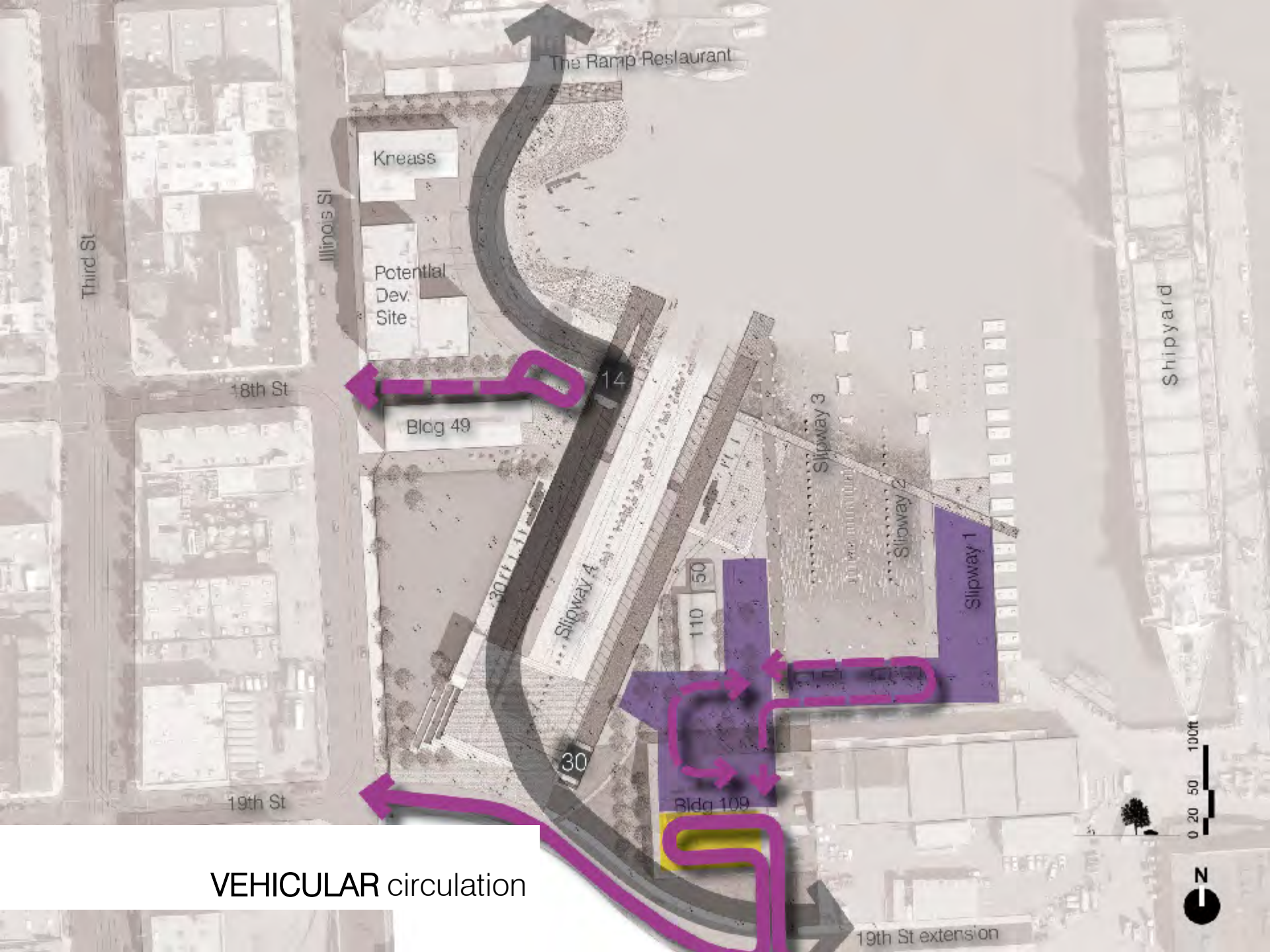
✓ circulation and connectivity



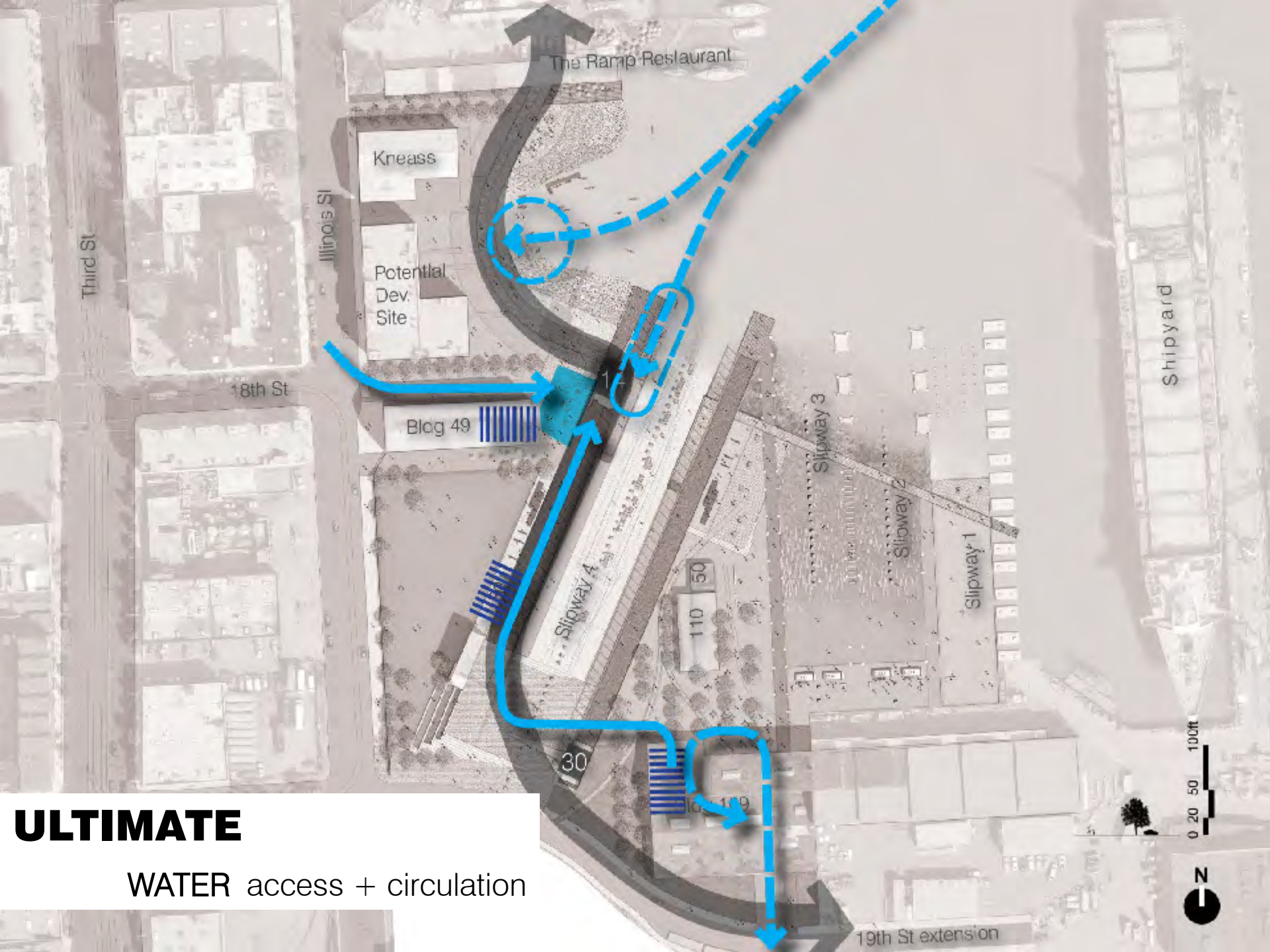
-  crane cove park boundary
-  access
-  proposed blue greenway
-  proposed bay water trail
-  existing light rail
-  proposed light rail
-  pedestrian linkage
-  proposed park/open space
-  existing park/open space
-  ship repair zone
-  infill development sites (pier 70 master plan)
-  existing T-line 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)



PEDESTRIAN circulation



VEHICULAR circulation



The Ramp Restaurant

Kneass

Potential Dev. Site

Blcg 49

Slipway 4

Slipway 3

Slipway 2

Slipway 1

Shipyard

110 50

30

119

19th St extension

Illinois St

18th St

Third St

0 20 50 100ft



ULTIMATE

WATER access + circulation



shipyard
security zone

tug boat

prop wash

Shipyard

Boatyard

The Ramp

Kneass

Illinois St

18th St

Bldg 49

B 30

Cr14

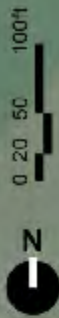
B110 B 50

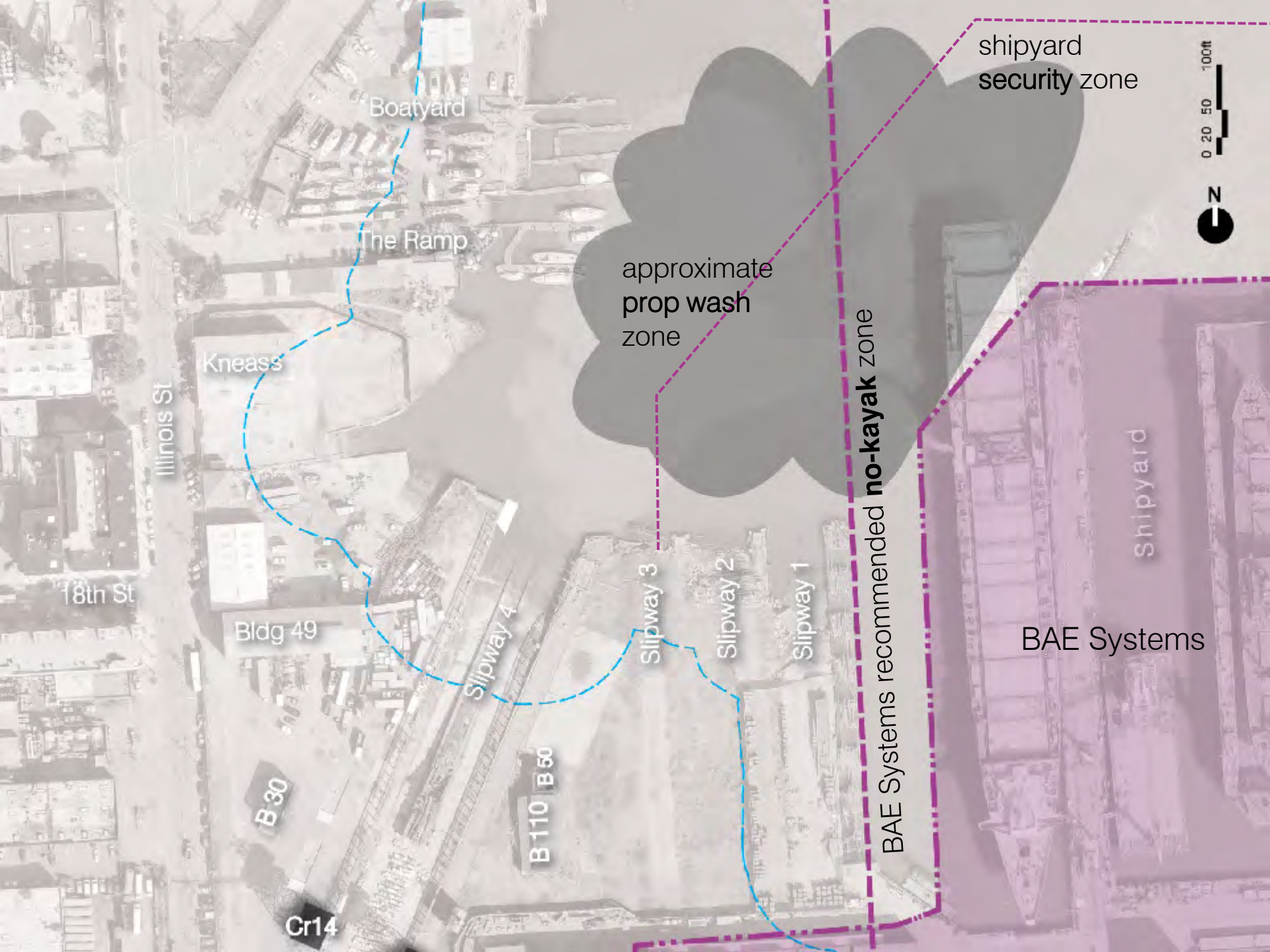
Slipway 4

Slipway 3

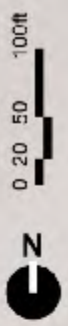
Slipway 2

Slipway 1





shipyard security zone



approximate prop wash zone

BAE Systems recommended **no-kayak** zone

BAE Systems

Shipyard

Boatyard

The Ramp

Kneass

Illinois St

18th St

Bldg 49

B 30

Cr14

B 110 B 50

Slipway 4

Slipway 3

Slipway 2

Slipway 1



Boatyard

The Ramp

boatyard's
maneuvering
zone

Kneass

Illinois St

18th St

Bldg 49

Slipway 4

Slipway 3

Slipway 2

Slipway 1

B 30

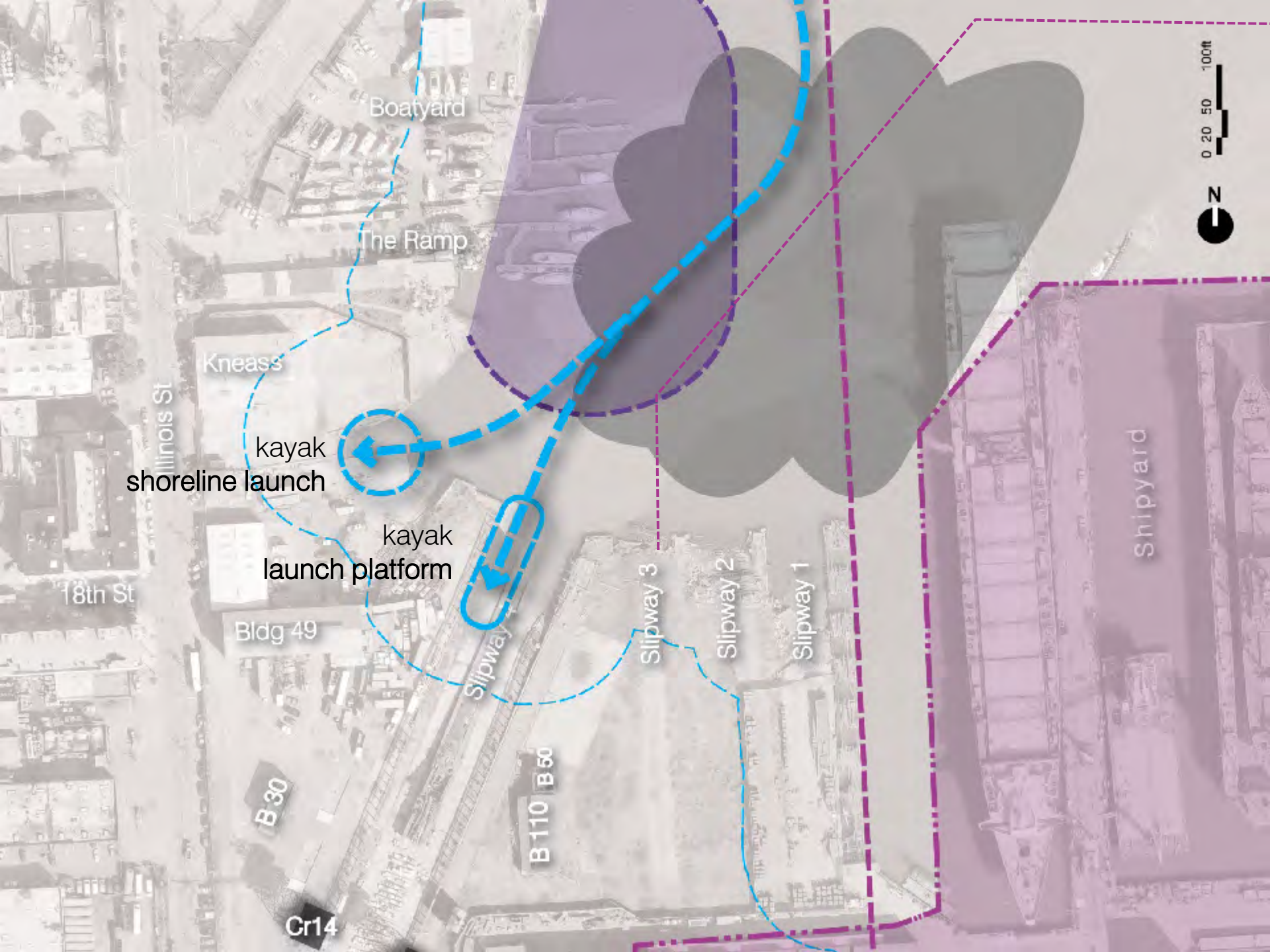
B 110 B 50

Cr14

Shipyard



0 20 50 100ft



Boatyard

The Ramp

Kneass

Illinois St

kayak shoreline launch

kayak launch platform

18th St

Bldg 49

B 30

Cr14

B 110 B 50

Slipway 3

Slipway 3

Slipway 2

Slipway 1

Shipyard



0 20 50 100ft



SAN FRANCISCO BAY





-2.60'

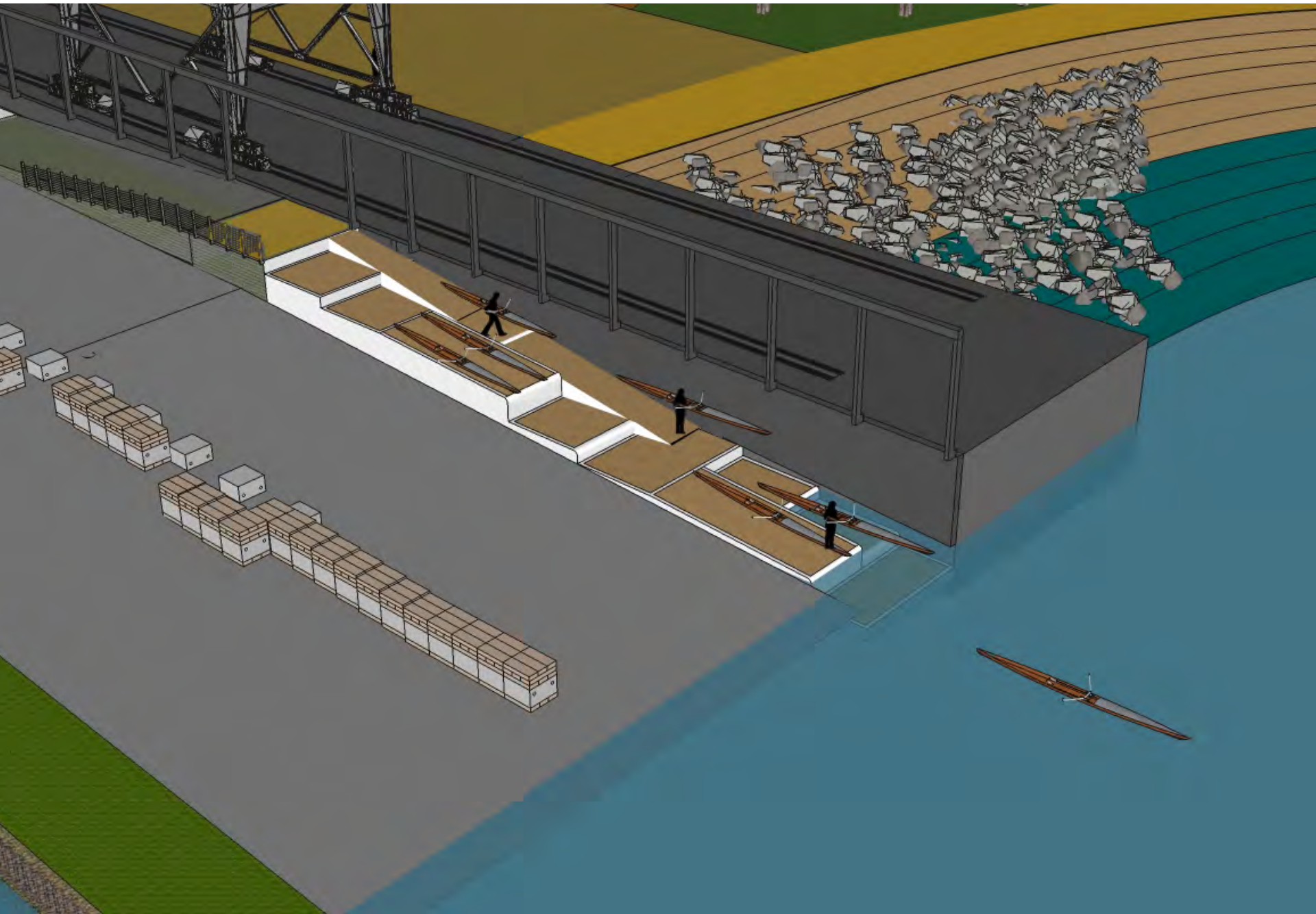
14

+1.0'

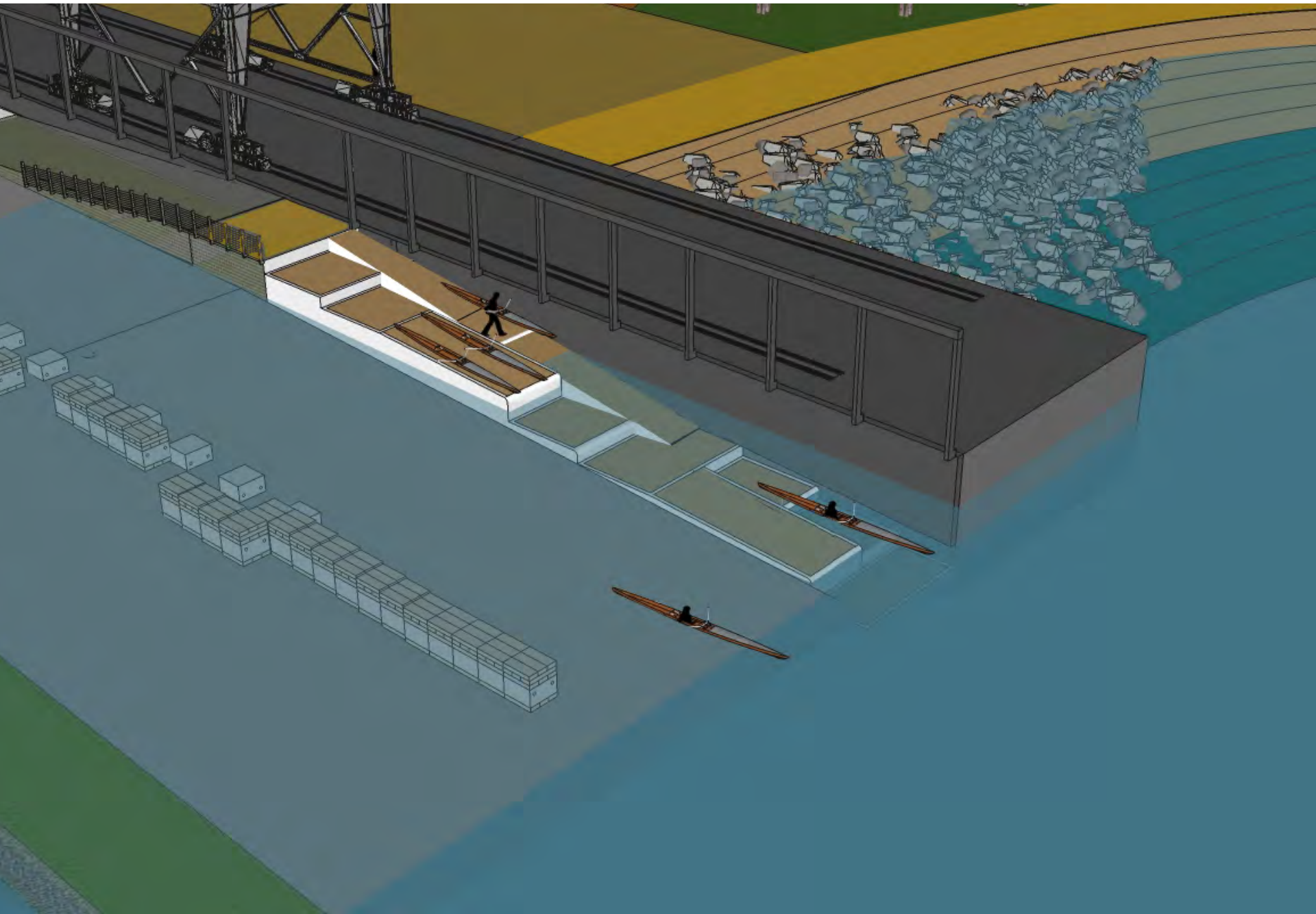
+1.0'

MHHW 2100 (-0.3' CC SF)
MHHW 2050 (-3.6' CC SF)

slipway 4 launch platform (LOW TIDE)



slipway 4 launch platform (LOW TIDE)



✓ sea level rise management



**2100 MHHW
proposed waterfront
(100-year event)**

**2100 MHHW
current waterfront
(100-year event)**

Third St

Illinois St

The Ramp Restaurant

Kneass

Potential
Dev. Site

18th St

Bldg 49

14

Slipway A

B 110 B 50

19th St

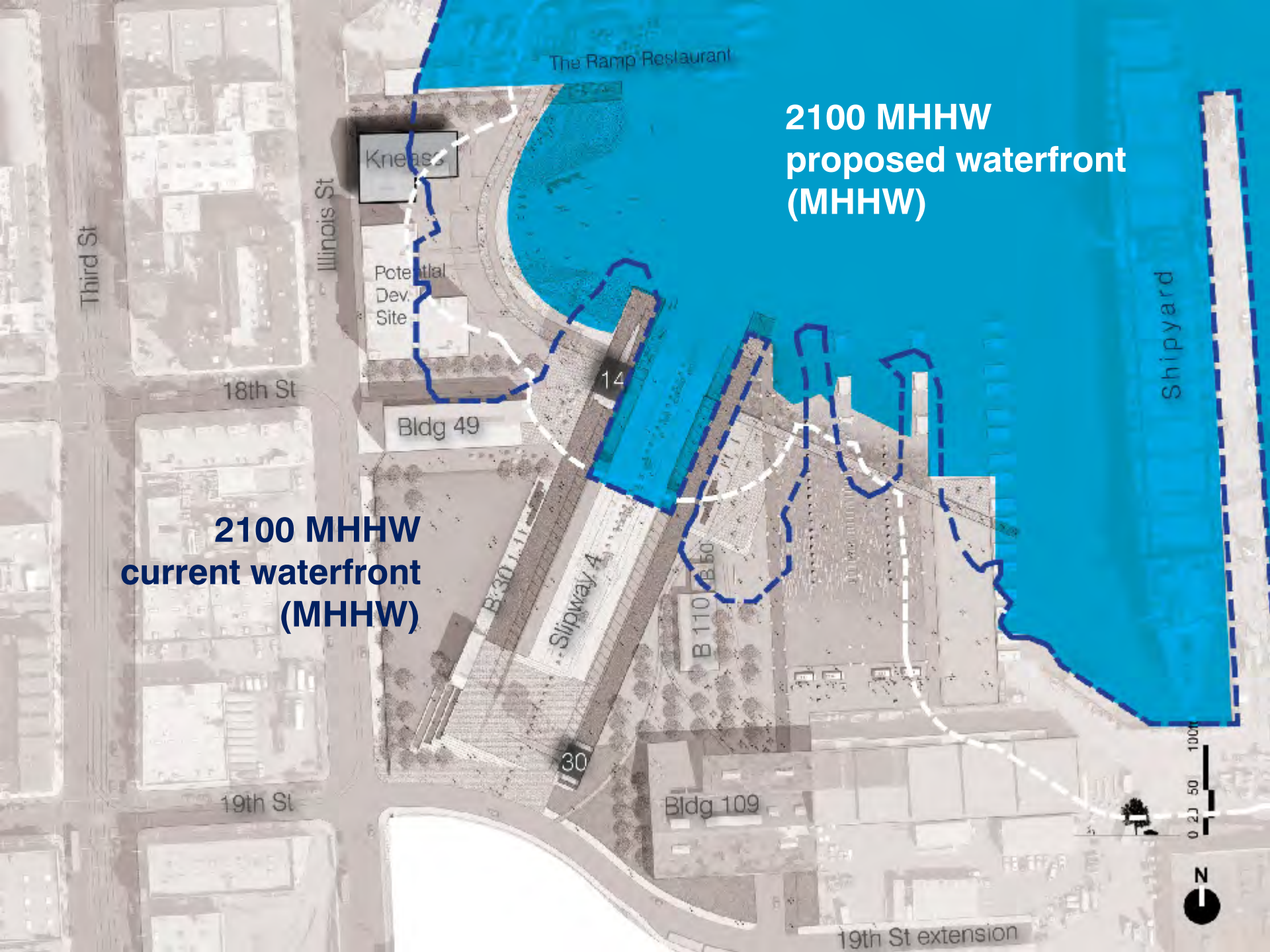
30

Bldg 109

Shipyard

19th St extension





The Ramp Restaurant

**2100 MHHW
proposed waterfront
(MHHW)**

Kneass

Potential
Dev.
Site

Bldg 49

14

B 30

Slipway 4

B 110/B 50

30

Bldg 109

Shipyard

**2100 MHHW
current waterfront
(MHHW)**

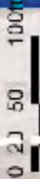
Third St

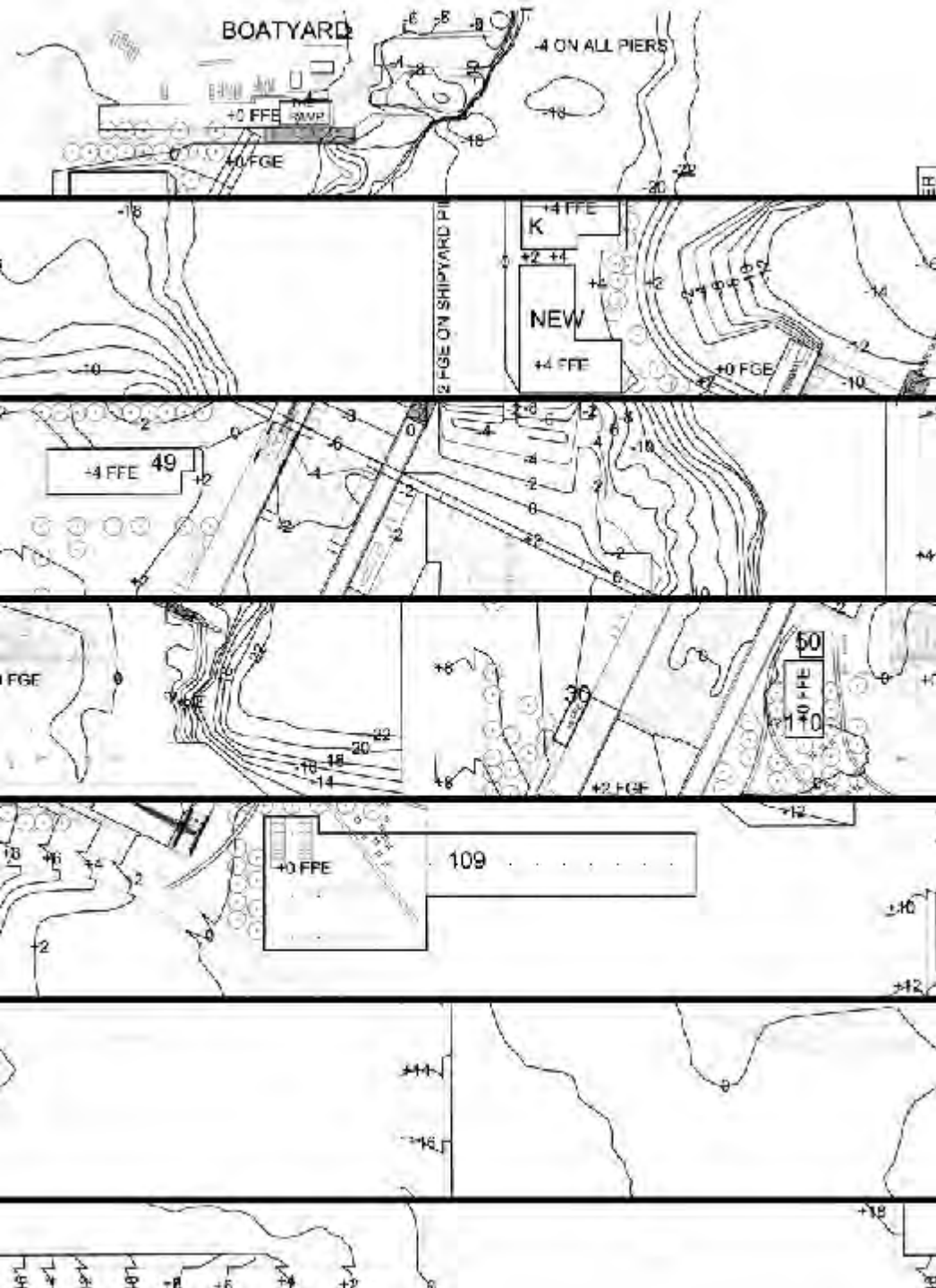
Illinois St

18th St

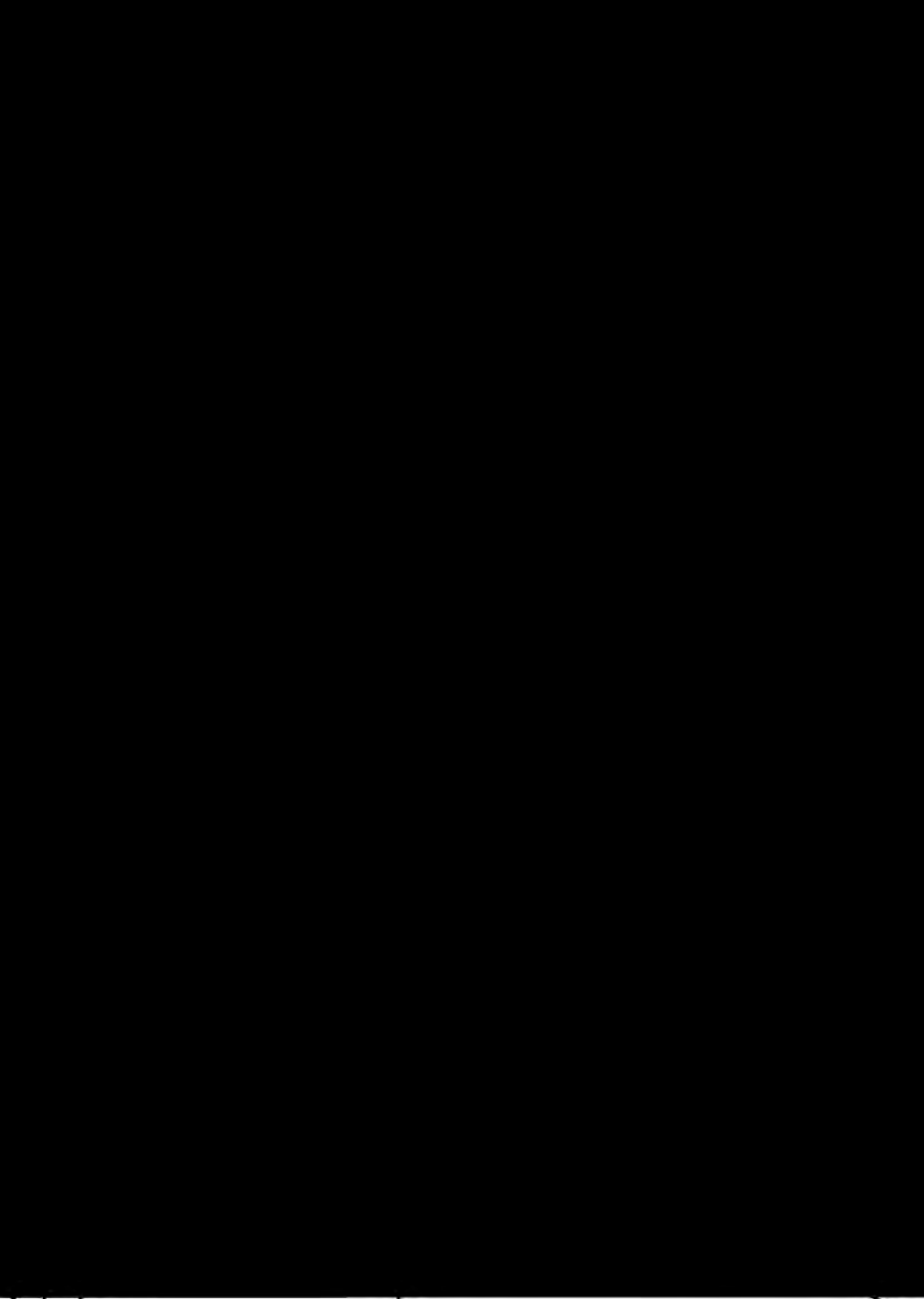
19th St

19th St extension







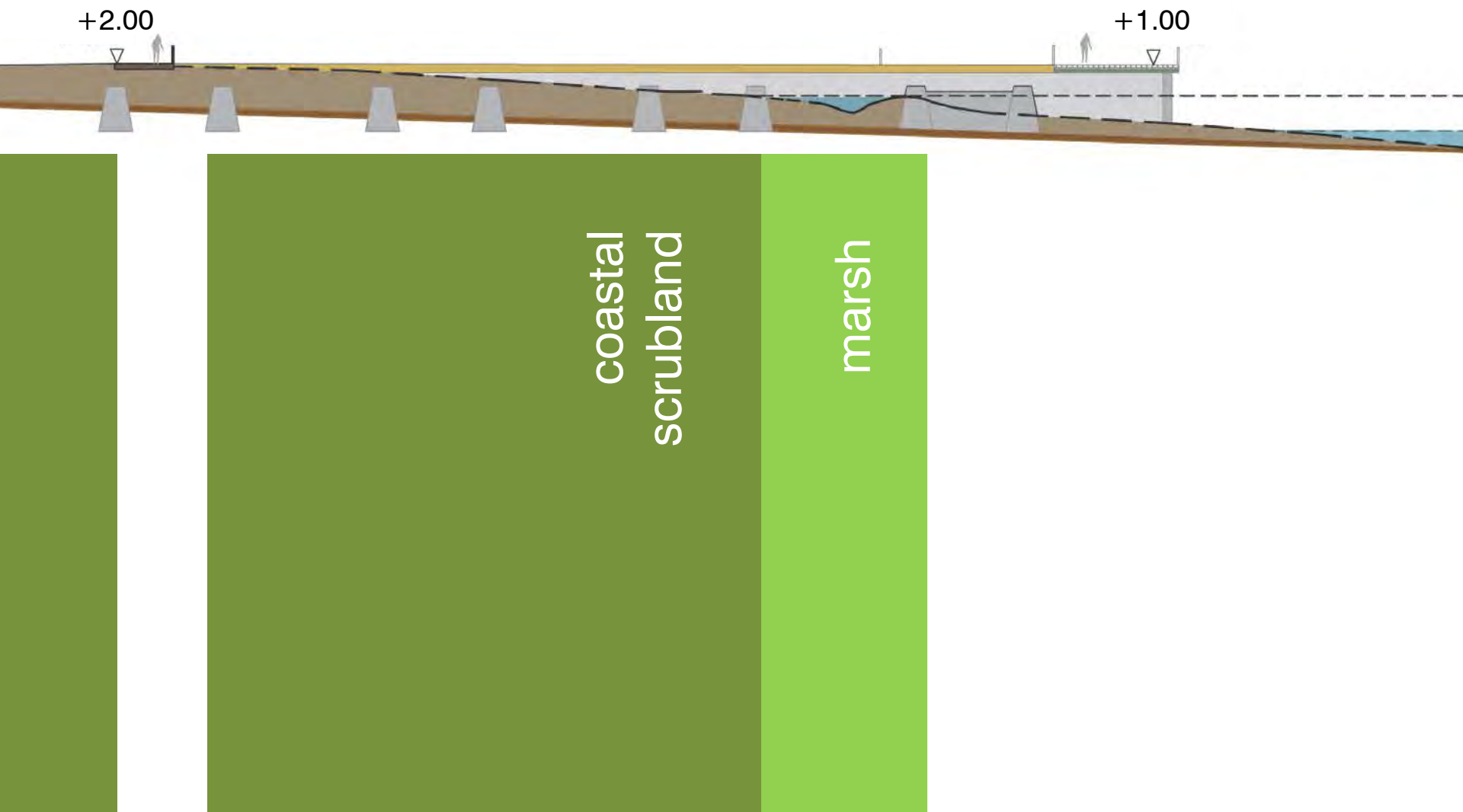


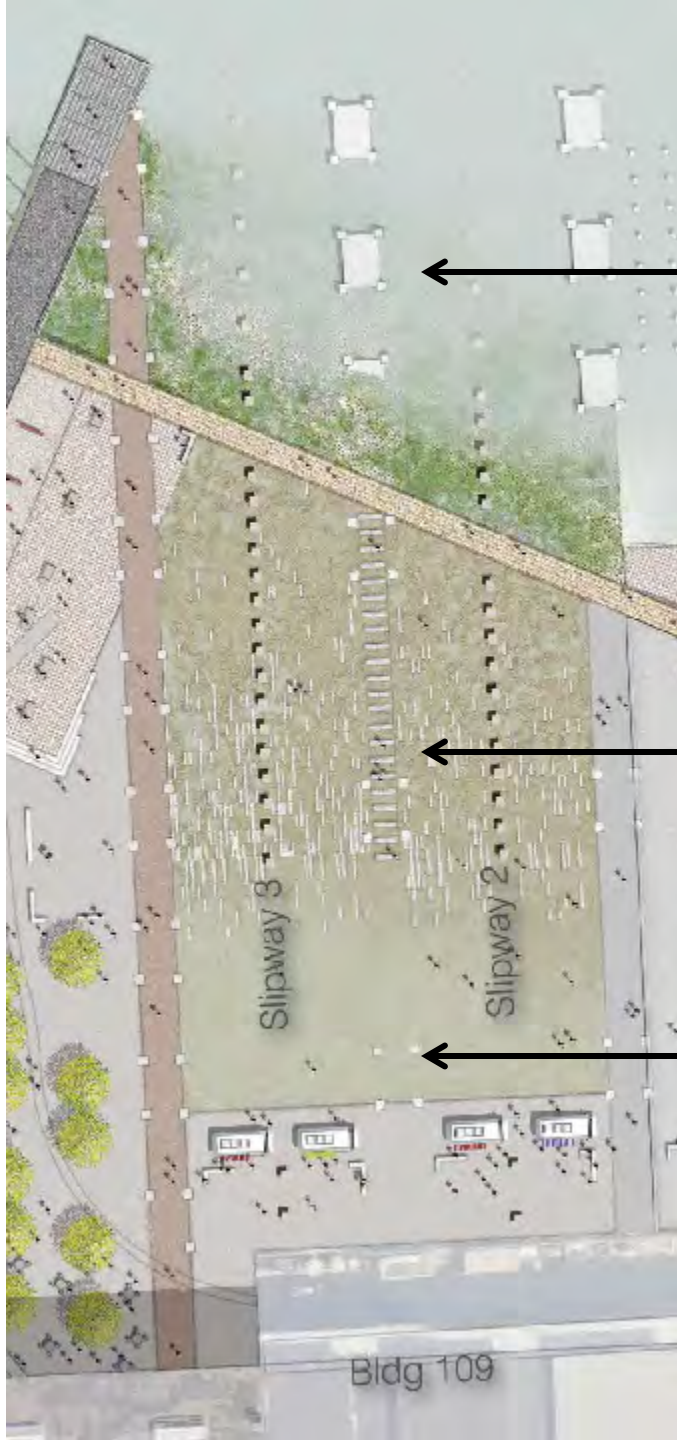
LOOK

“living” shoreline TODAY (MHHW)



“living” shoreline TODAY (MLLW)





Marsh



Spartina foliosa
California Cordgrass



Sarcocornia perennis
Chickedew

Coastal Scrubland



Baccharis pilularis
Coyote Brush



Gaultheria shallon
Salal



Lupinus arboreus
Lupinus arboreus



Eriodictyon californica
California Yerba Santa



Arctostaphylos sp.
Manzanitas



Rhus integrifolia
Lemonadeberry

No-Mow Land



Festuca rubra
Red Fescue

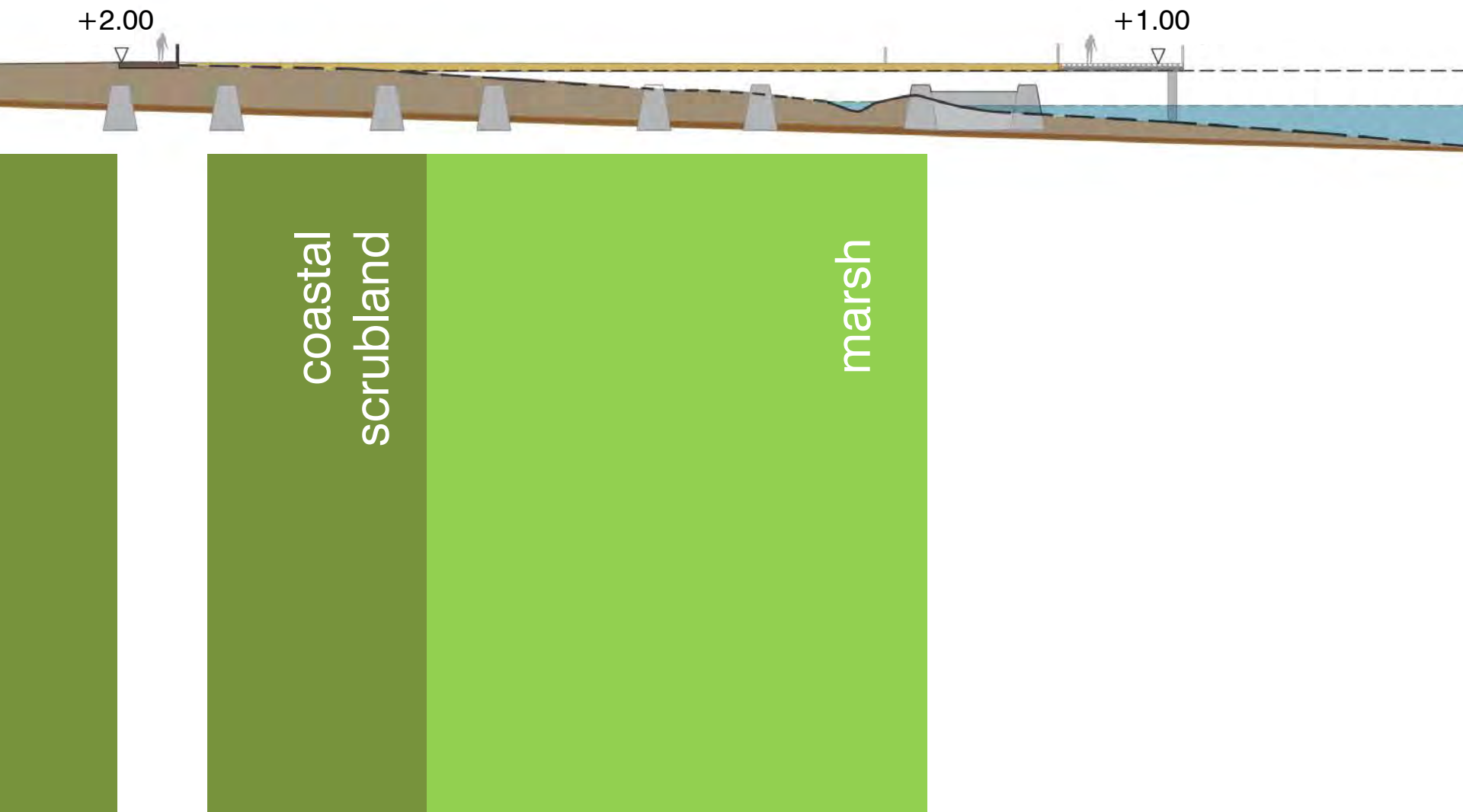


Nassella pulchra
Purple Neckle Grass

“living” shoreline 2100 (MHHW)



“living” shoreline 2100 (MLLW)



“living” shoreline TODAY



“living” shoreline 2100





✓ stormwater strategy



soil profiles + materials

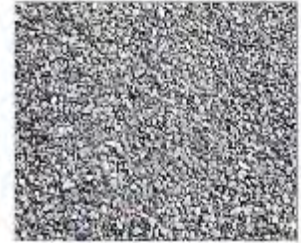


PERMEABLE PAVING

Concrete Paver



Decomposed Granite Gravel



NON-PERMEABLE PAVING

Poured Concrete



Concrete Walkway

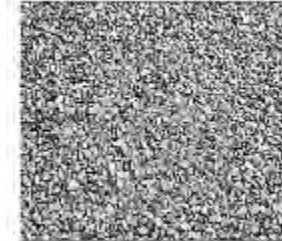


Asphalt



SHORELINE TREATMENT

Gravel



Round Cobble



Riprap



PLAY SURFACE



WHARF: Metal Grate





The Ramp Restaurant

Kneass

Potential Dev. Site

Blcg 49

Shipyard

18th St

Third St

Illinois St

30 FT

40 FT

110 50

Shipway 1

10th St (MCMENON)

no infiltration

less infiltration

more infiltration

0 20 50 100ft



✓ special features

tot-lot + playground
(kids up to 5 yrs-old)



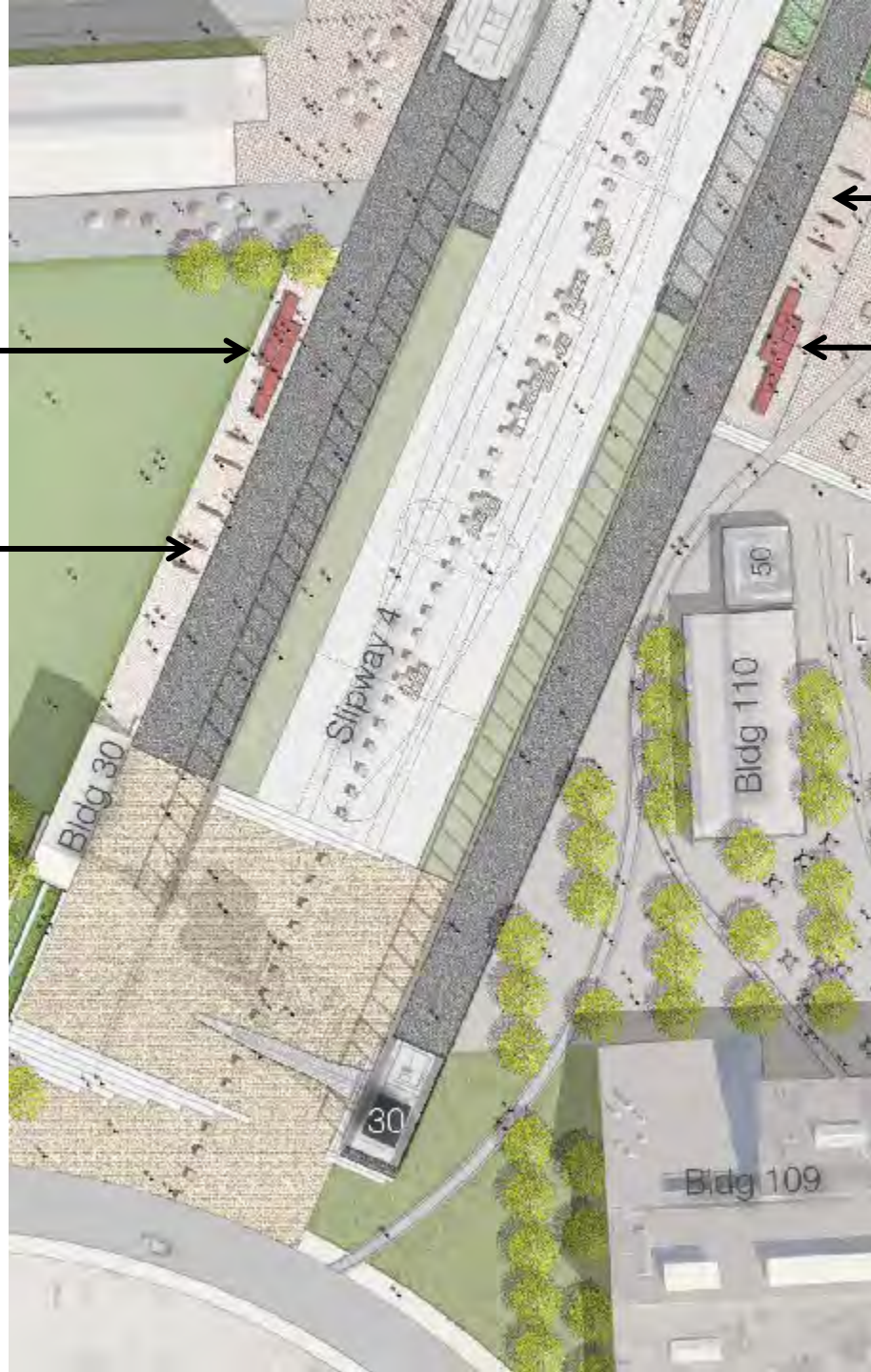
swings
and/or
elderly exercise
equipment

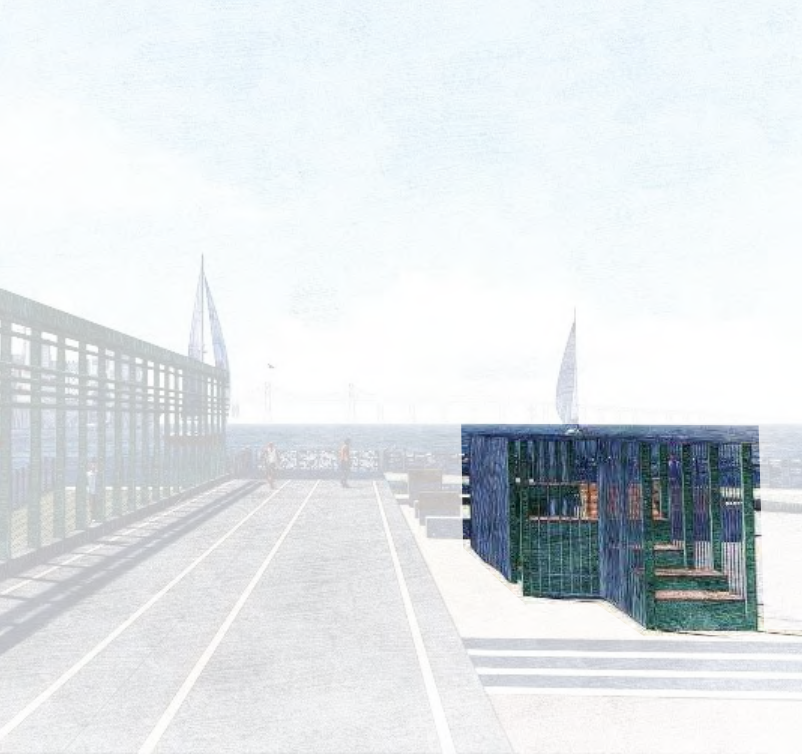


swings



playground
(kids > 6 yrs-old)









crane cove park

master plan

relevant precedents



Landschaftspark Duisburg Nord, Germany (former steel mill)



Landschaftspark Duisburg Nord, Germany (former steel mill)



Landschaftspark Duisburg Nord, Germany (former steel mill)

Landschaftspark Duisburg Nord, Germany (former steel mill)





Landschaftspark Duisburg Nord, Germany (former steel mill)



Landschaftspark Duisburg Nord, Germany (former steel mill)



Landschaftspark Duisburg Nord, Germany (former steel mill)



Museo Marítimo Ria de Bilbao, Spain (former shipyard)



Museo Marítimo Ría de Bilbao, Spain (former shipyard)



Museo Marítimo Ria de Bilbao, Spain (former shipyard)



Museo Marítimo Ria de Bilbao, Spain (former shipyard)



The High Line, NYC (former elevated train track)



The High Line, NYC (former elevated train track)



The High Line, NYC (former elevated train track)



The High Line, NYC (former elevated train track)

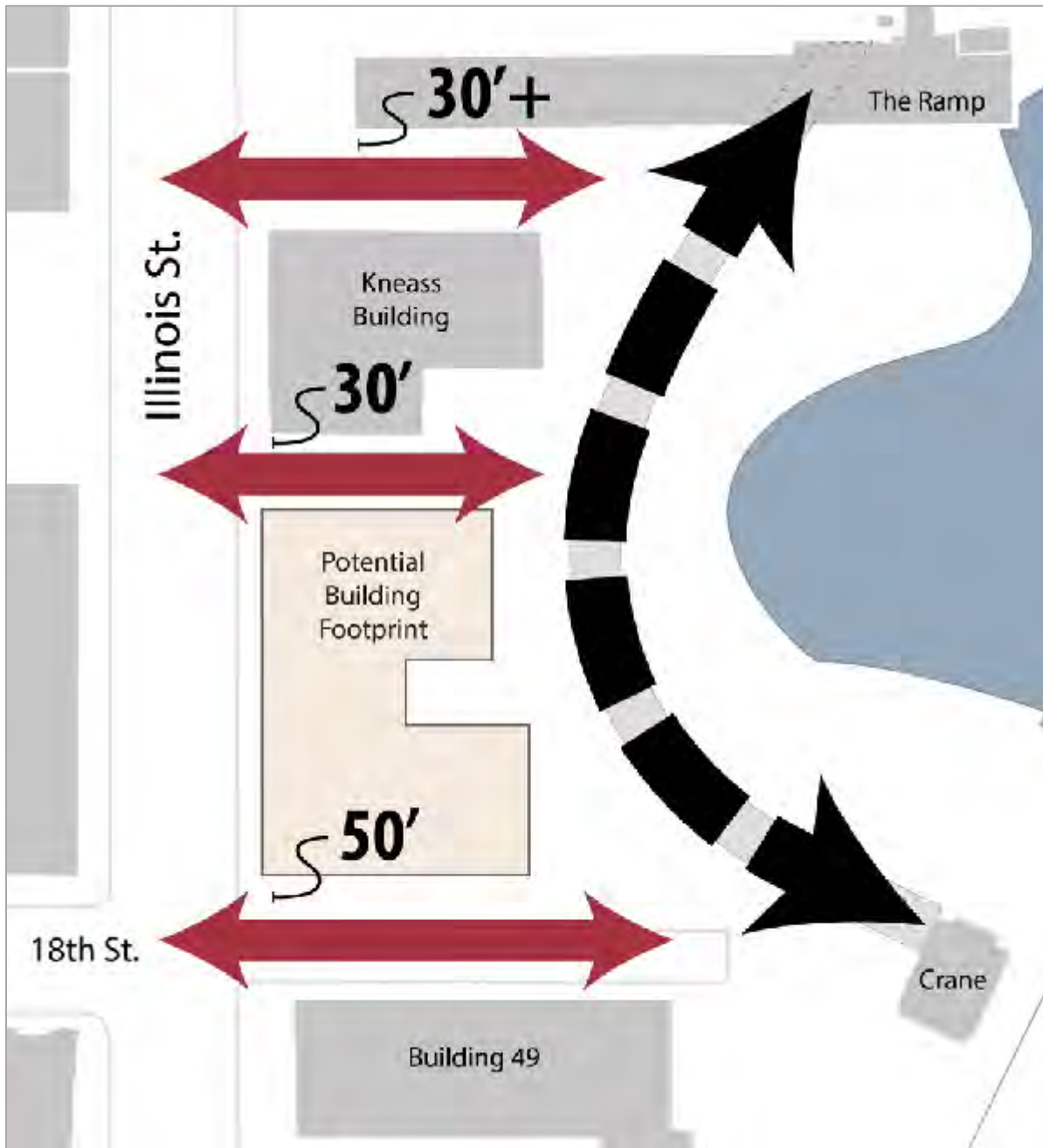


The High Line, NYC (former elevated train track)



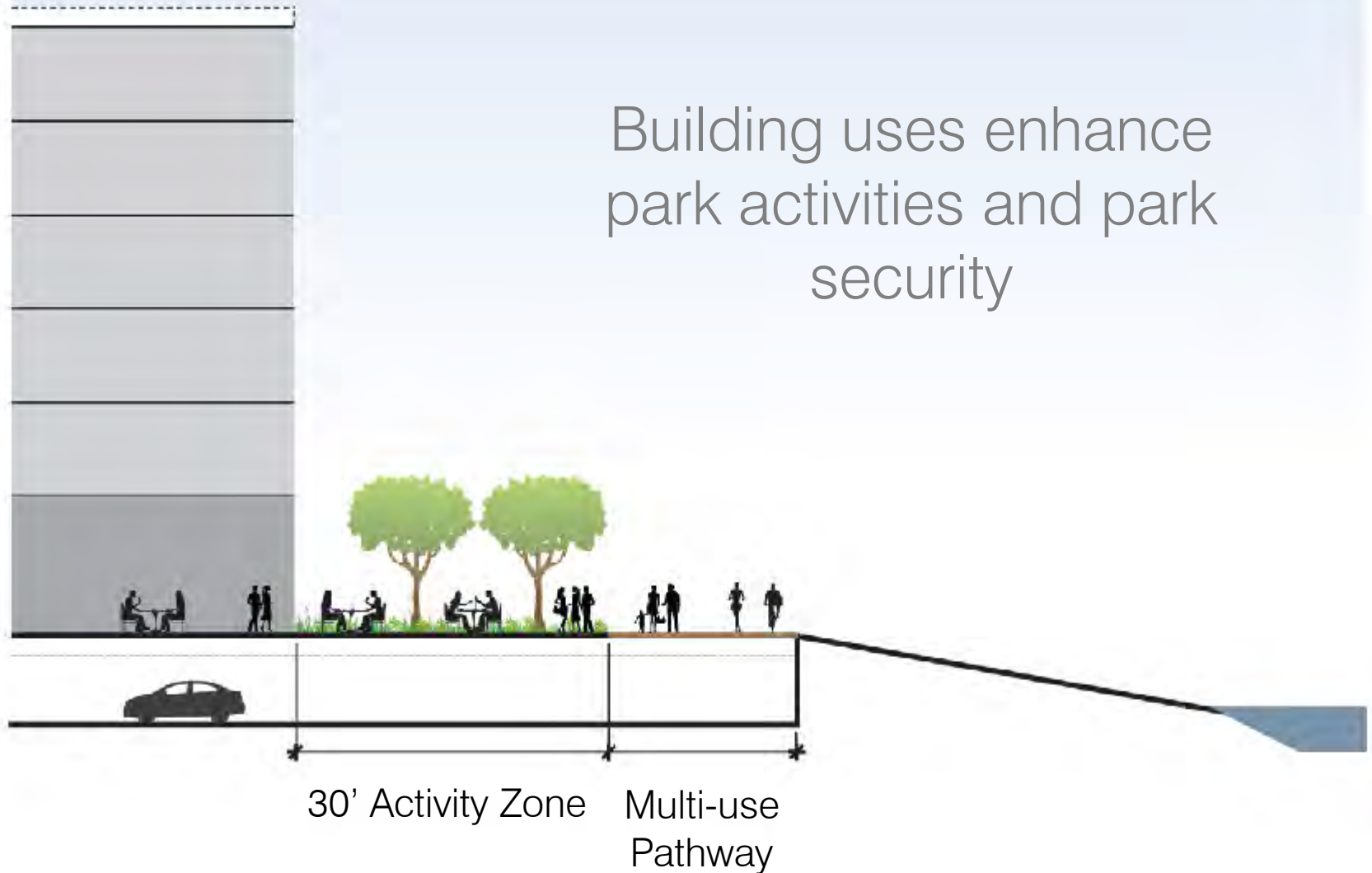
The High Line, NYC (former elevated train track)

development sites guidelines



- A Multi-use Waterfront Pathway
- Generous Connections to Illinois St.
- Maximum Height 65', consistent w/existing zoning & adj. dev.

Building uses enhance
park activities and park
security



cost estimate + phasing plan

cost + budget



project estimated funding

2008 Parks Bond	\$10,184,000
2012 Parks Bond	\$ 8,000,000
Other Port Funds	<u>\$ 3,116,000</u>
Total	\$21,300,000

project estimated cost

Construction:	\$23,500,000
Est. Contingency	<u>\$11,500,000</u>
Sub Total:	\$34,000,000
Soft Cost (33%)	<u>\$11,400,000</u>
Total	\$45,400,000

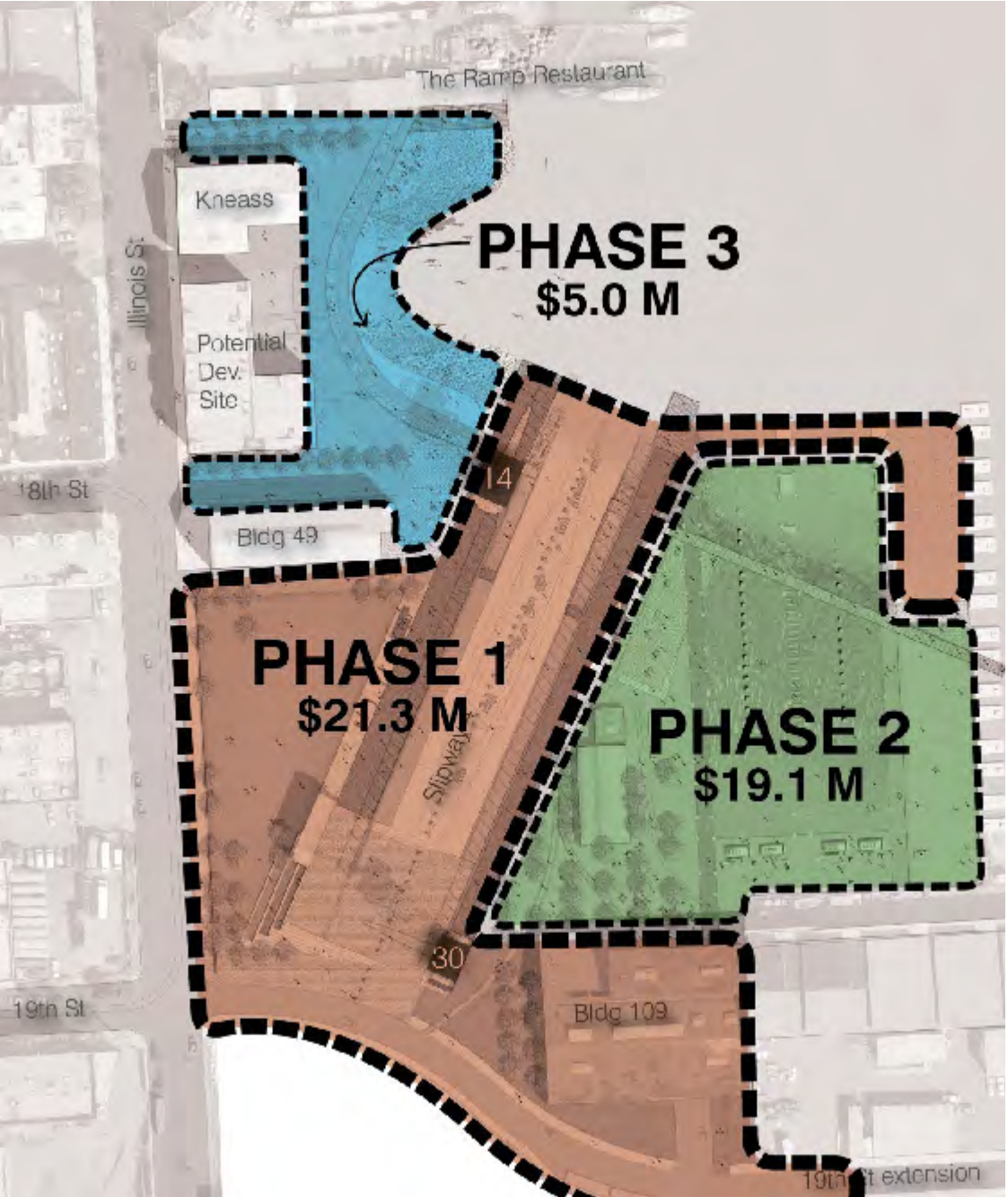
Approximately 5 million/acre



cost breakdown

Historic Preservation	\$19,000,000
- cranes	
- slipway 4	
- fence	
- buildings	
Shoreline	\$ 4,500,000
Infrastructure	\$ 4,800,000
Hardscape	\$ 9,200,000
- plazas	
- walkways	
Softscape	\$ 5,000,000
Site Furnishings	\$ 2,900,000
Total	\$45,400,000

phasing plan



project estimated phasing

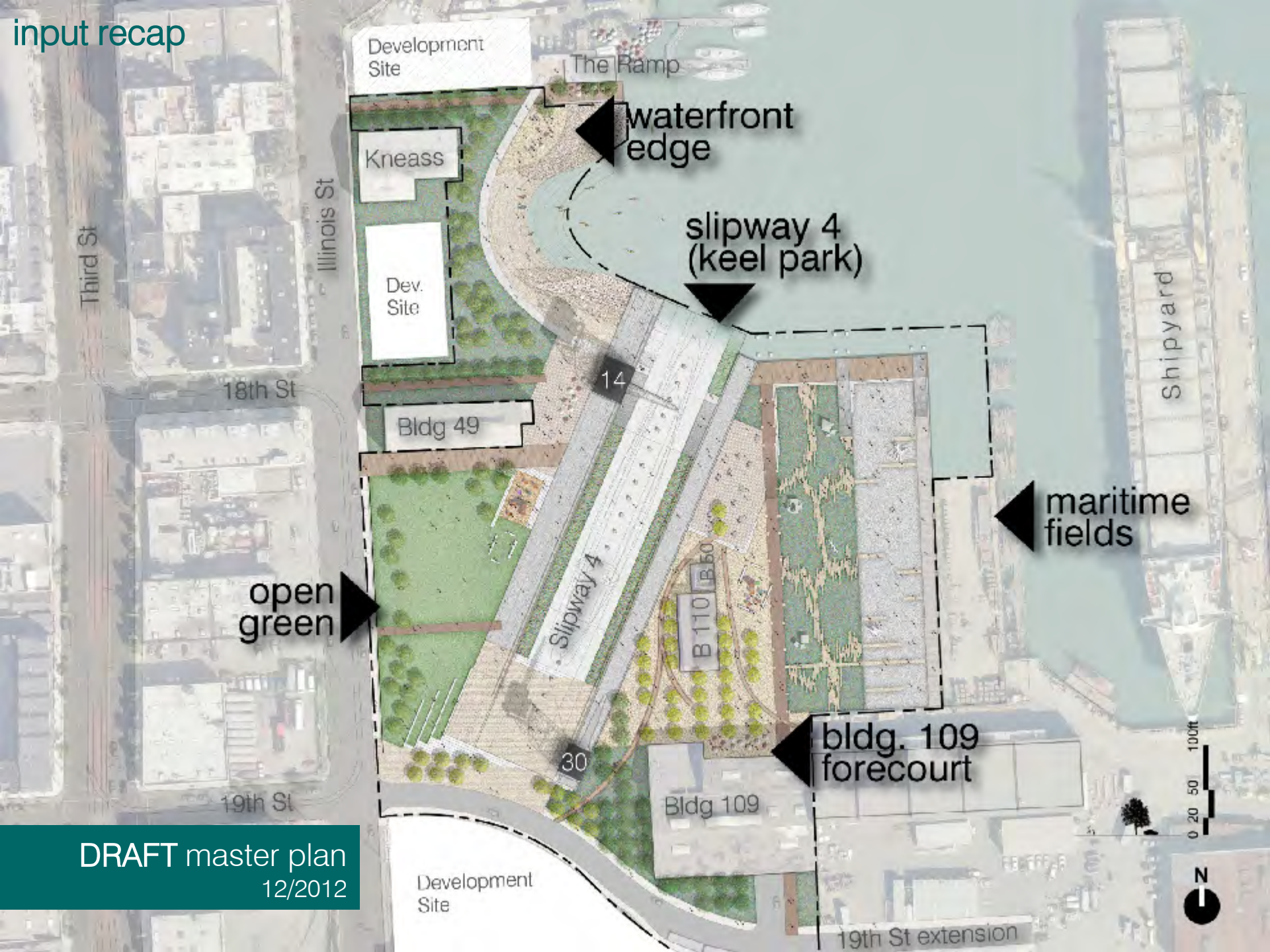
Phase 1 (funded)	\$21,300,000
Phase 2	\$19,100,000
Phase 3	\$ 5,000,000
Total	\$45,400,000

areas included in phase 1

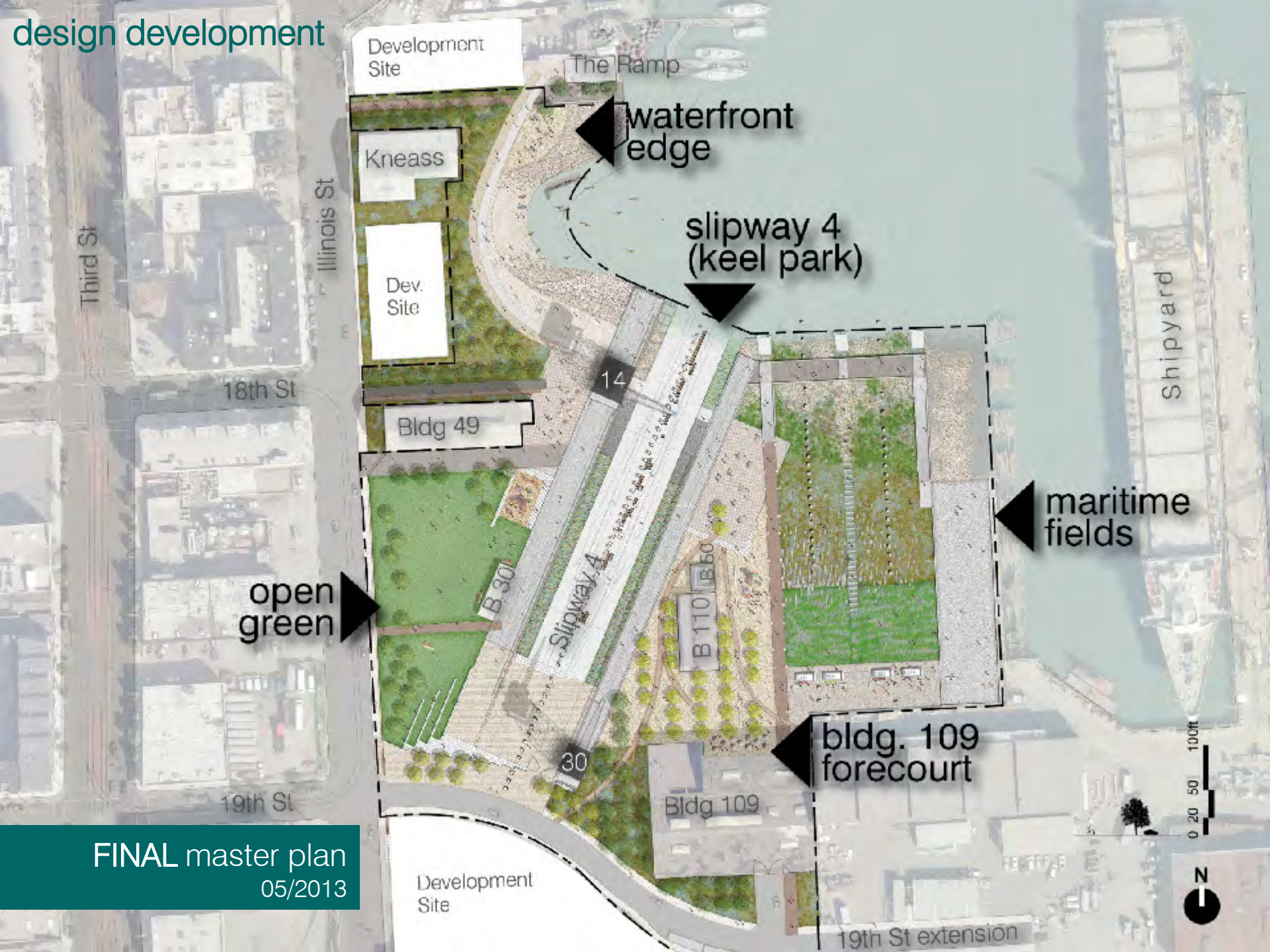
- open green
- 19th street extension
- crane plaza + keel park
- building 109 rehabilitation
- Illinois street sidewalk
- cranes 14 + 30 stabilization
- shoreline clean-up



summary of public + stakeholder
input results



DRAFT master plan
12/2012



Development Site

The Ramp

waterfront edge

Kneass

slipway 4
(keel park)

Dev. Site

Third St

Illinois St

18th St

Bldg 49

14

maritime fields

open green

B 30

Slipway 4

B 110 B 50

bldg. 109
forecourt

30

Bldg 109

0 20 50 100ft



19th St extension

design development



The Ramp Restaurant

urban beach

Kneass

Potential Dev. Site

Bldg 49

open green

Slipway 4

maritime fields

109+110 yard

Bldg 109

UPDATED master plan
09/2013

slipway 4
(crane plaza + keel park)

0 20 50 100ft



19th St extension

Third St

Illinois St

18th St

19th St

Shipyard

name _____
 (OPTIONAL)
 email _____
 (OPTIONAL)

public input questionnaire
 Crane Cove Park
 public workshop 2
 DECEMBER 8, 2012

On a scale of 1 (poorly) to 5 (very well), rate how the **DRAFT MASTER PLAN** responds to the project's **ASPIRATIONS**

For more information visit the project website: www.sport.com/cranecovepark
DRAFT master plan



* historic preservation 1 2 3 4 5
 + integrate historic resources and celebrate site's heritage
 + prepare interpretive program

* program - activities 1 2 3 4 5
 + provide a diversity of activities
 + prepare an educational, cultural, recreational program

* access + views 1 2 3 4 5
 + 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 w/new development 1 2 3 4 5
 + suggest best configurations of development parcels for park

* sustainability 1 2 3 4 5
 + anticipate sea level rise to maximize park usage
 + develop a comprehensive approach for the reuse of on-site materials and historic buildings



◀ waterfront edge

◀ maritime fields

◀ bldg. 109 forecourt

◀ open green

◀ slipway 4 (keel park)

PRIORITIES

What should be built first?

Place the names of the park area in the order that you would like to see them getting built:

- 1 slipway 4
- 2 open green
- 3 crane 14
- 4 waterfront edge
- 5 bldg 109

Which are your FAVORITE elements of the DRAFT Master Plan?

would really like to see both cranes included in the initial plan

Which are your LEAST FAVORITE elements of the DRAFT Master Plan?

concern about the main slip area being used by skateboarders

Do you have any general comments or suggestions?

concern



SAN FRANCISCO
ARCHITECTURAL
HERITAGE

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 415.774.3105
 415.774.3106
 415.774.3107

September 24, 2012

Submitted by email

David Beaupre
 Master Planning Project Manager
 Port of San Francisco
 Pier 1, The Embarcadero
 San Francisco, CA 94111
 Email: David.Beaupre@sfport.com

RE: Pier 70—Crane Cove Park

Dear David:

On behalf of San Francisco Architectural Heritage (Heritage), thank you for your recent presentation to the Issues Committee on August 21, 2012 at Pier 70. The committee reviewed design options for the proposed Crane Cove Park and a preliminary concept for rehabilitation of the 20th Street historic buildings. Because we do not have sufficient information on the proposed treatment of the 20th Street buildings, our comments are limited to design alternatives presented for Crane Cove Park. Heritage looks forward to commenting on the 20th Street historic buildings once renderings are available for review.

Two alternative design options were presented for Crane Cove Park, including Alternative 1, "Lines and Existing Traces," and Alternative 2, "Patches and Historic Uses." Alternative 1 would provide indirect public access to the park from an elevated pedestrian ramp off 19th and Illinois streets or by passing through Building 109. Alternative 2 would cover a portion of the slipway with fill to negotiate the grade difference between Illinois Street and the park, thereby enabling direct public access

At the outset, Heritage is impressed by the level of in-depth research conducted as part of the design process as well as the project team's commitment to reflect the historical significance of Pier 70.

part of the design process as well as the project team's commitment to reflect the historical significance of Pier 70. The committee prefers the interpretive approach of the "Lines and Existing Traces" scheme, which focuses on the World War II era, because of its simplicity. The interpretation in "Patches and Historic Uses," which seeks to convey multiple historical eras, appears overly-ambitious and somewhat abstract. We are concerned that this multi-layered approach would be confusing to the average park user.

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 415.774.3105
 415.774.3106
 415.774.3107

6/10/13

To: David Beaupre, Port of San Francisco

Re: May 18, 2013 presentation Crane Cove Park from PDF

Dear David, BDCD and Waterfront Design Advisory Committee:

Green/ park design responds to community input with the exception of the Development parcels. Though you have moved one from Illinois near 18/19th St., I am very concerned with a large building overshadowing the Ramp restaurant and its ambiance, and that of Crane Cove Park in general. Since the Port representatives de-emphasize the development sites in their

Green/ park design responds to community input with the exception of the Development parcels. Though you have moved one from Illinois near 18/19th St., I am very concerned with a large building overshadowing the Ramp restaurant and its ambiance, and that of Crane Cove Park in general.

On the pdf presentation

- Page 80- Development building looks short. What is the height?
- p100- Shadow/outline on new development from bird's eye view makes it look much smaller/innocuous than it will be.
- p109- Shows big wall of new development? looks overpowering for the waterfront site next to the park open space.
- p110- What are the new building sites?
- p130- Is the proposed building 65 feet tall?

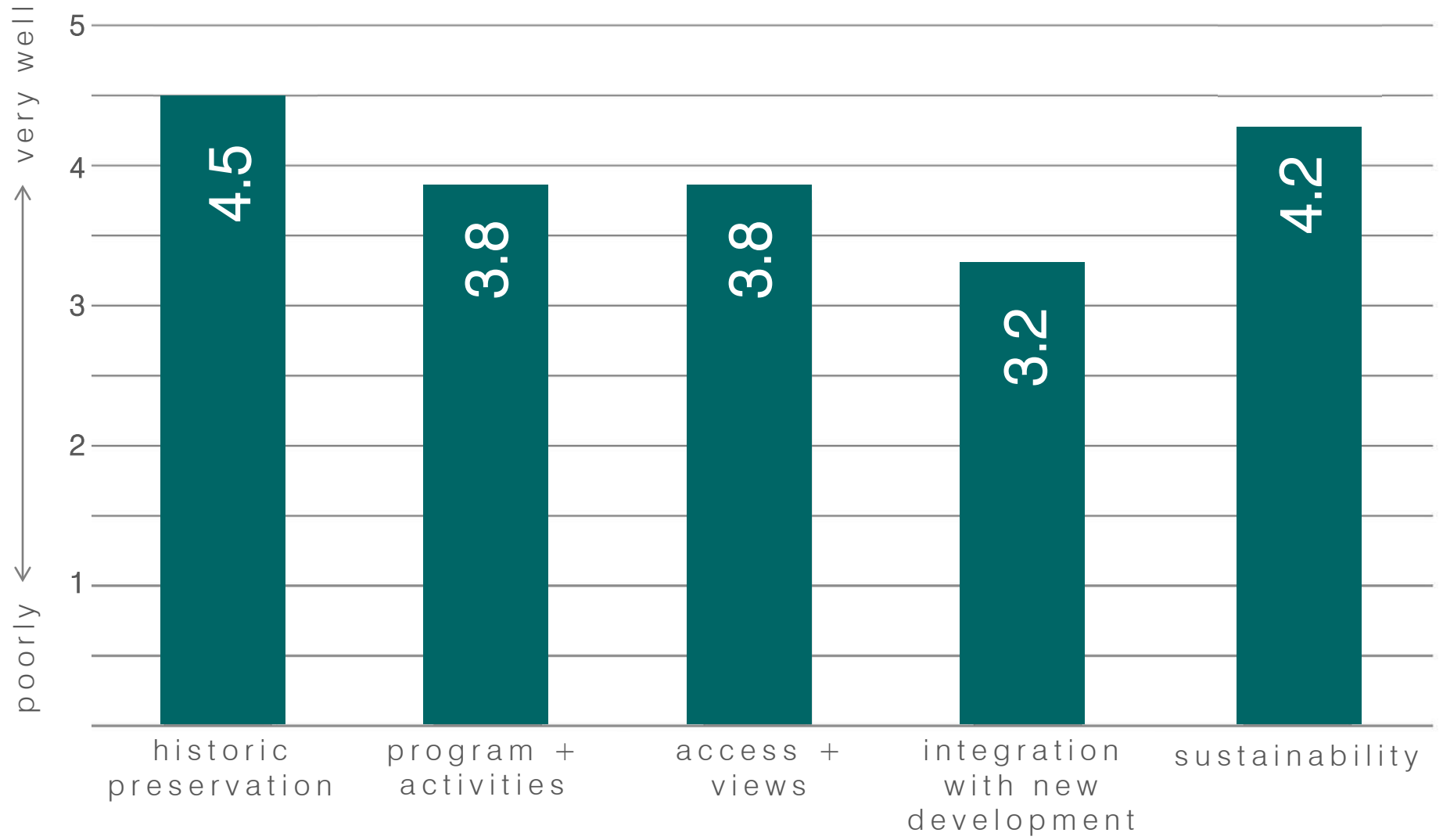
Thank you ,

Janet Carpinelli
934 Minnesota St.
San Francisco, CA 94107

Dogpatch resident and president of Dogpatch Neighborhood Association

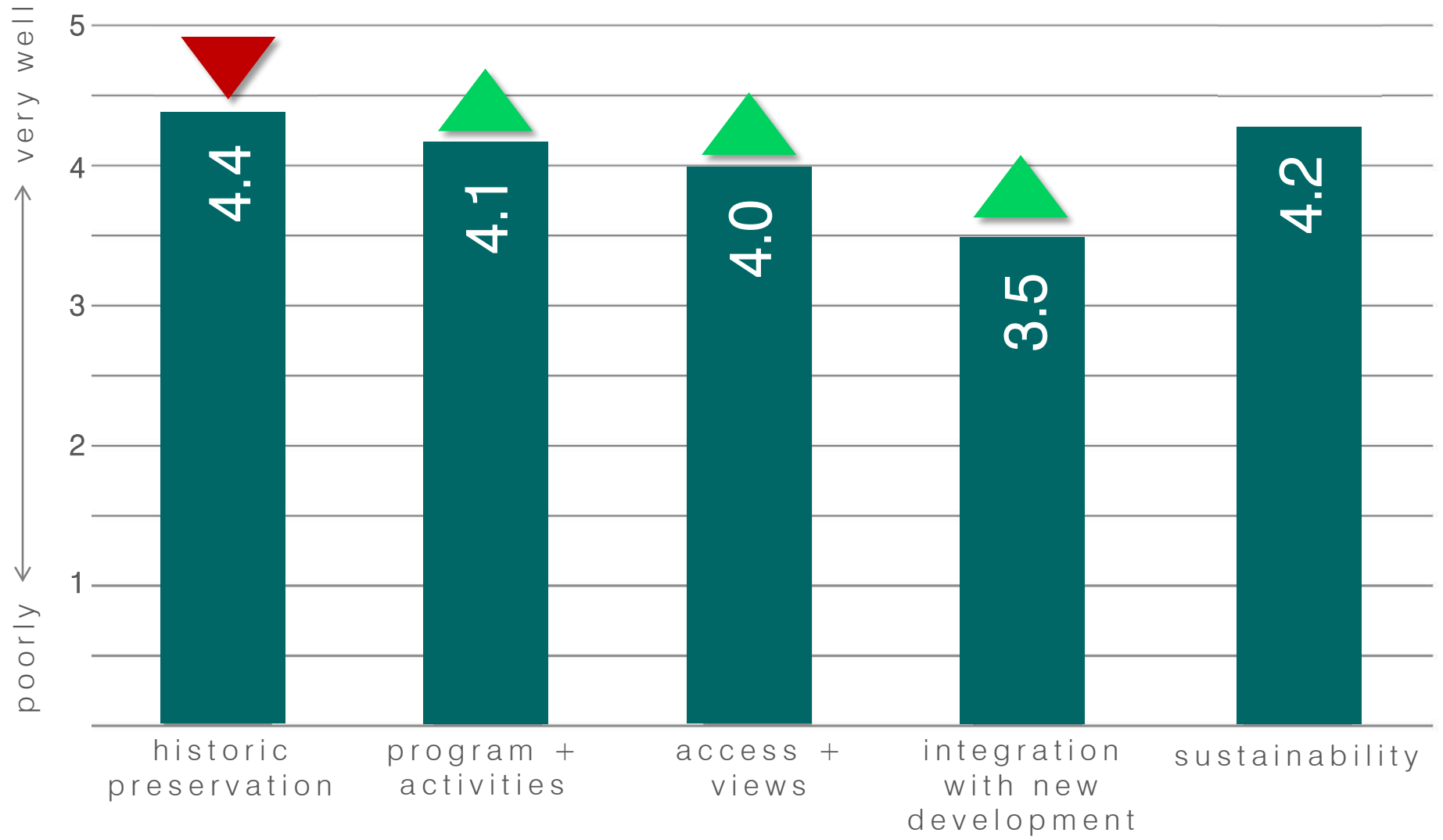
DECEMBER 2012

Rate how the DRAFT Master Plan responds to the PROJECT ASPIRATIONS



JUNE 2013

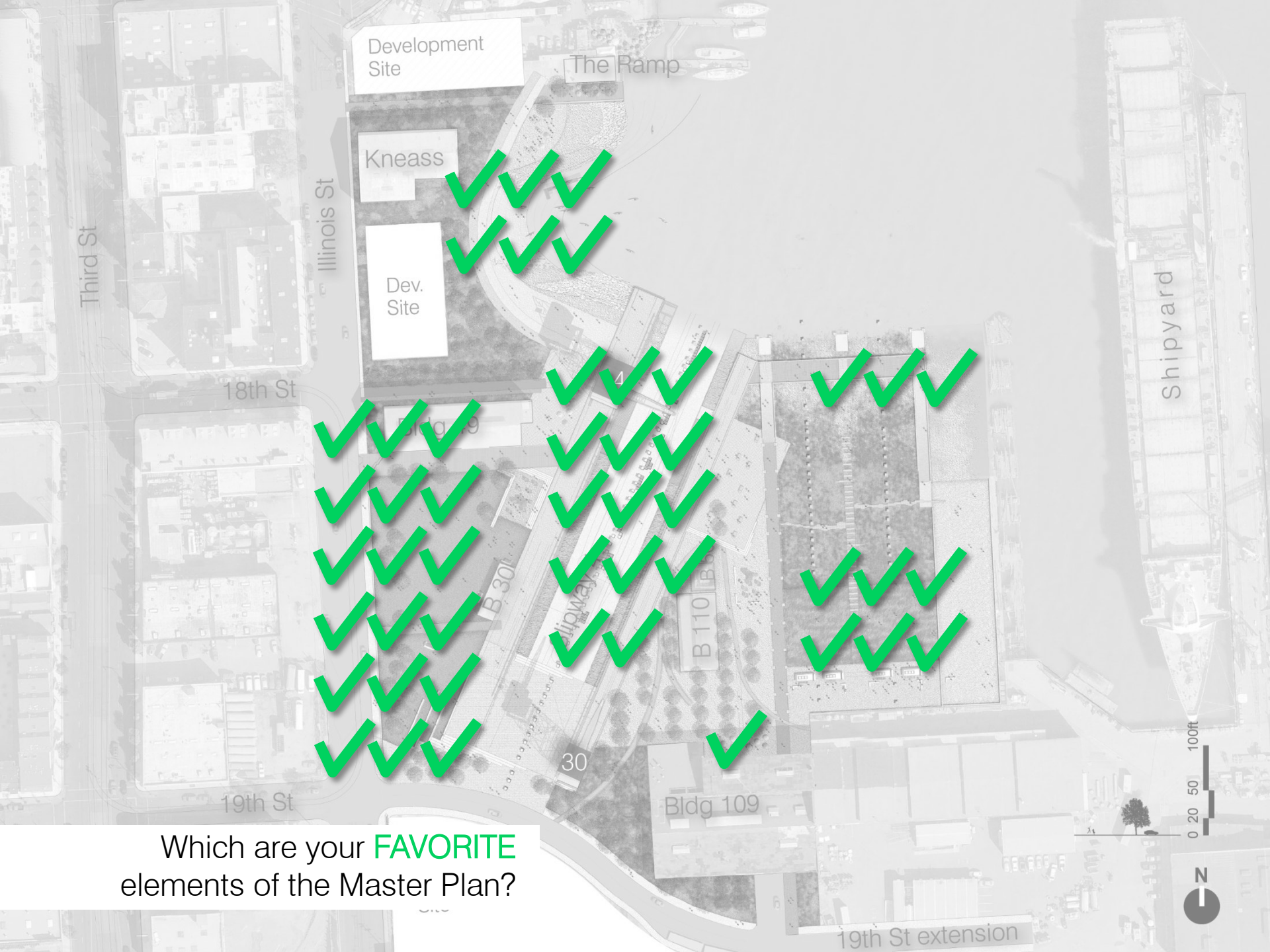
Rate how the MASTER PLAN responds to the PROJECT ASPIRATIONS



JUNE 2013

What are your FAVORITE elements of the PARK master plan?

Open green spaces, views of water, incorporation of ship elements Open space, playground
Historic tracery and reuse - Tripartite Port Park concept (New, Historic, Working) The boat
launch / beach, the overlook, native plantings at Maritime Fields and the open green along
Illinois St. are my favorite programs. I also think the incorporation of the historic elements
especially the cranes will give the Park a special sense of place. Although it is a missed
opportunity that the public will not be able to access either of the cranes for viewing and/or
recreation. Really appreciate maintaining the exo-structure of the weighs at Slipway 4, along
with bldg 109. Also like the human-powered boat launch. Like the way the uses/plan honors the
adjacent neighbors (Ramp and boatyard). And, of course, saving the cranes. Like that there may
be a dog runway apart form grassy area for humans. Cafe and restaurant and sllipway on Pier
70- Water access point for human powered boats - something that is missing in SF
waterfront. Great open space - more than any other in Mission Bay Preserving the cranes and
slip incorporation Historic cranes, dog park, keel park historic element, "watercraft" launch,
trend line from wild native plants to manicured. Slipway 4 Slipway 4, waterfront edge,
slipway 3-4 (bridge), Bike lane I love the cranes as a companion to the industrial uses. Love
the green open area and slipway 4/crane rehab. The bosque area with Building 109 is also
beautiful. 1) Bay access to the park 2) Boat (human powered) loading 3) Either pier or beach
to launch from 4) Storage for human powered boats 5) Preserving historical periods of park 6)
Open Spaces for people to picnic, enjoy 7) Storage, YAY! Beach/boat launch, open green



Development Site

The Ramp

Kneass

Dev. Site

18th St

Bldg 9

B 301

Shipway

B 110 Bldg

Bldg 109

19th St

19th St extension

Shipyard

0 20 50 100ft

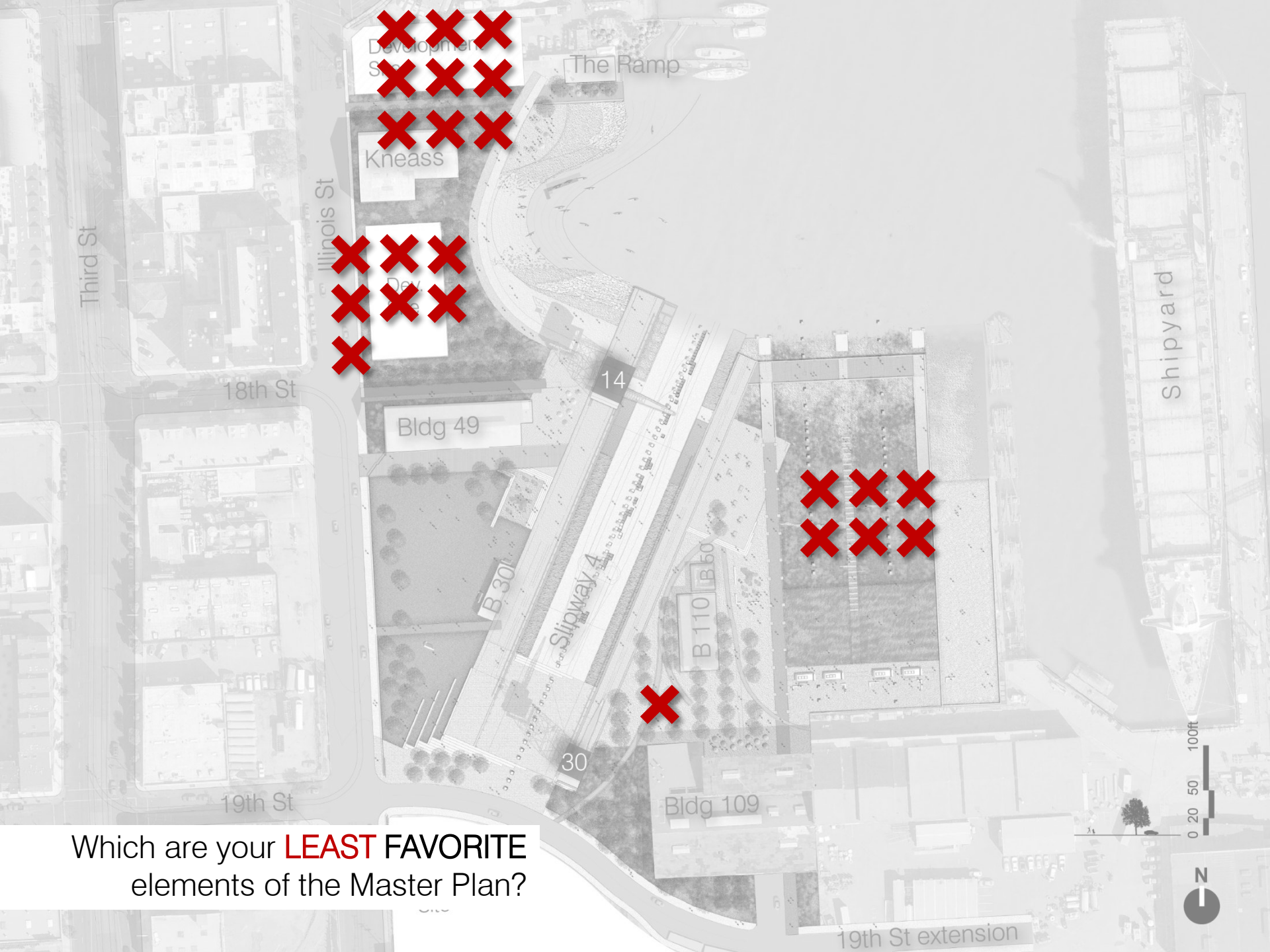


Which are your **FAVORITE** elements of the Master Plan?

JUNE 2013

What are your LEAST FAVORITE elements of the PARK master plan?

I personally am less excited about the human-powered boat launch infrastructure. I know everyone loves lawn but I think it is dull. Lawn feels less Pier 70. Not so sure about the tree/gravel area around bldg 110. The tree grid itself is fine, I'm just not sure I understand how this section will be used. I don't NOT like it, just haven't assimilated it--yet. Developments in front of the ramp? Besides the incorporation of porous surface materials to allow for integration, it isn't clear how the Master Plan incorporates a sustainable water strategy. Is there a plan to reuse stormwater for irrigation? Perhaps this is just due to graphics, but the pedestrian circulation structure lacks a clear hierarchy. Hard to tell what the primary, secondary, etc. moves are. The Blue Greenway route through the Park should read stronger. If one of the walks along Slipways 2 or 3 extended out to become a pier over the water it would create a more interesting / unique place, while also engaging with the dynamic movements of the Bay water coming into and out of the site. Can any of the exposed foundations north of the Wharf be made accessible? No real problems - Good Job! Slipway 2/3 The primary design moves are interesting. It is unclear, at this point, how this site will evolve over time, vis-a-vis the planting strategy. The depictions shown suggest a dense naturalistic landscape. Does the Port have the capability of maintaining this? Development site on Illinois between 18th and Mariposa. Being a little safe with public "entertainment" Restrooms in Phase 1 I am worried that there is not enough access to the water Cost of Phase 2 Need bathrooms. Agree with Toby - add some uniqueness/quirkiness. Concerned about development site heights of buildings



Development
St
Kneass

The Ramp

Dev

Bldg 49

14

B 30

Slipway 4

B 110 B 50

30

Bldg 109

Shipyard

18th St

19th St

19th St extension

0 20 50 100ft



Which are your **LEAST FAVORITE** elements of the Master Plan?

crane cove park

master plan

Q + A



The Ramp Restaurant

urban beach

Kneass

Potential Dev. Site

Bldg 49

open green

Slipway 4

slipway 4
(crane plaza + keel park)

Bldg 109

109+110 yard

maritime fields

Shipyard

0 20 50 100ft



19th St extension

Third St

Illinois St

18th St

19th St

next steps

- ✓ detailed site and bathymetry survey
- ✓ final revisions with today's input
- ✓ presentation to Port Commission
- ✓ kick-off SCHEMATIC DESIGN for phase 1



Architectural Resources Group | AGS Engineering | Martin Lee Cost Estimating | A+P

