

The background features a light blue gradient. On the left, there is a large, semi-transparent gear. On the right, there is a silhouette of a city skyline with various buildings and a tall chimney.

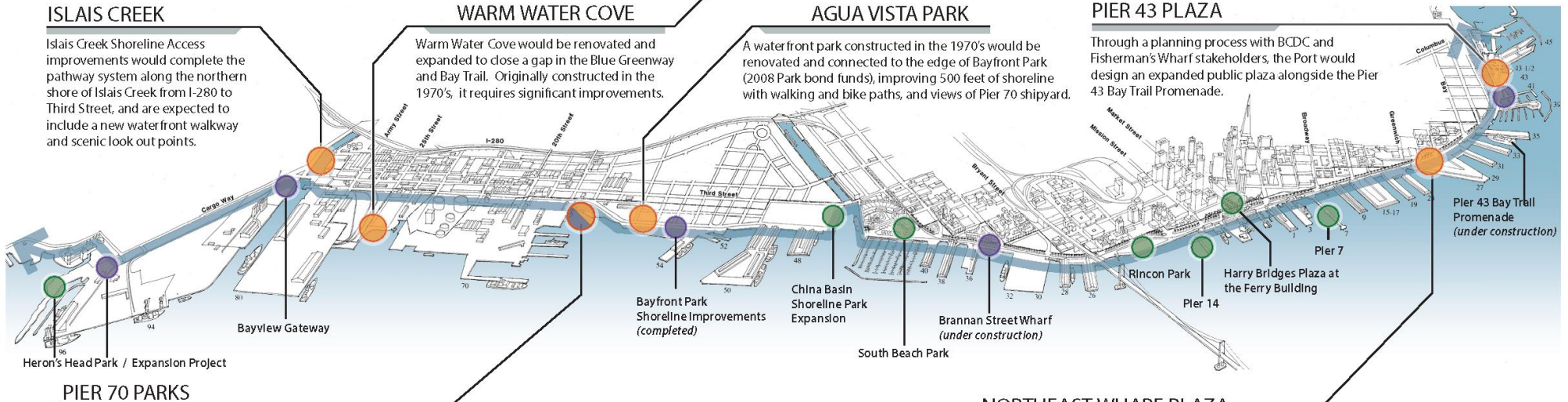
BLUE

GREENWAY

WATERFRONT OPEN SPACES

The Port of San Francisco's plan for a continuously walkable waterfront features a series of connected public spaces.

- Public Spaces Proposed for 2012 Neighborhood & Waterfront Parks Bond Funding
- Major Public Spaces – completed
- Projects with 2008 Neighborhood Parks Bond Funding



ISLAIS CREEK

Islais Creek Shoreline Access improvements would complete the pathway system along the northern shore of Islais Creek from I-280 to Third Street, and are expected to include a new waterfront walkway and scenic look out points.

WARM WATER COVE

Warm Water Cove would be renovated and expanded to close a gap in the Blue Greenway and Bay Trail. Originally constructed in the 1970's, it requires significant improvements.

AGUA VISTA PARK

A waterfront park constructed in the 1970's would be renovated and connected to the edge of Bayfront Park (2008 Park bond funds), improving 500 feet of shoreline with walking and bike paths, and views of Pier 70 shipyard.

PIER 33 PLAZA

Through a planning process with BCDC and Fisherman's Wharf stakeholders, the Port would design an expanded public plaza alongside the Pier 33 Bay Trail Promenade.

PIER 70 PARKS

Pier 70 has a variety of open spaces planned including Crane Cove Park, Slipways Park, Machine Shop Courtyard and Central Plaza. Each site has an opportunity to provide significant benefit to the Blue Greenway and allow the public to enjoy and learn about the history of Pier 70. These projects allow for shoreline restoration and hazardous material remediation, bay access, bay water quality improvements, shoreline and upland native landscaping, historic interpretation and public art.

NORTHEAST WHARF PLAZA

A new park on Pier 27 bordering The Embarcadero, the Bay and the new James R. Herman Cruise Terminal that would feature a large lawn and places to enjoy views of the Bay and cruise ships.



Draft: March 21, 2012

Continuity + Sequence + Variety + Connection + Character



SAN FRANCISCO
BLUE GREENWAY
 Southern Waterfront Open Space System

- Blue Greenway
- T Line Station
- RPD Open Space
- Non Port/RPD Open Space
- Port Open Space
- Other Planned Open Space
- Existing Boat Access
- Planned Boat Access

OPEN SPACE INDEX

- | | |
|------------------------------------|---|
| ① Mission Creek Shoreline North | ①⑦ Islais Creek North-West |
| ② Mission Creek Shoreline South | ①⑧ Tulare Park/Islands Creek North-East |
| ③ China Basin Park | ①⑨ Islais Landing/Islands Creek South |
| ④ Terry Francois Blvd Improvements | ②⑦ Bayview Gateway |
| ⑤ Pier 52 Boat Launch | ②⑧ Cargo Way |
| ⑥ Bayfront Park | ②⑨ Pier 94 Wetlands |
| ⑦ Agua Vista Park | ③① Heron's Head Park |
| ⑧ Mission Bay Parks 23 & 24 | ③② PG&E Shoreline |
| ⑨ Pier 64 Shoreline Access | ③③ Jennings St/Hunters Point Blvd/Innes Ave |
| ⑩ Illinois Street | ③④ Hudson Avenue Right-Of-Way Improvements |
| ⑪ Pier 70 Crane Cove Park | ③⑤ India Basin Shoreline Park |
| ⑫ Pier 70 Upland Open Spaces | ③⑥ India Basin Open Space |
| ⑬ Pier 70 Slipways Park | ③⑦ Hunters Point Shipyard Open Spaces North |
| ⑭ Power Plant Shoreline Access | ③⑧ Hunters Point Shipyard Open Spaces South |
| ⑮ 24th Street Improvements | ③⑨ Yosemite Slough Wetland |
| ⑯ Warm Water Cove Park | ③⑩ Candlestick Point State Recreation Area |



June 2011





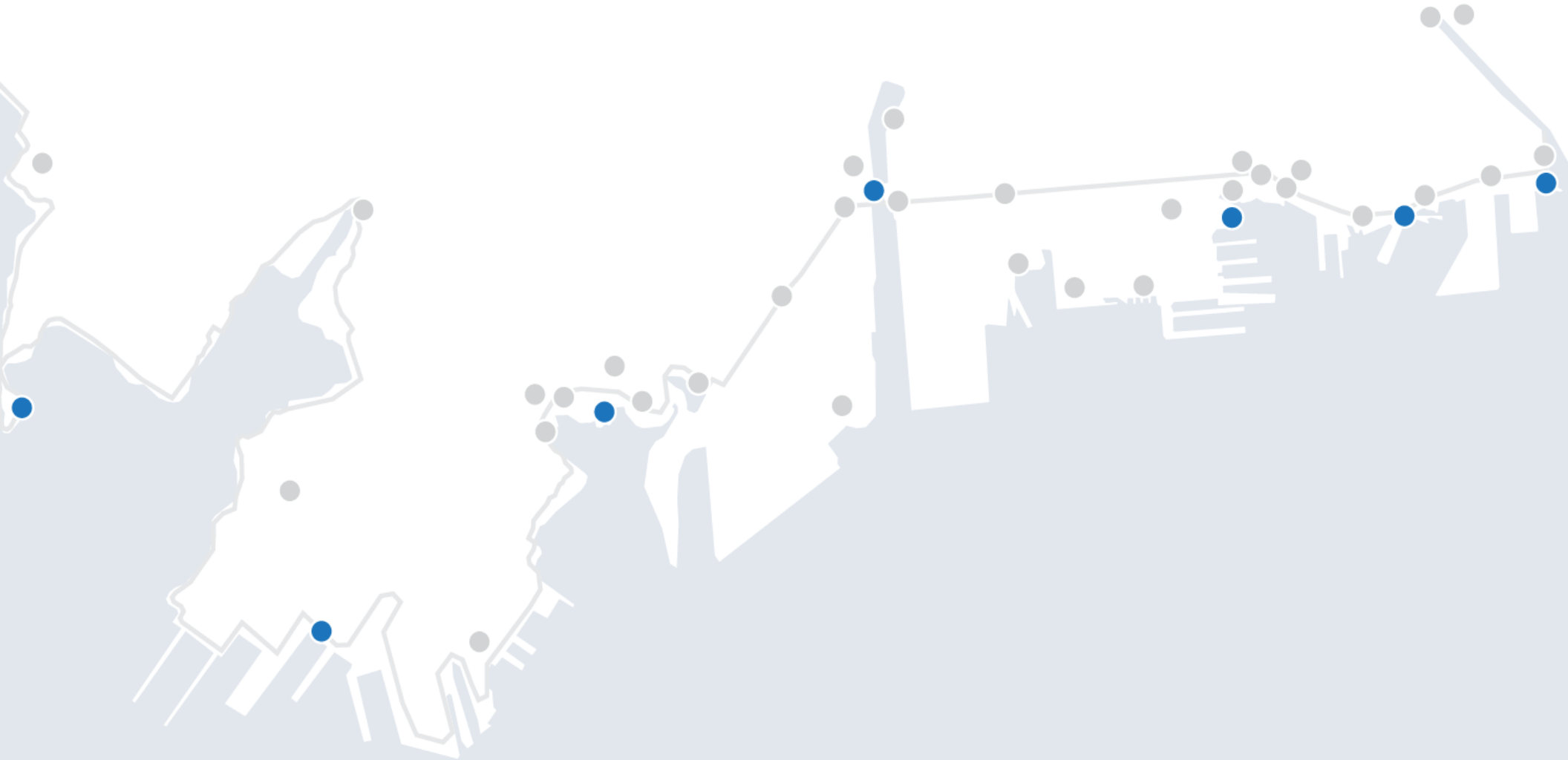
PARKS



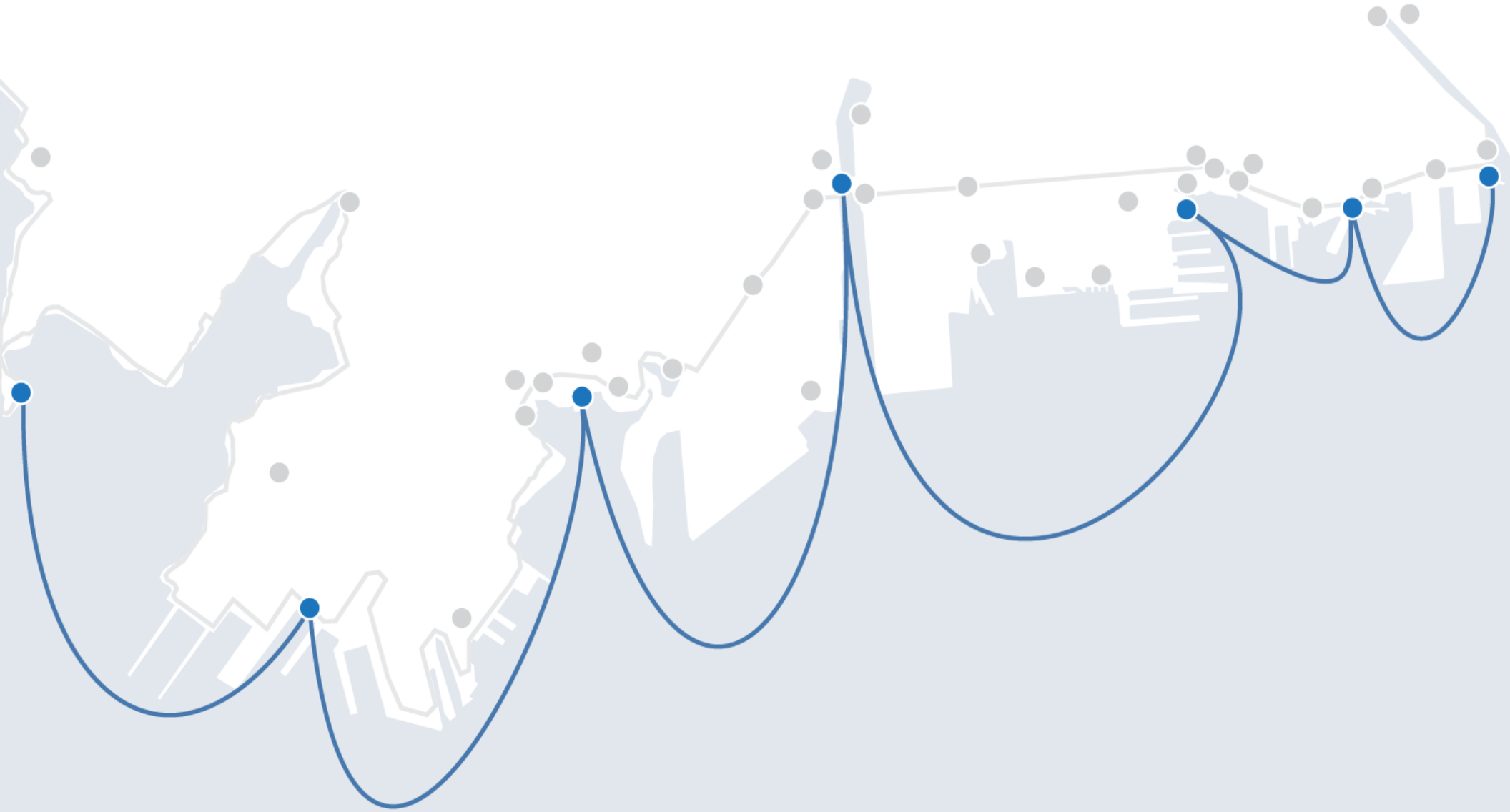
PARKS+PATHS & SIDEWALKS



PARKS+PATHS & SIDEWALKS +WATER LANDINGS

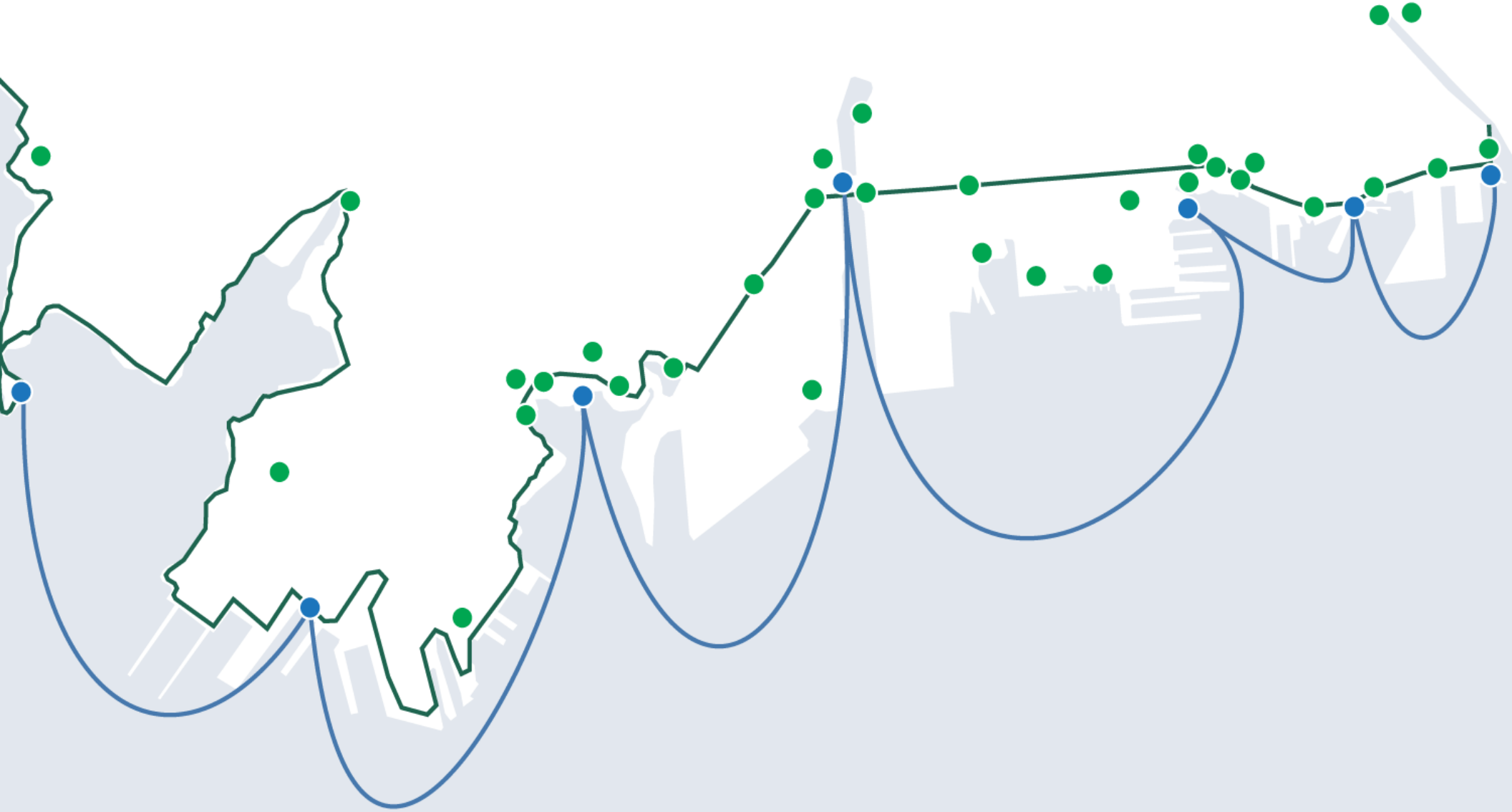


PARKS+PATHS & SIDEWALKS+WATER LANDINGS+WATER TRAIL



PARKS+PATHS & SIDEWALKS+WATER LANDINGS+WATER TRAIL

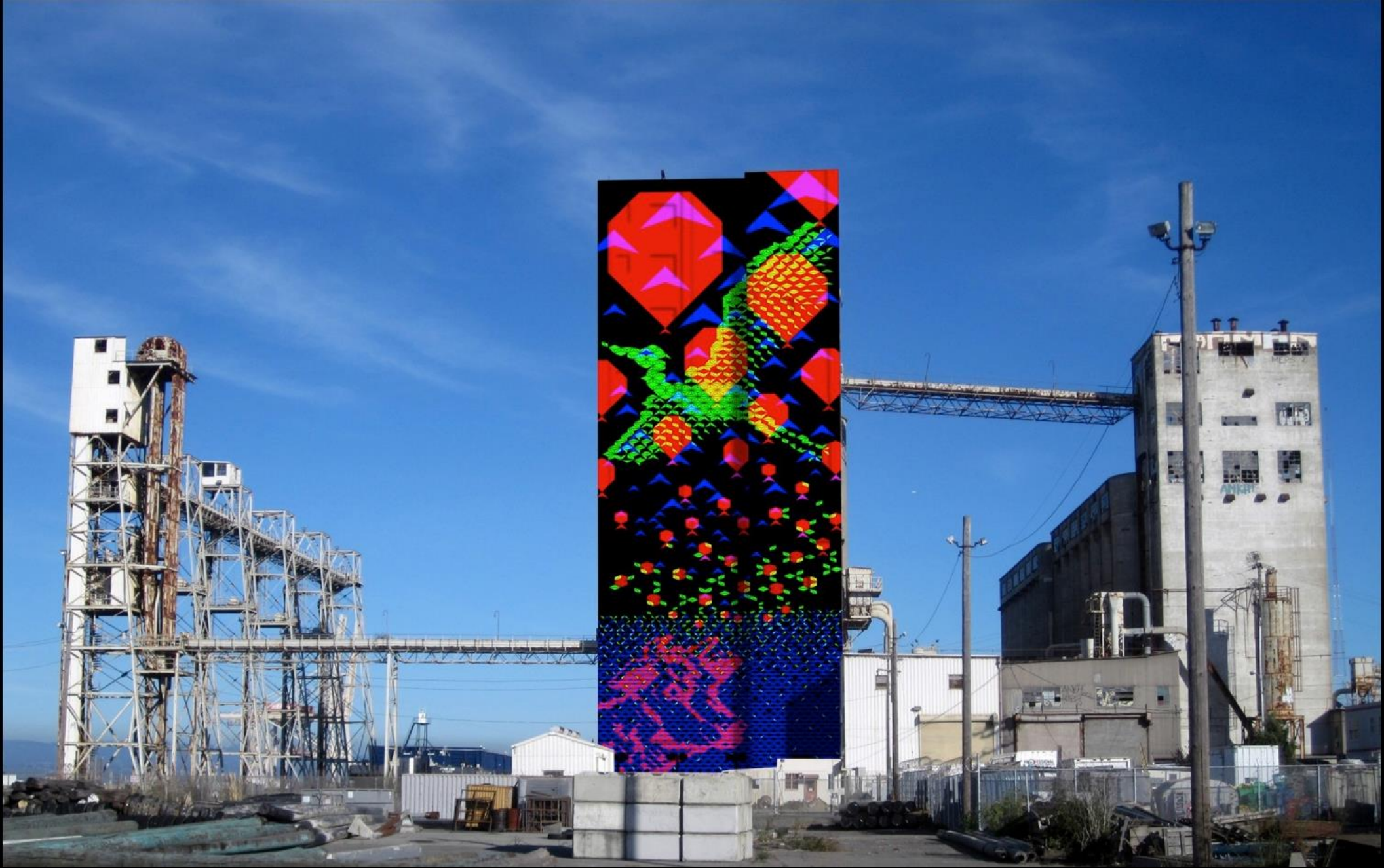
= BLUE GREENWAY



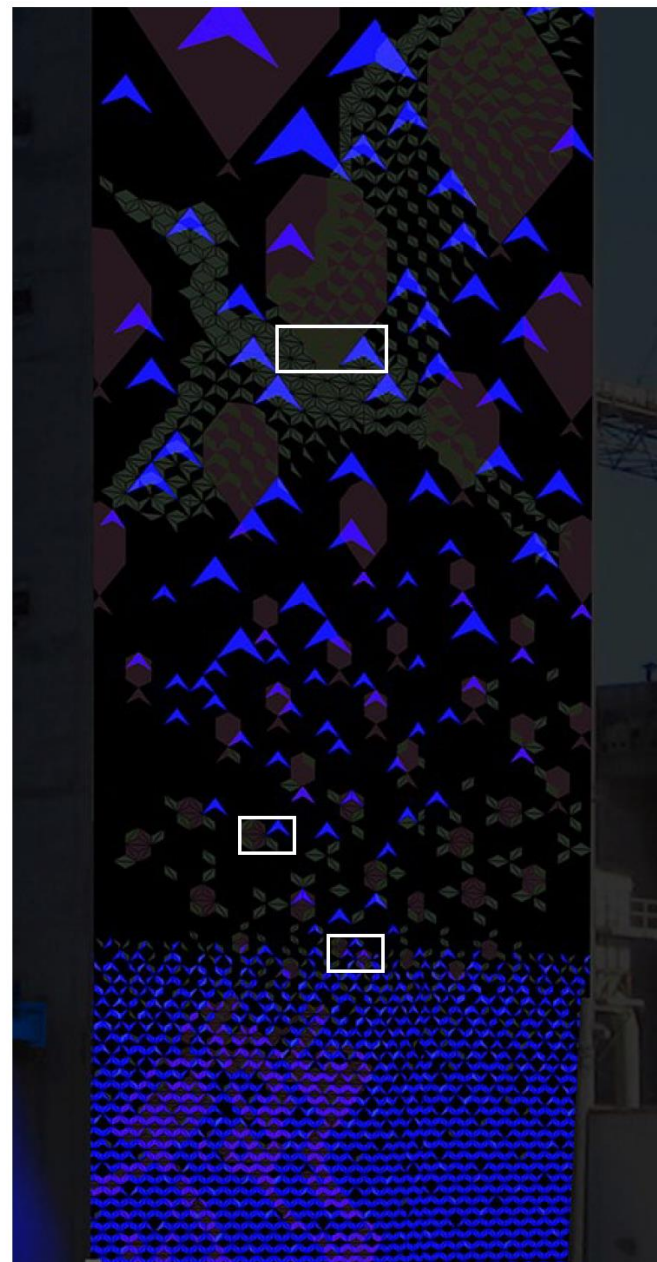
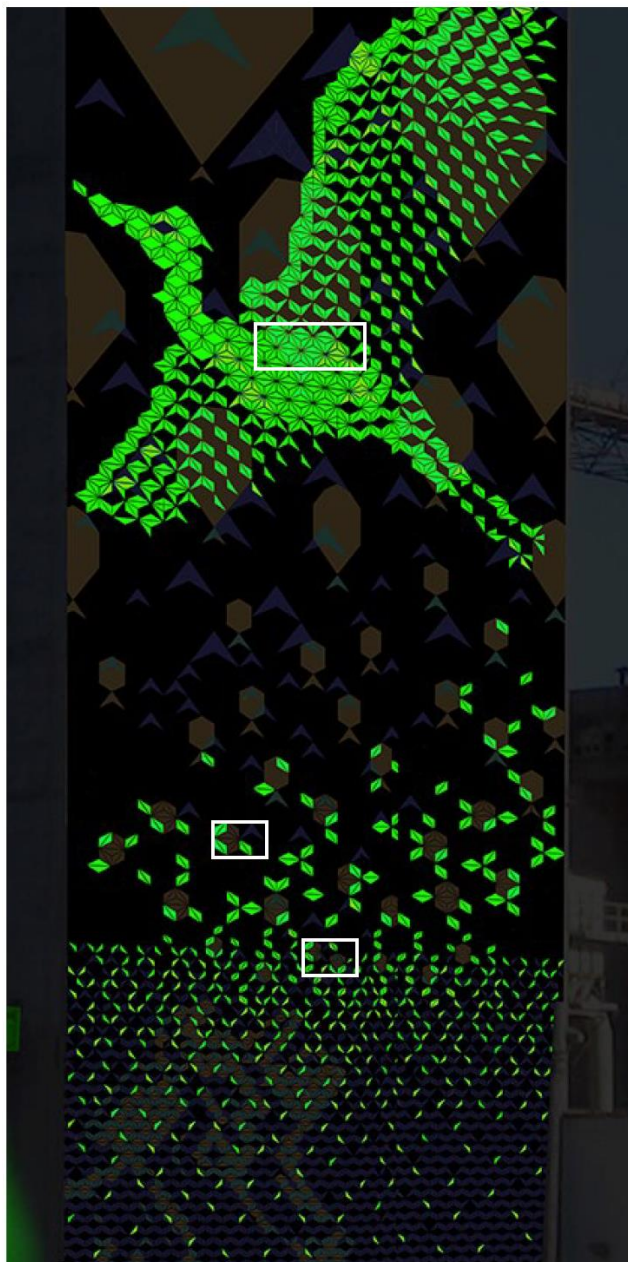




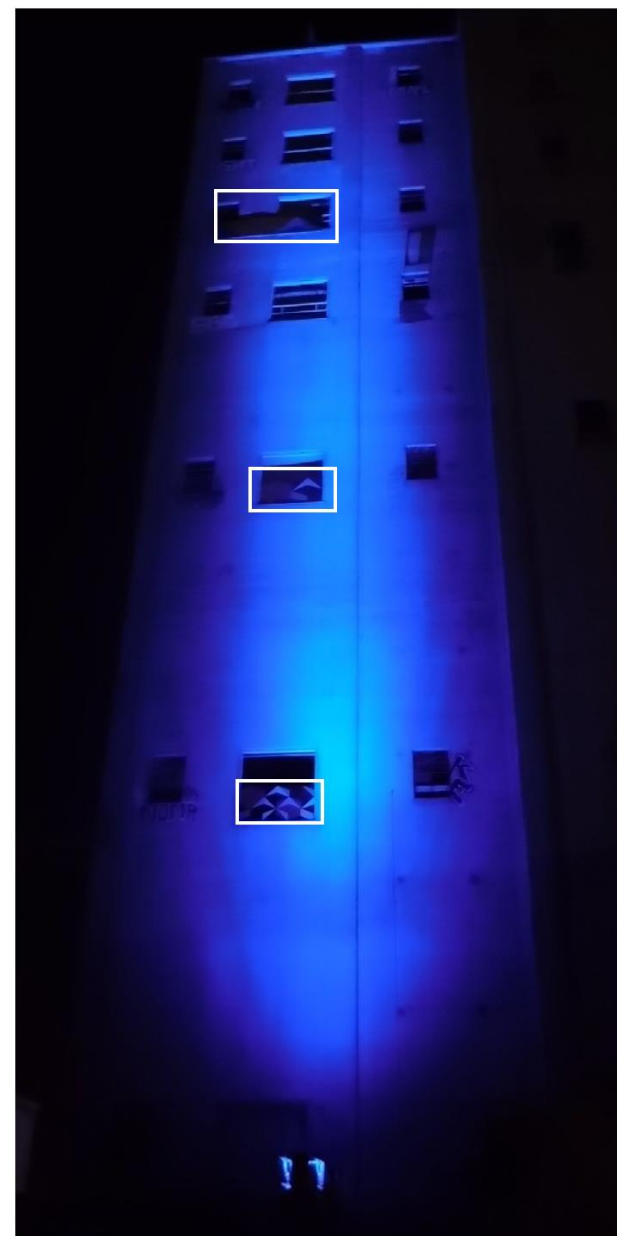
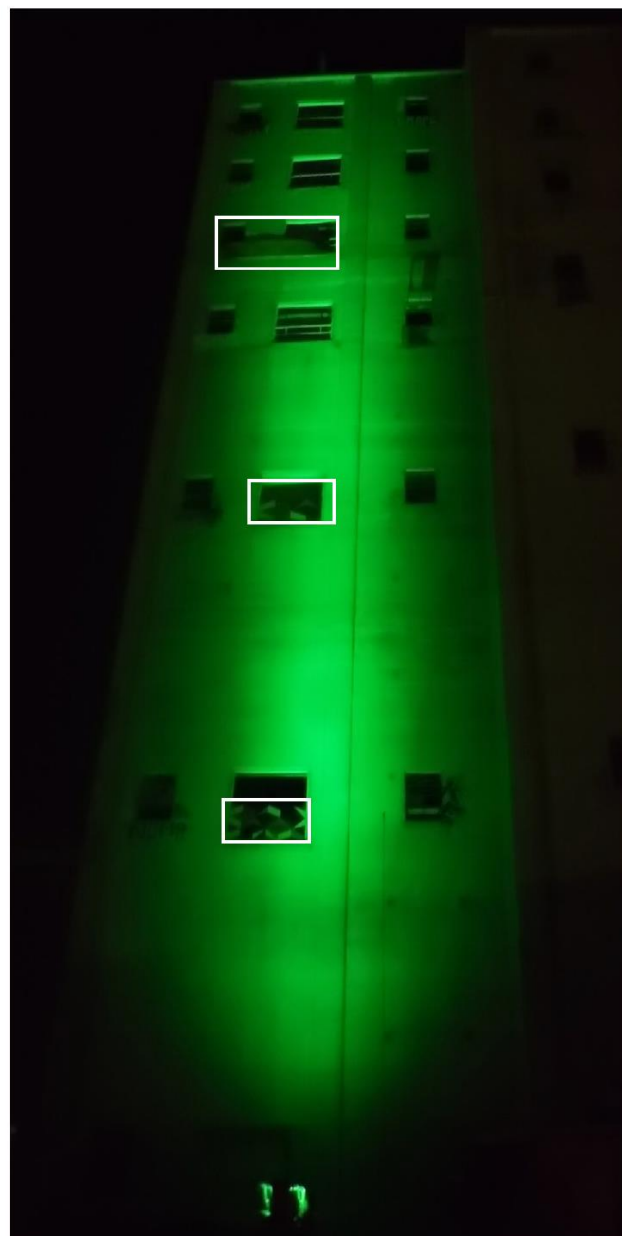
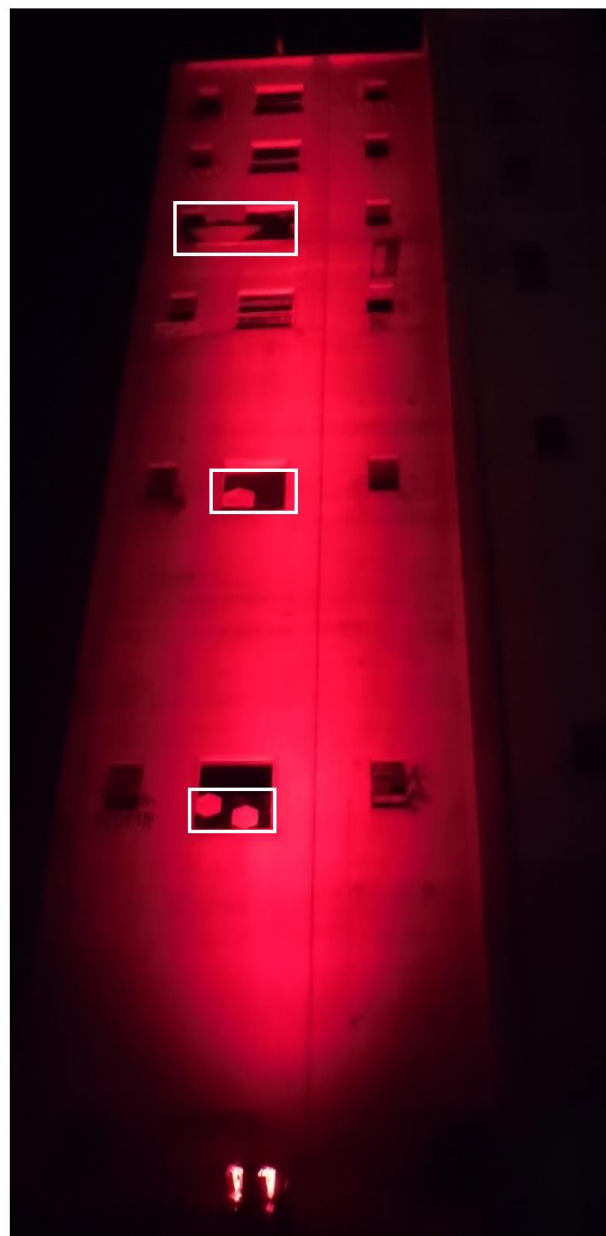
***Cargo Way
Bicycle Lanes***



Bayview Rise Silo Public Art



LIGHTING MOCKUP SHOWING COLOR CHANGES ON PAINTED SAMPLES





Bayview Gateway Plan



Copra Crane Site Photos



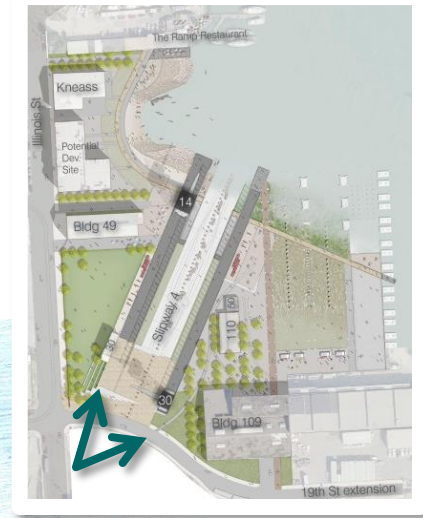
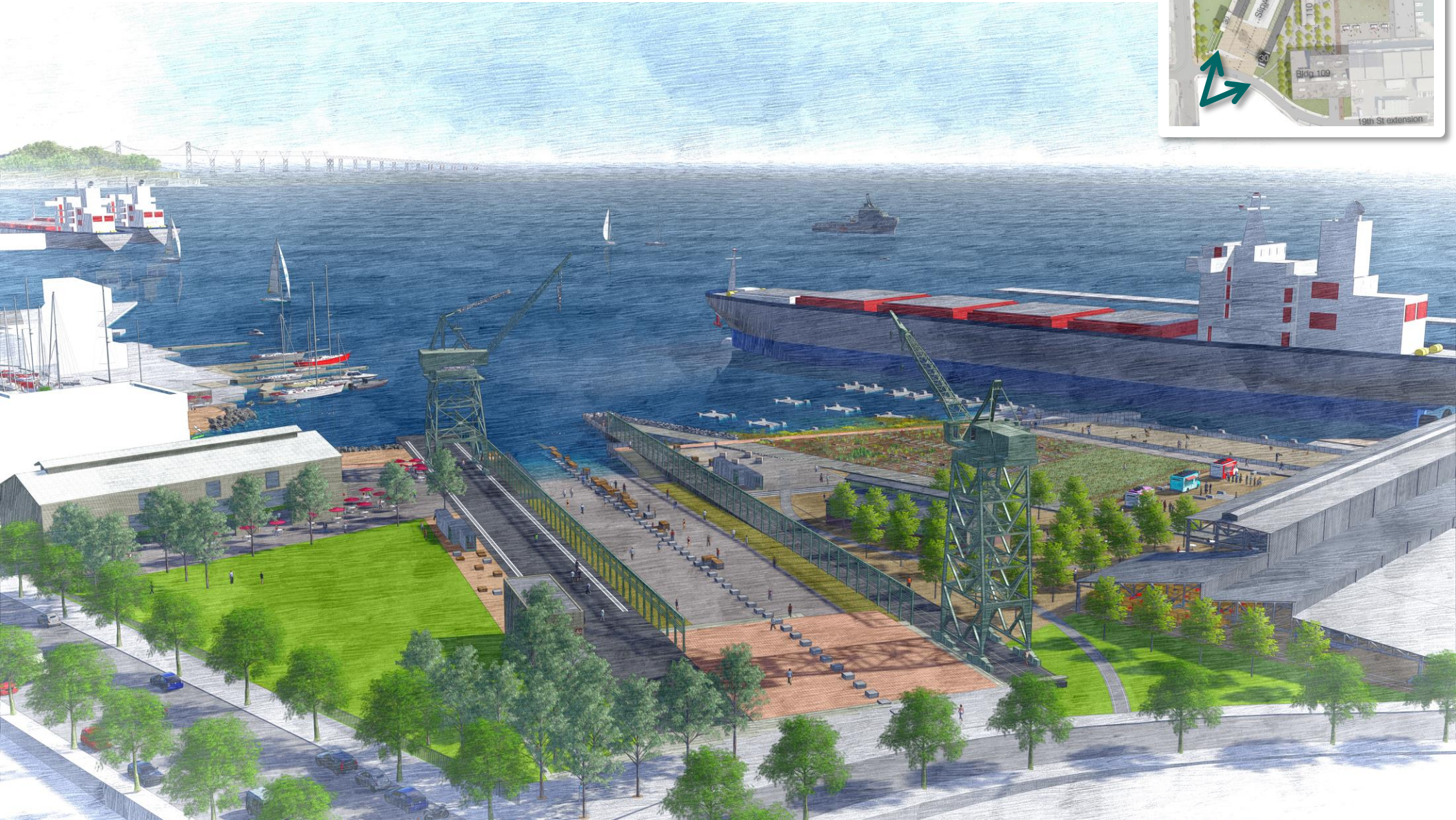


Enhancements at Tulare Park

Port of San Francisco



Crane Cove Park Master Plan - Site Plan



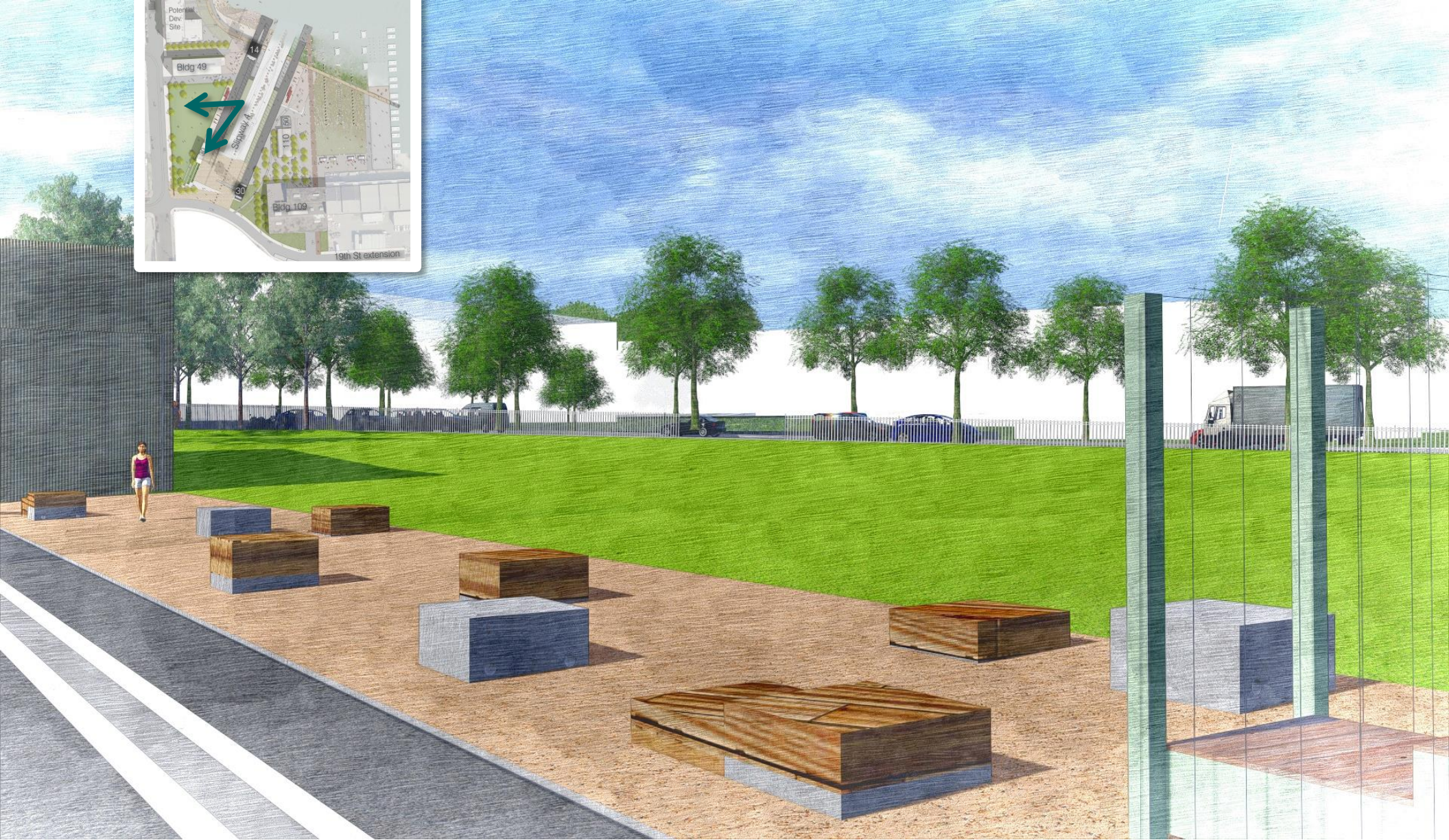
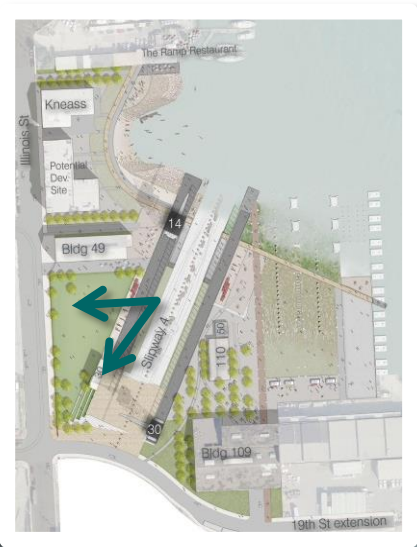
Crane Cove Park Master Plan- Aerial Perspective



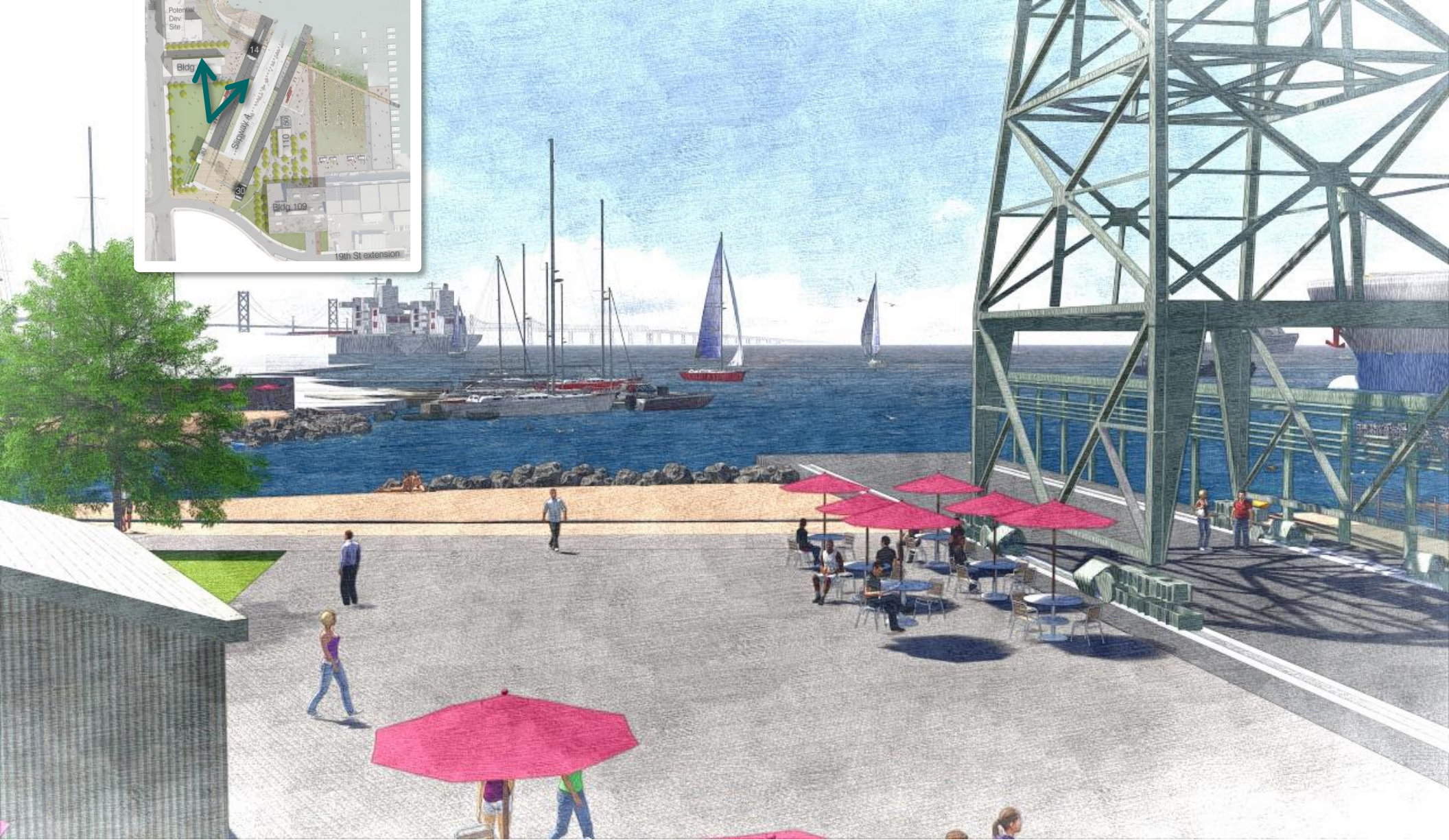
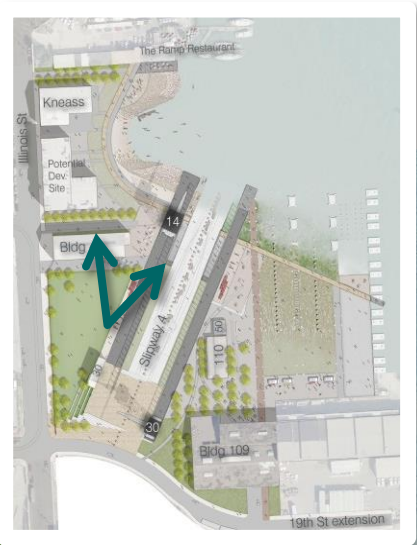
*Crane Cove Park Master Plan – Perspective
Mixed purpose lawn looking north from new 19th Street*



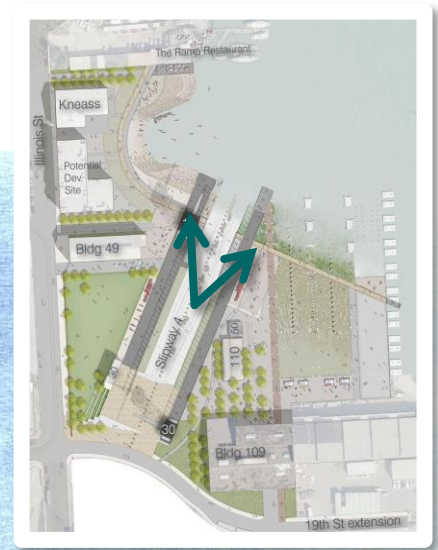
*Crane Cove Park Master Plan – Perspective
Looking north from Slipway 4 Plaza, Crane 14 moved north*



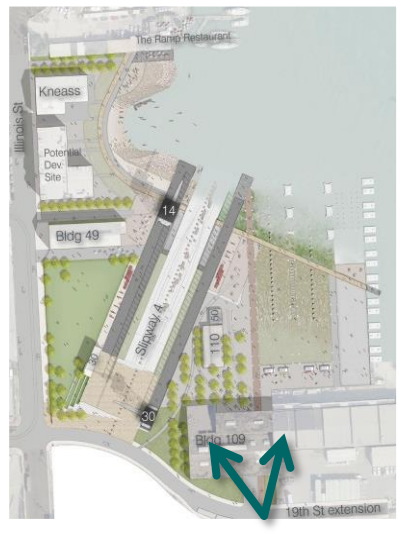
*Crane Cove Park Master Plan – Perspective
Looking south west from slipway 4 towards Illinois Street*



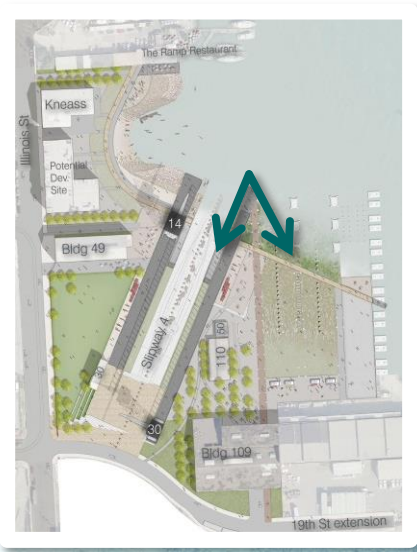
*Crane Cove Park Master Plan – Perspective
Looking north towards Urban Beach at end of Slipway 4*



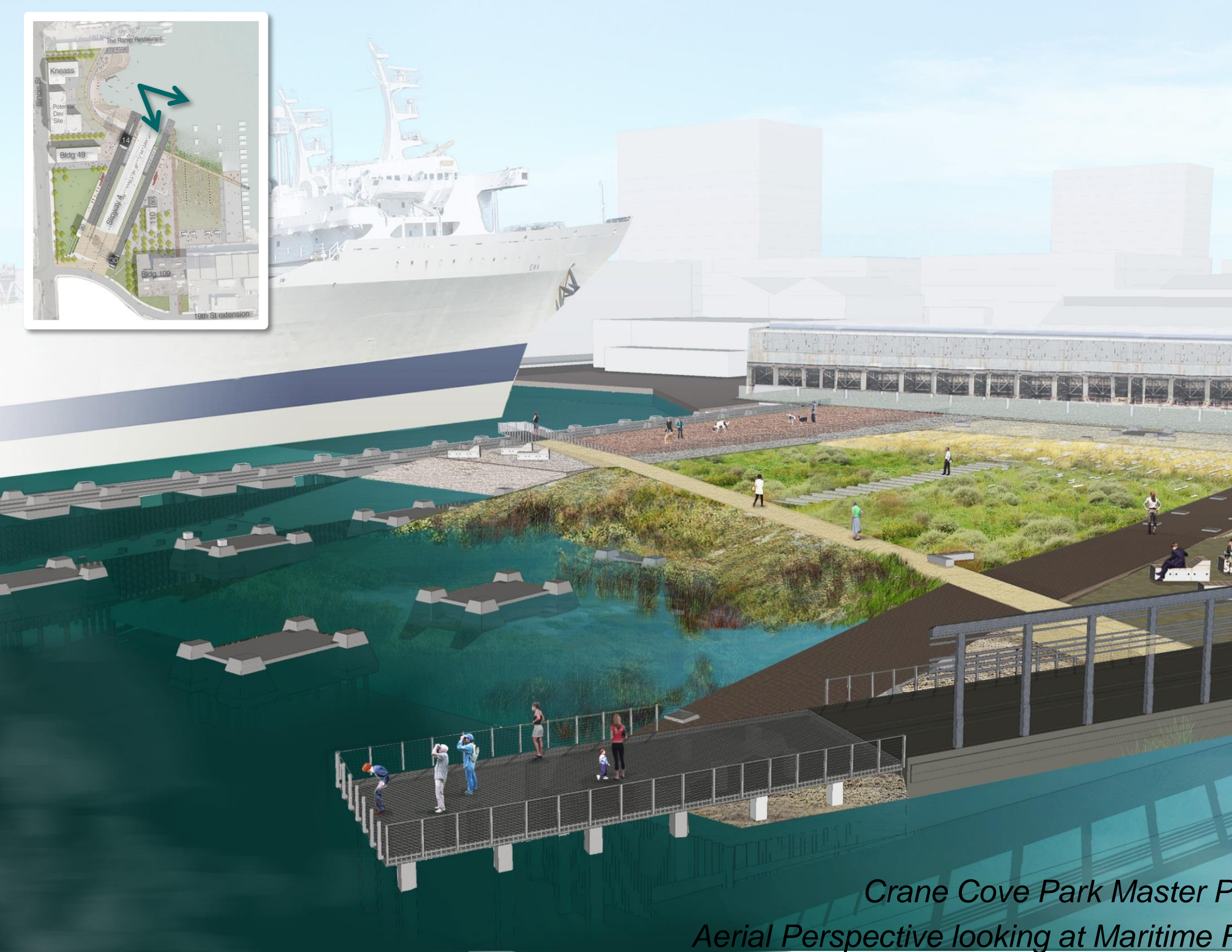
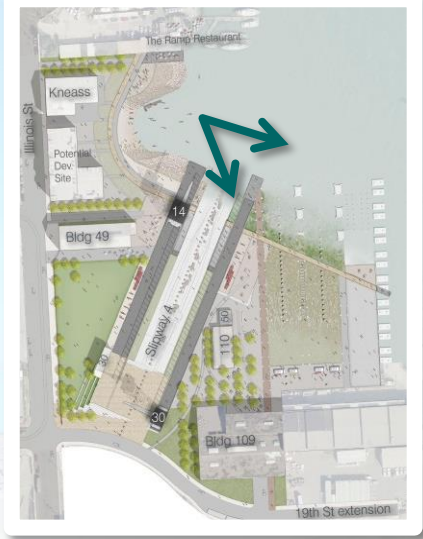
*Crane Cove Park Master Plan – Perspective
Looking north from within Slipway 4*



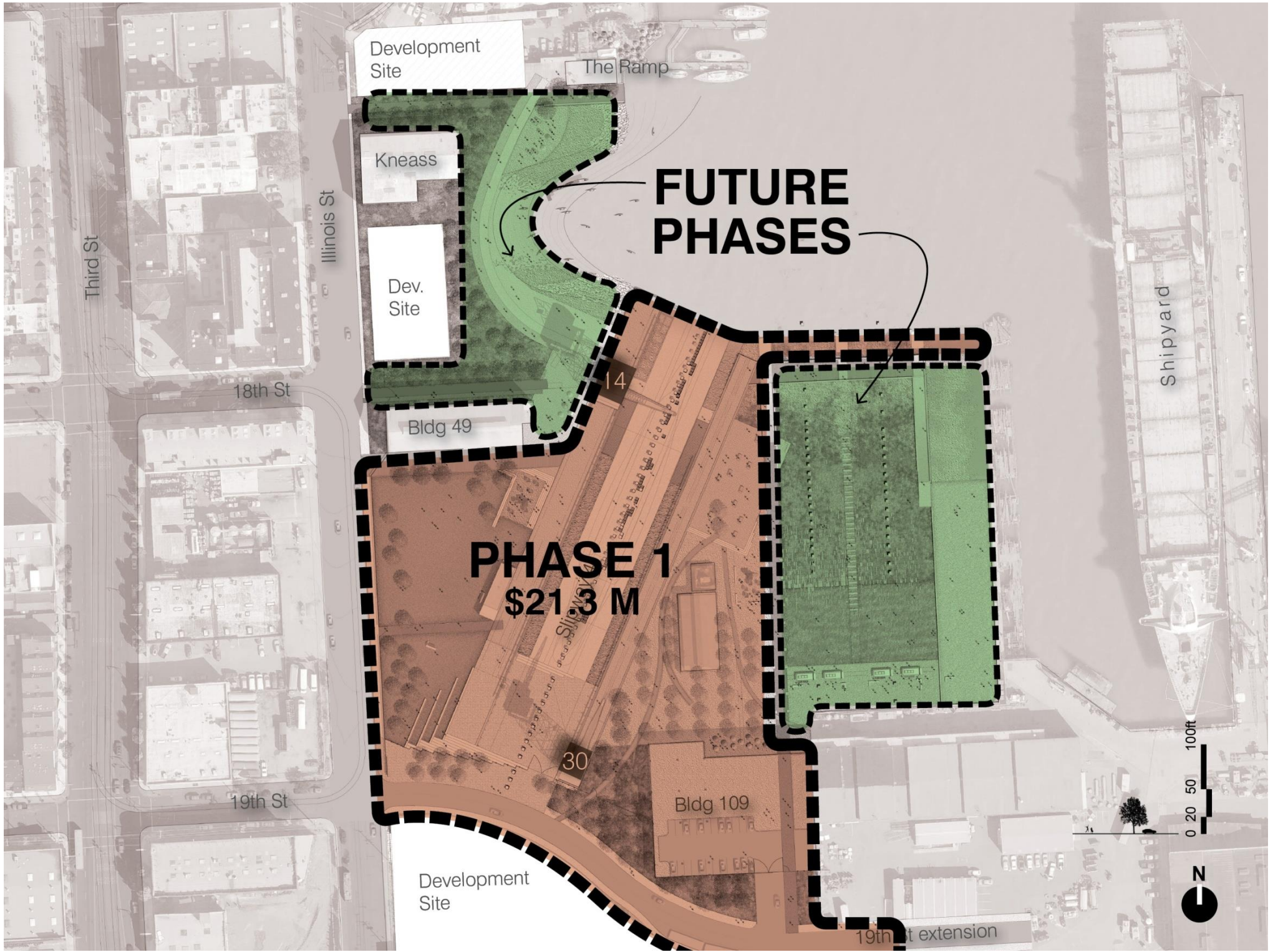
*Crane Cove Park Master Plan – Perspective
Looking North at Park Entrance from within Building 109*



*Crane Cove Park Master Plan – Perspective
Looking South from overlook at end of Slipway 4*



*Crane Cove Park Master Plan
Aerial Perspective looking at Maritime Park*



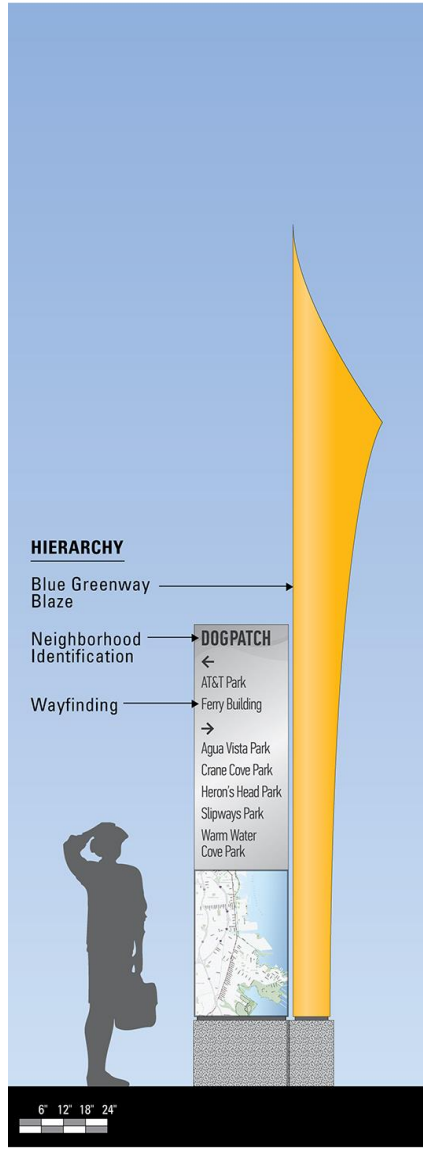
Crane Cove Park Phasing Plan



Bayfront Park Shoreline Photos



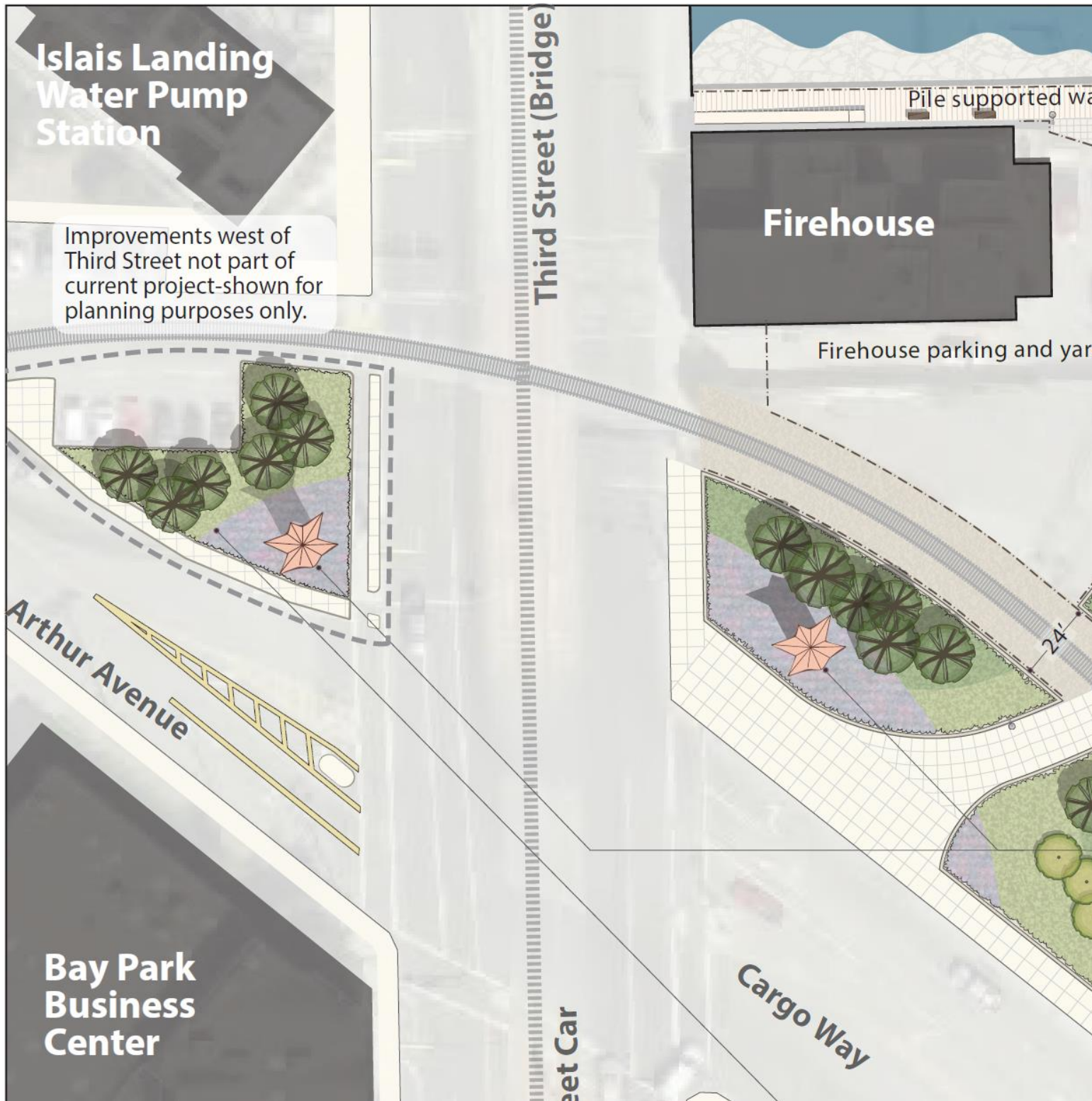
OPEN SPACE INDEX	
1 Mission Creek Shoreline North	17 Islais Creek North-West
2 Mission Creek Shoreline South	18 Tulare Park/Islais Creek North-East
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16 Warm Water Cove Park	32 Candlestick Point State Recreation Area



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

Blue Greenway Signage Concept and Locations

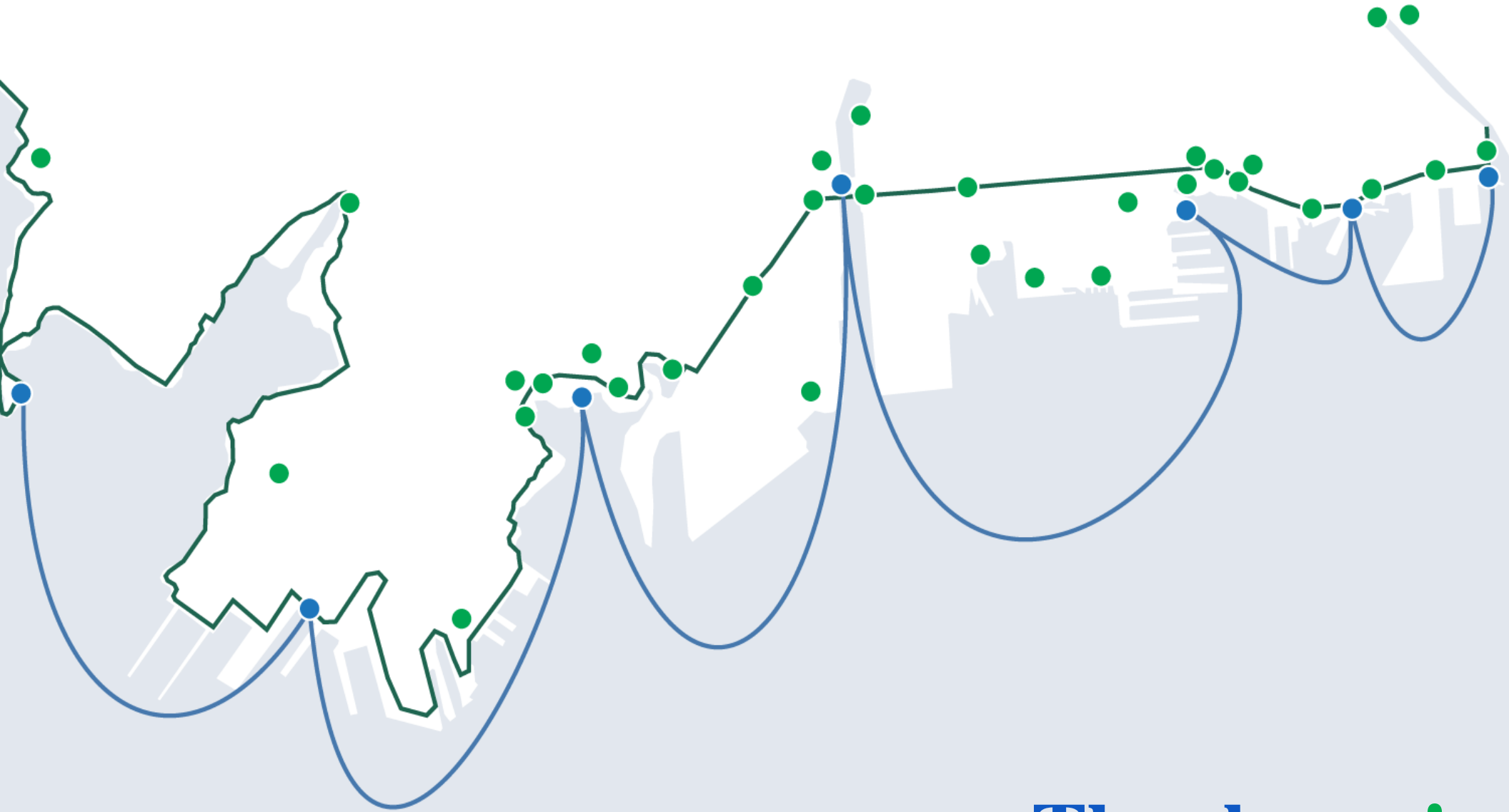
Bayview Gateway Art Locations



Public Art Location(s)

PARKS+PATHS & SIDEWALKS+WATER LANDINGS+WATER TRAIL

= BLUE GREENWAY



Thank you!

pier 70 master plan : sub-areas

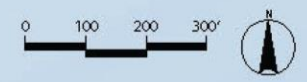


LAND USES + RESOURCES

- 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)



public + stakeholder input



March 2012

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

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

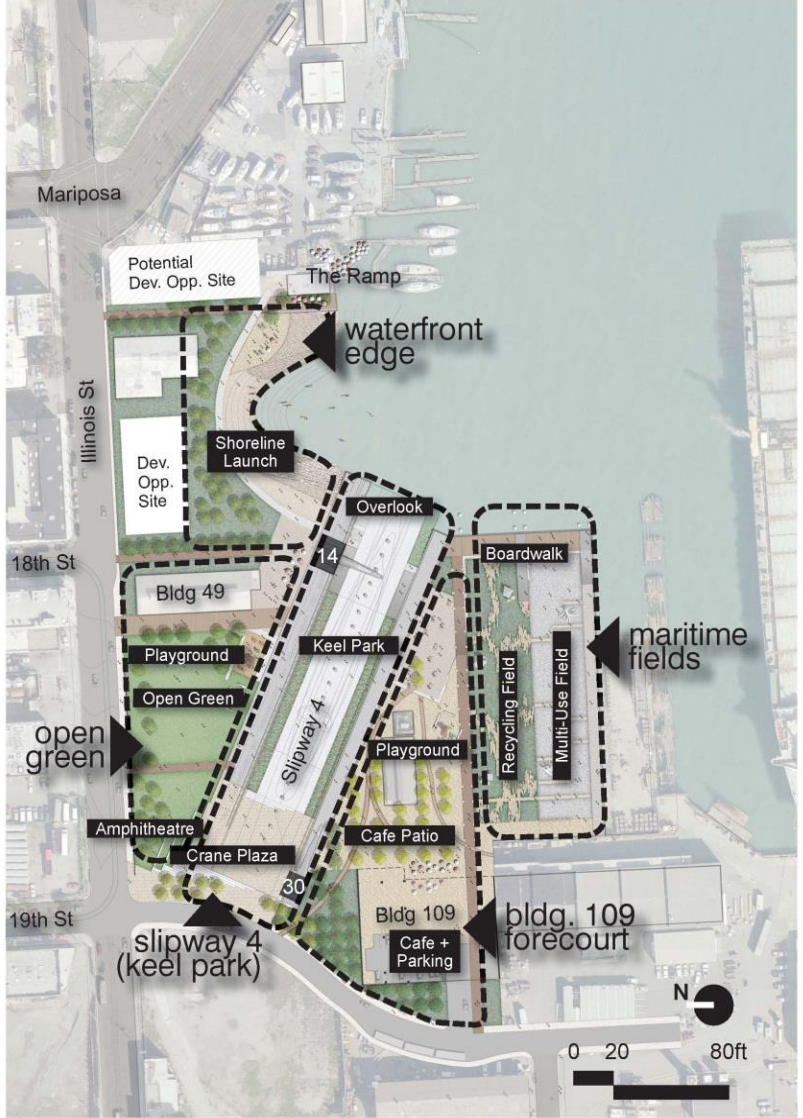
name _____
(OPTIONAL)
email _____
(OPTIONAL)

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.sfport.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

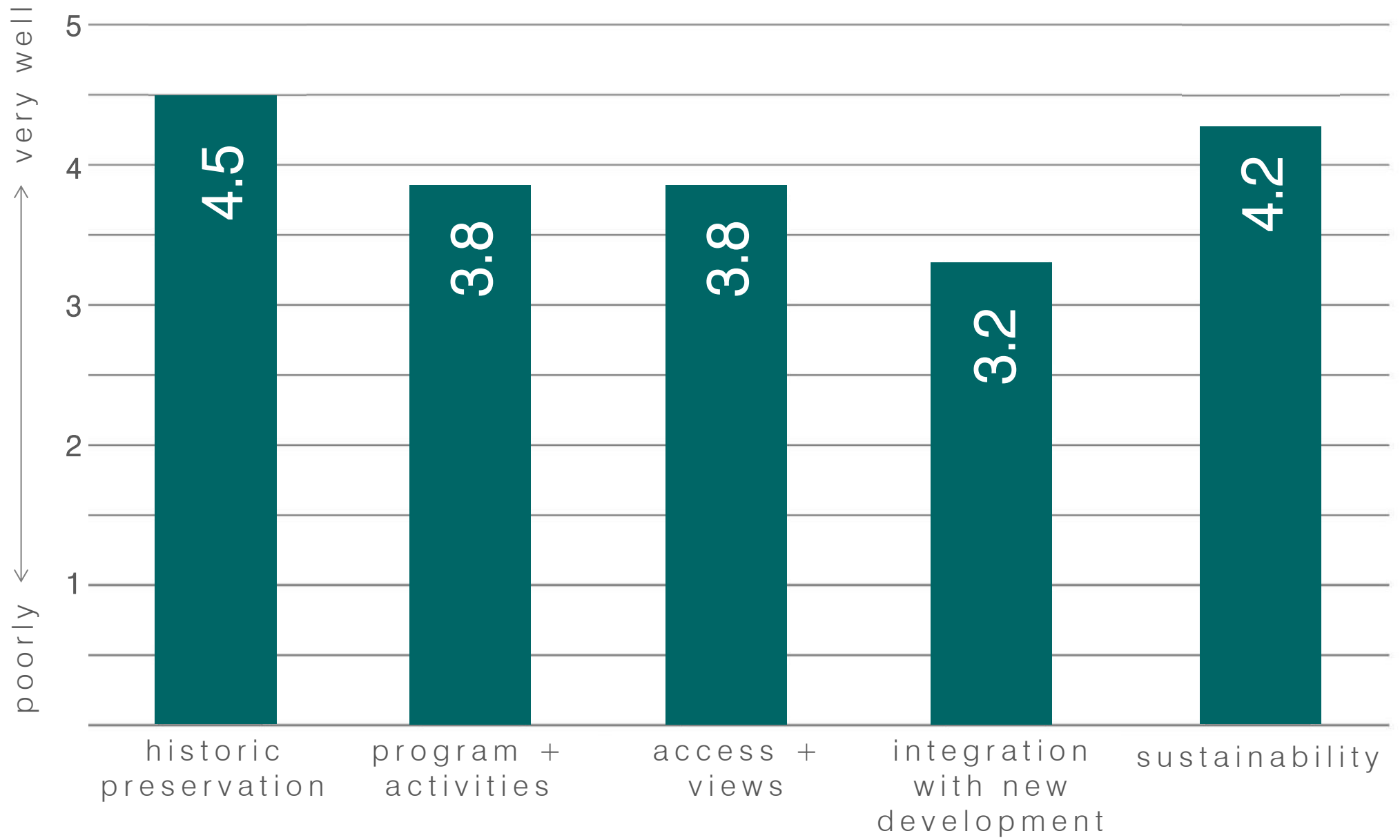
Do you have any general comments or suggestions?

concern



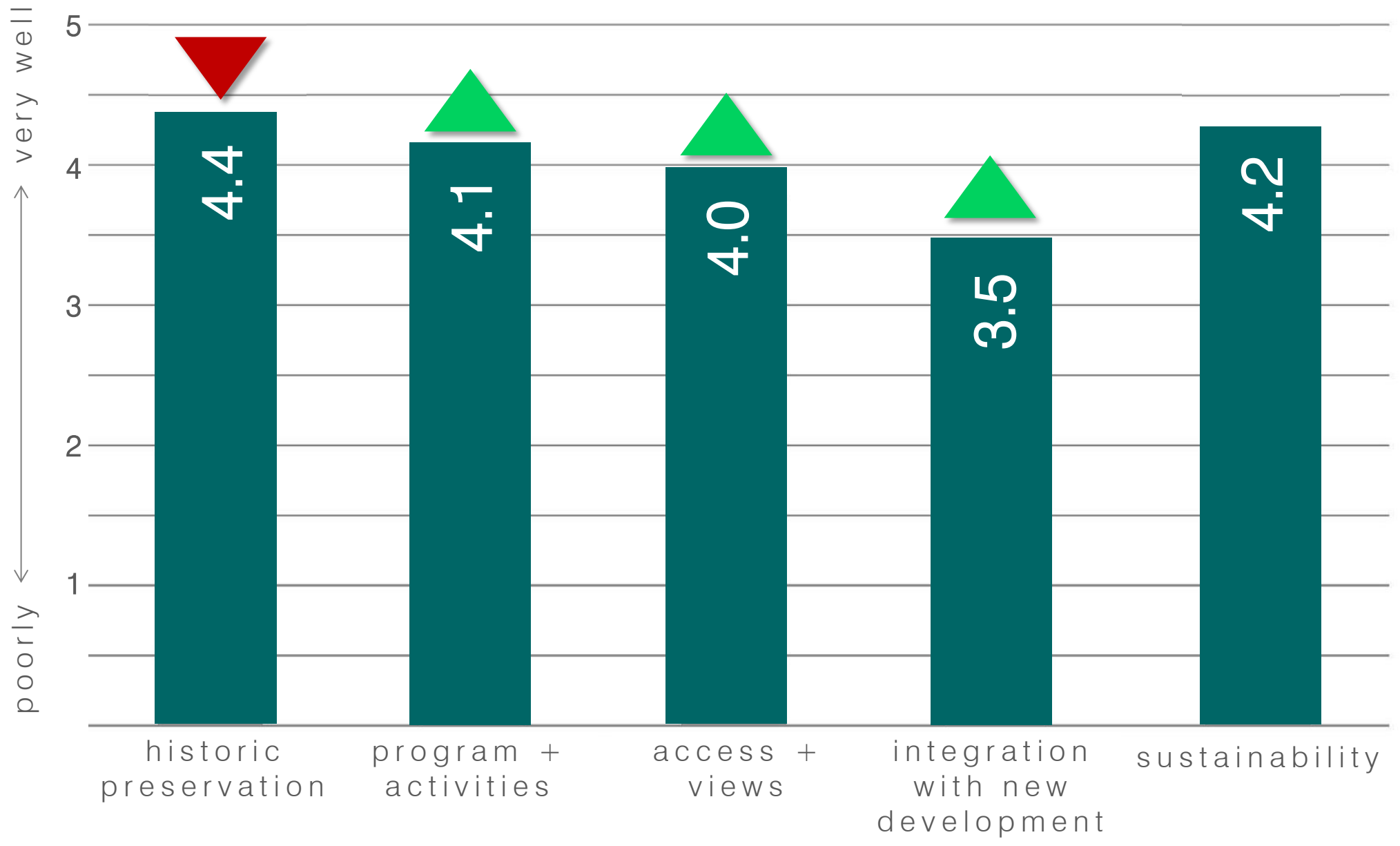
DECEMBER 2012

Rate how the DRAFT Master Plan responds to the PROJECT ASPIRATIONS



JUNE 2013

Rate how the MASTER PLAN responds to the PROJECT ASPIRATIONS





Development Site

The Ramp

Kneass

Dev. Site

Bldg 9

B 110

Bldg 109

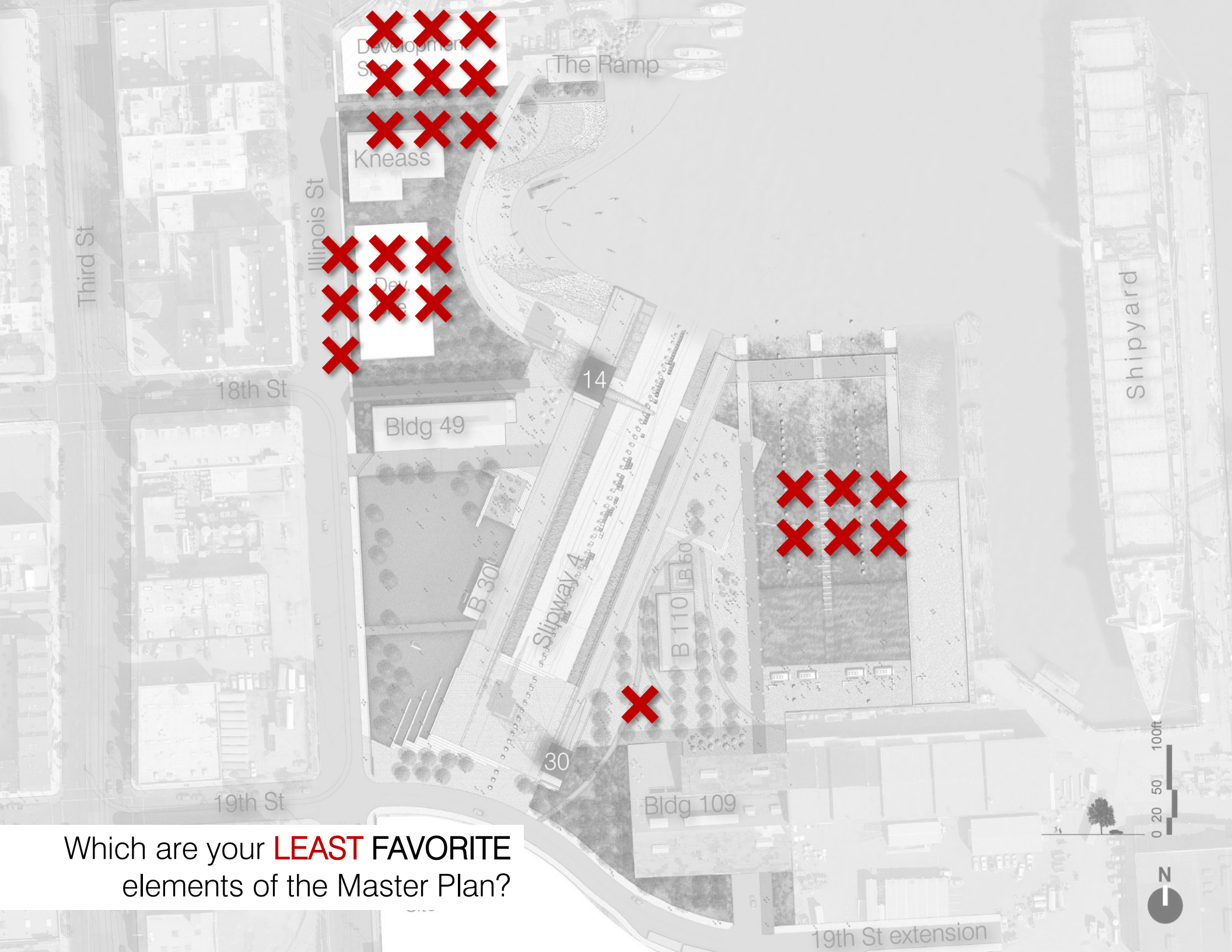
Shipyard

0 20 50 100ft



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

19th St extension



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



SAN FRANCISCO
ARCHITECTURAL
HERITAGE

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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.

2007 FRANKLIN ST.
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CALIFORNIA 94109
TEL 415-441-3000
FAX 415-441-3015
www.sfheritage.org

6/10/13

To: David Beaupre, Port of Sn Francisco

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

Dear David, BCDC 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

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

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