

DESIGN REVIEW RESPONSE 3 - 12.22.2011

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES



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prepared for the Port of San Francisco

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CONCEPTUAL DESIGN PROPOSAL - PROJECT SUMMARY

PIER 27 - JAMES R. HERMAN CRUISE TERMINAL AND NORTHEAST WHARF PLAZA

PROJECT OVERVIEW

The Port of San Francisco is proposing to develop a Cruise Ship Terminal and public park known as the Northeast Wharf Plaza, to be constructed on Pier 27, an eleven acre site in the northeast waterfront of San Francisco.

Primary among the project goals is the creation of a vibrant year round cruise terminal that will meet the evolved security and passenger demands of the cruise industry and offer the potential for special event uses when not occupied for cruise uses. The proposal includes the creation of a new public space, the Northeast Wharf Plaza, intended to enrich the experience of waterfront neighbors, visitors, and cruise passengers. Consistent with City of San Francisco policies, all project elements are intended to demonstrate a high level of environmental stewardship and target a LEED silver or better rating.

DESIGN PROCESS

The Concept designs for the cruise terminal and Northeast Wharf Plaza were reviewed at a public workshop in July 2010, at numerous citizen advisory committee meetings since then, at another public meeting in September 2011, at joint hearings of the Waterfront Design Advisory Committee and the BCDC Design Review Board in May and October in 2011, and at several Port Commission public hearings during the past 18 months. The environmental review for the project is included within the environmental analysis prepared for the 34th America's Cup event, with a draft environmental impact report released in July 2011, and a final report released in December, 2011.

CRUISE TERMINAL PROGRAM

The proposed cruise terminal is sized to handle vessels up to 1,200 feet long and carrying 2,600 passengers (Base Design Load), and is provided with additional capacity at key areas to allow it to service vessels carrying as many as 4,000 passengers (Peak Design Load). Prior to construction of the new terminal the existing Pier 27 shed will be demolished in its entirety, along with the smaller "office annex building" constructed in the 1960's and located west of the shed along the Embarcadero Promenade. In addition to demolition of the Pier 27 shed, a portion of the Pier 29 shed will also be demolished to address the needs of the 34th America's Cup.

The cruise terminal is comprised of various spaces in roughly four categories: embarkation spaces; debarkation spaces; Customs & Border Patrol offices; and utility or support spaces. The second floor is dedicated to passenger processing and waiting areas for both the embarkation and debarkation processes, while the ground floor houses a large warehouse-like baggage lay-down area, an office suite for the Customs and Border Patrol operations, and various building support spaces such as electrical and mechanical rooms.

NORTHEAST WHARF PLAZA

The Northeast Wharf Plaza located between the cruise terminal and the Embarcadero is about 2.5 acres in size and is arranged in several zones to allow everyday passive recreation, maximize views of the Bay, and provide activities and reasons to visit the space. The Plaza and its components are described in greater detail later in this document.

GROUND TRANSPORTATION AREA

Also referred to as the "valley", the GTA is a 2.2 acre area located between the terminal and Pier 29 and arranged to accommodate the four vehicle types that serve the cruise terminal: provisioning trucks, buses, taxis and private passenger vehicles. The driveway to the Embarcadero is located at the north end of the valley area away from the signal controlled intersection at Lombard Street. By keeping the driveway clear of the intersection it allows for right turn-in and right turn-out movements from the valley, giving greater priority to pedestrians and cyclists than a signal controlled intersection would allow. During all cruise operation times traffic control on the Embarcadero Promenade would be by a person(s) standing on the Promenade controlling the flow of pedestrians, cyclists and vehicles. After vehicles cross The Promenade queuing space is provided within the GTA so as to minimize vehicles stacking on the Embarcadero Roadway. Once on site, traffic is directed to one of three areas: provisioning trucks are initially screened and then directed to the north end of the GTA where they are admitted into the provisioning area; buses are directed to a traffic loop with parking stalls; and taxis and privately owned vehicles (POV) drive to a drop-off curb adjacent to the cruise terminal at the terminal's first level elevation. Traffic flow patterns would be established with striping and movable markers to allow the GTA to be configured to meet the demands of the terminal operator.

PIER 27 APRON

The one-quarter mile long waterside edge or apron of Pier 27 offers continuous public access reaching as far as the northern tip of Pier 27 during non-cruise days except when other visiting ships may require closure. A modular moveable gate system would provide security during cruise operations in accordance with Homeland Security regulations.

Additional gates are proposed at the ends of the cruise terminal building to enable closure of only the minimum length needed for a particular ship.

PROVISIONING AREA (TIP OF PIER 27)

After demolition of the Pier 27 shed and the northern portion of the Pier 29 shed, the north end of Pier 27 will be used for provisioning of cruise ships and public access. A required security fence follows the line of the previous Pier 27 shed which is acknowledged by 30 foot tall lights both in front of the terminal and through the provisioning area. Public access would occur on the west side of the Tip on all days and on the entire Tip when not needed for provisioning, security purposes, or limited special events.

PROJECT SUMMARY

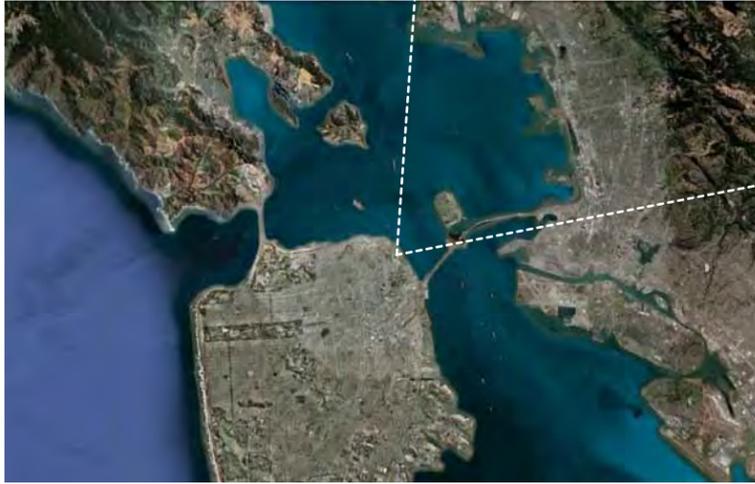
SITE PLANNING OVERVIEW



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SITE LOCATION

Located on the northeast corner of the San Francisco Peninsula between the Ferry Building at Embarcadero Plaza and Fisherman's Wharf, the project site at Pier 27 offers various benefits including:

- Views both of the bay and iconic buildings of San Francisco
- Mild climate
- Public waterfront access
- More than 8 acres of developable area
- Existing deep water berth at Pier 27

PROJECT COMPONENTS

Site developments at Pier 27 required for this project are divided into three general areas of discussion that will be referred to frequently in this Concept Study. They are as follows:

NORTHEAST WHARF PLAZA

In accordance with the BCDC San Francisco Waterfront Special Area Plan, an approximately two acre portion of the site will be dedicated as public open space, and be developed as the "Northeast Wharf Plaza", providing a much needed resting and recreation space along a section of the Embarcadero Promenade that otherwise has relatively few public amenities in this area. The Northeast Wharf Plaza will include a large hardscape area for large gatherings and events, as well as a large informal recreation space.

CRUISE TERMINAL

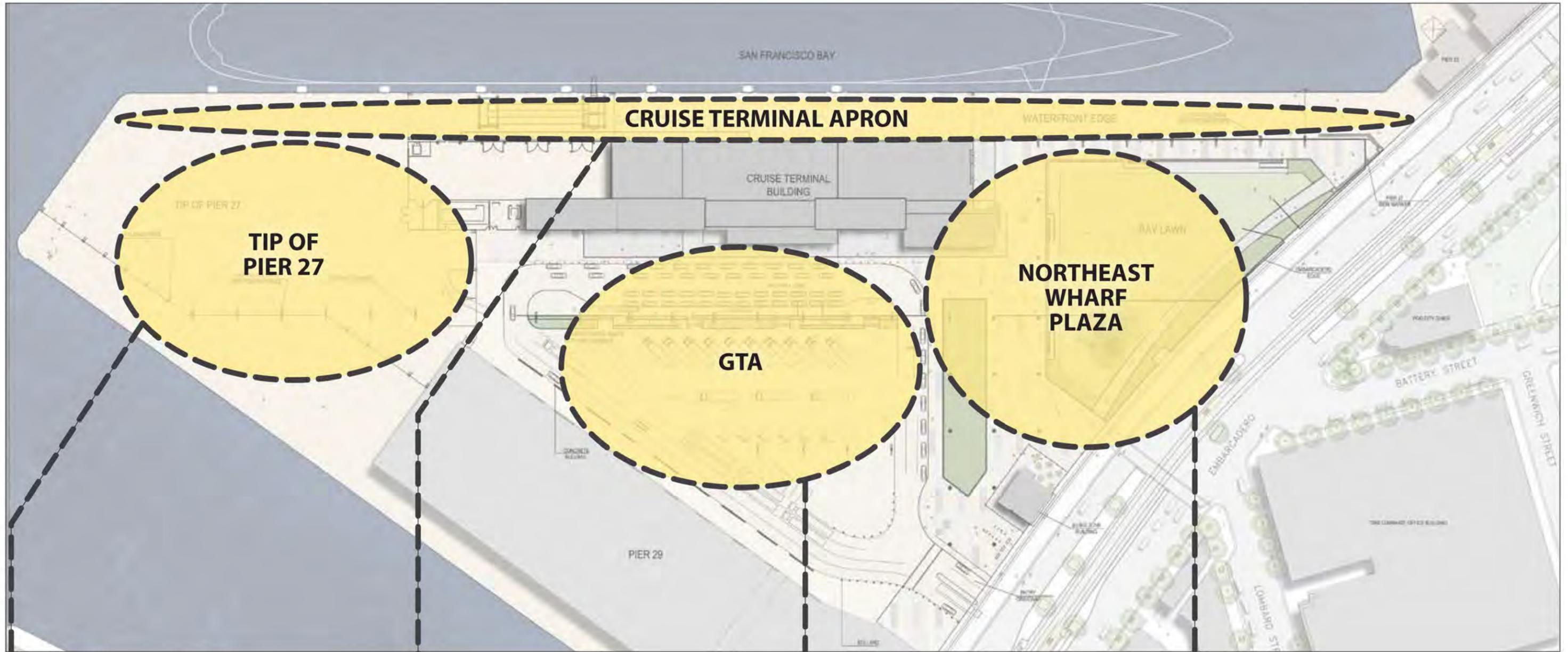
A facility of roughly 80,000 gross square feet will be developed as the new Pier 27 Cruise terminal, to facilitate a better passenger experience than is currently provided, and provide improved facilities for Customs and Border Patrol operations.

GROUND TRANSPORTATION AREA (GTA)

In addition to the terminal building the site must provide adequate paved open space to serve the vehicular needs of the cruise terminal, both for passenger loading and unloading as well as provisioning for the cruise vessels. This area previously referred to as the "Valley" between Piers 27 and 29 is referred to in this concept study as the Ground Transportation Area (GTA).



SITE PLANNING OVERVIEW SITE LOCATION & PROJECT COMPONENTS



Tip of Pier 27

A 3 acre open asphalt space that would be closed for ship provisioning about half the year. Will include public improvements on a portion where not interfering with truck movements.

Cruise Terminal Apron

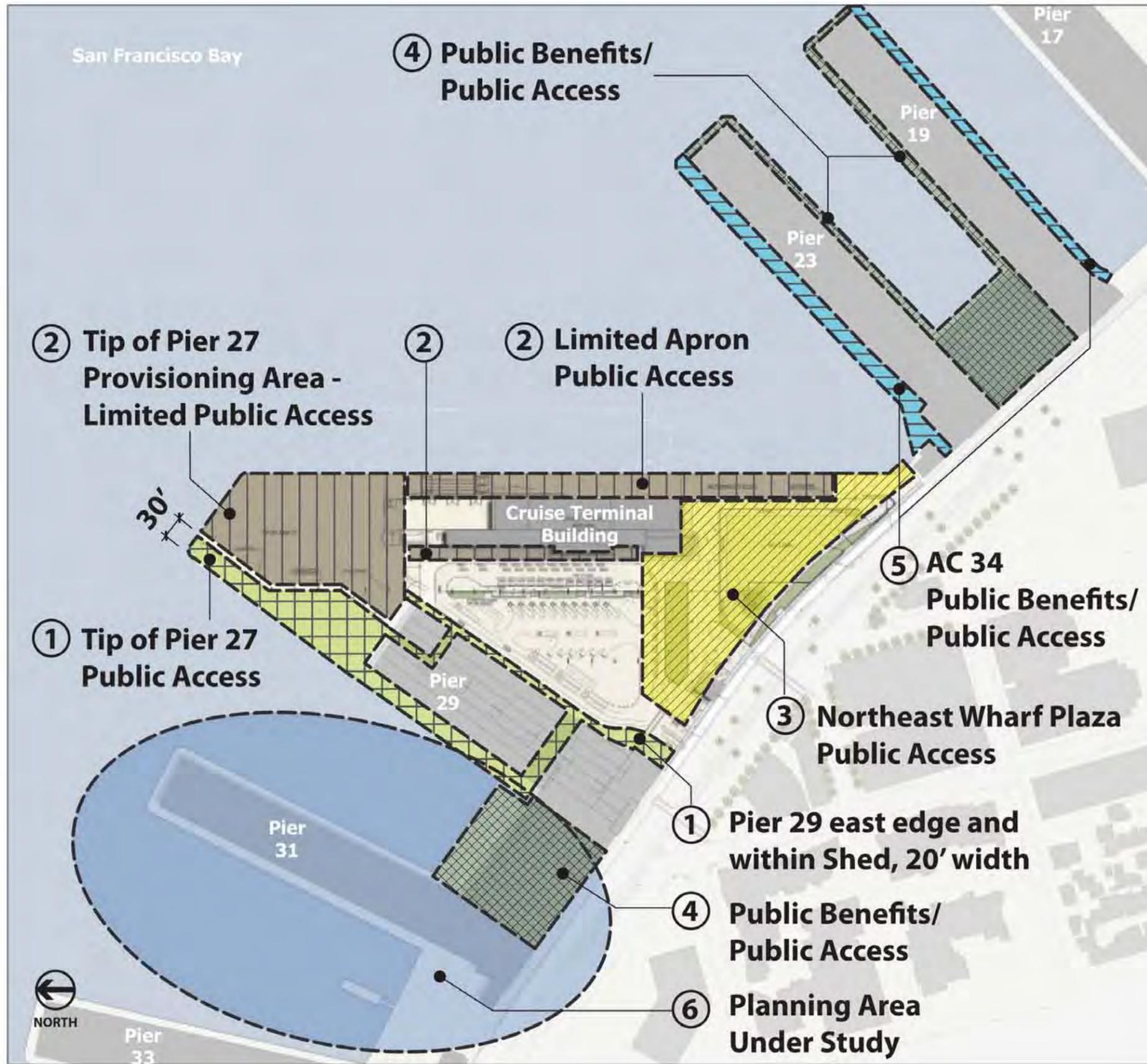
A 50 foot by 580 foot asphalt circulation area with a large movable gangway. The Apron will be open for public access when not in use for cruise ships or visiting ships.

Ground Transportation Area (GTA)

A 2.2 acre open asphalt space bordered by the historic Pier 29 Shed, the proposed Pier 27 Cruise Terminal, and the Northeast Wharf Plaza. The GTA would be used for cruise terminal buses and other vehicle circulation when the Terminal building is in use. When not used for parking, this space is envisioned to function as multipurpose space. It could accommodate farmer's markets, concerts or other outdoor events.

Northeast Wharf Plaza

A 2.5 acre public space with a Bay oriented lawn, plaza spaces, seating, and the historic Beltline Railway building. Except for the apron which would be closed when a cruise ship is in berth, the Plaza would be open at all times.



NORTHEAST WHARF PLAZA



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ENLARGED SITE DESIGN PLAN

SITE PLAN DESCRIPTION

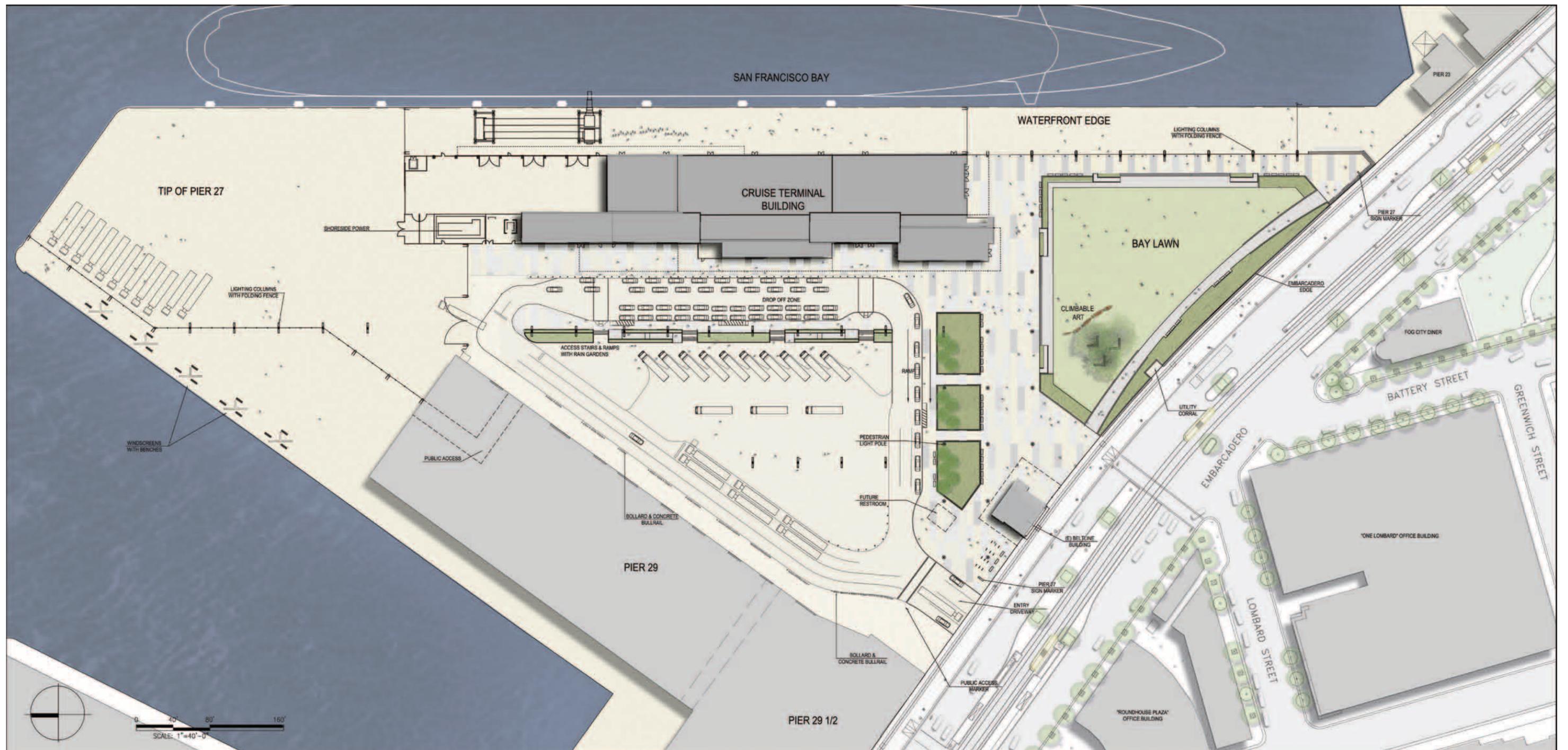
Located midway between the Ferry Building and Fisherman's Wharf, the Northeast Wharf Plaza will be defined by the Bay, the Embarcadero and the fore court of the new Cruise Terminal. In addition to Bay and cruise ship views, the site offers views to Telegraph Hill, Coit Tower, the Transamerica Building and the cityscape. Major Northeast Wharf Plaza components are as follows:

The Waterfront Edge allows for both casual and secure pedestrian access to the Bay. On cruise days the fence along the back of the pier apron would close to prevent access from the Northeast Wharf Plaza to ships. On non-cruise days the fence would be open to allow full access to the edge. The fence is designed with vertical pickets to maximize transparency.

The Bay Lawn is a large grass lawn available for unscripted recreation use. It would be used for informal lunch and picnicking, frisbee, kite flying, ball playing, and many types of spontaneous recreation. The lawn would be constructed in a planter on top of the pier deck and have concrete seatwall or stairs around its perimeter. Three large character trees would be located over an area with greater soil depth, which is created by the transition of the pier deck that steps from the existing loading dock to the lower circulation space.

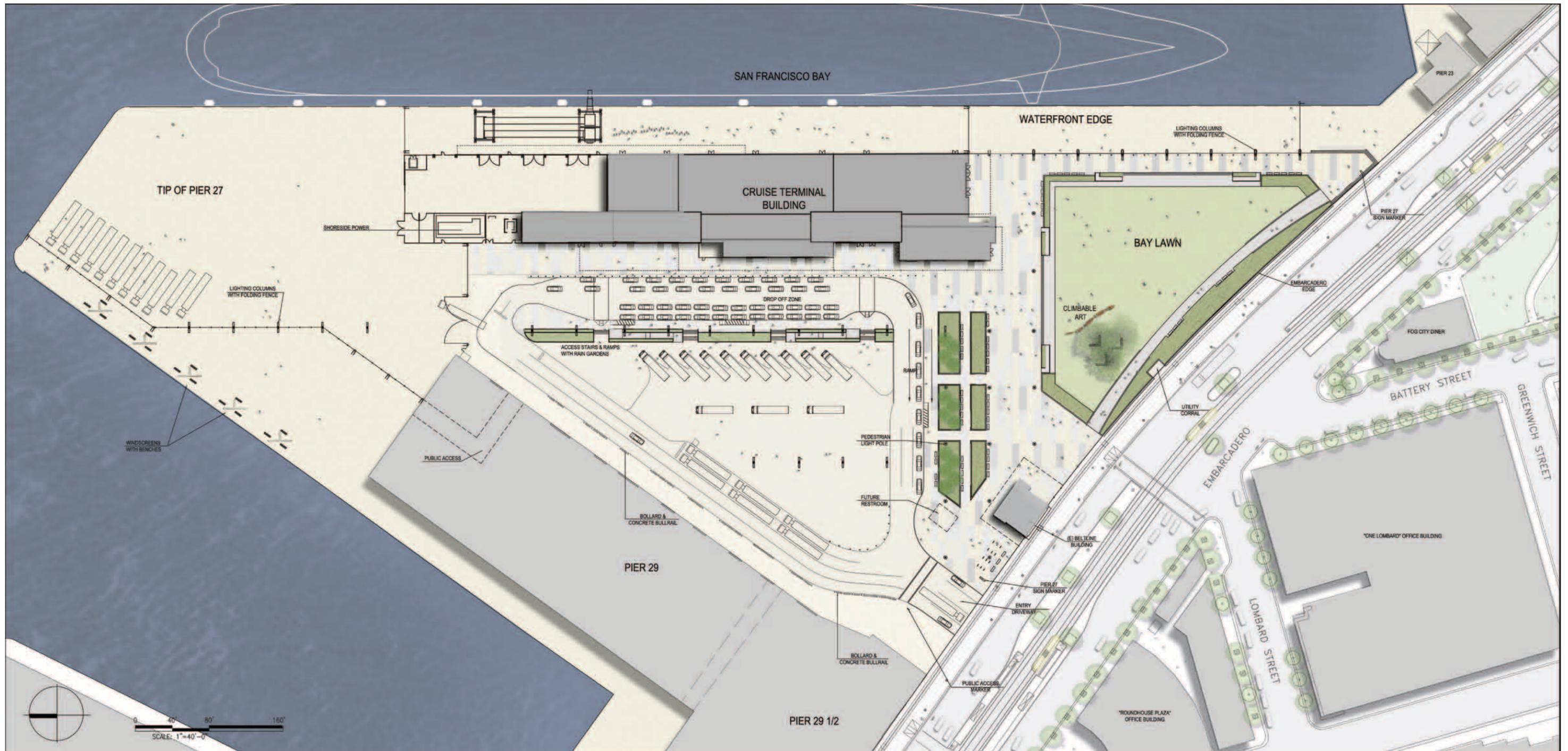
The Entry Plaza serves as the fore court to the new cruise terminal. It is aligned with the Embarcadero crosswalk at Lombard Street and includes space for outdoor café seating that could spill out from the historic Beltline Railway building. The plaza space slopes gently up to the front door of the cruise terminal, where its generous dimensions could accommodate civic gatherings, festivals and welcoming to San Francisco. A hardscape paving pattern of bold swatches of colored concrete ties in with the cruise terminal building and pile spacing below the deck and directs entry views to the waters edge.

The Embarcadero Edge would be finished with a concrete wall with cantilevered seating. The height of the edge would be about 42 inches at its north and south ends, and bow up gently to a 60 inch height in the middle where the height is necessary to accommodate the existing pier deck and a minimal depth soil zone for growing the lawn.



NORTHEAST WHARF PLAZA SITE PLAN

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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NORTHEAST WHARF PLAZA SITE PLAN - SHOWING ALTERNATE DESIGN FOR PLANTER BETWEEN PLAZA AND GTA

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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NORTHEAST WHARF PLAZA VIEWS OF RECOMMENDED OPTION

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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NORTHEAST WHARF PLAZA VIEWS OF RECOMMENDED OPTION

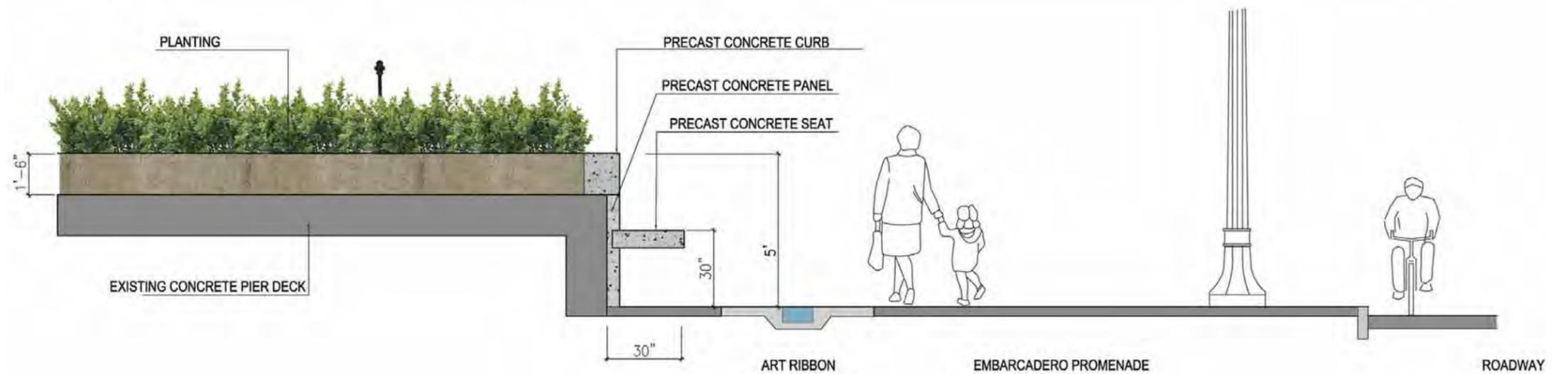
NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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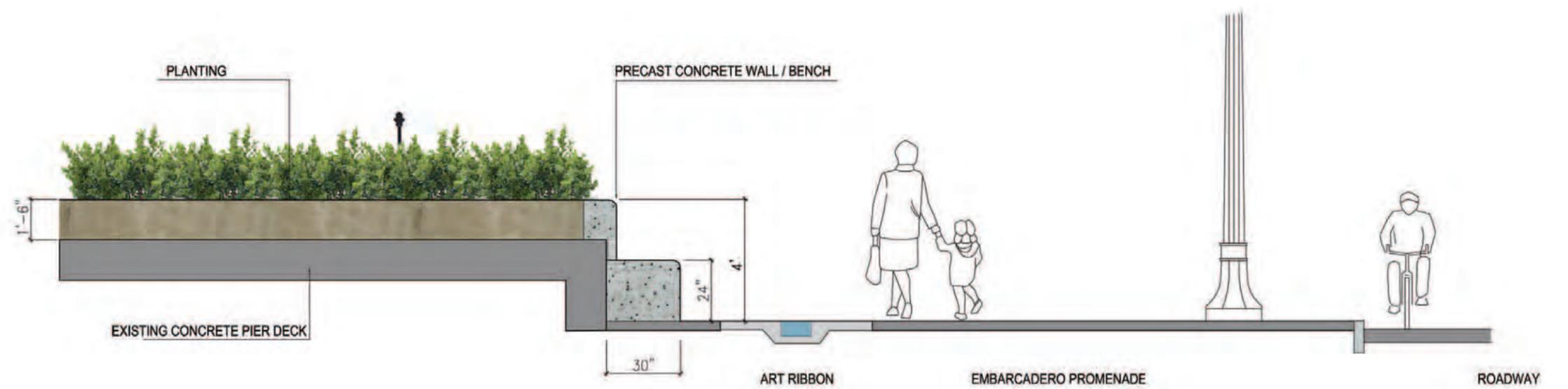
EMBARCADERO PROMENADE

The Pier 27 pier deck adjacent to the Embarcadero Promenade exists as a raised loading dock on the Pier. The raised section at its highest point is about 42 inches above the Promenade. After the pier shed is removed the Northeast Wharf Plaza would improve the edge with a finished concrete wall with integrated seating. The upper height of the edge would be about 42 inches at its north and south ends and bow up gently to a 60 inch height in the middle, where the height is necessary to accommodate the existing pier deck and a minimal depth soil zone for growing the lawn.

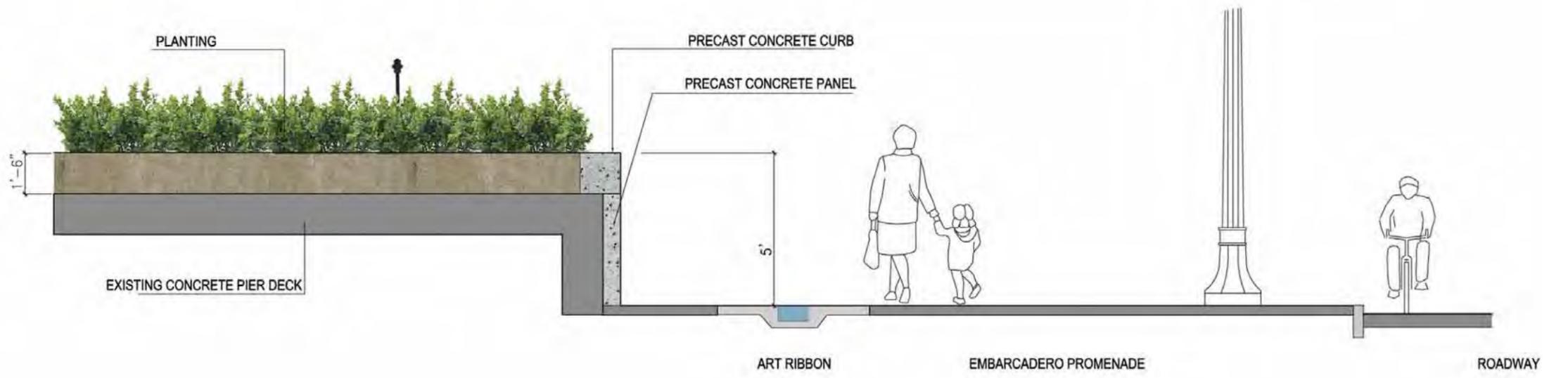
Several variations being considered for the treatment of the edge are shown on this and the following pages.



NORTHEAST WHARF PLAZA EMBARCADERO WALL - OPTION 1



NORTHEAST WHARF PLAZA EMBARCADERO WALL - OPTION 2



NORTHEAST WHARF PLAZA EMBARCADERO WALL - OPTION 3



NORTHEAST WHARF PLAZA LIGHTING PLAN

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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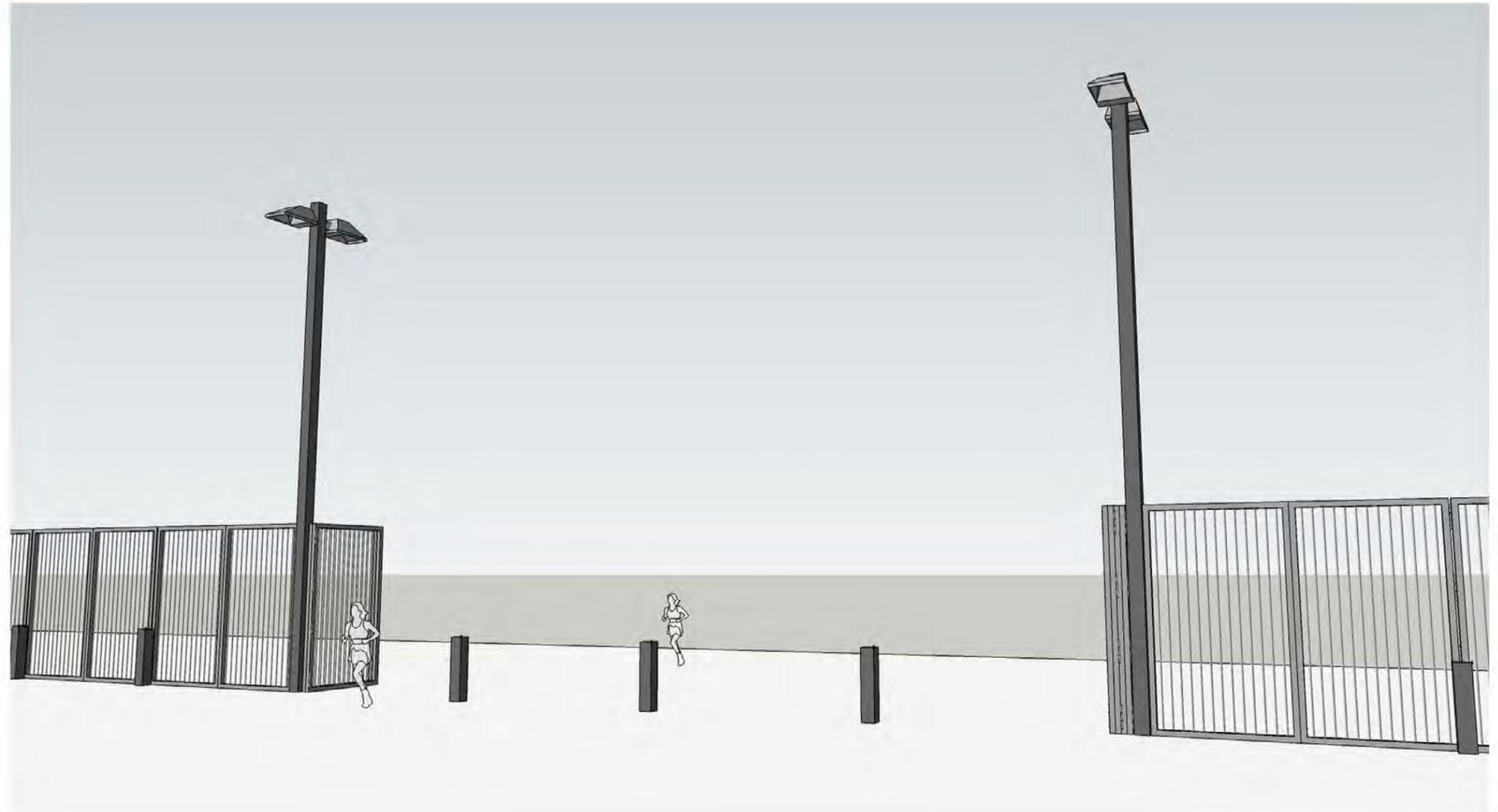
Louis Poulson "Albertslund Maxi Post"



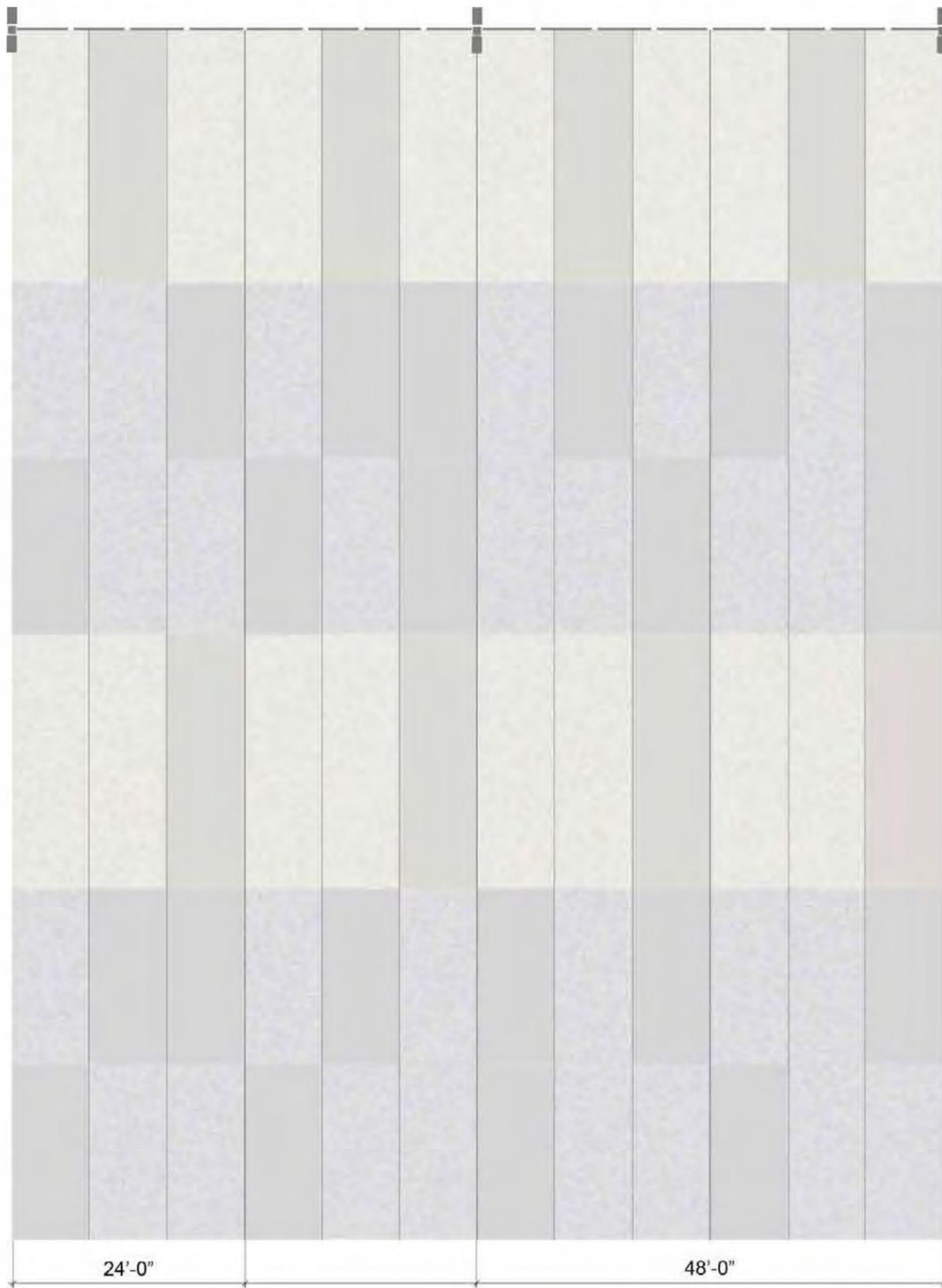
LIGHTING



WE-EF Architectural Lighting
Street and Area Lighting – PFL260 [S]



SECURITY FENCE



24'-0"

48'-0"

PLAZA PAVING

Cool Gray



Warm Gray





Wall Texture

PRECAST PLANTER WALLS



Lawn



Ornamental Grasses

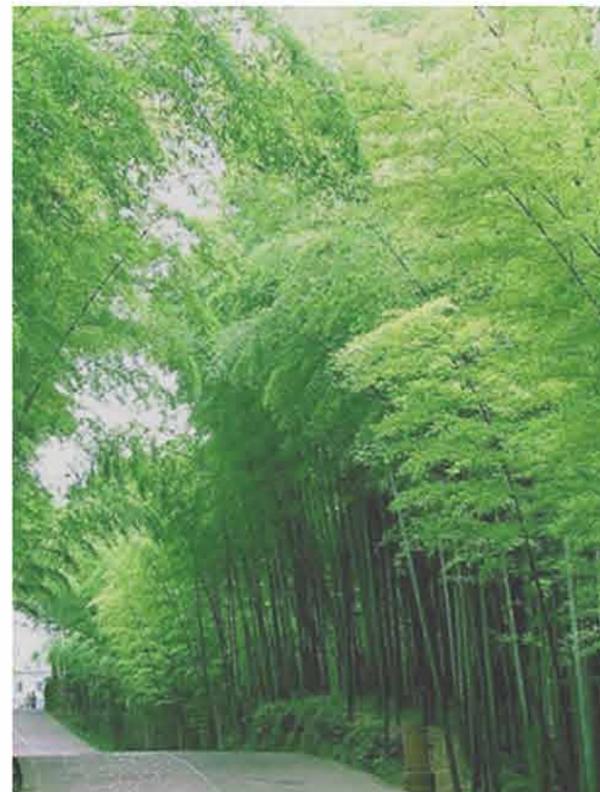


Phormium



Monterey Cypress

LAWN



Bamboo

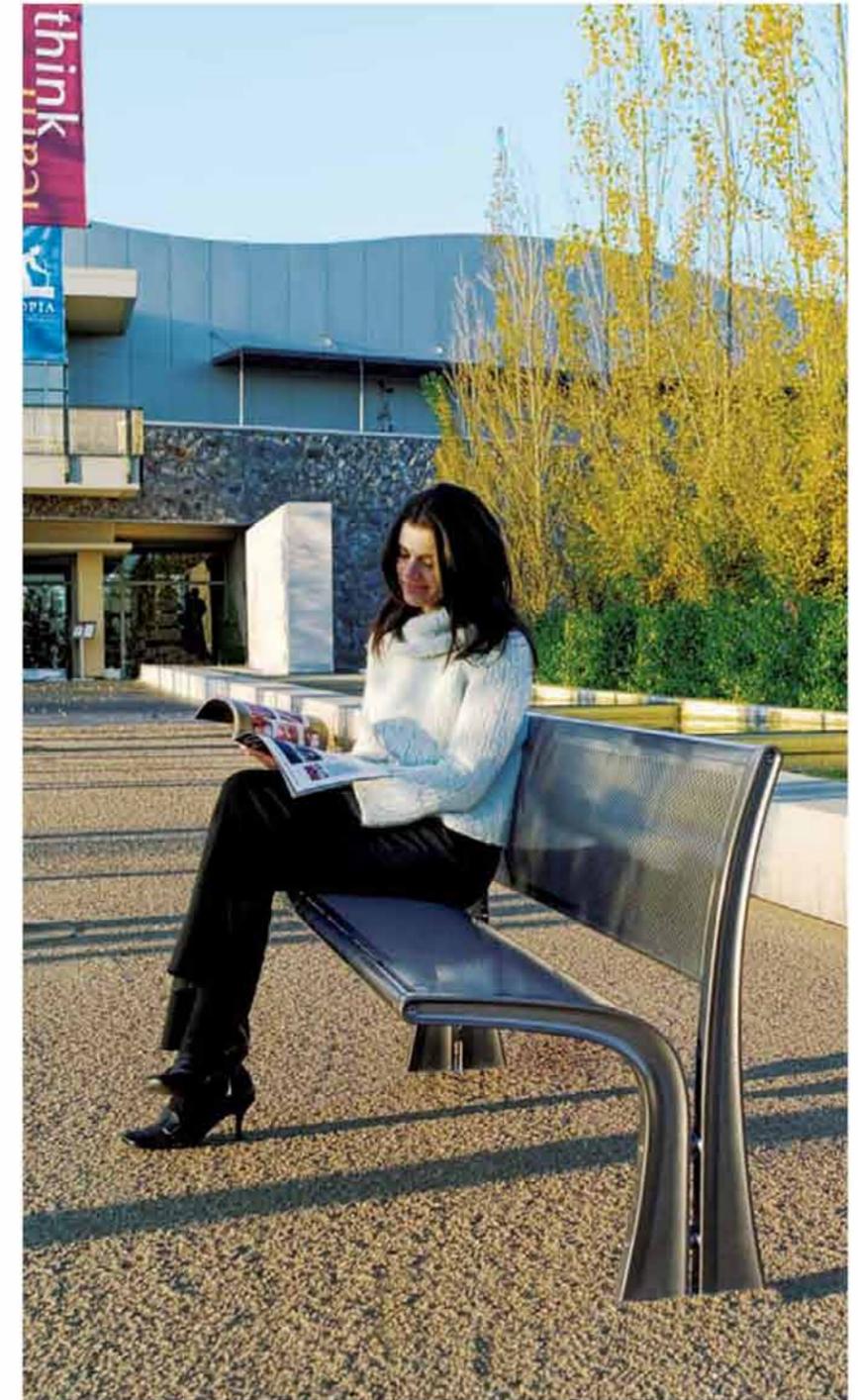
PLANTER



Lombardy Poplar

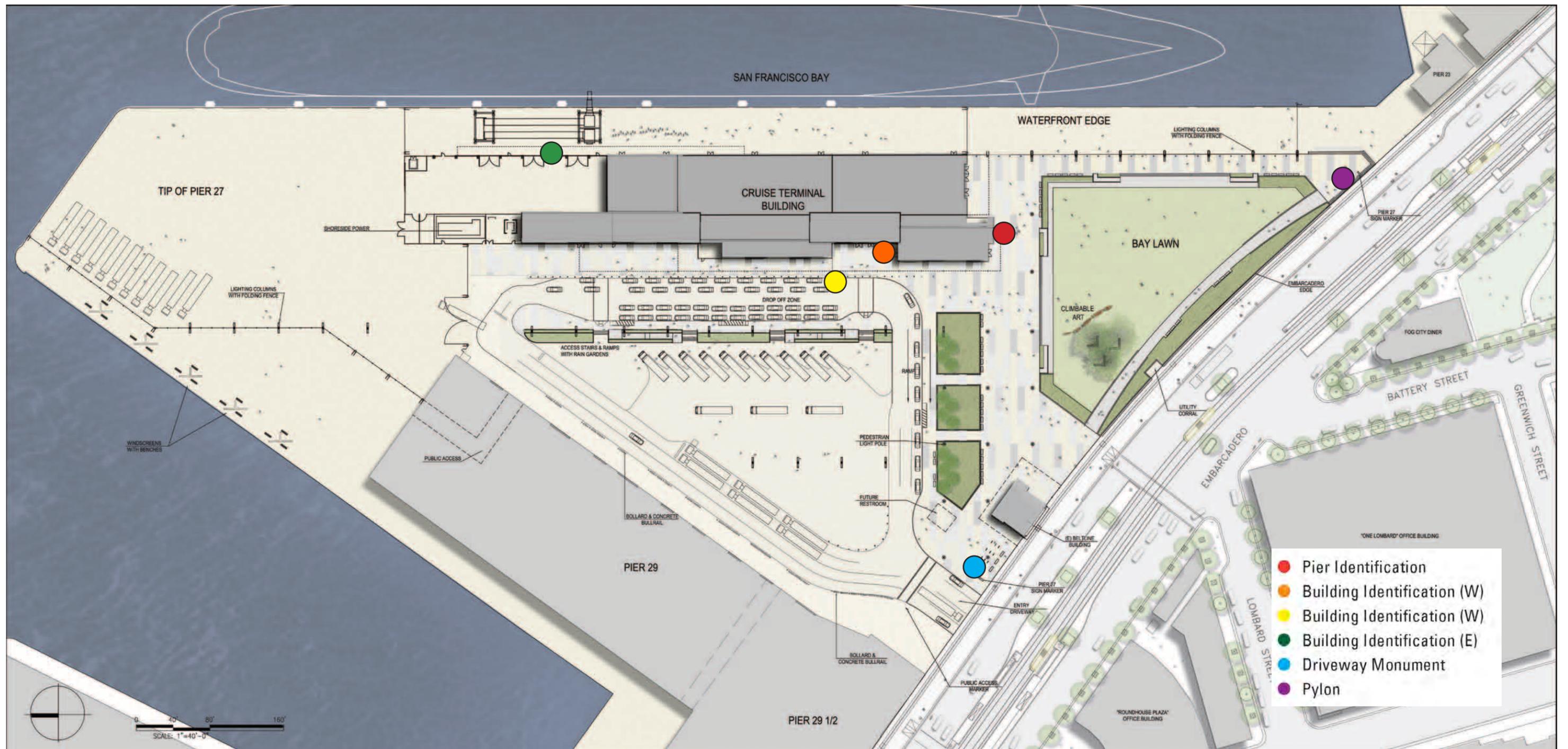


Landscape Forms "Bancal"



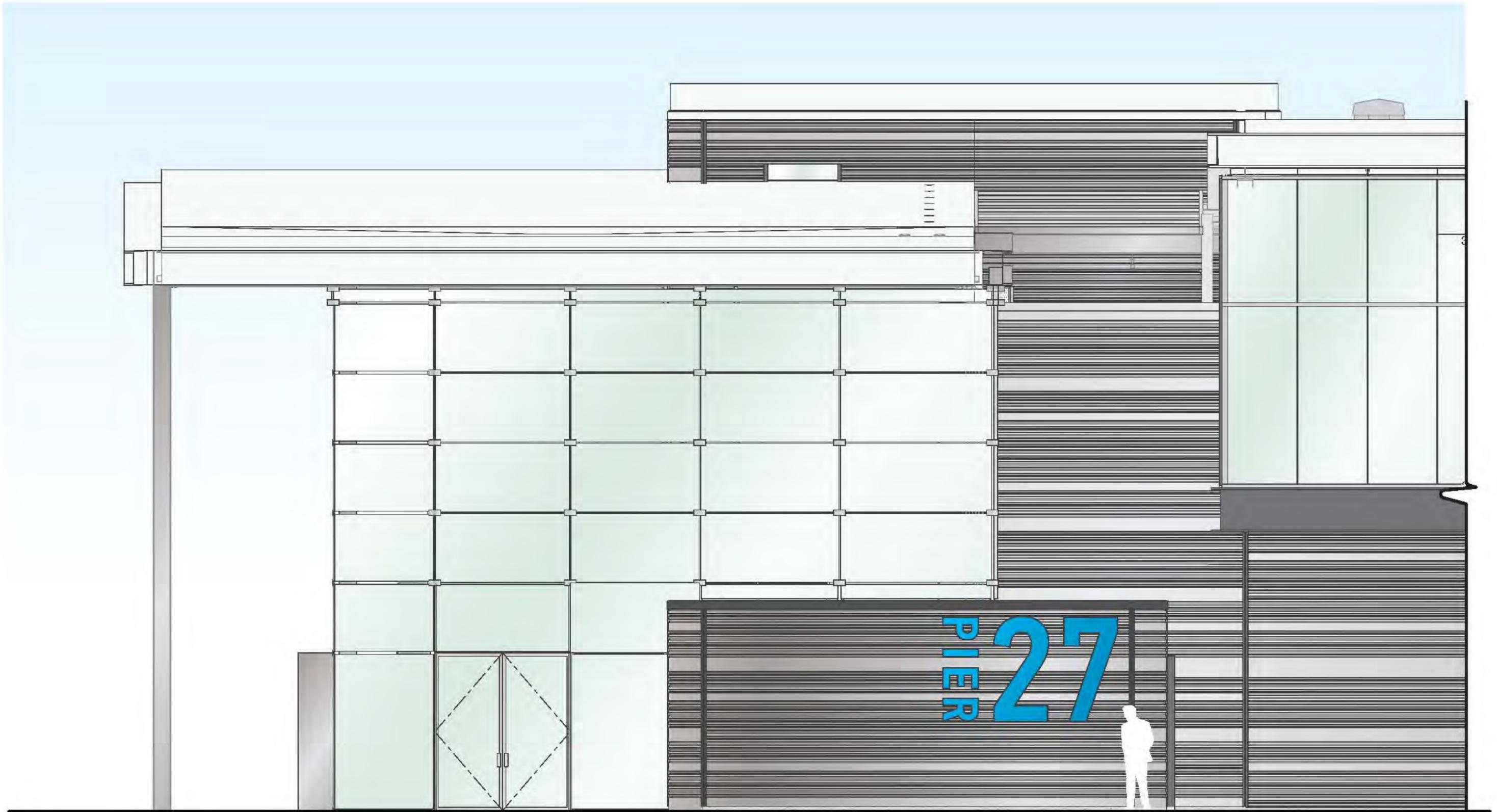
Landscape Forms "35 mix"

BENCH ALTERNATIVES



NORTHEAST WHARF PLAZA SIGNAGE

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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● Pier Identification



● Building Identification (W)

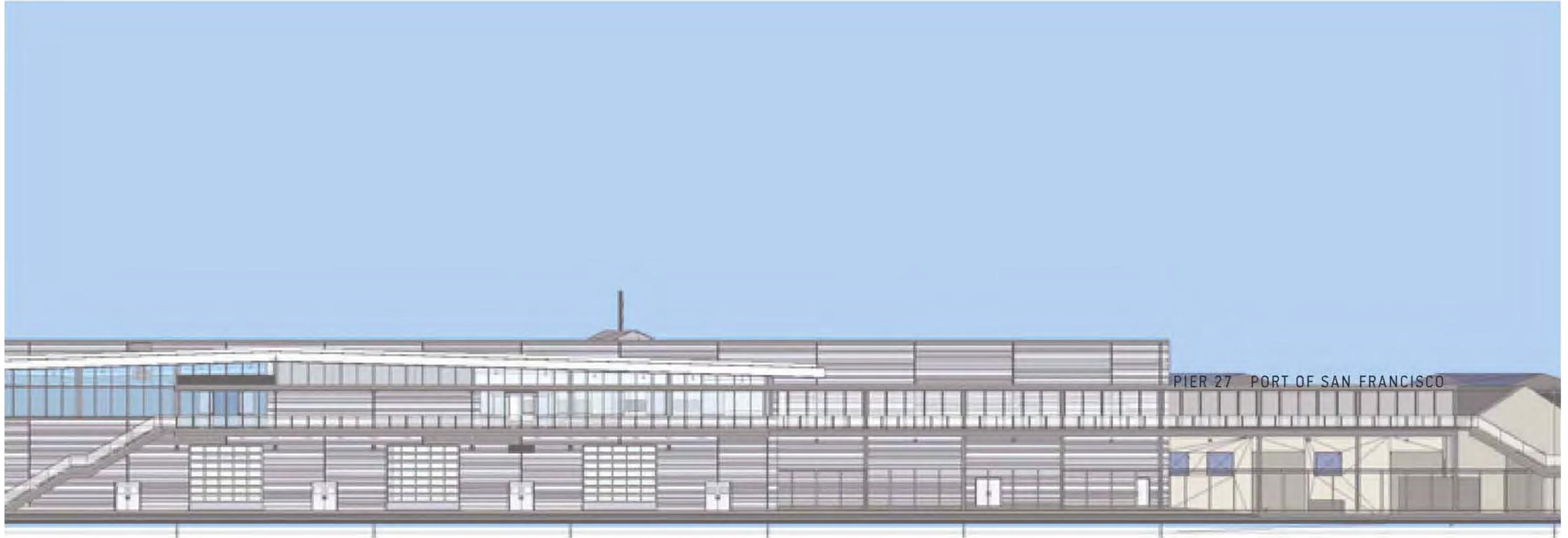


Note: Light fixtures shown in this image are out of date. See page 19 for correct fixtures.

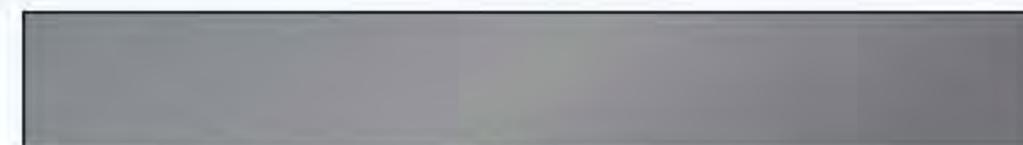
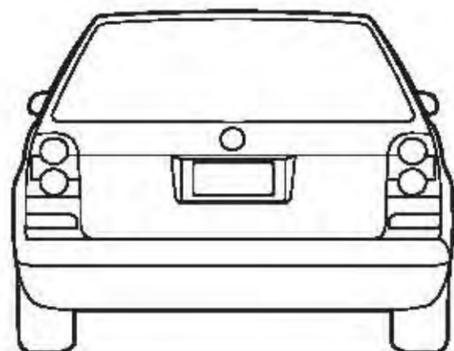
● Building Identification (W)

NORTHEAST WHARF PLAZA SIGNAGE

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
DESIGN REVIEW RESPONSE 3 - DRB Submittal 12.22.2011



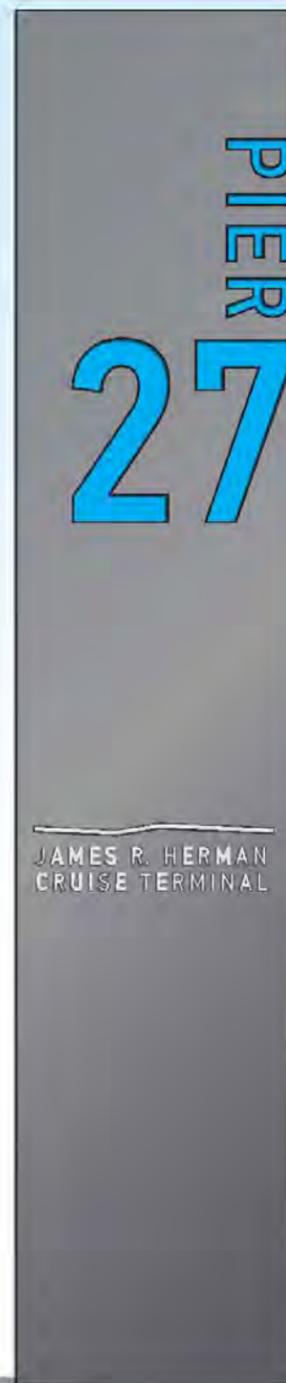
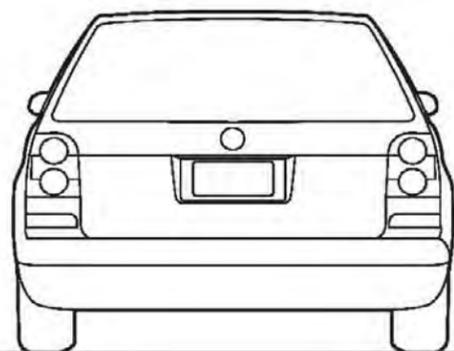
● Building Identification (E)



Plan View



● Driveway Monument



● Pylon

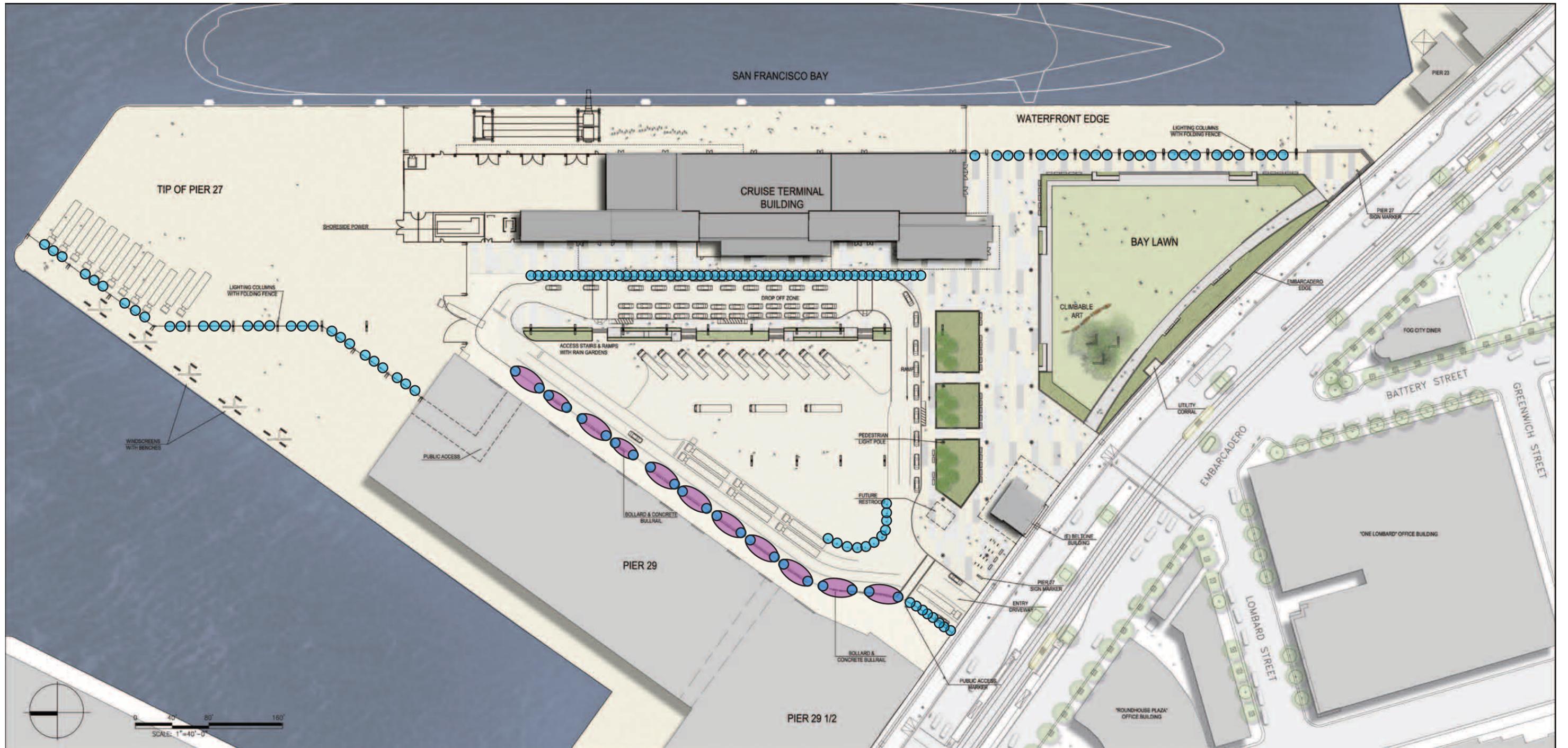
THE VALLEY & GTA (GROUND TRANSPORTATION AREA)



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GROUND TRANSPORTATION AREA

Also referred to as the “valley”, the GTA is a 2.2 acre area located between the terminal and Pier 29 and arranged to accommodate the four vehicle types that serve the cruise terminal: provisioning trucks, buses, taxis and private passenger vehicles. The driveway to the Embarcadero is located at the north end of the valley area away from the signal controlled intersection at Lombard Street. By keeping the driveway clear of the intersection it allows for right turn-in and right turn-out movements from the valley, giving greater priority to pedestrians and cyclists than a signal controlled intersection would allow. During all cruise operation times traffic control on the Embarcadero Promenade would be by a person(s) standing on the Promenade controlling the flow of pedestrians, cyclists and vehicles. After vehicles cross The Promenade queuing space is provided within the GTA so as to minimize vehicles stacking on the Embarcadero

Roadway. Once on site, traffic is directed to one of three areas: provisioning trucks are initially screened and then directed to the north end of the GTA where they are admitted into the provisioning area; buses are directed to a traffic loop with parking stalls; and taxis and privately owned vehicles (POV) drive to a drop-off curb adjacent to the cruise terminal at the terminal’s first level elevation. Traffic flow patterns would be established with striping and movable markers to allow the GTA to be configured to meet the demands of the terminal operator.

● BOLLARD LOCATIONS

● BULLRAIL LOCATIONS

THE VALLEY & GTA BOLLARDS, BULLRAIL, & STRIPING PLAN



Example of Curbless Drop-off Edge

HSS Post

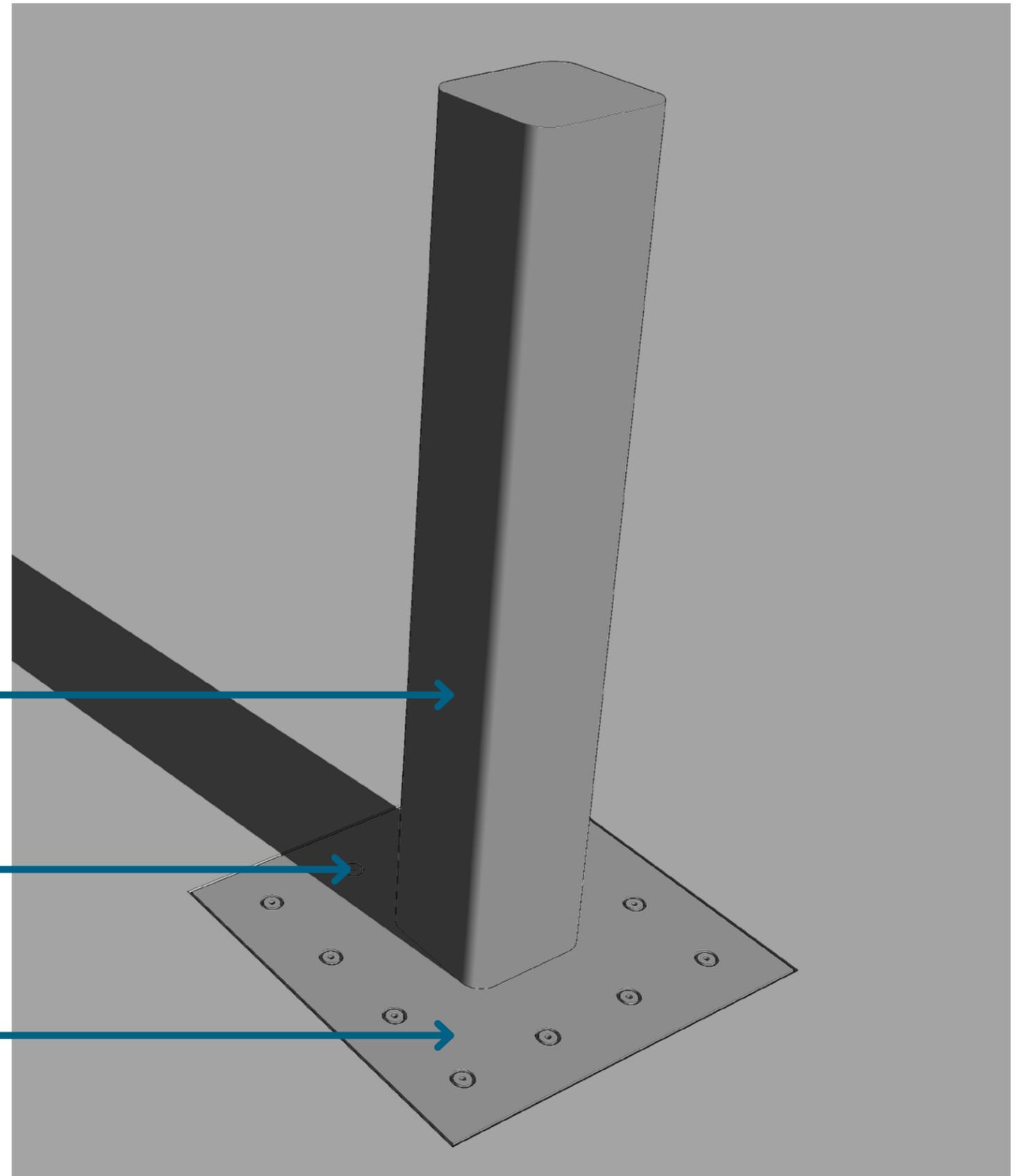
6" Diameter tube steel section

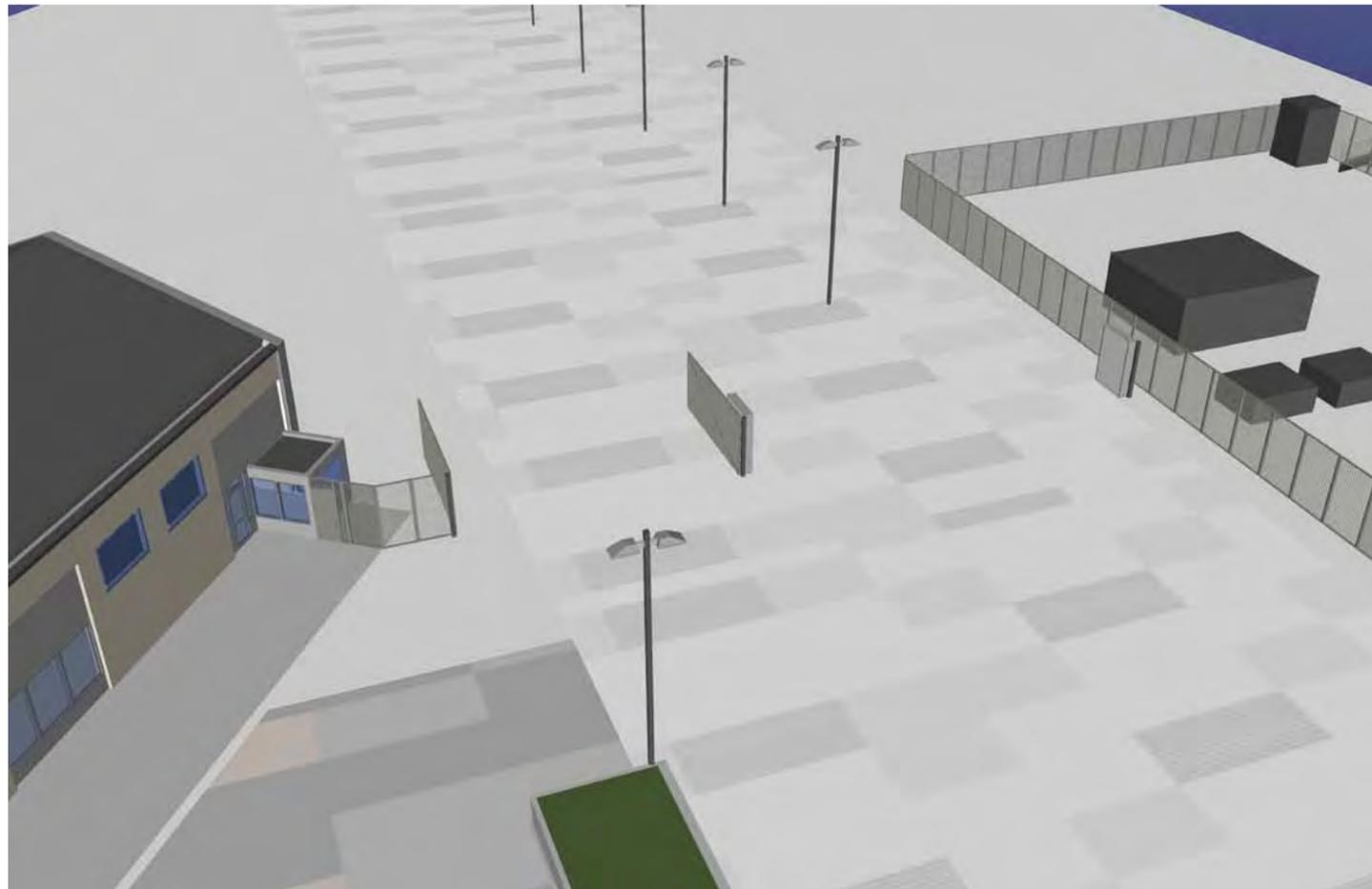
Countersink Bolt

3/4" Diameter countersink bolt to prevent tripping hazard

Base Plate

1" Base plate recessed into asphalt topping





OPEN



CLOSED

PROVISIONING AREA ACCESS CONTROL GATE

A portion of the Tip of Pier 27 would be closed to the public when needed for ship provisioning. Access to the Tip is along the Pier 27 apron and through the provisioning entrance gate at the northern end of the GTA, which is a security fence with gates to control truck access before entering the provisioning area. The gates would be open for pedestrian access when not required for cruise ship provisioning.



View looking north along GTA drop-off zone with provisioning gate in open position during non-cruise days.

THE VALLEY & GTA PROVISIONING GATE TRANSPARENCY WHEN OPEN

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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TIP OF PIER 27 & CRUISE TERMINAL APRON



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Closed Fence Configuration - Cruise Days



Open Fence Configuration - Non-Cruise Days

CRUISE TERMINAL APRON

The Waterfront Edge adjacent to the Northeast Wharf Plaza allows for both casual and secure pedestrian access to the Bay. On cruise days the fence along the back of the pier apron would close to prevent access from the Northeast Wharf Plaza to ships. On non-cruise days the fence would be open to allow full access to the edge. The proposed fence is 10 feet tall and would have vertical pickets to maximize transparency. The fence would fold open or closed from posts stationed at the light poles that are spaced at 48 feet on center, and be further secured at intermediate bollards. The spacing correlates to the pile spacing below and the post spacing of the removed Pier 27 shed.

The apron of Pier 27 would be open for public access to the Tip of Pier 27 during non-cruise days except when other visiting ships may require closure. A modular moveable gate system would provide security during cruise operations in accordance with Homeland Security regulations.

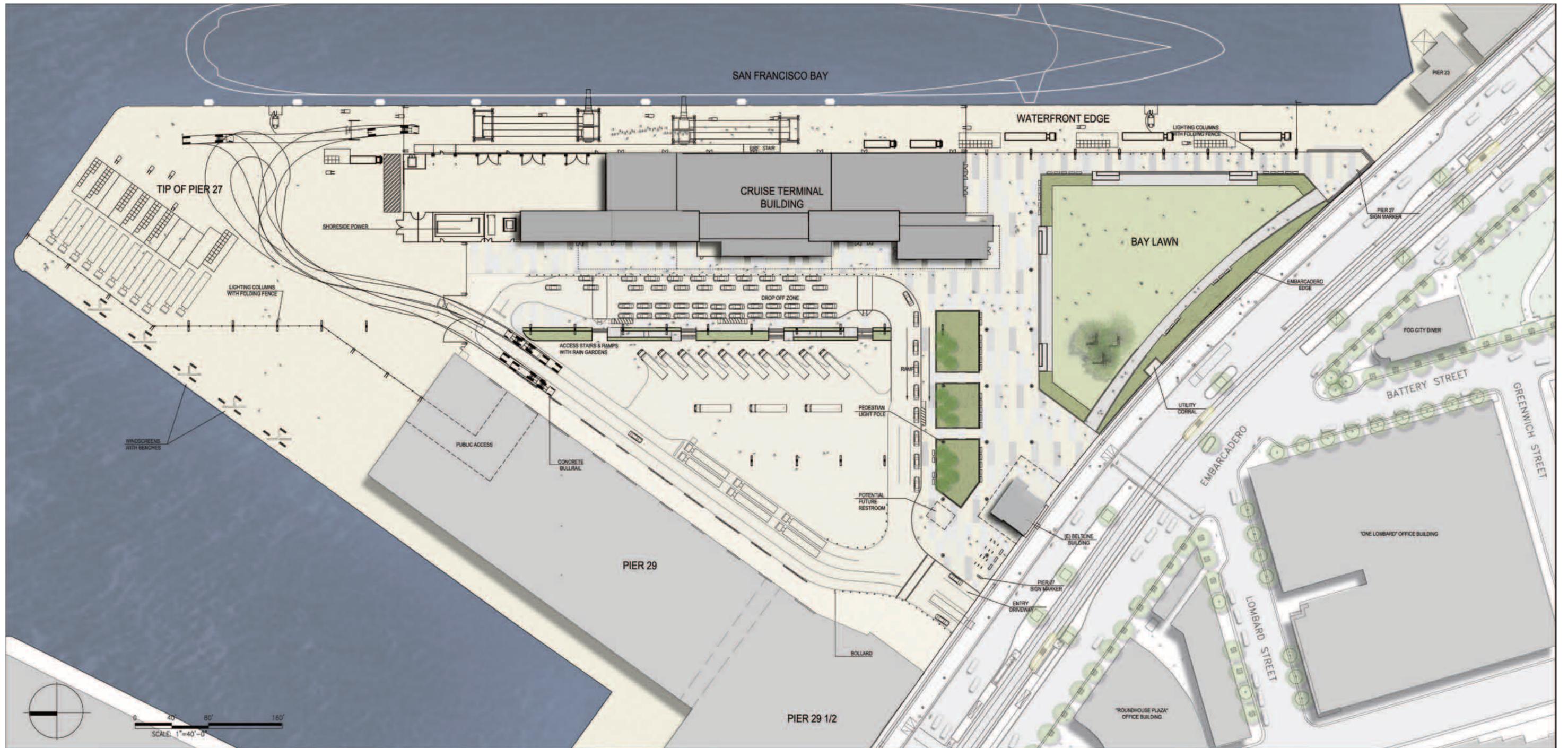
Additional gates are proposed at the ends of the cruise terminal building to enable closure of only the minimum needed for a particular ship. The ship gangway system would be in place at all times.

TIP OF PIER 27 & CRUISE TERMINAL APRON APRON PERSPECTIVES



TIP OF PIER 27 & CRUISE TERMINAL APRON PROVISIONING ACTIVITIES

NORTHEAST WHARF PLAZA & OTHER PIER 27 PUBLIC SPACES
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TIP OF PIER 27

After demolition of the Pier 27 shed and the northern portion of the Pier 29 shed, the north end of Pier 27 will be used for provisioning of cruise ships and public access. A required security fence follows the line of the previous Pier 27 shed which is acknowledged by 30 foot tall lights both in front of the terminal and through the provisioning area. Public access would occur on the west side of the Tip on all days and on the entire Tip when not needed for provisioning, security purposes, or limited special events. When needed for provisioning, the public will be able to view provisioning activities through the fence. The fence would swing open making it available for daytime public use about half the days per year. Access to the Tip is along the southeast edge of the Pier 29 shed and through a portion of the interior of the shed on all days. Access to the Tip when not needed for provisioning would also be along the Pier 27 apron and through the security gate

at the north end of the GTA that is used for truck inspection and control to the provisioning area. The gates would be open for pedestrian access when not required for cruise ship provisioning.

The Tip of Pier 27 offers unique public space opportunities by the combination of its size, position at the end of a pier with expansive views across the Bay, and its requirement to have a substantial portion of the space remain without improvements to enable provisioning from large trucks.

The current proposed improvements are limited to a row of 30 foot tall lights at 48 feet on center that delineate the path from the Embarcadero to the furthest point out on the Tip, and benches, litter receptacles and wind screens along the apron of Pier 29.

TIP OF PIER 27 & CRUISE TERMINAL APRON PROVISIONING PLAN

END OF DOCUMENT