

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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August 29, 2013

TO: All Design Review Board Members

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**SUBJECT: Crane Cove Park at Port of San Francisco Pier 70, City and County of San Francisco
(Third Pre-Application Review)
(For Board consideration on September 9, 2013)**

Project Summary

Project Proponent and Property Owner: Port of San Francisco

Project Site. Pier 70 is a 69-acre site owned by the Port of San Francisco, generally bound by Mariposa Street at the north, 22nd Street at the south, Illinois Street at the west and San Francisco Bay at the east (Exhibit 1). The site is the longest continually operating civilian ship repair yard in the United States and is home to the largest drydock on the west coast of the Pacific. Ship repair uses are located at the northeastern boundary of the project site, which the *San Francisco Bay Plan* ("Bay Plan") designates as a Port Priority Use Area. The remaining areas are primarily composed of deteriorated and unused industrial facilities related to historic shipbuilding uses. The shoreline consists of discarded concrete, debris, and sheet pile walls.

The project for this Design Review Board meeting is limited to the nine-acre area proposed for the creation of Crane Cove Park located within the Pier 70 boundaries. The proposed Crane Cove Park surrounds and includes an intact concrete ship-building slipway (a ship-launch ramp used to construct ships) and also includes two additional buried slipways, a smaller pile-supported slipway over the Bay, buildings, a historic fence, remnant rail tracks, welding platforms, two cranes, other industrial structures, and debris.

Proposed Project and Public Access. The Port of San Francisco conducted a multi-year planning process with the goal of developing Pier 70 into a mixed-use district with restored historic structures, public open space, and on-going ship repair operations at the northeastern portion of the project site. Crane Cove Park would be the first project implemented under the Port's master plan and would be a part of a proposed National Register Historic District. Future projects would include rehabilitation of historic buildings near 20th Street and the development of the southern waterfront portion of the site. A portion of the proposed Crane Cove Park site would be built within the Commission's 100-foot shoreline band jurisdiction. Proposed shoreline treatment and rehabilitation, along with construction of overlooks, would occur within the Commission's Bay jurisdiction.

As proposed, Crane Cove Park would consist of the following areas as shown in Exhibits 5-7.

1. **Open Green.** An open, multi-use lawn bordering Illinois Street including a playground adjacent to Slipway 4.



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2. **Slipway 4 and Keel Park.** Crane Plaza would be created using the edges of Slipway 4. One of two large cranes (Crane 30) at the slipway would be preserved and used as a visual element at the plaza. Keel Park would be constructed within the preserved portion of Slipway 4. Keel blocks would be reused on the concrete slab as seating areas, ramps, and visual interest elements. The concrete slipway would offer water access for launching human-powered boats. The second of two large cranes (Crane 14) at the slipway would be placed near the shoreline at the slipway, in line with 18th Street. A new pier overlook structure would be constructed at the eastern terminus of the Slipway 4's eastern runway. This would provide an opportunity for visitors to travel over the water and experience panoramic views of the Bay and the cove. The new pier structure/overlook also aligns with the primary park entrance and access pathway from Building 109 and would serve as a focal and destination point within the park.
3. **Building 109 Forecourt.** A forecourt would be created around Buildings 109/110. The forecourt would include historic freight rail tracks integrated with decomposed granite paving and be planted with trees for shade. Seating, picnicking areas, and a playground would also be provided. Building 110 is proposed to be used as an outdoor café.
4. **Maritime Fields.** The Port has redesigned the Maritime Fields area in response to Board comments from the first BCDC Design Review Board (DRB) and the Port of San Francisco's Waterfront Design Advisory Committee (WDAC) joint meeting. The filled slipways would be excavated to expose the area to tidal action. A tidally-influenced shoreline would be created, transitioning north-to-south from intertidal shoreline plants followed by upland scrub, no-mow meadow plants, and ending in a decomposed granite paved area. Traces of the industrial character would remain by retaining the existing remnant concrete crane foundations, however the area would function as habitat. Slipways 2 and 3 would include seating and event space, while the no-mow meadow would be available for general recreation. Upland scrub and tidal areas would use recycled ship building cribbage for informal access, and the area would include relics from throughout Pier 70 to provide interpretive opportunities. Slipway 1 is proposed to remain close to its existing condition. The northernmost area of Slipway 1 would become a seating plaza destination with a new overlook allowing close views of ships in dry-dock, while the majority of the southern portion would be utilized for a potential off-leash dog area. The original design included a boardwalk along the northern edge of Slipways 2 and 3 to provide an overlook for visitors. This has been replaced with a new wharf bridge extending over the proposed tidal shoreline.
5. **Waterfront Edge.** The waterfront edge would be cleared of debris. A landing and launching area for human-powered boats would be located between Slipway 4 and the Ramp Restaurant at Mariposa Street, and would consist of a sloped beach of gravel or rounded pebbles bordered by riprap. A curved walkway would connect the public access adjacent to the Ramp Restaurant and Illinois Street to the interior of Crane Cove Park and along the shoreline.

Nineteenth Street, which is proposed to be extended, would provide direct access to Crane Cove Park. The proposed Crane Plaza would be open at the intersection of 19th and Illinois Streets. Building 109 would include a pedestrian walk through the building opening to Slipway 3. The area north of the Kneass Boatworks building at the northern end of the project site and an opening at 18th Street would provide a gateway to the beach area. Water access would be available both at the beach and at Slipway 4. The park would be adjacent to the San Francisco Bay Trail located on Illinois Street. Eventually the Bay Trail may run through the park as the remainder of Pier 70 and the former Potrero Power Plant area is developed. Water access into and out of the park may allow Crane Cove Park to become a designated San Francisco Bay Area Water Trail access point. According to the applicant, all water trail access points would be "compliant with the ADA and provide maximum accessibility for all."

Relevant Commission Law and Policies. The McAteer-Petris Act (“Act”) provides—and the Bay Plan reiterates—that maximum feasible public access consistent with the project be provided.

The Bay Plan policies on **public access** state, in part:

“[Required] public access improvements...should be consistent with the project and the physical environment...and provide for the public's safety and convenience. The improvements should...permit barrier free access for persons with disabilities to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs.”

“Access to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available. Diverse and interesting public access experiences should be provided...”

“Public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding.”

The Bay Plan policies on **appearance, design, and scenic views** state, in part:

“All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, [and] from the Bay itself...”

The Bay Plan policies on **recreation** state, in part:

“General Recreation Facilities should...be well distributed around the shores to the Bay...”

“New beaches should be permitted if the site conditions are suitable for sustaining a beach without excessive beach nourishment.”

“Public launching facilities for a variety of boats and other water-oriented recreational craft, such as kayaks, canoes and sailboards, should be provided in waterfront parks where feasible...”

“Because of the need to increase the recreational opportunities available to Bay Area residents, small amounts of Bay fill may be allowed for waterfront parks and recreational areas that provide substantial public benefits and that cannot be developed without some filling.”

First DRB Review. At their first pre-application review of the project on January 7, 2013, the DRB and the WDAC requested that the project applicant clarify the impact of the future development sites on the public access, consider exploring design concepts to pull the site together, reconsider the design of the Maritime Fields, refine treatment of the Bay edge, provide a clear and continuous path along the shoreline edge and maintain an industrial feeling at the site. Other issues such as stormwater treatment, public safety, elevated views, and sea level rise impacts were also raised. Additionally, they requested more information regarding the boating facilities and project phasing.

Second DRB Review. In its second pre-application review of the project on January 7, 2013, after reviewing a revised design for the project, the DRB and WDAC requested that the project applicant consider the following, as stated in the minutes from the meeting:

1. The Board continues to be concerned that the project design is fragmented and encourages the design team to simplify the current scheme and develop a unifying overall design concept;

2. Slipway 4 is an essential historic resource of the site that must be restored, and is a natural nexus of the site design. The zones around Slipway 4 should be simplified and reduced, allowing the park to be mostly defined by Slipway 4 and the shipyard beyond;
3. Maritime use should be a driving force in the design and made stronger through greater emphasis and opportunity for land-water connections;
4. The Board remains concerned with the lack of definition in the development parcels and the ability to adequately foresee and respond to their impact on the park design. A firm understanding of parcel height, massing and use is needed to establish an appropriate and successful relationship to the park. There was particular concern whether the buffer between the development and park is adequate.
5. It is important that three-dimensional representations of the proposed park design are included in future presentations.

The project proponents responded to the Board's feedback as follows:

1. **The Board continues to be concerned that the project design is fragmented and encourages the design team to simplify the current scheme and develop a unifying overall design concept.** The project applicant has simplified the overall design. The site would emphasize the land-water connection by configuring design elements such as overlooks and pathways around the historic traces and processes of shipbuilding that naturally orient toward the Bay. A north-south connection would be emphasized through site elements and planting. The project applicant states:

"The project site historically functioned as a series of spaces that collectively built ships. Historically, each area had its own unique function. The Park Plan took cues from these "functional use areas" and developed a design that allows different park programs to occur within the historic functional use areas, but allow the user to experience and appreciate the site as a whole and integrated park. The Park Plan includes five areas that each serve a different program of uses, but combined to support and strengthen the total park plan as a whole. Additionally, the shoreline path was emphasized more as a park destination feature, and a clear waterfront linkage for all areas of the park.

The Maritime Fields have been simplified, the pathway at the water's edge defines the area subject to tidal flooding and includes shoreline plantings, the upland area will be planted with native upland scrub and utilize ship building blocks for paved areas. Some industrial relics will also be strategically located. The upland scrub will transition into a no-mow meadow and then to a crushed stone/gravel area that can be used for special events or a variety of uses.

The design of the beach area follows the existing and historic shoreline and is designed to accommodate human-powered boats. The pathway traces the shoreline form of this part of the cove during the World War II era, which is the corresponding configuration with the rest of the historic elements being preserved. Adjacent planting has been minimized and planted consistently throughout the park, eliminating any "gardenesque" gestures."

2. **Slipway 4 is an essential historic resource of the site that must be restored, and is a natural nexus of the site design. The zones around Slipway 4 should be simplified and reduced, allowing the park to be mostly defined by Slipway 4 and the shipyard beyond.** The simplification of the Open Green places greater emphasis on Slipway 4 and its cranes. The children's play area in the Open Green has been reconfigured to align with Slipway 4 in order to reinforce the dominance of this existing site feature.

3. **Maritime use should be a driving force in the design and made stronger through greater emphasis and opportunity for land-water connections.** The project applicant has removed the wharf structure along the shoreline of Slipways 1-3 that created an obstacle between the slipways and the cove. Three new overlooks have been designed to reach into the Bay and allow an over the water experience. The new overlooks will afford closer views of the ship repair operations and unique views of the Bay and San Francisco shoreline. The project applicant states:

“The Port has been in consultation with the operators of the Ship Repair facility, the SF Bar Pilots and the San Francisco Bay Harbor Safety Committee, Prevention through People Plan sub-committee. In addition, significant outreach has occurred with boating groups. While there are inherent challenges and conflicts between recreational boaters and commercial shipping and repair, it has been determined that through proper management, this cove could accommodate some level of increased recreational boating activity. In analyzing currents, storms and tug-and-tow operations and the adjacent boat repair operations, it was determined that the appropriate recreational boating activity should be limited to human-powered boats in the southwestern area of the cove, thus minimizing conflict and allowing existing operations to continue.”

4. **The Board remains concerned with the lack of definition in the development parcels and the ability to adequately foresee and respond to their impact on the park design. A firm understanding of parcel height, massing and use is needed to establish an appropriate and successful relationship to the park. There was particular concern whether the buffer between the development and park is adequate.** The project applicant states:

“In response to Board, Committee and public concerns the Port has further defined characteristics for potential development on the parcels located on the east side of Illinois Street between 18th Street and Mariposa Street. However, the building previously proposed on the Ramp Restaurant parking site at the corner of Mariposa Street will not be considered as part of this project.

The Port’s Pier 70 Preferred Master Plan identified the Illinois Street development parcels as a part of the larger Pier 70 Plan, but not part of the Crane Cove Park project. Since the last review meeting, the Port has found that further analysis of the parcels is required to adequately determine development feasibility. Upcoming studies will likely include: 1) conduct geotechnical analysis to determine *if the cost of building foundations make the site financially infeasible for new development*; 2) consideration of a density transfer to other portions of Pier 70, such as the parcels along Illinois Street south of 20th Street; and 3) preparation of design criteria that articulate how development could occur, should it be determined to be economically feasible.

The Draft Illinois Street Design Criteria describe development that would address several objectives:

1. accommodate uses that could activate the adjacent park;
2. place buildings and uses that could enhance the overview and security of the park;
3. ensure that there would be adequate visual and physical access to the cove area of the park;
4. design buildings to protect micro-climates conditions in the park; and
5. define architectural characteristics of development that would make it compatible with the Pier 70 area and adjacent neighborhood.

The Design Criteria would include the following key characteristics:

- maximum building height of 65 feet;
- require 30 foot minimum width public access connections from Illinois Street to the Park Cove, and the entire width of the right-of-way at 18th Street;
- require a minimum of 30' setback from the park public multiuse walkway to any structure;
- limit the horizontal dimension of the building to 150 feet along Illinois Street and require buildings to have façade articulation;
- buildings must include active ground floor uses that are visible and oriented to Illinois Street; and
- buildings must maintain transparency on the ground floor facing both Illinois Street and the Cove.

Additional criteria will be presented for review at the Design Review meeting. Should the Port propose a development project on these parcels it will be subject to design review by the design review bodies.”

5. **It is important that three-dimensional representations of the proposed park design are included in future presentations.** For their third pre-application review, the DRB and WDAC will conduct a site visit of the proposed Crane Cove Park project site. The project applicant will also provide three-dimensional representations of the park design at this review.

The DRB should consider whether the project proponent has adequately responded to and addressed its earlier requests and comments.

Staff Report

Meeting Date: September 9, 2013 – 4:30PM Site Tour 6:00 Design Review

Location: Pier 70:
Site Tour: South East Corner of Illinois and Mariposa Streets
Design Review Meeting: Noonan Building, Eastern Foot of 20th Street
(see: sfport.com/cranecovepark for directions)

To: **Waterfront Design Advisory Committee:**
Boris Dramov David Alumbaugh
Marsha Maytum Kathrin Moore
Dan Hodapp

From: David Beaupre

Re: **Pier 70 Crane Cove Park Master Plan (“Park Master Plan”)**

1. Project Review

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

This staff report provides an overview of the: site conditions; planning process; and evolution of the preparation of the Park Master Plan. Section six of this staff report describes the August 2013, Revised Park Master Plan.

2. Project Site Location

Crane Cove Park is an approximately 9 acre site 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 by 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*).

3. 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 a major new open space associated with the 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 San Francisco 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; funding, infrastructure, historic preservation, ship repair, open space and new development, which 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.

4. Site Setting & Condition

Pier 70 is the location of the most important intact 19th century 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 as a Historic District for its contribution to Industry between 1884 – 1945 for steel hull ship building, and for its industrial architecture and design. The entire Pier 70 area includes approximately 47 historic resources that may contribute to an eligible National Register Historic District, six 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: Existing 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 30, 50, 109 and 110; and d) potentially Building 49. All of these resources are proposed to be retained to the Pier 70 Historic District except building 50, and thus the Crane Cove Park Master Plan and construction phases will review their treatment for 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. It is the last remaining intact Slipway with most all of its features still extent. Exhibit 4 also refers to Slipways 1, 2 and 3 and other elements, which, while part of the historic site context are not contributing resources. Slipway 2 and 3 are largely buried and Slipway 1 exists, but the structural condition limits 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, and 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 Park Plan calls for a new 19th Street, which would provide access to the park and connect to 20th Street and other Pier 70 shoreline open spaces. It will also become the primary access to the ship repair operations allowing 20th Street to become more pedestrian oriented.

Today the site is largely vacant and not publicly accessible, the adjacent uses include the Ship Repair operations to the east, interim Port tenants to the northwest 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.

5. Planning Process Overview

The Port has retained a consultant team lead by AECOM to develop a park master plan, phasing plan, cost estimates, and 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 and project aspirations to help guide the concept development. The aspirations, which are now project goals are:

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

Plan Evolution

In the summer of 2012, two Alternative Conceptual Park design plans were prepared and presented to the Port Commission and stakeholders for review and public comment. 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 Park Master Plan, which was a hybrid version of the two. The Draft Park Master Plan was presented at a community meeting and to the Port's Waterfront Design Review Committee (WDAC) and the San Francisco Bay Conservation and Development Commission's Design Review Board (DRB) in December 2012 and January 2013 meetings. Based upon the comments received through the review process, a June 2013 Park Master Plan was prepared in response to comments received and presented again to the community, WDAC, DRB and other stakeholders in June 2013 (*see Exhibit 5, June 2013 Park Master Plan*).

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 Historic District.

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 on a former secure industrial site.

Based upon the Project Goals described above, the initial two alternatives were prepared. The 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; g) vehicle parking; h) appropriate approaches to handle subsurface contamination consistent with the Pier 70 environmental Feasibility Study and Remedial Action Plan; i) methods to address site storm water; j) a variety of program uses; k) an approach to address sea-level rise; and l) integration of new infill development fronting on Illinois Street adjacent to the park.

Alternative 1, "Lines and Existing Traces" took an approach to keep the historic resources that remain (predominately from the World War II era) intact and strictly using them as a framework for laying out the site, designating programs and interpreting 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, such as train tracks, portions of the former slipways, welding platforms, etc. 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.

The design for Alternative 2, "*Patches and Historic Uses*" was inspired by the historic activities that over time shaped the site. Instead of simply tracing existing and former physical historic elements, this alternative looked into how the spaces were used in their industrial past as a series of spaces for building ships, and used that spatial organization as the basis for selecting or "translating" them into appropriate recreational uses for the future park. For example, the slipways which were the assembling areas of the shipyard became gathering areas in the park. Physically, this Alternative had many similarities to Alternative 1, but altered some of the historic resources still extent 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), by outlining or re-tracing elements now physically gone from the site. Sea level rise would be addressed by raising portions of the site with new fill.

Based on ample feedback received during the project's outreach program, the Draft Master Plan became a hybrid of both conceptual design plans. The process helped the

design team determine that Alternative 1, with its focus on re-interpreting currently existing historical elements (contributing and non-contributing), as opposed to re-tracing elements from former site eras, would be the preferred approach for the historic preservation and interpretation of the new park. On the other hand, the approach to accessing the site and organizing recreational program shown in Alternative 2, which was based on “remembering” how the site formerly operated, was selected as the preferred approach to satisfy access and programming aspirations.

The June 2013 Draft Park Master Plan (*see Exhibit 5: June 2103 Crane Cove Park Master Plan*) concept preserved all existing historical contributing resources (Slipway 4, its runways and the utility racks, Crane 14, Crane 30, Buildings 109, 110, historic fence), except Building 50. A selection of the historic “traces” and other artifacts and remnant objects, including railroad lines, components of former Slipways 1, 2, 3, paving materials and existing seawalls will also be retained. 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. This approach was reviewed and proved to be consistent with Secretary Standards, and thus it was used to develop the final Park Master Plan.

6. Revised Park Master Plan

The project site historically functioned as a series of spaces that collectively built ships. Historically, each area had its own unique function. The Park Plan took cues from these “functional use areas” and developed a design that allows different park programs to occur within the historic functional use areas, but allow the user to experience and appreciate the site as a whole and integrated park. *Exhibit 6, September 2013 Crane Cove Park Master Plan*, illustrates the changes made to the plan since the June 2013 review.

The park plan includes five functional areas that each serve a different program of uses, but combined support and strengthen the total park plan as a whole (*see Exhibit 7, September 2013 Crane Cove Park Master Plan*). The areas include 1) A triangular shaped open multi-use lawn 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 area to the north.

A transformative element introduced in the design is the fill required for the construction of a 19th Street extension within the southwest corner of the site. The required fill partially buries Slipway #4, building #30 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 lawn the length of Illinois Street. To provide a standard city sidewalk, pedestrian and street access from Illinois Street into the park and Pier 70 site the historic fencing, a contributing resource would be relocated 12- 15’ feet to the east and sections would be removed to provide openings. Portions of the fencing removed may be reused by the Port elsewhere within the site.

The following briefly describes some of the other the Park features:

Slipway 4, Crane Plaza and Keel Park (see Exhibit 8 & 9 Aerial Perspectives and 10 Park Entry- Crane Plaza):

In order to create a 19th Street Extension, a portion of Slipway 4 would be filled to create 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 existed during the WWI, when the slipway was shorter than its current total length. 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 outdoor public events can occur.

Open Green and Gardens (see Exhibit x: Perspective of Open Green and Gardens):

This space is envisioned as a triangular shaped open, multi-use lawn area.

Additionally, a playground is located in an area adjacent to the lawn parallel to slipway 4 near building #49, and north of a relocated building #30.

Crane 30 would be retained in its current location on the Eastern runway, but raised slightly to meet the new plaza grade, forming a dramatic visual backdrop for Crane Plaza. Crane 14 would be relocated bay-ward on the Western runway, to align with the access to the park from 18th Street, functioning as a visual terminus, gateway and icon.

Keel Park is located within the preserved portion of Slipway 4. Three vessels' plan view outlines would be traced onto the existing concrete slab (paving) of the Slipway to celebrate and interpret 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 Transbay Tube (post WWII era, the last significant structure built at Pier 70). On top of these traces, a modular system of reused keel-blocks would form a central line within Slipway 4 providing seating opportunities, and forming a floodable launching area for human-powered craft.

A new pier overlook structure would be constructed at the eastern terminus of the Slipway #4's eastern runway. This will provide an opportunity for people to get out over the water and experience the cove, without having to go into the water. The new pier structure/overlook also aligns with the primary park entrance and access pathway from building #109 and serves as a focal and destination point within the park.

Buildings 109/110 Forecourt:

This park space would include only the western end of Building 109 (area not within shipyard lease area) and Building 110. The Building 109 Forecourt is envisioned as a tree-planted, decomposed granite zone where outdoor seating, picnicking and other passive activities can occur. A pre-teen (kids 8 to 12 years of age) playground is proposed in this area also aligned with Slipway 4, bay-ward of building #110, located on the preserved welding platform north of Building 50. This former platform would also function as a multi-use deck for sun-bathing, seating, and gathering overlooking the cove. This area may be used as an outdoor café area once building 110 is opened 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.

Maritime Fields (see Exhibit 11 & 12):

The slipways, which were completely filled in the early 1960's, would be partially excavated at the shoreline to subject this area to tidal activity and allow for a planted shoreline edge. The planting and material palette within the two slipways would transition, beginning with, (north to south) intertidal shoreline plantings, to upland scrub, to a "no mow" meadow and then a crushed stone or gravel surface. Existing remnant, concrete "crane foundations" which are located in a linear pattern belonging to historic Slipways 1, 2 and 3, would be left in place to recognize the form and function of the slipways, but still allow for the entire zone to read and function as a single space and habitat opportunity. The program of slipways 2 and 3 includes seating and special event space on the decomposed granite surface and relaxation in the "no-mow" meadow. The upland scrub area would include the use of recycled ship building cribbage (from slipway 4) as a paving surface to allow for a transition between the meadow plantings and upland scrub and allow informal access, exploration and interpretation. This zone would include a small number of relic features from throughout Pier 70 and potentially include interpretation about the Pier 70 area as a whole. Slipway 1 is proposed to remain close to its existing condition. The northern most area of Slipway 1 would become a seating plaza destination with a new overlook allowing up close views of ship in dry-dock, with the majority of the southern portion to be utilized for a potential off-leash dog area within the park. Due to its structural deficiencies, it is anticipated this feature may eventually be closed off from park use, if its integrity is deemed unsafe for park users.

Northern Waterfront/Shoreline:

This feature is a sloped, beach-like gravel, pebble, boulder and rip-rap area, which is designed to accommodate human-powered craft to comfortably land and launch. Edging the Shoreline 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.

A key element that enables seamless transitions along the entire park's shoreline and thus the park as a whole, is the curving or crescent-shaped path that arcs around the newly-reconfigured water edge, from the existing Ramp restaurant and extending all the way into Slipway 4 and the Maritime Field, culminating with Slipway 1's overlook on the eastern-most portion of the site, directly adjacent to the Ship Repair operations. The path not only allows continual access along the shoreline, but it also "remembers" (re-traces) the former shape of the shoreline during the site's WWII era (before it was filled to its current configuration in the late 1960s). Its proposed elevation will be a defense to sea level rise protecting the park from 2100 storm events. In addition to the abovementioned Slipway 1's overlook, this walk also provides access to the other two overlooks that span over the cove: one adjacent to The Ramp restaurant, and the one located on the north eastern end of Slipway 4, helping link together the various areas of the shoreline and these remarkable park destination features.

Site furnishings, placement of relics, common use of materials and site interpretation will also help to establish a cohesive park experience.

7. Treatment of Contributing Historic Resources

The following section summarizes the design strategies for the rehabilitation and adaptive reuse of the contributing resources. Architectural Resource Group has preliminarily determined that the proposed treatment of these resources would be consistent with Secretary of Interior Standards for the Treatment of Historic Properties.

Existing buildings in the Draft Park Master Plan are rehabilitated and reused as follows:

- Slipway 4 and all of its features would remain, including the Whirly Cranes; Building 109 would function as a park pavilion with historical artifacts. The eastern part of 109 would be used as a park pavilion, interpretation, boat storage and ancillary utilities and limited off-street parking. Building 110 would be used as park restrooms and potentially as a café or commercial recreation facility.
- Building 50 would be demolished in order to facilitate the remediation of contaminated soil at that location.
- Building 30 will be relocated for use within the park for restrooms and park maintenance.
- The fence along Illinois Street will be relocated 15' to the east to accommodate a new sidewalk; certain sections would be removed to allow for new pedestrian and street access.

8. Adjacent Illinois Street Development Parcel

In response to Board, Committee and public concerns the Port has further defined characteristics for potential development on the parcels located on the east side of Illinois Street between 18th Street and Mariposa Street. However, the building previously proposed on the Ramp Restaurant parking site at the corner of Mariposa Street will not be considered as part of this project.

The Port's Pier 70 Preferred Master Plan identified the Illinois Street development parcels as a part of the larger Pier 70 Plan, but not part of the Crane Cove Park project. Since the last review meeting, the Port has found that further analysis of the parcels is required to adequately determine development feasibility. Upcoming studies will likely include: 1) 1) conduct geotechnical analysis to determine building foundation requirements; 2) consideration of a density transfer to other portions of Pier 70, such as the parcels along Illinois Street south of 20th Street; and 3) preparation of design criteria that articulate how development could occur, should it be determined to be economically feasible.

The Draft Illinois Street Design Criteria describe development that would address several objectives:

- a) accommodate uses that could activate the adjacent park;
- b) place buildings and uses that could enhance the overview and security of the park;

- c) ensure that there would be adequate visual and physical access to the cove area of the park;
- d) design buildings to protect micro-climates conditions in the park; and
- e) define architectural characteristics of development that would make it compatible with the Pier 70 area and adjacent neighborhood.

The Design Criteria would include the following key characteristics:

- maximum building height of 65 feet;
- require 30 foot minimum width public access connections from Illinois Street to the Park Cove, and the entire width of the right-of-way at 18th Street;
- require a minimum of 30' setback from the park public multiuse walkway to any structure;
- limit the horizontal dimension of the building to 150 feet along Illinois Street and require buildings to have façade articulation;
- buildings must include active ground floor uses that are visible and oriented to Illinois Street
- buildings must maintain transparency on the ground floor facing both Illinois Street and the Cove;

Additional criteria will be presented for review at the Design Review meeting. Should the Port propose a development project on these parcels it will be subject to design review by the design review bodies.

9. 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 identified a total project cost of approximately \$45 million (2012 cost) including all soft cost. Recognizing a current funding gap, the Port has identified an initial project phase for construction. 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 costs be reduced. It is anticipated that the shoreline area around Building 49 and the area to the north, will be developed in a later phase or as those adjacent properties are developed. The Port will continue to pursue funding to complete the project improvements proposed in the Draft Park Master Plan. With an approximate cost of \$5 million an acre, this is generally in line with park cost within San Francisco and the region in a similar setting, including along the Bays edge, on a historic site with historic structures and the need to mitigate hazardous materials. Park Cost can be summarized by the following type:

<u>Element:</u>	<u>Cost Estimate</u>
Historic Preservation	\$19,000,000
- cranes	
- slipway 4	
- fence	

- buildings	
Shoreline	\$ 5,500,000
Infrastructure	\$ 4,800,000
Hardscape	\$ 8,200,000
- plazas	
- walkways	
Softscape & Landscape	\$ 5,000,000
Site Furnishings	<u>\$ 2,900,000</u>
Total	\$45,400,000

10. 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 2012. In June 2012 the Port Commission reviewed Alternative Concept Plans. In addition, a public workshop was held at the Port in which approximately 50 people attended and provided input. In July 2012 a public workshop and site tour was held on a Saturday morning and approximately 70 people attended. On December 7, 2012, a community workshop was held at Pier 70 to review the Draft Park Master Plan, cost estimate and phasing plan. Approximately 70 people attended and 44 surveys with public comment were returned to the Port. San Francisco Architectural Heritage, Issues Committee has reviewed and endorsed the Park Master Plan. The WDAC and BCDC DRB reviewed the design twice. Throughout these efforts, the Port 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.

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.

11. Addressing of Design Review Comments:

This section provides the WDAC and DRB comments (in underline) and how the Revised Master Plan revisions addressed the comments received (in *italic*):

- A. Slipway #4 very important, it is a 3D object, a lot of the site should be oriented around it.
Elements of the overall design were simplified and the children's play areas were reconfigured to align with Slipway #4 to reinforce the features dominance.
- B. Maritime use should be a driving force of this design.
The design removed the wharf structure along the shoreline of slipways 1-3 that created an obstacle and cut the connection between the slipways and the cove. Three new "overlooks" project into the cove to allow an over water experience and closer views of the ship repair operations.

- C. Land water connection should be used as a design clue for orienting site elements.
The primary orientation of site elements and plantings is a north south access, following the historic traces and processes of ship building and lurching into the Bay. In addition the above referenced wharf was removed from the concept.
- D. Areas around slipway 4 should be simple – so park is largely about slipway 4 and shipbuilding beyond the site.
Elements of the overall design were simplified and the children’s play areas were reconfigured to align with slipway for and reinforce the features dominance.
- E. Desire to understand the development parcels in greater detail – massing, use, design and relationship to park.
COMING SOON
- F. Parcelization of site was not helpful in this design, there should be a very simple level of improvements. *The project site historically functioned as a series of spaces that collectively built ships. Historically, each area had its own unique function. The Park Plan took cues from these “functional use areas” and developed a design that allows different park programs to occur within the historic functional use areas, but allow the user to experience and appreciate the site as a whole and integrated park. The park plan includes five areas that each serve a different program of uses, but combined support and strengthen the total park plan as a whole. Additionally, the shoreline path was emphasized more as a park destination feature, and a clear waterfront linkage for all areas of the park.*
- G. Maintain the industrial character of the site, the maritime fields show too much of a garden character.
The Maritime fields have been simplified, the pathway at the water’s edge defines the area subject to tidal flooding and includes shoreline plantings, the upland area will be planted with native upland scrub and will utilize ship building blocks for paved areas, some industrial relicts will also be strategically located. The upland scrub will transition into a no-mow meadow and then to a crushed stone/gravel area that can be used for special events or a variety of uses.
- H. Upper park is too curvilinear, gardenesque.
The design of the beach area follows the existing and historic shoreline and is designed to accommodate human powered boats, the pathway traces the shoreline form of this part of the cove during the WWII era, which is the corresponding configuration with the rest of the historic elements being preserved. Adjacent planting has been minimized and planted consistently throughout the park, eliminating any “gardinesque” gestures.
- I. Slip safety and navigation can be addressed by operators.
The Port has been in consultation with the operators of the Ship Repair facility, the SF Bar Pilots and the San Francisco Bay Harbor Safety Committee, Prevention through People Plan sub-committee. In addition, significant outreach has occurred with boating groups. While there are inherent challenges and conflicts between recreational boaters and commercial shipping and repair, it has been determined that through proper management; this cove could accommodate some level of increased recreational boating activity. In analyzing current, storm and tug-and-tow operations and the adjacent boat repair operations, it was determined that the appropriate recreational boating activity should be limited to human powered boats in the southwestern area of the cove, thus minimizing conflict and allowing existing operations to continue.

12. Committee Review

The *Waterfront 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 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. Reintroduction of the bay into the site as proposed on the Slipways 2 and 3 area, provides an opportunity for a more natural shoreline edge. 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, overlook structures, 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.

13. Next Steps

The Port will review the Revised Master Plan with the Port Commission, then finalize the plan based upon the input received, refine the cost estimates and initiate schematic design of the first phase. The Port would then initiate detail design and anticipates bidding the project and beginning construction of an initial phase in 2015.

END

August 15, 2013

Ellen Miramontes
BCDC
50 California Street 26th Floor
San Francisco CA 94111

Dan Hodapp
Port of San Francisco
Pier 1
San Francisco CA 94111

RECEIVED
AUG 16 2013

SAN FRANCISCO BAY CONSERVATION
& DEVELOPMENT COMMISSION

Re: September 9th WDAC and DRB meeting on Crane Cove Park

Dear Ms.  Miramontes and Mr. Hodapp:

I will not be able to attend the WDAC/DRB meeting scheduled for September 9th and I am hoping you can read my comments to the review boards during the meeting so that all can hear.

I have been an active stakeholder promoting Port waterfront open spaces and water access for over 25 years. I sit on the Port's Central Waterfront Advisory Group and have worked tirelessly on planning for Pier 70 for more than 12 years and for the Blue Greenway since 2006.

I have attended all of the community meetings the Port has hosted regarding Crane Cove Park.

I write to you because of my knowledge of the site and the planning and design process. The Port and its consultants have done an outstanding job of working with the community and various stakeholders on developing a design that recognizes the industrial history of Pier 70 yet allows the new open space to function for a broad variety of users, including the expanding population of families in the area. The transition from new to old (west to east) and industrial to natural (north to south) accommodates a variety of users.

This design concept was not just presented to the community, it evolved from a thorough understanding of the site, extensive community and stakeholder outreach, with the benefit of comments from each of your agencies' design review bodies. The design understands and responds to the extensive amount of planning that the Port has undertaken at Pier 70 and for the Blue Greenway. The Port allowed for multiple means of input including on-line surveys, community meetings, neighborhood meetings and direct e-mail contact.

The design of a new open lawn nearest the Dogpatch community is designed in a way that clearly recognizes it as a new improvement (not historic) and was the direct result of community comments raised during the initial phase of the project design, where residents with families requested green lawns to allow for a variety of activities to occur. While some

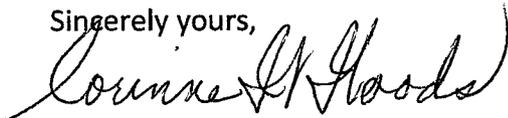
feel as though there should be more green lawn type space, the design must also acknowledge the industrial setting of the site, and celebrates it by retaining historic resources and highlighting and organizing the site around the last remaining intact slipway in all of Pier 70, Slipway 4. Slipways 1 -3 will be graded and planted to remember how these slipways were originally shaped and operated, yet allow the bay to advance into the site, and also recognizes how the shoreline once may have been, prior to the area being used as a working shipyard. The concept for an improved shoreline beach area and plans for a human powered boat landing help bring a needed level of water recreation to the area (part of the Bay Area Water Trail), without impacting the important ship and boat repair activities that occur adjacent to the site.

One of the main reasons I am writing this letter is that at a recent community meeting, I heard there were some stakeholders who have decided to join the process late and want to revisit the park concept. The Port has done an outstanding job at reaching out to the community to solicit our input over several years. They have held a series of well attended stakeholder meetings, participated in neighborhood meetings and used neighborhood group mailing lists to help get the word out. Meetings were held at the site and in the community.

This project must move forward so we can build the next "jewel" in the Port's waterfront parks necklace, and contribute to the success of adaptive reuse of the important historic resources of Pier 70, while retaining the important BRE ship repair operations.

Thank you for your consideration.

Sincerely yours,



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Cc: David Beaupre – Port of San Francisco