

# BLUE GREENWAY

## Planning and Design Guidelines

JULY 2012

Streets | Furnishings | Signage & Identity  
Open Space Concepts | Funding & Implementation



A Citywide Interagency Effort



Led by the Port of San Francisco  
[www.sfport.com/bluegreenway](http://www.sfport.com/bluegreenway)

## Blue Greenway Vision Statement

*The Blue Greenway is more than a trail; it is a unifying identity for the 13-mile corridor along San Francisco's southeastern waterfront. The Blue Greenway will link established open spaces; create new recreational opportunities and green infrastructure; provide public access and retain and restore natural habitat areas; through the implementation of the San Francisco Bay Trail, Bay Area Water Trail, and green corridors to surrounding neighborhoods; install public art and interpretive elements; support stewardship; and advocate for waterfront access as an element of all planning and development processes over time.*

**Mayor Newsom's, 2006 Blue Greenway Task Force Vision Statement (updated)**

Table of Contents

Introduction..... 1.1

Linking and Connector Streets..... 2.1

Signage, Interpretation & Art..... 3.1

Site Furnishings..... 4.1

Planting & Landscape Plan..... 5.1

Port Open Space Use & Program Concepts..... 6.1

Project Cost & Implementation..... 7.1

Appendices..... A.1

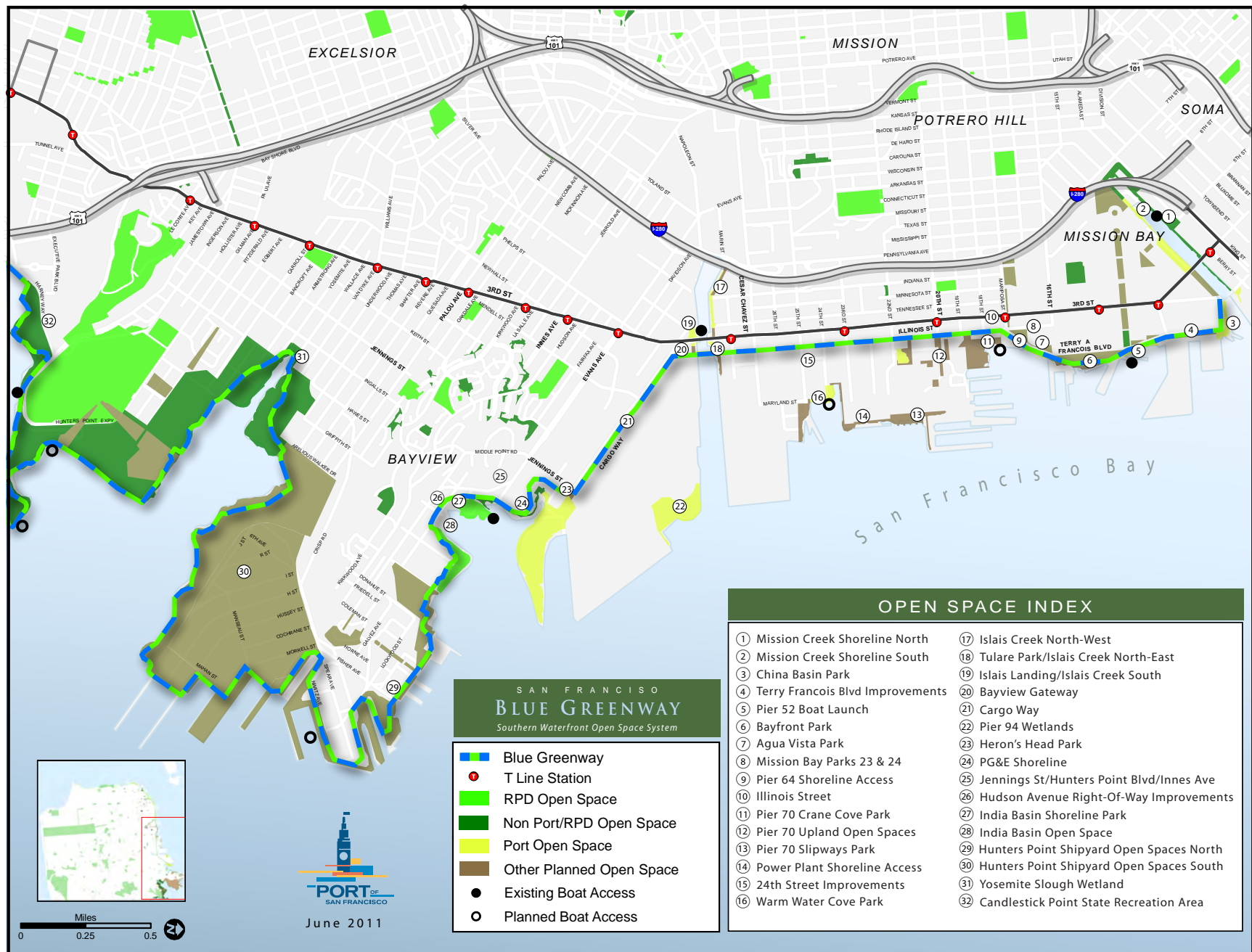


Figure 1.1: Blue Greenway Open Space System Map



## 1. INTRODUCTION:

The Blue Greenway is a City-sponsored project dedicated to planning and creating a public open space and water access network in southeast San Francisco, from China Basin Channel to the San Francisco County Line (see *Figure 1.1: Blue Greenway Open Space System Map*). Here in the heart of the city's industrial mixed use districts and neighborhoods, many changes are underway. The City is focused on maintaining a viable maritime and light industrial base and directing where new, complementary economic investment can occur. City and other public agencies, and community partners are working together to define how new parks and public spaces will be integrated, with specific focus on the waterfront. In defining where new open spaces should be added to existing waterfront parks, and increasing water recreation opportunities, the Blue Greenway is the latest city project to further realize regional open space and recreation objectives of the San Francisco Bay Trail and Bay Area Water Trail Plans.

### The Blue Greenway Planning Process

San Francisco is fortunate that most of its waterfront is publicly-owned. In this part of town, waterfront lands are managed by several agencies: The Port of San Francisco (Port), San Francisco Office of Community Investment and Infrastructure (OCII), San Francisco Recreation and Parks Department (R&P), and the California State Parks Department. These agencies worked cooperatively from 2008 - 2012 on the public planning process with the San Francisco Planning, Department of Public Works (DPW), Municipal Transportation Agency (MTA), and Mayor's Office to define locations for Blue Greenway parks and improvements, and to integrate these concepts in several different economic and land planning efforts underway in southeast San Francisco. Details of the public planning process are provided in Appendix I.

Because funding and implementation schedules of these efforts will not happen all at once, the Blue Greenway planning process sought to:

1. Identify the locations of existing and new waterfront open spaces, and water access sites;
2. Define the key streets that provide access to and between these park and open space resources (Linking Streets), along the north-south spine of the Blue Greenway as well as between inland neighborhoods and the waterfront (Connector Streets);
3. Design and develop a signage system that establishes a clear identity for the Blue Greenway, and helps the public to navigate along the system;
4. Develop planning and design guidelines that set standards for the type and style of furnishings and site signage, so that each provides common information and orientation while still allowing them to highlight their unique attributes and design opportunities;

Within the framework set through these Blue Greenway Planning and Design Guidelines, City agencies will implement Blue Greenway improvements as integral parts of the various economic development and planning projects in southeast San Francisco, including: Eastern Neighborhoods Rezoning, Mission Bay, Pier 70 Master Plan, and Hunters Point Shipyard and Candlestick Point Redevelopment, Bayview Hunters Point, and Francisco's Better Streets Program, San Francisco Green Connections, and the San Francisco Bicycle Plan. The Blue Greenway planning process has established collaborative interagency relationships to support these efforts. Similarly, the community engagement and partnerships that have emerged during this period also play an important role to ensure that the stewardship of the Blue Greenway has strong City and community support over the long-term.



*Kayakers on Mission Creek*



In 2008 and again in 2012, the City of San Francisco voters passed the Parks General Obligation Bonds (GO Bonds). These Bonds combined included \$78.5 million for the Port waterfront park improvements, of which \$39.5 million is allocated to Blue Greenway projects on Port lands. Because this public investment provides a major boost for the Blue Greenway on the Port waterfront, the Port has taken the lead in directing the Blue Greenway planning process, in collaboration with its sister City agencies, Association of Bay Area Governments (ABAG), State Parks, the San Francisco Bay Conservation and Development Commission (BCDC), and the community at large.

This document is organized by initially outlining guidelines for those elements that span the entire Blue Greenway such as streets, public art, site furnishing and planting criteria, then addresses specific Port open space projects and funding strategies.

## Port Blue Greenway Projects

In the course of leading the Blue Greenway planning process, the Port also has focused its attention on planning and implementing Blue Greenway projects on Port property. In this report, concept design and use criteria are presented for each of the proposed Port open spaces, incorporating refinements that respond to public comments. In addition, this report includes a proposed Funding and Implementation program, recommending which Port Blue Greenway projects should be prioritized for construction, financed by available GO Bond and other funds. In addition to open spaces, the Port is recommending expenditure of GO Bond funds for Blue Greenway signage and public art.

The Port is recommending the following Port parks and open space improvements for implementation:

1. Bayfront Park Shoreline
2. Agua Vista Park
3. Crane Cove Park at Pier 70
4. Warm Water Cove Park
5. Islais Creek Parks including Tulare and Third to Tennessee connection, pile and debris removal and repair of the Copra Crane
6. Bayview Gateway at Third and Cargo
7. Signage and Furnishings for the Port's Blue Greenway sections
8. Public Art

Through this community planning process, the Port solicited public review and endorsement of the open space concepts, funding and implementation proposals for Blue Greenway improvements along the Port waterfront, as presented in this report.



*Volunteers and park stewards at Warm Water Creek, Earth Day 2011*

## Blue Greenway Planning Documents

The Blue Greenway Existing Conditions Report catalogs all existing and potential future Blue Greenway parks and resources throughout the system, across all jurisdictions. This Report is a resource to support other site-specific park improvements undertaken by the San Francisco Planning Department, Recreation and Parks, Redevelopment Agency or other agencies.

In September 2010, the Port, in collaboration with the Department of Public Works published a first draft of the Blue Greenway Planning and Design Guidelines. That report proposed site furnishing concepts for the Blue Greenway system. It also presented open space program uses for Port Blue Greenway sites. *Appendix I* provides an overview of the planning process to date and summarizes the comments received on the previous materials presented.



*Volunteers and park stewards at Islais Creek Landing, Earth Day 2011*

This Blue Greenway Planning and Design Guidelines were finalized in July 2012 after voters passed the 2012 Park Bond. This final document incorporates refinements in response to public comments and presents the following elements:

- Blue Greenway Linking and Connector Streets
- Design Criteria for the Blue Greenway Signage and Identity System
- Site Furnishing Concepts for the Blue Greenway System
- Landscape Palette and Style
- Open Space Program Uses for Port Blue Greenway sites
- Funding Priorities for Port Blue Greenway Projects

The Blue Greenway Planning and Design Guidelines presents the full program of improvements and implementation strategies.

The Port will incorporate appropriate sections of these Blue Greenway Planning and Design Lands Use Plan Guidelines in its Waterfront Lands Use Plan and Design and Access Element.

The Port of San Francisco would like to thank those that have and continue to support and participate in the Blue Greenway planning process. To continue to track the status of the Port's Blue Greenway projects, visit [www.sfport.com/bluegreenway](http://www.sfport.com/bluegreenway).

For up to date information on the Port's portions of the Blue Greenway project, see: [sfport.com/bluegreenway](http://sfport.com/bluegreenway).





*Above: September 29, 2010 Blue Greenway Community Workshop.  
Attendees at the Meeting*

*Below: May 26, 2010 Blue Greenway Community Workshop. Port  
Commissioner Brandon providing opening remarks*







## 2. LINKING & CONNECTOR STREETS

The city's street grid plays an important part to help define and provide direct connections to and between the Blue Greenway system. The Planning and Design Guidelines take the first step to identify streets to meet this purpose, and propose street signage, public art and design features that convey a clear identity for the Blue Greenway. This approach relies on two types of streets:

- Linking Streets – These streets connect between individual open spaces, creating the spine of the Blue Greenway network. They generally run parallel to the shoreline edge, and include Terry Francois Boulevard, Illinois Street, and Cargo Way alongside the Port's southern waterfront.
- Connector Streets - Streets that connect the Blue Greenway to adjacent neighborhoods and nearby public transit.

The Linking and Connector streets fall into multiple jurisdictions including the Port, DPW, MTA, OCII, and San Francisco Planning Department. *Figure 2.1: Blue Greenway Linking and Connector Street System Map* catalogs the six Linking Streets through the entire Blue Greenway system. Because these streets provide multiple functions, cross many jurisdictions and can only be improved with specific types of funds, multi-agency coordination is required to support street improvement projects. The key agencies likely to lead various street improvements are:

- Terry Francois Boulevard - Port, OCII, MTA and DPW
- Illinois Street - Port, MTA and DPW
- Cargo Way - DPW, Port and MTA ;
- Jennings, Hunters Point Boulevard and Innes Avenue - DPW, OCII, and MTA



### Linking Streets

The following briefly describes existing conditions and concept plans for Linking Streets in the northern and Central subsection of the Blue Greenway, the streets within the Southern subsection are within the Hunters Point Shipyard and Candlestick areas and are not reviewed in this document.

The concepts presented in the following pages highlight improvements to existing streets primarily for bicyclists. While bicyclists are an important users of the Blue Greenway, the concepts when implemented will also include improvements consistent with the City's Better Streets Plan. The improvements must balance the needs of all street users, and reflect the understanding that the pedestrian environment is about more than just transportation – that streets serve a multitude of economic, social, recreational and ecological needs that must be considered when deciding on the most appropriate design.



## Terry Francois Boulevard

Terry Francois Boulevard is the northern most Blue Greenway Linking Street. The existing conditions and planned section for Terry Francois Boulevard is illustrated in *Figure 2.2: Terry Francois Boulevard Planned Profile*.

The existing design was prepared as a part of the Mission Bay Redevelopment Plan adopted in 2001. While this concept greatly improved bicycle and pedestrian access along this portion of the Blue Greenway, lessons have been learned specifically about an improved approach for bicycle facilities. Utilizing the lessons learned, the Port working with the OCII and SFMTA have developed an alternative design concept that will improve the bicycle amenities on Terry Francois Boulevard without compromising capacity or parking. The new design for an improved Terry Francois Boulevard is illustrated in *Figure 2.2*.

Because of the phased approach to reconstruct the roadway, the Port will continue to work with OCII and SFMTA on implementation of this improvement.

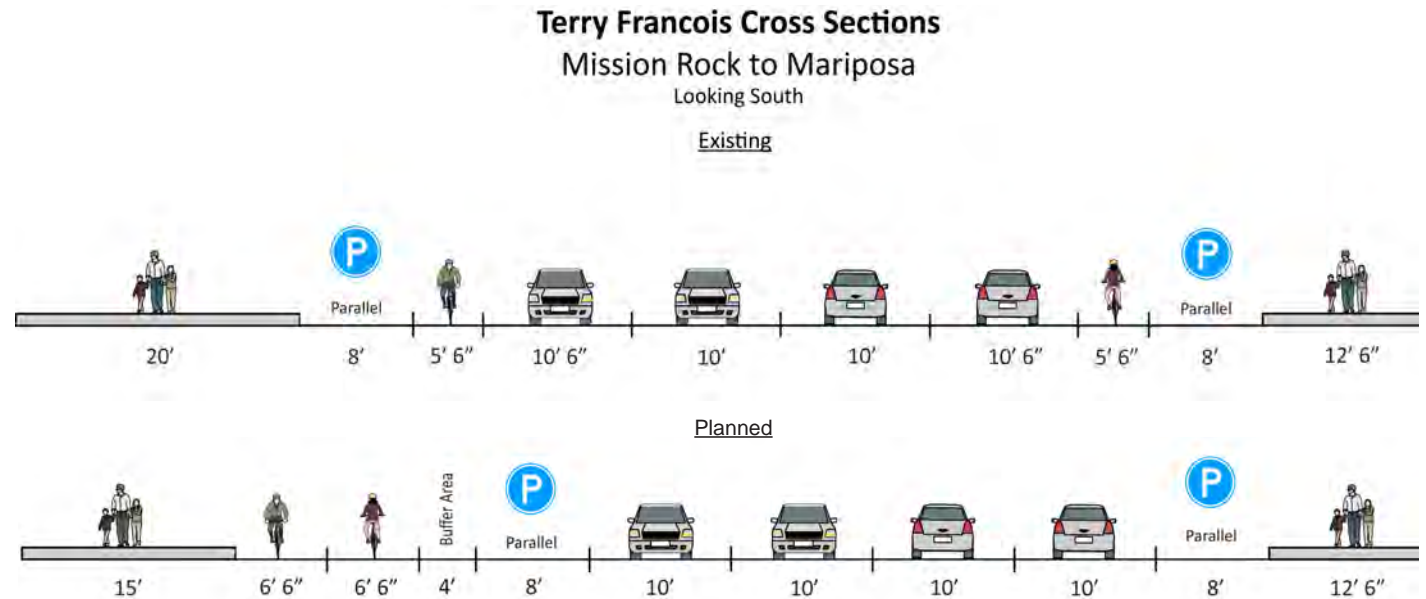


Figure 2.2: Terry Francois Boulevard Planned Profile

## Illinois Street

Illinois Street is a Linking Street that connects Mission Bay to Bayview Hunters Point. The profile for Illinois Street is changing with the addition of bicycle lanes and is illustrated *Figure 2.3: Illinois Street Planned Profile*. The planned profile of Illinois street was developed in 2005 through an interagency and community effort between the Port, SFMTA and local stakeholders. The concept was a compromise in that Illinois Street serves multiple users and is programmed to support pedestrian, bicycle, parking, industrial, loading, light rail and until recently freight rail users. The current design was developed with the assumption that no major investment in new infrastructure or curb alignments would occur. The bicycle improvements were completed in the summer of 2011.

Working with SFMTA as a part of the Blue Greenway planning process, the City has investigated alternative concepts as to how Illinois Street may be improved to more efficiently accommodate all modes of traffic and users.

Based upon the analysis it was determined that the concepts developed in 2005 and being implemented now are the best configuration. Ultimately, some improvements could be gained for bicycles if sidewalk widths are reduced, but currently the significant costs outweigh the gains required to do so.

### Illinois St Cross Sections Terry Francois to Marin Looking South

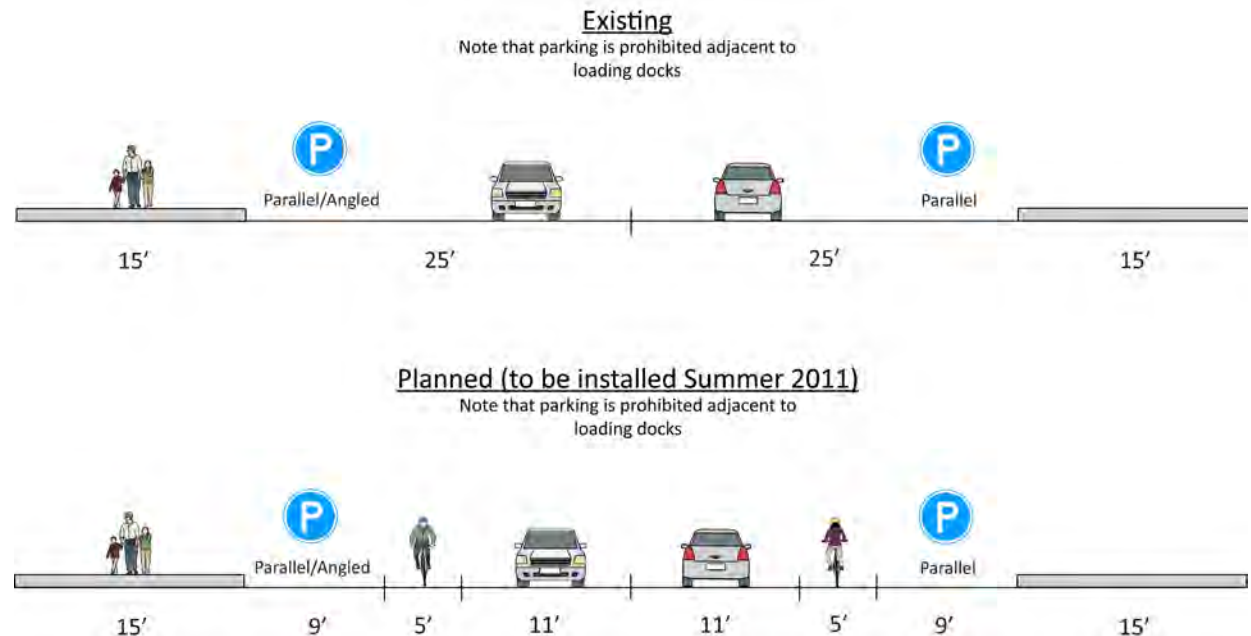


Figure 2.3: Illinois Street Planned Profile

## Cargo Way

Cargo Way is a three-quarter of a mile boulevard that filled a gap in the Blue Greenway system. The roadway is located on Port property and was constructed in the 1970s by the DPW as a part of the India Basin Redevelopment Plan. The roadway was constructed to support the Port's maritime and cargo operations and to support the India Basin Industrial Park. In 2008 through a grant from the ABAG Bay Trail Project a redesign plan was developed to improve the roadway for bicyclist and pedestrians. The plan was developed through an interagency effort and was supported by the community. While the concept developed was well supported, the cost is anticipated to be approximately \$16.5 million and a funding source has not been secured.

The Port working with partner agencies secured a grant to

implement an initial phase of improvements that support the 2008 concept. *Figure 2.4: Cargo Way Existing Conditions and Concepts* illustrates the existing conditions, immediate project and ultimate project. The immediate project was completed in 2012.

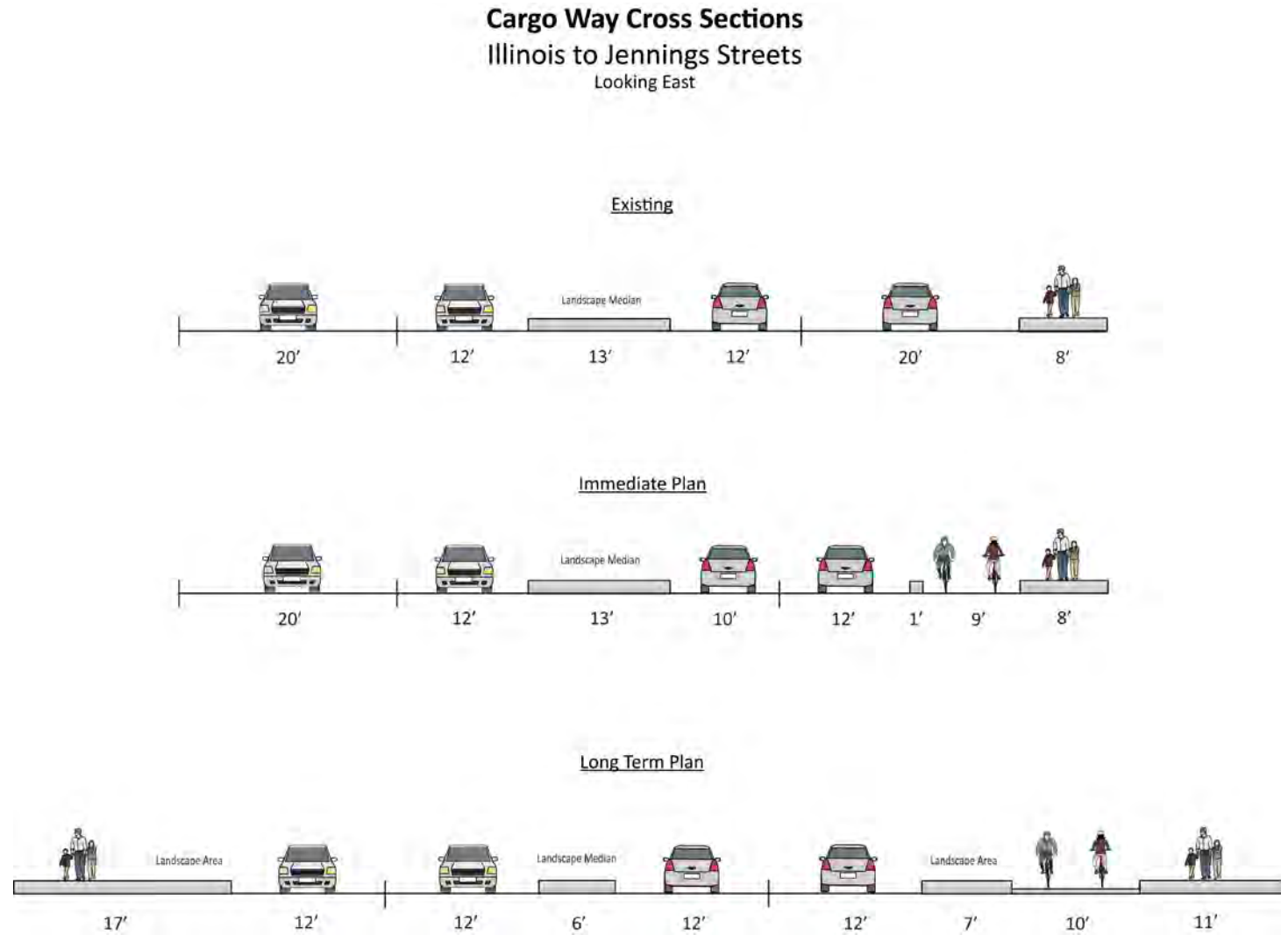


Figure 2.4: Cargo Way Existing Conditions and Concepts

## Jennings/Hunters Point Boulevard and Innes Avenue.

Jennings Street, Hunters Point Boulevard and Innes Avenue provide a connection from Heron's Head Park to the Hunters Point Shipyard project and open spaces. Some sections of the connection between Heron's Head Park and the Shipyard is provided at the shore's edge on a walking path, but is discontinuous because of private property, physical constraints and the pathway is not accessible to bicyclist. Each of the streets together provide a primary access way into the Hunters Point shipyard project. A component of that project is to improve each of the roadways.

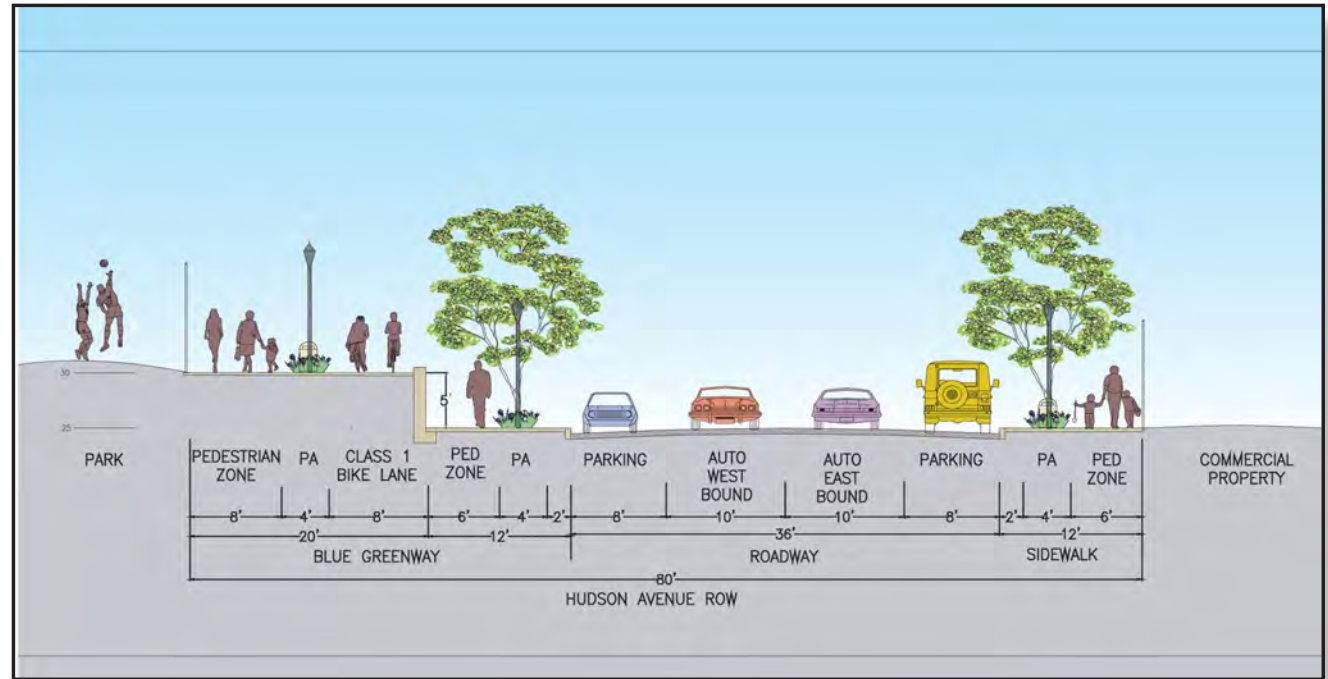


Figure 2.5: Hudson Avenue Roadway Improvement Concept

The proposed concept for Innes, Jennings and Hunters Point Boulevard is to have 10' sidewalks on either side and two travel lanes in either direction, including a 10' lane and a 20' shared bicycle vehicle lane.

It should be recognized that improvements to Innes, Jennings, Hunters Point Boulevard are not expected for several years. Changes in conditions and land uses may require that alternative profiles be examined prior to final implementation.

A future component of providing safe bicycle and pedestrian access between Heron's Head Park to the shipyard may be to improve Hudson Street, which currently is an unimproved public right-of-way. Two concepts for Hudson street have been analyzed and are illustrated in *Figures 2.5 and 2.6: Hudson Avenue Improvement Concepts*.

Improvements to these streets will be implemented through coordination with the SFRA, DPW, SF Planning and the Mayor's office.



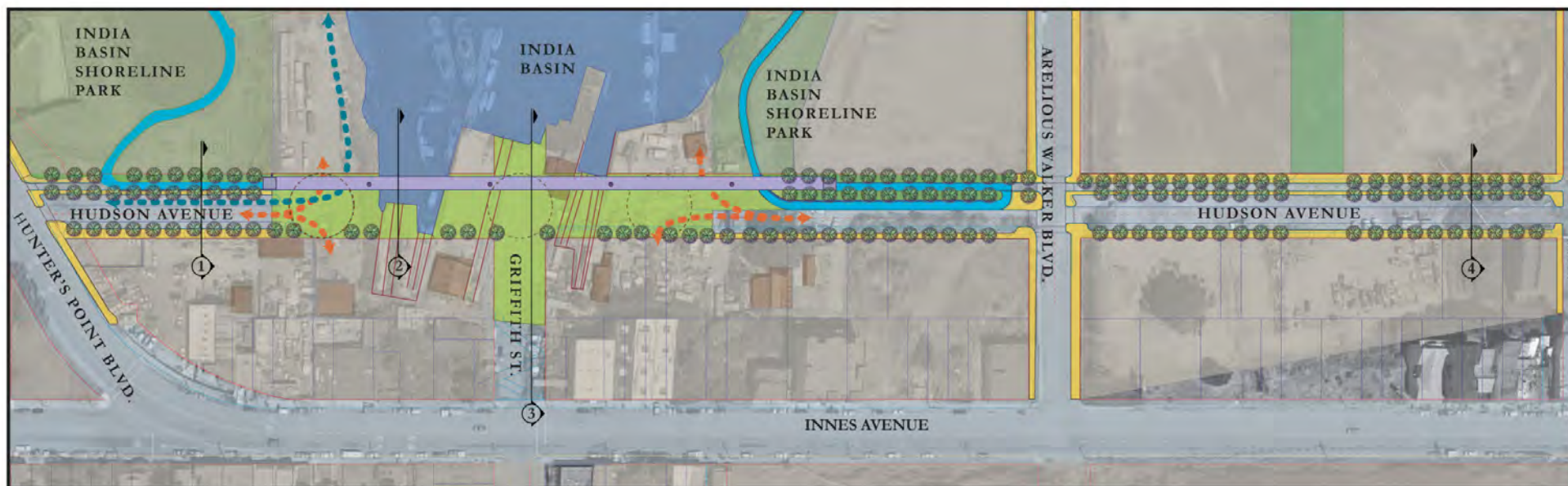
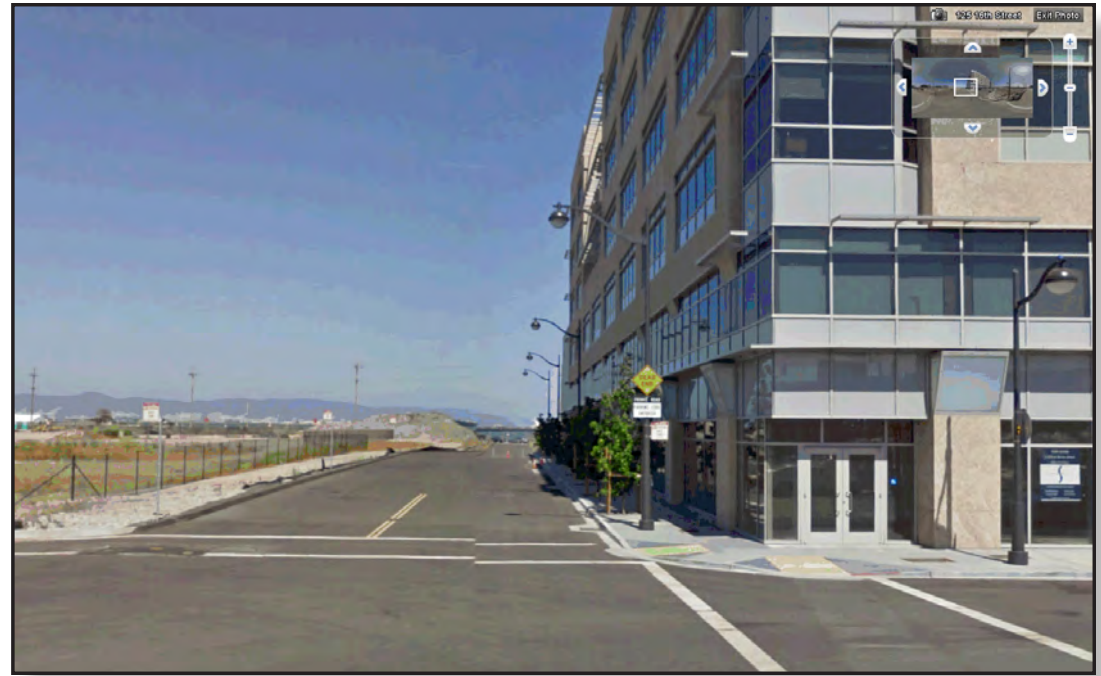


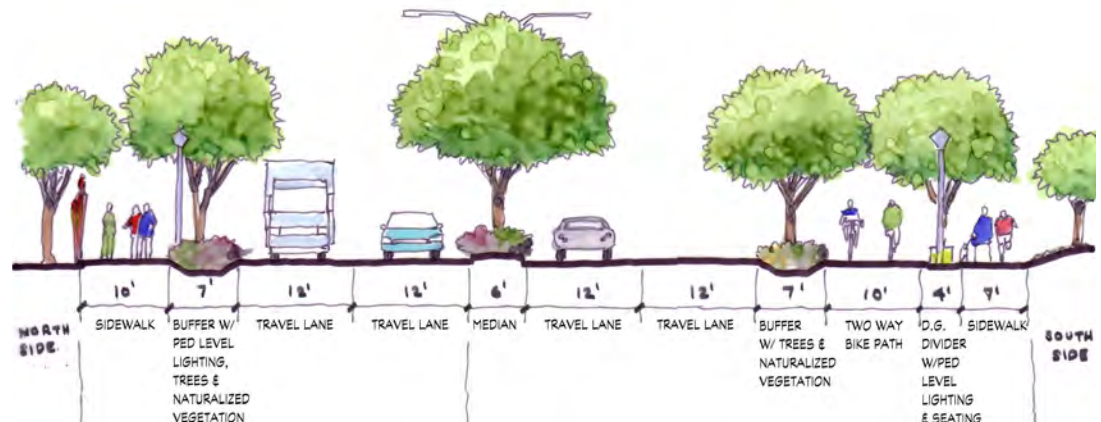
Figure 2.6: Hudson Avenue Roadway Improvement Concept

## Connector Streets

Blue Greenway Connector streets provide a direct connection from an adjacent neighborhood or major public transit stop to the Blue Greenway. In addition to providing a direct connection, they can be utilized as a part of a “loop system” offering an alternative recreation opportunity. The Connector Streets are recognized in *Figure 2.1: Blue Greenway Linking and Connector Street System Map*. The Connector streets fall in multiple jurisdictions and as improvement opportunities arise, the San Francisco Planning Department with MTA, DPW and other relevant agencies will coordinate on the improvements consistent with other relevant City plans including Better Streets and Bicycle Plans.



Looking east on 16th street at Illinois Street, ultimate improvement to 16th Street “Connector Street” to include connection to Blue Greenway at Bayfront Park



Cross section of Cargo Way long term plan



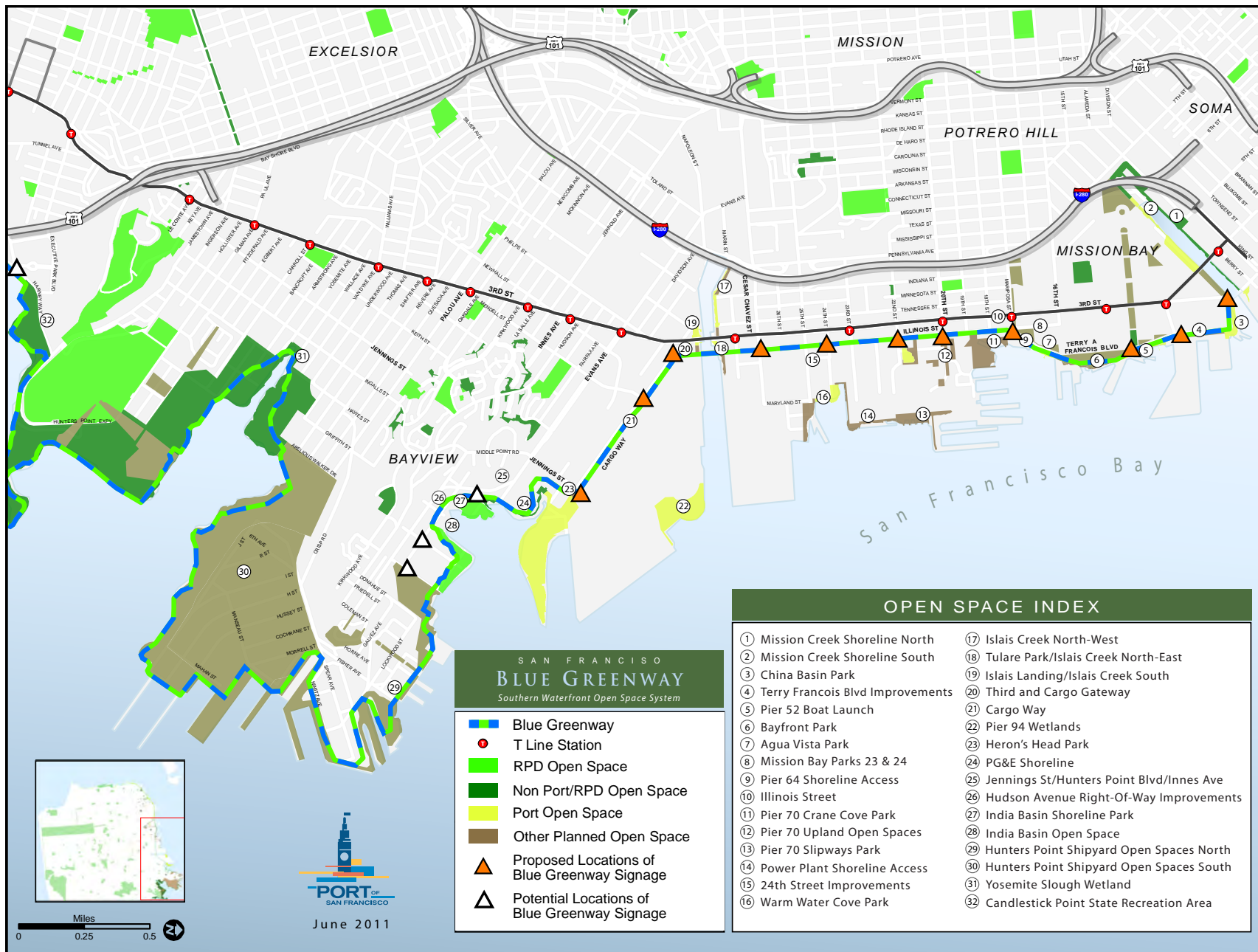


Figure 3.1 Blue Greenway Signage existing conditions sub-areas



### 3. SIGNAGE, INTERPRETATION & ART

In concert with defining the Linking and Connector Streets as an organizing framework for the Blue Greenway, it is also very important to develop signage, public art and interpretive installations that give the Blue Greenway a distinct identity and flavor of its own that complements this somewhat gritty setting and disconnected system, but still stands out. This is especially important in implementing early Blue Greenway projects.

#### Signage

The planning and design vision for signage along the Blue Greenway is to convey an inviting and safe environment in an area that will continue as an industrial and working waterfront interspersed with new development. However, the very nature of an active industrial corridor challenges that objective. The pedestrian and bicyclist uses juxtaposed with the industrial activity of the working waterfront is the wellspring for both the Opportunities and Challenges of creating a successful and unique system experience and signage program for the Blue Greenway.

#### Signage and Wayfinding Design Criteria

The following criteria were developed and used as the basis for creating the Blue Greenway signage concepts

- Be comprised of visually significant streetscape and park elements that respond to the urban, historic and industrial context of the San Francisco waterfront.
- Promote public use of the waterfront by providing directional, orientation, interpretive, regulatory and system information.
- Pedestrian, bicyclist and motorist information will be combined on common signage elements when possible.
- Increase the waterfront's connectivity to adjacent neighborhoods and San Francisco at large by clearly presenting street names, access to public transit stops and trail loop and spur opportunities.

- Increase public awareness of the entire Bay waterfront from Candlestick Point to Golden Gate Bridge, defining established waterfront districts and landmarks;
- Inform public about adjacent waterfront neighborhoods within context of Blue Greenway
- Be sustainable in terms of material specification, product life span and durability as much as possible. Where appropriate, information will be easily and cost-effectively maintained and updated.
- Create a hierarchy of communication and graphic identity

#### Design “The Sail”

The most important task of the sign system is to help users stay on the linking segments of the Blue Greenway and to help establish recognition of the system. Figure 3.1 illustrates the locations selected for the Blue Greenway wayfinding signs. The tall, brightly colored Sail element of the Blaze sign type, as depicted in Figure 3.2, serves that purpose. It contrasts to the back drop of the large and structured industrial features and is visible from a distance. The sculptural form is inspired by the fullness of a Sail on the bay. The curves and volume contrast with the rigid and exposed framing of the industrial structures. The bold color contrasts with muted industrial hues.

#### Hierarchy:

There are three hierarchal components of the Blue Greenway Blaze that establishes the identity and wayfinding for the system as illustrated in Figure 3.2:

1. The Sail that “blazes” the path between parks and open space and helps establish recognition for the Blue Greenway system.
2. The directional information (text and arrows) to “anchor destinations” along the Blue Greenway and a map with the broader city wide context.
3. The interpretive panels that communicate the areas maritime, natural or neighborhood history.

## Placement

The color and form of the Blaze creates big events at intersections with major connector streets and prominent locations that can be viewed from the water. This placement as illustrated in Figure 3.2 reinforces the circulation patterns that exist and that are being planned for the Blue Greenway.

## User Orientation

The south east waterfront does not have consistent views of the Bay to sustain and lead the users. Some of the blocks are long and have challenging hard edge conditions. These bold elements blaze the way for users: cyclists, pedestrian and motorist, and links the bay front opportunities and is illustrated in Figure 3.3.

## Public Art

In addition to Blue Greenway signage, public art is an integral component of the Blue Greenway and will assist in strengthening its identity. The Port working with the San Francisco Art Commission has initiated a process to install an art element on the Pier 92 Grain Silos along Islais Creek and a art component as a part of the Bayview Gateway project. The park concepts reviewed in Section Six and as illustrated on Exhibit 3.3 Blue Greenway Visual Art Locations, identify several locations that are appropriate for both temporary and permanent public art.

The City's Art Enrichment Ordinance requires that 2% of all capital cost of the GO Bond funds go towards the Art Enrichment Program. In addition, the Port proposes that additional GO Bond and Port capital funding be utilized for both permanent and temporary public art. Section Seven reviews project funding and prioritization.

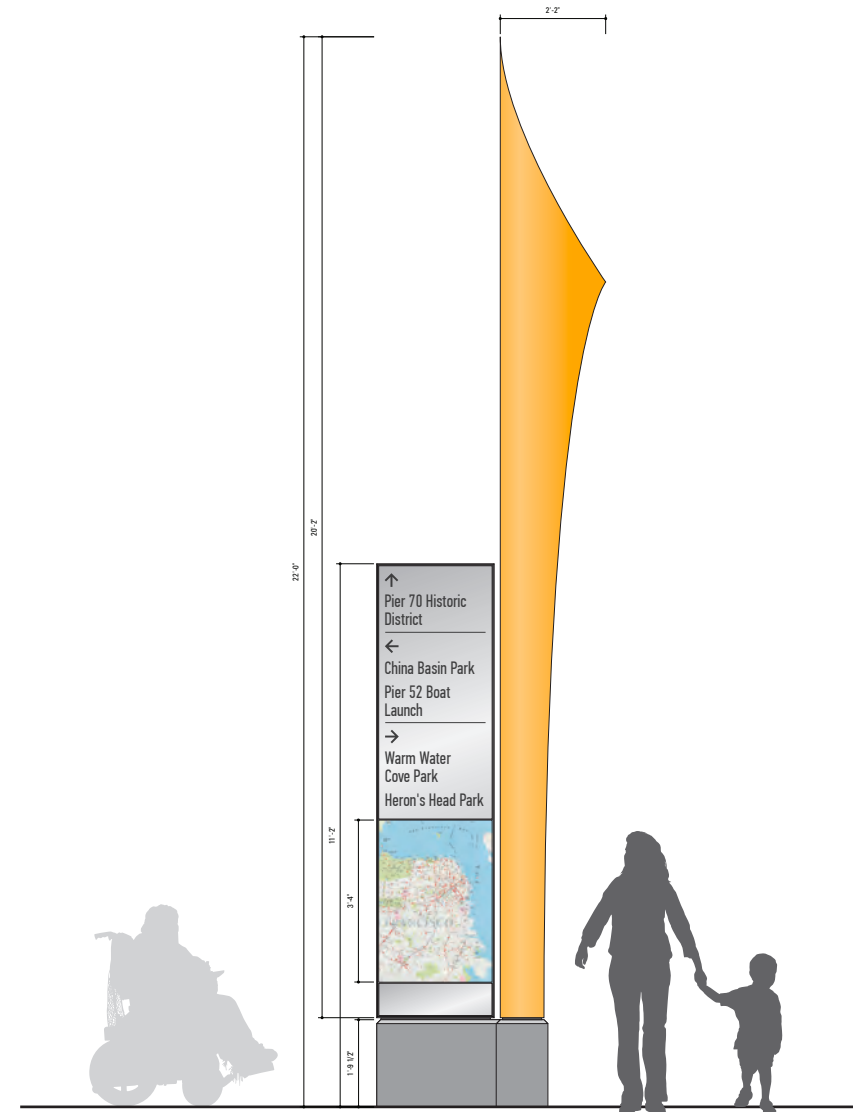


Figure 3.2 Blue Greenway Signage Concept by Kate Keating Associates Inc.

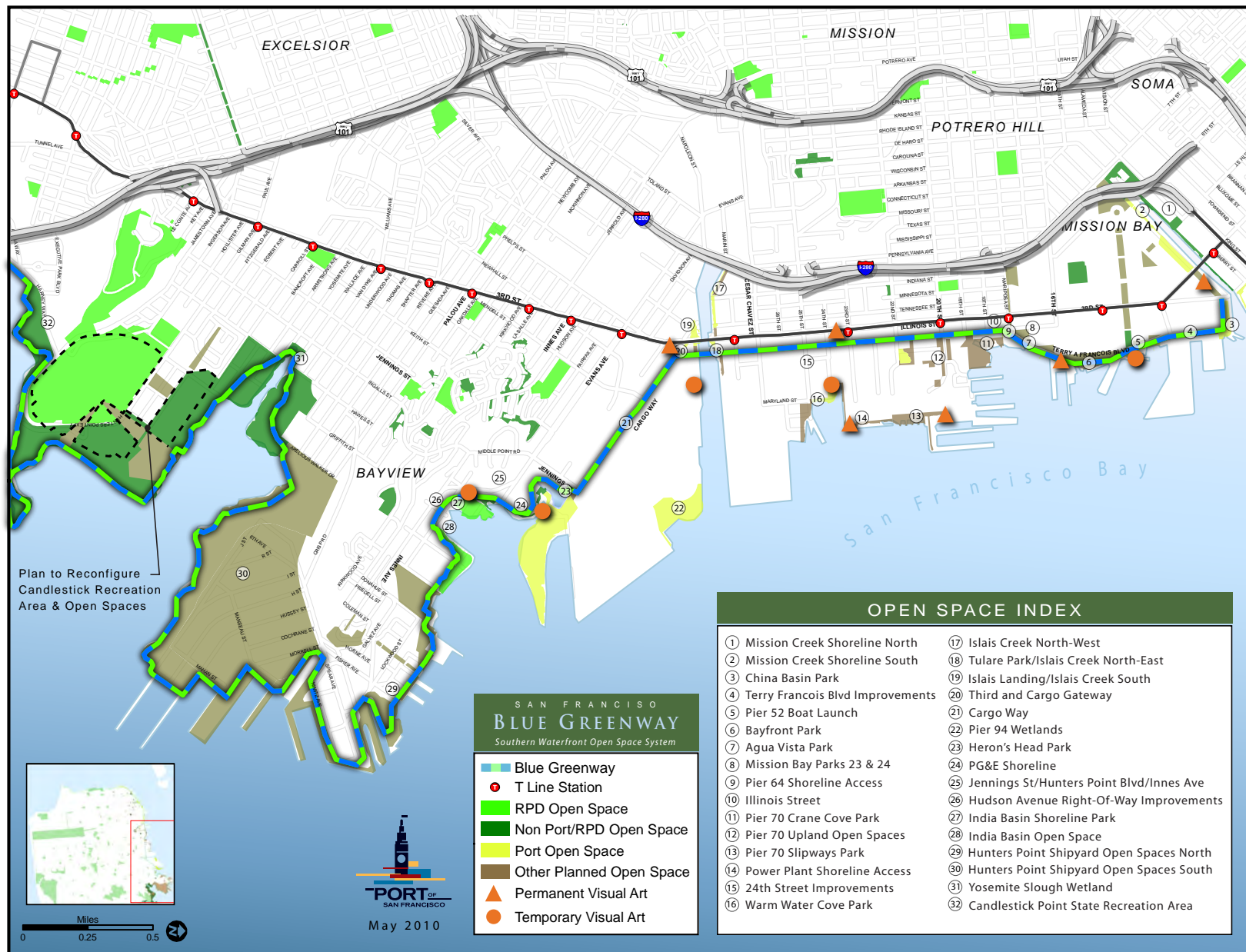


Figure 3.3: Blue Greenway Art Program





*Example of cohesive site furnishings, benches, waste receptacles lighting and bollards, Mission Creek Promenade, North*

## 4. SITE FURNISHINGS

Site furnishings along the Blue Greenway should meet the needs of the various users of the trail system including but not limited to boaters, bikers, walkers, runners, and nearby residents. They will be durable and require low maintenance while reflecting the ecological ethos of the project and the cultural landscape in which they are situated. These guidelines describe the criteria for designers in selecting site furnishings along the Blue Greenway.

The criteria for selection are diverse. They are intended to provide for a certain level of consistency while allowing individual designers some flexibility and creativity. The criteria include general characteristics, material types, and specific furnishings for Linking Streets and some Open Space furnishings.

The intent of these criteria, is to result in site furnishing selection that gracefully and logically transitions between streetscapes and open spaces along the Blue Greenway.

The following pages of this section are organized by: a) General Characteristics; b) Color and Material; c) specific furnishings for Linking Streets (as defined in Section Three); d) specific furnishings for a few common elements for all open spaces; and e) criteria for furnishings for the other individual open spaces.





## General Characteristics

In general, site furnishings should meet the following conditions which were primarily adapted from the BCDC Shoreline Spaces, Public Access Design Guidelines for the San Francisco Bay:

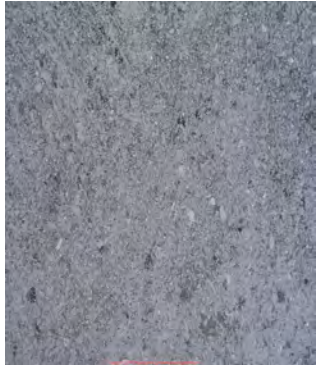
- Provide site furnishings that are consistent with the site's characteristics and overall project design and are appropriate for anticipated levels of use
- Orient seating toward the bay views, vistas of opposite shores, or landmarks, such as bridges or towers,
- Provide durable site furnishings to minimize maintenance requirements
- Furnishings should be designed for achievable maintenance requirements
- Provide enough lighting to create a sense of safety but design to control intensity, glare, and spillover
- Provide custom-made site furnishings where they help to create a "sense of place"



When selecting site furnishings along the Blue Greenway designers should consider the following criteria:

- Site Setting and Architectural Character
  - Be aware of the maritime environment and specify materials that are resistant to atmospheric moisture and salt conditions
  - Utilize the finest materials possible for the specific location while being aware that vandalism and theft are concerns
  - Select textured surfaces to deter graffiti, or be aware of graffiti preventive coatings. Consider that the finished surface may have to be re-painted regularly
  - Include seating in areas other than waterfront locations where feasible orienting it inward towards the parks themselves where other activities may warrant attention
  - Relate to the materials used in adjacent maritime architectural structures
  - Provide completely accessible furnishings for persons with mobility, sight, and hearing impairments
- Sustainability & Durability
  - Utilize locally produced products, wherever possible, for ease of replacement and to reduce transportation related carbon expenditure
  - Specify site furnishings that are comprised of recycled, recyclable, or reused materials where appropriate
  - Identify energy efficient and resource efficient furnishings where possible

## Color and Material Suggestions



Concrete



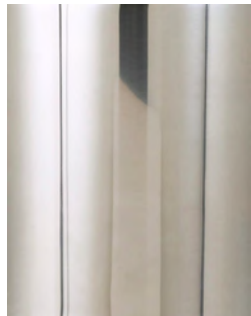
Concrete - cast



Concrete - textured



Concrete - form finished



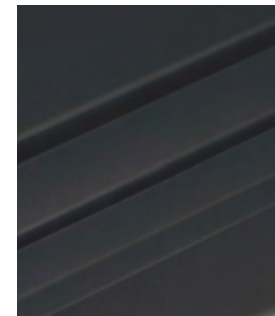
Steel - Stainless



Steel - Weathering



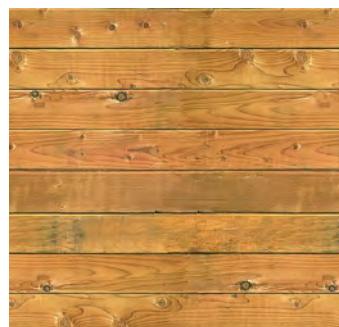
Steel - Galvanized



Steel - Powder Coated



Wood - Sustainably Harvested  
Redwood or Cedar



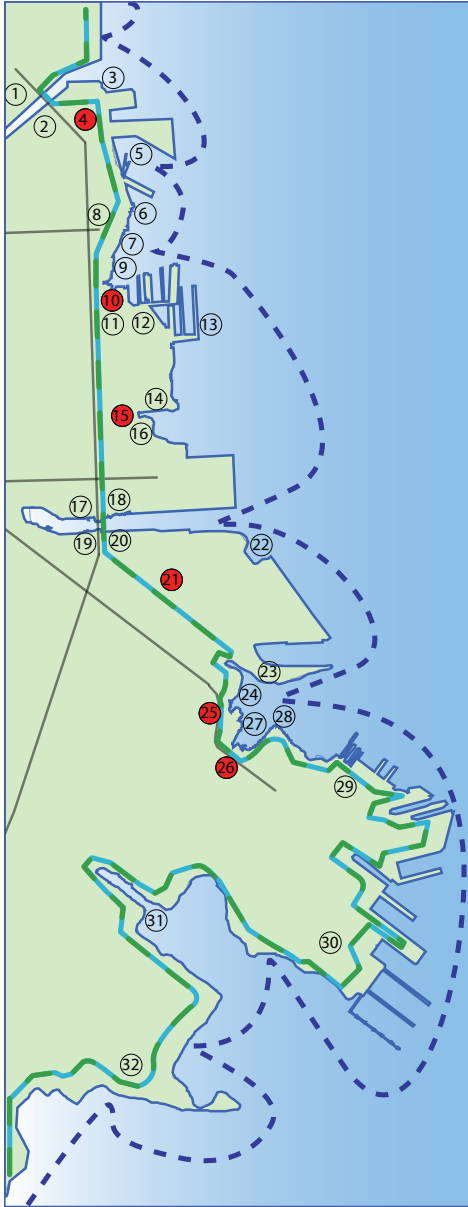
Wood - Reclaimed

### Color Notes:

- Site furnishings should not distract from the primary focus of the Blue Greenway which is Nature and the Industrial Waterfront.
- A neutral, natural color palette based on the industrial materials found in the area would work well.
- Bright colors should be avoided except for interpretive signs, way-finding, and public art.



## Site Furnishing Design Criteria - Streetscapes



The Blue Greenway is a system of waterfront open spaces connected by way of multi-modal streets and paths. In most cases the open spaces are connected by Linking Streets (defined in Section Three). Different civic jurisdictions have control of the many Linking Streets within the Blue Greenway project area such as the Port of San Francisco, the San Francisco Department of Public Works, and the San Francisco Redevelopment Agency. The intent of this section of the Design Guidelines is to present a citywide Blue Greenway standard for streetscape site furnishings for Linking Streets.

While the streetscapes run through many land use types, the furnishings of the streetscapes should be consistent, providing a unifying experience along the linear corridor of the street. The streetscape site furnishings will additionally be seen by passengers in vehicles so they may be the most visible of the site furnishings described in this document. Many of the streetscapes along the Blue Greenway are remote so security, maintenance, and vandalism are concerns.

Site furnishings in these areas should have the following traits:

- Based on city standard fixtures for maintenance and durability
- Relate to the existing furnishings on segments that are already completed

The Linking Streets along the Blue Greenway include:

- Site #4: Terry Francois Blvd.
- Site #10: Illinois Street
- Site #21: Cargo Way
- Site #25: Jennings St./ Hunters Point Blvd./ Innes Ave
- Site #26: Hudson Avenue Right-Of-Way Improvements

## Palette for Streetscape Site Furnishings



*Trash / Recycling Receptacle  
Stainless or Powder-coated Steel*



*Bike Rack Stainless Steel  
Square Tube*



*Trash / Recycling Receptacle  
Powder-coated Steel*



*Exercise Equipment Stainless  
or Powder-coated Steel*



*Water Fountain / Bottle Refill Station  
Powder-coated Steel*



*Bicycle Racks*



*Water Fountain / Refilling Station*



*Concrete Block*



*Concrete Block - Detail*

## Specific Open Space Furnishings:

The selection of site furnishings for individual open spaces with the exception of three furnishing types (bike racks, drinking fountains and Blue Greenway Landscape blocks) will be based on the unique characteristics of the individual sites while using the criteria and characteristics established in this section. This is intended to provide for a certain level of consistency while allowing individual designers some flexibility and creativity.

The three pieces of site furnishings specified for the design of the Blue Greenway open spaces are established to help strengthen the identity and system as a whole and ease in maintenance and replacement of the furnishings. The three elements include, bicycle racks, drinking fountains and Blue Greenway landscape blocks, as described below:

### Bicycle racks

- Use tubular square material, in cross section to deter pipe cutting
- Locate in a convenient location, in plain view, and away from the street edge if possible
- Provide enough for anticipated activity in the area

### Drinking fountains

- Provide extremely durable units
- Include a dog bowl option, one per site, minimum
- Incorporate jug filler for refilling personal water bottles

### Blue Greenway Landscape Blocks

- Select from Blue Greenway Customized Blocks (details and options to be defined)
- To be used as seating, retaining or sculptural forms
- To be utilized in all open spaces



## Criteria for Other Open Space Furnishings:

The following criteria for the Blue Greenway site furnishings are based primarily on the Waterfront Land Use Plan Design and Access Element, (Port of San Francisco, 2004, pgs. 36-41.) Designers shall consider:

### Blue Greenway Landscape Blocks

- Select from Blue Greenway Customized Blocks (details and options to be defined)
- To be used as seating, retaining or sculptural forms
- To be utilized in all open spaces

### Benches

- Understand that benches indicate that we are invited to stay in a public area
- Provide a comfortable resting place
- Locate at a designated area of interest or special view
- Install at waiting areas, and intermittently but regularly along the Blue Greenway
- Accommodate ADA requirements with units along major paths of travel having arm rests, back rests, and adjacent spaces for wheelchairs

### Waste and Recycling Containers

- Ensure that they serve their function; contain trash, accommodate recycling, and limit blowing debris
- Locate multiple units as necessary in every open space and be plentiful, especially in areas that are less easily accessible
- Blend them into the background; their design should be noticeable without attracting unnecessary attention
- Assure they are easy to service with front loading swing door for ease of access
- Select units that are not inviting to birds and other wildlife

### Bullrails

- Use along edges of pier aprons and marginal wharves.
- Know they are the preferred edge treatment because of their minimal view blockage, ability to moor boats at them, and maintaining the waterfront character

### Railings

- Use along edges of pier aprons and marginal wharves
- Locate in public access areas along non-maritime edges, or if determined necessary by the adjacent uses.
- Provide a top rail that is inviting to lean on
- Ensure they are not easily climbable
- Create rhythm in the design, for example, through the design of the post spacing
- Consider including a mid-rail slightly below the handrail for added interest;
- Consider using posts that break the line of the handrail to minimize the appearance of alignment imperfections;
- Maximize transparency



## Tables

- Understand that tables indicate that we are invited to gather and eat together
- Provide a comfortable resting place,
- Designate an area of interest or special view:
- Accommodate ADA requirements. Locate units along major paths of travel. Specify tables per manufacturer's recommendations that provide spaces for wheelchairs
- Consider game tables where eating may not be appropriate

## Barbecues

- Provide sufficient quantity and size for adjacent picnic area
- Note primary wind direction and orient downwind of picnic tables and benches if possible
- Assure the physical safety of all users
- Include hot ash receptacles as needed

## Bollards

- Place bollards at the edge of a roadway, driveway, or path so that the bollards do not interfere with normal vehicular movement
- Space bollards typically 2.5-4 feet apart

## Area lighting

- Provide pole-mounted lights where large areas may need added security and illumination
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim and simple in design

## Pedestrian lighting

- Provide pedestrian scaled pole-mounted lights where paths need illumination away from streets but within an urban context
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim and simple in design

## Bollard lighting

- Provide lighting on bollards when low lighting levels is needed on linear pathways away from streets and in natural areas
- Utilize solar powered lights with LED fixtures for maximum renewable energy efficiency
- Lighting should be slim and simple in design

## Landscape lighting

- Provide lighting to accentuate buildings, plants, and artwork in the landscape.
- Be mindful of up-lighting that may illuminate where it is not intended
- Down lighting from trees is preferable to up lighting
- Consider in-ground lighting to illuminate overpasses or tunnels from within or to invite pedestrians down a different path

## Planters

- Utilize in locations where soil is not available or accessible
- Use a variety of shapes and sizes within a family of materials
- Incorporate automatic irrigation for planters wherever possible

## Tree grates and guards

- Locate in urban streetscape and plazas
- Design to match landscape setting



## Exercise equipment

- Provide a variety of self paced exercise equipment along the Blue Greenway
- Consider all age ranges when selecting units
- Ensure a mix of upper and lower body workout machines
- Include both stationary and kinetic pieces

## Kiosks

- Coordinate with way-finding and interpretive graphics
- Provide in areas where community gatherings may take place or where the community may adopt their maintenance
- Materials should reflect the architecture of the surrounding landscape and other furnishings in the area

## Restrooms

- Consider using city standard or composting prefab rest rooms in urban streetscapes and plazas
- Incorporate toilets in natural areas or where there is substantial room



## Site Furnishings Coordination

These guidelines present criteria for the selection of site furnishings for the Blue Greenway. Adherence to them will ensure there is a sense of continuity along the Blue Greenway.

Additionally, designers should coordinate the selection of site furnishings with other landscape features including:

- Waterfront edges
- Paving materials
- Site walls and stairs
- Railings, guardrails, and fences
- Landscape planting
- Public art
- Way-finding and interpretive graphics







*Heron's Head Park*



## 5. PLANTING & LANDSCAPE PLAN

Plant material more than any other single element can shape and define and orient users of shoreline open spaces. Plant material is critical to the success of the park from not only a design aesthetic, but also for the ecological health of the City and the Bay.

Selection of appropriate planting along the Blue Greenway should adhere to the goals written in the Port of San Francisco's Waterfront Land Use Plan Design and Access Element.

Plants should be selected with the intent to enhance the diverse ecological habitat of the landscape and provide an aesthetic experience for visitors to the waterfront. Planting designs shall use continuous planting and other ground surface treatment to physically and visually link the waterfront with adjacent inland areas. These guidelines describe the criteria for the selection and creation of planting palettes along the Blue Greenway. Refer to *Appendix IV* for a recommended *List of Shoreline Plants* published by the San Francisco Bay Conservation and Development Commission (BCDC). Refer to *Appendix V* for a recommended *Vegetation Palette* published in the Port's Stormwater Design Guidelines.

The following pages of this section are organized by the following criteria: a) Typical Bay Shoreline Landscape Today; b) Native Plants & Invasive Plants; c) Water Usage; d) Creating Habitat Conditions; e) Appropriate Planting for the Water's Edge; f) Plants that can Tolerate Salt Inundation; and g) Alternatives to Lawn Recreational Uses.

***(The content of this section was taken from the San Francisco Bay Conservation and Development Commission's Shoreline Plants, A Landscape Guide for San Francisco's Bay (see: <http://www.bcdc.ca.gov/pdf/planning/SPLG.pdf>). We gratefully appreciate BCDC's permission to reproduce this content)***



Heron's Head Shoreline

---

## Typical Bay Shoreline Landscape Today

The five types of landscape conditions that are prevalent along San Francisco's waterfront today are identified as natural areas, parklands, semi-urban areas, urban areas, and industrial areas.

### Natural Areas

Natural areas include wildlife reserves and refuges, restoration sites and newly created habitat areas. It is important to consider the following when managing, restoring or creating these types of areas:

- Involve an interdisciplinary team of experts to help with the restoration design.
- Plan for long-term landscape maintenance - includes funding, and monitoring of invasive species.
- Manage the landscape with the protection of wildlife in mind.
- Use planting to separate people from wildlife habitat.
- Control the spreading of non-native species prior to native re-vegetation.
- *Consider the option of not re-establishing plants onto the landscape and leave as is.*
- Chose plants to provide habitat for specific wildlife when possible.

### Parklands

Parklands range from small community parks to regional state and federal parks. It is important to consider the following when creating a planting palette for parklands:

- Direct and control public access to the shoreline through planting to protect wildlife, public safety and prevent erosion.
- Provide landscape buffers between recreational use areas and wildlife habitat areas.
- Limit lawn to areas where it is needed for active play.
- Avoid planting trees near tidal marshes and in locations where public views will be blocked.

### Semi-Urban Areas

Semi-Urban areas generally include office and residential developments, light industrial parks or other developed uses that are often placed in a landscape setting. It is important to consider the following when planting in semi-urban areas:

- Select a planting palette that corresponds to user needs.
- Use the shoreline trail as a dividing line between native plantings along the shoreline and a mixture of non-native and native plants on the inland side of the trail.

### Urban Areas

Urban areas are highly developed shorelines that contain mostly hardscape with paving and buildings. It is important to consider the following when planting in urban areas:

- Frame and maintain views to water.
- Use all opportunities to plant.
- Pay attention to hydrology and aeration in urban landscapes.
- Choose plants appropriate for the urban environment and conditions.

### Industrial Areas

Industrial areas include ports, airports or industrial warehouses along the shoreline. It is important to consider the following when planting in industrial areas:

- Plant industrial shorelines to provide habitat.
- Use plants to visually buffer large, unsightly buildings or equipment.
- Remember to maintain the shoreline landscape in industrial areas to protect the health of the surrounding wildlife.

## Native Plants & Invasive Plants

The use of native plants is encouraged. Plants that are native to the Bay Area and San Francisco are best adapted to the climate and rainfall patterns of the local environment. Native plants not only enhance the local flora and fauna of the waterfront but generally require less water usage and maintenance.

Do not include the use of invasive plants. The introduction of non-native invasive plants further deteriorates the ecosystem habitats along the waterfront. Refer to *Appendix IV* for a list of very invasive non-native plants to avoid and websites providing more information.

## Water Usage

Select plants that require minimum water usage or are drought tolerant.

## Creating Habitat Conditions & Value

Create planting palettes that improve habitat conditions and enhance habitat value when appropriate. Habitat conditions include the selection of plants that attract insects, bees, butterflies, hummingbirds, birds and other wildlife. Habitat value includes the selection of plants that provide seasonal color and frame views of the waterfront.

## Appropriate Planting for Water's Edge

Choose plants that are tolerable to waterfront conditions. These conditions include salt spray, high wind speeds, and salt water flooding.

Erosion problems may arise in areas with steep slopes. Consider planting a living shoreline with plants that help limit the rate of erosion in these areas.

## Plants That Can Tolerate Salt Inundation

Choose plants that are tolerable to changing waterfront conditions. These plants must be able to thrive during both high and low tides. Plants that are highly tolerable to salt inundation can be used as a barrier to plants that are moderately tolerant.

Many native plants are highly salt tolerant.

## Alternatives to Lawn Recreational Uses

When appropriate, consider the use of lawn alternatives for recreational use. Plants used as lawn alternatives generally require less watering and blend in with the surrounding natural landscape.



*Islais Creek Planting*



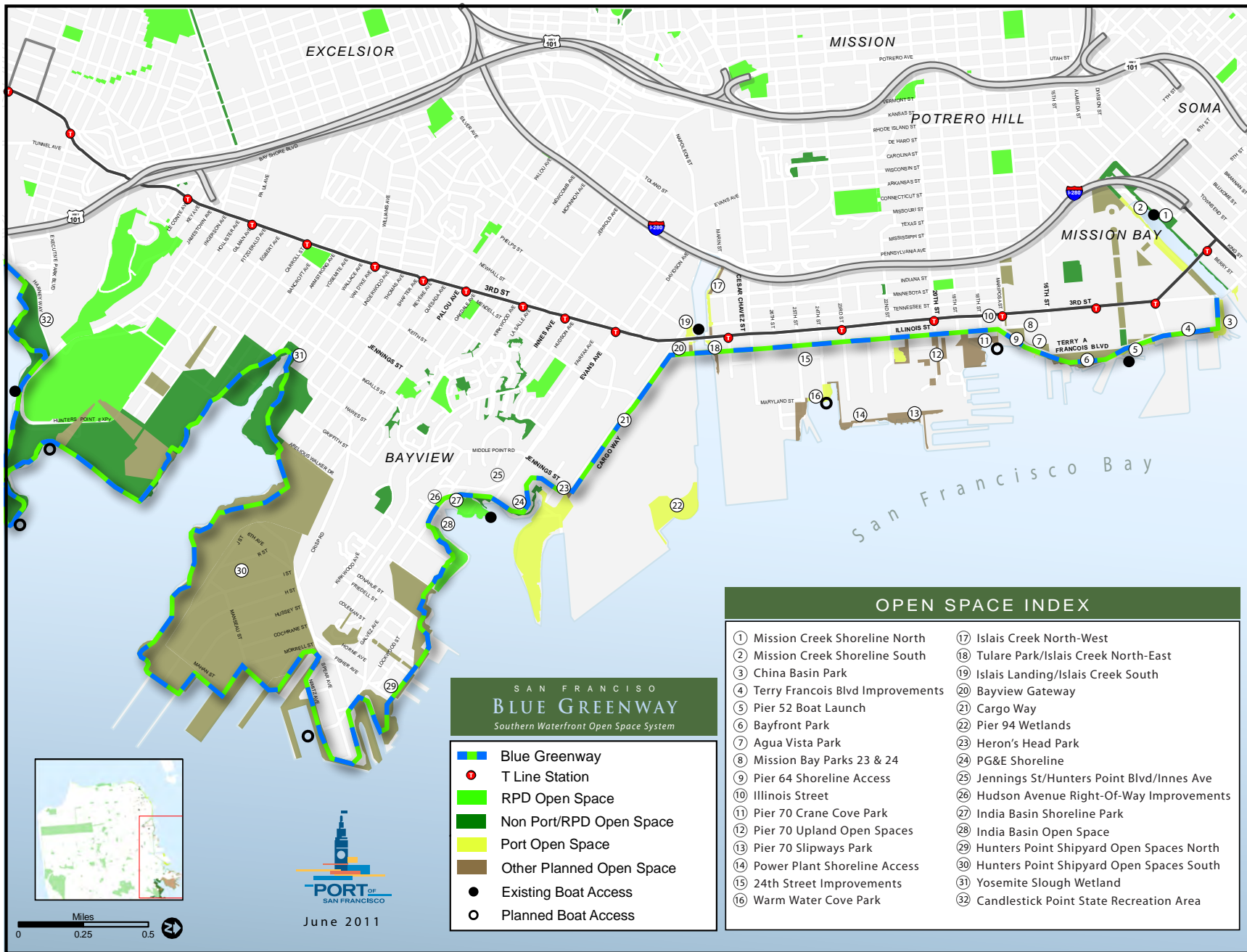


Figure 6.1: Map of Planned and Potential Locations of Blue Greenway Signage

---

## 6. PORT OPEN SPACE USE & PROGRAM CONCEPTS

Blue Greenway open spaces are located along San Francisco Bay shoreline, as well as along its upland creeks and sloughs. There are 26 individual sites, owned or managed by the Port, OCII, R&P and the California State Parks Department. Each of these agencies is responsible for securing funds for improving and maintaining their respective open spaces. All of these Blue Greenway sites are shown in *Figure 6.1*, and are cataloged in the Blue Greenway Existing Conditions Report (available at [www.sfport.com/bluegreenway](http://www.sfport.com/bluegreenway)).

To develop an appropriate mix of park programs across all of the Blue Greenway sites, the Port, its partner agencies and the community identified a range of uses and utilized nationally recognized suitability standards and practices to develop a program and use function for each site, this suitability criteria are included in *Appendix II* of this report. The suitability criteria identified appropriate sites and uses based upon national and local standards. In addition, the the following general criteria will be applied to each open space:

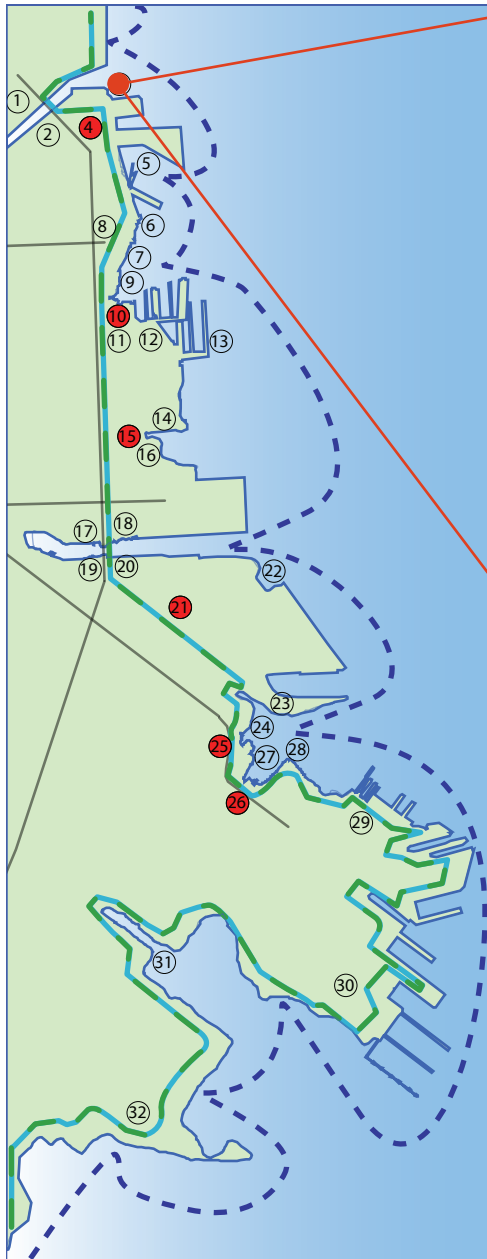
- Uses should anticipate a minimum Sea Level rise of 15" in 50 years
- Park stormwater should be treated within the site
- Provide waterfront viewing areas at all sites
- Amenities for bicyclists should be provided
- A Minimum 15' (20' preferred) multi-use (Bay Trail) trail should be incorporated into open space improvements where feasible
- Mechanical exercise "par" equipment should be integrated into circulation systems (trails/paths)
- Interpretation of waterfront and neighborhood history will be incorporated
- Sites for public art should be identified

The portion of the Blue Greenway waterfront between China Basin Channel and India Basin is managed by the Port of San Francisco.

This is where the heart of the Port's industrial maritime base is located. Within Mission Bay, the Port's maintenance operations are based at Pier 50, and a Public Boat Launch is located at Pier 52. Within the Central Waterfront is the Port's ship repair facility, continuing a 150+ year presence at Pier 70, and one of its major cargo terminals at Pier 80. Along and south of Islais Creek, another launch for water recreation vessels shares waters with bulk cargo terminal, concrete batch plants and construction materials businesses at Pier 92 and Piers 94-96.

While most of these industrial uses are not compatible with shoreline public access, there are still stretches currently and/or slated for future improvements for waterfront open spaces, public viewing, natural habitat and water recreation as part of the Blue Greenway. These Port Blue Greenway sites are presented in this section. The Port has developed concept designs and programs for each, which have been refined in response to public comments received. These park concepts will provide the foundation for ongoing Port planning, design and implementation efforts to expand the Blue Greenway.

The following pages present the use and program concepts for each of the Port's Blue Greenway open spaces. The amount of information for each site varies from site to site.



This site was not identified as a receiver for the 2008 or 2012 GO Park Bond funds. Funding and implementation of improvements are planned as a part of the proposed development of SWL 337 Mission Rock Project.

## China Basin Park - SITE 3

### Recommended Program Concepts

The following uses were identified as appropriate and compatible for China Basin Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and as developed through the SWL 337 planning and development process described on the next page. The use concepts and concept plan will likely change as the entire SWL 337 project evolves.

- Waterfront Promenade
- Passive Recreation
- Seating and Viewing
- Family-oriented Picnic Area
- Small non motorized craft launch
- Large Public Gatherings
- Public Art
- Cafe / Food Kiosk
- Restrooms

**Project Cost/Funding:** Cost – TBD

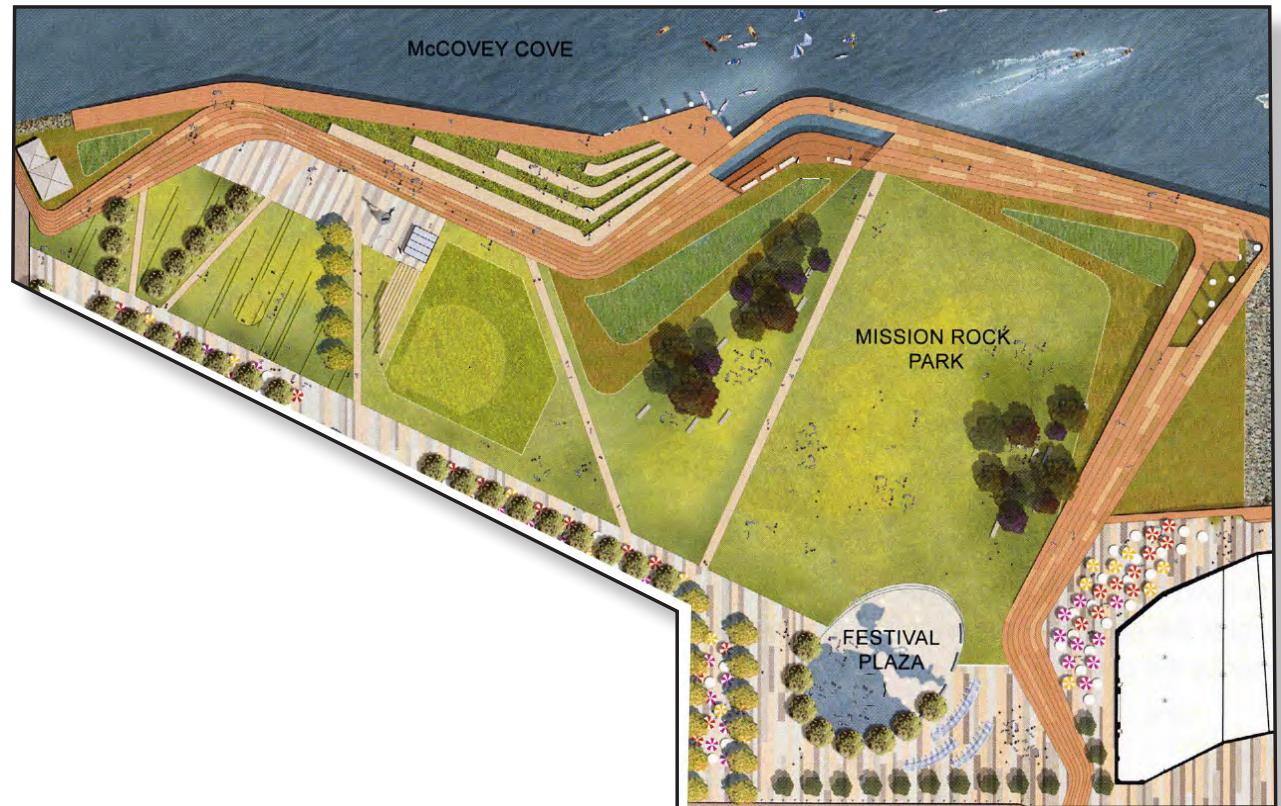


## China Basin Park - SITE 3

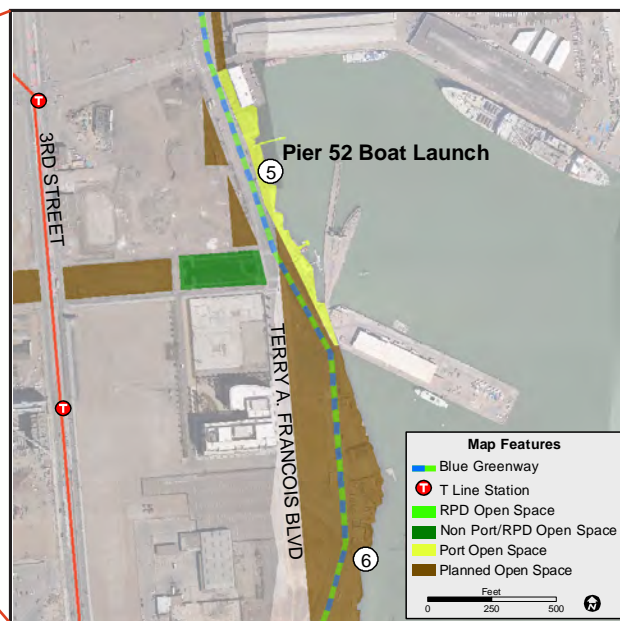
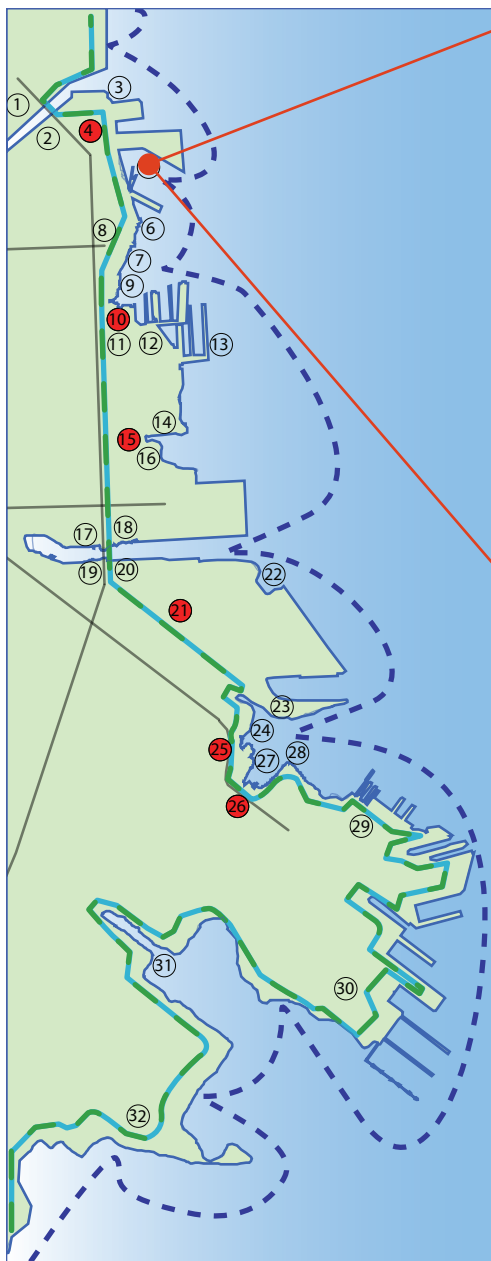
### Overview/Context

Improvements to China Basin Park are associated with the development of SWL 337. Development of SWL 337 is in the early planning and development stages. This concept design is the initial proposal for China Basin Park. The following open space objectives for China Basin Shoreline Park and SWL 337 were identified:

- Develop an open space program that provides substantial visitor-serving public open space, and other neighborhood-oriented open spaces designed to serve the recreational needs of any residential uses developed on the site and provide key components of the Bay Trail and Blue Greenway. These two types of open spaces are not mutually exclusive and may overlap, but must serve discreet needs.
- Expand China Basin Park, and create other public open space amenities that increase public enjoyment and views of San Francisco Bay, AT&T Ballpark, Mission Creek Channel, East Bay hills, Yerba Buena Island and the Bay Bridge, and create a unique and complementary addition to the network of parks and open space along the San Francisco waterfront and in Mission Bay.



*This Concept Plan was prepared by SWL 337 Associates LLC in response to the Port's SWL 337 Development RFP. The plan does not represent a design vetted through a community planning process but illustrates how a program of uses may be applied to the site as a component of the SWL 337 development project, which achieves the objectives outlined in the RFP. This concept will be refined as the development project moves forward.*



**Project Cost/Funding:** \$600,000

This site was not identified as a receiver for the 2008 or 2012 GO Bond funds.

## Pier 52 Boat Launch - SITE 5

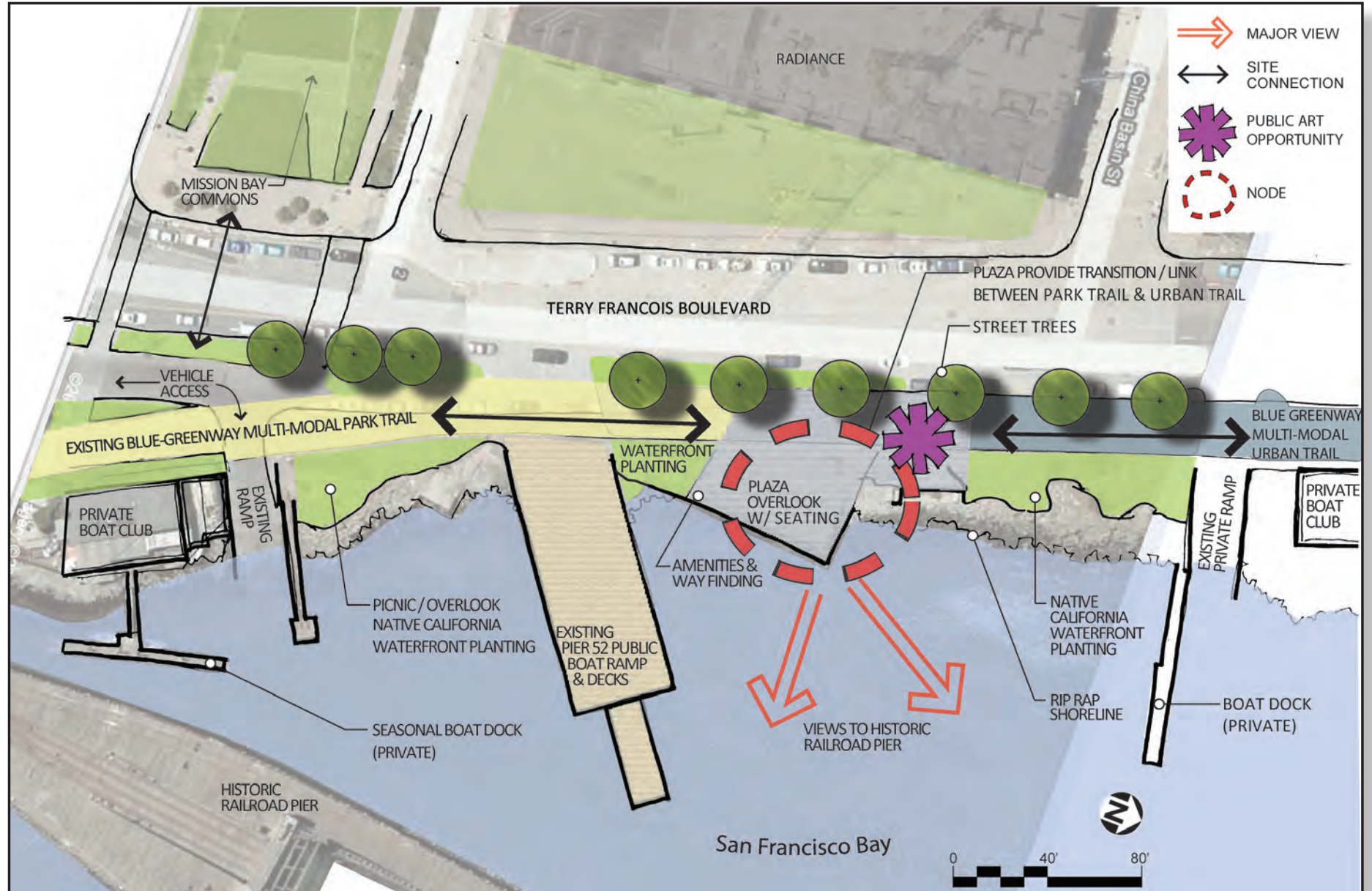
### Recommended Program Concepts

The Pier 52 Public Boat Launch Ramp is the only public boat launch in San Francisco accessible for trailered boats and supports the launching of other small “roof-top” craft. The facility includes a parking lot specifically designed and built to support the launch ramp and boating community. The program concepts developed below are for the launch ramp and adjacent shoreline open space. The program uses were developed through the criteria and suitability analysis conducted and described previously in this section and in the planning and design of the Boat Launch project. The site should be designed for passive recreation and to provide a transition between the China Basin Shoreline Park and Mission Bay, Bayfront Parks.

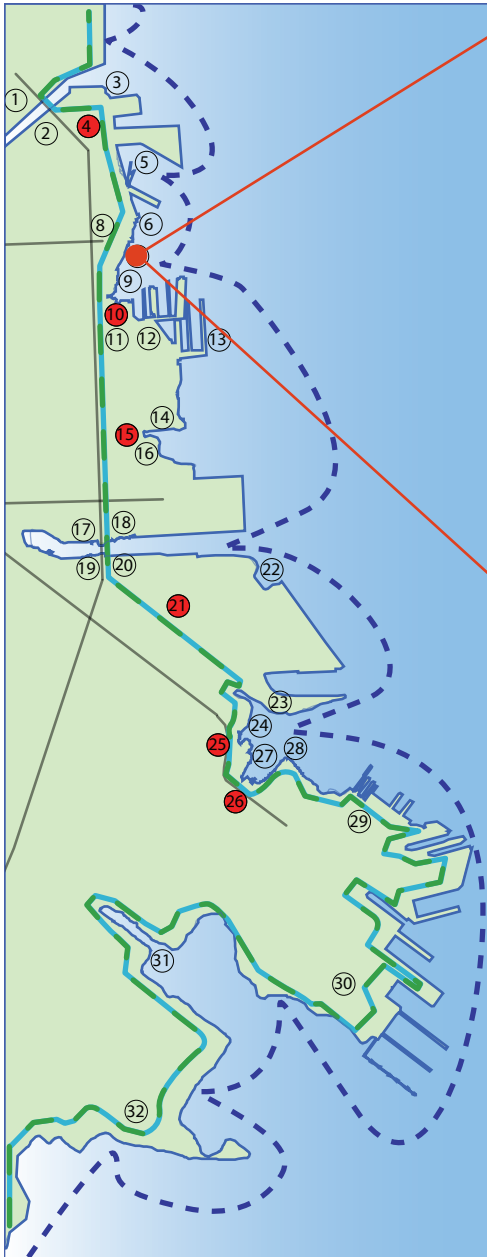
- Waterfront Promenade
- Picnic Area
- Café / Bait Shop
- Native Garden
- Public Art
- Low Float / Step for Small Craft Launch



## Pier 52 Boat Launch - SITE 5







**Project Cost/Funding:** \$1,500,000

This project is being funded by 2012 Parks GO Bond funds.

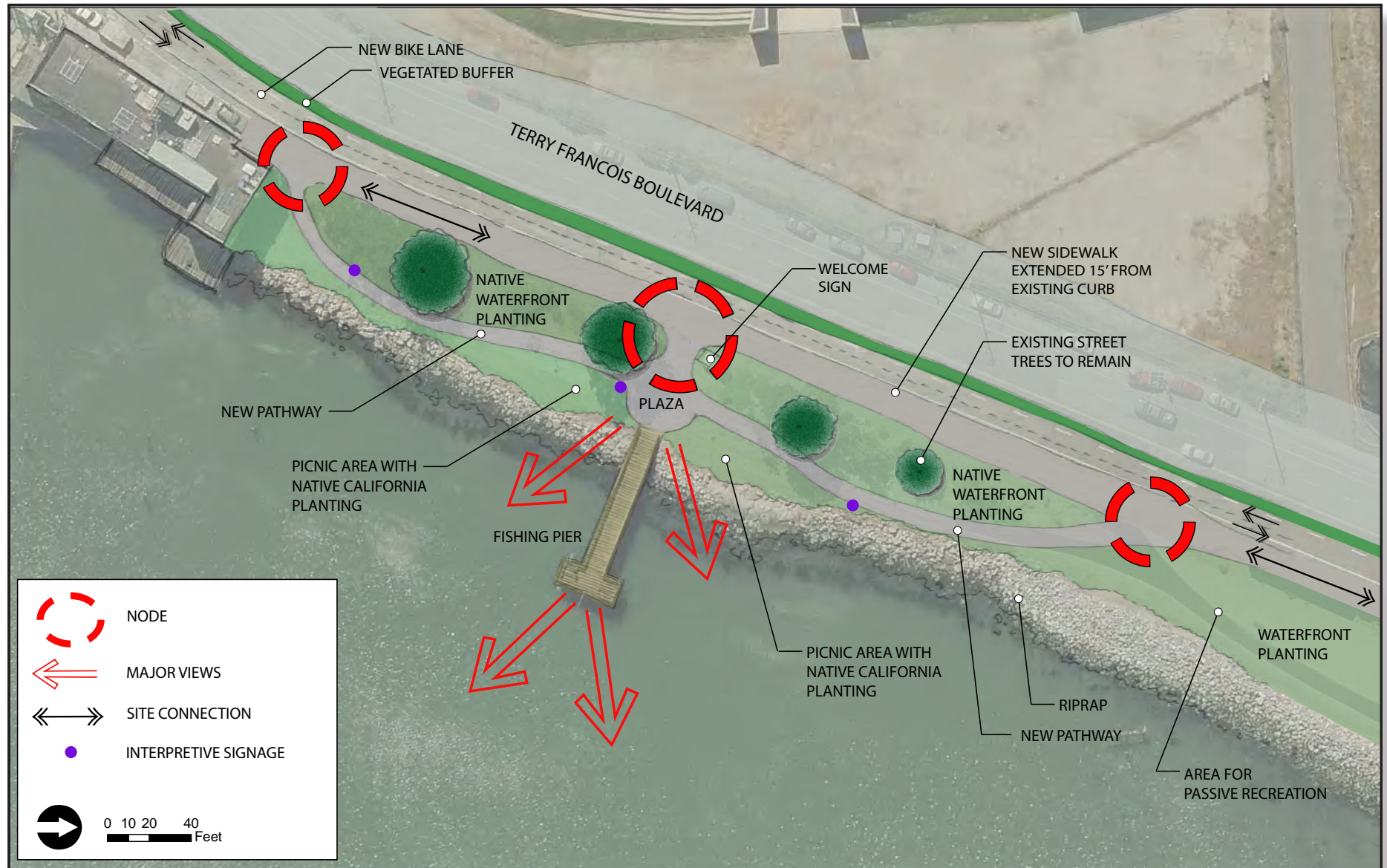
## Agua Vista Park - SITE 7

### Recommended Program Concepts

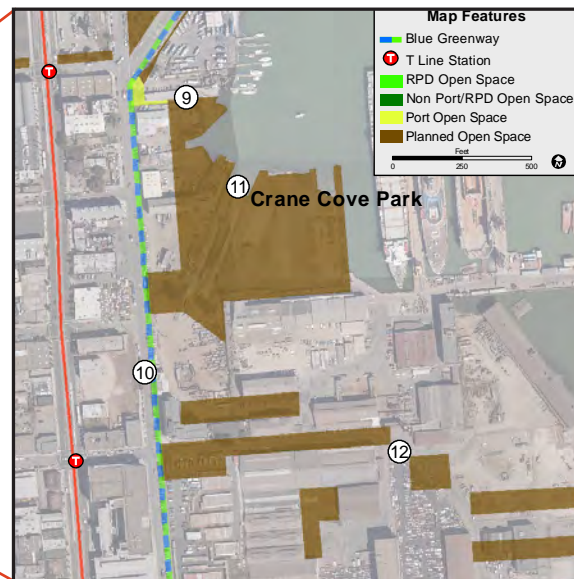
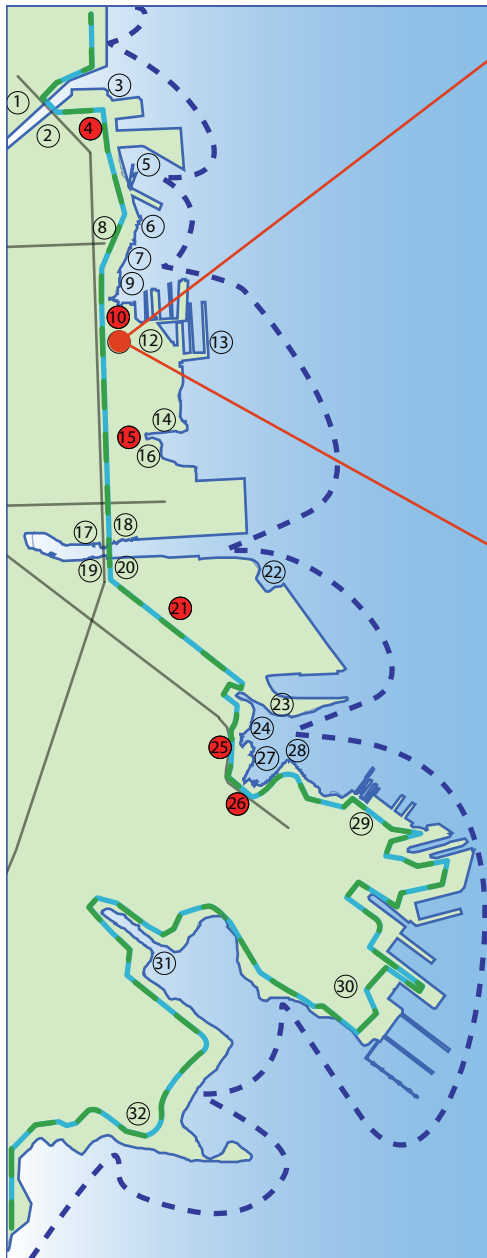
Agua Vista is currently an approximately 20,000 square foot park built in the mid 1970's. Existing amenities are minimal but include a 1,000 square foot fishing pier, concrete picnic tables, outdoor lighting, bike racks, a shoreline trail and fascinating views of adjacent ship repair operations. The program uses below were developed through the criteria and suitability analysis conducted and described previously in this section. The program concepts were developed to enhance the existing characteristics and amenities of the site and improve the connection between Bayfront Park and Mission Bay Open Spaces.

- Fishing Pier
- Picnicking
- Seating and Viewing
- Passive Recreation
- Historical Interpretive Elements \ Signage
- Improvements to this park will be coordinated with the adjacent Mission Bay Bayfront Park. In general this park needs updating, including new paths, signage and site furnishings. The future realignment of Terry Francois Boulevard will increase the width of this park, but the program will largely remain the same.

## Agua Vista Park - SITE 7







### Project Cost/Funding: \$45 Million

Funding for the project will include 10.1 million from the 2008 Parks Bond, 10 million from the 2012 Parks Bond and \$3.4 million of Port Capital funding.

## Crane Cove Park - SITE 11

### Recommended Program Concepts

The following program uses were identified as appropriate and compatible for the Pier 70 Crane Cove Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and through previous planning processes, including the Port's Waterfront Land Use Plan, the Eastern Neighborhoods Central Waterfront Plan and the Pier 70 Preferred Master Plan. As the planning and design of this open space is refined, the program of uses will also be refined and updated. It is anticipated that not all of these uses will be accommodated in the final design.

- Small Craft Launch
- Boat Storage / Aquatic Center
- Urban Beach
- Viewing Area
- Playground
- Picnic Area
- Passive Recreation
- Public Art
- Open Air Pavilion
- Large Public Gathering Area
- Restaurant / Food Kiosk
- Restrooms
- Maintenance / Storage Facilities
- Off Street Parking
- Retain and Restore Slipway 4 Cranes and Slipway
- Potential Reuse of Building 109 East for Pavilion or Parking



## Crane Cove Park - SITE 11

### Planning and Design Considerations

The following criteria and design considerations will be the basis for the Crane Cove Park Master Planning and detail design for the Initial Phase.

- Site access (water and land, Blue Greenway)
- View to and from (water and land)
- Site environmental / contamination
- Historic Resources Rehabilitation and Interpretation Uses
- Adjacent parcels and boundary considerations
- Adjacent uses (ship repair, commercial uses within Pier 70, and neighborhoods / districts adjacent to Pier 70 area)
- Shoreline edge treatment options
- Shoreline sediment
- Sea level rise
- Solar and wind orientation
- Geotechnical factors
- Site utilities
- Sustainability
- Existing / future interim leases
- Relationship to adjacent projects and neighborhood
- Phasing of Improvements



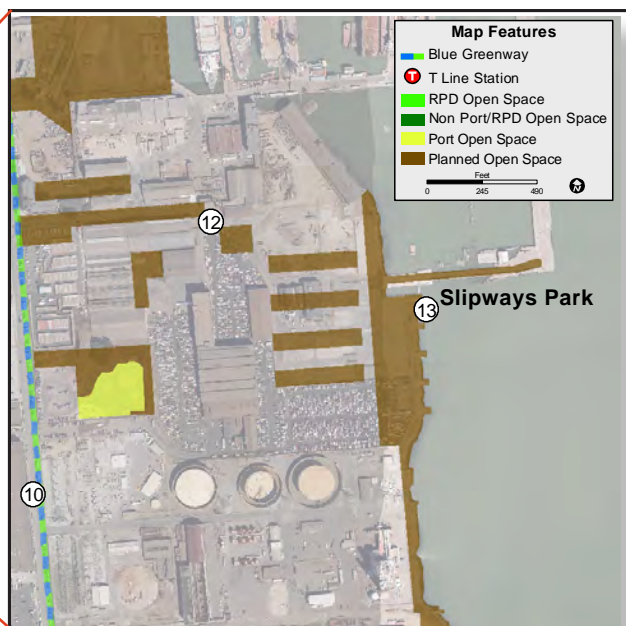
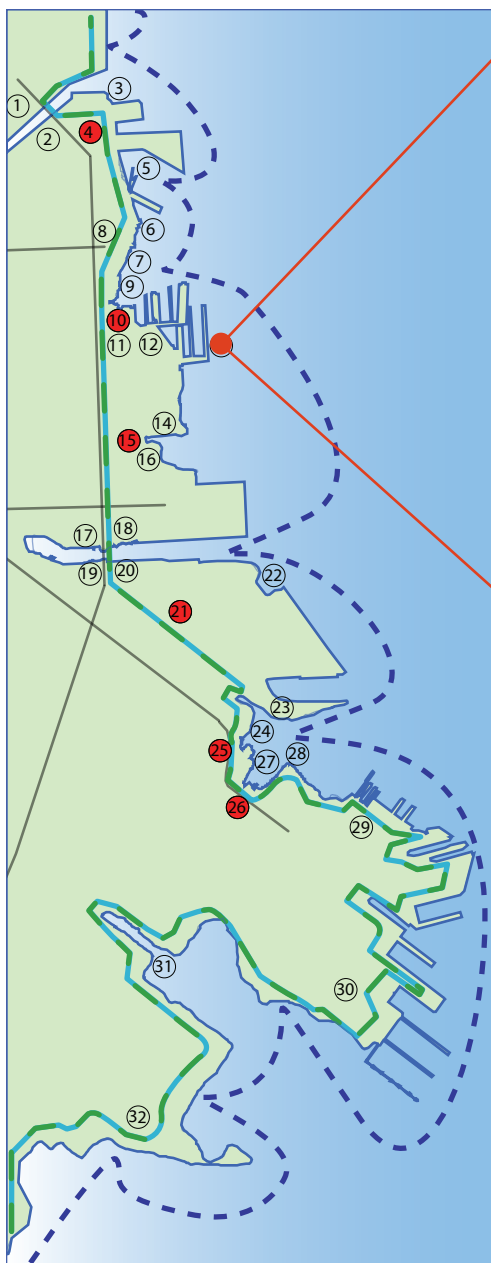
*Illustrative Concept*

### Overview/Context

The Pier 70 Preferred Master Plan envisions an open space, located at the northern edge of Pier 70, as a park that will serve existing nearby neighborhoods as well as the new activities introduced at Pier 70. The park area includes historic Slip 4 and its cranes, creating a strong relationship with the water and the active shipbuilding history of the site. It should provide expansive views of the Bay and a safe public viewing area of ship repair operations. See: [www.sfport.com/pier70](http://www.sfport.com/pier70)

In early 2011, the Port issued an RFP to select a consultant team to develop a Master Plan for the approximately 7 acre park site. Once completed, the Master Plan will include a phasing strategy on what portion of the park can be improved with the available funds. It is recognized that this park will be phased over many years as funds are secured.

It is anticipated that the development of a Master Plan and phasing strategy will take approximately 12 months. Afterwards the plans will then move into schematic, then detail design and construction of an Initial Phase.



### Project Cost/Funding: \$15 Million

This site was not identified as a receiver for the 2008 or 2012 GO Bond funds. Funding for this park is part of the Port's Pier 70 Waterfront Site Development project.

## Pier 70 Slipways Park - SITE 13

### Recommended Program Concepts

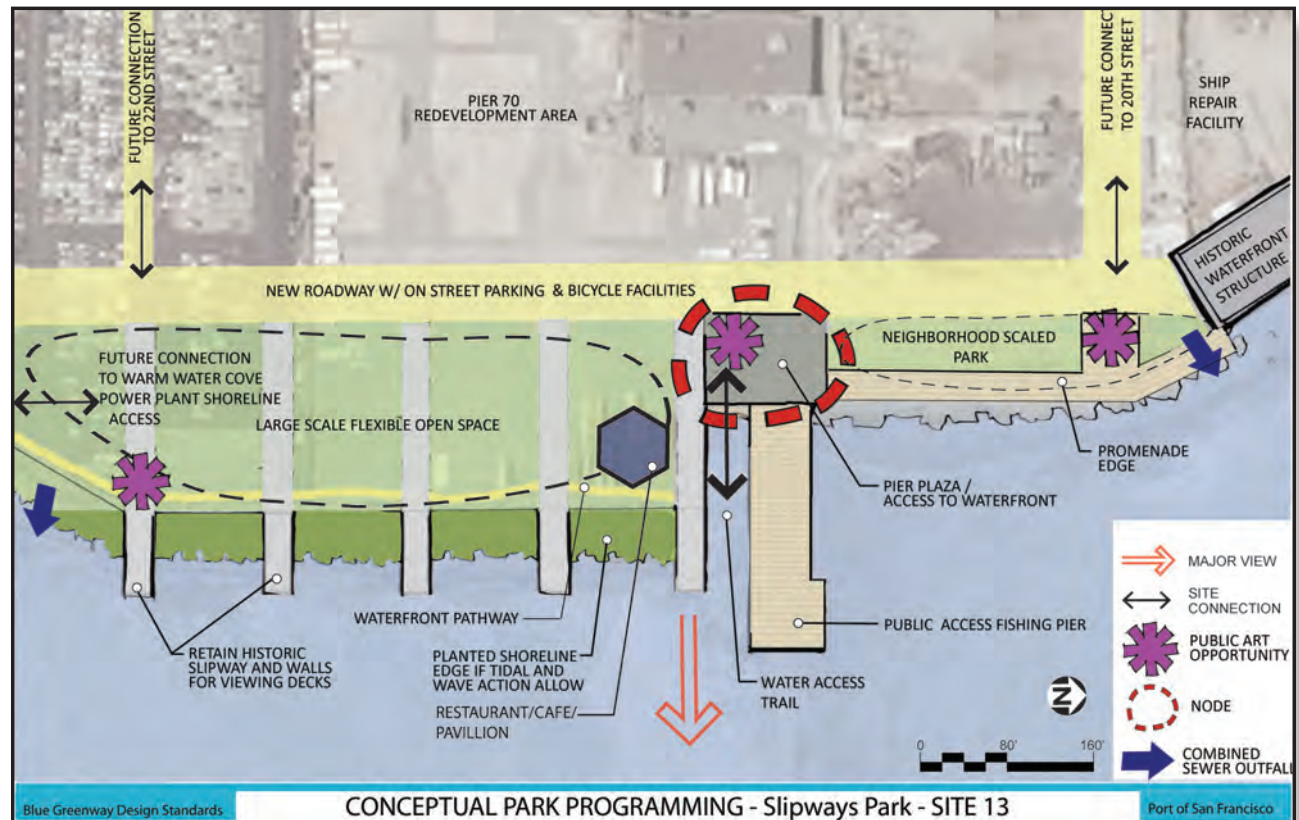
The following program uses were identified as appropriate and compatible for Pier 70 Slipways Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section and through previous planning processes, including the Port's Pier 70 Preferred Master Plan. As the planning and design of this open space is refined, the program of uses will also be refined and updated.

- Waterfront Promenade
- Fishing Pier (possible location of existing pier)
- Viewing Platform
- Picnic Areas
- Public Art
- Plaza
- Large Public Gathering Areas
- Playground
- Passive Recreation
- Restaurant / Concessions
- Future Connection to South (through former Potrero power plant site)

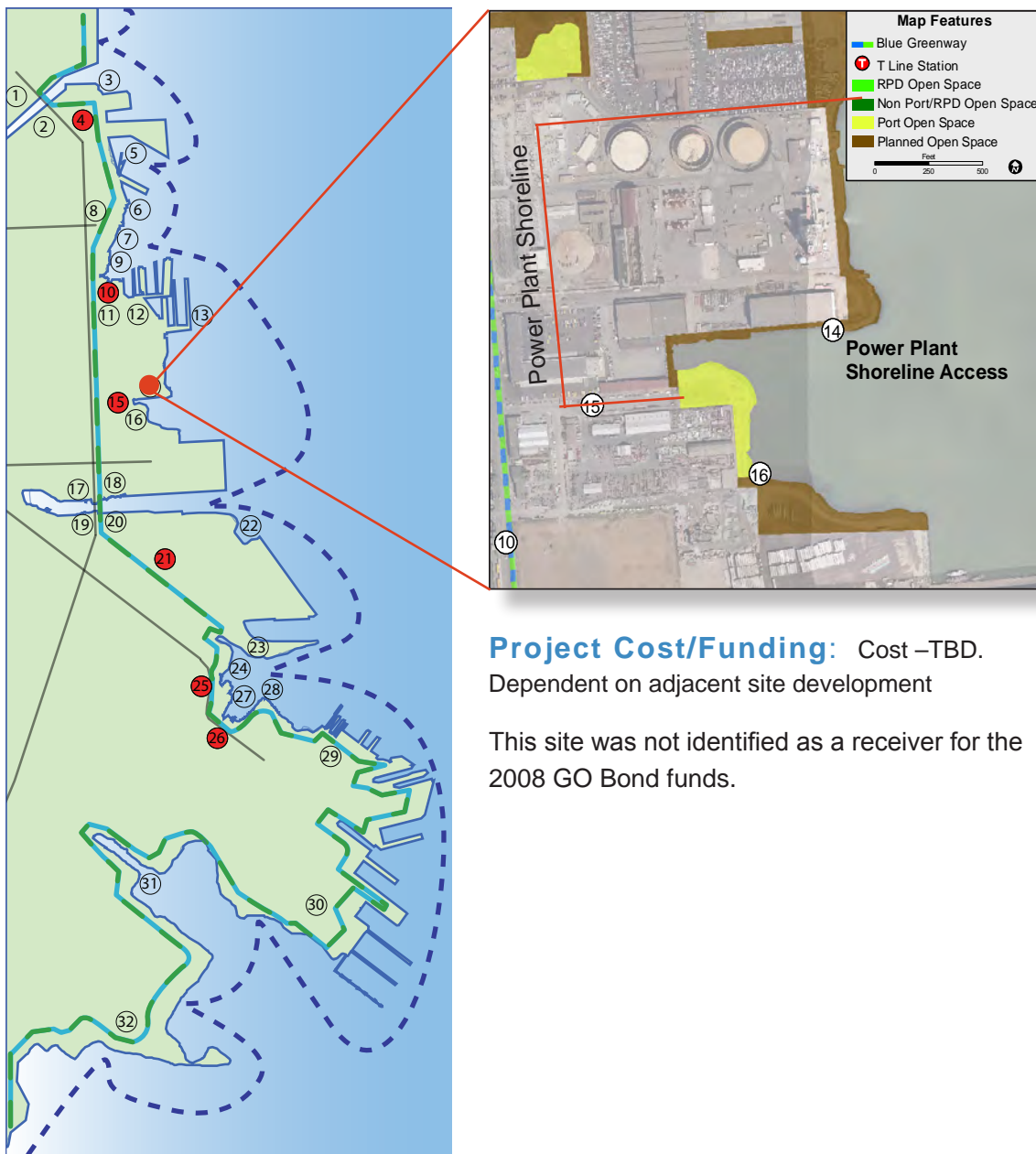
## Pier 70 Slipways Park - SITE 13

### Planning and Design Considerations

- The Pier 70 Plan identifies this as a significant shoreline open space project
- This open space plan must recognize its relationship to the WWII era Building 12 complex within Pier 70 and the future development parcel directly adjacent to the west
- This park is likely to be phased with the new development directly adjacent to the site
- As part of the Pier 70 open space network, the four sloped slipways along the eastern shoreline of the planned development area, which formerly facilitated the construction and launching of ships built at Pier 70, would be enhanced as part of a series of outlooks extending into the Bay
- Full development of the open space is contingent on identifying financial resources
- This park site will be developed as a part of the Port's overall Pier 70 revitalization efforts. The design, configuration and programming of this open space directly interfaces with the major new development site at Pier 70 (the Waterfront Site) and will evolve as that development project moves forward. The Port is planning on entering into exclusive negotiations with a development partner for the Waterfront Site in the summer of 2011. The design of Slipways Park will be a responsibility of that developer with community input as implementation plans for Pier 70 as a whole are prepared.







## Power Plant Shoreline - SITE 14

### Recommended Program Concepts

The Port of San Francisco owns the narrow waterfront edge on a portion of this site (generally between 22nd and 23rd street). The program of uses for this site will be determined through the planning of the reuse of the entire former power plant site. Size and configuration of the parcel will help further define the appropriate program use concepts.

**Project Cost/Funding:** Cost –TBD.  
Dependent on adjacent site development

This site was not identified as a receiver for the 2008 GO Bond funds.

## Power Plant Shoreline - SITE 14

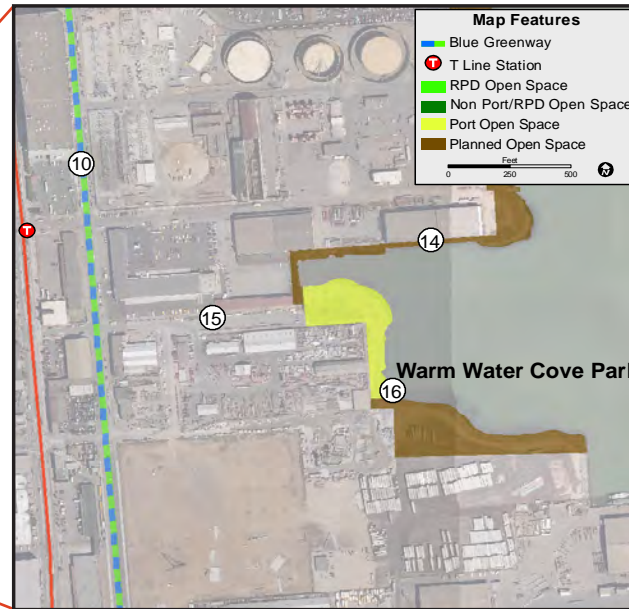
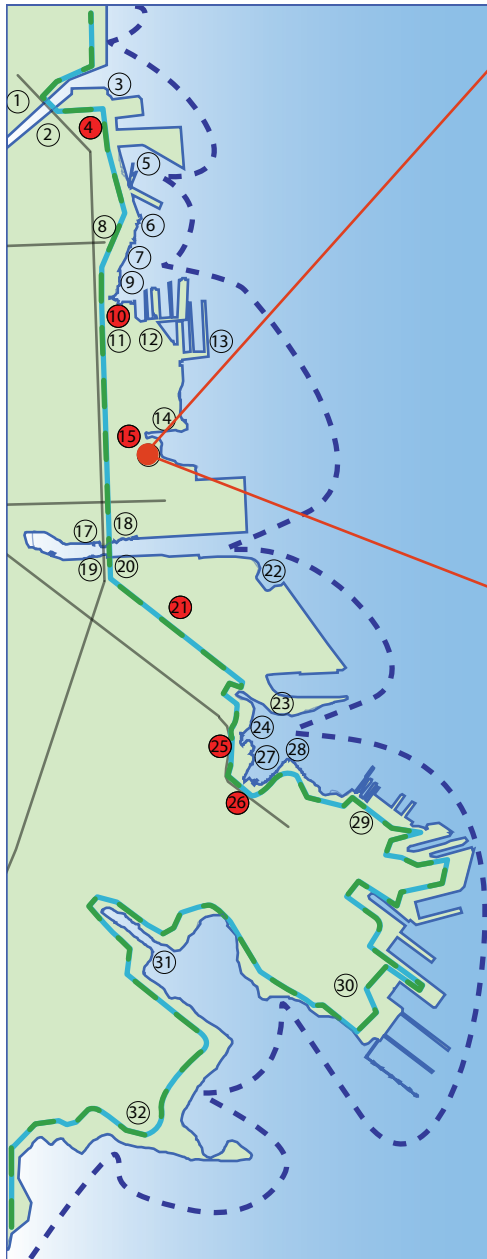
### Planning and Design Considerations

There are several constraints that must be overcome prior to this site being improved for public access including:

- The site must be remediated and the former power plant must be dismantled
- Public access and open space on the adjacent Pier 70 Slipways Park location should be completed;
- Adjacent privately held land must be made available to provide the area required to provide public access along the shoreline edge
- Public access between the existing Warm Water Cove Park and the warehouse currently occupied by DHL must be provided
- These privately held properties consist of two owners Genon and the Harrigan - Weidenmuller Company. The Port and City will work with these two property owners to coordinate the development of a continuous waterfront open space system along the Bay's edge and connecting them with the Port's existing shoreline open spaces.



*Aerial photo of power plant shoreline between sites 13 and 16.*



### Project Cost/Funding: \$6 Million

An initial phase of this project was funded through the 2012 Parks GO Bond. \$1.5 million will allow park wide improvements and expansion to 26th Street.

## Warm Water Cove - SITE 16

### Recommended Program Concepts

The following program uses were identified as appropriate and compatible for Pier 70 Slipways Park. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section. As the planning and design of this open space is refined, the program of uses will also be refined and updated.

- Small Craft Launch
- Open Air Pavilion
- Mountain Bike/BMX Bicycle Training Area
- Skateboard Park
- Passive Recreation
- Upland Habitat Restoration
- Native Garden
- Stormwater Treatment for Adjacent Development

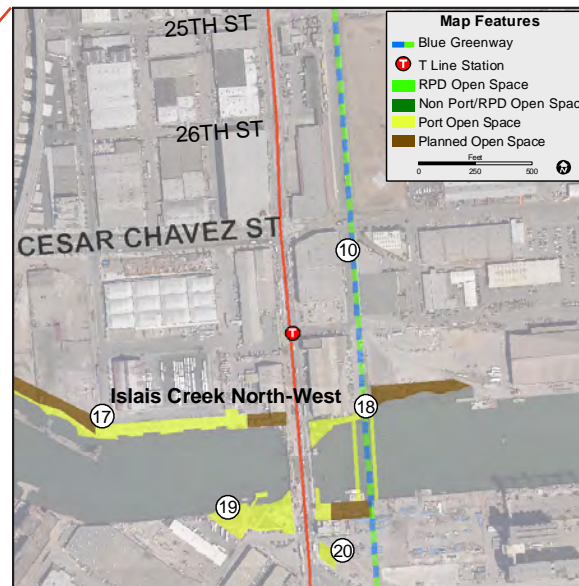
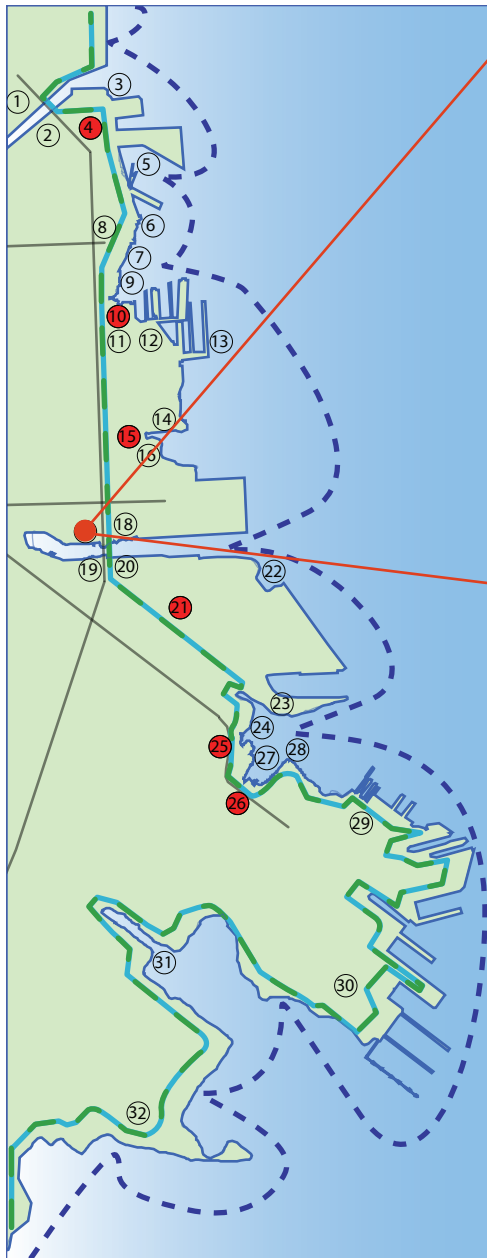


## Warm Water Cove - SITE 16

### Planning and Design Considerations

- An eventual expansion of the park by approximately 2.5 acres to the south will include new vegetation, lighting, site furnishings, public art and enhanced safety features
- Future open space programming may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- In developing new concept uses here, it will be important to recognize the potential conflict between a BMX bicycle facility and the opportunity for habitat. The concept developed could also be configured to separate these facilities by switching the picnic area and BMX bicycle areas.
- The size and extent of the uplands habitat will be determined when the park is identified to receive funding for improvements. Additional investigation may also determine if it is appropriate to enhance the mud flats that exist at low tide.



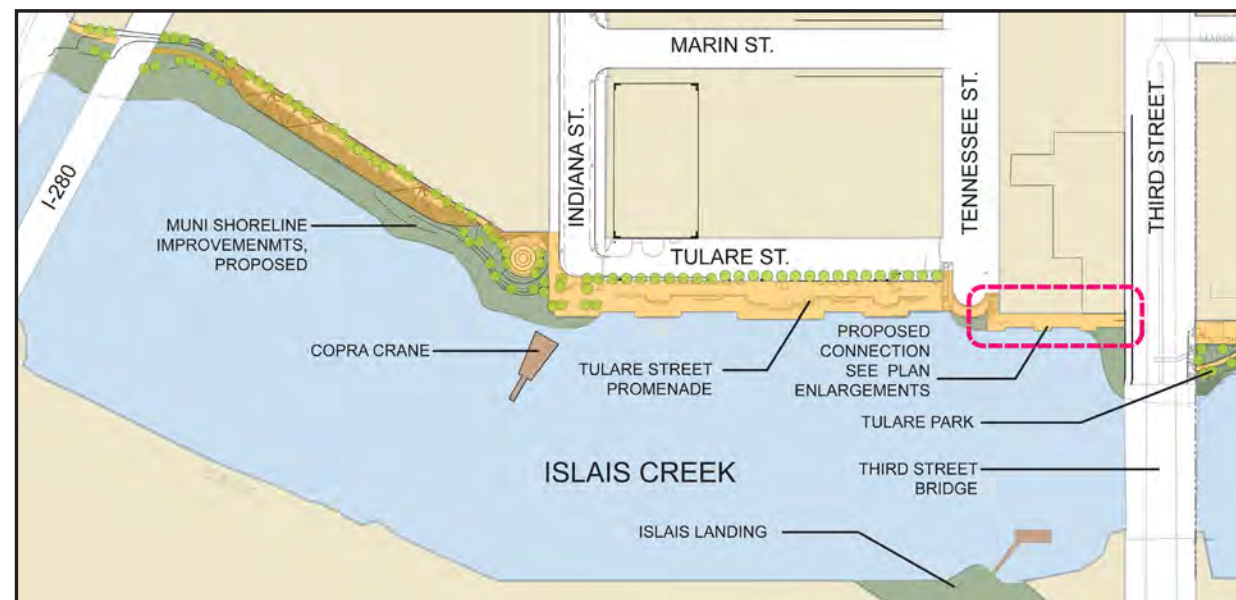


## Islais Creek Northwest - SITE 17

### Recommended Program Concepts

The program use of this site is very limited because the entire structure will be constructed over water. The primary purpose of this open space is to close a connection and to complete the Islais Creek northern shoreline public access system. This section would close a shoreline access gap that exist between Tennessee and Third Street.

- Pedestrian connection
- Interpretation
- Viewing



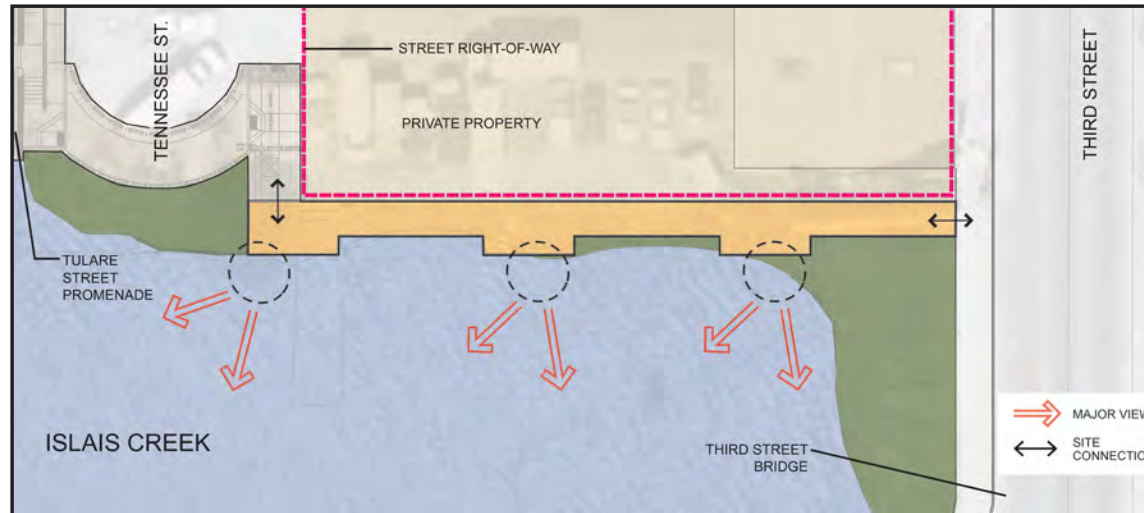
Shoreline Diagram - Combined Projects

## Islais Creek Northwest - SITE 17

**\$1,500,000**

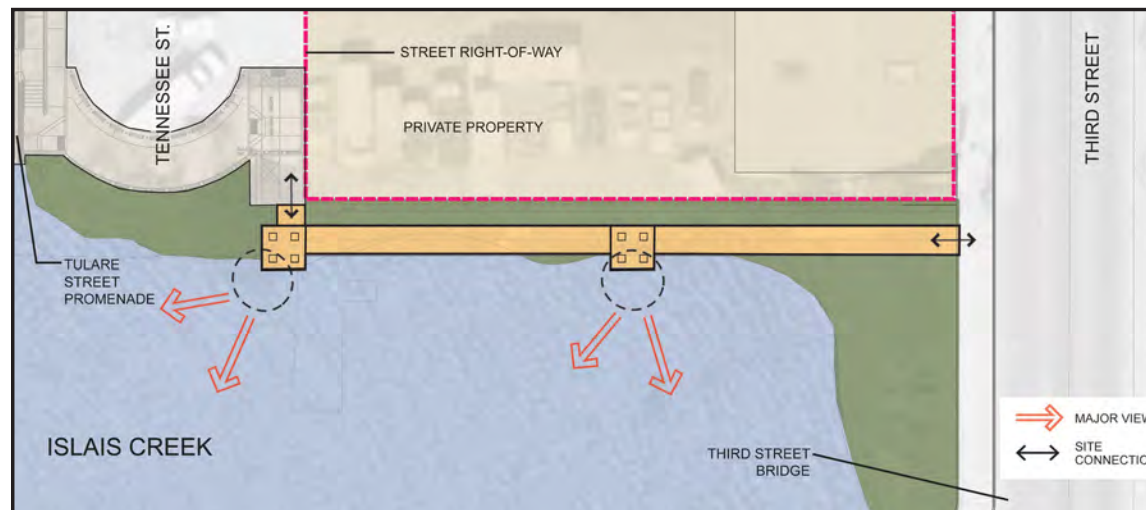
### Planning and Design Considerations

- The cost of the improvements is significant because of the over water location.
- Existing infrastructure adjacent to the site may increase cost
- Improvements likely to be phased after other northern shoreline improvements are completed.
- Improvements and timing should consider potential reuse of adjacent parcel to north.



*Alternative 1 - Boardwalk Promenade*

**Project Cost: \$ 1.4 Million**



*Alternative 2 - Prefabricated Bridges*

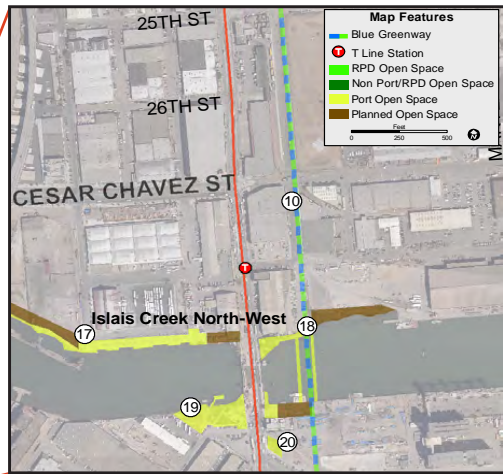
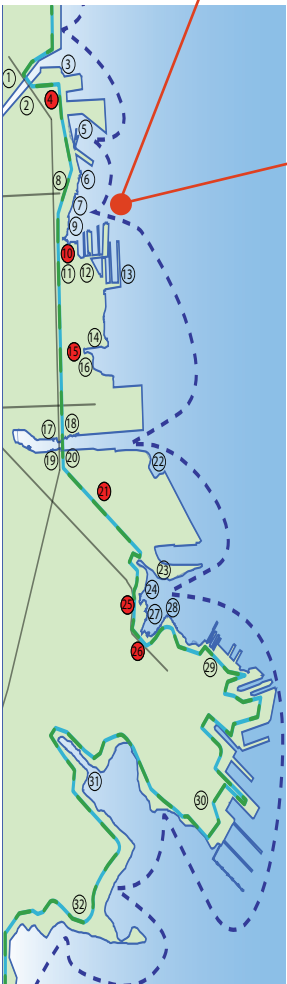
**Project Cost: \$900,000**

### Project Cost / Funding

Project Cost: \$1,500,000

This site has been identified as a site receiving funding from the 2012 Parks GO Bond.





### Project Cost / Funding:

\$1.5 Million

(Tulare: \$860,000, Pier 80 Shoreline: \$640,000)

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A, Clean and Safe General Obligation Bond funds. In addition the Port has secured a grant for improvements to this project through the California Resource Agency Environmental Enhancement Mitigation funds.

## Tulare Park / Islais Creek North-East - SITE 18

### Recommended Program Concepts

The following program uses were identified as appropriate and compatible for Tulare Park and the Pier 80 shoreline area. These concepts were developed through the criteria and suitability analysis conducted and described previously in this section. The open spaces include both Tulare Park and the Pier 80 shoreline area. Tulare Park is a public access open space constructed in the 1970's. Tulare Park needs to be improved to include ADA upgrades, new site furnishings and plantings. Tulare Park has been prioritized because of the ability to leverage available grant funds and the need to bring it up to current ADA standards.

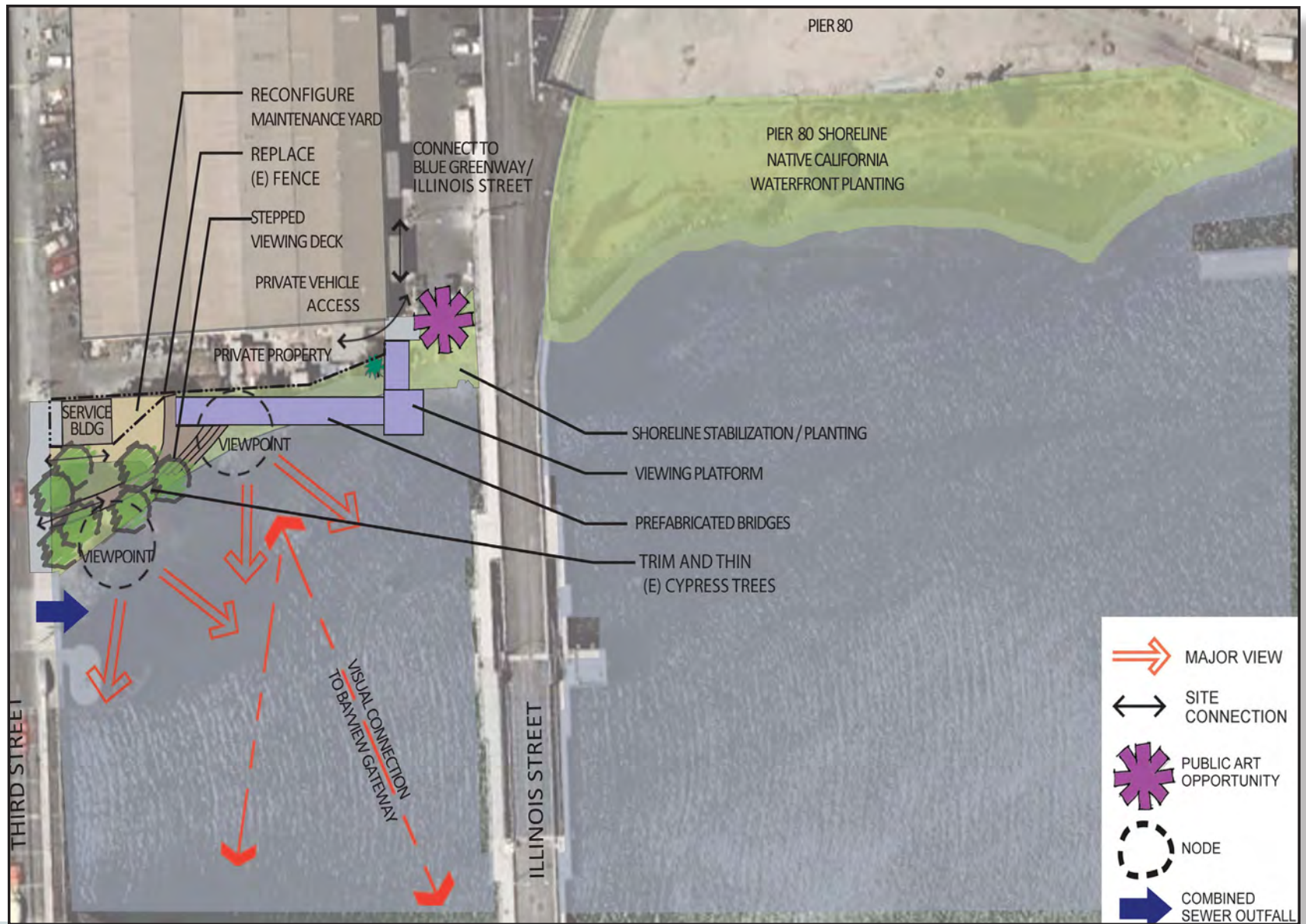
The Pier 80 shoreline area is a currently unimproved area. Public Access is not planned, but opportunity exist to restore/replant and grade the shoreline with native plants material and provide habitat if appropriate.

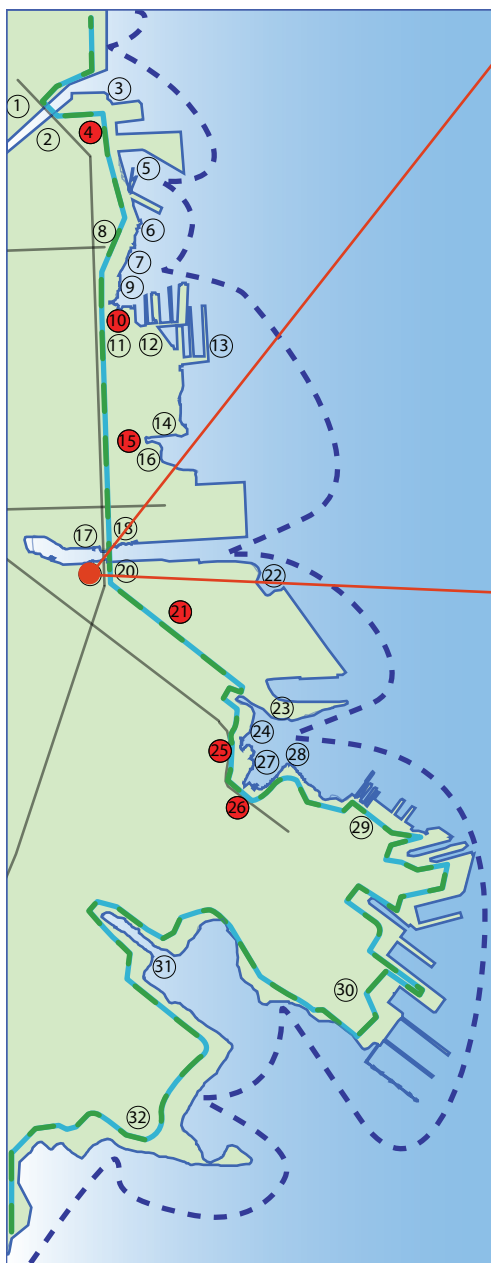
- Connect Third Street and Illinois Avenue
- Native Garden (Tulare)
- Retain Specimen Cypress Trees (Tulare)
- Improve Visibility (Tulare)
- Seating and Picnic Area (Tulare)
- Passive Recreation (Tulare)
- Public Art (Tulare)
- Habitat Restoration (Pier 80 Shoreline)
- Upland Restoration (Pier 80 Shoreline)

### Planning and Design Considerations

- Restoration efforts east of the Illinois Street Bridge would add habitat & visual interest
- Landscape material and park redesign will open visibility to and through the site for security purposes and to make the area more inviting for active uses

## Tulare Park / Islais Creek North-East - SITE 18





**Project Cost:** \$0 (see below)

A new restroom and cross walk to the Bayview Gateway site and other minor improvements to this site are included in Bayview Gateway project costs. This site has been identified as one of the parcels that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

## Islais Landing / Islais Creek South- SITE 19

### Recommended Program Concepts

The Islais Landing site is a current Port open space and does not require significant improvements. The Program uses were developed in the original park planning and design. Installation of a restroom is completing the project as originally designed.

- Native Coastal California Plant Material
- Human-powered Boat Landing / Access
- Small Watercraft Storage
- Interpretation
- Picnic Viewing
- Restroom to Support Water Related Activity
- Improved Crosswalk at Third Street to Connect with Third and Cargo Gateway
- Neighborhood Gateway Art / Signage as a Component of Improved Crosswalk
- Public Art



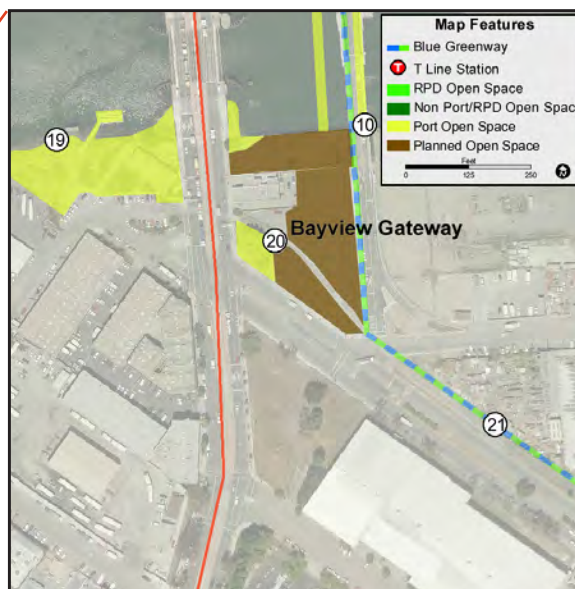
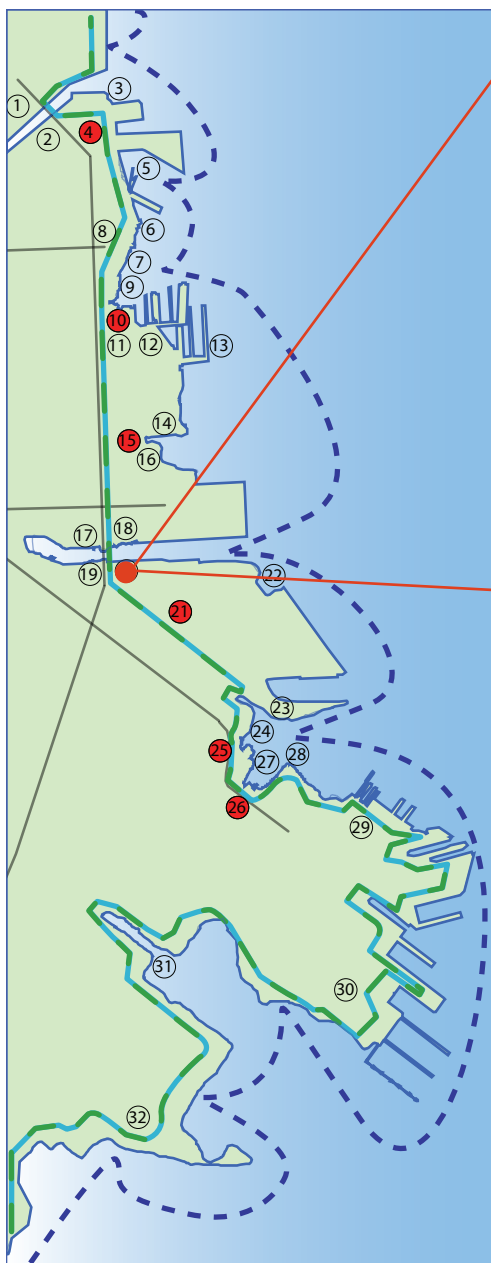
## Islais Landing / Islais Creek South- SITE 19



*Aerial image of Islais Landing*



*Third street crosswalk to gateway site*



**Project Cost:** \$3.6 Million

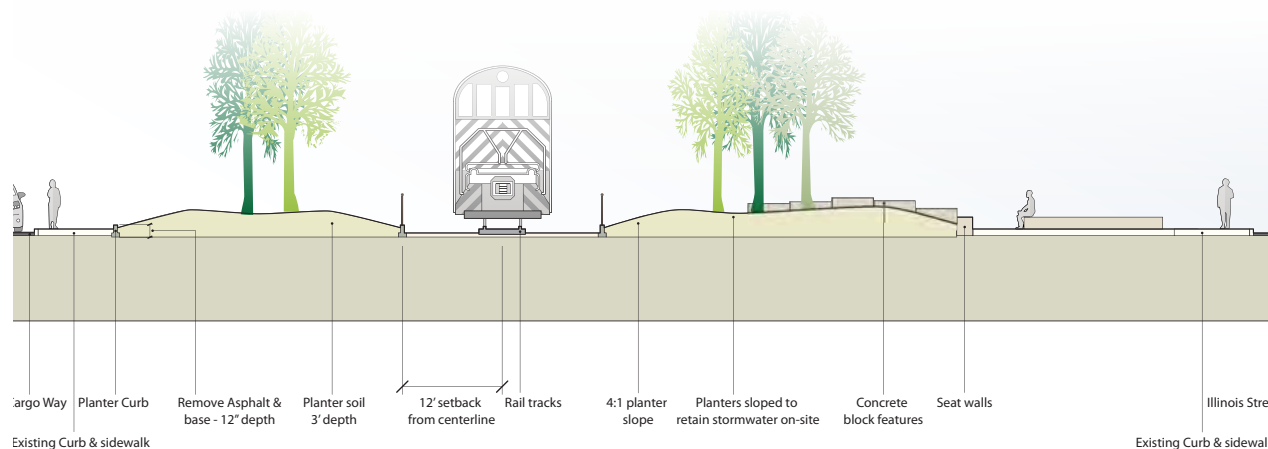
This site has been identified as one of the parcels that can receive funds from the 2008 Proposition A Clean and Safe General Obligation Bond funds.

## Bayview Gateway - SITE 20

### Recommended Program Concepts

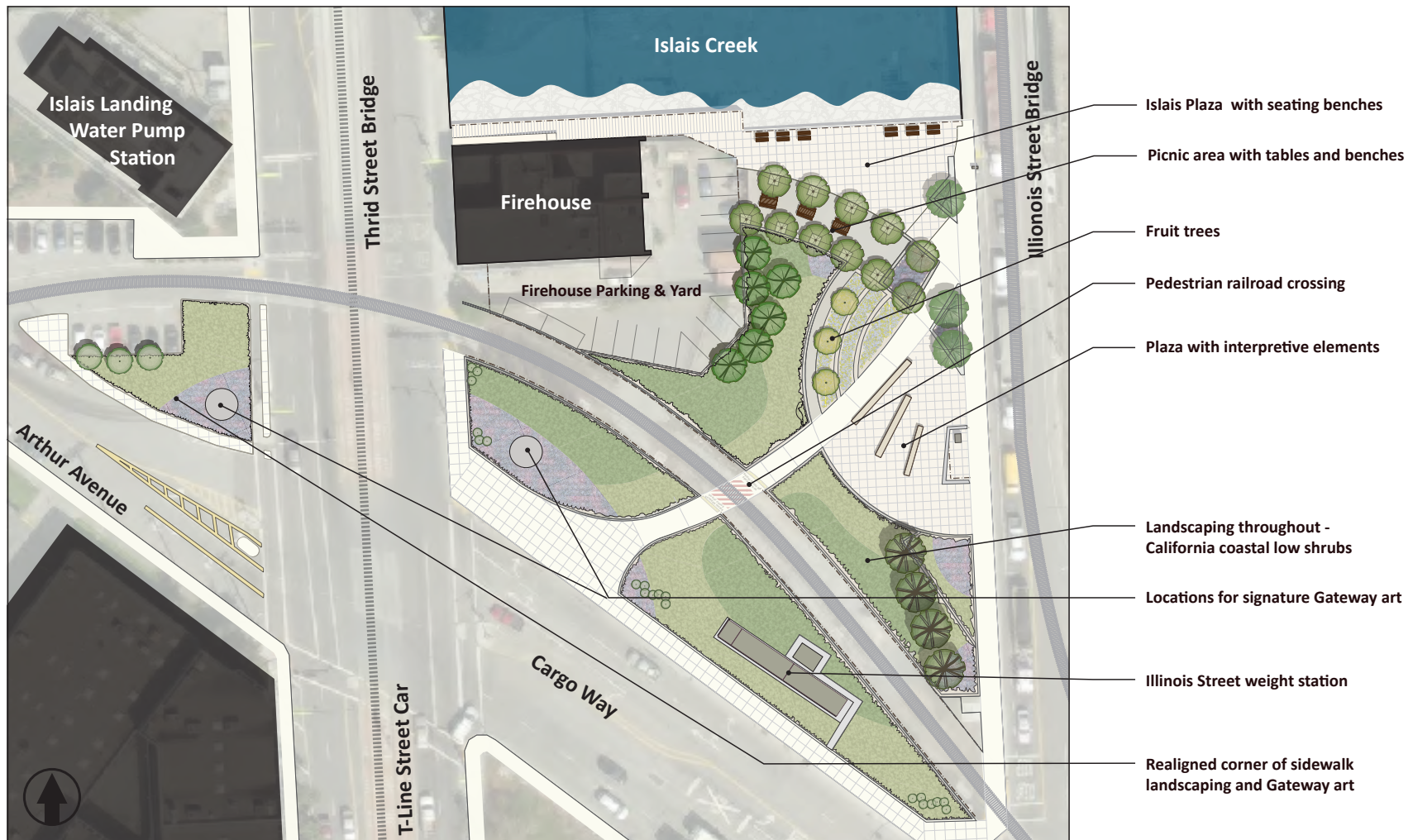
The Bayview Gateway site has long been identified as a “gateway” site to the Bayview Community. The program and use concepts were developed through the criteria and suitability analysis conducted and described previously in this section. In addition, this site has benefited from a number of previous planning efforts including through the Port’s Pier 90 - 94 Backlands and Gateway planning and more recently through the 2010 SPUR Piero Patri fellowship.

- Boardwalk / Promenade
- Community Garden
- Plaza
- Public Art
- Picnic / Viewing Area
- Connect / Transition Illinois Street to Cargo Way
- Improved Connection and Crosswalk to Islais Landing





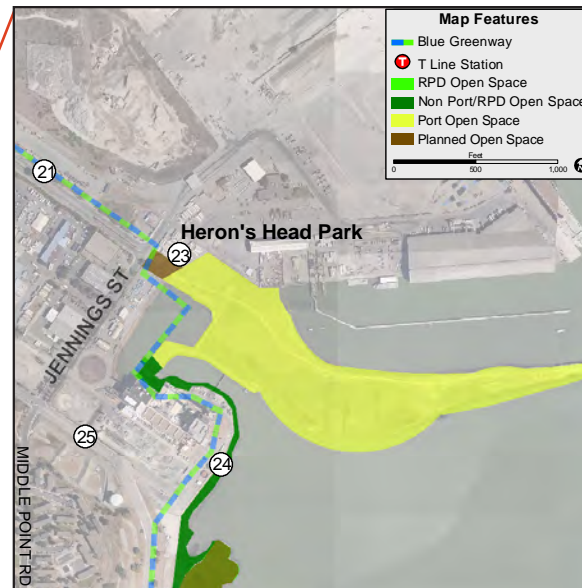
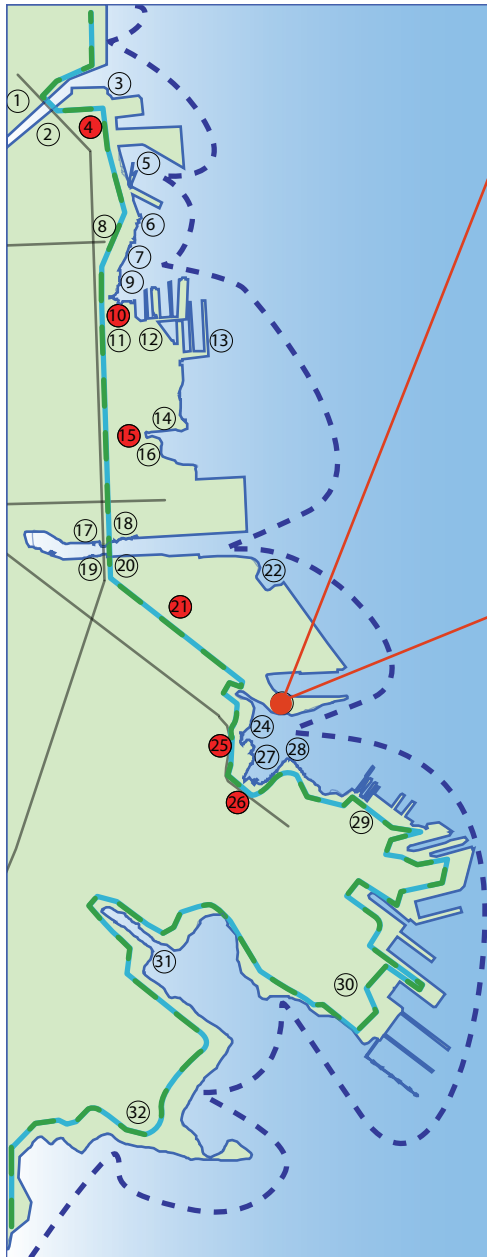
## Bayview Gateway - SITE 20



### Planning and Design Considerations

- This park site is located between the Central Waterfront and Bayview neighborhoods and is a transition point between the two.
- Concept includes removal of deteriorated wharf structure and reconfiguration of Fire Department leasehold.
- Public art both temporary and permanent
- Improvements to Islais Landing previously described under site 18, would be included in this project.





## Heron's Head Park- SITE 23

### Project Cost/Funding: \$ 2 Million

This site has been identified as one of the projects that can receive funds from the 2008 Proposition A Clean and Safe General Obligation funds. This project was identified as an early implementation project utilizing the 2008 GO Bonds. The design illustrated went through a community review process and will be constructed in the summer and fall of 2011.



Photo of Heron's Head Park

## Heron's Head Park- SITE 23

### Existing and Planned

#### Program Concepts

- Wetlands restoration
- Habitat
- Interpretation
- Viewing
- Picnic
- Natural Area Education through Partnership with Literacy for Environmental Justice (LEJ)
- Restroom
- Off Leash Dog Walk
- Recreation Meadow
- Public Art
- Improved Signage



Conceptual Site Plan





*Heron's Head Park*



---

## 7. PROJECT COST & IMPLEMENTATION

The City's 2008 and 2012 Parks GO Bonds passed by San Francisco voters will provide \$39.5 million of funding towards Blue Greenway projects. Funding from the GO Bond has allowed the Port working with its partner agencies to conduct a community planning process to define the Blue Greenway, including how to phase and expend available resources. The GO Bond funding is a great initial investment into completing improvements to help establish an open space system and identity for the Blue Greenway. Other funding sources are available to make additional improvements but all partner agencies will need to continue to work together to secure significant funds to complete the system.

The GO Bond funds identified for the Blue Greenway are restricted to expend on Port open space improvements. Identified below and presented in Chapter 6 are the projects being implemented with current funding:

- Undertaking a community planning process to develop the Blue Greenway Planning and Design Guidelines;
- Construct shoreline improvements in Mission Bay adjacent to the future Bayfront Park;
- Improve Agua Vista Park
- Construct improvements to the proposed Pier 70 Crane Cove Park;
- Construct Improvements to Warm Water Cove Park;
- Construct improvements to Islais Creek shoreline open spaces;
- Construct improvements to Heron's Head Park; and
- Install Blue Greenway signage and public art along the Port's portion of the Blue Greenway;

It is recognized that not all of the projects can be implemented with the available funding, therefore the planning process has identified project prioritization based upon available funds and has identified potential future funding sources for non-funded projects.

In addition to the GO Bond funds, the Port has identified other sources of funds that can be utilized for Blue Greenway projects. Other funding sources include:

- The Port of San Francisco's Transbay Cable Public Trust Public Benefit Package (these funds must be used for public access, open space and to promote or enhance energy efficiency), the Port receives \$550,000 annually for 10 years
- The Port of San Francisco's Southern Waterfront Beautification funds (these funds must be used for Port properties south of Mariposa street, including for: open space, historic rehabilitation, environmental clean-up and economic development); this funding source accumulates approximately \$150,000 a year.
- San Francisco Bay Conservation Development Commission (BCDC) Islais Creek mitigation funds. These funds were a mitigation paid by the San Francisco Public Utilities Commission (PUC) and are to be utilized along Islais Creek area. The California Coastal Conservancy administers the funds on behalf of BCDC, the Port and the PUC. Approximately \$740,000 exist in this funding source.
- Miscellaneous Grants, the Port has applied for and received a grant for \$185,000 from the Metropolitan Transpiration Commission for improvements to Cargo Way for bicycle facilities.

While the Port has jurisdiction over much of the Blue Greenway, there are several other City and State agencies that have jurisdiction over portions of the Blue Greenway. Ultimately each agency is responsible for securing funds to improve and manage its open spaces and other Blue Greenway elements. The various City agencies will work together to leverage the maximum amount of funds to support the improvements required to implement the Blue Greenway.

## Project Cost and Funding

Project cost estimates were developed by DPW for the concepts presented in Section Six and are presented in *Table 7.1, Port Blue Greenway Project Cost*. The cost estimates include all soft and hard cost and are preliminary based upon the nature of the concept level of detail. Cost estimates will be refined as projects are selected for implementation and as they are further defined. In addition to the cost estimates for each of the open spaces, the Port has identified costs for additional Blue Greenway improvements within its jurisdiction. The additional improvements include: 1) Blue Greenway signage to assist in bringing recognition and an identity to the system; 2) installation of Public Art to also strengthen the system identity and provide visual interest; 3) standard site furnishings to be installed at key locations along the Linking Streets; and 4) pile and debris removal from Islais Creek.

## Prioritization

Several projects were identified for early implementation to meet bond spending requirements, these projects include: Mission Bay, Bayfront Park Shoreline; Tulare Park, Heron's Head Park and initial planning and design for Crane Cove Park. *Table 7.2, Draft Port Blue Greenway Project Prioritization* also identifies the various funding sources.

Recognizing the project cost estimates prepared and the available funding sources and funding restrictions, the Port prepared criteria as a basis for prioritizing projects. The following criteria were used:

- Does the project meet the established criteria for the specific funding source
- Is the project identified in an existing Port or City Plan
- Does the project strengthen the Blue Greenway identity
- Does the project create waterfront access where it does not exist today
- Is the project identified as a priority by the adjacent community
- Does the project serve an adjacent or nearby community
- Does the project protect or enhance a natural or cultural resource
- Will the project leverage other funding (now or in the future)
- Can the project be easily phased or completed with the available funding

Based upon the project cost and the prioritization criteria, *Table 7.2* identifies the projects that have been prioritized for implementation. The draft prioritization attempts to maximize and leverage existing resources. While not all projects are funded for immediate implementation, each of the projects that meets more than 5 criteria established are prioritized and will significantly improve the Blue Greenway. With the exception of the Pier 70 Crane Cove Park project and Site 18, all of the projects can be completed with the available funding. Crane Cove Park has been identified as priority project, but the anticipated budget (\$30 million) exceeds the total available funds. However projects such as Crane Cove Park are often phased to accommodate incremental funding.

Section Two of this document defines Blue Greenway Linking Streets, which are an integral part of the Blue Greenway. The Port, working with MTA, OCII and DPW has identified both short and long term solutions to improve the Linking Streets. Some of the projects, such as Terry Francois Boulevard can be implemented in the near future, while other projects such as the long term plan for Cargo Way will require significant investment and

will likely require federal funding. The projects that can be implemented in the near term will be funded with existing grants or funds currently budgeted, including grants the MTA and Port have secured or SFRA project funds for Mission Bay. Because funding for long term street projects would likely come through transportation funding sources, they were not included in Table 7.1. The Port will continue to work with the partner agencies to seek and secure additional funds to help improve the Blue Greenway Linking Streets since they likely will not be funded through typical open space funding sources.



*Mid block curb bulb-out, site for signage, wayfinding and pedestrian amenities*

## Future Funding

The City and Port have been successful pursuing a variety of funding sources for open space projects. The Port will continue to collaborate with other city agencies and pursue funds for the Blue Greenway, specific funding sources that should and will be pursued, include.

- California Proposition 84 State Park Grants for new open spaces
- Coastal Conservancy and Bay Trail Grants for design and open space improvements
- California Resource Agency Grants
- Future Streets GO Bonds
- Tax Increment Financing from adjacent Port Development Projects

In addition to these sources of funds, the Port will work with the Recreation and Parks Department and City Capital Planning Committee to secure future General Obligation Bond funds bringing Port waterfront open space projects to the ballot for voter approval.

Lastly, the Port has been successful in improving open spaces connected to major development projects. This approach is being proposed for the future expansion of China Basin Shoreline Park and the Pier 70 Slipways Park. This and other new development in San Francisco can contribute to parks and open space needs either by direct provision (building open space as part of the project) or by paying impact fees. The funding of which is structured into the public/private development transactions. Other Blue Greenway open spaces that are appropriate may be improved through this approach.



Table 7.1: Port Blue Greenway Project Costs

PROJECT / COST ESTIMATE		SOURCE					
		GO Bond	Southern Waterfront Beautification	Transbay Cable Public Trust	BCDC/PUC Islais Creek Mitig.	CA Resource Agency Grant	TOTAL
Blue Greenway Planning and Design Guidelines	\$836,000	\$836,000					\$836,000
China Basin Park (SITE 3)	\$15,000,000						
Pier 52 Boat Launch (SITE 5)	\$600,000						
Bayfront Park Shoreline (SITE 6)	\$2,950,000	\$2,950,000					\$2,950,000
Agua Vista Park	\$2,500,000	\$2,000,000					\$2,000,000
Pier 70 Crane Cove Park (SITE 11)	\$45,000,000	\$20,663,250		\$3,300,000			\$23,963,250
Pier 70 Slipways Park (SITE 13)	\$15,000,000						
Power Plant Shoreline (SITE 14)	\$TBD						
Warm Water Cove Park (SITE 16)	\$5,000,000	\$2,000,000					\$2,000,000
Islais Creek Northwest (SITE 17)*	\$1,500,000	\$1,500,000					\$1,500,000
Tulare Park/ Islais Creek North-East (SITE 18)	\$860,000	\$585,000				\$275,000	\$860,000
Islais Landing/ Islais Creek South (SITE 19)	\$0						
Bayview Gateway (SITE 20)	\$3,600,000	\$3,594,125					\$3,594,125
Heron's Head Park Improvements (SITE 23)	\$1,975,000	\$1,975,000					\$1,975,000
Blue Greenway Signage, Identity & Furnishings	\$1,260,000	\$1,258,000					\$1,258,000
Public Art	\$885,000	\$684,000	\$350,000				\$1,034,000
Cargo Way Bicycle Lanes	\$437,000		\$125,000			\$312,000	\$437,000
Islais Creek Pile and Debris Removal& Copra Crane	\$750,000				\$606,000		\$606,000
<b>TOTAL</b>	<b>\$98,153,000</b>	<b>\$38,045,375</b>	<b>\$350,000</b>	<b>\$3,300,000</b>	<b>\$606,000</b>	<b>\$275,000</b>	<b>\$42,576,375</b>

\*Cost estimate does not include Pier 80 shoreline improvements

Table 7.2: Draft Port Blue Greenway Project Prioritization

PROJECT	CRITERIA									
	Does the project meet the established criteria for the specific funding source or City Plan	Is the project identified in an existing Port Blue Greenway identity	Does the project strengthen the access where it does not exist today	Is the project identified as a priority by the adjacent community	Does the project serve an adjacent (now or in the future)	Can the project leverage other funding completed with the available funding	Does the project enhance or protect natural/cultural resources	PRIORITIZED		
Blue Greenway Planning and Design Guidelines	X	X	X	X	X	X	X	X	X	X
China Basin Park (SITE 3)		X	X			X				
Pier 52 Boat Launch (SITE 5)						X				
Agua Vista Park (site 7)	X	X	X		X	X	X	X		X
Bayfront Park Shoreline (SITE 6)	X	X	X	X		X	X	X	X	X
Pier 70 Crane Cove Park (SITE 11)	X	X	X	X	X	X	X	X	X	X
Pier 70 Slipways Park (SITE 13)		X		X					X	
Power Plant Shoreline (SITE 14)				X						
Warm Water Cove Park (SITE 16)	X	X		X	X	X		X	X	X
Islais Creek Northwest (SITE 17)	X	X	X	X	X					X
Copra Crane Restoration	X	X	X		X		X	X	X	X
Tulare Park/ Islais Creek North-East (SITE 18)	X	X					X	X	X	X
Islais Landing/ Islais Creek South (SITE 19)	X									
Bayview Gateway (SITE 20)	X	X	X	X	X	X		X	X	X
Heron's Head Park Improvements (SITE 23)	X	X	X		X	X		X		X
Blue Greenway Signage, Identity & Furnishings	X	X	X		X	X	X	X	X	X
Public Art	X	X	X		X	X	X	X		X
Islais Creek Pile and Debris Removal	X			X		X		X	X	X
Cargo Way	X	X			X	X	X	X		X