



BLUE GREENWAY

Planning and Design Guidelines



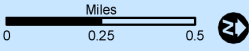
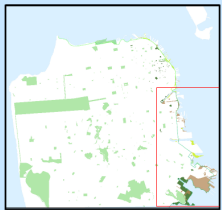
For more information go to:

www.sfport.com/bluegreenway

**or contact David Beaupre
at david.beaupre@sfport.com**



Plan to Reconfigure
Candlestick Recreation
Area & Open Spaces



SAN FRANCISCO
BLUE GREENWAY
Southern Waterfront Open Space System

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



OPEN SPACE INDEX	
① Mission Creek Shoreline North	①7 Islais Creek North-West
② Mission Creek Shoreline South	①8 Tulare Park/Islais Creek North-East
③ China Basin Park	①9 Islais Landing/Islais Creek South
④ Terry Francois Blvd Improvements	②0 Third and Cargo Gateway
⑤ Pier 52 Boat Launch	②1 Cargo Way
⑥ Bayfront Park	②2 Pier 94 Wetlands
⑦ Agua Vista Park	②3 Heron's Head Park
⑧ Mission Bay Parks 23 & 24	②4 PG&E Shoreline
⑨ Pier 64 Shoreline Access	②5 Jennings St/Hunters Point Blvd/Innes Ave
⑩ Illinois Street	②6 Hudson Avenue Right-Of-Way Improvements
⑪ Pier 70 Crane Cove Park	②7 India Basin Shoreline Park
⑫ Pier 70 Open Spaces	②8 India Basin Open Space
⑬ Pier 70 Slipways Park	②9 Hunters Point Shipyard Open Spaces North
⑭ Power Plant Shoreline Access	③0 Hunters Point Shipyard Open Spaces South
⑮ 24th Street Improvements	③1 Yosemite Slough Wetland
⑯ Warm Water Cove Park	③2 Candlestick Point State Recreation Area

PROJECT MAP

Blue Greenway Planning and Design Guidelines

Task Force 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 through the implementation of the San Francisco Bay Trail, the San Francisco 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”.

Passage of 2008 Proposition A Clean and Safe Parks General Obligation Bond

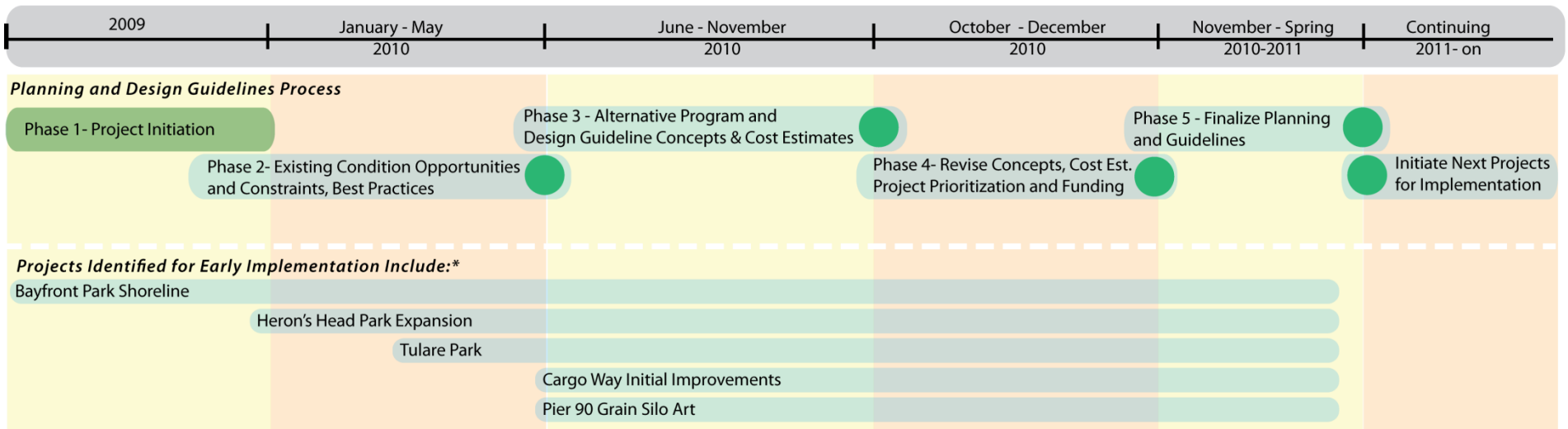


- \$ 33.5 Million to Port
- \$ 22.5 Million to Blue Greenway Projects
 - Port to Conduct Community Planning Process and Design Guidelines to determine expenditure of funds other than Early Projects Identified to move forward
 - Port Blue Greenway Projects Identified for potential Funding:
 - Blue Greenway Planning and Design Community Planning Process
 - Signage, Way-finding, Art and Site Furnishings
 - Mission Bay - Bayfront Park Shoreline
 - Pier 70 Crane Cover Park
 - Warm Water Cove Park & Islais Creek Improvements
 - Heron's Head Park Improvements

Blue Greenway Planning and Design Guidelines- Community Planning Process

- Coordinate with Other Agencies
- Coordinate Stakeholders including use of existing CAC's
- Catalog Existing Conditions
- Summarize Resources and Deficiencies
- Review Best Practices
- Develop Use Concepts for Port Open Spaces (and Linking Streets)
- Develop Standards for Site Furnishings, (Wayfinding and Identity)
- Develop Cost Estimates and Project Prioritization
- Project Prioritized for Funding will go through additional community design process
- Identify other sources of funding

Blue Greenway - Planning and Design Guidelines Community Planning Process and Schedule



*These projects have and will continue to be reviewed by the Port Commission, as well as through community outreach.

 Indicates Port Commission Review and Community Outreach



Blue Greenway Components

1. Individual Open Spaces/Parks
2. Linking and Connecting Streets
3. Signage, Identity, Wayfinding, Interpretation and Art
4. Site Furnishings & Standards
5. Build Stewardship
6. Funding & Project Prioritization
7. Establish and Continue Interagency Coordination

BLUE GREENWAY

Planning and Design Guidelines

Draft for Community Review
May 2010

Prepared by:
The Port of San Francisco &
The San Francisco Department of Public Works, Bureau of Landscape Architecture



existing conditions | opportunities | constraints | best practices

May 26, Community Workshop

Review of Existing Conditions, Opportunities and Constraints and Best Practices

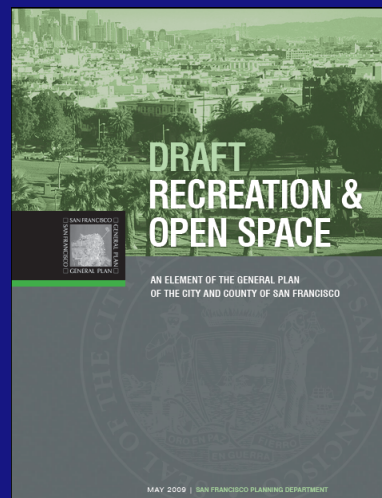
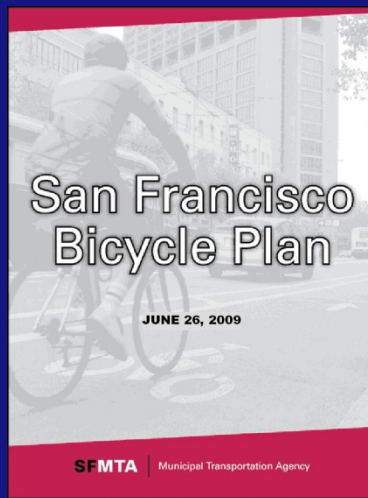
- Planning Process
- Planning Context
- Existing Conditions and Opportunities and Constraints
- Best Practices
- Next Steps



Blue Greenway Planning and Design Guidelines

Plans and Policies that apply to the entire length of Blue Greenway

- California State Lands, Public trust Doctrine
- San Francisco Bay Conservation Development Commission (BCDC)
 - BCDC Seaport Plan
 - San Francisco Special Area Plan
 - Draft San Francisco Bay Area Water Trail Plan
- ABAG: San Francisco Bay Trail Program
- Port of San Francisco Waterfront Land Use Plan and Design & Access Element
- City of San Francisco Recreation and Open Space Element of the General Plan
- City of San Francisco Bicycle Plan



PLANNING CONTEXT

Blue Greenway Planning and Design Guidelines

Other Community Plans

- *Green Trust's effort to improve 22nd Street to better connect the Dogpatch Neighborhood with Third Street and eventually to the waterfront.*
- *India Basin Neighborhood Association (IBNA) has developed a Concept for The Bayview Hunters Point Redevelopment Area C, area.*
- *PG&E has developed a concept for the reuse of the former Hunters Point Power Plant site*
- *State Parks Foundation Yosemite Slough Restoration Project, supported by LEJ , ARC Ecology and other organizations*

Dogpatch/22nd Street Greening

MASTER PLAN: Partial Greening

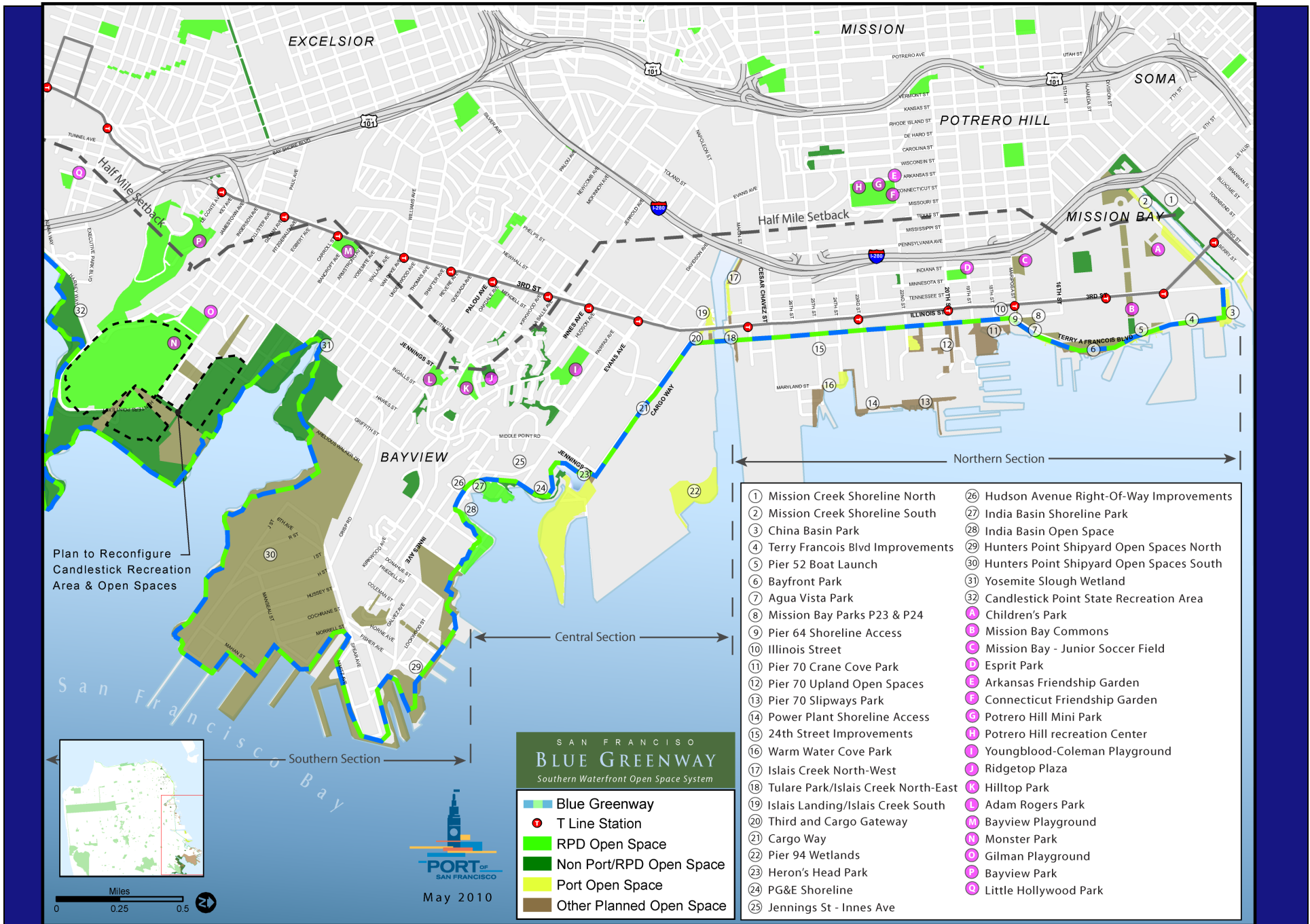


Chicanes and Bubbouts, 0-5 years



PLANNING CONTEXT

Blue Greenway Planning and Design Guidelines



2. MISSION CREEK SHORELINE PARK SOUTH



Description

Mission Creek's southern shore was designed to be an estuarine environment that would provide a habitat for waterfowl and other wildlife. It also provides wildlife activity observation areas. The existing parks are maintained by MJM Management (SFRA) and the Mission Creek Harbor Association (Port).

Program

- Linear waterfront park with landscaped paved trails
- Bird/ wildlife watching
- Mission Bay Pavilion serves as an event center with accompanying public restrooms

Connections

- Located approximately one city block from the Berry Street light rail stop
- Pedestrian Bridge proposed at 5th Street to connect North and South sides of Mission Bay will eventually connect with Mission Creek Shoreline Park and Mission Bay Commons

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus

Unique Features

- Recreational boat and floating home marina
- Open space for new residential neighborhood of Mission Bay
- Established creek bank native plant habitat and butterfly garden

Site Furnishings

- Mix of contemporary high end furnishing and rustic
- Complete range of elements
- Range of materials in wood and metal

Site Features

Status: Complete / Planned
 Space Type: Shoreline Park
 Jurisdiction: Port of San Francisco
 Region: China Basin
 Area: 4.13 / 1.79 Acres
 Waterfront Length: 1,757 / 730 Linear Feet

Site Context, Furnishings, and Amenities



Meeting room and plaza and future cafe



Gathering place along path in lawn area



Unimproved road, site of future park (MB P2)



Pathway facing west with floating home marina

2. MISSION CREEK SHORELINE PARK SOUTH

Site Vision, Opportunities, and Constraints

Vision

- Extension of park to the west and south planned to include expanded community garden and children's park, and dog park
- Planned Fifth Street pedestrian bridge may connect to Mission Creek Shoreline Park North

Opportunities

- Future connection to northern shoreline via a planned 5th street pedestrian bridge
- Connect into a larger system of open spaces including the Mission Bay open space system
- Adjacent to planned new housing and employment opportunities for thousands of San Francisco residents
- Improve connection across Third Street, historical interpretation could be expanded

Constraints

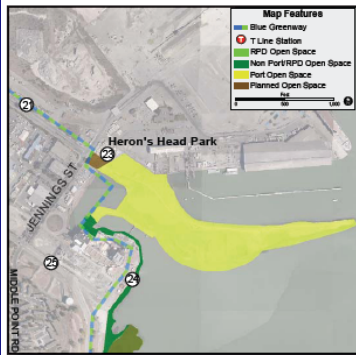
- Channel Pump Station constrains access around the west end of Mission Creek



**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

Greenway Planning and Design Guidelines

23. HERON'S HEAD PARK



Description

Heron's Head Park is located at the eastern terminus of Cargo Way in the Bayview neighborhood. It provides habitat that is home to a wide variety of migratory birds. Extending out into the Bay from Pier 98, Heron's Head Park also offers many shoreline vistas for visitors to the park.

Heron's Head Park is a significant shoreline open space along the Southern Waterfront. It serves as a wildlife viewing area and educational open space. Literacy for Environmental Justice has sponsored the construction of The Eco Center at Heron's Head Park an entirely sustainable classroom on the site which formally opened in April 2010.

Program

- Ecological and habitat restoration
- Education and interpretation
- Wildlife viewing
- Picnic and seating
- Nature walking

Connections

- Eastern terminus of Cargo Way at Jennings Street
- Northern terminus of the PG&E Shoreline Access Trail

History

- Created from bay fill in the 1960's that was intended to shore up the western terminus for the planned Southern Bay Crossing of a proposed bridge to the East Bay.
- Left undeveloped when the plan was abandoned.
- The Port and community recognized the opportunity to create a natural habitat enhancement project in the 1990's
- This concept spurred a renovation that included debris removal, marsh expansion, tidal channel excavation, vegetation planting, construction of an upland trail, and the installation of multiple picnic and seating areas.

Unique Features

- Panoramic San Francisco Bay vistas
- Bird habitat
- Sustainable education facility
- Long shoreline

Site Furnishings

- Heavy duty materials to match rugged environment

Site Features

Status: Complete / Planned
 Space Type: Wetland
 Jurisdiction: Port of San Francisco
 Region: Southern Waterfront
 Area: 23.44 / 0.54 Acres
 Waterfront Length: 6,150 / 0 Linear Feet

Site Context, Furnishings, and Amenities



Heron's Head Park Facing East



Site Vision, Opportunities, and Constraints

Vision

- The Port is in the process of designing an improved entrance park in the currently undefined asphalt parking lot
- This entry park shall serve as a buffer between the busy Jennings/Cargo Way truck traffic and the environmentally sensitive wetland park.
- This addition will formalize parking and tour drop-off areas
- It will increase visibility by extending the park to the street, formalizing entry and interpretive signs and include a significant public art element
- Other Improvements considered include: expanded green space for picnicking and gathering; restrooms, an off-leash dog run, and community gardens
- Improvements should be compatible with the new Eco-Center but provide opportunity for new and expanded uses.

Opportunities

- Extend the concept of sustainability to the expanded park
- Provide a place for non-compatible uses to the nature park such as an off leach dog run
- Buffer the truck traffic
- Define the park entrance
- Provide a significant art and environmental node along the Blue Greenway and at the terminus of Cargo Way
- Provide for future connection along PG&E cooling pond to better connect with India Basin Shoreline Park

Constraints

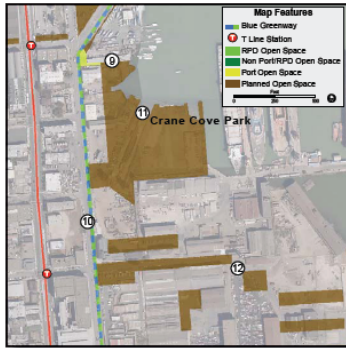
- Industrial activity of setting
- Not currently well connected to residential area



Heron's Head Park Aerial View Facing North

**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

11. PIER 70 CRANE COVE PARK



Description

The site of the future Crane Cove Park is located at the intersection of Illinois Street and 19th Street, approximately three city blocks from the 20th Street light rail stop on Third Street. Within the Pier 70 area, the Port has identified an approximately 7 acre waterfront site for a future "Crane Cove Park" focused on the historic shipyard cranes and waterfront setting. This concept is a major feature in the Port's Pier 70 preferred master plan. This project was identified for funding in the 2008 Proposition A Clean and Safe General Obligation Bond. This planning process will include preliminary program and use concepts and cost estimates. The detail design for Crane Cove Park will be undertaken by the Port through an additional community design review process.

Program

- Currently closed to public access
- Excellent views to historic waterfront industrial structures
- Detailed site programming will be determined through a separate community design process based on concepts developed through the Blue Greenway planning process.

Connections

- Key site along Illinois Street
- Pier 64 along the waterfront
- Gateway to the rest of the Pier 70 parks and historic structures
- Adjacent to Dogpatch and Potrero Hill neighborhoods

History

- Part of Pier 70, an important site of the maritime history of the Bay Area
- The most intact 19th century industrial complex west of the Mississippi River
- Significant in the industrialization of the United States,
- Supplies were manufactured here for the California Gold Rush, Nevada's mining operations, and the Transcontinental Railway
- Ships built at Pier 70 supported United States military engagements from the Spanish American War in the late 1800's through the two World Wars, and into the 1970's.
- See www.sfport.com/pier70 for more information
- In 2007 the voters of San Francisco approved bond funds to be used for an initial phase of the open space improvement.

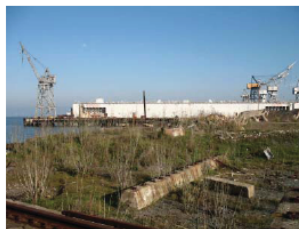
Unique Features

- Historic cranes
- Historic marine ways
- Metal picket fence surrounds park from street

Site Features

Status: Planned
 Space Type: Shoreline Park
 Jurisdiction: Port of San Francisco
 Region: Southern Waterfront
 Area: 7.0 Acres, Approximately
 Waterfront Length: 1,580 Linear Feet

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

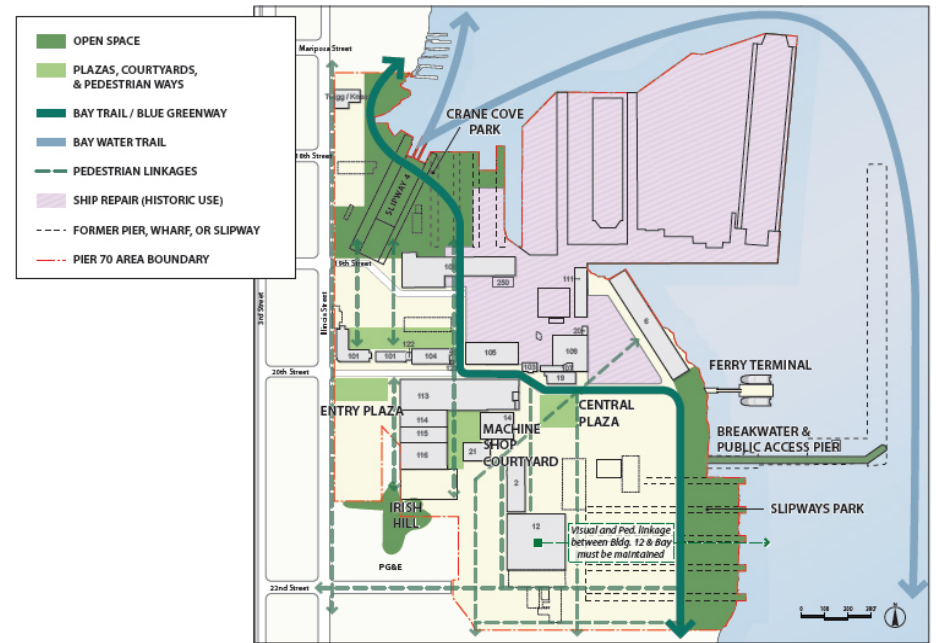
- Serve as a new shoreline park featuring the restoration of the historic slipway and cranes that support the historic shipyard operations
- Create a unique setting for additional open space improvements, such as an aquatic center, with vistas that look out to the San Francisco Bay and downtown area and views of ship repair activities from a safe distance
- The park is the ideal location for an historic interpretation and observation of the ship repair activity
- Initial plans call for the restoration of the two historic cranes and retention of the historic slipway
- Full development of the park is contingent upon identifying financial resources
- The planning process will include preliminary program and use concepts and cost estimates. The detail design for Crane Cove Park will be undertaken by the Port through an additional community design effort.

Opportunities

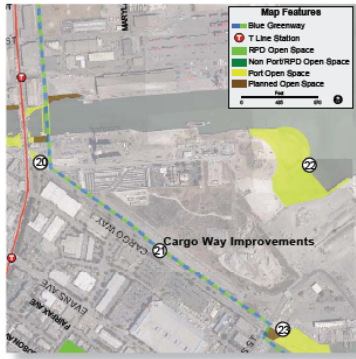
- Cranes and slipway should be retained and restored.
- Excellent views of Bay Bridge, and downtown San Francisco
- Program options discussed have included: human powered boat access, aquatic center, habitat restoration; open lawn, informal recreation areas, and paved plaza areas
- Creating new 19th Street access road will provide improved access to site
- Port to work with community and City Planning to secure development impact fees as soon as possible

Constraints

- The existing shallow bay mud shoreline makes direct shoreline access difficult.
- Pier 70 development parcels adjacent to the site and 19th street as identified in the Port's Pier 70 Plan must be recognized
- Environmental conditions may preclude shoreline habitat creation and direct contact with Bay sediment
- Determine how to reduce safety and security issues between existing ship repair operations and small water craft
- Lack of funding will require improvements to be phased



21. CARGO WAY



Description

Cargo Way functions as a major thoroughfare for industrial traffic along the southern waterfront. The roadway is also a vital link between the Bayview neighborhood and the downtown San Francisco for many industrial and maritime businesses. The roadway currently features two travel lanes in each direction, in addition to a 13 ft wide landscaped median.

Program

- Industrial roadway

Connections

- Connecting Illinois Street to Jennings Street
- Connection between open spaces and bicycle route
- Connection to Heron's Head Park

History

- In 2006, the San Francisco Redevelopment Agency and Port of San Francisco prepared a re-design study for Cargo Way with funding received from an Association of Bay Area Governments grant

Unique Features

- Adjacent to Port's functioning rail road lines

Site Furnishings

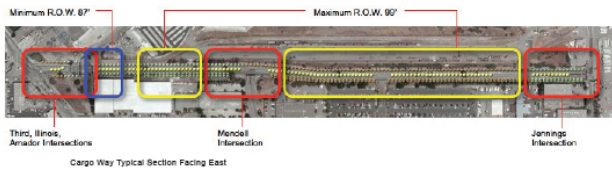
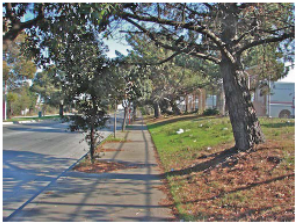
- None currently

Site Features

Status: Planned
 Space Type: Roadway Improvements
 Jurisdiction: Port of San Francisco / San Francisco Department of Public Works / San Francisco Redevelopment Agency

Region: Southern Waterfront
 Length: 0.65 Miles

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

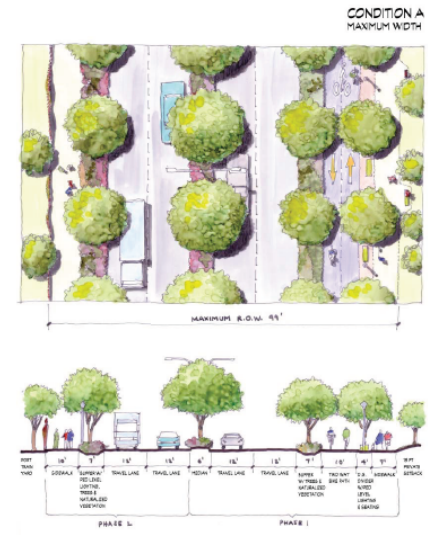
- Enhance safety for pedestrians and bicyclists
- Increase and renew planting and tree cover
- Reconfigure travel lanes to accommodate class one bicycle lanes.
- Close considerable gap in the San Francisco portion of the Bay Trail.
- Incorporate LID storm water management features
- Incorporate public art

Opportunities

- Take advantage of existing planting buffer strip on south side of Cargo Way
- Wide right-of-way
- Minimal cross street and few through streets

Constraints

- Fenced railroad tracks at north edge limits sense of openness on north
- Remote location without adjacent residences or neighborhood serving commercial businesses
- High levels of truck use



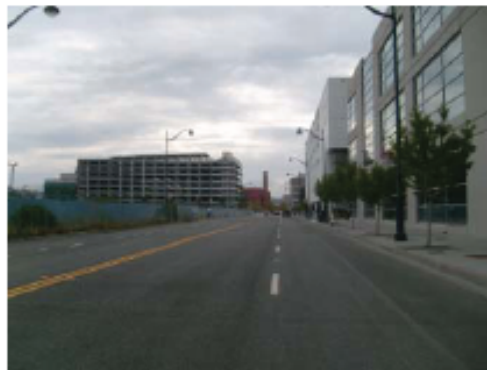
**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

NEIGHBORHOOD CONNECTIONS

Mission Bay



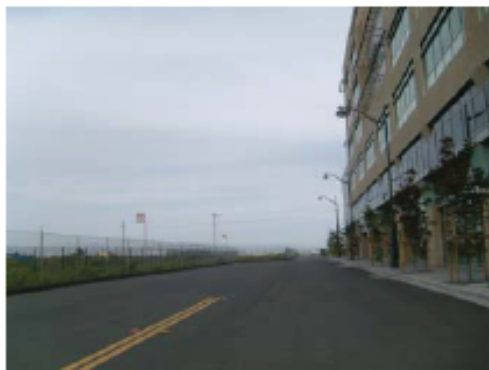
Channel Street from Third looking northwest



South Street looking west



16th and Third looking west



South Street looking east



16th and Illinois looking west



Third Street Bridge

The Mission Bay residential neighborhood has very strong connections to the Blue Greenway. It is built around Mission Creek and many of the development area's greenways lead to the waterfront at Mission Creek, Channel Park, many new parks along Terry Francois Boulevard, and to Agua Vista Park. Connection to the South Beach neighborhood and the northern part of the Bay Trail in San Francisco is via the Third Street Bridge.

Connections streets are Fourth St., Seventh St., Channel St., South St., Mission Bay Blvd, and 16th St.

Streets within the Mission Bay Redevelopment Area will be improved as individual projects are completed.

This area is well served by public transportation at the 4th and King Caltrain Station, MUNI N, T, 10, 14X, 15, 30, 38L, 45, 47, 76, 16AX, 16BX, 80X, 81X, 82X.

RESOURCE DEFICINCIES

		Pedest./Bike Access		Water Access and Views						Active Recreation			Passive Recreation			Habitat		Community Facilities and Support					Public Transit Access													
KEY: X=PRESENT, P=PLANNED, F=FUNDED		Bay Trail - Pedestrian Access	Bay Trail Multi-Modal	Pedestrian Water Access	View of Water	Small Craft Launch	Fishing Pier	Boat Storage	Trailer Boat Launch (Water Access Support)	Boat Trailer/ Camper Parking	Sports Fields	Sport Courts	Playground	Skatepark	Picnic Areas	Passive Recreation	Community Gardens	Dog Run	Public Art	Outdoor Entertainment	Wetland Restoration	Upland Restoration	Native Garden	Cafe or Food Kiosk	Restrooms	Center/Clubhouse	Maintenance/ Storage	Nature Education Facility	Bicycle Parking	Dedicated Automobile Parking	MUNI - Light Rail (win 1/2 mile)	MUNI - Bus (win 1/2 mile)	CALTRAIN (win 1/2 mile)			
OPEN SPACES																																				
North	1	Mission Creek Shoreline North	X		X	X	X			X	X	X			X	X	X				X			X	X							X	X	X		
	A	Mission Bay - Childrens Park											F															F					X	X		
	2	Mission Creek Shoreline South	X	X	X										X	X	X			X	X				X	X							X	X	X	
	B	Mission Bay Commons													X	X	X	X	X						X		X							X	X	
	C	Mission Bay - Junior Soccer Field										P				F	F		F									F	F				X	X		
	3	China Basin Park	X	X	X	X						X				X	X	X			X												X	X	X	
	4	Terry Francois Blvd. Improvements.	X	X	X	X										X				X												X	X	X	X	
	5	Pier 52 Boat Launch	X		X	X	X			X	X					X	X			X												X		X		
	6	Bayfront Park	F	F	F	F									F	F			F	F				F	P	P	F						X			
	7	Aqua Vista Park	X		X	X	X									X	X			X				X	X									X	X	
	8	Mission Bay Parks P23 & P24				F							F			F	F		F				F				F	F					X	X		
	9	Pier 64 Shoreline Access	X		X											X	X		X						X								X	X		
	10	Illinois Street Improvements	X	X	X																													X	X	X
	11	Pier 70 Crane Cove Park	P	P			P									P	P								P								X	X		
	12	Pier 70 Upland Open Spaces	X		X												X																X	X		
	13	Pier 70 Shipway Park	P	P	X											X																	X	X		
14	Power Plant Shoreline	P		X																												X	X			
15	24th Street Improvements	X		X	X																											X	X			
D	Esprit Park														X	X										X						X	X	X		
E	Arkansas Friendship Garden														X	X																X	X	X		
F	Connecticut Friendship Garden														X	X																X	X	X		
G	Potrero Hill Mini Park														X	X																X	X			
H	Potrero Hill Recreation Center										X	X	X		X	X	X							X	X	X	X					X	X			
16	Warm Water Cove Park	X		X	X										X	X		X			X	X										X	X			
Central	17	Islais Creek North -West	F	F		F							X		F	F		F			F								F	F		X	X			
	18	Islais Creek North -East	X		X	X							X		X	X		X			X	F											X	X		
	19	Islais Creek South	X	X	X	X	X	X							X	X		X			X			X			X						X	X		
	20	Third and Cargo	X																X														X	X		
	21	Cargo Way	P	P															X														X	X		
	22	Pier 94 Wetlands			X	X																X	X										X			
	23	Heron's Head Park	X		X	X										X	X	F	F		X	X	X		X		X		X		X		X			
	24	PG&E Shoreline Access	X		X	X	X									X																		X		
	25/26	Jennings/ Hunter's Point Blvd/ Innes Ave./ Hudson Ave. Improvements	X		X																														X	
	27	India Basin Shoreline Park	X		X	X						X	X			X	X				X	X			P						X		X			
	I	Youngblood-Coleman Playground										X	X	X		X	X								F		X						X	X		
	J	Ridgetop Plaza			X											X																	X	X		
K	Hilltop Park			X							X	X	X	X	X	X			X					X								X	X			
L	Adam Rogers Park										X	X			X	X	X							X								X	X			
South	28	India Basin Open Space		X	X										X						X	X											X			
	29	Hunters Point Shipyard OS North	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
	30	Hunters Point Shipyard OS South	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	31	Yosemite Slough Wetland	X		X	X										X						X	X											X	X	
	M	Bayview Playground			X							X	X	X		X	X																	X		
	31	Candlestick State Park	X		X	X	X	X								X	X	X				X												X		
	N	Monster Park			X											X				X					X	X								X		
	O	Gilman Playground										X	X	X		X	X								X	X	X							X		
	P	Bayview Park			X											X						X											X	X	X	
	Q	Little Hollywood Park										X	X			X	X											X					X	X		

Reviewed Relevant Best Practices

The Port of San Francisco Waterfront Land Use
Plan and Design & Access Element
Embarcadero Promenade Standards (draft March
2010)

BCDC

Public Access Design Guidelines: Shoreline Spaces
Public Access Signage Guidelines: Shoreline Signs

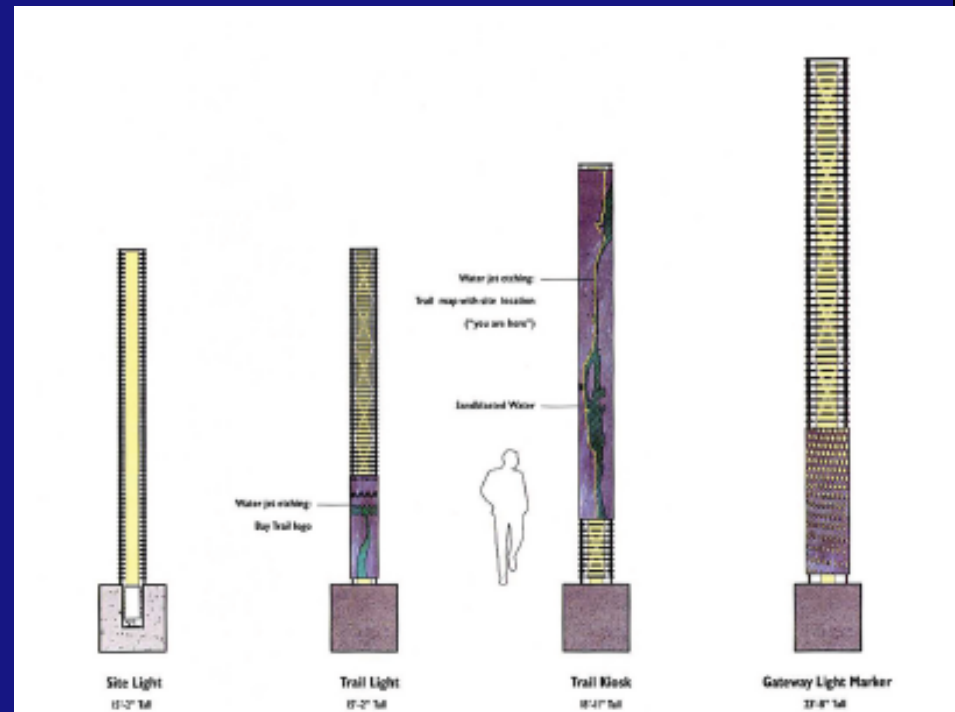
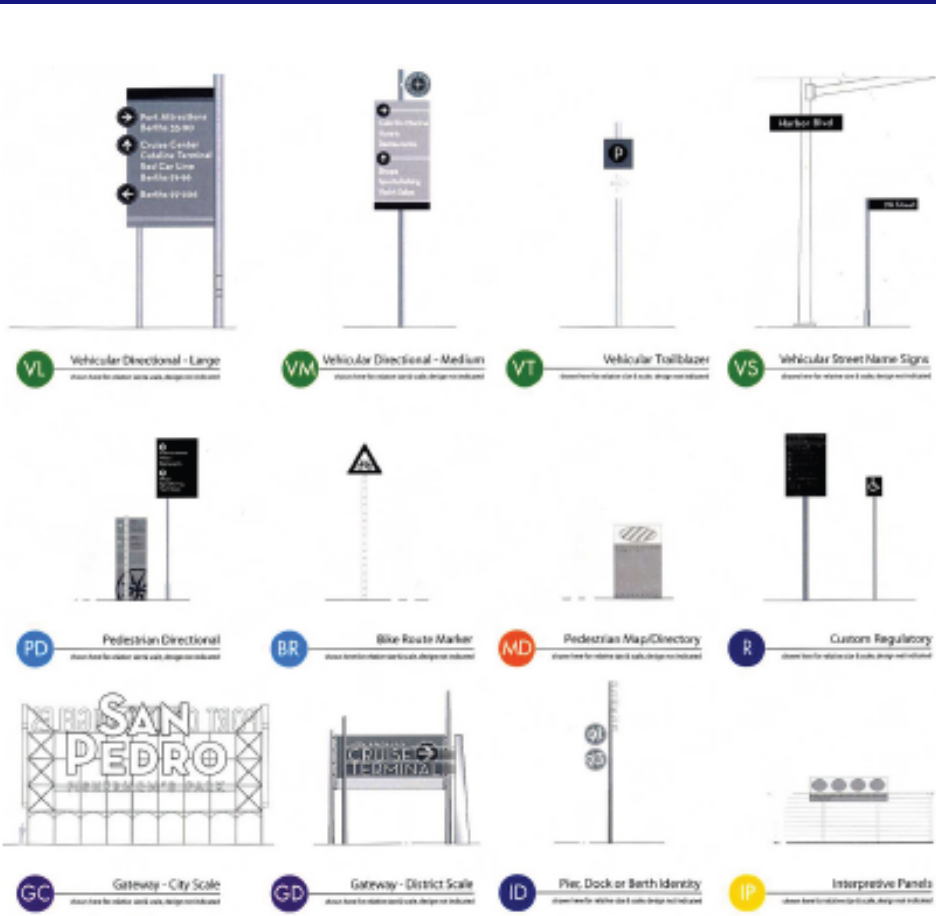
Oakland Waterfront Trail

San Pedro Waterfront and Promenade

Hudson River Park, New York City

Blueways Plan, City of Vancouver, Canada

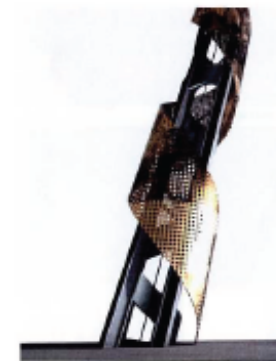
SIGNS



Oakland Waterfront Trail's markers use lighting and etched patterns



Oakland Waterfront Trail's "Archimedes Columns" mark existing streams and watersheds



FURNISHINGS

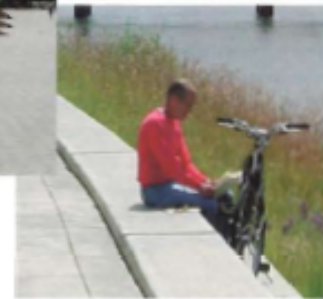


A Plaza at 16th Street and Terry Francois Blvd



B Overflow Cafe Seating Area

Mission Bay P23 & P24 Parks use seating to provide spaces for passive activity.



furniture

metal

concrete

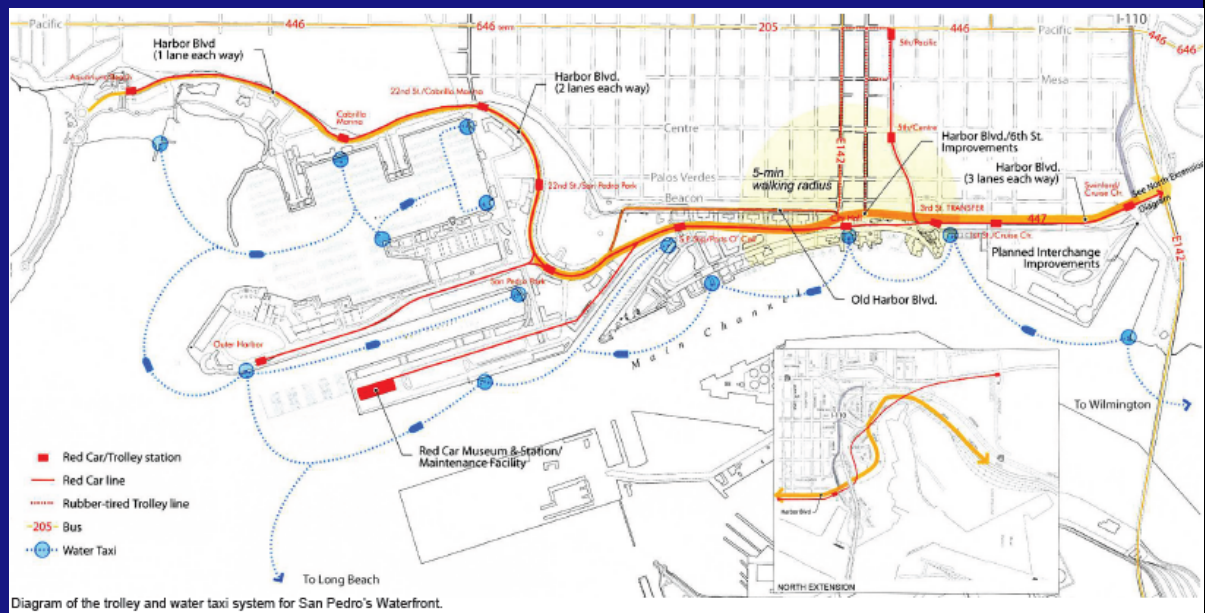
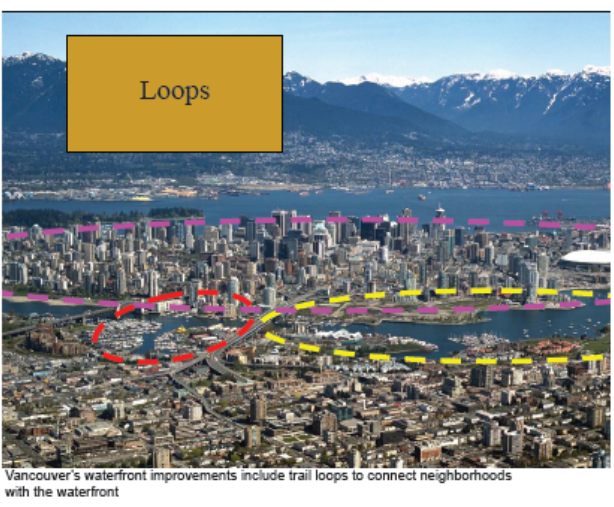
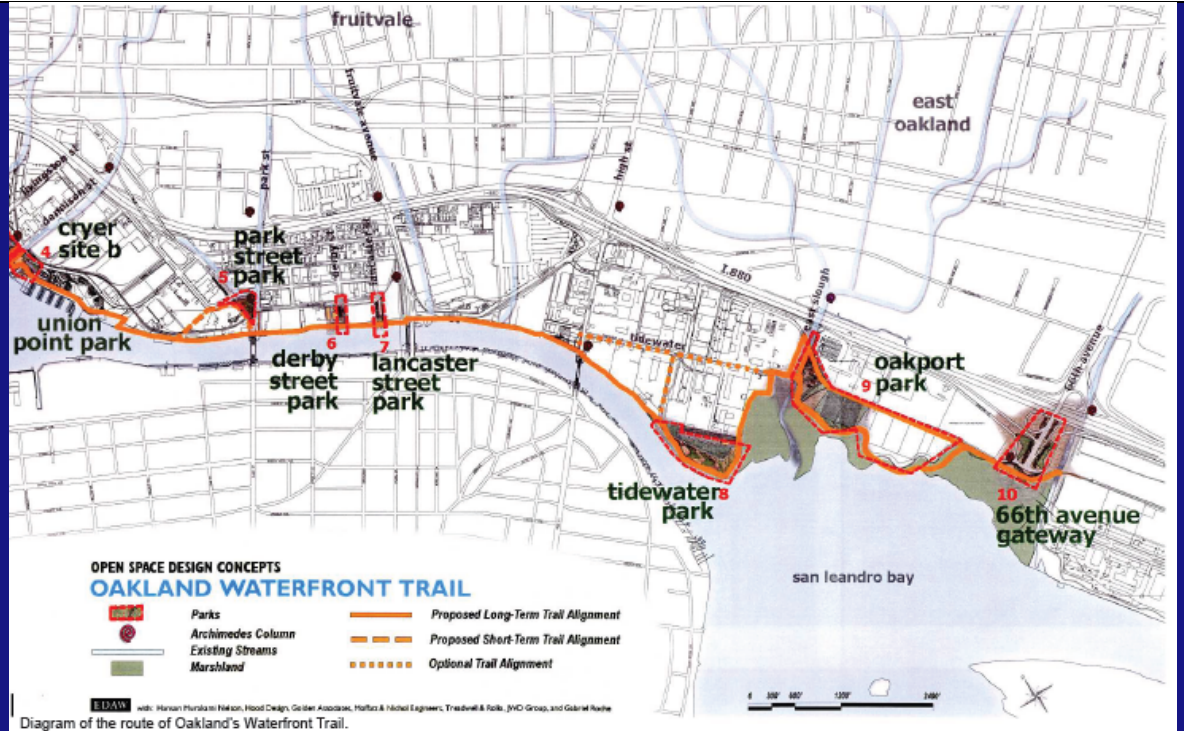
stone

integrate seat/walls

welded or bolted

substantial construction

CONNECTIONS



BEST PRACTICES

Public Comments Received on Existing Conditions Document and at Workshop

- Habitat
- Environmental
- Water Access
- Uses
- Access and Circulation
- Stewardship and Interpretation
- Individual Park Uses

October Community Workshops

Review Concepts for Program and Use of Open Spaces & Site Furnishings

- Open Space Program and Uses
- Site Furnishings



Exercise Equipment



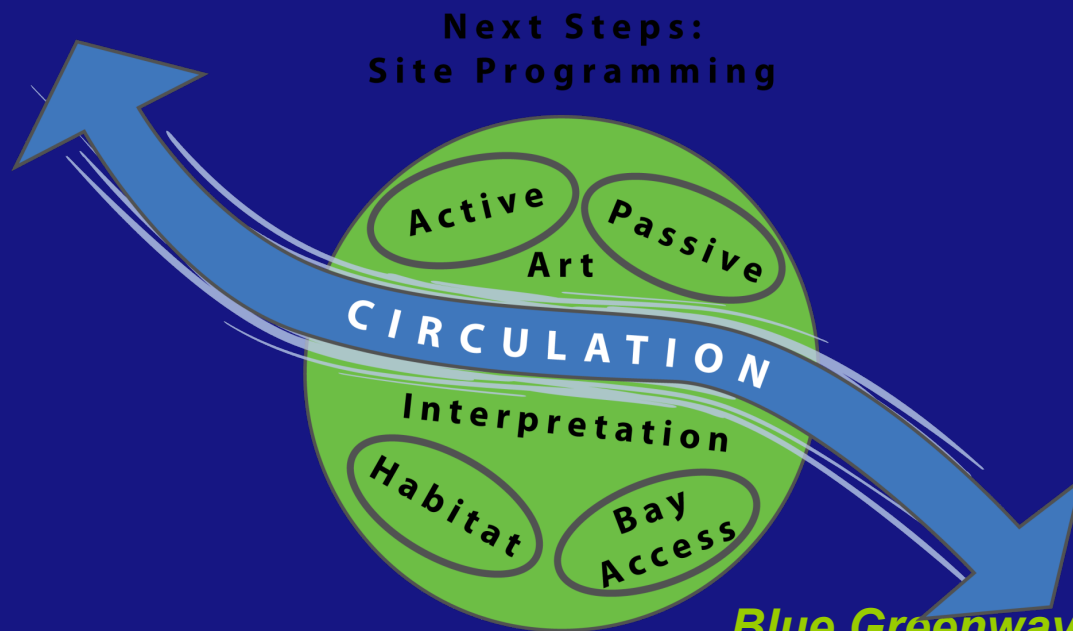
Trash / Recycling Receptacle
Steel



Mission Bay Standard
Streetlight - Double



Mission Bay Standard
Streetlight - Single



Program/Use Concepts Suitability Criteria

	Min. Dimensions / Area*	Spatial Flexibility		Min. Construction Cost	No. of Units Per Population	Service Radius	Site Location Limitations	Required Amenities/ Infrastructure	Supervision/Staff Needed	Maintenance Cost	
		Size 1-4, 1=smaller area required 4=larger area required	Layout Flexibility 1-4, 1=flexible layout 4=fixed layout								
Water Access and Views	SMALL CRAFT LAUNCH	20' long and 12 ft wide, 30' turning radius	2	3	3	*	*	need shoreline with maximum slope of 10-15 percent, street and water access protected from rough waters; minimum 4 ft water depth at slope end; requires appropriate fishing line disposal facility	parking or boat storage	1	3
	FISHING PIER	70'+ long, 15' wide	2	3	4	*	*	need spot with a bay floor with features that attract fish, signage must be posted that fishing is for sport, not consumption	seating, lighting	2	3
	BOAT STORAGE	varies, depends on space available	2	2	3	*	*	near water, parking, and other boat related amenities	fencing or storage structure	2	2
	URBAN BEACH	Beach area should have 50 sq. ft. of land and 50 sq. ft. of water per user. Turnover rate is 3. There should be 3 - 4 A supporting land per A of beach.	2	2	3, but varies greatly depending on site condition and size of sites	*	*	needs protected waterfront area, away from rough waters and large ships. If swimming desired should have sand bottom with slope maximum of 5% (flat preferable), boating areas completely segregated from swimming areas, and no sediment contamination.	sand infill, restrooms, picnic areas and shade structures	2	3
Circulation and Views	VIEWING PLATFORM	150 ft ²	2	1	2	*	*	near water, along pedestrian path	seating, lighting	1	2
	WATERFRONT PROMENADE	15 - 16 ft wide, length varies	2	2	2, but varies greatly depending on site condition and size of sites	*	*	along water, protected from active recreation and near high pedestrian traffic	landscaping, lighting, seating, pedestrian access points, guardrail, wayfinding signage	1	2
	BIKE PATH	10 ft wide, length varies	1	1	1, but varies greatly depending on site condition and size of sites	*	*	street access and possible connections to existing transportation networks	lighting, separation from roadway with pavement markings or physical barrier, wayfinding signage	1	1
Active Recreation	SPORTS FIELDS										
	BASEBALL/SOFTBALL										
	1. Official	Baselines - 90' Pitching distance 60' ½ foul lines - min. 320' Center field - 400'+	4	4	3	1 per 5,000 ^b	1/4 - 1/2 miles ^b	level site, large open space, proximity to residential areas	irrigation, drainage, equipment storage, fencing, seating, restrooms and drinking fountain recommended	1	3
	2. Little League	Baselines - 60' Pitching distance - 46' Foul lines - 200' Center field - 200' - 250'									
	SOCCER/FOOTBALL	195' to 225'x330' to 360' with a minimum 10' clearance all sides.	4	4	2	1 per 4,000 ^c	1/4 - 1/2 miles ^a	level site, large open space, proximity to residential areas	irrigation, water drainage, equipment storage, fencing, seating, restrooms and drinking fountain	1	3
	SPORTS COURTS										
	BASKETBALL (High School)	50' x 84', with 5' unobstructed space on all sides	3	4	2	1 per 5,000 ^b	1/4 - 1/2 mile ^b	level site, proximity to residential areas	lighting, equipment storage, seating, fencing, restrooms and drinking fountain recommended	1	1
TENNIS	36'x78', 12' clearance on both sides; 21' clearance on both ends	3	4	2	1 per 2,000 ^b	1/4 - 1/2 mile ^b	level site, proximity to residential areas	lighting, seating, equipment storage, fencing, restrooms and drinking fountain recommended	1	1	
PLAYGROUND ^d	1000 ft ²	2	3	2	1 per 1,000 ^d	1/4 mile ^a	away from traffic, somewhat protected area, proximity to residential area	safety surface, fencing, seating, restrooms and drinking fountain	2	2	
SKATE PARK/BMX BICYCLE AREA	10,000 ft ²	3	3	3	1 per 20,000 ^d	2 - 5 milese	large open area	lighting, fencing, seating, restrooms and drinking fountain recommended	2	2	

Program/Use Concepts Suitability Criteria

	Min. Dimensions / Area*	Spatial Flexibility		Min. Construction Cost 1-4, 1=low 4=high	No. of Units Per Population	Service Radius	Site Location Limitations	Required Amenities/ Infrastructure	Supervision/Staff Needed 1-4, 1=low 4=high	Maintenance Cost 1-4, 1=low 4=high	
		Size 1-4, 1=smaller area required 4=larger area required	Layout Flexibility 1-4, 1=flexible layout 4=fixed layout								
Passive Recreation	PICNIC AREAS	300 ft ²	1	1	1 per 1,000 ^d	1/4 - 1/2 mile ^e	near other activities	tables, seating, shade, trash receptacles, restrooms and drinking fountain recommended	1	1	
	PASSIVE RECREATION LAWN	1000 ft ²	2	2	*	*	open area, proximity to other activities	seating, landscaping	1	2	
	COMMUNITY GARDENS	1000 ft ²	2	2	2	*	level site, 8 hours of sun per day, proximity to residential areas	fencing, irrigation water	2	2	
	DOG RUN	8,000 ft ²	3	3	3	1 per 20,000 ^d	2-5 miles ^e	away from active recreation areas, proximity to residential areas	fencing, trash cans, drinking fountain recommended	1	3
	PUBLIC ART	varies	1	1	2	*	*	may require slightly protected area	signage	1	3
	OUTDOOR ENTERTAINMENT										
	SMALL PLAZA/AMPHITHEATER	600 ft ²	2	2	3	*	*	near high pedestrian traffic	seating, lighting, plantings, restrooms and drinking fountain recommended	1	1
	OPEN AIR PAVILION	600 ft ²	2	2	3	*	*	near other passive recreation activities	seating	1	1
	LARGE PERFORMANCE SPACE ^h	50,000 ft ²	4	4	4	*	*	large open space, can be a destination site	stage, seating, lighting, sound system, parking, restrooms and drinking fountain	4	1
	Habitat Creation	WETLAND	min. 4,000 ft ² , includes open water areas, non-vegetated areas, vegetated marsh plain, and submerged vegetation ⁱ	3	3	3, but varies greatly depending on site condition and size of site	*	*	inundated area, appropriate natural conditions (e.g. water quality, soil quality, etc), protection from incompatible human uses or urban pest/rodents, site soil, sediment or water contamination may limit viability	protective buffer, habitat structures	2
UPLAND		min. 4,000 ft ²	3	3	2, but varies greatly depending on site condition and size of site	*	*	higher elevations and not inundated, appropriate natural conditions (e.g. soil quality, etc), protection from incompatible human uses or urban pest/rodents, site soil, sediment or water contamination may limit viability	protective buffer, habitat structures	2	3
NATIVE GARDEN		varies	2	2	2	*	*	minimal water access and sun exposure, protection from incompatible human uses, urban pest/rodents, site soil, sediment or water contamination may limit viability	may need fencing, paths	2	3
Community Facilities and Support	CAFÉ OR FOOD KIOSK	250 ft ²	1	2	2	*	*	near activities and pedestrian traffic	some plumbing, electrical, storage	4	3
	RESTROOMS	400 ft ²	1	4	4	*	*	near activities and pedestrian traffic, visible area, safety concern	some plumbing, electrical, storage	2	4
	CLUBHOUSE/RECREATION CENTER	1,200 ft ² - 12,600 ft ²	2	3	4	2 ft ² per person ^d	depends on size of center	near active recreation	electrical, plumbing, usually has restroom inside	4	4
	MAINTENANCE/STORAGE	300 ft ²	1	3	3	*	*	near active recreation	plumbing and electrical	2	1
	NATURE EDUCATION FACILITY	1,500 ft ²	2	3	4	*	*	usually near a habitat	plumbing, electrical, restroom facility, parking, usually a destination site	4	4
	BICYCLE PARKING	40 ft ²	1	1	1	*	*	close to street traffic or bicycle/pedestrian path	paved area, lighting	1	1
	DEDICATED AUTOMOBILE PARKING	350 ft ²	4	3	2	*	*	close to street traffic		1	1

Program/Use Concepts Suitability

		3. China Basin Park (including proposed expansion)	5. Pier 52 Boat Launch	9. Pier 64 Shoreline Access	11. Pier 70 Crane Cove Park	13. Pier 70 Slipways Park	14. Power Plant Shoreline Access	16. Warm Water Cove Park	18. Tulare Park/Islands Creek North-East	20. Third and Cargo Gateway	
Water Access	SMALL CRAFT LAUNCH	4	4	3	4	2	2	3	3	N/A	
	FISHING PIER	3	4	2	2	2	2	2	2	N/A	
	BOAT STORAGE	3	4	1	3	2	0	2	3	N/A	
	URBAN BEACH	4	2	2	3	2	2	2	2	N/A	
Circulation and Views	VIEWING PLATFORM	4	4	4	4	4	4	4	4	4	
	WATERFRONT PROMENADE	4	4	4	4	4	4	4	4	N/A	
	BIKE PATH	4	4	4	4	3	3	3	4	4	
Active Recreation	SPORTS FIELDS										
	BASEBALL/SOFTBALL	3	0	0	1	0	0	0	0	0	
	SOCCER/FOOTBALL	3	0	0	1	1	0	0	0	0	
	SPORTS COURTS										
	BASKETBALL (High School)	3	1	0	2	2	0	2	2	0	
	TENNIS	3	2	1	2	2	0	2	2	0	
	PLAYGROUND	4	2	2	3	3	2	2	2	2	
	SKATE PARK	3	2	2	2	3	3	4	1	2	
MOUNTAIN/BMX BICYCLE AREA	3	2	2	2	3	3	4	1	2		
Passive Recreation	PICNIC AREAS										
	PASSIVE RECREATION MEADOW	4	3	3	4	4	4	4	4	4	
	COMMUNITY GARDENS	3	2	4	2	3	3	3	3	4	
	DOG RUN	3	2	1	2	3	3	3	3	2	
	PUBLIC ART	4	3	4	4	4	4	4	4	4	
	OUTDOOR ENTERTAINMENT										
	SMALL PLAZA	4	3	3	4	3	3	4	3	4	
	OPEN AIR PAVILION	4	2	2	4	3	2	3	2	4	
	LARGE PERFORMANCE SPACE ⁸	4	0	0	3	3	0	0	0	0	
	Habitat Creation	WETLAND	1	0	1	2	2	2	1	3	0
UPLAND		4	0	3	2	2	2	4	3	0	
NATIVE GARDEN		4	2	4	3	3	2	3	3	4	
Community Facilities and Support	CAFÉ OR FOOD KIOSK	4	3	2	4	3	2	2	2	4	
	RESTROOMS	4	3	2	4	4	2	3	2	3	
	CLUBHOUSE/RECREATION CENTER	3	0	2	3	2	0	2	2	2	
	MAINTENANCE/STORAGE	3	0	2	3	3	2	3	2	3	
	NATURE EDUCATION FACILITY	3	0	2	2	2	0	2	2	2	
	BICYCLE PARKING	4	3	3	4	4	4	4	3	4	
	DEDICATED AUTOMOBILE PARKING	3	3	0	3	3	1	3	2	3	

0 - not physically possible

1 - physically possible w/ major alterations or pushes limits of site

2 - physically possible but not suitable use for this area

3 - suitable and possible use for the area

4 - highly suitable based on existing conditions and uses and/or planned future development on port open spaces

Suitability meets demonstrated need in area (Need determined through gap analysis on page 2.4 of the "Blue Greenway - Existing Conditions document") Suitability for Active Recreation was analyzed to determine the need, but Public Trust use restrictions prohibit many active recreation uses from occurring on Port lands and unless noted, were not considered as a use. (See page 3.1)

Program/Use Concepts for Port Open Spaces

OPEN SPACES	Ped. & Bike Access		Water Access and Views						Active Recreation ¹				Passive Recreation				Habitat				Community Facilities and Support								
	Bay Trail - Pedestrian Access	Bay Trail Multi-Modal	Pedestrian Water Access/Views of Water	View of Water	Small Craft Launch	Fishing Pier	Boat Storage	Trailer Boat Launch (Water Access Support)	Boat Trailer/ Camper Parking	Sports Fields	Sport Courts	Playground	Skatepark	Picnic Areas	Passive Recreation	Community Gardens	Dog Run	Public Art	Outdoor Entertainment	Wetland Restoration	Upland Restoration	Native Garden	Native Plant Nursery	Café or Food Kiosk	Restrooms	Recreation Center/Clubhouse	Maintenance/ Storage	Nature Education Facility	Dedicated Automobile Parking
3 China Basin Park	x	x	x	x	x						x		x	x			x	x					x	x		x			
5 Pier 52 Boat Launch	x	x	x	x	x			x	x					x				x				x							
11 Pier 70 Crane Cove Park	x	x	x	x	x		x				x		x	x			x						x	x	x	x		x	
13 Pier 70 Slipway Park	x	x	x	x		x					x		x	x			x	x					x						
16 Warm Water Cove Park	x	x	x	x	x							x	x	x			x		x	x	x								
18 Islais Creek North (including Tulare Park)	x	x	x	x									x	x			x			x	x								
20 Bayview Gateway	x	x	x	x									x	x	x				x				x	x		x			

¹The suitability analysis reviewed opportunities and the need for active recreation uses to determine the level of need or appropriateness. However, use restrictions on Port lands preclude most active recreation types of uses, unless they are water oriented. The Port has been provided some flexibility on some lands from the State Lands Commission, which will allow flexibility, including active recreation uses (Sea Wall Lot 337). In addition, the Port is working with the State Lands Commission on other options that may allow a limited amount of active recreation on other Port lands within the Blue Greenway.

Warm Water Cove - SITE 16

Program Concepts

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

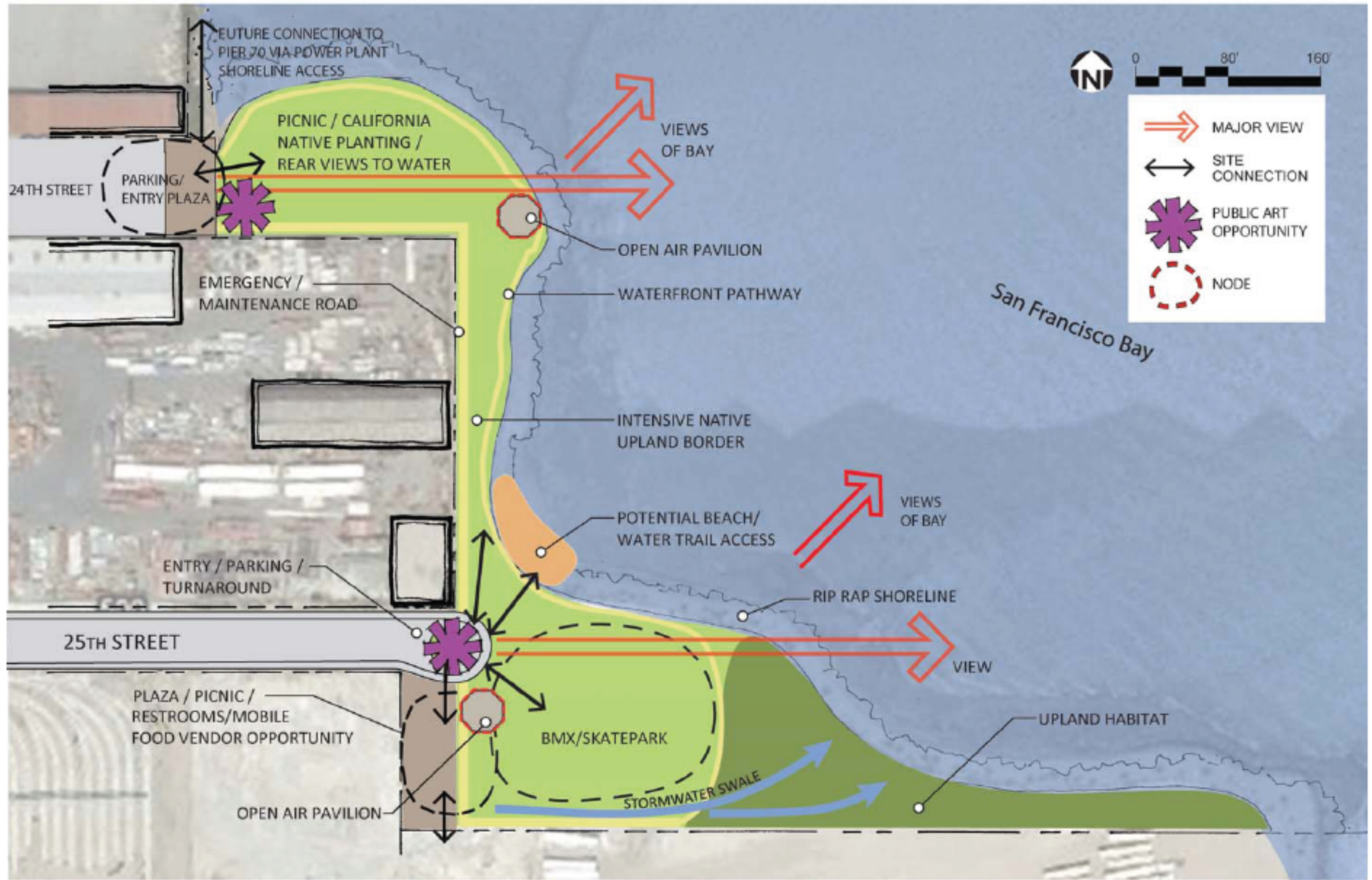


Location

Vision

- 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 that has been discussed may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- Improvements to this facility may be considered with use of the 2008 GO Bond funding
- In developing concept for new uses at Warm Water Cove Park, it will be important to recognize the potential conflict between an off road bicycle facility and the opportunity for habitat. The concept developed could also be configured to separate these facilities by switching the picnic area and off road bicycle areas.

Warm Water Cove - SITE 16



Site Furnishings

1. Establish Design Criteria
2. Identify Site Characteristics
3. Identify Park types/setting
 - Commercial and Residential
 - Industrial or Mixed Use
 - Natural Areas
 - Streetscapes
4. Concepts for Material types



Next Steps



Blue Greenway Planning and Design Guidelines

4. TERRY FRANCOIS BOULEVARD



Site Features

Status: Planned
 Space Type: Roadway Improvements
 Jurisdiction: Port of San Francisco
 Region: Southern Waterfront
 Length of Trail Segment: 1.02 Miles

Description

Beginning at 3rd Street and ending at Mariposa Street, Terry Francois Boulevard is a roadway to provide access to the Port of San Francisco and new Mission Bay Development. The boulevard takes on many characteristics as it transitions between the Port service road and the Mission Bay Redevelopment project area.

The entire roadway has been redesigned for reconstructed. The section between Mission Rock Street and Mariposa street, will be reconstructed as a part of the Mission Bay Redevelopment Plan. The section between Mission Rock Street and Third Street is included in the planning for the Port's Sea Wall Lot 337 development project. It includes coordination between the Port, community and the development partners to recognize the Blue Greenway project and designs of Terry Francois Blvd. These improvements will incorporate pedestrian and bicycle access and amenities. The planned cross section for the area within the Redevelopment area is illustrated on page 3-17.

Program

- automobile and freight road
- Class 2 bike lane

Connections

- Major thoroughfare that connects many waterfront opens paces in the northern section from China Basin Park in the north to Agua Vista Park in the south
- Adjacent to the Mission Bay Redevelopment Area

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Working waterfront and access to Port Pier bulkheads
- Originally constructed to serve Port maritime activities

Unique Features

- Views to the waterfront
- Views to AT&T Park.

Site Furnishings

- Very mixed types reflecting the adjacent projects

Site Context, Furnishings, and Amenities



Next Steps

Site Vision, Opportunities, and Constraints

Vision

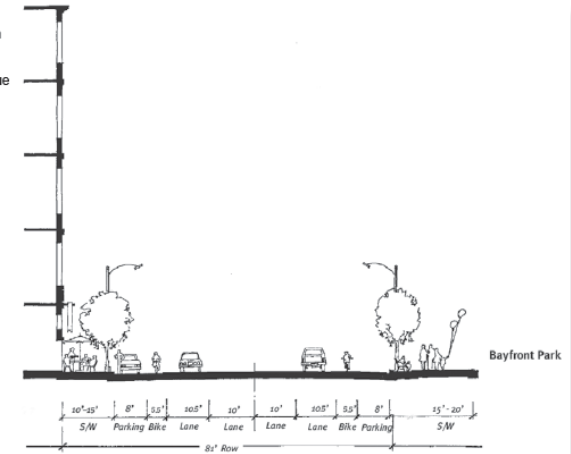
- Terry Francois Boulevard will be the major transportation spine in the northern part of the Blue Greenway to connect several future waterfront parks
- Planting, lighting, and site furnishings in the Mission Bay Redevelopment Area will be similar to existing developed segments
- Most of Terry Francois Boulevard is located in the Mission Bay Redevelopment Area and is in various stages of final design and development
- The entire length within the Redevelopment Area has been designed and some portions have been constructed

Opportunities

- Within the designed right-of-way there may be an opportunity to reconfigure the lanes to maximize pedestrian and bicycle circulation.
- Add historical interpretation, interpretation about the Blue Greenway, and the natural environment
- Public art locations
- Lessons learned from the Embarcadero could inform design for Terry Francois Boulevard

Constraints

- Parking and traffic demand on game days



EXISTING CONDITIONS, OPPORTUNITIES & CONSTRAINTS

Project Prioritization Based Upon Funding

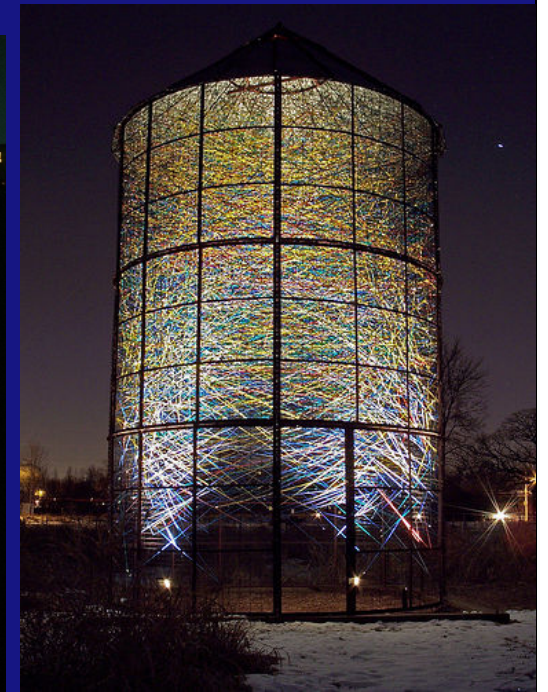
- 2008 Proposition A Clean and Safe Parks Bond \$15 million (remaining)
- Port of SF Lease Agreement for Transbay Cable \$ 550,000 a year for 10 yrs
- BCDC/ SFPUC Islais Creek Mitigation Funds \$ 500,000
- Port Southern Waterfront Beautification \$ 550,000
- California Resource Agency Grant - Tulare Park \$ 275,000

- Port will continue to investigate other funding sources such as:
 - State of California Proposition 84
 - ABAG Bay Trail Grants
 - Coastal Conservancy Grants
 - Eastern Neighborhood Impact fees



Projects Identified for Early Implementation:

- Planning and Design Guidelines
- Mission Bay Bayfront Park Shoreline
- Heron's Head Park Expansion
- Redesigned Tulare Park
- Public Art Installation at Pier 90 Grain Silos
- Cargo Way Bicycle Improvements



Blue Greenway Planning and Design Guidelines



BLUE GREENWAY

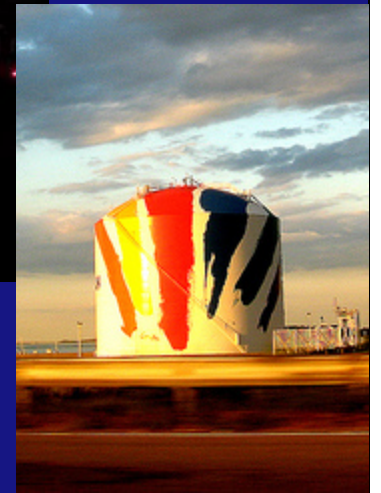
Planning and Design Guidelines



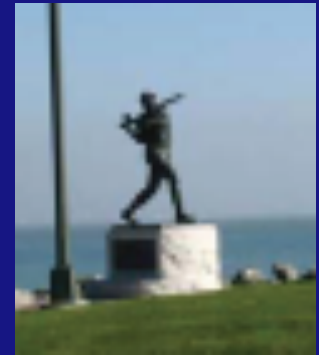
For more information go to:

www.sfport.com/bluegreenway

**or contact David Beaupre
at david.beaupre@sfport.com**



Blue Greenway Planning and Design Guidelines



Blue Greenway Planning and Design Guidelines

Northern Sub-Area

1. Mission Creek Shoreline North
2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
8. Mission Bay Parks 23 & 24
9. Pier 64 Shoreline Access
10. Illinois Street
11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

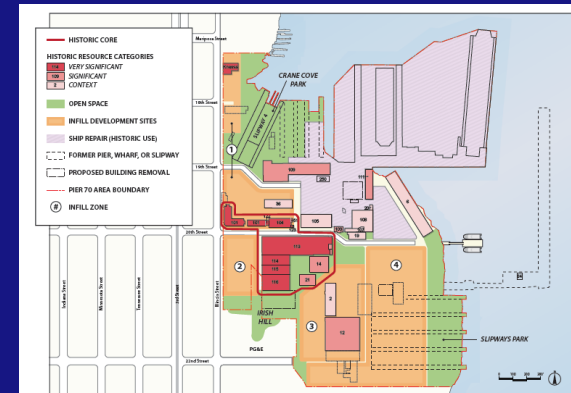
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area

Location



- Mission Bay
- Central Waterfront/Pier 70
- Warm Water Cove
- Terry Francois Boulevard
- Illinois Street



NORTHERN SUB-AREA

Blue Greenway Planning and Design Guidelines

Northern Sub-Area

1. Mission Creek Shoreline North
2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
8. Mission Bay Parks 23 & 24
9. Pier 64 Shoreline Access
10. Illinois Street
11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

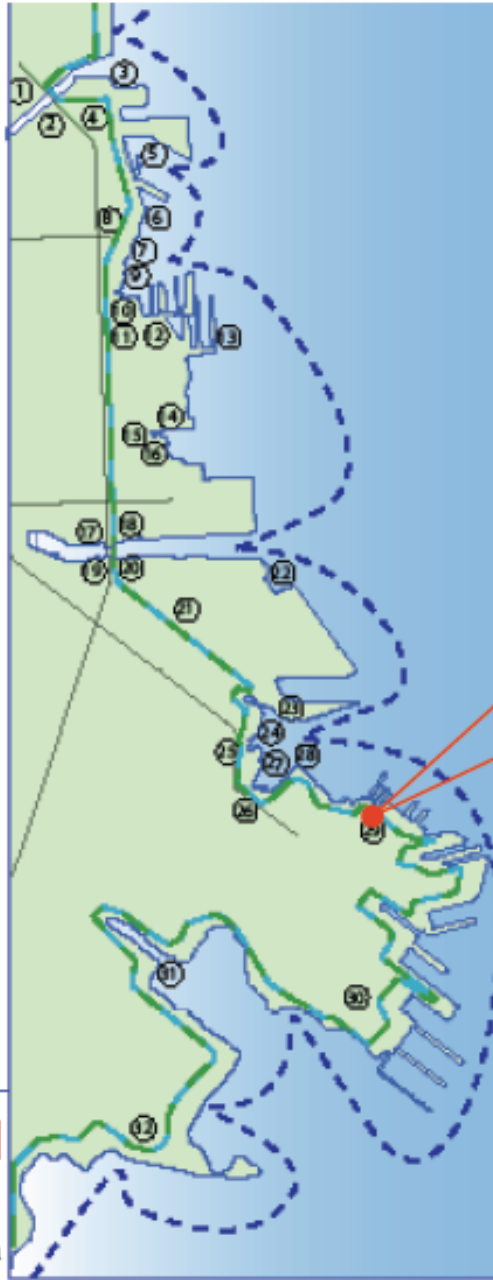
Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way Improvements
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline Access
25. Jennings St./Hunters Pt. Blvd/ Innes Ave.
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area

Location



- Candlestick - Shipyard
- Yosemite Slough
- Candlestick State Park



Formative vision for Candlestick Point GRA
to bring State Park values into an urban setting

State Parks Mission
To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation

Foundational Themes

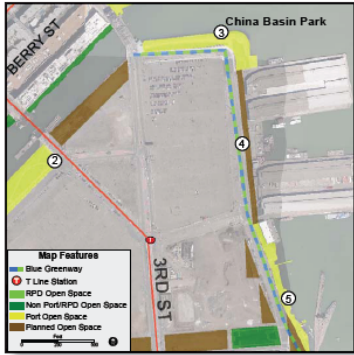
1. **Recreational Resources**
 - Offer passive and active recreational opportunities afforded by the unique San Francisco Bay and shoreline location, to promote safe, healthy communities
2. **Natural Resources**
 - Enhance, manage, and protect the biotic and natural resources
3. **Cultural and Community Resources**
 - Protect and perpetuate all cultural values found or established in the area
 - Provide community-based programs to encourage health-based values
4. **Interpretation/Education**
 - Demonstrate the transformation of the site over time
 - Creatively explore the story of the urban ecosystem and urban life
 - Promote stewardship of the Bay environment

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Park Vision and Mission

SOUTHERN SUB-AREA

Blue Greenway Planning and Design Guidelines



Description

China Basin Park is located at 3rd Street and Terry Francois Boulevard, approximately one city block from either the Berry Street or Mission Rock Street light rail stops. It is oriented along China Basin Cove to views of the Bay Bridge, Yerba Buena Island, the Oakland hills and the Giant's Baseball Stadium.

China Basin Park was constructed by the development group responsible for the San Francisco Giants' Baseball Stadium and was dedicated to the public as part of an extensive open space improvement program surrounding the stadium.

Program

- Linear waterfront park with soft-scape with paved trails
- T-ball at Barry Bonds Junior Giants Field
- Passive recreation on long lawn
- Seating and viewing sites on seat wall and boulders
- Family oriented picnic area

Connections

- "Northern Gateway" to Blue Greenway
- Provides public shoreline access to Mission Creek Park North and South
- Situated along Terry Francois Boulevard
- Adjacent to the historic Third Street Bridge

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Developed by San Francisco Giants as a component of the ball park project

Unique Features

- Maintained by the SF Giants through a license agreement with the Port
- Improved with a baseball theme around the Giants History
- Features a statue of Willie McCovey

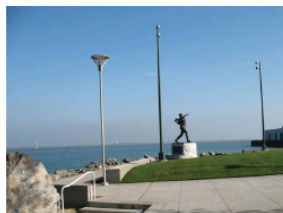
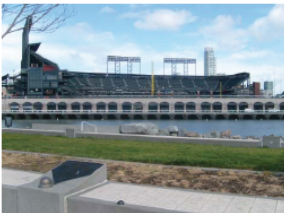
Site Furnishings

- Baseball theme
- Mostly concrete

Site Features

Status: Complete
 Space Type: Shoreline Park
 Jurisdiction: Port of San Francisco
 Region: China Basin
 Area: 1.9 Acres
 Waterfront Length: 995 Linear Ft.

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

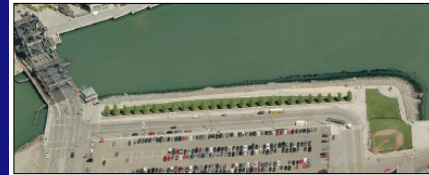
- This park is expected to be redesigned and increased in size as a component of the future development of the Port's Sea Wall 337 development project

Opportunities

- Planned for expansion to create a major waterfront park with a broad range of recreation features as part of the overall Sea Wall Lot 337 development project
- Adjacent to planned new housing and employment opportunities for thousands of San Francisco residents
- Eventual connection across Third Street as part of the Bay Trail bicycle and pedestrian path
- Add historical interpretation and Interpretation about the Blue Greenway
- Potential site of significant Blue Greenway gateway identity marker

Constraints

- Limited area for organized play in field
- Parking and traffic impacts on game days



Existing China Basin Park aerial view facing north

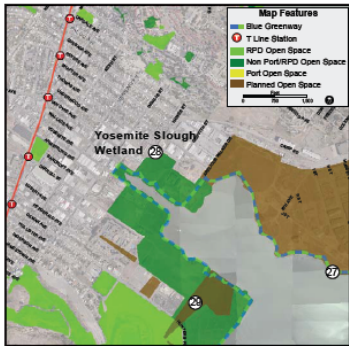


Conceptual perspective of Seawall Lot 337

**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

Blue Greenway Planning and Design Guidelines

31. YOSEMITE SLOUGH



Description

Yosemite Slough is one of the largest natural wetlands in the city. It is situated in an industrial section of the Bayview area. The open space is currently closed to the public. The site currently consists of large, open fields with major sections along the perimeter of the mudflat being covered by salt marsh plant species. It is one-half of a mile from the Van Dyke Avenue light rail stop, with entrances off of Griffith Street and Yosemite Avenue.

Program

- Currently closed to the public

Connections

- Links to Hunters Point Shipyard southern waterfront, also currently closed to the public
- Links to the Candlestick Point State Recreation Area to the south

History

- Acquired by the State of California in 1977 as part of a new state park recreation area, the open space was prioritized as a natural habitat restoration project
- With the State Parks System's approval of the 1987 Candlestick State Park Recreation Area General Plan, funding for cleanup efforts soon followed
- A plan for the development of the Yosemite Slough restoration strategy has been developed
- Currently, the California State Parks Foundation is nearing their fundraising goals in order to finance the implementation of their restoration plan

Unique Features

- Large relatively natural bay wetland

Site Furnishings

- None currently

Site Features

Status: Planned
 Space Type: Wetland
 Jurisdiction: State of California
 Region: Southern Waterfront
 Area: 41.49 Acres
 Waterfront Length: 4,825 Linear Feet

Site Context, Furnishings, and Amenities



Yosemite Slough Wetland Facing East



Site Vision, Opportunities, and Constraints

Vision

- The Yosemite Slough Wetland Restoration Plan includes soil excavation, soil remediation, vegetation plantings, and Bay Trail connections.
- It also includes the construction of bird nesting islands, a public parking lot, and seating within a designated vista area.
- Once complete, the Yosemite Slough Wetlands, along with the Candlestick Point-Hunters Point waterfront open spaces will serve as the largest contiguous wetland in the county
- It will offer a critical habitat for migratory birds in the central bay
- Create recreation opportunities for the public

Opportunities

- Critical link in continuous opens space network
- Enhanced wetland habitat

Constraints

- One of the city's combined sewer outfalls for storm overflow is located at Yosemite Slough

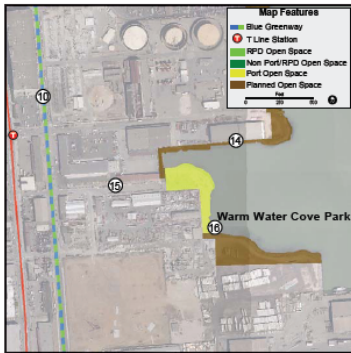


Yosemite Slough Wetland Aerial View Facing North



**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

16. WARM WATER COVE PARK



Description

Warm Water Cove is a small public open space surrounded by industrial facilities on three sides. The site is an important part of the Bay Trail / Blue Greenway, but is currently isolated from the surrounding neighborhoods and needs increased positive activity.

Located at the east end of 24th Street, approximately three city blocks from the 23rd Street light rail stop, Warm Water Cove Park serves as a shoreline park in the Central Waterfront area. However, being surrounded by warehouses and industrial businesses on three sides, the park is currently in isolation from other open spaces.

The Port partnered with the San Francisco Planning and Urban Research Association (SPUR) in the summer of 2007, through the Piero Patri Fellowship, to come up with design concepts for the Warm Water Cove. The resulting report, entitled 'Envisioning Warm Water Cove', can be view on the SPUR website, at <http://www.spur.org/documents/WarmwaterCove.pdf>

Program

- Picnicking
- Shoreline trails
- Bay observation

Connections

- 24th Street to Illinois Street

History

- The site was originally the location of industrial facilities that supported the Sprekles Sugar import operations
- Warm Water Cove Park was created in the early 1970's as a mitigation measure to improving the Port's maritime cargo facilities

Unique Features

- Wrap-around layout gives surprise open view

Site Furnishings

- Basic, concrete materials painted for graffiti maintenance

Site Features

Status: Complete / Planned
 Space Type: Shoreline Park
 Jurisdiction: Port / Private
 Region: Southern Waterfront
 Area: 1.85 / 2.66 Acres
 Waterfront Length: 840 / 920 Linear Feet

Site Context, Furnishings, and Amenities



Warm Water Cove Park Facing West



Site Vision, Opportunities, and Constraints

Vision

- In conjunction with the San Francisco Planning and Urban Research Association (SPUR), the Port initiated a process to come up with design concepts for the Warm Water Cove in the summer of 2007. The resulting report, entitled 'Envisioning Warm Water Cove'
- 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 that has been discussed may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- Improvements to this facility may be considered with use of the 2008 GO Bond funding

Opportunities

- Expansion of park/open space to the south
- Expand port to include connection to 25th Street
- Add historical interpretation and interpretation about the Blue Greenway
- Expansive views to the bay and to the surrounding hills could be a significant and unique feature of the park

Constraints

- The isolated location leads to illegal activities such as vandalism and graffiti requiring significant safety measures
- Bike and pedestrian trail narrow and uneven
- Bay sediment may have contamination



Rendering of Warm Water Cove Park Southern Expansion Concept, DPW



Rendering of Warm Water Cove Park Southern Expansion Concept

**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

6. BAYFRONT PARK



Description

The future site of Bayfront Park is located on Terry Francois Boulevard just south of Pier 52. Much of the site is currently fenced off, undeveloped, or being used for a roadway. Once improved this park will be one of four open spaces within the Mission Bay Plan identified as the Bayfront Parks System. The other parks include the shoreline multi-purpose trail directly to the north and Parks P23 and P24 on the opposite side of Terry Francois Boulevard opposite Agua Vista Park and San Francisco Boat Yard and Ramp Restaurant.

Program

- Pedestrian path barricaded from automobile traffic
- Parking
- Soil conservation
- Future program to include, open lawn, plaza, potential restaurant, public art, California coastal gardens.

Connections

- South of Piers 52 and 54
- North of Agua Vista Park

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Formerly the site of a ferry terminal
- Served as a fuel oil terminal taking advantage of the Southern Pacific Freight rail yards and pier cargo terminals

Unique Features

- Site wraps around a bend in the shoreline giving broad waterfront views
- Remnants of former piers provide a sculptural presence to the waterline

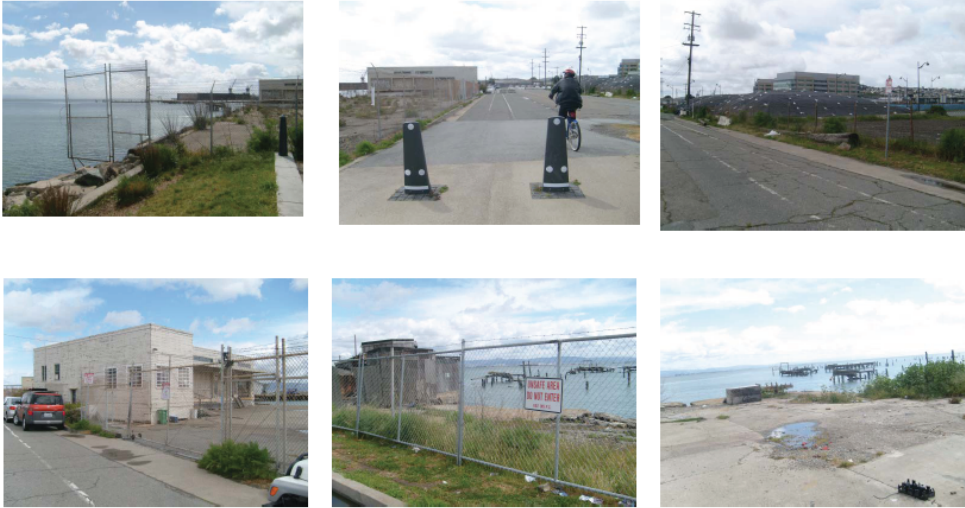
Site Furnishings

- None currently

Site Features

Status: Planned
 Space Type: Shoreline Park
 Jurisdiction: Port and San Francisco Redevelopment Agency
 Region: Southern Waterfront
 Area: 7.24 Acres
 Waterfront Length: 1,350 Linear Feet

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

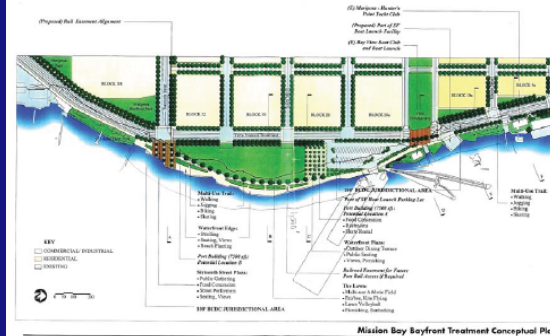
- As part of a coordinated effort involving the Port of San Francisco and the Redevelopment Agency, the eight acre site will be improved in part with funds made available through the passing of the 2008 San Francisco Parks Bond. These improvements will include approximately 1,500 feet of shoreline stabilization rip-rap. In addition, there will be trails, lawns, and plazas included as part of the Mission Bay Redevelopment Plan
- The design includes a multi-purpose lawn area, a 20' wide Blue Greenway/ Bay Trail on the bay shore edge, a California native coastal garden, and possibly a restaurant development or recreation rental facility
- Designed for both passive and active waterfront recreation
- The park plan is in design development

Opportunities

- An appropriate site for public art
- Improve connection across Terry Francois Boulevard to Mission Bay Commons
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified
- Requires furnishings for relaxation and improved design of picnic area

Constraints

- Due to coastal tide and wave action, the shoreline edge will be rip-rap which precludes water access or habitat opportunity



**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

Blue Greenway Planning and Design Guidelines

10. ILLINOIS STREET IMPROVEMENTS



Site Features

Status: Planned
 Space Type: Roadway Improvements
 Jurisdiction: Port of San Francisco / DPW
 Region: Southern Waterfront
 Length of Trail Segment: 1.27 Miles

Description

Illinois Street functions as a key traffic route for industrial businesses along the Central Waterfront. It runs from Mariposa Street to Cargo Way in a north-south orientation. Aside from freight transport, this road also serves as an alternate route from Third Street for vehicles. It is the only north-south bicycle route in the area. Conditions vary widely along this roadway with mixtures of street widths, parking configurations, sidewalk amenities and truck loading and staging to serve businesses.

Program

- Industrial Roadway
- Only north-south bicycle route in the Central waterfront
- Linear connector between several waterfront access opportunities
- Primary access way to Pier 70 site

Connections

- Terry Francois Boulevard to the north
- Islais Creek and the Illinois Street Bridge to the south
- Adjacent to Dogpatch and Potrero Hill residential neighborhoods
- Access to future Pier 70 open spaces
- Access to Warm Water Cove Park

History

- Historically used to provide freight rail and truck access to the Port of San Francisco and other waterfront industrial operations
- Provided freight rail access to/from the Mission Bay Rail yards, the Spreckles Sugar Facility and the Pier 70 shipbuilding facility and Pier 80
- Until the completion of the Port's Illinois Street Bridge, the freight rail access on Illinois Street was the only access to the Port's Pier 80 cargo facility

Site Furnishings

- Minimal mixed types

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

- The 2004 San Francisco Bicycle Plan includes improvement designs for nine separate segments of Illinois Street
- Lane reconfiguration designs are intended to enhance the pedestrian experience with sidewalk improvements while continuing to serve industrial truck access needs.
- The designs provide for initial improvements to create a continuous bicycle lane that will provide a conduit for the Blue Greenway between Mission Bay and Cargo Way.
- MTA plans to install bicycle lanes on Illinois Street on a two year trial basis.

Opportunities

- Add historical interpretation and interpretation about the Blue Greenway with a graphic design format that presents a clear identity for the Blue Greenway.
- Public art at key intersections
- Port/MTA/DPW should continue to investigate long term improvements to accommodate industrial traffic, bicycles and pedestrians in a logical and safe manner that supports all modes of movement

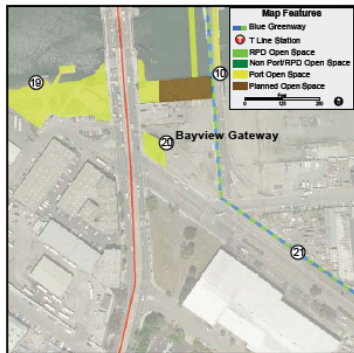
Constraints

- Existing conditions include gaps in the sidewalks on both the east and west sides of street, primarily north of 22nd Street
- Need to re-evaluate entire cross section of right-of way to determine opportunities to enhance pedestrian and bicycle amenities, while not impacting industrial/PDR uses that rely on roadway
- Port/MTA and DPW must determine ultimate disposition of freight rails.

**EXISTING CONDITIONS,
 OPPORTUNITIES &
 CONSTRAINTS**

Blue Greenway Planning and Design Guidelines

20. THIRD AND CARGO GATEWAY



Site Features

Status:	Complete
Space Type:	Gateway
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	0.13 Acres
Waterfront Length:	0 Linear Feet

Description

The Third and Cargo Gateway is a landscaped corner parcel at the northeast corner of Third Street and Cargo Way. It signals an entry point to the Blue Greenway/Bay Trail from the Third Street transit corridor and directs travelers to Heron's Head Park via Cargo Way.

Program

- Gateway marker to Bayview community
- Visual relief of industrial setting
- Site for rotating public art
- Commercial opportunity

Connections

- Transition between Illinois Street and Cargo Way
- Connects with southbound bicycle and pedestrian facilities on Illinois Street
- Provides connection from Illinois Street to Cargo Way.

History

- The Bayview Gateway broke ground in 2001, initiated by adjacent Port tenants and approved by the Port of San Francisco
- In 2003, the site was issued several awards including the San Francisco Beautiful award and the California Landscaping Contractors Association Regional San Francisco/Bay Area award.
- Identified as the Bayview Hunters Point Gateway by the Bayview Hunters Point Project Area Committee

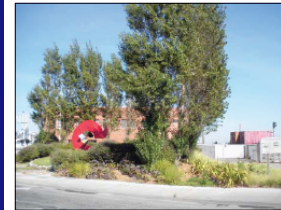
Unique Features

- Site has been identified for rotating public art and is currently the site of "Red Fish" by William Wareham

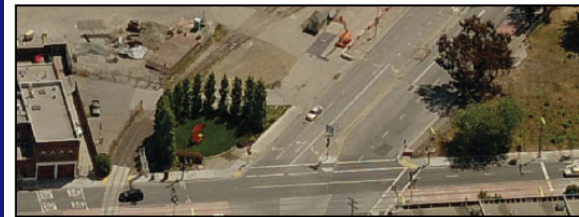
Site Furnishings

- Interpretive sign

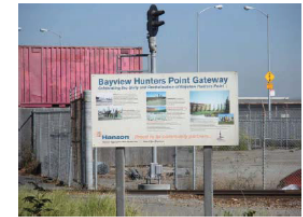
Site Context, Furnishings, and Amenities



Bayview Gateway Facing North



Bayview Gateway Aerial View Facing East



Site Vision, Opportunities, and Constraints

Vision

- This landmark stands at a crossroads between the Central Waterfront and Bayview neighborhoods, and it marks the transition point between the two.
- Public art is intended to be temporary and revolving

Opportunities

- May be considered for funding through the 2008 GO Bond.
- Could provide expanded opportunity for public gathering;
- Site could be expanded towards Illinois Street
- Visible from Third Street light rail
- Integrate with adjacent fire station use
- Commercial opportunity for food vendor or other small scale commercial venture that will assist in activating space
- Directional graphics and interpretive signs

Constraints

- Heavy industrial truck traffic at some times in the day
- Potential expansion of site impacted by freight rail line serving the Port
- Port's freight rail spur intersects site

**EXISTING CONDITIONS,
OPPORTUNITIES &
CONSTRAINTS**

Blue Greenway Planning and Design Guidelines

27. INDIA BASIN SHORELINE PARK



Description

Overlooking the San Francisco Bay and nearby wetlands, India Basin Shoreline facilities provide active and passive recreation opportunities for the residents of the Bayview Area. The site is one mile from the Evans Street light rail stop, with an entrance off of Hunters Point Boulevard, the western shore of India Basin offers a newly improved waterfront park.

The western shore of India Basin is a major component of the surrounding shoreline open space cluster, and it is the only section that provides active recreation programming.

Program

- Shoreline Access
- Informal non-motorized boat access
- Picnic
- Play Structures,
- Basketball Courts

Connections

- Connecting with Heron's Head Park to the North via the PG&E Shoreline

History

- Located on the site of an early 1900's boat yard
- Made available for public use after the decline of shipping and naval activities around the area
- Reclaimed in the early 1990's by the Recreation and Parks Department for public use
- In the late 1990's, this shoreline area was subject to a renaissance park plan intended to improve Bay Trail access and expand the park facilities
- This plan led to improvements such as a playground, basketball court, barbecue area, and landscape amenities

Unique Features

- Public Art with maritime theme incorporated into park design

Site Furnishings

- Mostly sturdy concrete
- Mix of manufactures and recycled seating
- Painted for graffiti maintenance

Site Features

Status: Complete
 Space Type: Shoreline Park
 Jurisdiction: San Francisco Recreation and Parks Dept.
 Region: Southern Waterfront
 Area: 5.32 Acres
 Waterfront Length: 1,140 Linear Feet

Site Context, Furnishings, and Amenities



India Basin Shoreline Park Facing North



Site Vision, Opportunities, and Constraints

Vision

- The Redevelopment Agency, SF Planning Department, and the Bayview/Hunters Point/India Basin community are determining the ultimate form and open spaces in India Basin through a joint ongoing planning process.
- Maintain and enhance all features of the park including public access to the shoreline
- Link the east and west shores of India Basin Shoreline Park with a public urban waterfront trail on Hudson Street

Opportunities

- Very active community planning process in progress
- Potential significant link between two large waterfront parks on Hudson Street right-of-way could create a contiguous urban park
- Adjacent private property development may be encouraged to provide waterfront access

Constraints

- Complex and competing interest groups
- Adjacent private property development needs to have significant design review so as to enhance and not detract from park character



Open Space Priorities

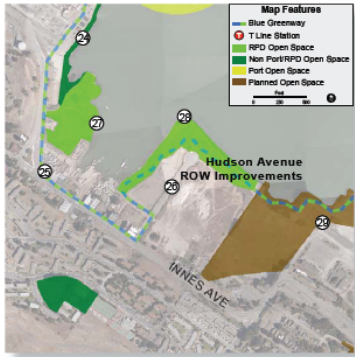
- Existing Recreation & Open Space
- Future Planned Recreation & Open Space
- Future Recreation & Open Space - Potential Location (Illustrative)
- Existing Bay Trail
- Planned Bay Trail

MAP 08



India Basin Shoreline Park Aerial View Facing West

26. HUDSON AVENUE IMPROVEMENTS



Description

Hudson Avenue is an unimproved right-of-way that runs parallel to Innes Avenue one block to the north. The significant improvement to the Blue Greenway system would be located between Hunters Point Boulevard and Aurelius Walker Boulevard. Currently the street is unimproved and unaccepted by the City of San Francisco. It is occupied in part by adjacent businesses for large equipment storage and general work yard. Otherwise it is a local access dirt road. It is partially submerged in the San Francisco Bay. The paper street continues eastward to the Hunters Point Shipyard Redevelopment Area. It is a significant focus of the India Basin Shoreline/ Survey Area C planning process by the San Francisco Redevelopment Area.

Program

- Local access road
- Partially occupied by adjacent commercial/industrial businesses
- Commercial parking for adjacent business near Hunters Point Boulevard
- Ad hoc outdoor art gallery near artists' studio

Connections

- Connects to Innes Avenue via several unimproved paper streets
- Adjacent to India Basin Shoreline Park and India Basin Open Space
- Currently closed to public access at shoreline edge

History

- This is a culturally significant historical boat building site

Unique Features

- Concrete marine ways still visible
- Topographic change

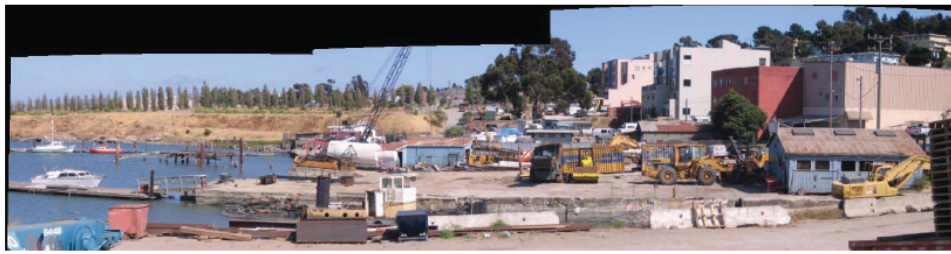
Site Furnishings

- None currently

Site Features

Status: Planned
 Space Type: Roadway Improvements
 Jurisdiction: Department of Public Works
 Region: Southern Waterfront
 Length: 0.82 Miles

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

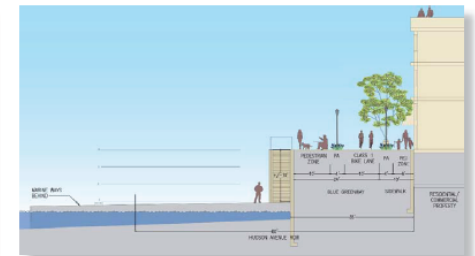
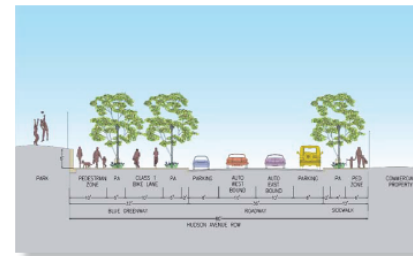
- The Redevelopment Agency, SF Planning Department, PG&E, and the Bayview/Hunters Point/India Basin community are determining the ultimate form
- Hudson Street right-of-way through a joint ongoing planning process
- Included as part of the Redevelopment Agency's India Basin Shoreline/Survey Area C process
- Included in the Planning Department's Draft India Basin Shoreline Sub-Area Plan of the San Francisco General Plan
- Utilize the public right-of-way for public access to the shoreline
- Create commuter and recreational bicycle facilities in Hudson right-of-way to increase Innes Avenue traffic calming
- Create multiple access points to the waterfront through many previously inaccessible public rights-of-way in the area
- Link the east and west shores of India Basin Shoreline Park with a public urban waterfront trail
- Fill a gap in the Blue Greenway/ Bay Trail with a safe waterfront open space

Opportunities

- Very active community planning process in progress
- Potential significant link between two large waterfront parks could create a contiguous urban park
- Occupied streets at Hudson Ave. and Griffith St., if reverted to public use, comprise a significant public waterfront open space
- Adjacent private property development should encourage waterfront access

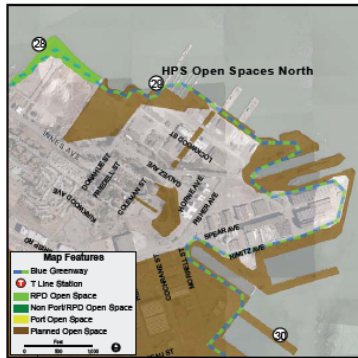
Constraints

- Complex and competing interest groups
- Adjacent private property development should be coordinated to encourage connectivity and access to waterfront



EXISTING CONDITIONS, OPPORTUNITIES & CONSTRAINTS

29. HUNTERS PT SHIPYARD OPEN SPACES NORTH



Description

Located in the far southeast corner of the City of San Francisco, The Hunters Point Naval Shipyard site consists of 936 acres: 493 on land and 443 under water in San Francisco Bay. Since its closure in 1974, access has been restricted to the public. Uses include government, industrial, and artists' facilities. It houses one of the largest art communities in the United States. Access to the site is via the north gateway at the east end of Innes and the south gateway at the east end of Palou St.

As part of the planned joint Candlestick Point-Hunters Point Development Plan, the northern shore of the shipyard site will include an extension of India Basin Open Space and the Blue Greenway. Currently those spaces are paved over or occupied by deteriorated WWII era structures. The entire shipyard is a federal Superfund site.

Program

- Open spaces closed to public access

Connections

- Limited access to the shipyard is permitted via the north gateway at the east end of Innes avenue in the India Basin neighborhood
- Limited access to the shipyard is permitted via the south gateway at the east end of Palou St. in the Bayview neighborhood

History

- Chinese fishing camps and villages located at Hunters Point from 1853 up to the 1940's...at the peak, 2000 fishermen were on the shipyard site in the 1880's
- The Hunters family established the first permanent dry dock on the Pacific Coast in 1869 in Hunters Point
- In 1940, the Navy obtained ownership of the shipyard for ship building, repair, and maintenance activities
- After World War the Navy operated Hunters Point Annex as a shipbuilding and repair facility from 1941 until 1976
- Between 1976 and 1986, the Navy leased most of the shipyard to Triple A, a private ship-repair company
- Artists' community builds up in the 1970's and 1980's
- The entire shipyard is declared a Superfund site in 1989

Unique Features

- World War II era buildings and street grid
- Panoramic views of San Francisco Bay

Site Features

Status: Planned

Space Type: Shoreline Park

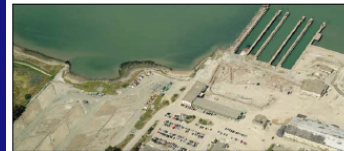
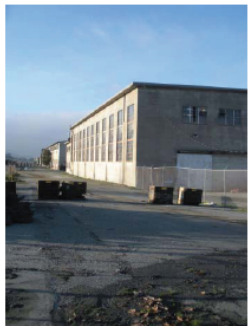
Jurisdiction: San Francisco Redevelopment Agency

Region: Southern Waterfront

Area: 25.34 Acres

Waterfront Length: 2,165 Linear Feet

Site Context, Furnishings, and Amenities



Site Vision, Opportunities, and Constraints

Vision

- The Mayor's office, the SF Redevelopment Agency, and the SF Planning Department are working with multiple state and federal agencies to develop the joint Candlestick Point-Hunters Point Development Plan
- In the northern area, the plan would create open spaces that connect with India Basin Shoreline Park and the Blue Greenway/Bay Trail
- In the northern area, the plan calls for a series of linked parks and open spaces including waterfront parks, waterfront promenades, boulevard parks, and a marina
- Features of these parks/ open spaces include lawns, grasslands, eco-gardens, beach, kayak launch, bio-filtration ponds, restrooms, shade structures, educational facilities, dog run, playground, and sports courts and picnic areas

Opportunities

- Extend Blue Greenway/Bay Trail into the Shipyard development site
- Utilize historic docks for recreational purposes
- Connect with India Basin Shoreline open spaces

Constraints

- Contaminated conditions may delay transfer of land to City
- Complex development process dependant on 49's stadium plan
- Complex development process will require long-term implantation strategy

**EXISTING CONDITIONS,
OPPORTUNITIES &
CONSTRAINTS**

NEIGHBORHOOD CONNECTIONS

Bayview-Hunters Point /South Basin



Palou at Crisp looking east



Palou at Ingalls looking west



Griffith at Shafter looking north



Griffith ROW south of Underwood looking south



Yosemite at Ingalls looking east



Yosemite at Ingalls looking west



Carroll at Ingalls looking east



Carroll at Ingalls looking west

Palou Street is a significant residential and transit street in the Bayview-Hunters Point / South Basin area. It currently terminates at the south gate of the Hunters Point Shipyard Redevelopment Area. Ingalls Street is the main commercial/industrial street of the area. At Yosemite and Wallace Streets, it is just a half block from the Yosemite Slough although access to the slough is limited. Thomas, Underwood, Van Dyke, and Carroll, the northwest-southeast oriented streets in this part of the Bayview, terminate at or near Yosemite Slough or Candlestick State Recreation Area. Hawes and Griffith Streets also connect to waterfront open space at the north shore of Yosemite Slough.

Primary connector streets are Third St., Oakdale Ave., Palou Ave., Griffith

St., Carroll Ave, and Yosemite Ave.

The Bayview-Hunters Point / South Basin area is served by public transportation via Caltrain at the Paul Avenue Station, MUNI T, 15, 23, 24, 29, 44, and 54.

NEIGHBORHOOD CONNECTIONS

India Basin - Shoreline



Hunters Point Blvd. at Middle Point looking east



Middle Point at Evans looking south



Jennings at Evans looking north



Evans at Jennings looking west



Hudson at Hunters Pt Blvd looking west



Hudson near Earl looking west



Donohue at Innes looking north



Donohue at Innes looking south

In India Basin, several streets connect residents to the waterfront. In the west, Middle Point to Jennings is the route from the higher elevation residences on Hunters Point to Heron's Head Park and Cargo Way. Evans to Hunters Point Boulevard connects directly with India Basin Shoreline Park and via Innes to India Basin Shoreline Open Space. In the East, Donohue connects residents from the higher elevations of Hunters Point to Innes Avenue and the northern gateway to the Hunters Point Shipyard Redevelopment Area.

Primary connector streets are Third St, Evans Ave., Middle Point Rd., and Donahue St.

India Basin is served by public transportation via MUNI 19, and 44 .

NEIGHBORHOOD CONNECTIONS

Bayview-Hunters Point / Candlestick Point



Gillman at Hawes looking east



Gillman at Hawes looking east



Gillman at Hawes looking west



Jamestown at Griffith looking west



Jamestown at Griffith looking west



Jamestown at Hawes looking west



Jamestown at Harney looking east

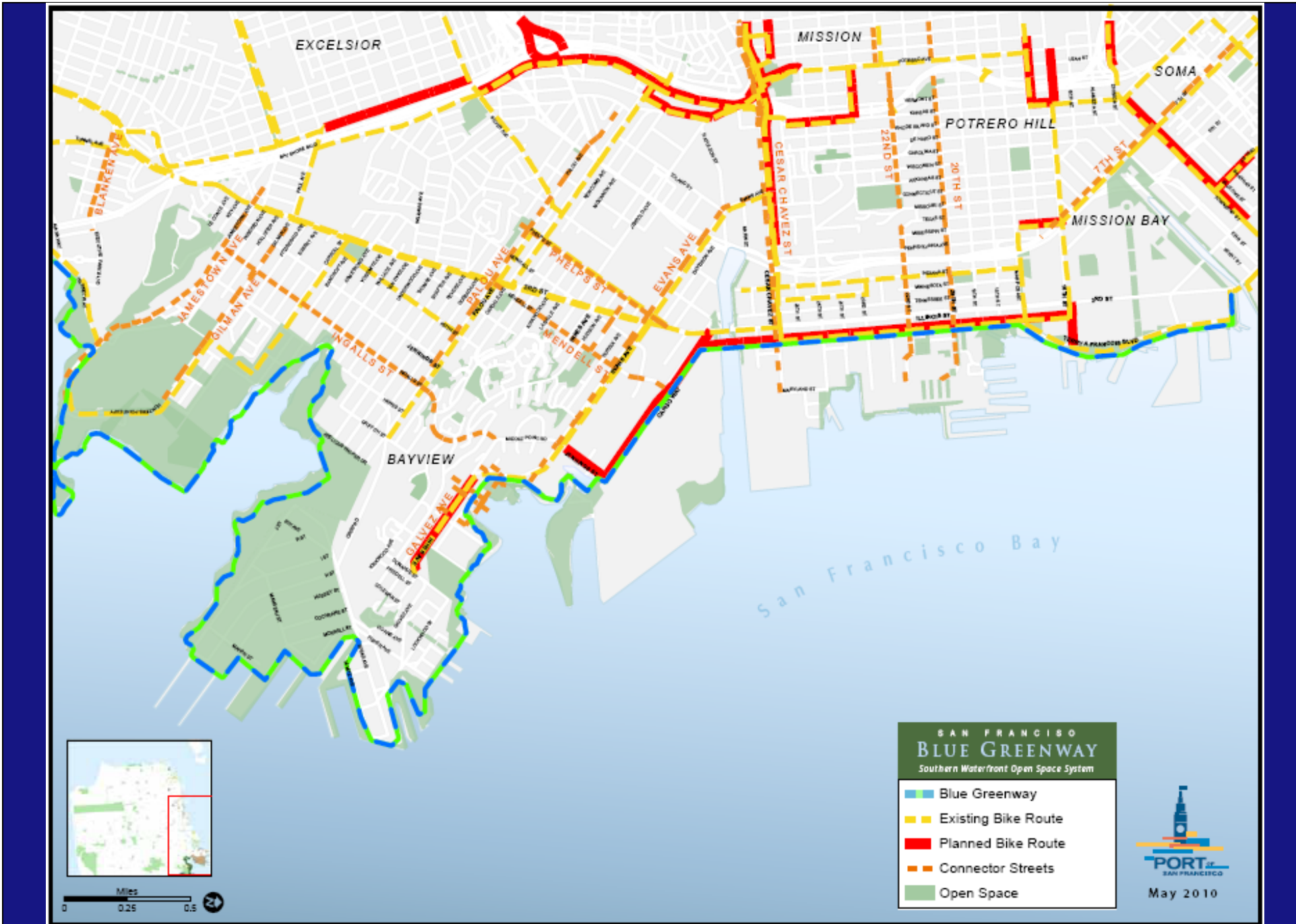
Ingalls Street is the main commercial/industrial street in the Bayview-Hunters Point / South Basin /Candlestick area. At Yosemite and Wallace Streets, it is just a half block from the Yosemite Slough although access to the slough is limited. Carroll, Gillman, and Jamestown Streets are the three of the northwest-southeast oriented streets in this part of the Bayview that connect residential neighborhoods directly to the Blue Greenway. These streets terminate at Candlestick Point State Recreation Area.

Primary connector streets are Gilman Ave., Jamestown Ave., Harney Way, and Alana Way.

The Bayview-Hunters Point / Candlestick area is served by public transportation via Caltrain at the Paul Avenue Station, MUNI T, 15, and 29.

NEXT STEPS

- Receive Comment on This Document- (until June 30)
 - On Line www.sfport.com/bluegreenway
 - Comment cards today
 - E-mail david.beaupre@sfport.com
- Develop Program/Use Concepts for Port Open Spaces
- Alternatives for “Linkage Streets”
- Develop Draft Design Guidelines Concepts
 - Identity
 - Signage, Way- finding, Interpretation, Art
- Develop Preliminary Cost Estimates & Draft Prioritization
- Sub-Area Meetings with Stakeholders



BICYCLE LANES, CONNECTOR ST.S Blue Greenway Planning and Design Guidelines