

ENVISIONING

WARMWATER COVE

PIERO N. PATRI FELLOWSHIP IN URBAN DESIGN AT SPUR SUMMARY REPORT

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INTRODUCTION

This project is the product of a summer of research by 2007 Piero N. Patri Fellow Mike Ernst, a graduate student in the department of City and Regional Planning at UC Berkeley. This document is meant to encourage the City and Port of San Francisco to think creatively about a largely neglected piece of waterfront property.

Warmwater Cove is a public park owned by the Port of San Francisco, located where 24th Street meet the Bay, east of Illinois Street and close to the newly constructed Third Street Light Rail. The park is currently home to a small walking trail, a few picnic tables, and spectacular views of the Bay.

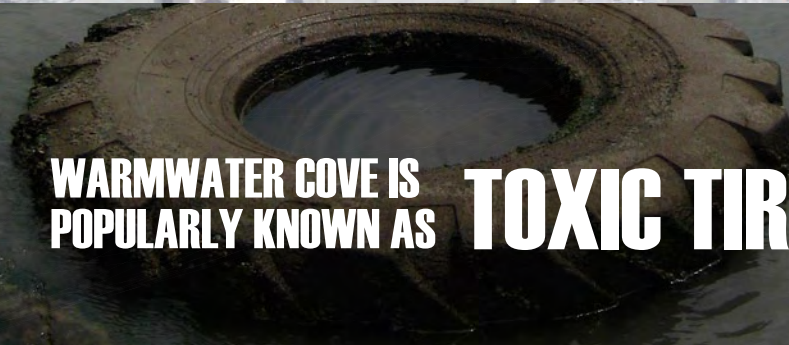
The park is currently underutilized. It's physically isolated, surrounded by low intensity, industrial development. It's heavily polluted from years of dumping and neglect, to the point that Warmwater Cove is known to many as "Toxic Tire Beach."

Despite these limitations, Warmwater Cove has enormous potential. A successfully renovated park can have strong connections to nearby open spaces, more flexibility and options in programming, and a healthier environment for people and wildlife.

The balancing act for this project is to be both realistic about the economics and politics of Warmwater Cove and the surrounding area, while also attempting to be a catalyst for larger, much needed changes. Turning this park into a more successful public space will take financial backing, coordination, and creativity.



**WARMWATER COVE IS
POPULARLY KNOWN AS TOXIC TIRE BEACH**



**SAN FRANCISCO IS A PENINSULA
SURROUNDED BY WATER,**

FINANCIAL DISTRICT

SOUTH OF MARKET

MISSION BAY

THE MISSION

POTRERO HILL

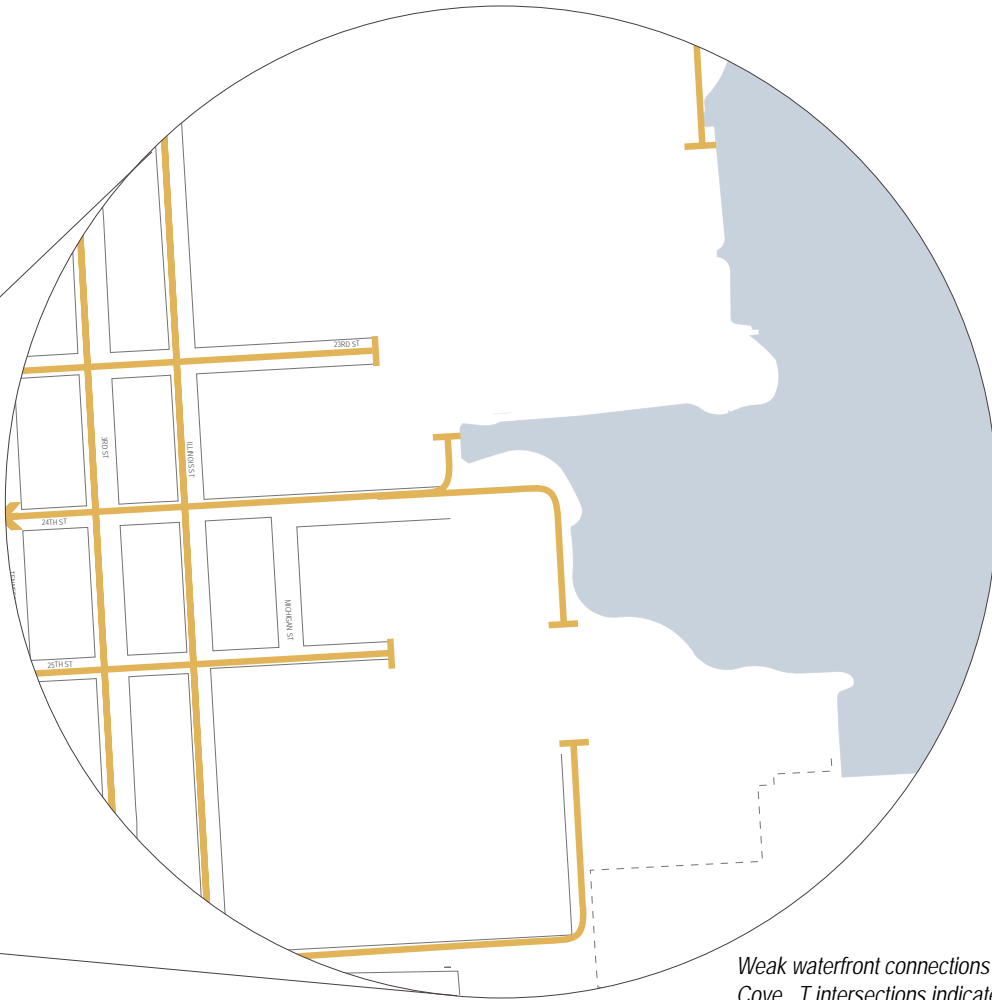
BERNAL HEIGHTS

BAYVIEW

HUNTER'S POINT

VISITACION VALLEY





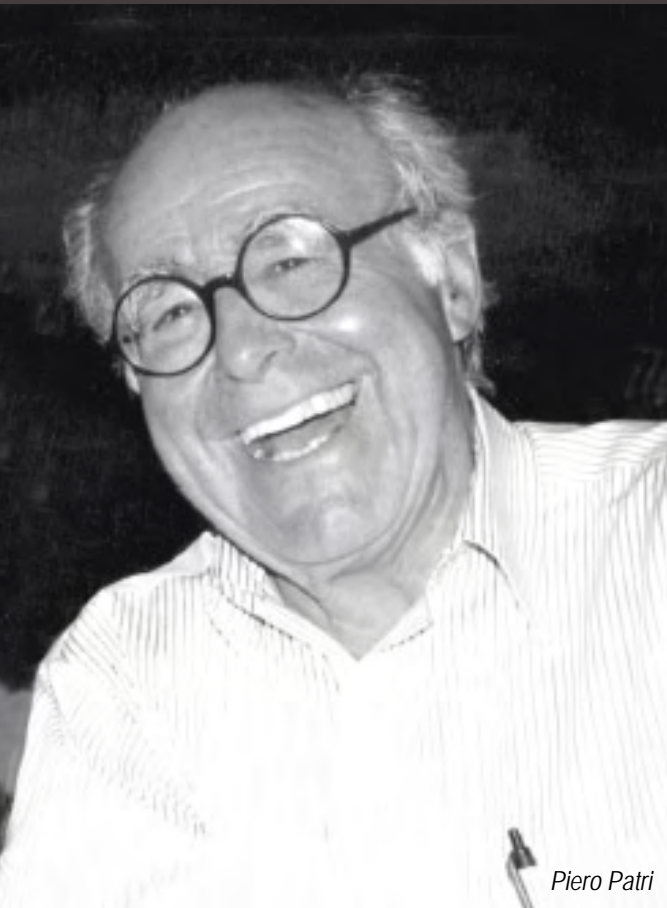
Weak waterfront connections at Warmwater Cove. T intersections indicate barriers to pedestrian circulation.

YET IN MANY PLACES THE WATERFRONT IS **INACCESSIBLE.**

HOW CAN THE CITY IMPROVE ACCESS?

THE PIERO N. PATRI FELLOWSHIP IN URBAN DESIGN AT SPUR

by Jim Chappell, SPUR President



Piero Patri

This summer marks the first Piero N. Patri Fellowship in Urban Design at SPUR. The fellowship is an annual hands-on position for a graduate student in urban design, landscape architecture, architecture or urban planning, giving the fellow a unique summertime opportunity to gain firsthand experience working in the urban-design and planning field on a project that will have a positive impact on the city of San Francisco and the Bay Area.

The endowed Piero N. Patri Fellowship was established by Piero's brother, Remo, his wife Johanna Patri, his brother Tito, and his wife, Bobby Reich Patri, in honor of Piero's commitment to good planning and urban design. Major contributions to the endowment were also made by Patri.Merker.Architects and dozens of Piero's friends, clients and colleagues.

Piero N. Patri, FAIA (1929 – 2006), an architect, urban designer and planner born and raised in San Francisco, dedicated his life to his work and the improvement of the city. Piero was the first chairman of the SPUR Environmental Design Committee, and in 1961 was the principal author, along with a team including his brothers Remo and Tito, of one of SPUR's first community plans: the Montgomery Center Plan, a visionary scheme that rethought the interconnection of the Financial District to the city, and which resulted, in a different form, in the ultimate siting of the Transamerica Pyramid. Piero N. Patri's life was filled with notable accomplishments, both in projects produced by his firm and in his pro bono work.

The 2007 project, selected in consultation with the Port of San Francisco, the Neighborhood Parks Council, and representatives of the AIA/SF and San Francisco Beautiful focuses on a small portion of southeastern San Francisco, the historic industrial core of the city. For more than 50 years, these uses have been declining here as in other old port cities worldwide. The new T-Third Muni light-rail line opened in April 2007 and will be a catalyst for change. In addition, the Planning Department is conducting community-based

land use studies in this area, which is collectively known as the Eastern Neighborhoods. In the last years of his life, Piero N. Patri proposed the concept of a parkway through this corridor, bringing the prosperity of the northern waterfront to these neighborhoods, which have been generally impoverished and underserved. At the same time, the Neighborhood Parks Council and SPUR have been seeking to extend the San Francisco Bay Trail south to the city line. The Port of San Francisco controls many of these lands, and **desires to see these lands revitalized for publicly beneficial uses.** The goal of the 2007 Piero N. Patri Fellowship in Urban Design is to advance all these objectives.

Piero's goals, which he emphasized to SPUR Executive Director Gabriel Metcalf and President Jim Chappell a few days before his death, included enhancing the potential of the central and southeast waterfront areas for economic development and housing, and enhancing accessibility to and enjoyment of the scenic southeast waterfront. For this year's fellowship, this combines with a vision originally developed by the Neighborhood Parks Council and SPUR, and further developed by NPC and the Mayor's Blue Greenway Task Force. That vision: Over 25 years, develop a working, urban waterfront that invites public use, enjoyment and access to the water — an environmentally sustainable and accessible shoreline, one that is safe and healthy for people as well as wildlife, a premier public open space on the Bay, a place that provides for public life, recreation and enjoyment, connects San Francisco's eastern neighborhoods to their waterfront, and serves as a catalyst for responsive and responsible development, employment opportunities and economic vitality.

The specific fellowship project includes the development of visionary general land-use/transportation/recreation plan integrating the concepts of the Blue Greenway waterfront trail and Terry François Parkway with the adjoining neighborhoods for a small portion of the southeast waterfront. The goal of the plan is to create a vision

for integrated public and private uses in one small segment that will inspire the City to plan, fund and design an adoptable, publicly endorsed plan for the entire southeast waterfront, and to begin implementation of that plan. The overriding goal is Piero's: to bring the social benefits and the prosperity of the northeastern waterfront to the residents, businesses and recreationists of the southeastern waterfront. The pedestrian/recreation/waterfront connection will be a key driver of this plan.

In order to select a fellow, SPUR put out the call to colleges and universities throughout California, and we are pleased to have selected Mike Ernst from among a number of highly qualified candidates. Ernst is a candidate for a master's degree in City and Regional Planning at the University of California at Berkeley. He has a bachelor's degree in interdisciplinary studies, focusing on urban design and international studies, with a minor in political science, from Miami University of Ohio. Especially impressive to the selection committee was his participation in the International Honors Program's "Cities in the 21st Century", first as a student in India, South Africa and Brazil in 2002, and more recently as the Trustees Fellow in Argentina, China and India in 2006. His undergraduate thesis on Cape Town, South Africa led Mike to an understanding of how exclusionary planning and policy reinforced apartheid and the segregation of the wealthy and poor.

Office space, equipment and day-to-day guidance for this years fellowship was graciously provided by SPUR business member EDAW, Inc. under the leadership of SPUR Board member Jacinta McCann and Scott Preston, co-chair of the SPUR Waterfront Parks Committee. Additional project leadership was provided by Marcel Wilson, landscape architect; Cathy Merrill of Merrill Morris Partners and the longtime co-chair of the SPUR Waterfront Parks Committee; the Port of San Francisco, the Patri family; the Neighborhood Parks Council; and other SPUR volunteers.



**PIERO PATRI
DEDICATED
HIS LIFE
TO THE
IMPROVEMENT
OF THE CITY.**

THE EMERGING WATERFRONT

by Gabriel Metcalf, SPUR Executive Director

San Francisco's grew up around its port. Its primary economic function, as a staging ground for the gold rush, was based on the city's natural harbor. And the industry that developed over time depended entirely on the industrial waterfront.

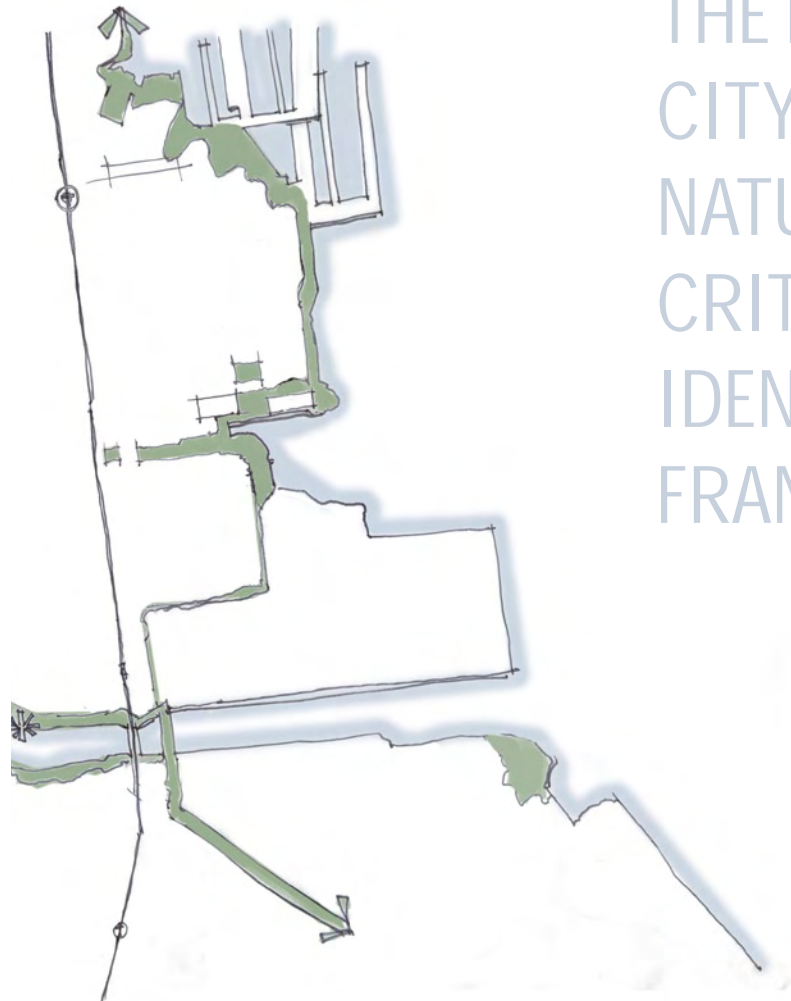
But that was a long time ago. New forms of work have replaced the old. And while some maritime activities still occur in San Francisco, some would say that San Francisco's Port is now in Oakland. And the finger piers and open spaces that line our water's edge are now historical treasures, not economic engines.

Slowly, but surely, we have embarked on a process of reclaiming our waterfront for new uses. Where the old industrial waterfront needed to keep the public away, we now have the opportunity to draw people to it.

The removal of the Embarcadero Freeway (and its replacement by a multi-use boulevard) is perhaps the most significant step in this process. But so too the re-imagining of the Hills coffee company, the creation of the baseball park, the renovation of the Ferry Building (followed more recently by Piers 1 ½ - 5), the creation of Rincon Park in front of the Gap headquarters, and other projects have opened our eyes to the possibilities.

The document you are holding is part of this ongoing work, of envisioning a waterfront that welcomes people. There is no single approach that will work across the length of the Port's property; we must find the right solutions for each place, based on the surrounding context, the site's history, and the special opportunities it presents.

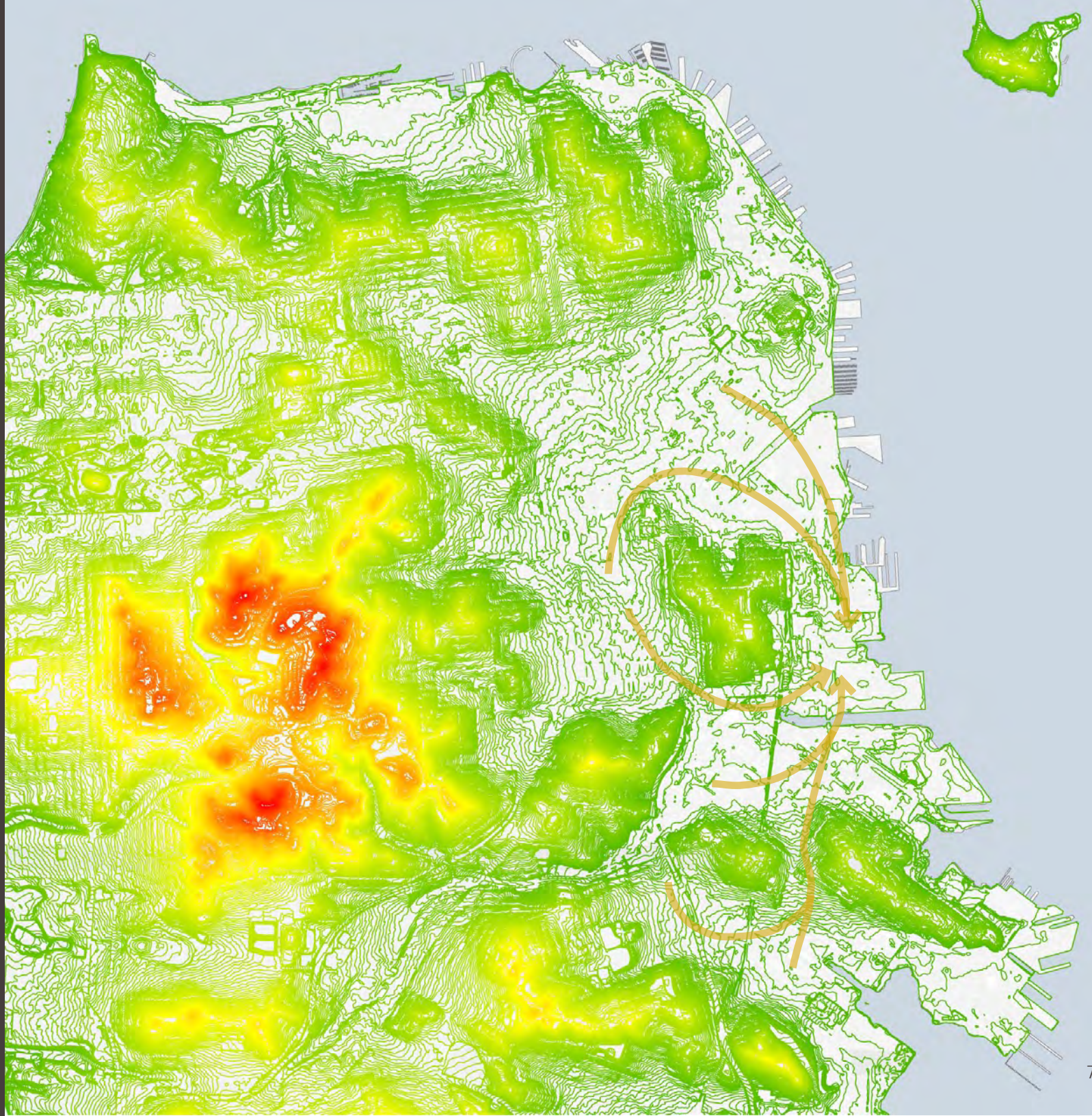
The density and intensity of San Francisco works so well because the city is supported by a fabulous network of parks and plazas. But it is also our good fortune to be surrounded on three sides by water, rather than merely bleeding off into suburbia. The edge where city meets nature is critical to the identity of San Francisco. It's time for us to live up to the potentialities we were given by geography.



THE EDGE WHERE
CITY MEETS
NATURE IS
CRITICAL TO THE
IDENTITY OF SAN
FRANCISCO.

Early conceptual sketch of an open space network in the Central Waterfront

THE CITY'S
STEEP
TERRAIN
LIMITS
ACCESS TO
THE CENTRAL
WATERFRONT





THE SAN FRANCISCO BAY IS ONE OF

**CALIFORNIA'S GREATEST
NATURAL RESOURCES.**

THE BAY IS HOME TO THOUSANDS OF SPECIES OF WILDLIFE AND ACRES OF NATURAL SALT MARSHES AND WETLANDS.

The Bay is a major economic driver for the region, including being home of the fourth busiest container shipping port in the United States. The majestic bridges that span its waters are a premier attraction for the millions of annual tourists who visit the region. Its waters play an essential role in regulating the temperate climate of the region. It additionally plays a central role in our understanding of the region's culture and history.

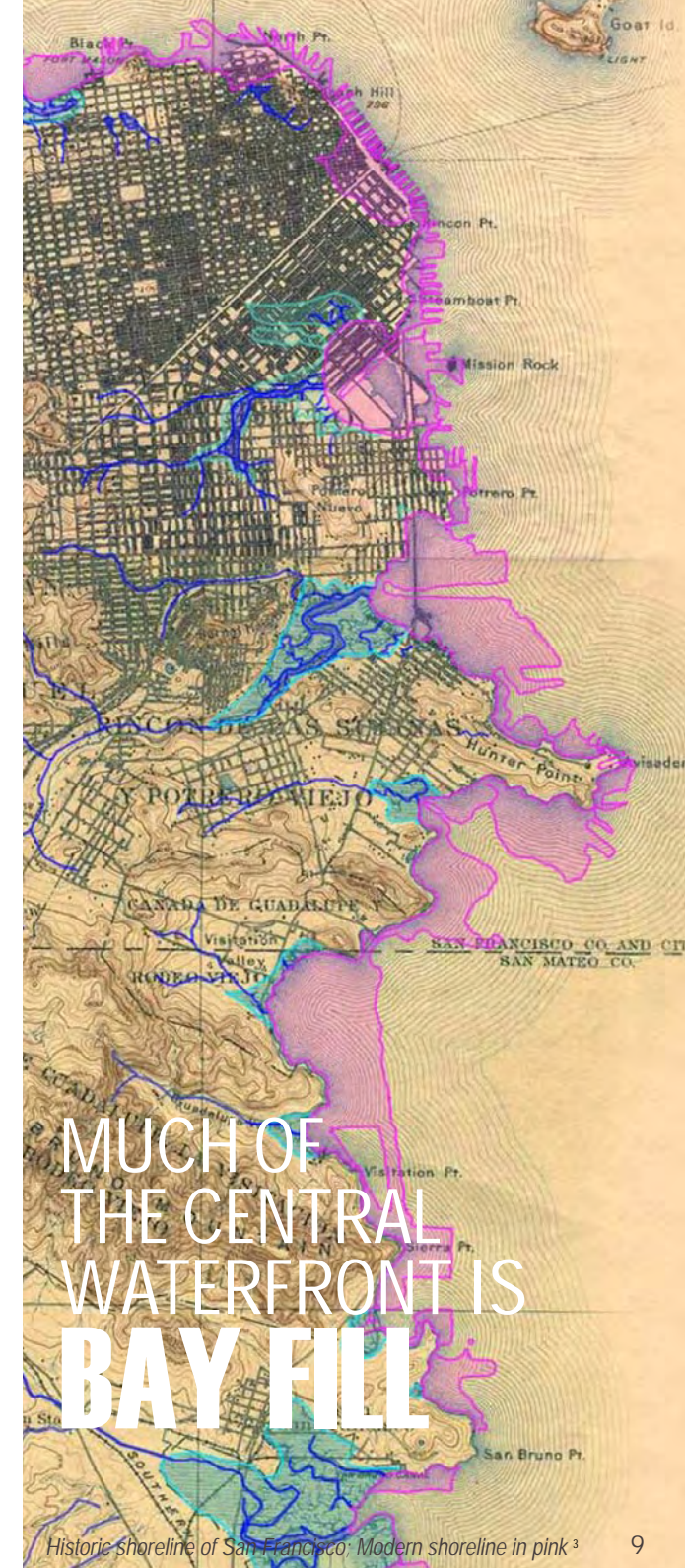
Despite the numerous ways the Bay supports the ecologies and economies of the region, people have a mixed relationship with its water. It has been polluted from mining, from industrial activities, farm runoff, and residential contamination. The continuing urbanization of the Bay Area has put enormous pressures on the Bay, threatening its sensitive ecologies. Much of the development that has happened on the Bay has failed to utilize this enormous natural resource to its full extent.

The city of San Francisco's historic relationship to the Bay is particularly mixed. Few doubt that San Francisco would be the thriving metropolis it is today if not for its important past as a port city. As the Bay has influenced human activities in the region, people have also radically altered the landscape of its waters. Much of the San Francisco Bay has been filled in by human activity, though hardest hit have been the Bay's wetlands, 90 percent of which have been filled in or reshaped for human use.¹ About three-quarters of the Bay's threatened and endangered species depend on its wetlands for survival.

Regulatory efforts on the Bay in San Francisco date back to the early days of statehood, when a State Commission was created in 1863 to improve the City's harbor. In 1968, as a result of work by SPUR and others, the State transferred its responsibilities for the San Francisco waterfront to the City and County of San Francisco through the Burton Act. As a condition of the transfer, the State required the City to create a Port Commission that has the authority to manage the San Francisco waterfront for the citizens of California.²

The threat of fill led to the passing of the McAteer-Petris Act in 1965, which created the Bay Conservation Development Commission (BCDC) with the goal of eliminating the unnecessary filling of the Bay, and promoting the use of the Bay for water-oriented uses and public access. BCDC's jurisdictions generally apply within a 100-foot shoreline band around the Bay. Any public or private project that occurs in the Bay or within the 100 foot "Shoreline Band" requires a BCDC permit.

Despite these efforts, development has fundamentally altered the landscape of the Bay. After years of leveling and filling, there is little left of the original configuration of San Francisco's historic eastern waterfront. The Central Waterfront, where Warmwater Cove is located, has undergone a particularly dramatic change. The flat, nondescript landscape bears little resemblance to the rocky peninsula that once jutted out into the Bay from Potrero Hill.





Deteriorating pier

THE PORT OF SAN FRANCISCO

Today San Francisco's waterfront is one characterized by both neglect and opportunity. The city is home to some of the most spectacular real estate in the country, and a number of recent projects have capitalized on their prime location. The combination of a changing maritime economy, along with an increasing awareness of environmental issues and demand for public access to the Bay, offers unprecedented opportunities to create a new iconic waterfront in San Francisco.

Following the tearing down of the Embarcadero Freeway after the Loma Prieta earthquake, San Francisco has begun a long process of rediscovering its waterfront. The City replaced the freeway with a newly constructed multi-modal boulevard that includes historic streetcars, bicycle lanes and wide sidewalks. Other high profile projects include the renovation of the Ferry Building and the construction of the new Giants ballpark, both of which are located on land leased by the Port. The redevelopment of Mission Bay is another significant investment

Much of this development is on land owned or under the authority of the Port of San Francisco. Despite these high profile projects, the Port currently faces numerous daunting challenges. These challenges are most clearly seen in the underused, aging and deteriorating maritime facilities occupying much of San Francisco's waterfront.

The 2006 Port Capital Plan identified \$1.2 billion in repair, replacement and seismic upgrades required for the continued use of Port properties. Although the Port is a department of the City and County of San Francisco, it receives no financial support from the City, and relies almost solely on the leasing of Port property for its revenues.⁴

The challenges the Port faces are articulated in detail in the SPUR August 2007 newsletter.

“The numerous regulations to which the Port is subject, including the City's own Proposition H, will have to be revisited if there is to be true revitalization. But even if all these regulatory constraints disappeared, it would not be possible for private development to absorb the enormous expense of rehabilitating Port development sites, while producing development even remotely acceptable to the people of San Francisco and the State of California, for whom the City and the Port hold the waterfront in trust.”⁵

These challenges will impact the type of investment that can happen at Warmwater Cove. In particular, it will mean utilizing creative financing solutions and partnering with outside organizations.

\$1.2 BILLION
REPAIR, REPLACEMENT AND
SEISMIC UPGRADES REQUIRED
FOR THE CONTINUED USE OF
PORT PROPERTIES.

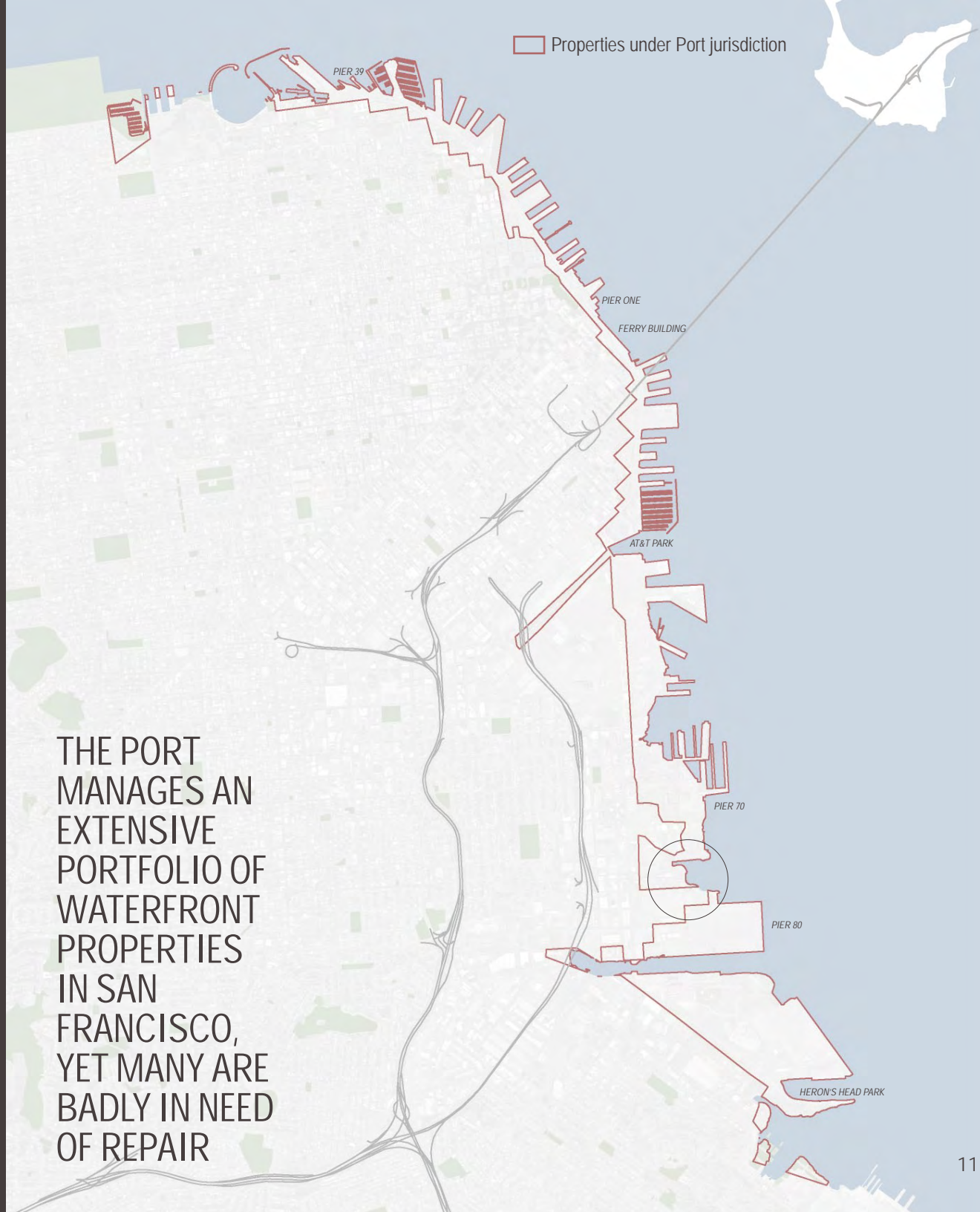
\$415.6
MILLION
AVAILABLE FOR FUNDING
THROUGH VARIOUS SOURCES

INCLUDING PORT TENANTS,
THE PORT'S OPERATING
BUDGET, PORT REVENUE
BONDS, DEVELOPMENT
PROJECTS, AND
INFRASTRUCTURE DISTRICT
BONDS.⁶

HARD CHOICES WILL HAVE TO BE MADE - AND MADE SOON.

- SPUR NEWSLETTER REPORT ⁸

THE PORT MANAGES AN EXTENSIVE PORTFOLIO OF WATERFRONT PROPERTIES IN SAN FRANCISCO, YET MANY ARE BADLY IN NEED OF REPAIR





Pilings near Mission Bay

THE CENTRAL WATERFRONT

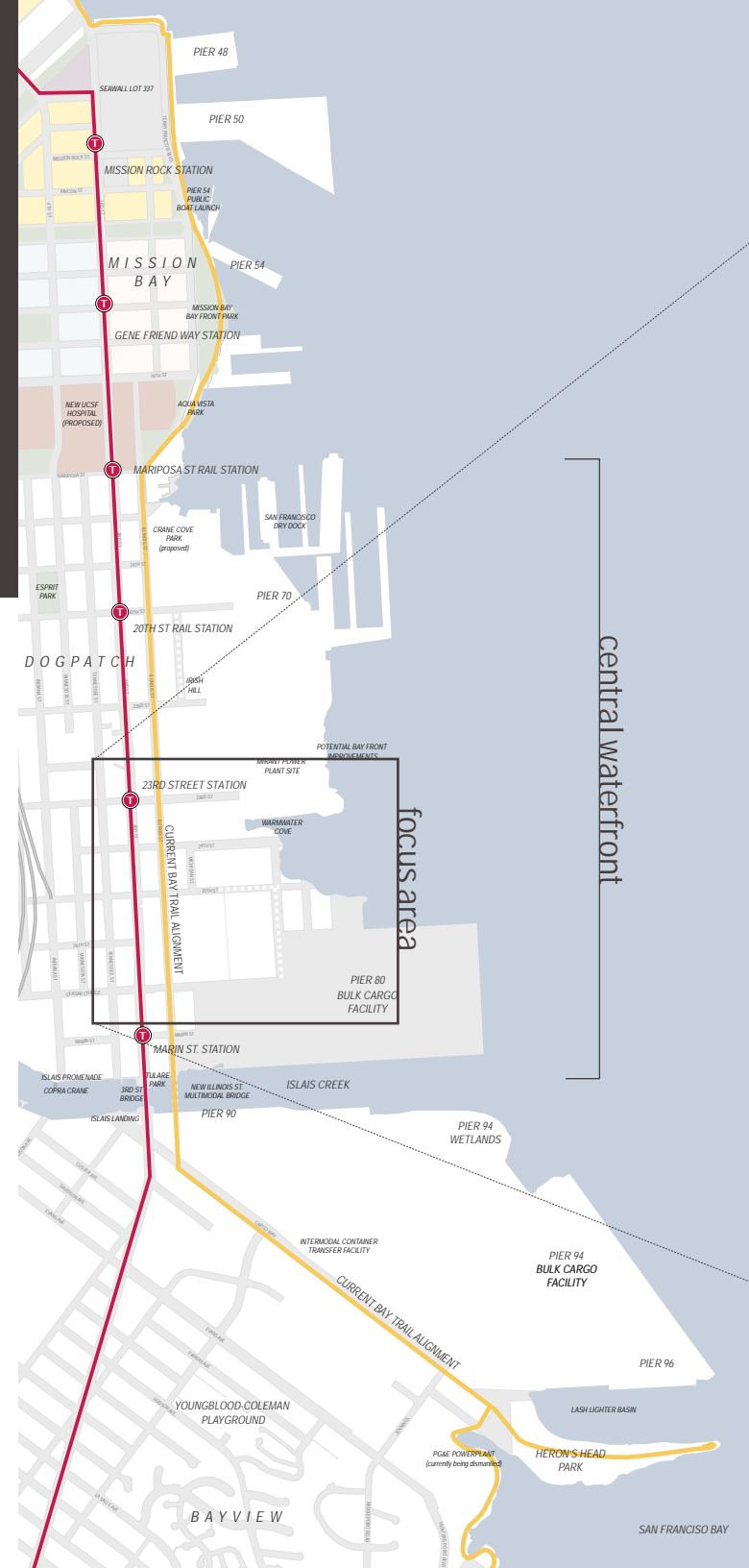
San Francisco's Central Waterfront comprises approximately 500 acres on the eastern side of I-280 extending from Mariposa Street on the north to Islais Creek on the south.

The Central Waterfront was San Francisco's most important center of heavy industry in the United States from the late 19th century until the 1950's. Industries were attracted to the cheap land, deep waters, and relative isolation from the densely populated part of the city. Pier 70, directly north of Warmwater Cove, was home to the Union Iron Works plant, which dominated the West Coast's iron and shipbuilding industries. Later purchased by Bethlehem Steel, the shipyard played a critical role in the production of ships during both World War I and II.

Following World War II, the shipyard began a slow decline, ultimately being sold to the Port of San Francisco in 1982 for \$1. Today, Pier 70 is undergoing its own independent planning process, with the goal of promoting economic development while preserving the important historic resources of the site.⁸

Further south, Pier 80 is a working port facility, dealing in bulk items such as steel, construction materials and automobiles. The facility is adjacent to Islais Creek, which runs in a culvert from Twin Peaks to I-280, and then continues as an open creek to the Bay.

SAN FRANCISCO'S
WATERFRONT IS
HOME TO BOTH
A HISTORIC
PORT AND AN
ACTIVE MARITIME
ECONOMY



MAJOR FEATURES

BAY LINE

A striking feature of the Central Waterfront is its contrast with the long linear flows of open space on San Francisco's western coast, such as along the continuous expanse of Ocean Beach. Waterfront access along the Central Waterfront, by contrast, happens in smaller, more intimate settings.

PARKS AND TREE COVERAGE

The Central Waterfront lacks formal open space, but it also lacks the informal network of street trees and greenery from private property found throughout of San Francisco neighborhoods. An informal analysis of an aerial photograph of the area shows the lack of tree coverage in the area.

BUILDING FOOTPRINT

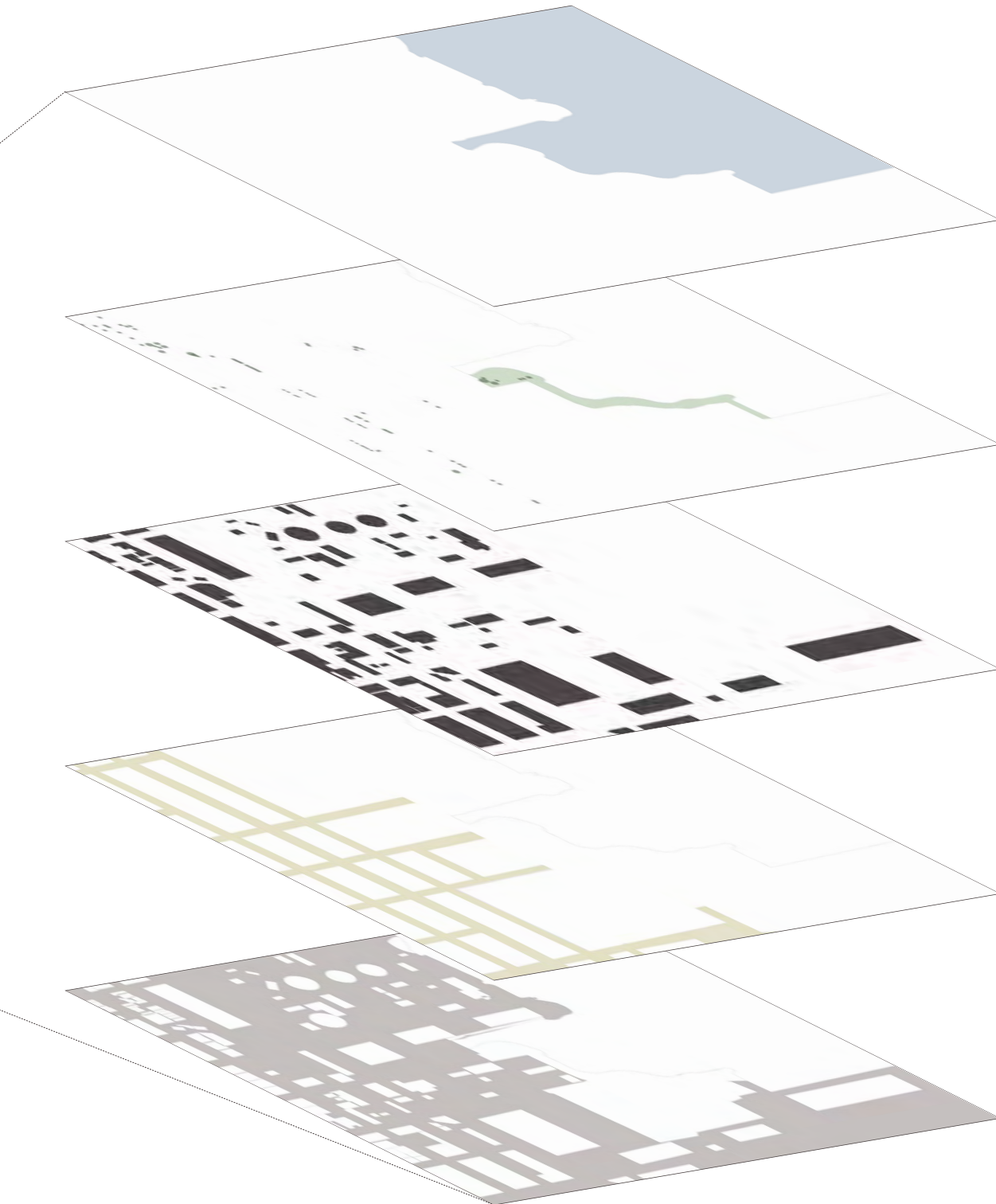
Buildings in the Central Waterfront are relatively low-density, and tend to be one to two stories tall. Many have large adjacent parking lots.

STREET NETWORK

The street network generally follows the standard grid of San Francisco, though as the streets approach the Bay, the patterns are disrupted and there is a lack of connections for automobiles, pedestrians and bicyclists.

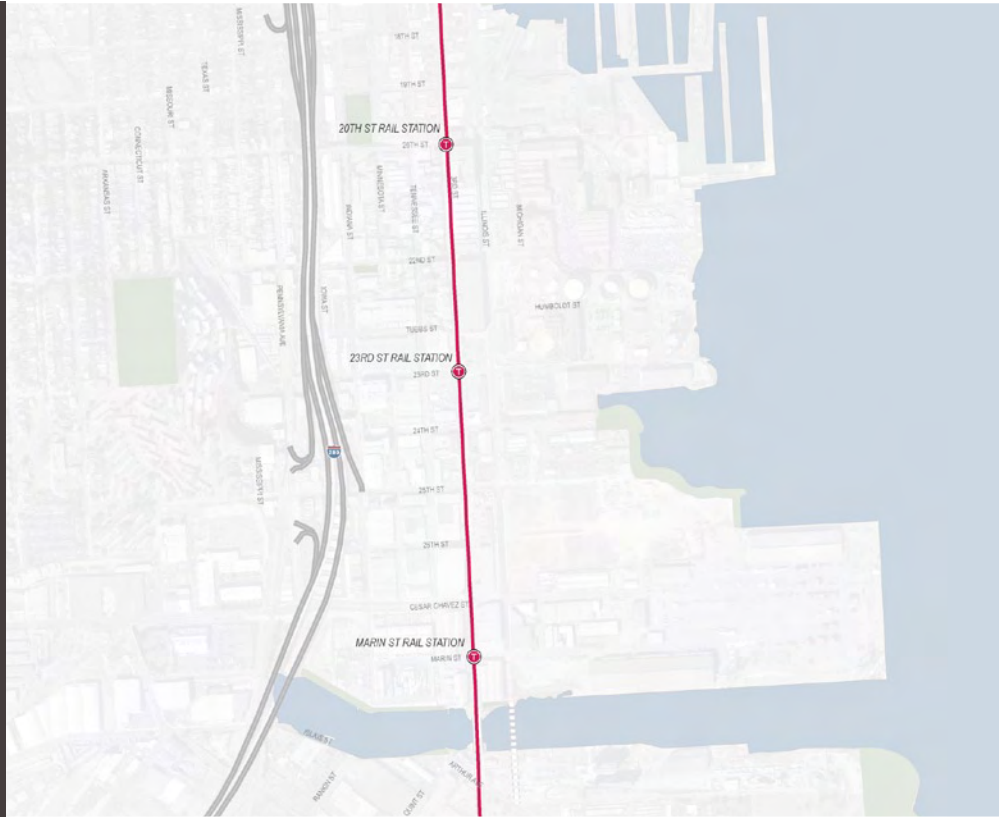
PAVED SURFACES

Much of the Central Waterfront is paved, as streets, parking lots, or outdoors storage areas for industrial equipment. Many of these lots are impermeable, with no formal treatment of stormwater runoff.





THIRD STREET LIGHT RAIL



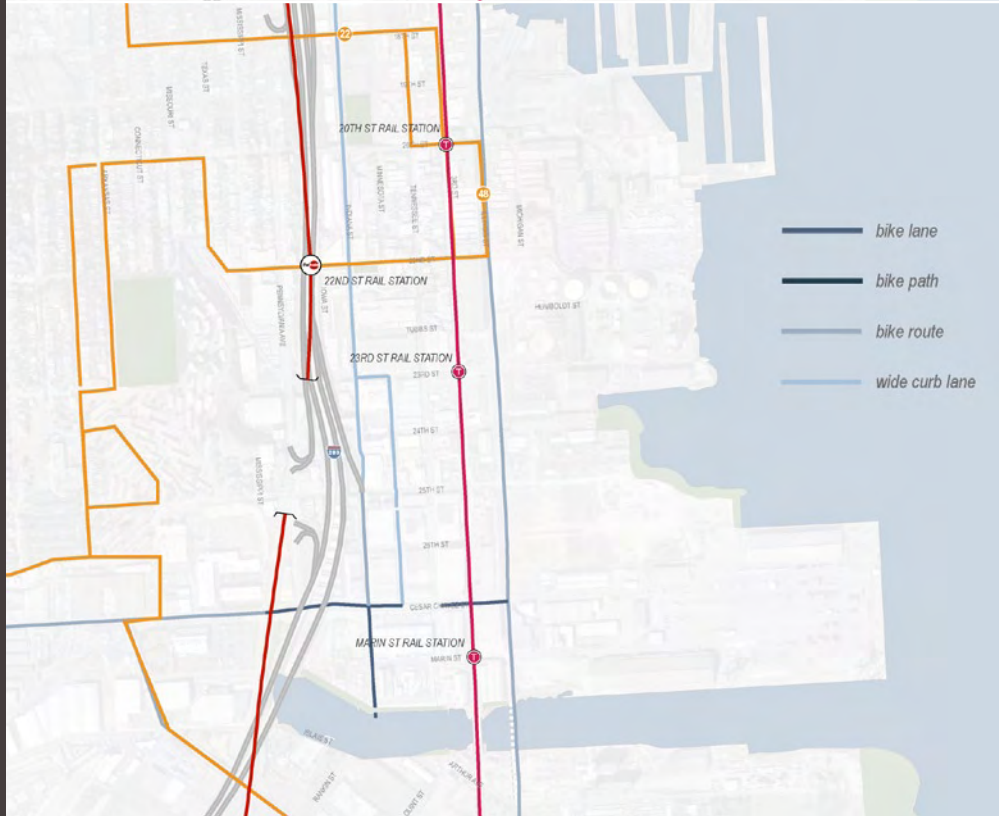
THIRD STREET LIGHT RAIL

The San Francisco Municipal Transportation Agency (SFMTA) recently finished Phase I of the Third Street Light Rail project ("T-line"), an expansion of the Muni Metro system through the City's eastern neighborhoods. The first phase of the Third Street Light Rail project extended Muni Metro light rail service south from its current terminal at Fourth and King Streets to the county line. The line crosses the Fourth Street Bridge and runs along Third Street and Bayshore, ending at Bayshore and Sunnysdale Boulevards in Visitacion Valley.

Since service for the first phase began in April 2007, the SFMTA has stepped up planning efforts for the second phase of the project, which will extend light rail service north from King Street along Fourth Street, entering a new Central Subway near Bryant Street. Trains will cross beneath Market Street and terminate under Chinatown, or possibly North Beach. Planning is already underway for future extensions to the northern tier of the city.



MUNI, BICYCLE NETWORK, CALTRAIN



ADDITIONAL AREA TRANSPORTATION

The Central Waterfront is also served by Caltrain, with a stop at 22nd Street underneath Highway 280. In addition to the Third Street Light Rail, Muni operates two bus lines that service the area, the 48 and the 22, both of which also service Potrero Hill.

Illinois Street has been proposed as an important connection in the Citywide Bike Network, a system of bike lanes, paths and traffic calmed streets connecting every neighborhood and business corridor in San Francisco. The Illinois bike lanes are proposed to serve as a connector to bike lanes on 17th Street, Terry François Boulevard, and proposed lanes on Cesar Chavez.



SIMPLIFIED LAND USE



LAND USE

The Central Waterfront is almost entirely comprised of light and heavy PDR (Production, Distribution and Repair) uses, occupying 94 percent of the land area. There is maritime use along the Bay, including the dry dock at Pier 70 and the bulk break facilities at Pier 80. Other PDR business include construction, warehousing and distribution, energy production, transportation-related industries, and print shops. There is one residential area in the Central Waterfront, Dogpatch, located near 22nd and Tennessee Streets.

Future land uses in the Central Waterfront are currently hotly contested. Some want to locate high density housing along the new Light Rail line. Some argue this is the ideal place for knowledge-based jobs tied to UCSF and the Mission Bay biotech cluster. The only certainty is that this area will be changing.

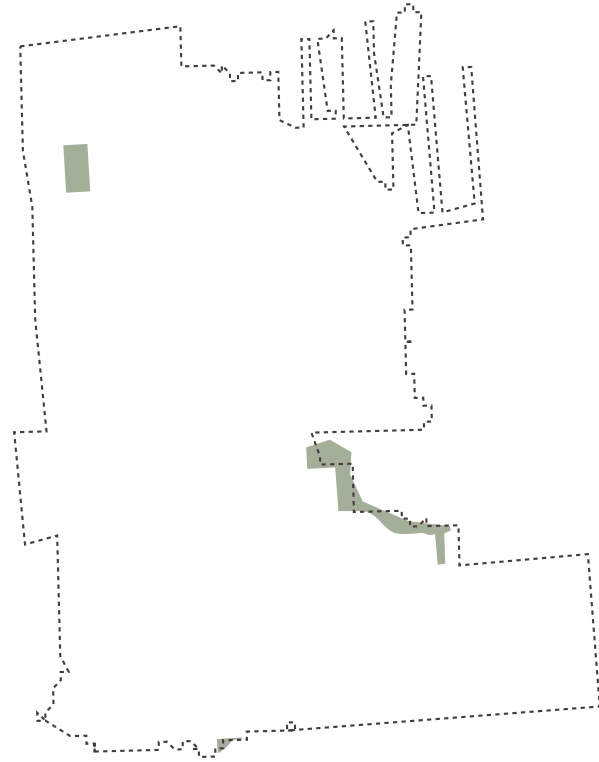


DEMOGRAPHICS



2000 CENSUS DEMOGRAPHICS

Most of the Central Waterfront, including Dogpatch and the eastern most part of Potrero Hill, is found in the Census Tract 226. This area was used to collect data on demographics for the 2000 census. The area has a relatively low population of approximately 992 people. Of those people, 70 percent are White, 10 percent Black, 10 percent Asian, and 10 percent Hispanic. The area has roughly 13 percent unemployment. Housing is primarily renter-occupied, with about 1/3 home ownership rates.⁹



IN AN AREA LACKING GREENERY,
**WARMWATER
COVE IS A VITAL
OPEN SPACE.**

OPEN SPACE

The Central Waterfront lacks open space. The area has one major park – Esprit Park, located between 19th, 20th, Indiana and Minnesota Streets. There are other minor open spaces, including a small pocket park in front of the Muni facilities at 22nd Street and Indiana Street, and a series of small waterfront parks on Islais Creek.

THE BLUE GREENWAY

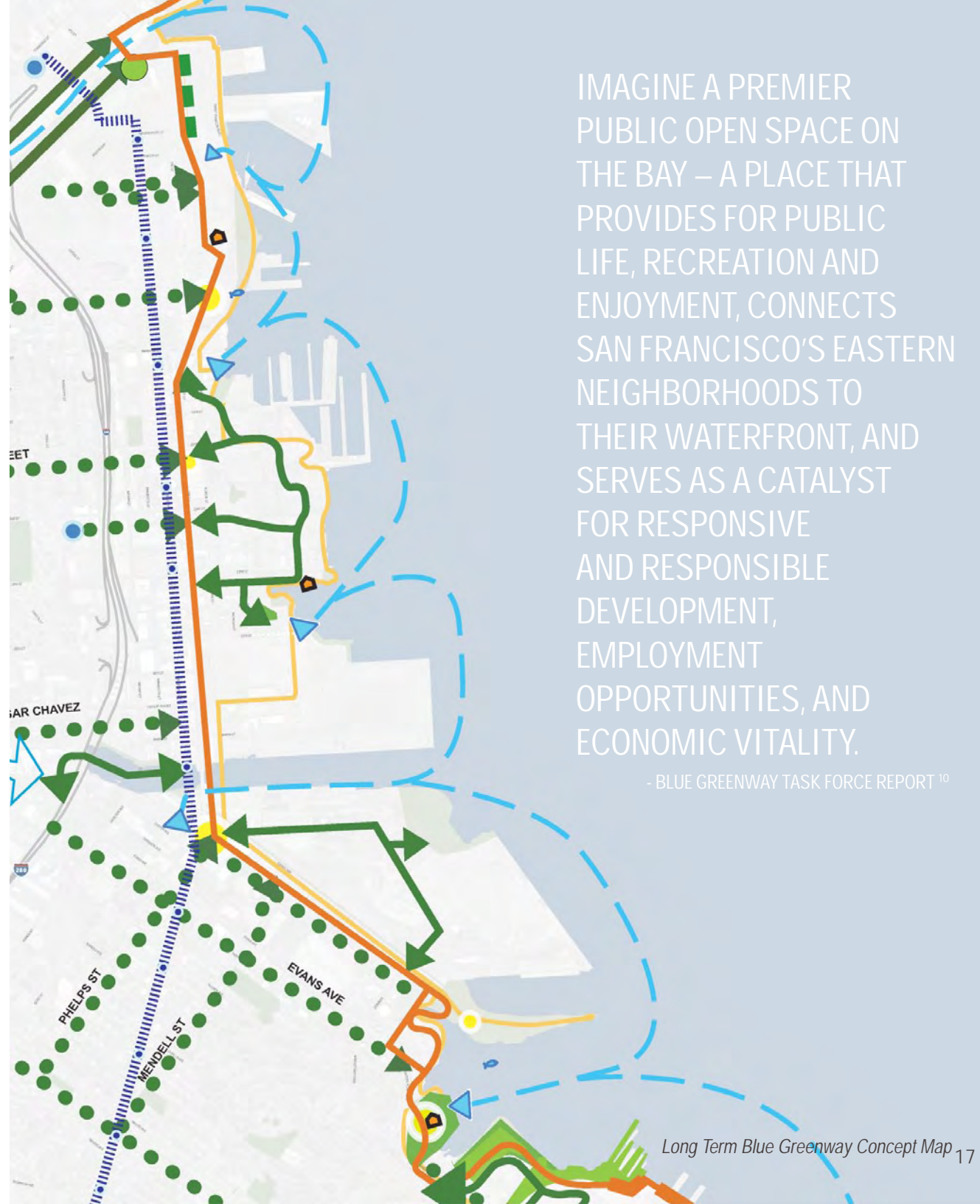
A bold vision for dramatically expanding open space and waterfront access was articulated by the Blue Greenway task force in 2006. In their Roadmap to Implementation, the committee shares the vision of a 13-mile greenway/waterway network along San Francisco's Central and Southern Waterfront.

The project will complete San Francisco's portion of the Bay Trail, increase public access to the waterfront, and provide much-needed open space and a walking/biking route to San Francisco's eastern neighborhoods.



BLUE GREENWAY

China Basin to Candlestick Point



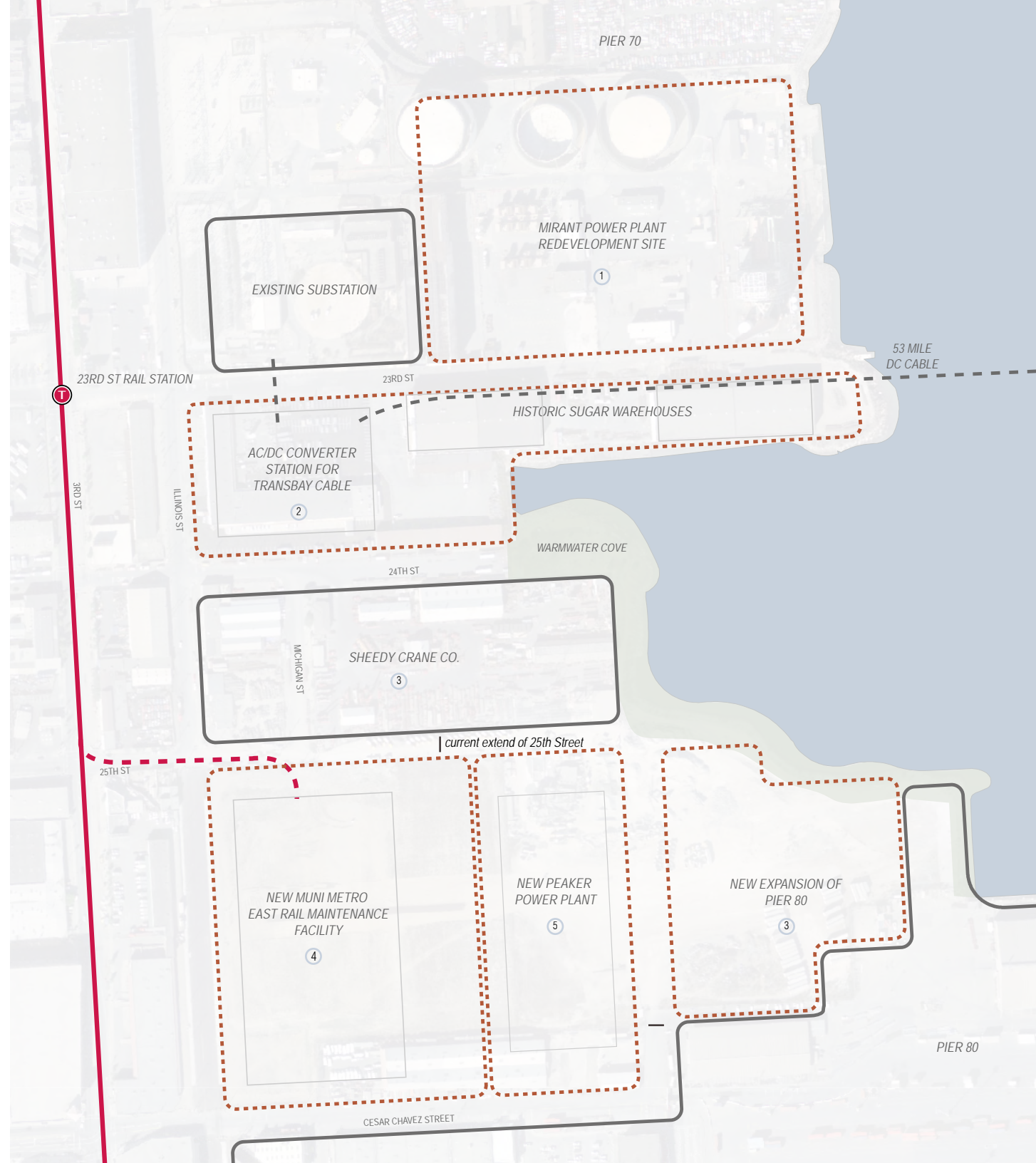
IMAGINE A PREMIER PUBLIC OPEN SPACE ON THE BAY – A PLACE THAT PROVIDES FOR PUBLIC LIFE, RECREATION AND ENJOYMENT, CONNECTS SAN FRANCISCO'S EASTERN NEIGHBORHOODS TO THEIR WATERFRONT, AND SERVES AS A CATALYST FOR RESPONSIVE AND RESPONSIBLE DEVELOPMENT, EMPLOYMENT OPPORTUNITIES, AND ECONOMIC VITALITY.

- BLUE GREENWAY TASK FORCE REPORT ¹⁰

ADJACENT PARCELS

Warmwater Cove is surrounded by water to the east, but on land sits in predominately industrial setting. Though the Central Waterfront is likely to see some degree of changes in land use in the near future, a significant amount of recent and planned capital investments by Muni, the Port and private interests mean the area will retain an industrial feel for some time. These investments provide necessary services to the city, but also limit the types of activities that can occur nearby. Any design proposals for Warmwater Cove would need to respond appropriately to this setting.

A number of these sites are in flux. For example, the process for deciding what should happen at the Mirant site, should it close, will likely be a long, complex process with important legal questions, environmental considerations, and social justice issues.



 Indicates sites currently being developed or in planning stages for development

①



MIRANT SITE

North of Warmwater Cove is the Potrero Power Generating Plant, owned and operated by the Mirant Corporation. The plant has been in operation since 1960, and was purchased by Mirant in 1999. The natural gas-fired plant has a capacity of 362 megawatts. Since the closing of the PG&E power plant in Bayview, it is the only power plant of its size within city limits. However, the Mirant plant utilizes aging technology for generating power, resulting in high levels of pollution. Most observers believe the plant will be shut down and converted to a new use, with San Francisco relying on its connections to the rest of the northern California grid.

While the 2002 Central Waterfront Plan discusses the possibility of housing on the Mirant site, PG&E passed onto Mirant a deed restriction limiting the possibility of housing on the site. This indicates that the site is likely to retain a non-residential use.

④

MUNI METRO EAST RAIL
MAINTENANCE FACILITY

As part of the Third Street Light Rail Project, a new Metro East Operating and Maintenance Facility is currently being constructed on approximately 13 acres at 25th and Illinois Streets. The facility will store, maintain and dispatch up to 80 light rail vehicles, and consists of a main shop and administration building bordering Illinois Street, totaling about 180,000 square feet. The project includes the construction of 25th Street and sidewalks from Third Street to Michigan Street, with the primary entrance of Muni light rail vehicles via 25th Street. Muni will also fund the partial repavement of Cesar Chavez Street from Third Street to Michigan Street.

②

AC/DC TRANSFER SITE
/ HISTORIC SUGAR
WAREHOUSES

The site immediately north of Warmwater Cove is slated to be the terminal point for a 55-mile-long high voltage direct current (HVDC) cable in San Francisco Bay, running from the City of Pittsburg in Contra Costa County. The Project is proposed to transmit electrical power and provide a dedicated connection between the East Bay, which has excess electrical capacity and transmission grid congestion, and the electrical transmission and distribution facilities in San Francisco.

The site is also home to two warehouses of historic significance. At one point the warehouses were used for sugar storage. Currently, they are used for light industrial purposes.

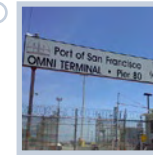
③

SHEEDY DRAYAGE CO.

Sheedy Drayage Co. is a San Francisco based crane, rigging and heavy haul service provider. This site is home to the company office and parking for many of their cranes. The company owns the land their operation is based on, and as of the time of this report being published, the company has no known plans to relocate.

However, should market forces lead Sheedy to develop the land into a higher-value land use, the City should partner with Sheedy to ensure development is done in a way that maximizes public access to the Bay.

⑥



PIER 80

Pier 80 is San Francisco's 69-acre break-bulk cargo facility. The pier features on-dock rail access, three berths, and 400,000 sq. ft of covered storage. The Port is hoping to expand Pier 80 north to the parcel immediately east of the San Francisco Electric Reliability Project site and south of Warmwater Cove.

⑤



PEAKER POWER PLANT

Known as the San Francisco Electric Reliability Project, a peaker power plant is proposed to be constructed at the parcel immediately south of Warmwater Cove. The project will include a 145 megawatt (MW) simple-cycle plant, using three natural gas-fired General Electric LM 6000 gas turbines and associated infrastructure. The plant would be connected via underground transmission circuits to the existing power plant switchyard near the Mirant Power Plant.



View north from Warmwater Cove of the historic sugar warehouses

PREVIOUS AND ONGOING PLANNING EFFORTS

The Central Waterfront and other Eastern Neighborhoods have undergone numerous previous planning efforts. The waterfront falls under the jurisdiction of several agencies, including the Port, the City of San Francisco, and BCDC.

BCDC

- San Francisco Bay Area Seaport Plan (1996, amended 2003), BCDC and the Metropolitan Transportation Commission
The Seaport Plan identifies locations around the Bay designated for cargo terminal operations and “Port Priority” areas, with the objective of accommodating those uses while minimizing Bay fill. The Seaport Plan also includes policies that allow for interim uses until the demand for these future maritime activities occurs.
- San Francisco Waterfront Special Area Plan (2000), BCDC
The San Francisco Waterfront Special Area Plan articulates a vision for the city’s waterfront from the east side of the Hyde Street Pier to the south side of India Basin. The report recommends that Warmwater Cove be developed for public access in accordance with the Recreation and Open Space Plan of the City of San Francisco. The Plan called for limited development, preferably Bay-oriented commercial recreation, provided those activities improve public access and enhance water-related recreation opportunities.
- San Francisco Bay Area Water Trail Plan (2007), BCDC
The vision for the San Francisco Bay Area Water Trail is a network of launch and landing sites that allows people in human-powered boats and beachable sail craft to enjoy the San Francisco Bay through continuous, multiple-day and single-day trips on the Bay.

SAN FRANCISCO PLANNING DEPARTMENT

- Community Planning in the Eastern Neighborhoods: Rezoning Options Workbook (2003), San Francisco Planning Department
This workbook addressed the conflicts between housing and PDR land in the City’s eastern neighborhoods. These conflicts led to the City’s imposition of temporary zoning controls and later the launching of a community planning process in the Eastern Neighborhoods to identify appropriate locations for housing and to determine the amount and location of industrial lands necessary for San Francisco.
- Central Waterfront Neighborhood Plan (2003), San Francisco Planning Department
As part of the Better Neighborhoods initiative, the Planning Department developed the a plan that built upon the Central Waterfront’s established character as a mixed use, working neighborhood. The plan called supporting existing and future PDR businesses, and maritime activities in the Central Waterfront, while increasing housing.
- Eastern Neighborhoods Rezoning and Area Plan Environmental Impact Report (2007), San Francisco Planning Department
This report analyzed potential environmental effects associated with a range of rezoning options proposed by the San Francisco Planning Department for East SoMa, the Mission, Showplace Square/Potrero Hill, and the Central Waterfront neighborhoods. The options were meant to encourage new housing while preserving lands for PDR businesses and activities on the eastern side of San Francisco. The latest plans from the Department of City Planning indicate biotech jobs in this area.

PORT OF SAN FRANCISCO

- Waterfront Land Use Plan (1998), San Francisco Port
The Waterfront Land Use Plan resulted from a San Francisco ballot measure, Proposition H in 1990, which mandated the creation of a land use plan for the Port’s shoreline properties. The Port expanded the scope to all properties under its jurisdiction.
 - Pier 70 Area (ongoing), San Francisco Port
Pier 70 is an approximately 65-acre Port-owned site between 18th and 22nd Streets, east of Illinois Street. For over 150 years, some portion of this site has been in use for ship-building and repair, steel production, and other heavy industrial uses. The site contains a number of historic buildings, many of which are in deteriorating condition. The Port of San Francisco is currently conducting a public planning process to develop a master plan for the entire 65-acre site. The goal of the planning process is to save and rehabilitate as many historic buildings as feasible, preserve the viability of ship repair operations, and attract new development to the site.
- In 2005, a group of planning, architecture and landscape architecture graduate students interning with the design firm EDAW did extensive research on Pier 70, offering a number of design suggestions. Among their suggestions were the continuation of the Bay Trail through the site, the rehabilitation of many of the historic structures, and the promotion of the area as a mixed-use district with commercial and institutional uses, an arts district, and working maritime industries.



Above: Before the cleanup, tires littered the Bay at Heron's Head Park. (Image courtesy of LEJ)



CASE STUDY: HERON'S HEAD PARK

Heron's Head Park is a twenty-four acre wetland located at the northern base of the Hunters Point Peninsula. The site is Bay fill, and was originally constructed to be part of a new Bay bridge, or a new working pier. Neither project ever materialized, and Pier 98 sat as a brownfield site for several decades.

Over time, the abandoned land became critical habitat for more than seventy-eight species of mostly migratory birds along the Pacific flyway. As of the early 1990's, the area's salt marsh became one of only two remaining wetland habitats in San Francisco.

During the mid-nineties, the Port of San Francisco began a collaborative process to redevelop Pier 98. Local residents and teachers advocated for the transformation of the area into a park as a means to provide open space for the surrounding communities. The Port worked with neighborhood community groups to transform the land into nature preserve and recreation area.

During July 2000 the Port of San Francisco and Literacy for Environmental Justice (LEJ), a local environmental justice organization, entered into a partnership to maintain Heron's Head Park. Their stewardship in the form of educational outreach programs has been essential to the maintaining of the park. This partnership model is a wonderful example on how to rehabilitate neglected open spaces.

“HERON'S HEAD PARK HAS BECOME A MODEL WATERFRONT PROJECT THAT HAS RESTORED A WETLAND WHILE REVITALIZING A COMMUNITY.”

- LITERACY FOR ENVIRONMENTAL JUSTICE



View of PG&E Powerplant, currently being dismantled

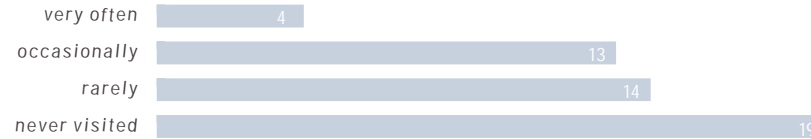


SURVEY RESULTS

COMMUNITY OUTREACH EFFORTS

In an effort to accomplish his programming objectives and establish long and short term goals for the improvement of Warmwater Cove, this year's Piero N. Patri Fellow conducted interviews with area youth and utilized a neighborhood clean-up event as community outreach effort. On Saturday, August 4th, around 80 volunteers gathered at Warmwater Cove in a community clean-up event organized by the Department of Public Works to help pick up trash, trim trees and paint over benches, trash cans and graffiti. A total of 56 surveys were collected at the August 4th cleanup.

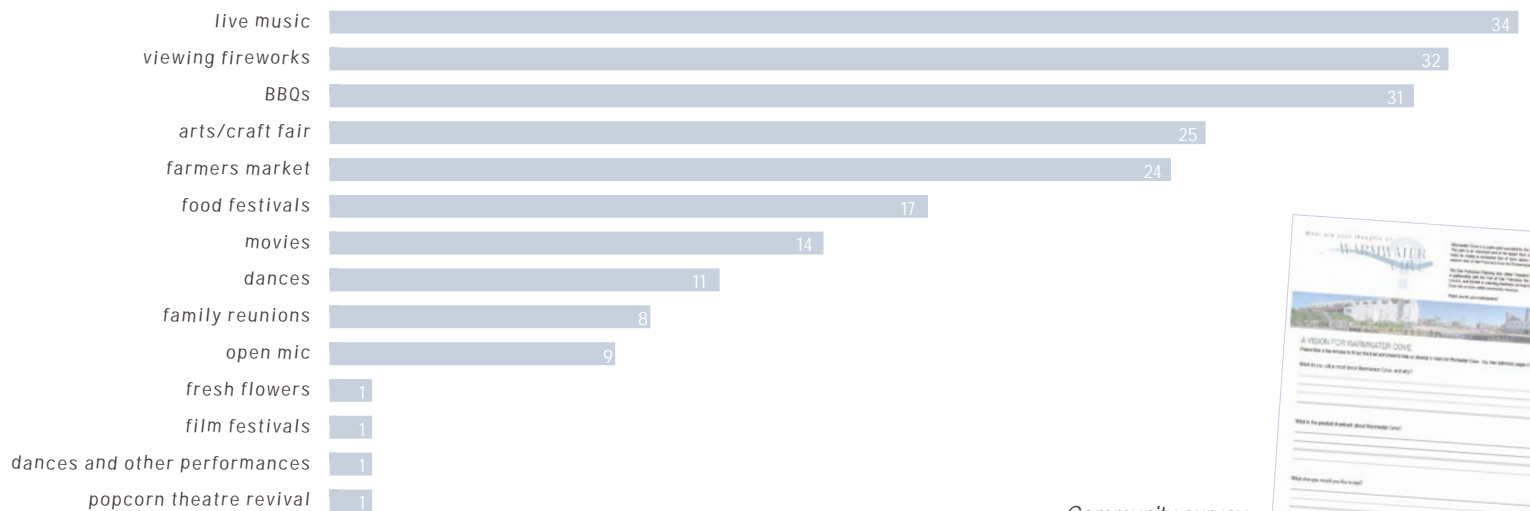
QUESTION ONE: How often do you visit Warmwater Cove?



QUESTION TWO: What land uses do you think are appropriate at Warmwater Cove?

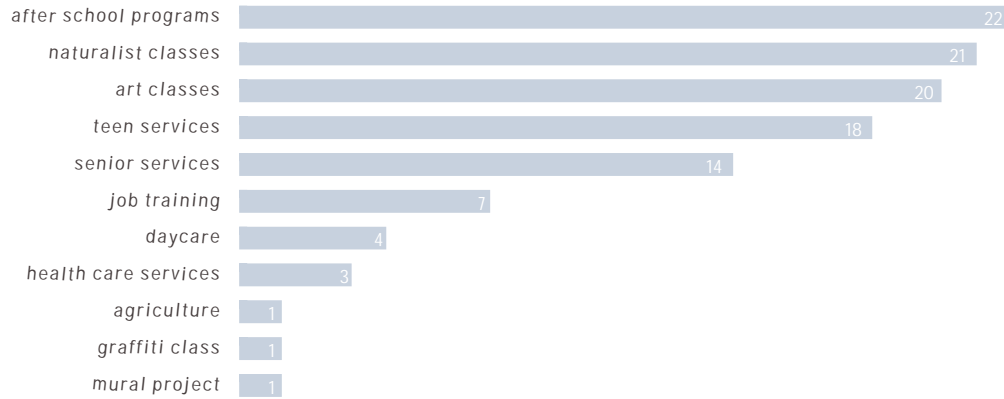


QUESTION THREE: What types of events would you like to see happen at Warmwater Cove?



Community survey

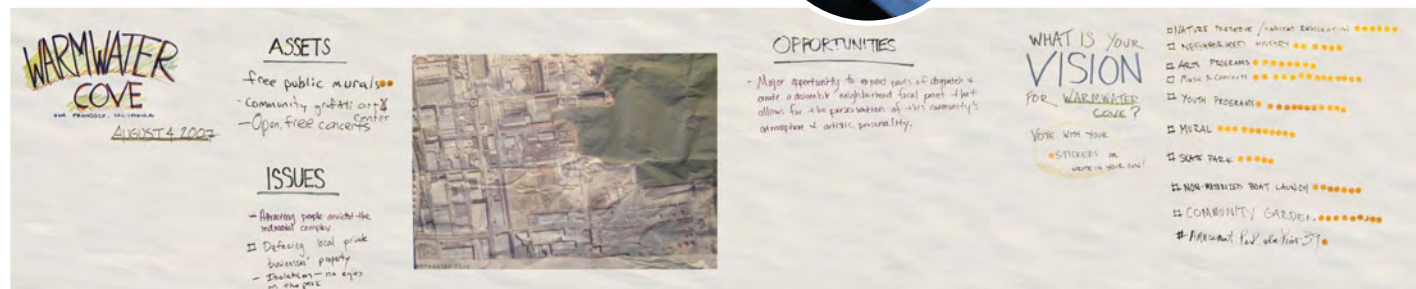
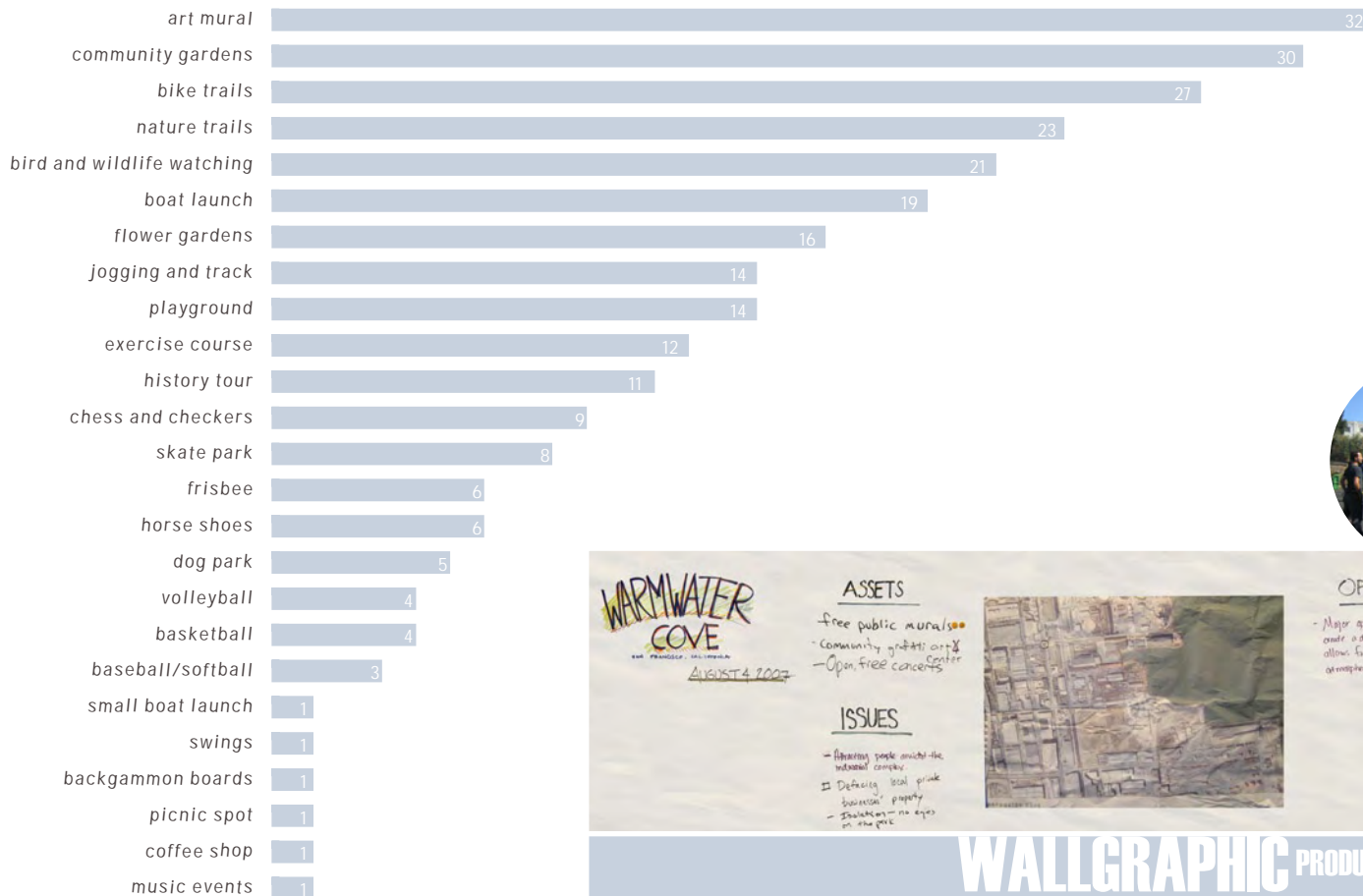
QUESTION FOUR: What types of services would you like to see at Warmwater Cove?



Art murals were the most popular activity surveyed for Warmwater Cove

32 people supported art murals at Warmwater Cove

QUESTION FOUR: What types of activities would you like to see at Warmwater Cove?



WALLGRAPHIC PRODUCED BY CLEAN-UP PARTICIPANTS

ADDITIONAL OUTREACH

Through the Potrero Hill Neighborhood House, Piero N. Patri Fel-low Mike Ernst interviewed nine teenagers (ages 15-17) who live mostly in Potrero and Bayview. Some highlights of their conversation:

- None of the teenagers had ever been to Warmwater Cove, and all but one had also never heard of it. Wayfinding and outreach would be necessary to attract any new users to an improved Warmwater Cove.
- In discussing what they felt was important in their community, they emphasized safety as their biggest concern. They said they know peers who have been victims of violence, and going to an unfamiliar place, even one as close by as Warmwater Cove, made them uncomfortable. They suggested that any design considerations should emphasize inclusiveness and safety.
- They said that there is a lack of recreational opportunities for teens, though when asked for specific suggestions, they were slow to come up with concrete ideas of what they would like to have nearby. One suggestion that everyone in the group seemed excited about was a roller skate arena. They liked the overall idea of the Blue Greenway and being able to walk or ride your bike along the Bay. They were less excited about formalized programming like basketball courts or soccer fields, since there are already those facilities in Potrero.
- Overall, the group seemed interested in the project. They liked the idea of a new park to go with their friends, though they thought Warmwater Cove was too out of the way for them to go currently.

GRAFFITI

Until the August 4th cleanup, Warmwater Cove was a popular spot for graffiti. Many residents viewed graffiti as a legitimate artistic expression, though many viewed it as vandalism. The surveys collected indicated that many people wanted Warmwater Cove to continue to be an art-positive park, as long as those wanting to do art there provided some stewardship of the park. There was a good deal of support for arts murals.

"This park has the name "Toxic Tire Beach" for a reason: it's been intensely polluted for decades with dangerous industrial waste...If the city is serious about wanting people to bring their children and dogs here, they should start by cleaning up the soil. The toxins in the ground are far more dangerous than the paint on the walls."
— Liam O'Donoghue

Protesters at the August 4th cleanup



"Artists and musicians who have made Warmwater Cove their home for many years deserve more credit than they've gotten, because their efforts, although technically illegal, have made the park safer and more enjoyable during a time when the City did nothing. These people deserve to continue their role as guardians and cultural participants in the life of this park." — Cassidy Curtis



A NEW VISION FOR WARMWATER COVE

Warmwater Cove is a tremendous asset to the eastern neighborhoods of San Francisco. In an area severely lacking in open space, Warmwater Cove offers a remarkable potential for expanding recreational opportunities, promoting economic development, and offering community services. This report identifies the following goals for making Warmwater Cove an improved public resource and vital waterfront.

Through community outreach, the following key aims were identified:

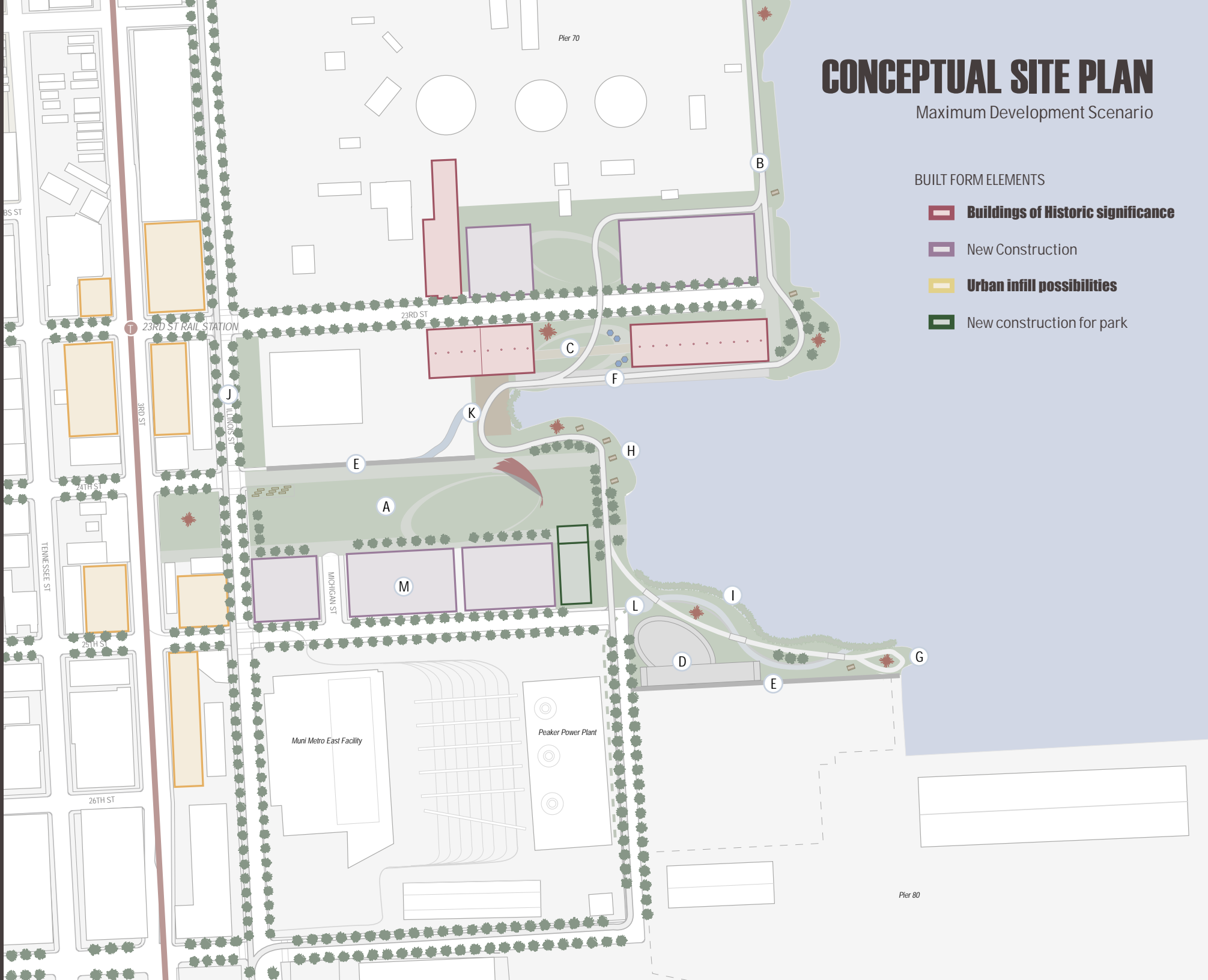
- Create an inviting waterfront park for all ages and user groups
 - Improve access to the park
 - Provide more community services, especially for youth
 - Encourage use of the park for artistic expression
 - Ensure that any improvements made are adequately maintained
 - **Incorporate flexible open space areas**
 - Increase sense of safety in park
- **Make Warmwater Cove a Signature Park**
Invest in programming for the park in order to improve its standing as the signature open space for the Eastern neighborhoods of San Francisco, offering expanded region-serving waterfront recreational opportunities. Maximize the flexibility of the park to create opportunities for both small and large scale programming options.
 - **Commit to Full-scale Environmental Remediation of Warmwater Cove**
Remediation might include soil testing and the removal of large waste items from the low tide areas. Rebuild coastline while removing debris.
 - **Restore Natural Bay Habitat**
Wherever possible and appropriate, reclaim low-lying marsh areas for habitat restoration. Integrate habitat restoration into development through landscaped design elements used to treat stormwater run-off.
 - **Create Multiple Destinations at Warmwater Cove**
Encourage the development of complementary attractions not only in the park but also on the surrounding parcels. The destinations should fit with the areas' existing reputation as an arts center. The destinations should attract a diverse group of people from both nearby neighborhoods and the greater San Francisco area.
 - **Rehabilitate Signature Historic Structures**
Work with the property owners of the two historic warehouses directly north of Warmwater cove to create new destination centers serving multiple commercial, institutional and recreational purposes. Reconstruct the dilapidated promenade to connect the site to adjacent open spaces.
 - **Promote Appropriate Development**
Ensure that any development adjacent to Warmwater Cove provides maximum public access to the waterfront and the greatest expansion of open space. Tie development fees directly to the construction and maintenance of the waterfront. Maximize community involvement in any development projects.
 - **Strengthen Existing and Establish New Pedestrian Connections**
Bring the Blue Greenway/ Bay Trail closer to the Bay through the creation of a new waterfront pedestrian and bicycle pathway, linking Pier 70 to Bayview along the water.
 - **Align Warmwater Cove with the City's Alternative Energy Efforts**
Recognize the Central Waterfront's role in the creation of energy to service the rest of the city, while encouraging the production of energy through non-polluting means. Provide for the installation of solar panels on new and existing buildings.
 - **Form Community Partnerships**
Maintain public space and offer new services through partnerships with local community and arts organizations. Establish relationships with artists to encourage stewardship of the park.

CONCEPTUAL SITE PLAN

Maximum Development Scenario

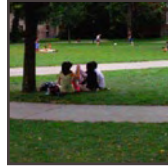
BUILT FORM ELEMENTS

-  **Buildings of Historic significance**
-  **New Construction**
-  **Urban infill possibilities**
-  **New construction for park**



PARK ELEMENTS

A Main Green - This centerpiece lawn is the heart of Warmwater Cove, providing much needed open space, recreation facilities, and a view corridor to the Bay from Third Street. The new prominent green features a bandstand for musical and cultural performances. Minimal built elements allow for flexibility in programming.



B Expanded Blue Greenway trail – While keeping Illinois Street as a bicycle thoroughfare, the Blue Greenway is reconfigured to follow the Bay, running from Pier 70 south along the newly constructed Maryland Street, east on Cesar Chavez, and continuing South along Illinois Street. The path will feature marked lanes for cyclists and pedestrians.



C Public Plaza – Connecting the restored sugar warehouses, this new public plaza features a center piece sculptural element and a small café with outdoor dining. The plaza has a small outdoor dining area, a prominent sculptural element and a pedestrian connection between the renovated sugar warehouses.



D Elemental Skate Park - Built forms are constructed that are friendly towards skateboarders. Forms might include ramps and rails. In order to insure maximum flexibility of space, the elemental skate park double as viewing areas when not in use by skateboarders. The forms are designed in cooperation with local skateboarding organizations.



E Mural Walls – The park features two walls for public art. One at the main entrance to the park on 24th Street features a formalized mural, preferably with a theme relative to the history of the Central Waterfront. The second is directly north of the expanded Pier 80, and will be painted over on a regular timeframe, such as once a month), to encourage the active creation of temporary art.



F Public Boardwalk – A new waterfront boardwalk is constructed running along the historic sugar warehouses. The buildings are renovated to open up to the boardwalk to take advantage of this valuable public space.



G Sculptural Elements– Building on Warmwater Cove as an art-positive space, sculptural elements made by local artists are spaced throughout the park, providing visual variety to visitors. Artists are encouraged to incorporate the production of alternative power -- including solar and wind -- into their sculptures.



H Picnic Areas – New picnic benches and BBQ pits are installed near the water to provide a pleasant place for families to gather and appreciate the view.



I Habitat Restoration –Warmwater Cove is recreated as a positive, nurturing ecosystem for the abundant plant and wildlife of the San Francisco Bay. Native plantings and wetland restoration can have the dual purpose of providing wildlife refuge and filtering water pollution.



J Connected Street Trees Network – Connections to the residential neighborhoods in Potrero Hill and Dogpatch are strengthened by a network of street trees and green streets, greatly expanding informal open space in the Central Waterfront.



K Daylighted Creek – A seasonal culverted creek that empties into the Bay immediately north of Warmwater Cove is daylighted for landscaping, habitat restoration and recreation purposes.

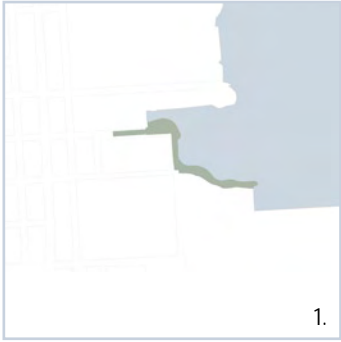


L Landscaped Stormwater Runoff Treatment – The newly constructed peaker power plant on Maryland and 25th Street treats its stormwater runoff through vegetated swales that are incorporated into the design of the park.



M Green Infrastructure – All new construction is encouraged to be LEED certified. Alternative energy sources are built into the buildings structures, and natural ventilation and building materials should be encouraged.

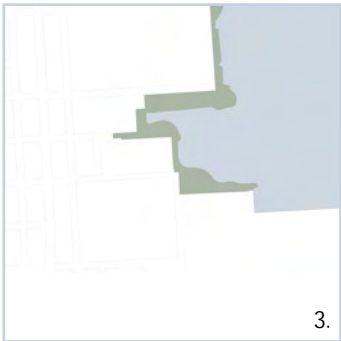




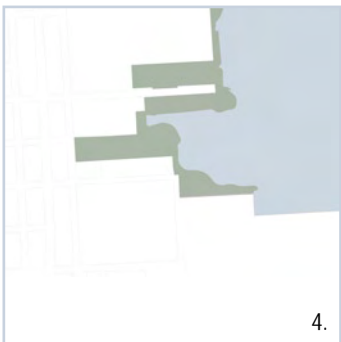
1.



2.



3.



4.

IMPROVEMENT SCENARIOS

This report proposes four possible development scenarios for improving connections to Warmwater Cove.

1. Minimal expansion scenario – Warmwater Cove has improved linkages to the BayTrail/Blue Greenway along 25th Street to Illinois Street. The Port partners with local community organizations to act as park stewards.
2. Small expansion scenario – Warmwater Cove expands south through the utilization of a land swap with the expansion of Pier 80. The park also expands West along 24th Street to improve connections to the Illinois and Third Street corridors. 25th Street is extended east to the park.
3. Medium expansion scenario – The Bay Trail/Blue Greenway is extended through Warmwater Cove from Pier 70 through the current Mirant Power Plant and the south along a newly constructed Maryland Street. The historic sugar warehouses are restored as a cultural destination point connected by a public promenade along the water. A new public plaza is established between the two warehouses, which is reflected in new open space in the development of the Mirant site. This scenario is predicated on the closure and redevelopment of the Mirant Power Plant site and would involve partnering with the property owners of the parcel immediately to the north of Warmwater Cove.
4. Maximum expansion scenario – The property currently owned by Sheedy Drayage is redeveloped into higher density development. Warmwater Cove expands west to Third Street, connecting the park to the stop on the Third Street Light Rail at 22nd Street. The building are oriented towards the Bay to take advantage of the views and reinforce stewardship of the park. A new view corridor is established along 24th Street, connecting the neighborhood to the Bay.

BUILT ELEMENTS

Warmwater Cove is more than just the park. It also encompasses the surrounding parcels. How these parcels relate to the park is extremely important to determining the success of the park.

Buildings of Historic significance

Every effort should be made to preserve buildings that have important connections to this area's industrial past. The historic sugar warehouses north of Warmwater Cove should be restored and renovated. The large brick warehouse building on the Mirant site should be investigated for indications of historical significance.



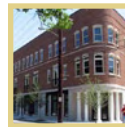
New Construction

Higher density development should be encouraged on the south part of Warmwater Cove. The buildings might be used for biotechnology research, green industries and artistic and educational spaces. They should open up to the park, and their residents should be encouraged to engage in stewardship of the park.



Urban infill possibilities

These lots have been identified as sites where higher-density development might be appropriate to take advantage of their locations adjacent to the Third Street Light Rail line.



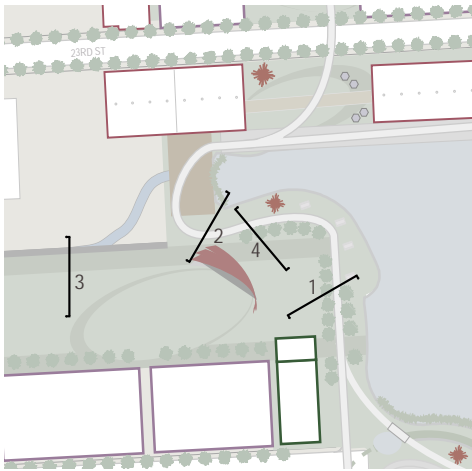
New construction for park

A small new building would be constructed to provide programming space for the park, storage for maintenance items, and a public restroom.



DETAILED CONCEPTUAL VIEWS

The following are meant to represent possible design solutions for Warmwater Cove. They should be viewed as conceptual in nature and open for further review.



1. View of Picnic Area
2. View of Blue Greenway Connection
3. View of 24th Street Connection
4. View of Renovated Sugar Warehouses



1: View of Picnic Area

2. View of Blue Greenway Connection



3. View of 24th Street Connection



4. View of Renovated Sugar Warehouses



CONCLUSION

A changing Bay Area economy has seen dramatic shifts in the nature of activities engaged in by the Port of San Francisco. While vital maritime infrastructure should be maintained and expanded, the Port also must continue to pursue creative alternative solutions to preserving the many historic buildings and piers that make up our waterfront. The Port should be build on its recent successes along the Embarcadero and at Mission Bay and continue to open up the waterfront for public use.

The spectacular view of the Bay from Warmwater Cove provides a glimmer of the resource San Francisco's Central Waterfront has the potential to become. The Blue Greenway project asks us to imagine if that view could be enjoyed from a network of parks and open space spanning the entire waterfront. The recreational, health, social and environmental benefits of this ambitious project are many. Like all great public spaces, completing this project will take a tremendous amount of coordination, imagination and the continual articulation of the vision. Making Warmwater Cove a viable public space is a vital step in making this vision happen.

As part of the Blue Greenway vision, Warmwater Cove should attract both local residents and visitors from around the Bay. Efforts should be made to connect the park to nearby open spaces and residential neighborhood while also making Warmwater Cove a regionally-drawing destination. To achieve this, the park should feature flexible spaces aimed at accommodating a variety of users. Artists, cyclists, youth, hikers, parents, gardeners, skateboarders, concert-goers, and many others can find a reason to visit Warmwater Cove. This can truly be a park for all.

COMPLETE SURVEY RESPONSES

QUESTION ONE: What do you value most about Warmwater Cove and why?

"Open space"

"Views - space"

"Quiet. Facing the water. Away from buildings. Some nice graffiti."

"Public access to the Bay"

"Beautiful views, nice breezes, location is a bit off for children and residences"

"Close proximity to my business"

"Graffiti and the place to paint"

"The scenery, open space"

"I've never been to Warmwater Cove before, so I don't know. Sorry"

"Green space, access to the Bay view, Blue Greenway bicycle trail"

"Peaceful viewing of the Bay"

"It's a piece of potentially beautiful area in an industrial setting, but near an up and coming neighborhood."

"Peacefulness; blue skies; warm weather"

"Location; the view; the tranquility; the natural setting"

"It's seclusive; I like the graffiti"

"Close to my loft; open space in an industrial area. Convenient location to walk dog"

"Proximity to the bay and to my house"

"Bay access"

"Open space and access to bay for walking"

"It's close to my house and close to the water"

"The open space by the water"

"Bay access in an urban setting"

"Amazing community resource; accessible to lots of people; in an industrial area"

"I actually am going to miss the murals/graffiti. I hate tagging but this place had a lot of history. I think that Warmwater Cove did give a nice place for people to gather; the trash just got out of control"

"My neighborhood, open space to enjoy air and sun"

"I live in the neighborhood and would appreciate a local park to enjoy; it has a wonderful view of the bay and is truly a neighborhood park"

"Proximity to new development and 3rd Street corridor"

"I would love to just see it green and clean"

"Close to where I live"

"The location is sunny and scenic"

"Empty land is small, small city. Amazing views, space could be utilized really well."

"Park space for the community; limited resources for the neighborhood"

"Access to the bay; having a park so close to the water is a treat; rare"

"There aren't too many parks in this area so we need to protect what we have. It will take more than one organization; it will take the entire community"

"The history of underground art events that have happened here. This was the birthplace of popcorn guerrilla anti-theatre; a monthly review of absurd theatre. Also cyclecide bike rodeo has performed here. It is a beautiful place even in it's ugliness."

"Open space, a nice bike ride from Potrero Hill"

"The Bay -- water always attracts me"

"Looks great"

"Open space for the community to utilize. A clean, well-kept park for all to use"

"Interesting open space on the waterfront available to all and especially serving the Bayshore and industrial areas"

"A public space for various communities and neighborhood groups to gather and enjoy together. Art is an important part of what I have enjoyed here over the years from short term theatrical performances to murals"

"Seclusion -- feels private, also feels like its away from the rest of the city"

"The view"

"The walk area and the beautification of the landscaping. Nice! I love the water"

"The waterfront access and the space to walk, picnic and enjoy the view"

"The waterfront, the view and the nice breeze and weather"

"it's potential beauty"

"Quiet, not too many people. Animals."

"Location and place for me to visit with my dog"

"It is a great piece of property with so much potential"

"Beautiful views. Rare to have open space right on the water in this neighborhood"

"[I value that Warmwater Cove] is a public space for various communities and neighborhood groups to gather and enjoy together. Art is an important part of what I have enjoyed here over the years, from short term theatrical performances to murals."

QUESTION TWO: What is the biggest drawback about Warmwater Cove?

"The Mirant Power Plant"

"Isolation. Potential for crime. Bad graffiti."

"Getting here from where I live"

"Too far for current residences"

"The safety aspect of the homeless, trash, needles, empty spray cans. It is not that way now [after the cleanup]. Thank you"

"None"

"Lack of community involvement; lack of cooperation from the City"

"Derelict appearance, graffiti"

"No easy access"

"The surrounding industrial companies"

"Vandalism; graffiti; no lights; illegal dumping"

"Location. It is too remote and, until [after the cleanup], it has not been given the TLC that it deserves"

"Toxic water and trash"

"Campers in cars with large dogs; suspicious individuals in the area"

"Too many derelict cars and RVs; it doesn't feel safe"

"Safety; pollution"

"Potential pollution; safety"

"Feel a little 'unsafe'"

"The approach on 24th Street"

"Trash trash trash"

"No grass; pavement. Personal preference for dirt paths"

"It's filthy and with the graffiti it doesn't feel as safe as it should be"

"No one knows about it"

"Not too many people know about it. Those who do [know about the park], don't come because it was a complete mess"

"The razor wire"

"Not well taken care of"

"Homelessness; graffiti; debris; lack of police; code enforcement"

"The homeless and graffiti"

"Not easily accessible; no fast public transportation; no bbq pits; neighborhood not inviting."

"Neglect"

"The industrial backdrop"

"It is surrounded by huge buildings. The graffiti should not be completely restricted. It should be controlled. One surge (wall or ground) should be encouraged for graffiti with monthly or bi-monthly cover-up to encourage change and allow new artists to display their work"

"Being shut down by the police for doing art."

"Trash, needles, etc."

"Getting people to know it and come into an industrial area -- since it's not walkable from most residences."

"Needs a pier for boating"

"Trash"

"Squatters who don't care for the space and can make it feel threatening to other visitors"

"Add 100 more feet from Sheedy property to the park"

"Understanding how to work with the Port to install art here and fees associated with use of Port property, in general. But I have found the Port receptive and am grateful as we learn how to work together as a larger community"

"Too' seclusive -- but the blank walls surrounding it are the biggest drawback"

"Too far from public transportation"

"The graffiti is ugly"

"Finding it, lack of an actual boat ramp"

"Trying to find it. The way to the park currently isn't pleasing"

"Druggies, filth"

"Drugs, afraid of certain people"

"The questionable element that visits the park"

"Isolation"

"It's isolation. I never come here alone. It feel threatening. There are no eyes on the park -- no one walking by, no buildings with windows on the park, no one driving by"

"Campers. Human waste. Lack of maintenance."

"[The biggest drawback about Warmwater Cove is] its isolation. I never come here alone. It feel threatening. There are no eyes on the park -- no one walking by, no buildings with windows on the park, no one driving by."

QUESTION THREE: What changes would you like to see at Warmwater Cove?

"More greening / plants"

"Remove power plant, add a community center and close the street and Illinois"

"Put 25th Street through to the beach. Use back-hoe to open up beach for small boat launching"

"BBQ pits, bike racks."

"Something for budding artists!"

"More police ridebys"

"I want them to leave the graffiti on the walls"

"Park with more trees, tables; little auditorium for concerts"

"I think it is cool how it is"

"Maintain the work we've done [after the cleanup]"

"BBQ pits"

"Add to the park"

"Murals"

"More attention paid to it"

"Clean it and maintain"

"Clean up of the general landscape; discouragement of car campers; and suspicious individuals congregating in the area"

"Cleaned up; patrolled for safety"

"More community events like this one"

"Better parking; occasional police patrol; drop by"

"Makes it bigger; encouraging native California native plants; a pier walking path"

"Café/coffee stand; fresh drinks; garlic french fries and cotton candies; hot dog and burger stands; canoing and boats; swimming pool; spas"

"Native landscaping"

"More native plants"

"I would like to see a new mural project"

"More grass"

"Green areas; a dock for non-motorized boats (sailing, rowing kayaking)"

"Community involvement/use"

"Planting, grass, maybe more benches"

"Water conservation"

"Community involvement"

"Patrols by police; maintenance of the park"

"BBQ pits; benches; commercial growth; parking lots; more public transportation; an ice cream stand; signs of safety"

"Community involvement and use"

"Colorful murals; more picnic tables"

"Bicycle racks and a rec area for congregation. Also, a small dock should be built to encourage kayakers to stop by."

"Concrete slab works -- the beach could be more interesting"

"More pickup of trash, etc."

"More seating for us elderly"

"A pier for boating"

"Meeting of art and open space to utilize the space for community art and involvement. Art space for community to present their art"

"Cultural events that will draw a public that will act as positive shepards for the open space and bring the public out enough to make negative people (squatters) uncomfortable"

"More art and community gatherings of many different kinds from free classical music to temporary fire sculpture and other art installations. More public accountability for maintaining the grounds. Also very important to consider the health of the Bay and natural grasses that filter water"

"Would be best to have thick landscaping around the perimeter cover the blank walls"

"More public transportation"

"The upkeep of the area"

"I'd love to see a boat ramp! Art project/ mural project on walls to beautify area. A ball/play area, including volleyball"

"Trees along the street as we approach Warmwater Cove. I think this place can have art festivals, music, jazz, salsa, whatever"

"Use the park as natural habitat"

"More natural setting with less graffiti"

"I would like to see it clean, with lights and visits by the police"

"No graffiti -- murals concerts, festivals for community and maintenance of park trees and grounds"

"[I'd like to see]
cultural events that
will bring the
public out to act as
positive shepards for
the open space."

QUESTION FOUR: What is your long-term vision for Warmwater Cove?

"Boating co-operative building and storage for small boats at 25th Street. Acoustical sound stage"

"More creativity"

"Local park safe for locals and visitors"

"I would like them to leave it the same. I hope there will be graffiti in 20 years."

"For my grandchildren, a playground with music and art, more green, less concrete, less trash"

"Don't know. Don't care."

"Lots of community use"

"Kids play area and more picnic tables"

"Places to sit on the water; maybe one wall open to graffiti contests; acoustics here are great; concerts are a great idea"

"Oasis"

"For it to become part of San Francisco as a little jewel; more care given to it"

"Growth and life (in all forms)"

"A place where a daytime picnic can be planned; a destination spot"

"Clean grassy park with trees"

"Clean and safe"

"Water access; clean up the shopping carts"

"Water slide, bbqs and picnic tables; a library or museum of the history to tour"

"Better access; connectivity to Ceasar Chavez"

"Green, attractively landscaped with natives; water access for kayaks and other non-motorized boats; picnic tables; tall trees for shade; gardens"

"I would like to see a place where people can enjoy a clean place with nice landscaping and a free sense of public space"

"Allow graffiti projects on walls if citizens could respect that graffiti is allowed only in those areas. It is a city and industrial art and this neighborhood is both"

"A local community park with local artists being showcased on a monthly mural wall and park and picnic tables overlooking the bay"

"Beautiful -- outstanding opportunities for the City"

"Magical! Magical! Magical!"

"Clean"

"Neighborhood vibe; commercial growth; have Gavin Newom hang out here; less industrial feel"

"A real park with kids and dogs"

"A beautiful grassy park with a children's playground picnic tables and a small pier going into the bay"

"It would be nice to see better landscaping and various events held downtown there. Maybe a Warmwater Cove music festival!"

"The center point of underwater development"

"More trees, native shrubs, etc. -- well maintained by the City"

"Plants, art, children and youth"

"About the same or bigger"

"A clean up-kept open space with platforms for art"

"Green space without garbage in the Bay"

"I hope it will balance nature with social purposes and that art programs will be a very big part of this"

"Should be a place with a pavillion for concerts (its seclusion would make it not impact neighbors with sound). Also would be great to have sports and events here"

"A waterfront park that serves the neighborhood"

"To stay as an industrial area with warehouses and factories"

"Nicer access and greening of 3rd to park on 24th Street for nicer entry"

"Better than it's present state"

"Area for people with their dogs"

"A clean park with walk ways and a bike path. I would like for the park to look like parks along the Embarcadero"

"I'd like to see neighborhood people using it. Trees, walking and biking paths. Some housing? Café? Some kind of services that would put eyes on the park"

"More appealing for picnics. Area for dogs to play"

" [My vision is] a place for neighbors and visitors to appreciate this side of town. I want to be able to feel safe walking to Warmwater Cove in 20 years. I want the streets to look friendly and livable."

NOTES

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ACKNOWLEDGMENTS

The Piero N. Patri Fellowship is made possible by the generous support of the Patri Family, Patri-Merker Architects, and scores of Piero's friends and associates. Special thanks to Remo Patri, Johanna Patri, Tito Patri, and Bobby Reich-Patri for their generous support and guidance.

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ADDITIONAL THANKS:

Carol Bach, Port of San Francisco
Janet Carpinelli, Greentrust
Kim Christensen, EDAW
Michelle Dubin, EDAW
Scott Elder, EDAW
Lisa Fisher, EDAW
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