



CHAPTER 5: COMMUNITY DESIRES

The Bayview-Hunters Point community wants a park that will provide a variety of recreation and nature experiences.

chapter 5: community desires

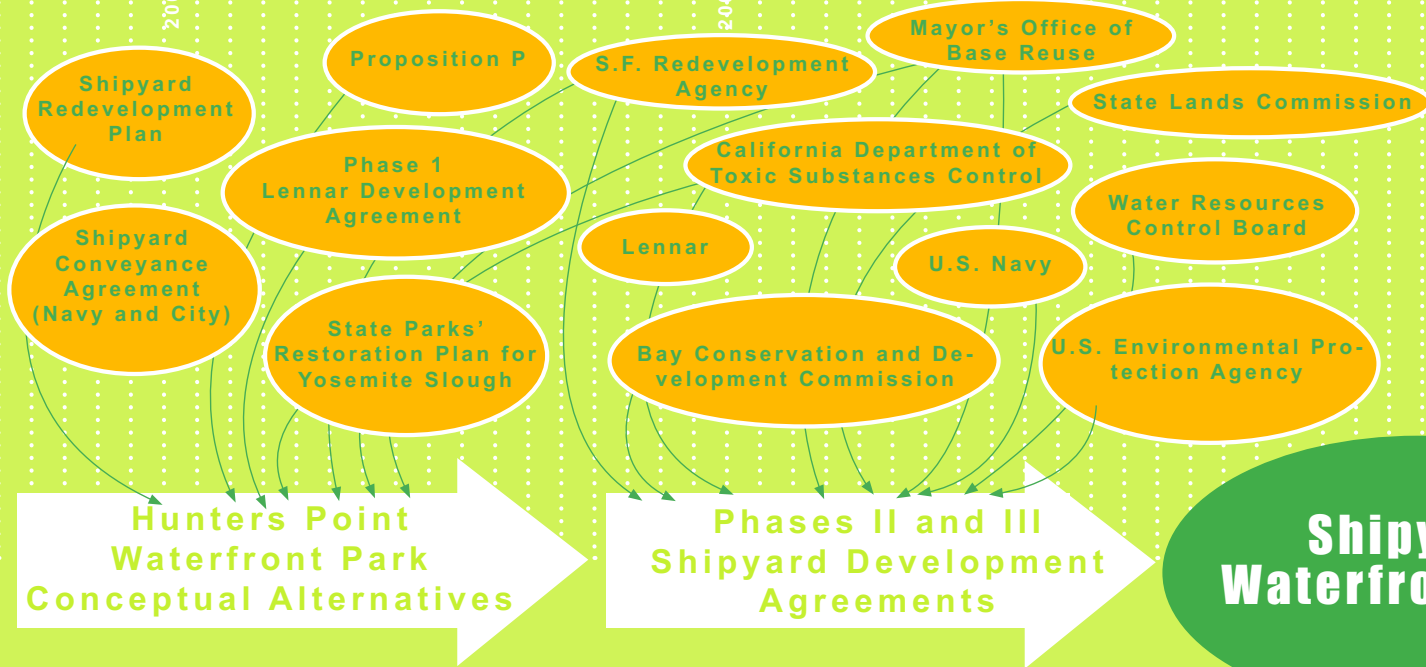
Parks are public spaces where people come to enjoy themselves. A park should provide opportunities to engage in a wide variety of activities, some that only a park can accommodate. The best parks capitalize on the special features of the site to satisfy the varied desires of many users. They anticipate change and provide resources for existing and future communities.

Community design process: The Shipyard Waterfront Park Project asked community members, “What kind of park do you want?”

The alternative park concepts developed by the Park Project represent a blend of expertise from two main resources. First, people living and working in the community are the best source of information about the kind of park the community would like. Second, the Park Project’s skilled and creative landscape architects and environmental engineers contribute an analysis of the site and propose alternative park concepts that demonstrate how community desires can be realized. Through these resources, the Park Project addressed the needs of the existing community, while establishing a standard for future businesses and residents of Hunters Point.

2006

2007



community dreams, hopes, desires

The Shipyard Waterfront Park Project conceptual alternatives incorporate existing Shipyard development policies. A large number of public agencies will regulate the next phases of development in which these alternatives will be considered by the City and Lennar. Community desires will drive the process.

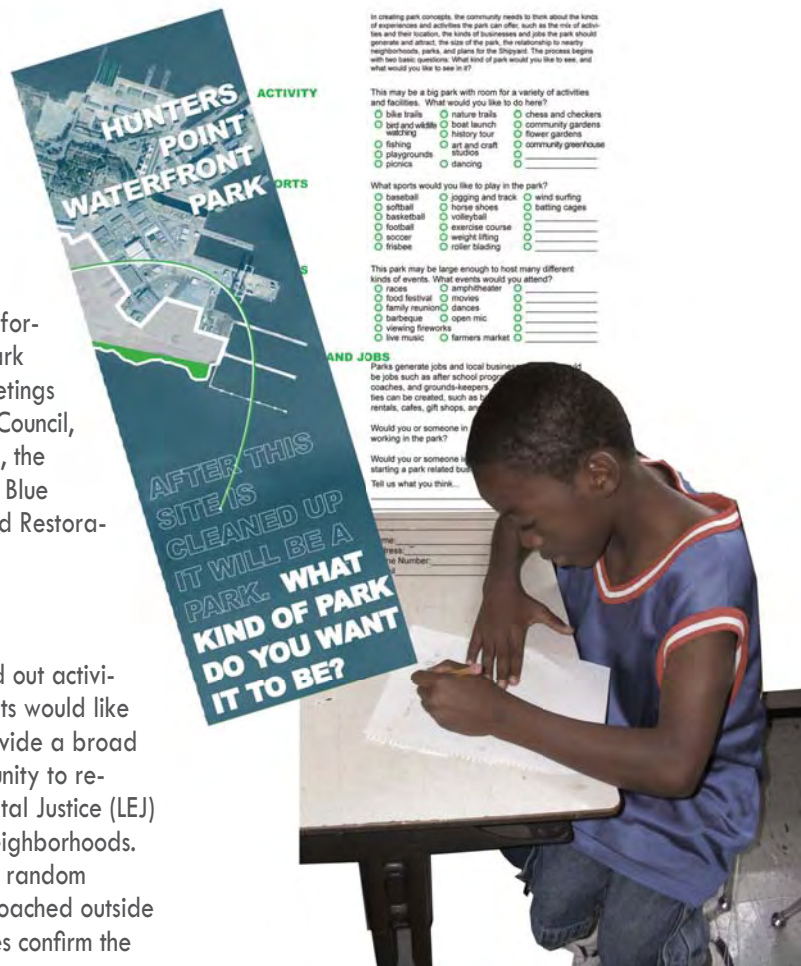
community design
survey feedback
activities
sports
events
public workshops
in-depth interviews

community desires

Neighborhood residents have been generous in sharing their visions for the park. Four hundred eighty-nine people took the time to fill in a survey, about 100 attended two workshops, and 19 gave in-depth interviews conducted by neighborhood youth. Participants represent every part of Bayview-Hunters Point, a wide range of ages, and many different occupations. In addition, information about the Shipyard Waterfront Park Project was presented at many public meetings including the Yosemite Creek Watershed Council, the Shipyard Citizens Advisory Committee, the Hunters Point Project Area Committee, the Blue Greenway, and the Hunters Point Shipyard Restoration Advisory Board.

Survey Feedback

The Park Project designed a survey to find out activities and events that neighborhood residents would like the park to accommodate. In order to provide a broad cross-section of the community the opportunity to respond, youth from Literacy for Environmental Justice (LEJ) circulated the questionnaire within their neighborhoods. About 80% of the responses came from a random sample of people that the LEJ youth approached outside a busy store. The completed questionnaires confirm the



The survey given to Bayview-Hunters Point residents asked:

If part of Parcel E becomes a park, What kind of park do you want it to be?

impressions of LEJ survey-takers that many members of the public appreciated the opportunity to share their ideas, and almost all are very excited that there will be a park.

The survey asked residents to consider the kind of park they would like to have on Parcel E. To get at this main question, it asked four subquestions: What activities and facilities would you use? What sports would you play?

What events would you attend? Would you or your family be interested in working or starting a business in the park?

The survey form provided answers for the respondents to check, including conventional facilities, with no limit to the number. It also asked for additional ideas.

community design

survey feedback

activities

sports

events

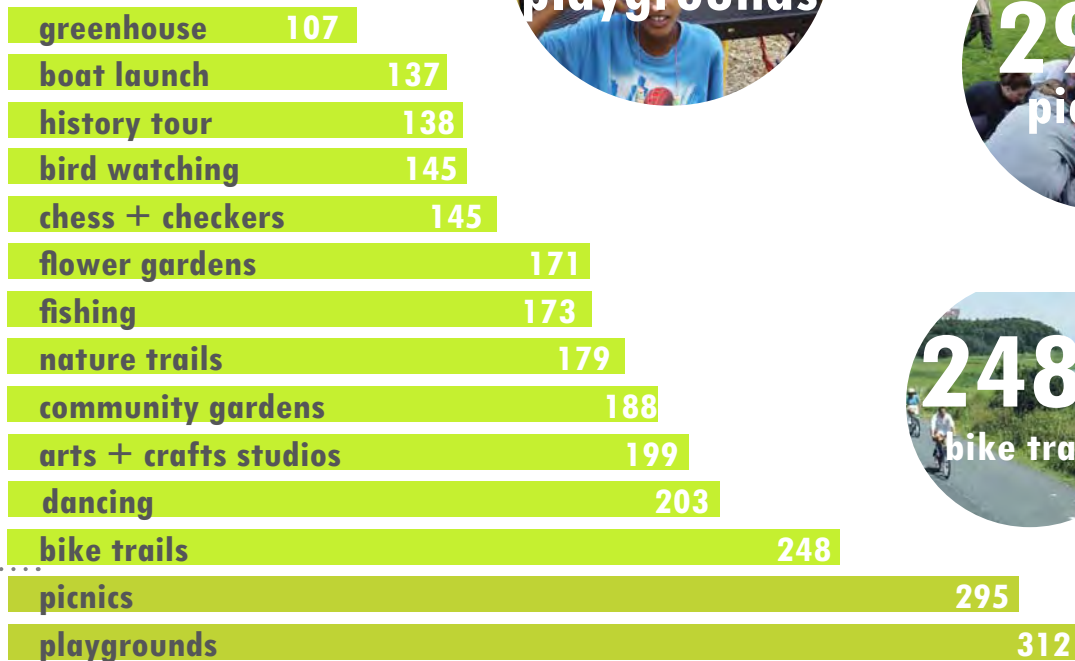
public workshops

in-depth interviews

activities desired by hunters point residents

suggests high concentration of families

broad range of activities: intellectual, active, cultural, passive



Ideas for park activities that community added to survey options:

children's activities

children's areas
swings + slides
music programs
daycare
after school programs

recreational

walking trails
eating areas
restaurants / dining
butterfly catching
grass sitting areas
kite flying
recreation center
dragon boats

active recreation

swimming pool
horseback riding
kayaking
fencing
skate park

educational

computer center
environmental monitoring
environmental education
community learning center
teen center
library
tutoring

safety/health

police station with stables
alternative medicine center

dogs

dog park

arts

theater facility
music / color sculpture garden

Certain choices emerged as favorites. Those checked most often (by half or more of the respondents) are typical park activities: barbecue, food festival, basketball, playgrounds, live music, picnics, family reunion, viewing fireworks, football, bike trails in order of popularity.

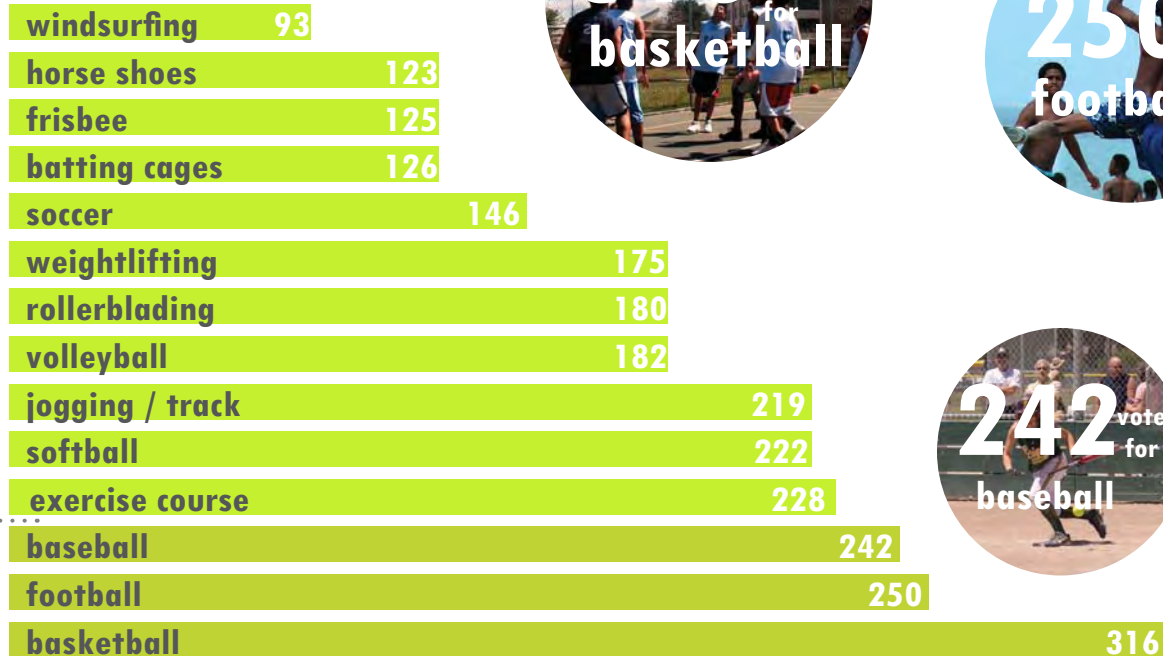
The community's desire for the most basic facilities is not surprising. Residents want a new park to provide the basketball courts and bicycle trails that are currently in

short supply or missing from the neighborhood. The need for public recreation facilities is more intense in neighborhoods where income levels are low. A wealthy family has the option of holding a barbecue or a family reunion in a spacious back yard or private club; a family of modest means relies on a public park.

While it is clear the community desires the playgrounds, picnic tables, and basketball courts they lack, the survey

sports facilities desired by hunters point residents

strong interest in team sports



Ideas for sports that community added to survey options:

team / organized

dodge ball
kickball
lacrosse
hockey
cheerleading

casual / recreational

horseback riding
skateboarding
ice skating
gym
bmx bike track
bocce ball
bowling

water sports

rowing crew
swimming
snorkeling
beach sports

responses also state that they want the park to offer a rich and varied mix of recreation choices. All of the boxes were checked by at least 1/5 of the respondents, including relatively unusual ideas like a community greenhouse and an open mic.

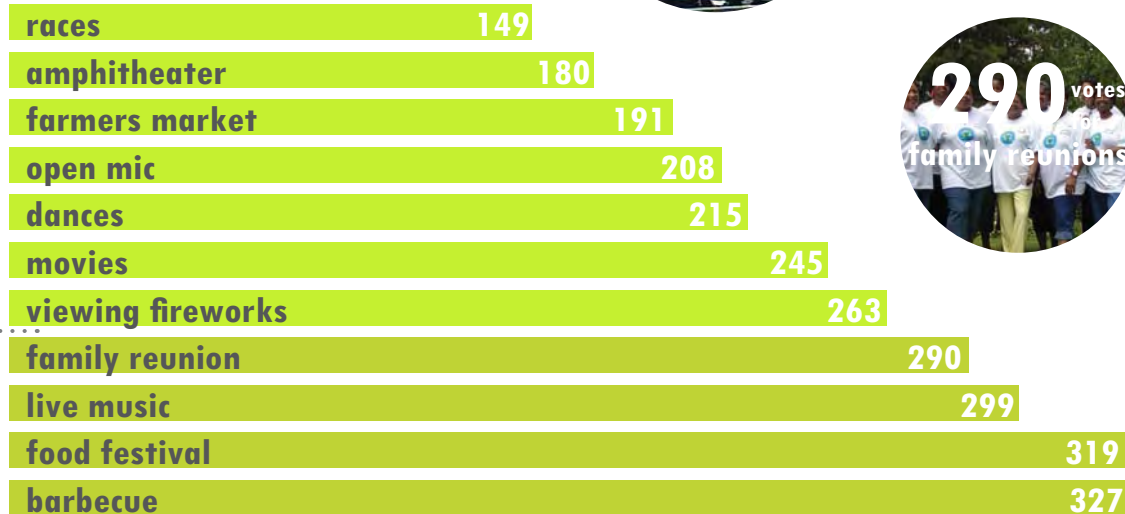
The community's openness to unconventional park offerings was most vividly expressed in the remarkable

number of ideas they added. The suggestions range from butterfly catching to rapping battles; from lacrosse, bocce ball, ice skating, tennis, cheerleading, and golf to political forums, college fairs, job fairs, and health fairs; from a children's water park and a merry-go-round to gospel concerts and recreation facilities designed for disabled users. The clear message of the survey responses is that the Bayview-Hunters Point community envisions a

events desired by hunters point residents



family-oriented events ranked highest



Ideas for events that community added to survey options:

festivals / shows

rapping competitions
dancing competitions
gospel concerts
African arts' festivals
talent shows
plays
art studio exhibitions

political

protests
community forums

family

birthday parties
kids' events
family events

fairs / informational

art fairs
college fairs
health fairs
job fairs

park that offers them a wide variety of recreation options.

Another message conveyed by the survey responses is that the community's enthusiasm for a park with a wide range of recreational choices is separate from the desire to work or open a business there. Fewer than 15% of the

respondents indicated that they or their family members would be interested in a job, and about 10% are interested in starting a business in the park. This is a subject that needs additional investigation since the creation of employment and business opportunities has been and continues to be a very high priority for Shipyard redevelopment.

You are invited to participate
in a community-based planning
process for the

HUNTERS POINT WATERFRONT PARK



Project Team: Arc Ecology, State Coastal Conservancy, Agency for Environmental Justice, Bayview-Hunters Point Community Advocates, University of San Francisco, Hargreaves Associates

Hunters Point Waterfront Park is a dream becoming reality. The vision includes a clean safe place to play, enjoy nature, and relax. It also includes the many business and job opportunities that park development brings.

To achieve a park that matches the community's dreams, we need your help. We need your advice and vision to guide the plans for the park. What kinds of activities and facilities are most important to you? You are invited to be a part of the design process and make the park one you want to see and use.

Thursday, September 22, 2005
5:30 p.m.
Dago Mary's
(at the Shipyard entrance)

Food and refreshments will be served.

For more information:
Arc Ecology
4634 Third Street
415 643 1190



Public Workshops

The Shipyard Waterfront Park Project hosted two evening workshops to present information about the site and to elicit feedback about emerging park concepts. About fifty people signed in to each workshop. Most were Bayview-Hunters Point residents – some had lived in the neighborhood for decades, others had recently moved into the area. Several artists from The Point artist studios were present, as well as youth from Literacy for Environmental Justice (LEJ) and LEJ coordinators.

Old-timers shared their memories of picnicking on the beach and fishing in the Bay. They gave moving accounts of the unspoiled shoreline where they played as children. They recalled a time when it was safe to eat the fish they caught in the Bay and remembered taking small boats out into the water and returning at night. One resident recounted watching the familiar shoreline and its beaches disappear as the Bay was filled to create the Shipyard. They expressed frustration at the eventual degradation of the area as Navy activities proceeded unchecked.



Many of the comments reflected deep anger about Shipyard toxic wastes. In workshop discussion, participants overwhelmingly opposed capping the Industrial Landfill. Despite these concerns, most people expressed hope that the development of a park will begin to restore the conditions they remembered from childhood. These hopes were expressed in creative visions, such as community food production, organic cafes, and free transit to the park. A leader from LEJ suggested an environmental monitoring station that would demonstrate the condition of the site, to reassure and to educate visitors to the site.

One resident expressed a desire to see the community's rich ethnic make-up, including the heritage of Pacific Islanders and African-Americans, reflected in the programming and character of the park. She also suggested that the maritime history of the site should be remembered in some way. Another person advocated retention of the Railroad Museum.

The workshops presented much of the information that is included in this book, including the four park concepts presented in Chapter Nine on Park Character.

Hunters Point Residents...

interview subjects who
agreed with statement:

believe that a large regional park (between 100 and 160 acres) would attract people, businesses, and jobs.

95%

favor expanding a park on the proposed 60-acre open space to most or all of Parcel E (167 acres) if it will lead to a more complete clean-up of Parcel E.

70%

would not feel safe using a 60-acre park because it would be a narrow, (often only 50-100 feet wide) dead-end open space that would attract few visitors.

81%

In-depth interviews

In interviews conducted by Literacy for Environmental Justice (LEJ) youth, Bayview-Hunters Point community leaders and long-time residents identified the goals they would like to see accomplished by the development of a new park in Hunters Point. Residents' main goals are complete environmental clean-up, increased access to nature, and generation of new jobs for the Hunters Point community.

Three LEJ interns conducted 19 intensive interviews to learn in greater detail about community needs and desires for the creation of a new park on the Hunters Point Shipyard. These interviews lasted from 30 to 45 minutes, and, in general, they demonstrate widespread support for a large park (between 100 and 167 acres) developed on land that has undergone clean-up to the highest standards.

All of the interview subjects agreed on three points:

1. The Navy should clean-up Hunters Point Shipyard as completely as possible (all but one of the respondents oppose the Navy capping contaminants left in the ground);
2. It is important for Bayview-Hunters Point youth to have a park nearby where they can safely experience and learn about nature; and
3. They supported the concept of including a stormwater treatment wetland in the park that would improve the Bay's water quality, create wildlife habitat and provide recreational and educational opportunities.

A significant majority of the interviewees understand that a park larger than the 60 acres currently designated by the Shipyard Redevelopment Plan would have an advantage in attracting people, business, and jobs, in encouraging a complete clean-up. They also understand that larger size and increased visitorship would increase the safety of the park.

Although almost half (47%) of respondents believe that a 60-acre park is sufficiently large for the needs of

the Bayview-Hunters Point community, over 80% felt uncomfortable with the shape of the 60-acre open space in the Redevelopment Plan. They said that they would not feel safe using such a narrow (often only 50-100 feet wide) dead-end open space that would likely attract few visitors.

They also have reservations about the potential impact of truck traffic. The City is currently considering a truck route adjacent to the proposed park. Seventy-percent of the respondents felt that this truck route would significantly interfere with their enjoyment of the park, while another 15% felt that the route would diminish their enjoyment of the park to some extent. Only 10% of respondents felt that such a route would have no detrimental impacts on their park experience.

The results of these interviews reflect very similar views expressed by community members who participated in the workshops. There is great enthusiasm for the development of a park. Themes of contaminant clean-up, increased opportunities for the enjoyment of nature and nature education, the creation of a stormwater treatment wetland and the opportunity to provide more jobs for the community have found support from all sectors of the community.



CHAPTER 6: SITE CONDITIONS + OPPORTUNITIES

The location and features of a Parcel E park can help to transform San Francisco's entire southern waterfront into a major recreational and environmental resource.

regional park

link with larger park system

architecture + artifacts

transportation

yosemite watershed

habitat value

yosemite slough

habitat potential

vegetation + soils

topography + views

design factors

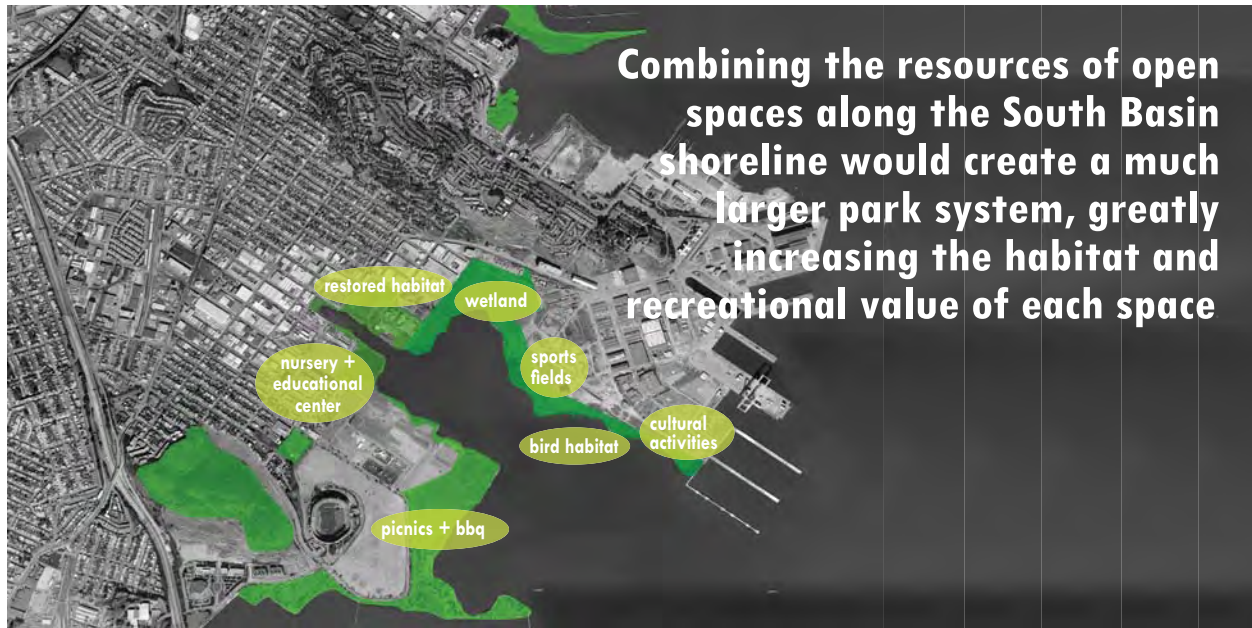
chapter 6: site opportunities

Parcel E is uniquely situated to host a regional park that offers generous habitat and diverse recreational opportunities

The opportunities Parcel E offers to create a park that satisfies community desires are embedded in the physical features of the site itself. Site location, topography, relationship to other land uses within the Shipyard and to other open space along San Francisco's southern bay shore together make possible a park on a cleaned-up site that combines thorough clean-up, recreational variety, and access to nature.

Certain features of Parcel E have been crucial to the development by the Park Project of concepts receptive to community feedback:

1. The site is perfectly located to become part of a much larger southern Bay shore park system.
2. The site could increase the habitat value of adjacent habitat areas.
3. The site is flat, unvegetated, and undeveloped; it is a blank slate for future visions.
4. The park site is in the viewshed of new residences under construction in the Shipyard.
5. The park has the potential to become a regional attraction.



The site is perfectly located to become part of a much larger southern Bay shore park system

The Hunters Point Shipyard defines San Francisco's southern waterfront, sharing a shoreline with Candlestick Point State Recreation Area to the south. To the north of the Shipyard, India Basin Shoreline Park and Heron's Head Park, a restored wetland maintained by community resi-

dents, comprise a discontinuous system of open spaces. The shoreline around the South Basin has been inaccessible and dilapidated due to Navy ownership, pollution, poor planning decisions, combined sewer overflows, and adjacent hazardous waste sites. The development of the shoreline along Parcel E could potentially create a critical linkage, increasing the value of all the shoreline open spaces, as well as connecting to some internal hillside parks, cumulatively creating a much larger and more

regional park
link with larger park system
architecture + artifacts
transportation
yosemite watershed
habitat value
yosemite slough
habitat potential
vegetation + soils
topography + views
design factors

diverse park system than could be provided by the development of a single park. Seen as an interconnected whole, this system of parks could offer a wide range of cultural, recreational, and educational programs, similar to the park system along San Francisco's northwestern shore, which draws regional and national attention.

Beyond the Hunters Point neighborhood itself, the development of Parcel E acreage as a publicly accessible recreational space would constitute a significant contribution towards efforts to make the entire Bay shoreline accessible to the public. A shoreline park extending the full distance around South Basin would provide an important and scenic link in the Bay Trail, a trail system that, when complete, will consist of 400 continuous miles of recreational trails along the Bay.

Architecture + artifacts

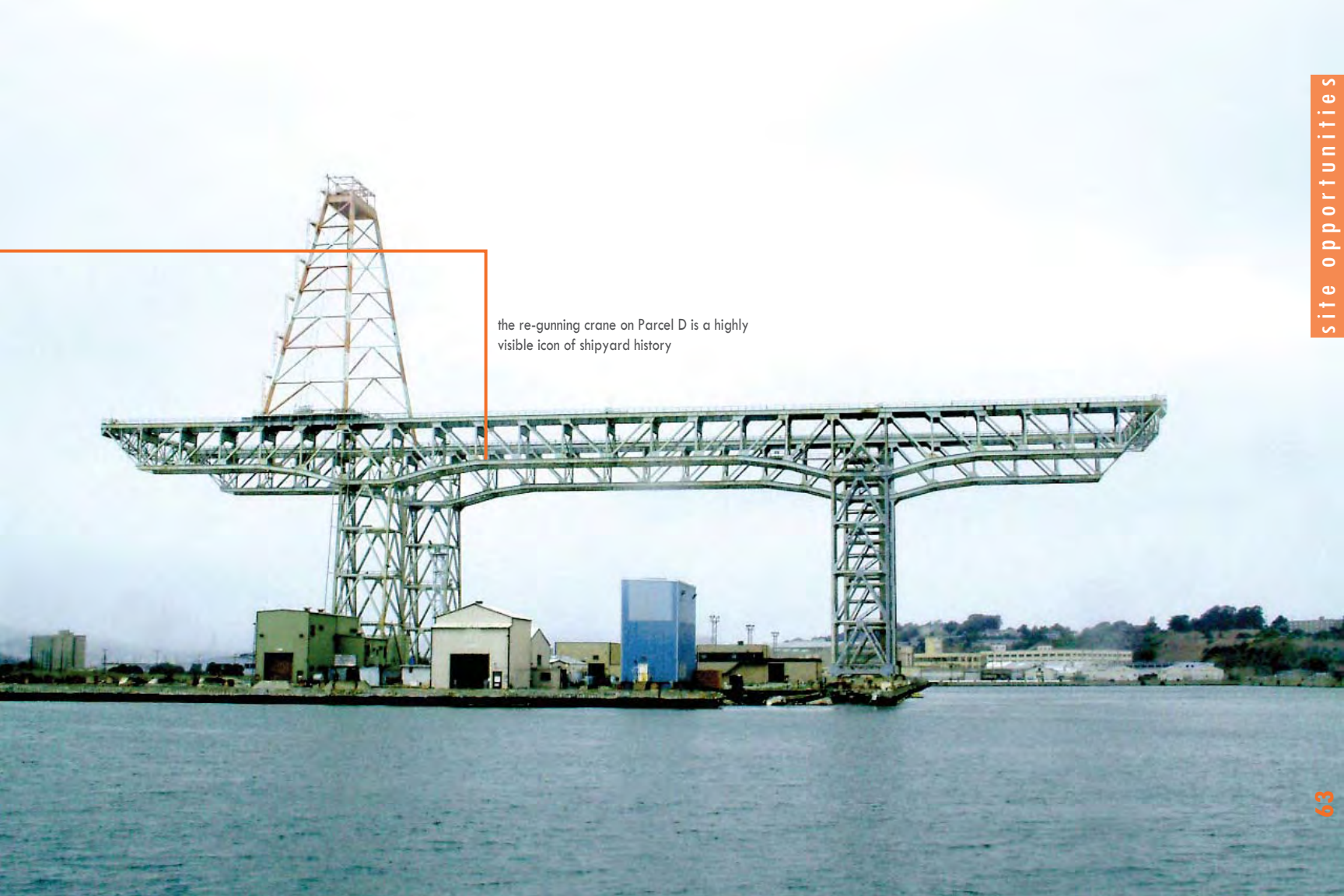
Within such a large and interconnected system, San Francisco has been committed to maintaining its unique identity of having once been a Naval Shipyard, home to thousands of Shipyard workers. The crane located on the re-gunning pier off of Parcel D is the most visible artifact remaining from Naval operations. Taken as war bounty from Germany, it was used for removing gun turrets from ships during World War II. The crane's scale gives an



Existing structures on Parcel E

immediate sense of the history of the site at the height of its wartime activity, and it provides a unique and powerful landmark, visible for miles.

Although the re-gunning crane is not located inside of Parcel E, it is visually connected to Parcel E and to the rest of Hunters Point, and the Bay Trail is likely to come near to it. These linkages suggest that a park extending beyond Parcel E to include the re-gunning crane could make good use of its iconic potential.



the re-gunning crane on Parcel D is a highly visible icon of shipyard history



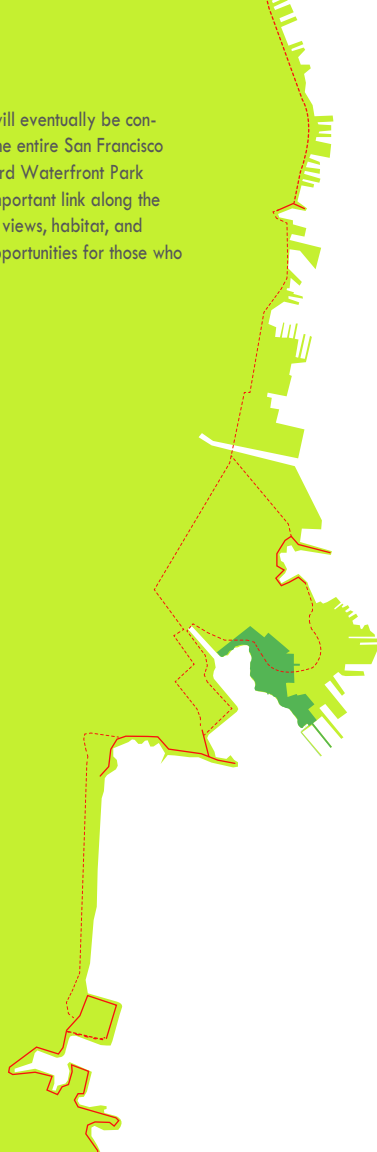
Transportation to and around Hunters Point is being improved

The Bay Trail Project hopes to create a shoreline trail to circumscribe San Francisco Bay. Extension of the Bay Trail into the Shipyard Waterfront Park will make the park accessible to pedestrians, wheelchairs, bicyclists, runners, and roller bladers for recreation or as a part of a daily commute along the waterfront.

If the vision of the park as a regional as well as a neighborhood amenity is to be realized, a diversity of transportation options must be provided. Much of the Bayview-Hunters Point neighborhood will be able to access the park on foot.

Regionally, the Shipyard is accessible by public transit and by car. There is currently one bus stop on the site. Bus service improvements will be needed if the park is to

The Bay Trail will eventually be continuous along the entire San Francisco Bay. A Shipyard Waterfront Park would be an important link along the trail, providing views, habitat, and recreational opportunities for those who pass through.



Views along the Bay Trail



photo: San Francisco Bay Trail Project

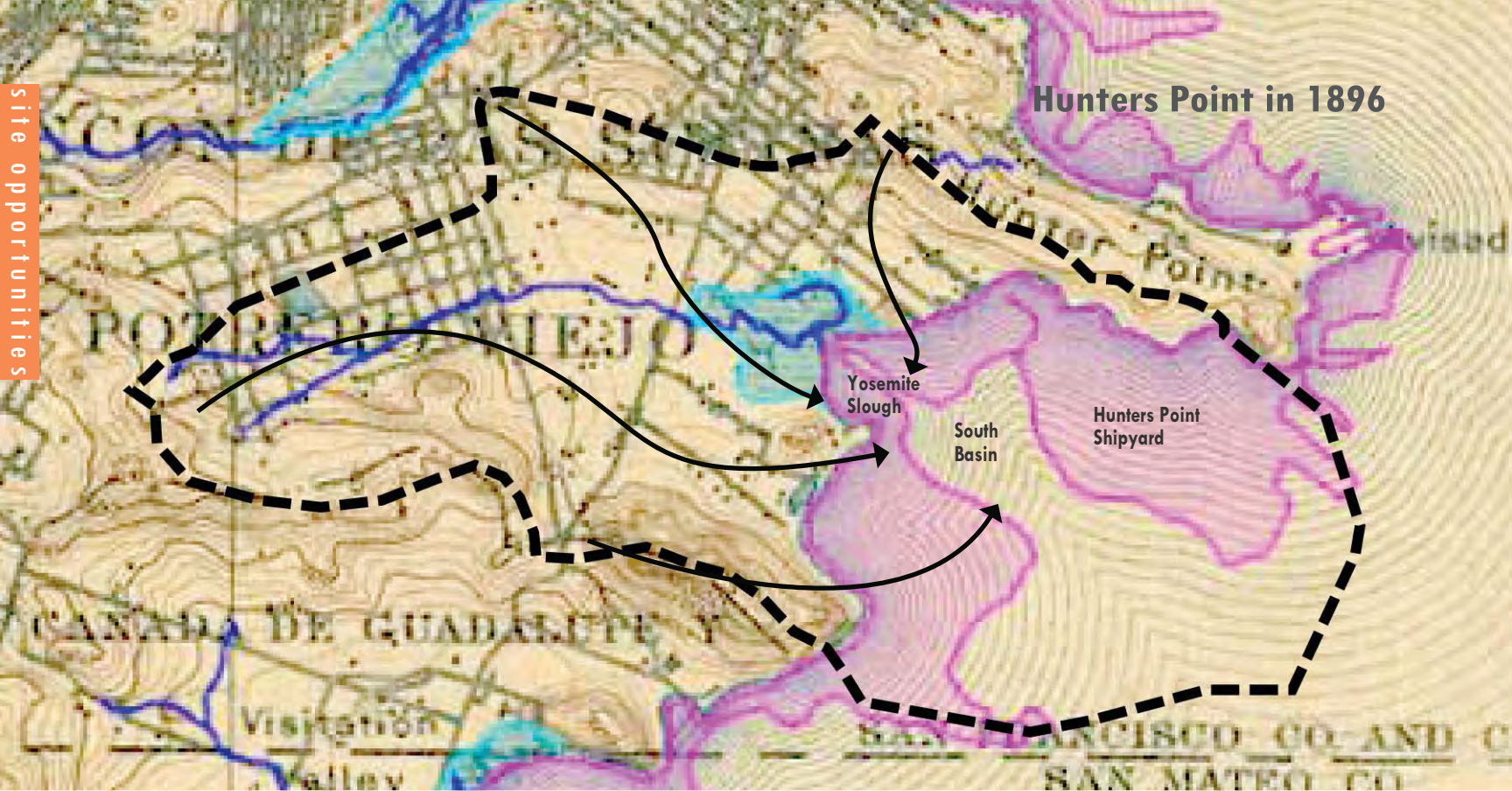


photo: San Francisco Bay Trail Project





be transit accessible. The Third Street Light Rail, planned for completion in 2006, will make travel to and from downtown San Francisco much more efficient and will create a commercial corridor that draws visitors to the area and, potentially, also to the park. The park is located within 2 miles of Highway 101 and Highway 280, making access by cars very efficient.

regional park
link with larger park system
architecture + artifacts
transportation
yosemite watershed
habitat value
yosemite slough
habitat potential
vegetation + soils
topography + views
design factors
site opportunities

Hunters Point in 1896



Yosemite Watershed: the region of land that drains into the Yosemite Slough and South Basin.

-  Yosemite Watershed
-  Creeks
-  Infill
-  Wetlands

All of the water that falls in the Yosemite Watershed impacts the health of Parcel E

Parcel E is part of the Yosemite Watershed. A watershed is the area of land that catches rain that drains into the same body of water. One hundred years ago, land within the Yosemite Watershed used to drain into the Yosemite Creek, which then flowed through a large, habitat-rich tidal marsh before reaching the Bay. At that time, South Basin, which is the lower catchment area of the watershed, was three times larger than today. When the southeastern sector of San Francisco was developed, the filling of the Bay buried the creek. It now flows underground in a sewage and stormwater culvert into a much smaller South Basin. As a result, water running into the Bay no longer receives the natural filtration of unpaved uplands and the marsh that once cleaned it en route to the South Basin. Now water runs directly from streets and rooftops, carrying various contaminants, directly into the Bay. Burying the creek and filling in most of South Basin eliminated riparian habitat once provided for birds and fish.

Yosemite Slough is a remnant channel of the marsh that now receives a combined sewer and stormwater outfall. The Slough is located on property west of Parcel E. Like Parcel E, the Slough is contaminated from years of industrial activity in the area.

The Slough will soon undergo environmental restoration as a project of California State Parks, the California State Parks Foundation, and the Coastal Conservancy.

Construction to remove toxic soils and recreate tidal wetlands at Yosemite Slough is expected to begin in summer 2006. The restoration of this area will contribute to the future health of any development on Parcel E, and a park on Parcel E should build on the restoration of the Slough. Parcel E clean-up needs to make certain that polluted water from the Industrial Landfill does not undo the restoration of Yosemite Slough.

The site could increase the value of adjacent habitat areas

Despite its contamination, the Parcel E open space site is home to shore and water birds, as well as significant migratory and special status species. Part of the Yosemite Watershed, it shares a shoreline with Yosemite Slough, whose marshland will provide habitat that could be expanded and diversified by the construction of stormwater wetlands in the adjacent area of Parcel E. By maximizing connections with neighboring State Parks and State Recreation Area land (including Yosemite Slough), and hill parks, a park on Parcel E would support a wide variety of wildlife and plant species, increasing the environmental health of the area and providing educational and recreational opportunities. By linking the resources of each of the separate shore edge open spaces, the park would create greater

regional park
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

Restoration of Yosemite Slough

The State Parks, the State Parks Foundation, and Coastal Conservancy project to restore Yosemite Slough is proposing bands of vegetation to promote the development of wildlife habitat and to strengthen the shoreline. This concept could be extended along the entire South Basin.



source: Yosemite Slough Restoration Project

Planting plan for the Yosemite Slough

-  sand beach
-  shell beach
-  cordgrass
-  pickleweed
-  gumplant/fat hen/alkali heath
-  transitional
-  native shrubs
-  recreation
-  bird island
-  grassland
-  Bay Trail
-  signage

What Parcel E's shoreline would look like, continuing the habitat bands established in the Yosemite Slough Restoration.



habitat potential for endangered and threatened species, a more sustainable ecology, a more extensive trail system, and capacity to support larger numbers of visitors and a greater variety of activities.

Yosemite Slough and South Basin restoration

The restoration of the Yosemite Slough, located adjacent to Parcel E to the northwest, could inform the shore-edge development of the park on Parcel E. The Yosemite Slough consists of coastal scrub, grassland, tidal salt marsh, fresh water marsh, woodland, and restored wetlands. This rich variety of vegetation helps to create biodiversity, and the restoration design is intended to integrate human use with bird and wildlife habitat, while improving the quality of water that enters the Bay.

Vegetation in the restored slough shows vertical zonation, with dominant native plant species corresponding to certain elevations above tide, in contiguous bands along the shoreline. These bands vary in width to provide habitat for the widest range of wildlife possible. In addition to habitat, they protect the shore from erosion.

The Slough restoration builds on efforts by State Parks to restore habitat along the southern edge of the South Basin in the Candlestick Point State Recreation Area. Eventually, the Bay Trail is planned to pass through the restored area, entering Parcel E at its westernmost point.

These combined efforts provide an opportunity for Parcel E to provide the missing habitat link, continuing the concept of habitat bands along the northern edge of the South Basin to maximize habitat value and shoreline stability.

Like Crissy Field on San Francisco's northern waterfront (shown here), South Basin and Parcel E are located along the Pacific Flyway, a primary migratory route between Canada and Central and South America.



Photo: Crissy Field, Hargreaves Associates

Parcel E has great potential for habitat health and richness

The South Basin is an important habitat site for many species, despite its contaminated condition. Its protected shoreline and open waters, salt marshes, uplands, and existing wetlands are the foundation of a potentially rich and varied ecosystem. As part of the CAL-FED Yosemite Slough Project led by Arc Ecology, the Golden Gate Audubon Society and Literacy for Environmental Justice, conducted a wildlife survey of the South Basin. They

found 169 different wildlife species, including harbor seals, reptiles, butterflies, and 119 species of birds.

The South Basin is located along the Pacific Flyway, the migratory path taken by birds between Canada and the Pacific Coast states and wintering grounds in Central and South America. Of the bird species identified on the site, most are migratory birds, like the western sandpiper and the black-bellied plover. Restoration of habitat along the entire South Basin will increase the health and productivity of foraging grounds for birds migrating along



- regional park
 - link with larger park system
 - architecture + artifacts
 - transportation
 - yosemite watershed
 - habitat value
 - yosemite slough
 - habitat potential**
 - vegetation + soils
 - topography + views
 - design factors
- site opportunities

the flyway, and the seasonal presence of migratory birds will, in turn, increase the biodiversity and beauty of the site.

Other species of birds identified in the vicinity of Parcel E include special status species, such as the peregrine falcon and the endangered California brown pelican. Water birds identified in the South Basin include diving ducks, grebes, and the black oyster catcher. Wading birds include the great blue heron and great-egret, and

shorebirds such as the spotted sandpiper and long-billed curlew.

The diversity of wildlife species already identified in the vicinity of Parcel E demonstrate the significance of its locations, its importance as a component of a larger wildlife ecosystem in the urbanized conditions of San Francisco, and its potential to host hundreds of species in a habitat-rich waterfront park.



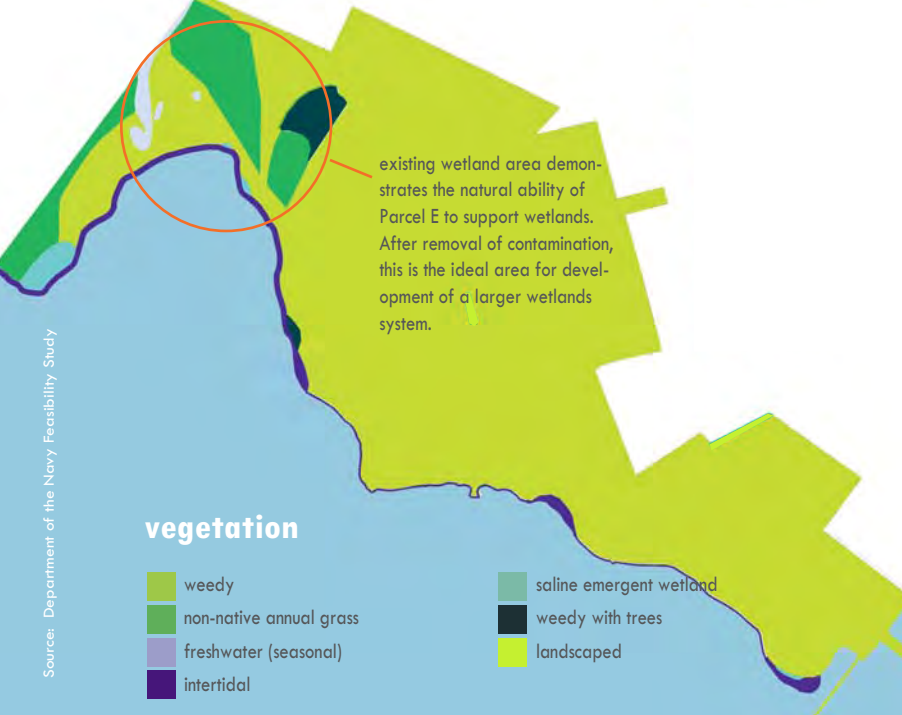
Parcel E , view from Parcel A.

Soils on Parcel E are disturbed and support only weedy vegetation

Although habitat potential is rich, the excavation, filling, development, and industrial activities on Parcel E have led to the disturbance of its soils, which currently lack the nutrients to support many species of vegetation. Soils are contaminated and contain little organic material, and

the ground surface lies just above the saline water table, limiting the types of vegetation that can be supported. Parcel E is dominated by weedy areas, pavement and abandoned building lots littered with industrial scrap and construction waste. The vegetation that does survive there consists primarily of non-native, invasive vegetation, including annual grasses and ornamental trees.

About 12% of Parcel E is covered with non-native annual grasses, including wild oat, Mediterranean barley, and



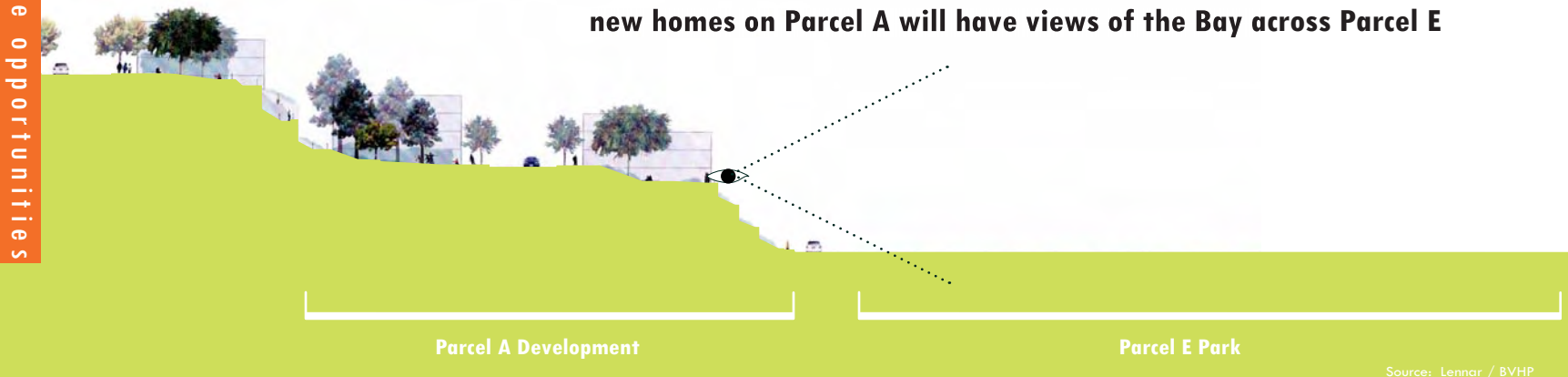
ryegrass, primarily in the northwest corner of the parcel. This area provides some small mammal and bird habitat (Department of the Navy, Feasibility Study).

A very small area in the northwest corner of Parcel E is comprised of wetlands, where the majority of the wildlife species were documented. Although these wetlands are of limited value due to their contamination, they demonstrate the potential for the successful development



of wetlands in this area of Parcel E. As the part of the potential park area that is most protected and adjacent to the Yosemite Slough wetlands and salt marshes, the northwest corner of Parcel E is the ideal location for a nature-oriented part of a waterfront park. Wildlife corridors along the South Basin shoreline could expand in this area to provide safe foraging and nesting grounds, while accommodating nature trails, bird blinds, and a nature center, without disturbing habitat.

new homes on Parcel A will have views of the Bay across Parcel E



Source: Lennar / BVHP

Parcel E is flat and provides a blank slate for development of a park

Hunters Point Shipyard was created by filling the South Basin with crushed serpentine fill material for the expansion of the Navy base in 1942, resulting in a promontory that extends eastward into San Francisco Bay. The fill area is a flat lowlands adjacent to the steeply sloping ridge of Parcel A. Most of the lowlands are covered by asphalt paving and structures with unpaved areas only sparsely vegetated with invasive species or unvegetated, exposed soil. Parcel E comprises 167 acres of the lowland fill area.

Most of Parcel E lies between 5 and 12 feet above sea level. Expansive and flat, its surface receives a significant amount of storm water, as well as runoff from Parcel A. Most of this water enters storm water drains or flows directly into the Bay. The small range in topography across Parcel E makes it relatively easy to direct water into a filtration system, such as a wetland, before entering the Bay. Such a system would greatly improve the quality of stormwater runoff.

Parcel E will provide a foreground for Parcel A's views of the Bay. As new homes are developed on the hillside, views across the park will greatly increase the value of these properties.





site factors and development concepts:

strategies for park development based on existing site conditions and opportunities

- a **promenade** ending in an existing pier to concentrate civic activity along an urban edge, buffer the natural areas of the site from the street, and create a transitional zone between park and planned industrial operations. This would be a hybrid park zone accommodating both commercial activity such as cafes or art studios and more traditional park activities like roller-blading and bird-watching.
- a **20-acre stormwater treatment wetland** that would replace the excavated Industrial Landfill and would anchor the habitat corridor. The wetland would be the center of environmental education and would integrate nature trails, a nature center, an environmental monitoring station to continually assess site health, and protected habitat areas.
- a continuous **habitat corridor** along the shore edge, linking all existing habitat resources around the South Basin and stabilizing the shoreline. Horizontally banded vegetation would create diverse wildlife habitat and buffer the upland recreational areas from the more protected shoreline.

- **upland activity zones** for passive recreation along the shore, with spectacular views. The habitat corridor below is protected by the inland and elevated location of the recreational activities.
- richly vegetated **wind breaks** to buffer the activity zones from strong western winds, to give topographic character to the site and sculpted to frame the particular activity zones.
- shore-edge **Bay Trail** connection continuous with the regional Bay Trail.
- a new system of **finger piers** to provide elevated access to the water and to tie together the various activities that run along the shoreline establishing an infrastructure of park services, including restrooms and picnic structures.

Design factors that influence park concept development

In addition to Parcel E's habitat potential, an absence of steep slopes or hills gives the site flexibility to satisfy community needs for sports facilities, lawns, and gathering areas. The site can be graded to create topographic interest and to block wind. The site is essentially a blank slate awaiting clean-up and the development of a park system that will enhance its habitat health and its recreational potential.

Existing conditions on Parcel E that are most critical for the development of a park are prevailing winds from the west, existing shore-edge bird habitat that will be preserved and expanded, and an adjacent truck route. Each of these factors necessitate measures to increase the protected nature of the site. Bird habitat in the shoreline

coves would be protected by bands of vegetation that will run along the entire shore edge. These protected coves alternate along the shore edge with slight upland promontories, which are the ideal location for recreational activities, elevated above shore edge habitat with views of the Bay. Recreational areas, in turn, can be protected from prevailing winds by vegetated berms.

Truck access along the edge of the park would create a significant disturbance to habitat development and also impact the visual and aural beauty of the park. As the truck route is finalized, the park design should respond by protecting all areas impacted by thickening vegetation and creating berms to decrease the interference of trucks with the serenity of the park.

Other site conditions come from adjacent development on the Shipyard. An African Marketplace will be a cultural

center for the Shipyard, and connections between the park and the marketplace would increase the commercial and cultural value of both resources. The park can also connect with existing and new residential developments, to maximize local access and usage. Finally, the park can connect with the Bay Trail, providing an expansive and beautiful stop along the way, and bring hundreds of people to the park as they travel along the trail.

The street edge of the park is an ideal location for a park promenade that would provide an urban park edge and a transitional zone between the street and habitat areas. Commercial and recreational activity can populate the promenade, overlooking the park.

This summarizes the site conditions that create the basic design framework for the four alternative park concepts described in Chapter 9, Park Character.

