

AggreGate



PROJECT OVERVIEW AND GOALS

Located on the bank of Islais Creek Channel along the 3rd Street corridor, at the intersection of the Port of San Francisco's eco-industrial Piers 90-96 and the future Blue Greenway trail, 3rd + Cargo Way will be an active public and commercial gateway to the Bayview. Appropriate to its setting at the nexus of industry, recycling, and the waterfront, 3rd + Cargo Way will be a public place of recreation, food, and art.

Based upon site assessment which encompasses history, neighborhood and environmental attributes, and community input, this document proposes a plan and vision for 3rd + Cargo Way Gateway Site.

3RD + CARGO WAY LOCATION



THE BLUE GREENWAY



3rd + Cargo Way will be an **art** site

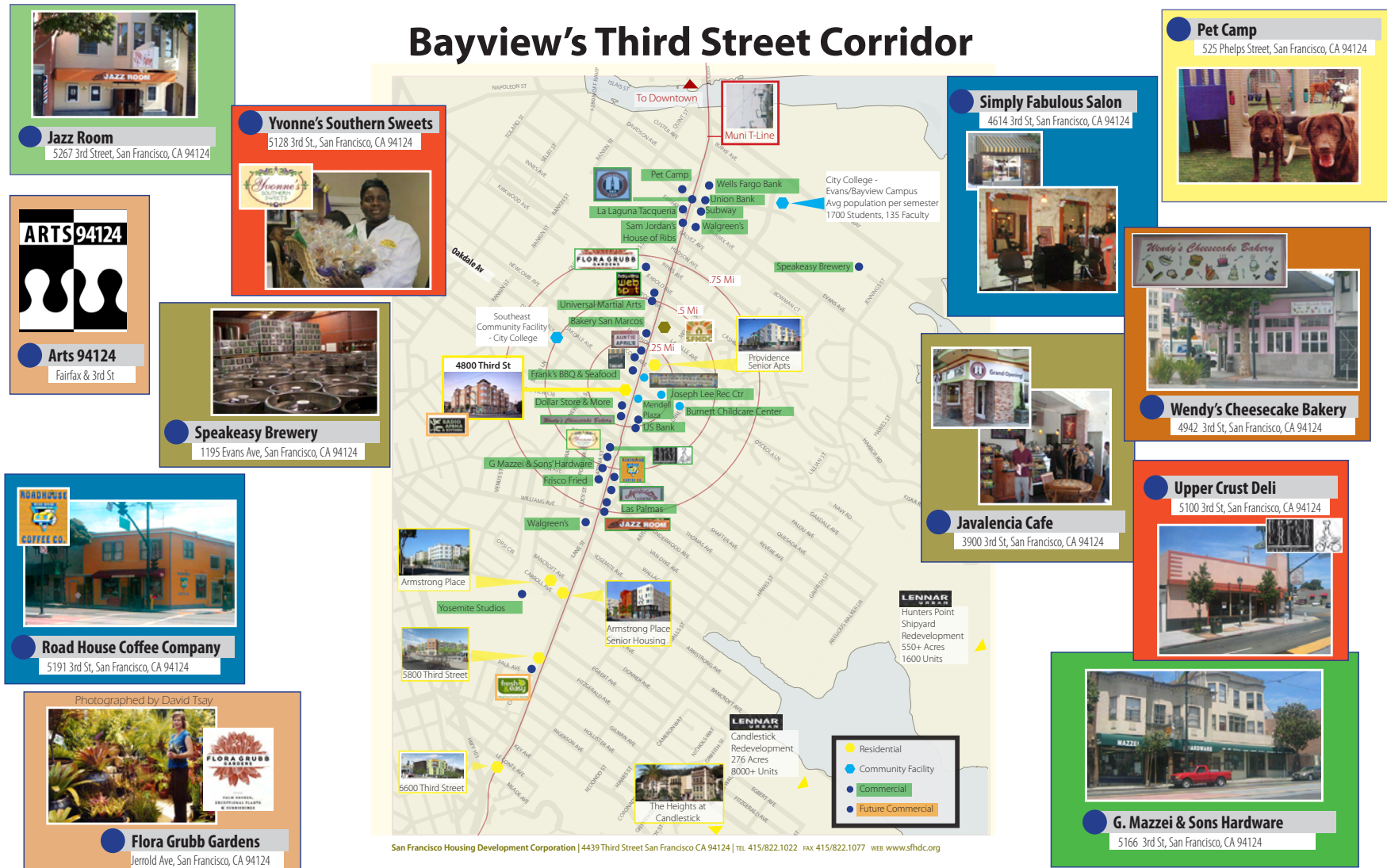
The **Blue Greenway** is a current project to create a 13-mile **cycling, pedestrian, and water trail** along the southeastern waterfront.

The Blue Greenway will complete the **Bay Trail** within the city.

Through an extensive **community planning process**, 3rd + Cargo Way was identified as a node along the Blue Greenway, which could be a site of rotating public art and act as a gateway to the Bayview.

The Blue Greenway project is led by the Port of San Francisco, and was initiated by SPUR and NPC.

BAYVIEW IN TRANSITION



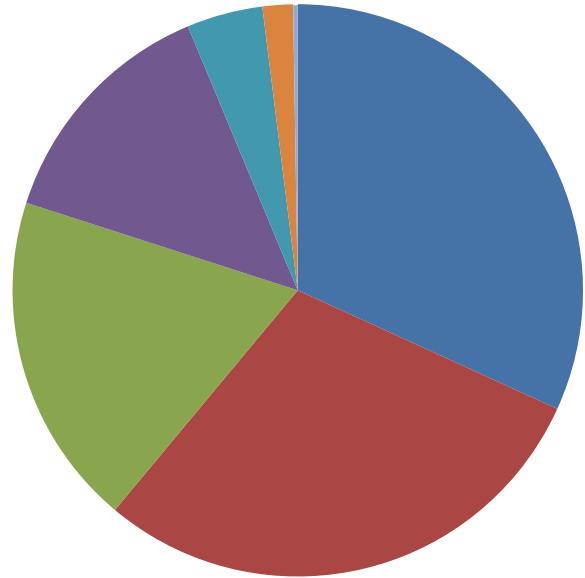
Renaissance Entrepreneurship Center Third Street Corridor Map (3)

The Blue Greenway is just one new addition to the Bayview, which is currently in a period of transition. In 2007, Muni completed construction of the T light rail line, which provides a direct connection between the Bayview and downtown. Along with the efforts of such groups as the Renaissance Entrepreneurship Center, the 3rd Street Corridor is now booming with new businesses.



HUNTER'S POINT

A major development is also slated for Hunter's Point and Candlestick Park, including over **10,500 new residential units**, a **green tech campus**, **retail**, **entertainment**, and **300 acres of waterfront parks**. When complete, this Lennar project may considerably change the character of the Bayview.



- 37% Asian American
- 34% African American
- 22% White
- 16% Latino
- 5% Other
- 2% Multi-racial
- 0.3% American Indian

DEMOGRAPHICS

Today, the Bayview is **diverse**, with Asian residents slightly outnumbering African American residents, along with significant white and Latino populations.

The area also has a higher proportion of **youth** than the San Francisco average.

The Bayview still bears proportionately more **industry** than other parts of the city, as well as the health problems and environmental injustice issues associated with industry.

There is **scant public art** in the area, despite the presence of a large number of local artists. 3rd and Cargo way will be one step toward addressing that issue.

3rd + CARGO WAY WITHIN THE BLUE GREENWAY

The Blue Greenway guidelines make the following assessment and recommendations:

RECOMMENDED PROGRAM

- public art, including signage + interpretation
- active recreation
- habitat restoration
- concessions and restroom facilities

EXISTING USES AT NEARBY BLUE GREENWAY SITES

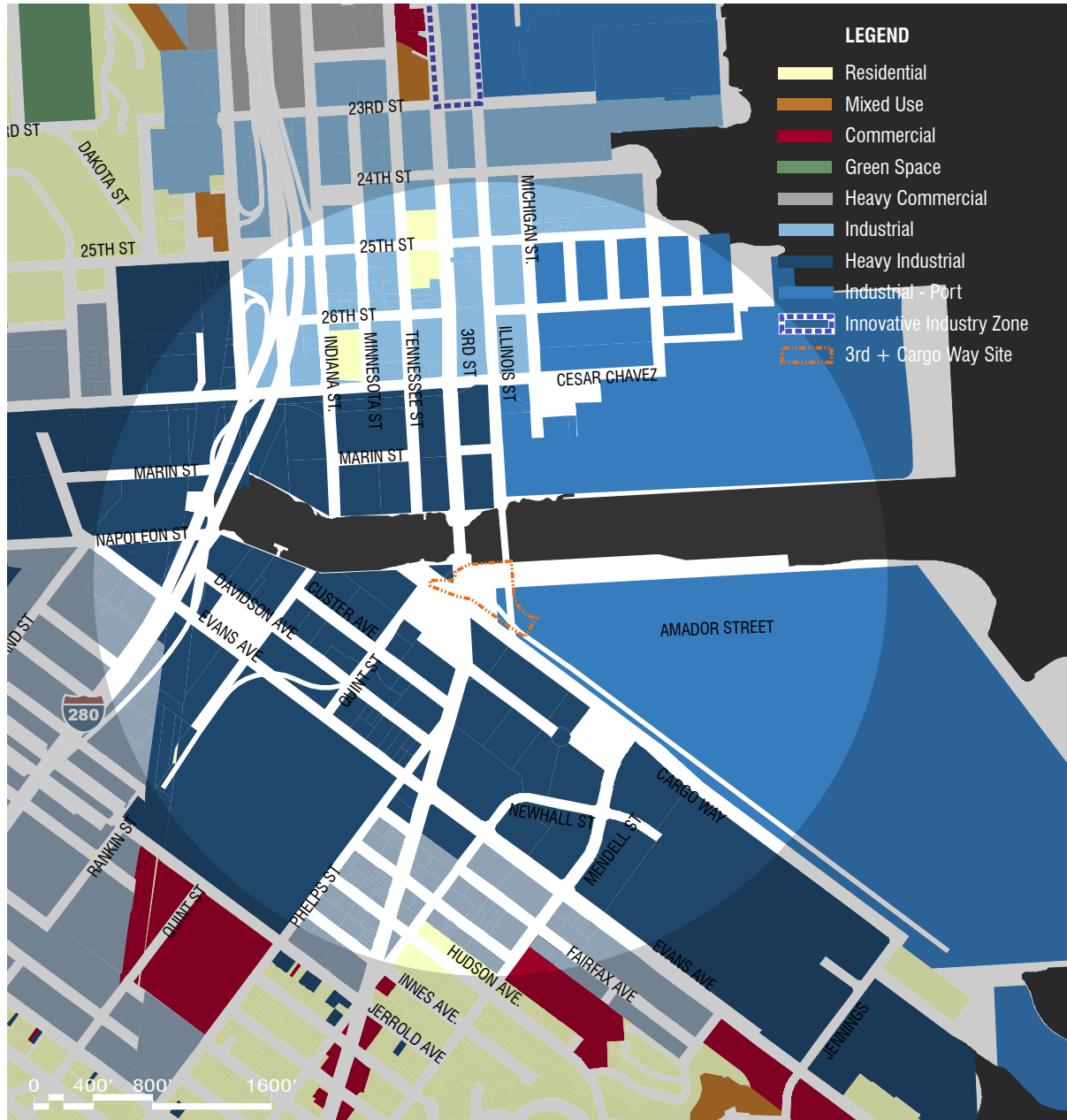
- kayak/boat launch, storage
- public water access
- skateboarding
- fishing
- shorebird habitat
- educational Eco Center
- historical interpretation

CONSIDERED PROGRAM AT NEARBY BLUE GREENWAY SITES

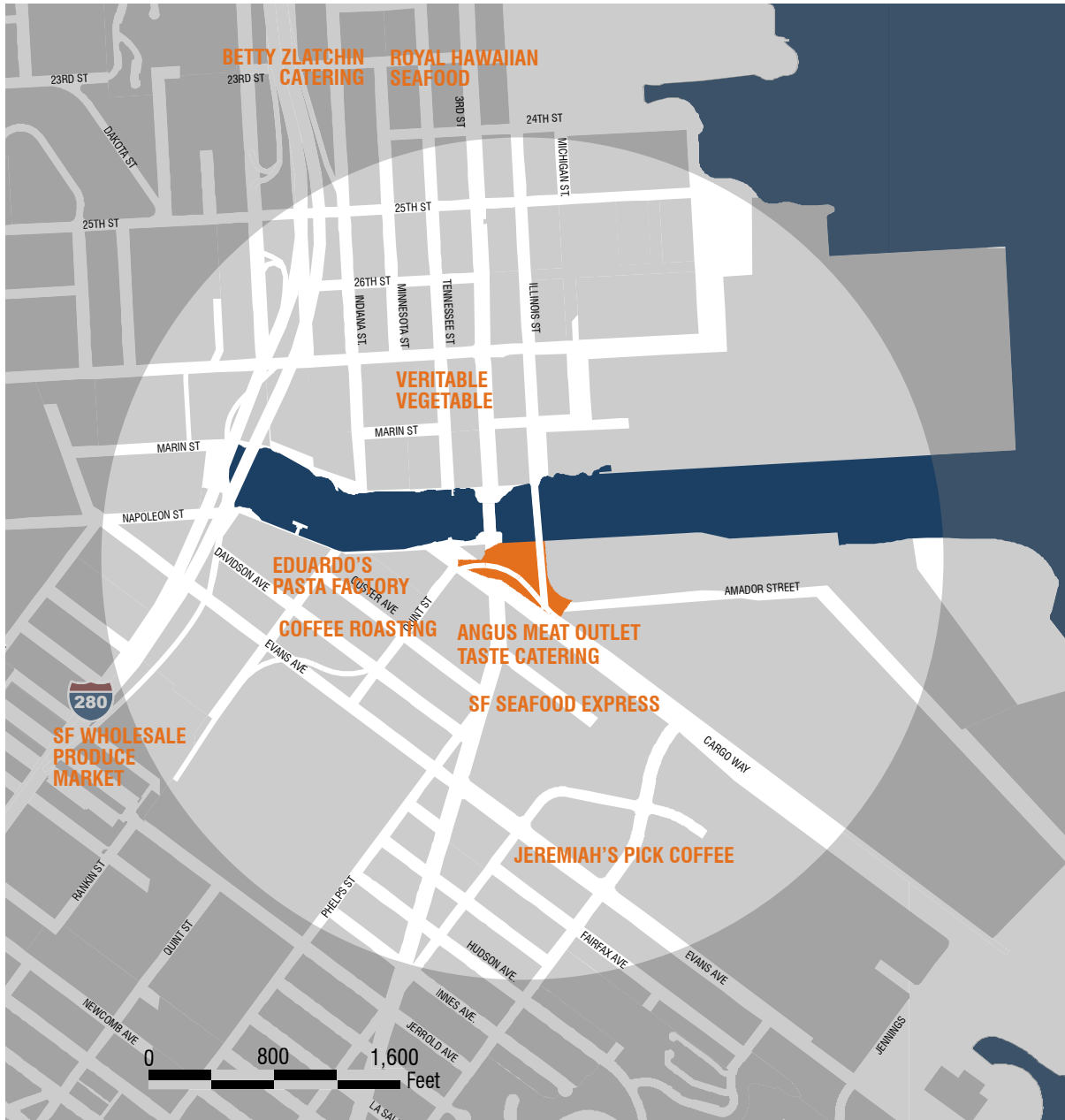
- labor monument
- bike/ped trail
- BMX facility
- dog run
- off-road biking
- meadow
- shoreline habitat



ZONING + LAND USE



Much of Islais Creek and the southern waterfront is still active industrial port.. In fact, very little residential land falls within ½ mile of 3rd + Cargo Way. Rather, the land is zoned almost entirely for **industry**, **port industry**, and Production, Distribution, and Repair, or **PDR**.



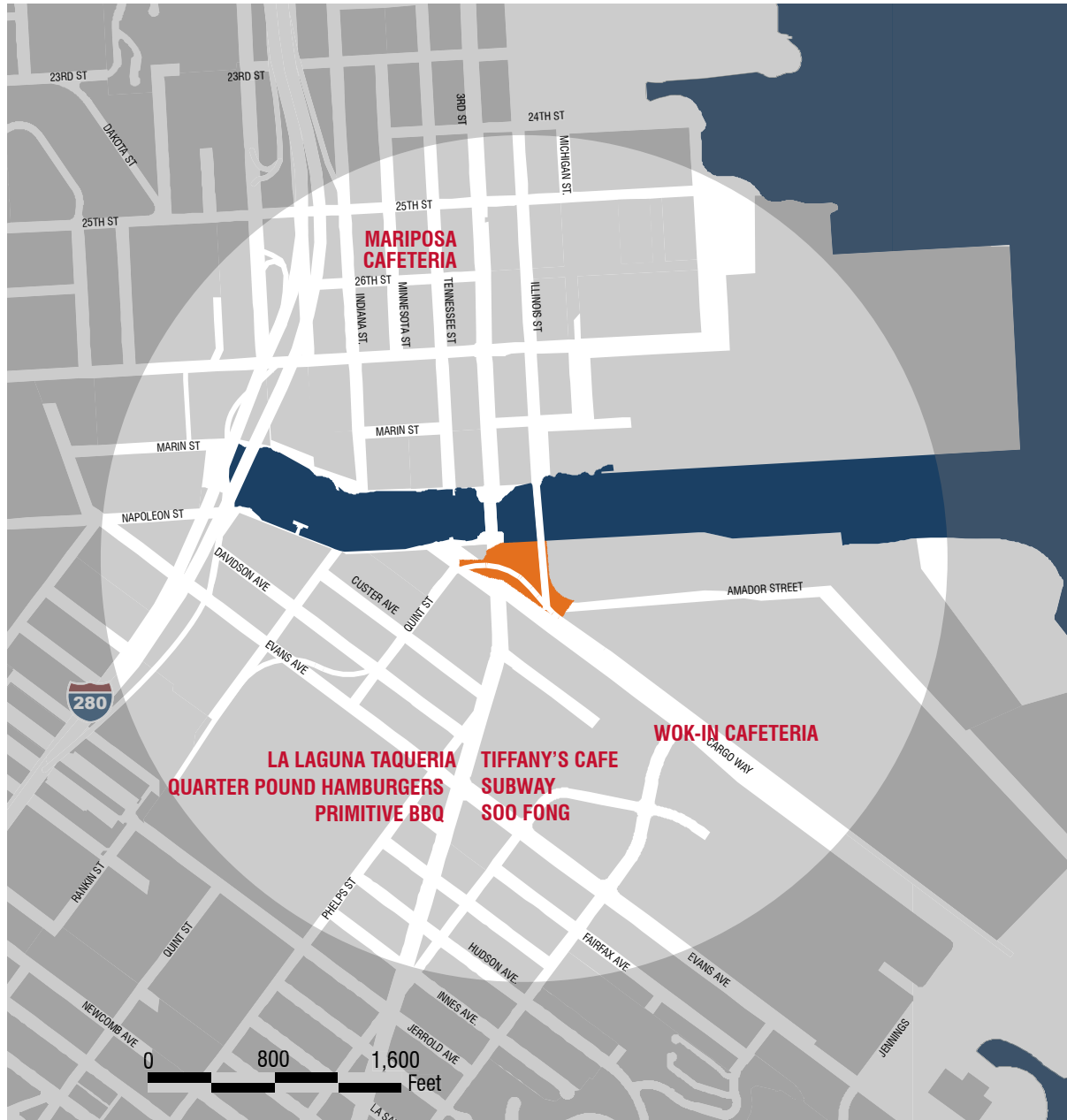
PLENTIFUL WHOLESALE FOOD

Much of this PDR area is occupied by wholesale food operations, including companies offering:

- produce
- meat
- seafood
- coffee
- catering services

...and just about every other kind of food and food service.

LOCAL NEED: RETAIL FOOD



However, **retail food** is relatively scarce near Islais Creek, with the closest restaurants about 1/4 mile from 3rd + Cargo Way.

HISTORY: FOOD + INDUSTRY

The predominance of wholesale food and industry is consistent with the history of the area. Islais Creek's name is adapted from **islay**, the Ohlone word for the wild cherries that the Native Americans once collected from the creek's banks.

During the late 1800s, the area was developed as **Butchertown**, and the creek served as the conduit of offal from slaughterhouses to the bay. Bayview residents with whom I spoke

remember cattlemen driving cattle up 3rd Street to the creek as late as the 1950s.

Eventually the creek's wetlands were filled to further develop the channel into an industrial shipping hub. The freight passing through the area still consisted largely of food products, including **copra**, or dried coconut meat, which dockworkers extracted from the hulls of ships from the South Pacific, using the Copra Crane, right.



Butchertown, 1929 (4)



Copra Crane (5)

FREIGHT CARRIAGE



Today, freight in the area is shipped via trucks as well as rail. San Francisco Bay Railroad currently transports tallow, a holdout from the Butchertown era, as well as contaminated soil from San Francisco construction sites to South San Francisco, and then on to landfills in Utah. This train runs right through the 3rd + Cargo Way site, often twice a day.



Freight trucks use Illinois, Amador, Cargo Way, and 3rd St.



San Francisco Bay Railroad runs through 3rd + Cargo Way



Contaminated soil deposited into SFBR aggregate gondolas

LOCAL BUSINESS SYNERGIES: MATERIALS + SERVICES



In addition to the continuing and changing role of the area as a wholesale food hub, industry around Islais Creek has evolved into an “eco-industrial park,” wherein businesses recycle materials and create local networks. For example, Hanson Aggregates mines sand from the Bay, which Bode uses to make concrete, and down the line Construction Materials Recycling crushes used concrete to make new concrete.

3rd + Cargo Way should embrace this eco-industrial ethos and take advantage of the materials and resources in the area.



Hanson Aggregates

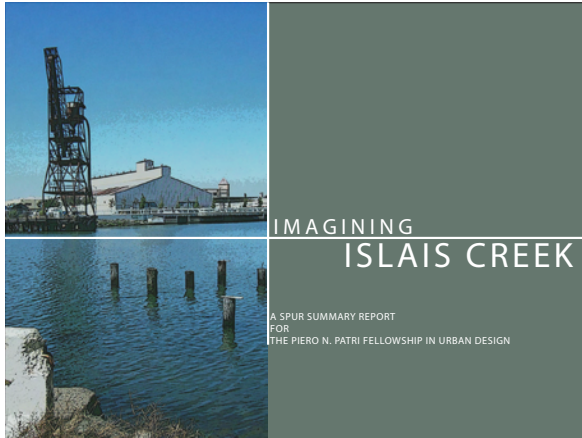


West Coast Recycling Company



Building Resources

COMMUNITY INPUT



Sara Jensen's Patri Fellowship report, 2008 (6)

According to previous Port community meetings, Sara Jensen's 2008 Patri Fellowship project, "Imagining Islais Creek," and my interviews with community members, stakeholders want public **art** and **retail food** outlets at 3rd + Cargo Way. Fortunately, there are ready and willing local artists, chefs and vendors in the Bayview.

In addition, community members noted the need for a place to **relax and look at the water**, as well as a **bathroom**.

Kayakers and dragonboaters noted that with additional infrastructure, Islais Creek could be a **hand-powered watercraft mecca**, on the southern waterfront.



hand-powered watercraft enthusiast



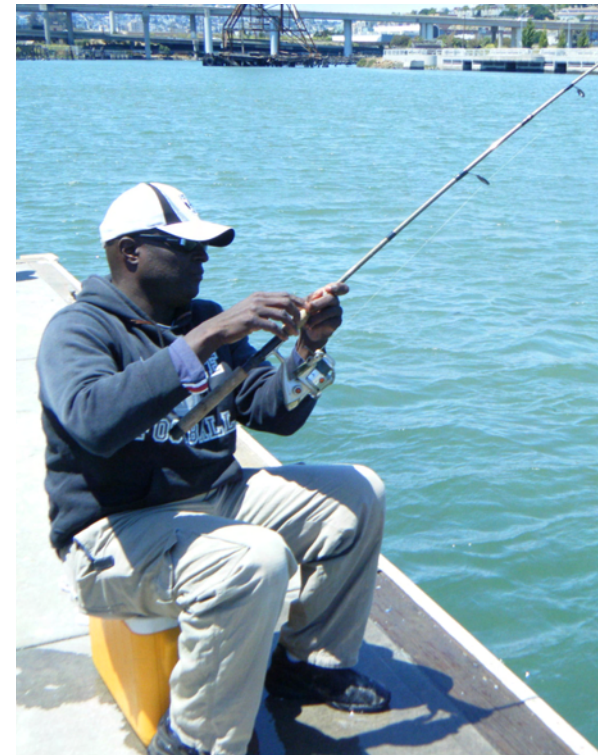
firemen



14 Bayview chef and vendor



nearby industry

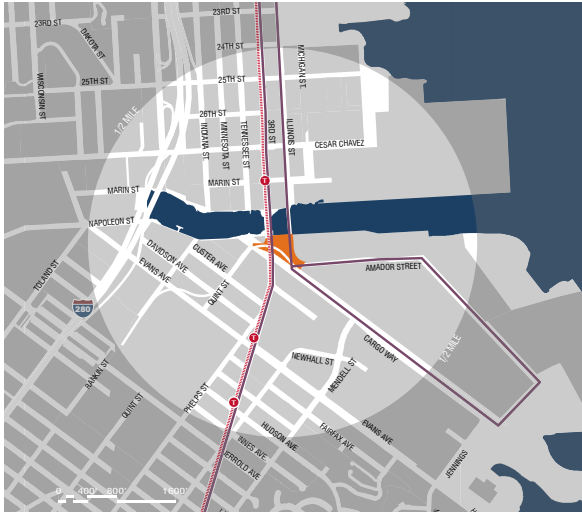


local fisherman

POTENTIAL USERS

Currently weekdays offer the greatest number of potential 3rd + Cargo Way park users and food customers, since about 5000 people work within a 10 minute walk of the site. However, given that 3rd + Cargo Way will be a node on the Blue Greenway featuring one or more commercial enterprises, 3rd + Cargo Way should be an active destination site in addition to serving local needs.

WEEKDAYS



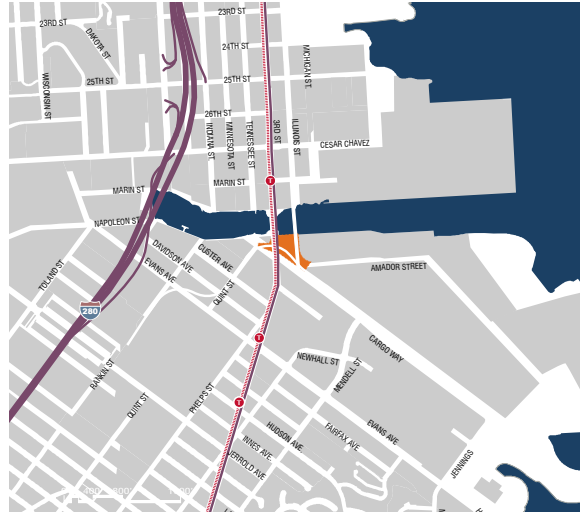
WHO

- **4862 employees** within a 10 minute walk (
- **2900 riders** on Muni T Line
- **~15000 vehicles** pass the site, est.
- potential street food chasers

WHY

- eat lunch
- recreation
- passing by
- driving freight
- education / stewardship

NIGHTS



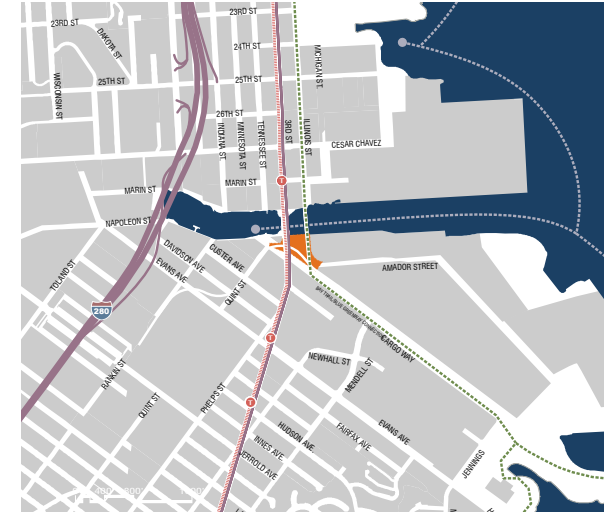
WHO

- very few existing night time users
- **~100 employees** within 10 min walk
- potential night time event attendees
- potential street food chasers
- passers by

WHY

- eat dinner
- **destination** for events in unique setting

WEEKENDS



WHO

- few existing weekend users
- future **cyclists, kayakers,** and **pedestrians** along Blue Greenway
- 49ers game day traffic
- potential weekend event attendees
- potential street food chasers
- passers by

WHY

- eat
- play
- rest stop

ENVIRONMENTAL ATTRIBUTES



WIND

Wind is a significant factor at 3rd + Cargo Way. The dominant wind from the west.

In order for the site to be comfortable for visitors, wind protection must be provided.

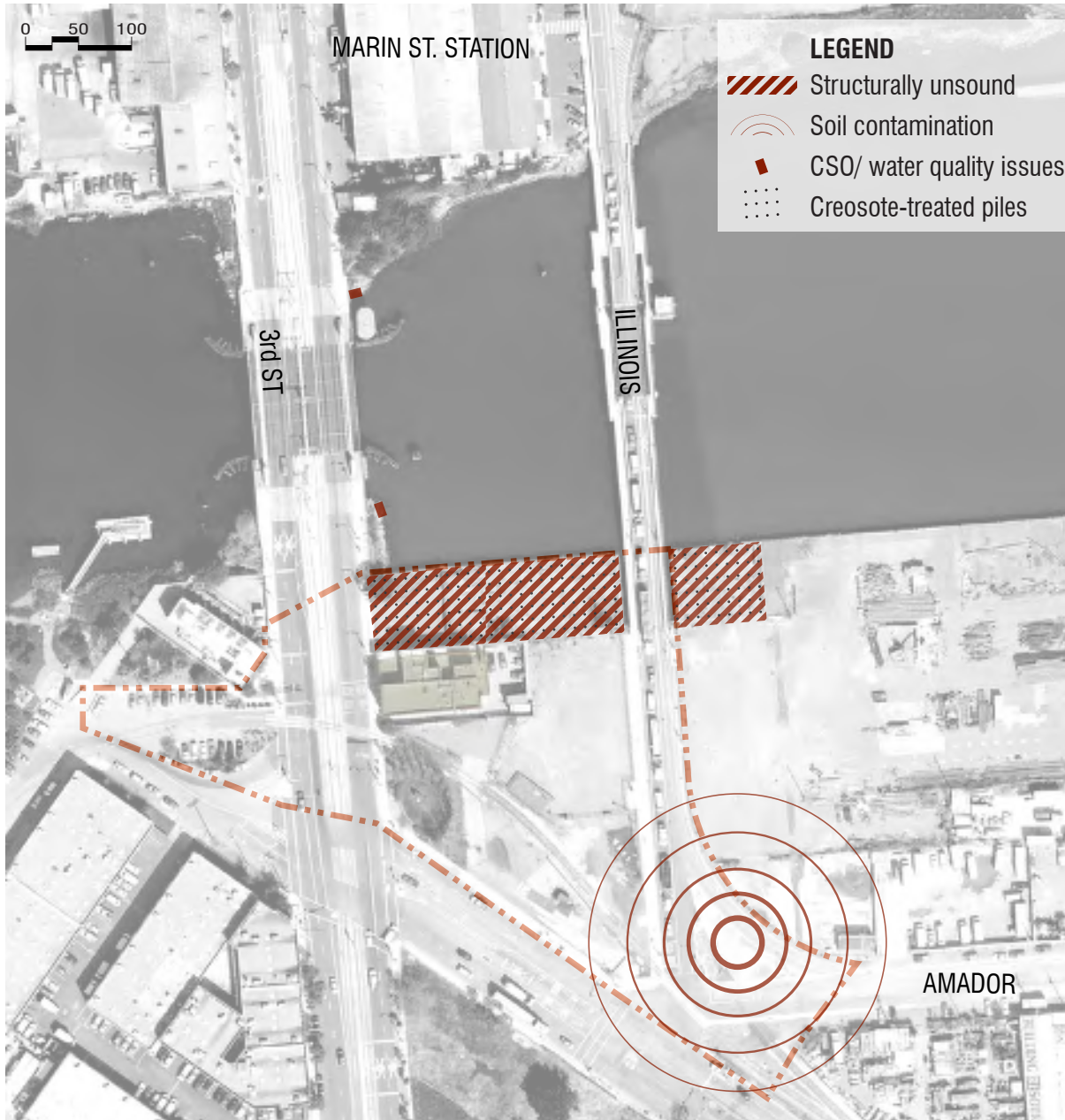
SUN

The Bayview is one of the sunniest areas of San Francisco, and 3rd + Cargo Way is no exception. Some shade would ensure adequate comfort year-round.

TOPOGRAPHY

Apart from some collapsed areas of the wharf, the site is generally flat.

SITE CHALLENGES



The wharf is structurally unsound, and the piles and beams have been treated with creosote.



Combined Sewer Overflow outlets can also be a source of contamination. Challenges on land, include potential hydrocarbon soil contamination from the diesel tanks that used to sit on the site, in addition to the fact that the whole site is unengineered fill..

PILES + TIDES

The water in Islais Creek Channel is generally 5'-10' below site grade. 3rd + Cargo Way is shored up by a **seawall** and riprap. One meter of sea level rise would therefore not effect the site.

Many of the **piler**s have been wrapped in PVC and despite the creosote treatment, **benthic creatures** are living on the piles.

Above water, the piles serve as **roosts** and nests for **shorebirds**.



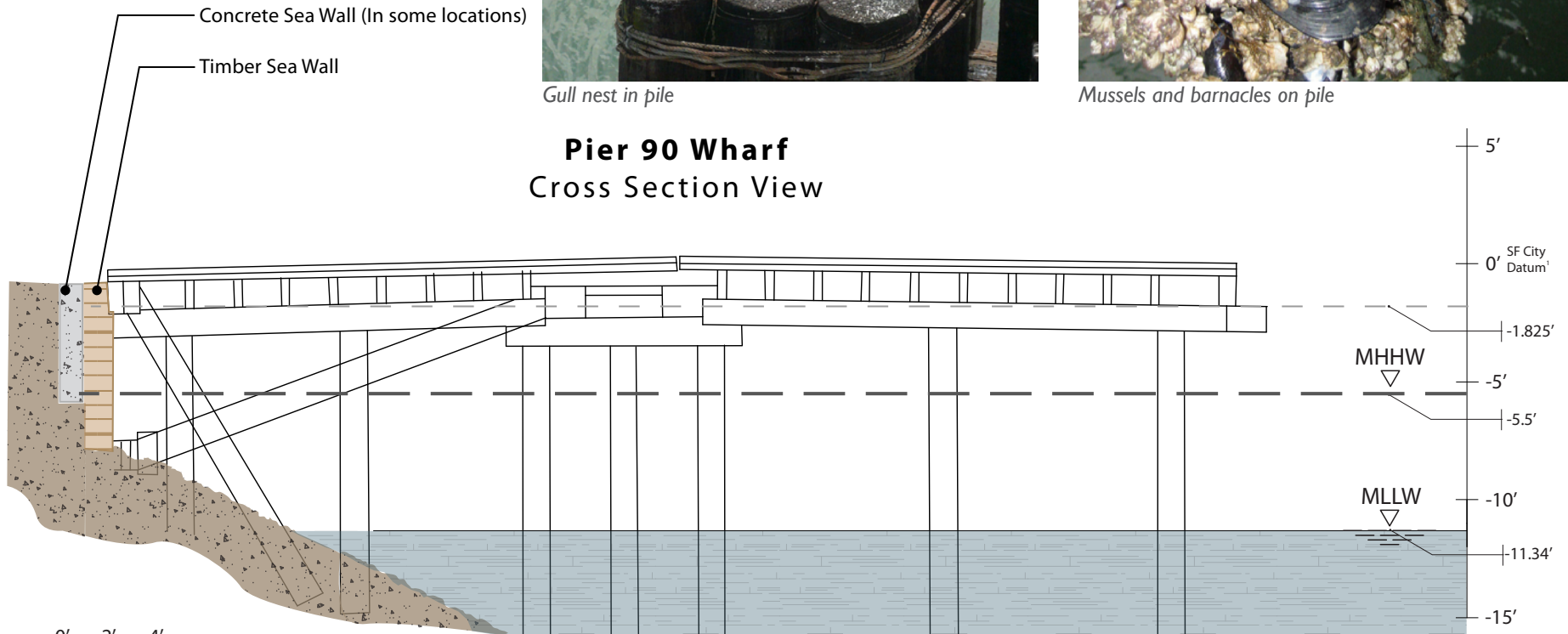
PVC-wrapped piles



Mussels and barnacles on pile



Gull nest in pile



EXISTING CONDITIONS



A potentially historic scale house, once used to weigh freight trucks, sits on the site.



The San Francisco Bay Railroad freight train runs through the site, carrying contaminated soil.



Much of the cracked asphalt site is fenced.



Historic Firehouse 25 has 4 firemen on duty round the clock.



There's an 8' plywood fence around 3 sides of the firehouse. The firemen want to protect their privacy.

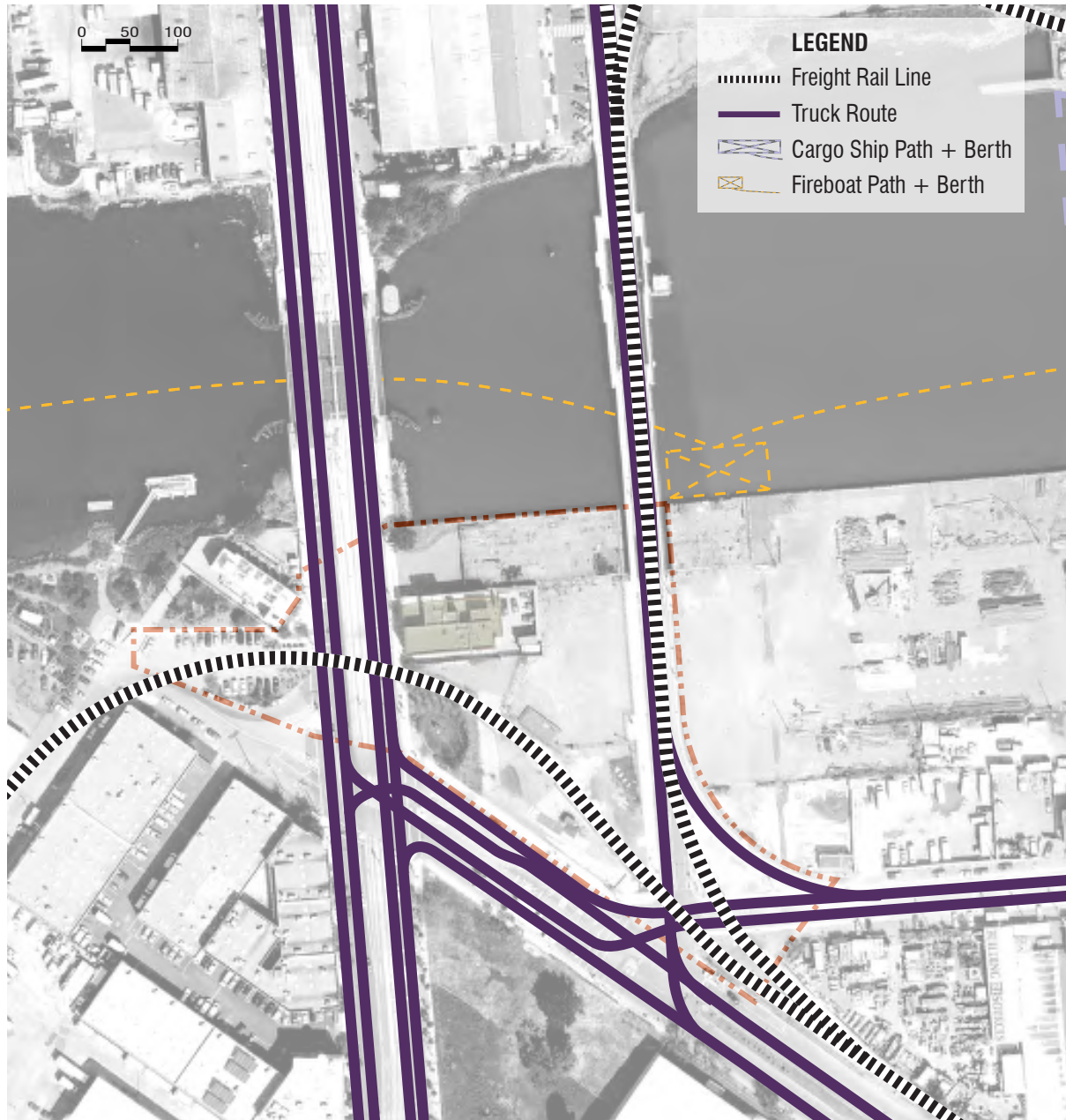


Some tomatoes and other plants in the parking area provide vegetables and herbs to the firemen.



In 2001, as a gift to the community, Hanson Aggregate commissioned the design and construction of a landscaped knoll showcasing what was to be a rotating art piece on the corner of 3rd and Cargo. This initiative was largely responsible for the idea of improving the larger site. The knoll and art are oriented such that it's visible as you're leaving the Bayview. Now that the whole 3rd + Cargo Way site is slated for improvement, the poplars effectively cut most of the site off from the important 3rd St. access.

FREIGHT



3rd Street is heavily trafficked. 3rd and Cargo Way is the most complex intersection in the whole city, due to the freight train and Muni passage.

Most trucks drive down Illinois, Amador and Cargo, though they also use 3rd St

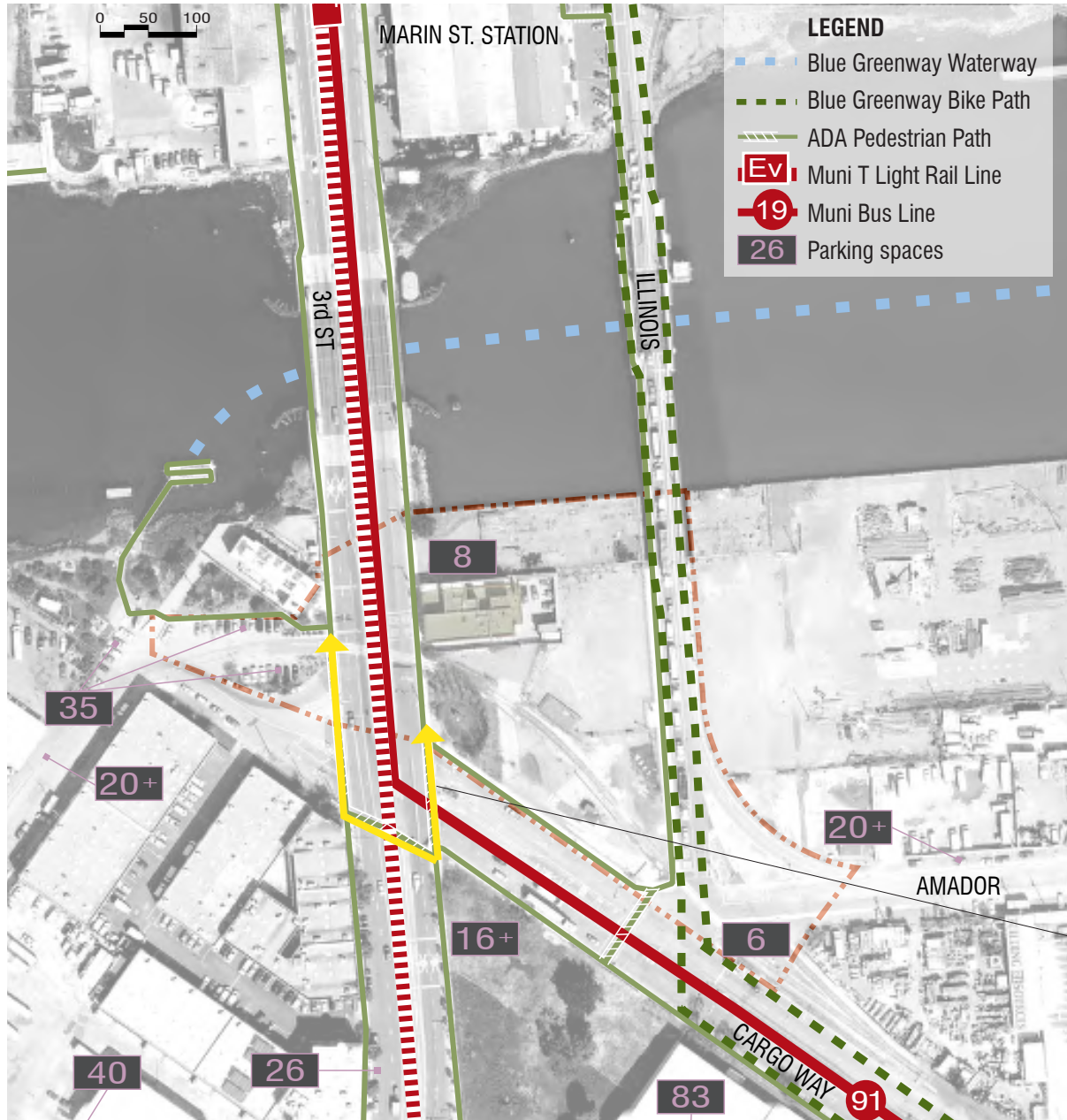
CONSTRAINTS:

- pedestrian and cyclist **safety** and circulation
- **noise**: the freight train screeches through the site twice a day

OPPORTUNITIES

- **cultural interest** of freight train
- potential **wind protection** provided by train cars

SITE CIRCULATION



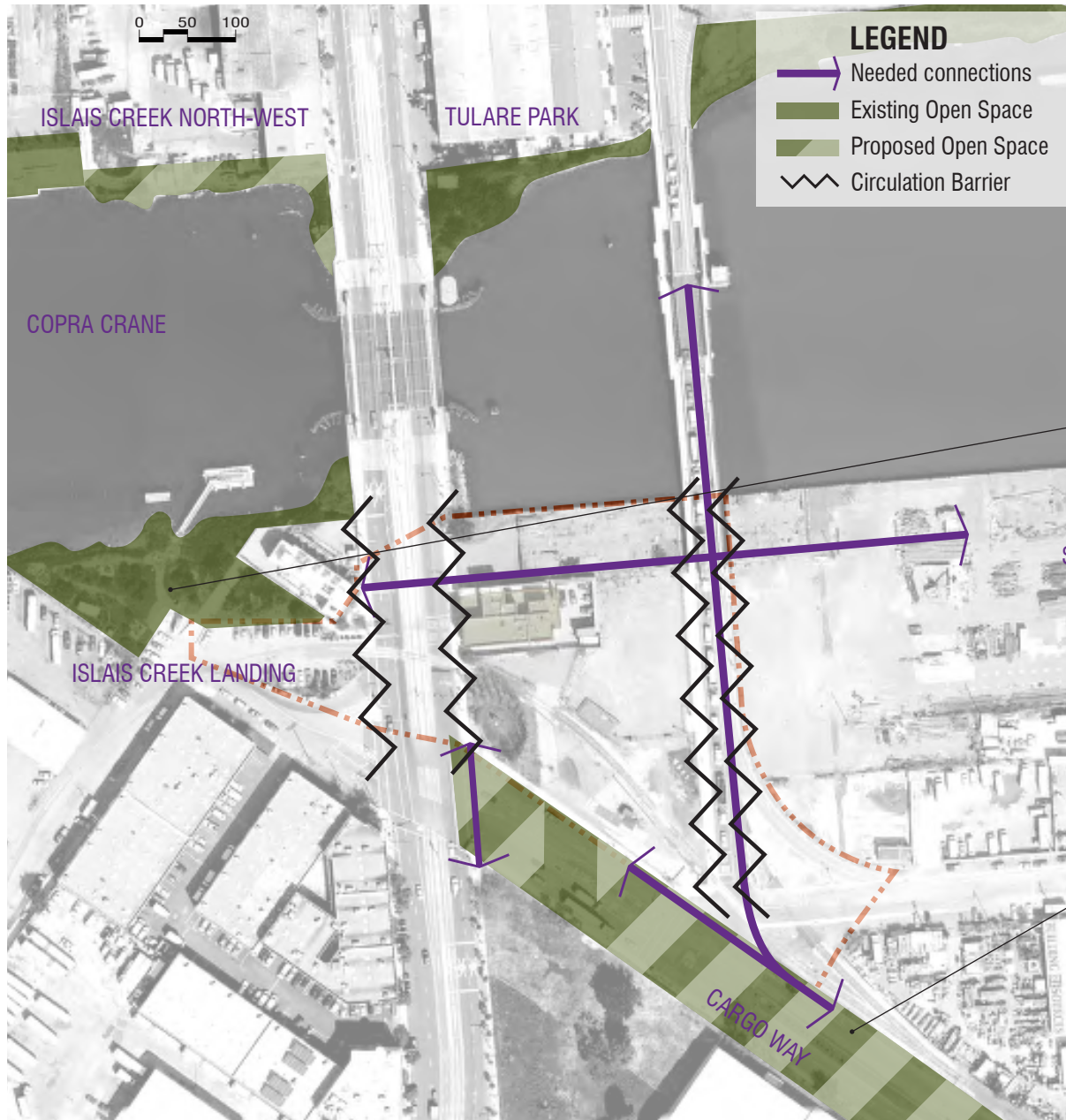
Muni lines run primarily down 3rd Street.

Cyclists will use Illinois and Cargo as part of the Blue Greenway, so most cyclists and pedestrians would enter the site from Illinois Street.

In terms of vehicles, there are over 260 parking spots within a 5 minute walk, but crosswalks in only certain directions.

existing crosswalks

NEEDED PEDESTRIAN AND CYCLIST CONNECTIONS



There is currently no crosswalk straight across 3rd Street at Cargo Way, which is a crucial connection from this site to the rest of Islais Creek, including Islais Creek Landing.

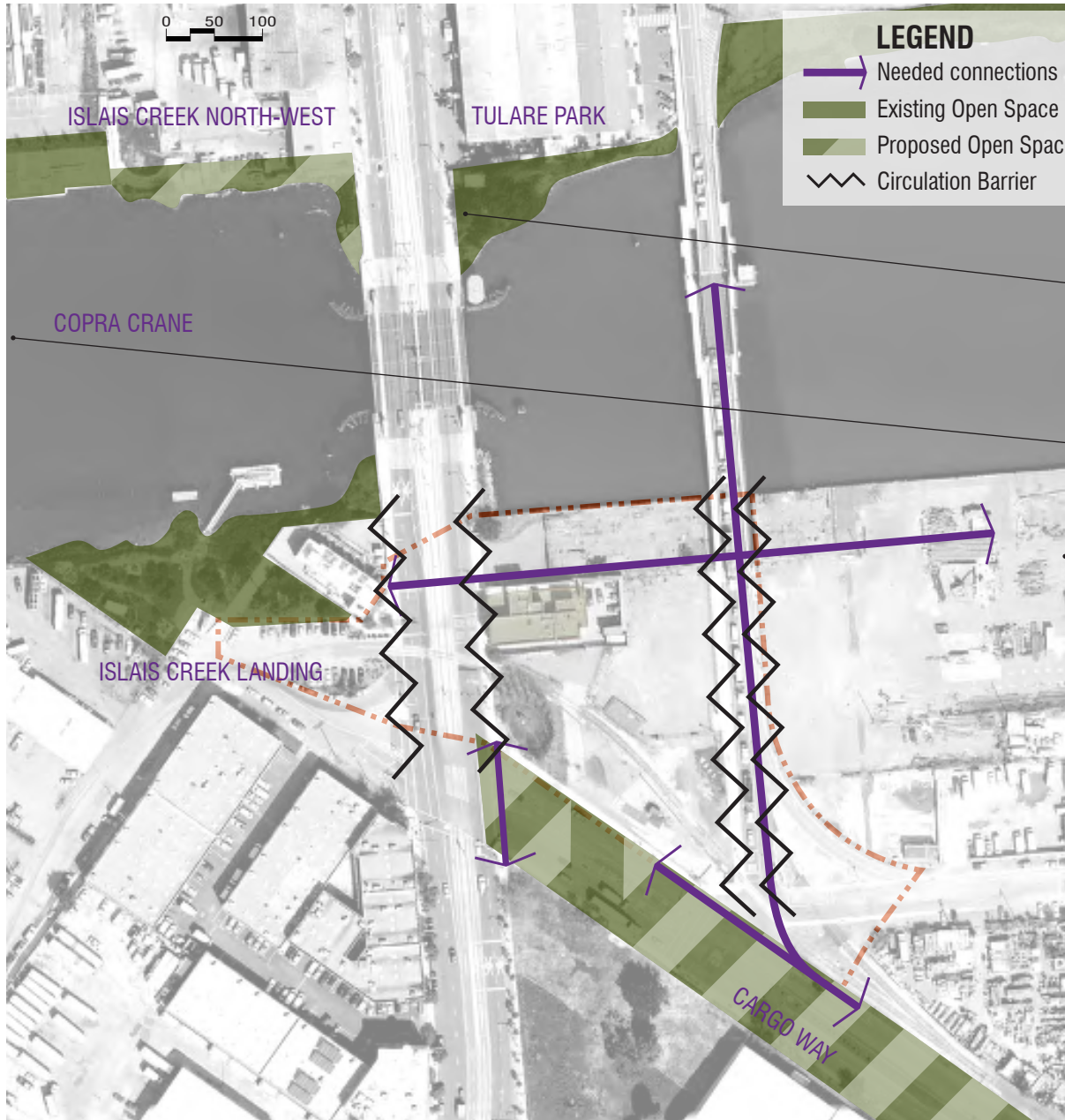


In order to effectively connect the Blue Greenway and the current and planned open space along Islais Creek, a crosswalk needs to connect 3rd + Cargo Way to Islais Landing.



Such a crosswalk would also better connect Islais Landing to Cargo Way, and thus to Heron's Head Park.

IMPORTANT VISUAL CONNECTIONS

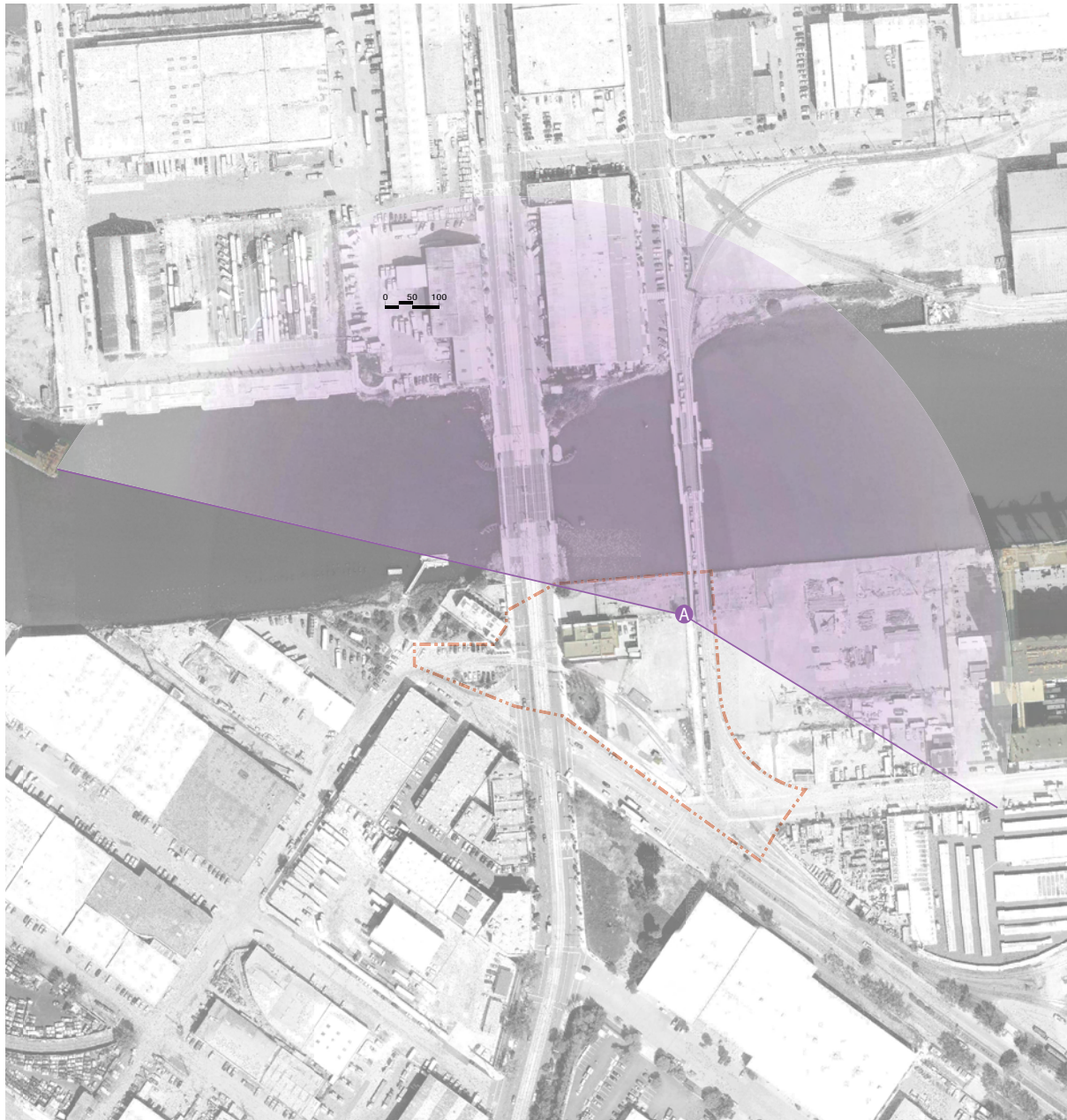


As a node for eating, resting, engaging art, and playing, 3rd + Cargo Way should serve as a **viewing platform** for significant landmarks along the creek.



The Port is working with artists to turn the Grain elevators and silos on Pier 90 into large dynamic public art forms. 3rd + Cargo Way can be the primary viewing spot for these art events.

VIEWSHED FROM 3RD + CARGO WAY



If elevated, the **northeast corner** of the site offers the **best views**, of the Grain Elevators and Silos, Copra Crane, Tulare Park, and the Bay.



Pier 90 Grain Elevators + the Bay

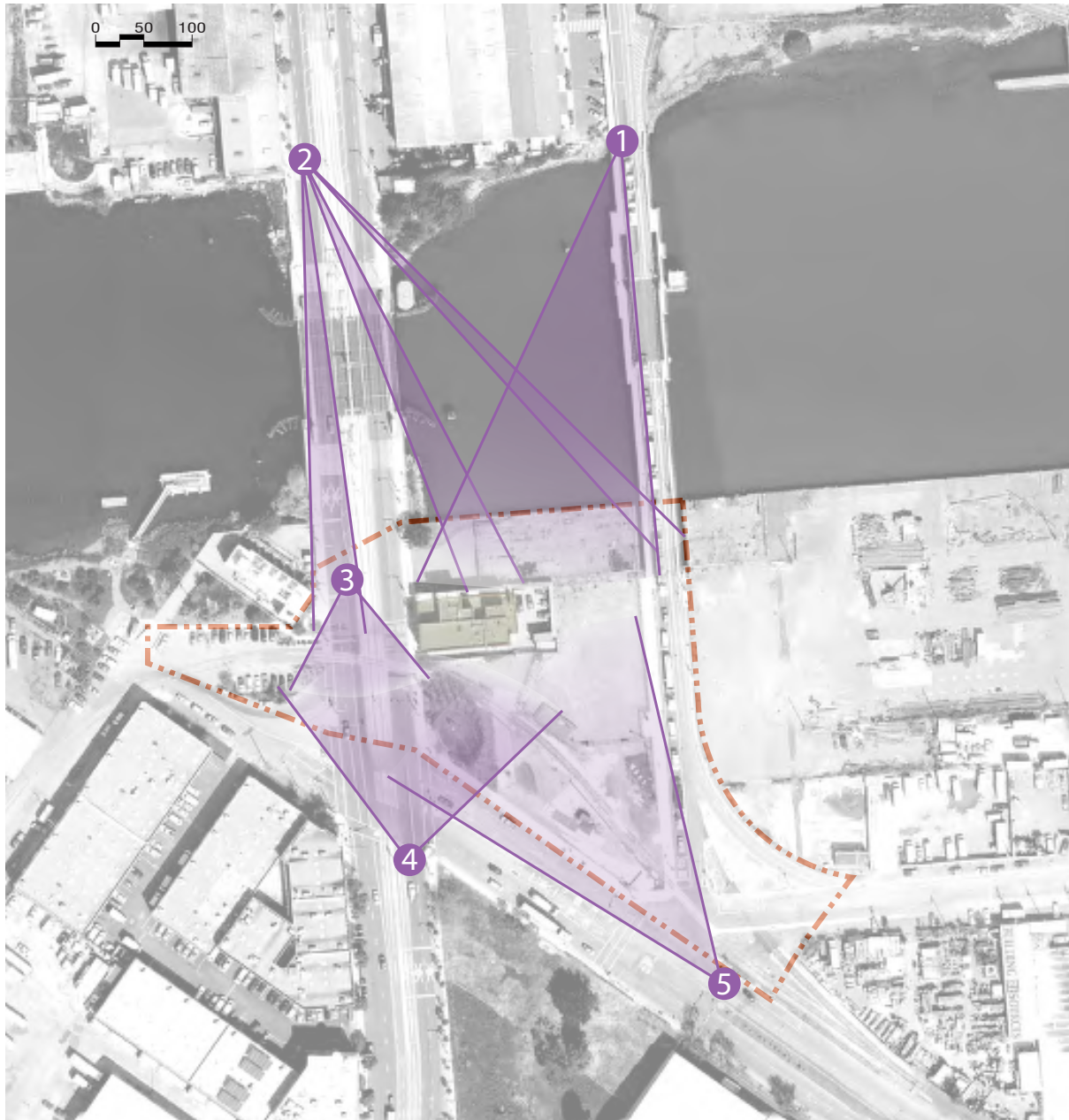


Copra Crane



Tulare Park

VIEWS OF 3RD + CARGO WAY



Since 3rd and Cargo will be the **gateway to the Bayview**, the Gateway art piece needs to be highly visible to people **entering** the Bayview.



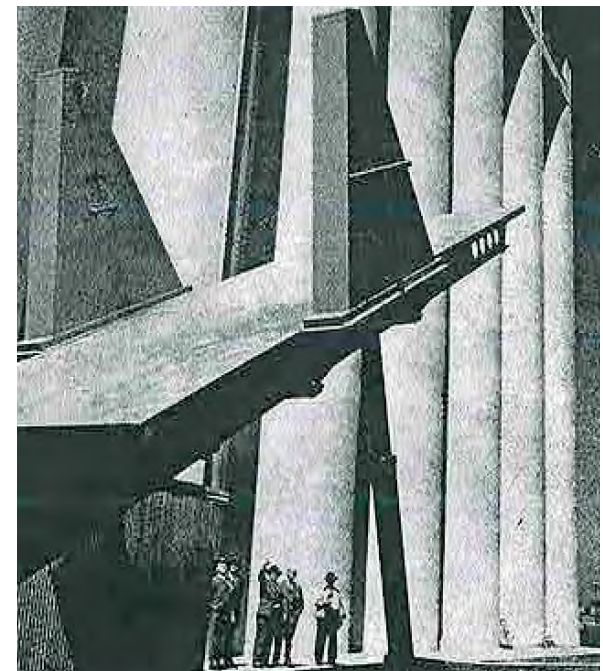
The **corner of 3rd and Cargo** is the most heavily trafficked and visible spot for the gateway piece, as long as it is oriented toward the west and north. Due to the poles and wires in the intersection the art piece must be prominent.



PREVIOUS USES



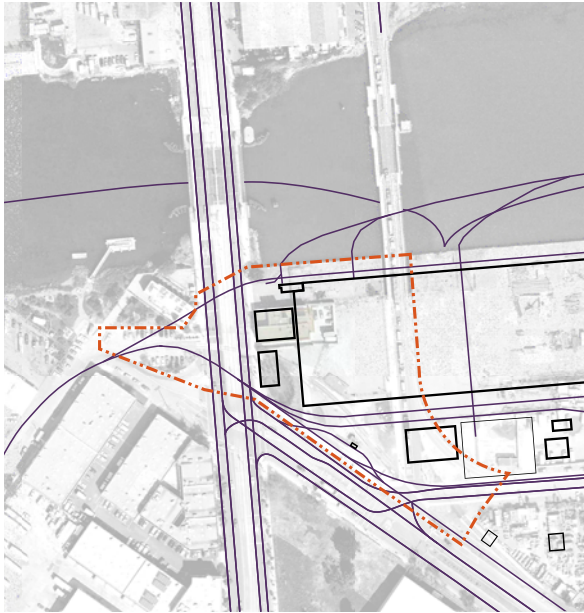
As of early 1968, 3rd + Cargo was part of the larger Pier 90 parcel. A large **warehouse** on the site contained copra and tires, but **burned** down later in 1968. An **office** abutted the warehouse near the fire station. At that time, the **scale house** was in place, although the **freight rail tracks** were in a different configuration. One rail spur ran right down the edge of the wharf, and the southern spur skirted around a **restaurant/bar** which used to occupy the corner of 3rd and Cargo. The restaurant opened at 5am to serve breakfast to workers.



Pier 90 Grain Silos

NETWORKS

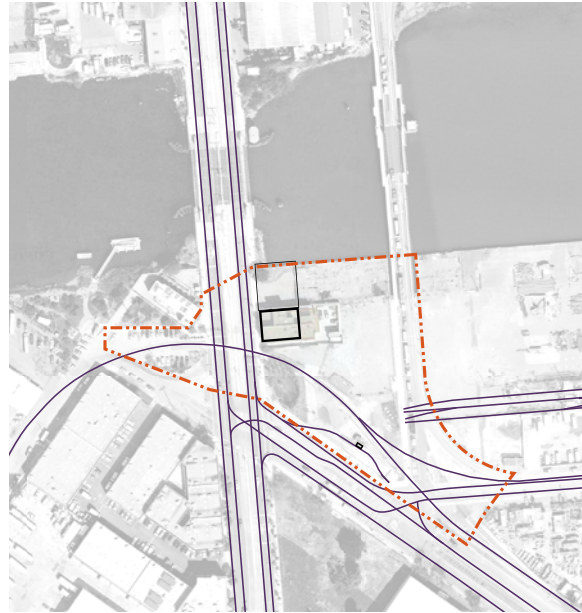
3rd + Cargo Way has long been a node, within many networks of freight, trade, and transportation.



1968

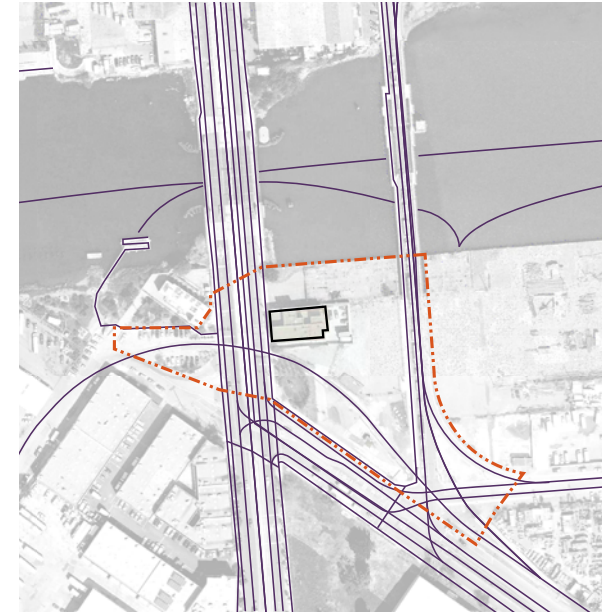
This diagram represents the routes of networks passing through the site as of 1968,

At that time, **rail**, **trucks**, and **ships** containing **cargo** and **fuel** passed through and around the site.



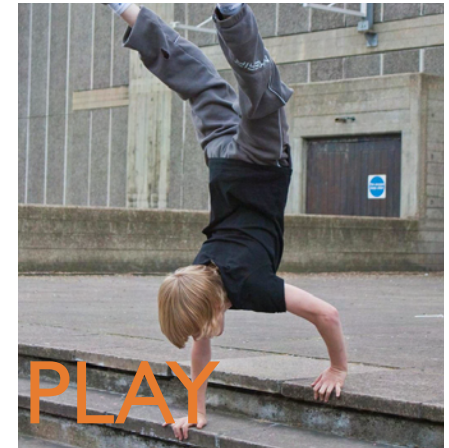
1987

By 1987, the restaurant was gone, and the path of the rail had changed. Cargo ships presumably no longer unloaded at 3rd + Cargo, since the warehouse was no longer.



TODAY

The construction of the **Illinois St. Bridge** in 2005 opened Illinois St. to freight trucks and rail, along with cyclists and pedestrians, thereby transforming 3rd + Cargo way into something of an island **node** within these **cargo** and **recreational** networks.



Embracing the historical and present context of food and the industrial waterfront, and moving toward recreation and ecological practices, I then investigated precedents for the **program**: gateways, public art, food, and play.

GATEWAY



The Golden Gate Bridge. Javi S&M



Gateway Arch, Saint Louis. Geir Arne Hjelle



Gateway to Chinatown, San Francisco. Ruthanne Reid



The Gates, Central Park, New York. Bernard Polet



India Basin Industrial Park sign, San Francisco. E Brossart

ART





small

innovative



gourmet

street food is hot in San Francisco



rotating sites



cupcake truck chasers



interim



festival



pop-up food + art space

SF Street Food Festival 2009

FOOD



shelter

iterative + evolving Google

POTENTIAL LOCAL PARTNERS



WEB BASED MARKETING

<http://www.sfcartproject.com>

<http://www.roaminghunger.com>

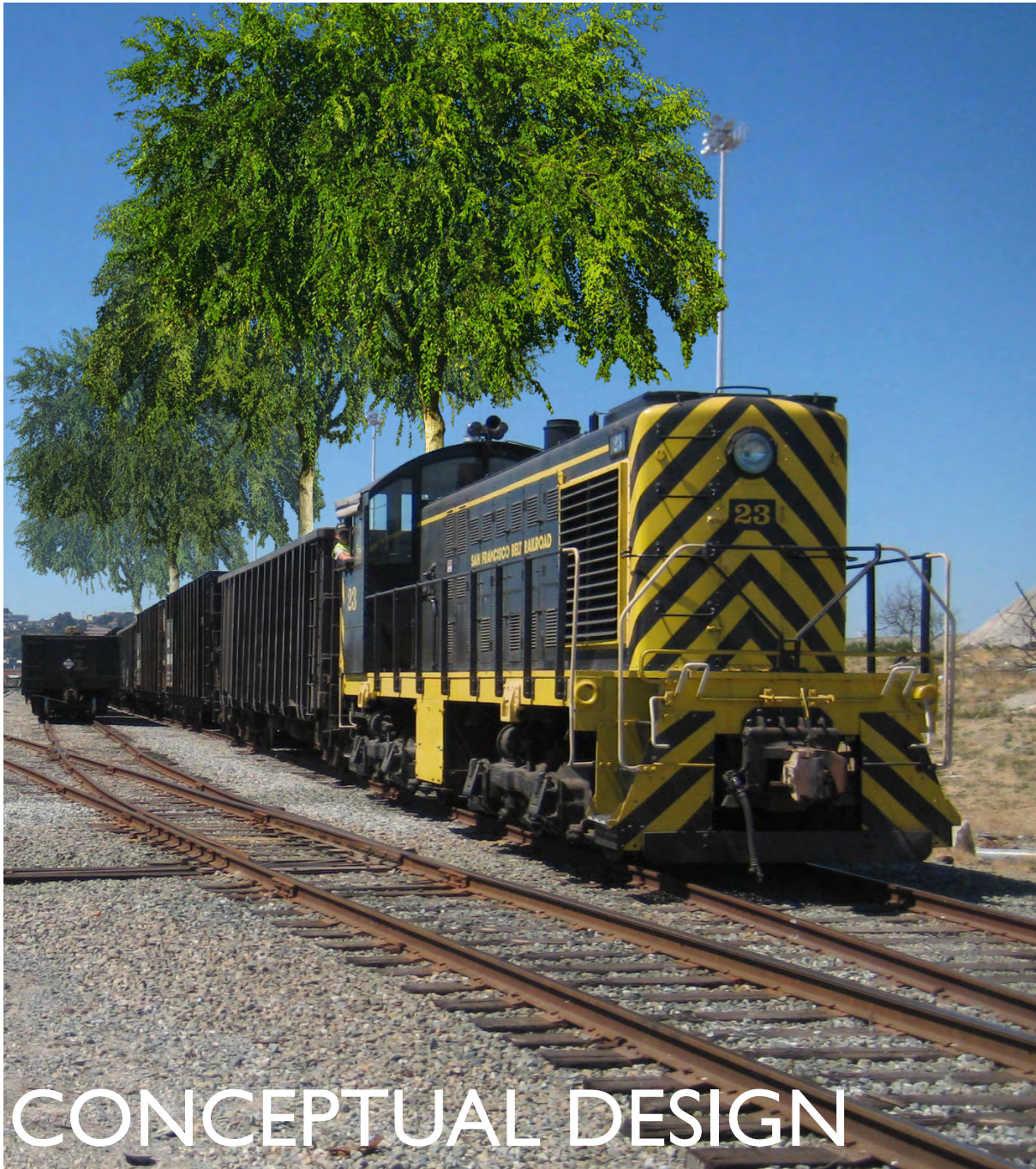
<http://www.mobilecravings.com>

twitter, chowhound, facebook...



PLAY





The particular freight and transportation patterns of 3rd + Cargo Way remind us that networks, which we normally think of nowadays as digital, as waves passing invisibly through the air, are also extremely physical. With the soil cargo of the freight train in mind, I was intrigued by the seemingly paradoxical idea of moving landscape, moving the very ground itself around as a part of these networks. In San Francisco our relationship to the ground is particularly complex, since much of the city's land was either land or construction that was initially shaken loose by nature in 1906, then moved by man to create new ground.

The public landscape is inherently both dynamic and grounded, given that the landscape is subject to the elements, plants are alive and ever-changing, and the people that pass through and occupy a public space inevitably change it. Therefore the public landscape can play a unique roll in finding a balance between the pervasive, dynamic networks of modern life and a sort of rootedness and sense of place, between a space that one passes briefly through and a place in which one has an invested sense of stewardship. This is a difficult balance to achieve on land such as 3rd + Cargo Way that was man-made in the first place, and in a place devoid of residents, but a balance worth attempting in order to create a valuable resource for all those who might enjoy 3rd + Cargo Way.

CONCEPTUAL DESIGN

PROPOSAL

CONCEPT DESIGN

An enhanced pier at Islais Landing encourages dragonboats and other hand powered watercraft to anchor there, and more boat storage allows for further use of the water.

In the water, many piles remain, forming the anchor for floating wetlands that remediate the creek water near the combined sewer overflow outfall. Two artful windmills mark the site and provide power to park lighting and networked activities.

The expanded traffic island contains interpretive historical and directional signage, and visually and physically connects Islais Landing to 3rd + Cargo Way through a new crosswalk.

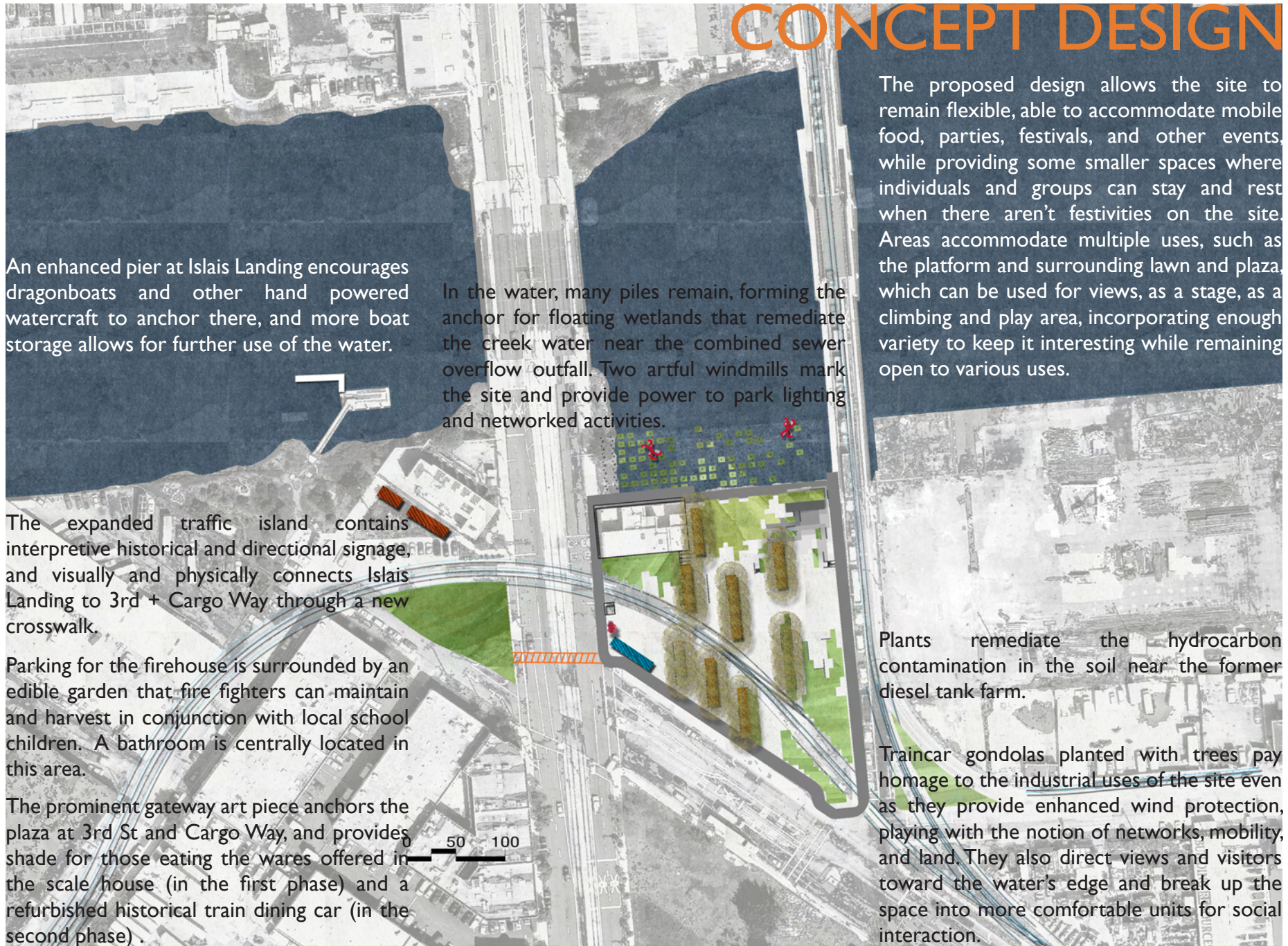
Parking for the firehouse is surrounded by an edible garden that fire fighters can maintain and harvest in conjunction with local school children. A bathroom is centrally located in this area.

The prominent gateway art piece anchors the plaza at 3rd St and Cargo Way, and provides shade for those eating the wares offered in the scale house (in the first phase) and a refurbished historical train dining car (in the second phase).

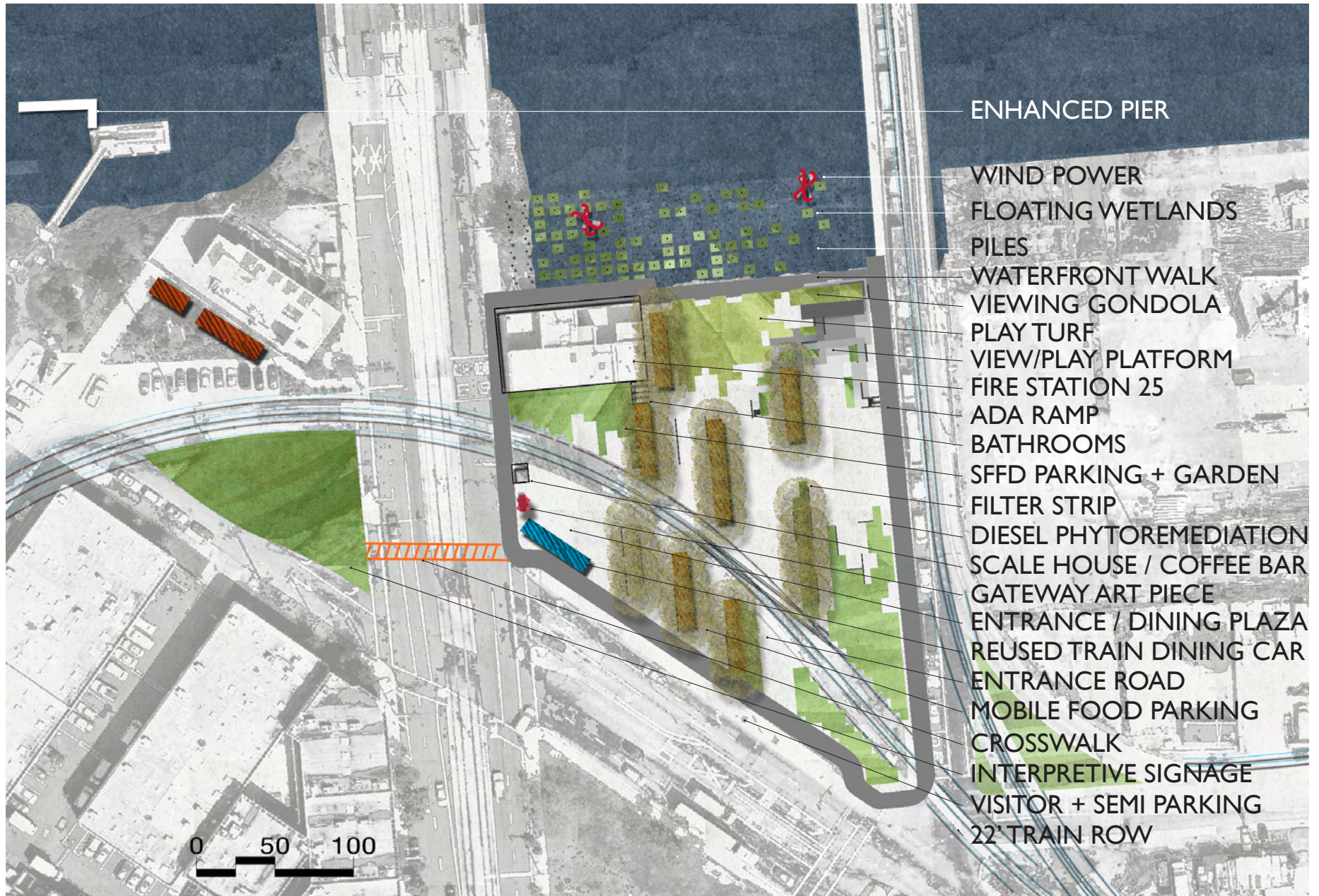
The proposed design allows the site to remain flexible, able to accommodate mobile food, parties, festivals, and other events, while providing some smaller spaces where individuals and groups can stay and rest when there aren't festivities on the site. Areas accommodate multiple uses, such as the platform and surrounding lawn and plaza, which can be used for views, as a stage, as a climbing and play area, incorporating enough variety to keep it interesting while remaining open to various uses.

Plants remediate the hydrocarbon contamination in the soil near the former diesel tank farm.

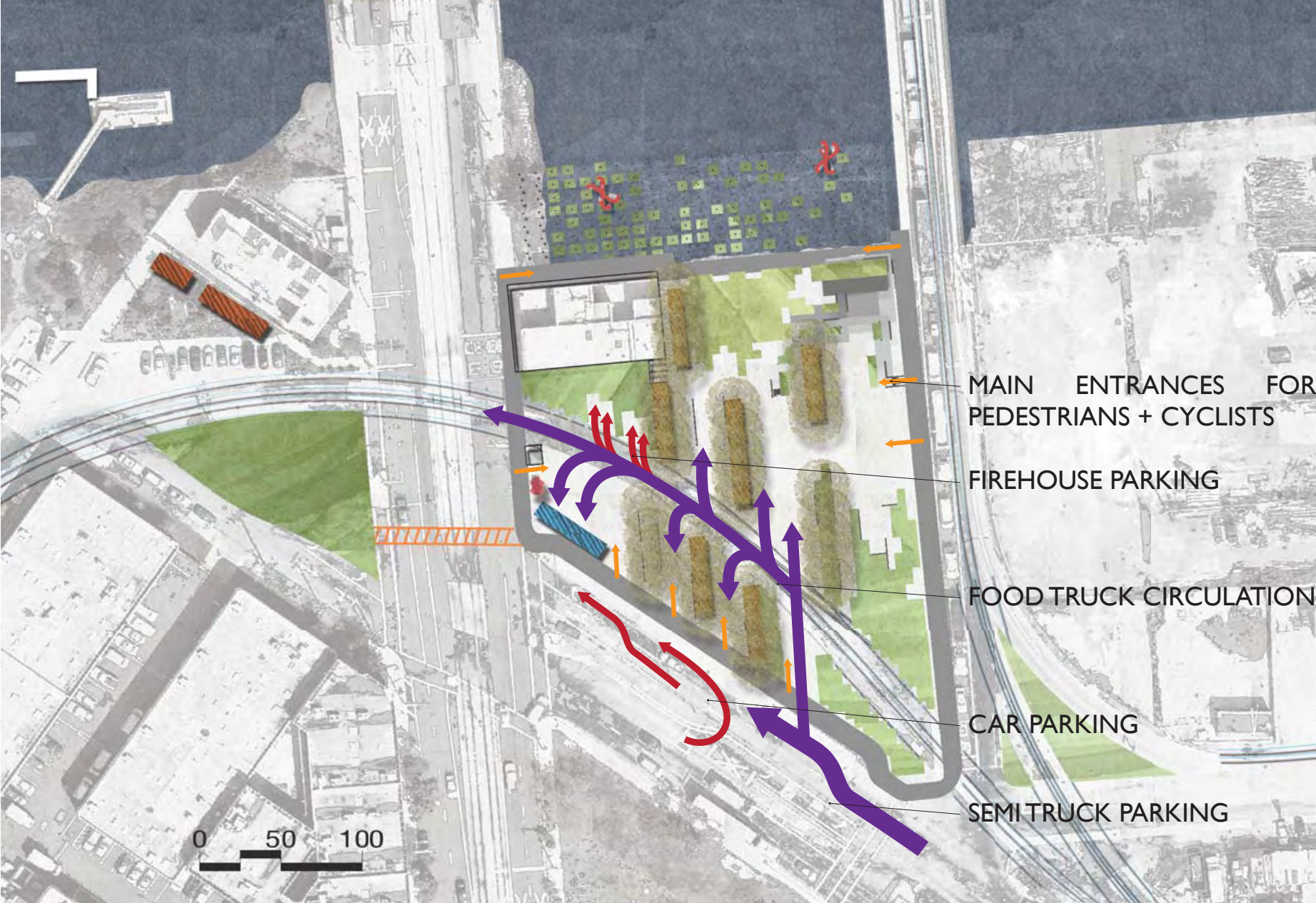
Traincar gondolas planted with trees pay homage to the industrial uses of the site even as they provide enhanced wind protection, playing with the notion of networks, mobility, and land. They also direct views and visitors toward the water's edge and break up the space into more comfortable units for social interaction.



PLAN



CIRCULATION



WIND SHELTER



DRAINAGE





SEATWALLS + STAIRS

VIEWING GONDOLA

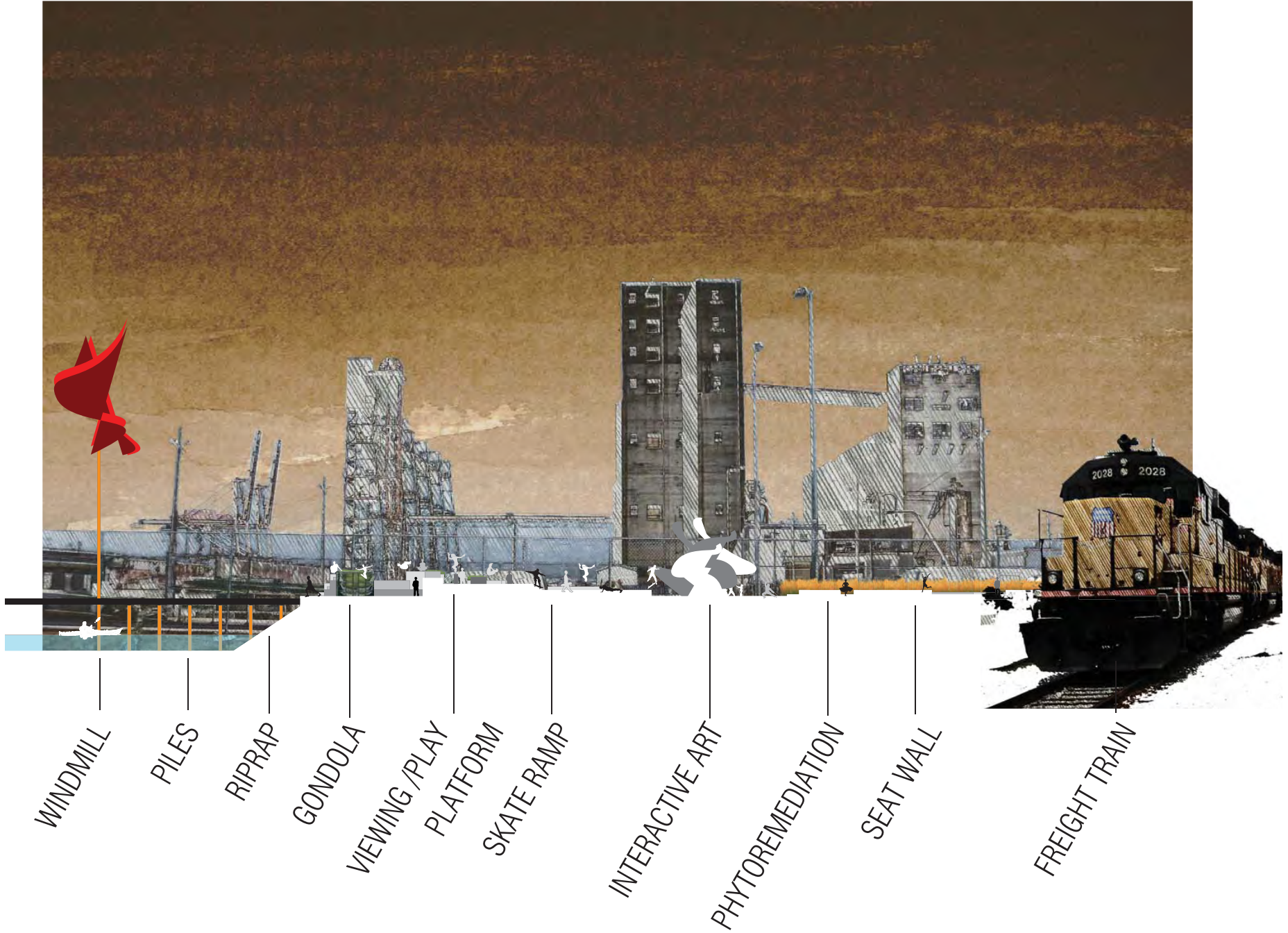
VIEW/PLAY PLATFORM

ADA RAMP

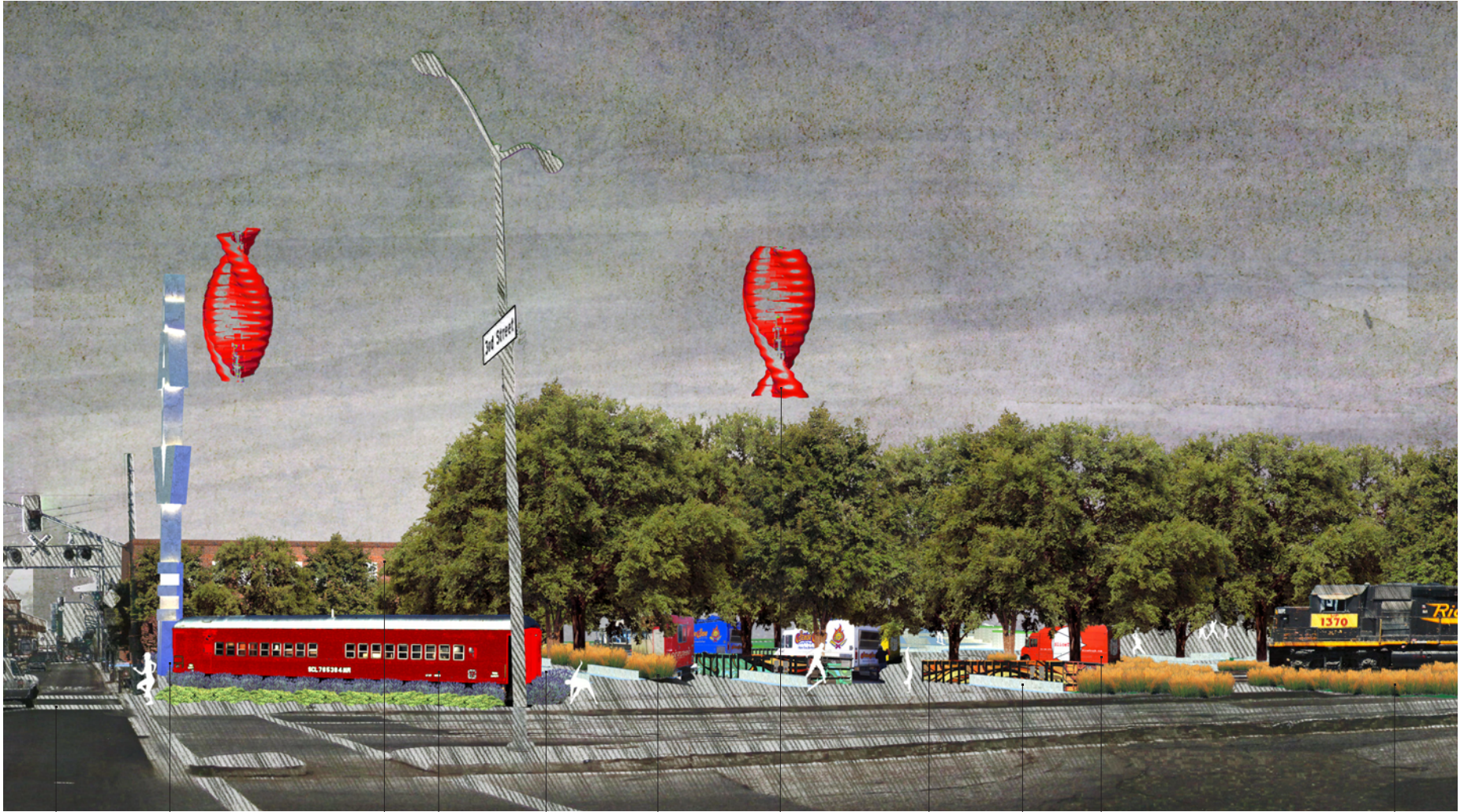
GONDOLA

WATERFRONT WALK

PLAY TURF







CROSSWALK
GATEWAY ART PIECE

FIRE STATION 25

DINING PLAZA

REUSED TRAIN DINING CAR

FILTER STRIP

WIND POWER

GONDOLA

SEATWALL

MOBILE FOOD PARKING

DIESEL PHYTOREMEDIATION

View of corner of 3rd Street + Cargo Way

IMAGE CREDITS

- (1) Map, courtesy of Municipal Transportation Agency, San Francisco Municipal Railway, San Francisco Department of Parking and Traffic
- (2) Blue Greenway Map, courtesy of the Port of San Francisco
- (3) Third Street Corridor Map, courtesy of the Renaissance Entrepreneurship Center
- (4) Butchertown, 1929, from the San Francisco Public Library Historical Photograph Collection, <http://sflibsfpl.org:82/search>
- (5) Copra Crane, courtesy of Sara Jensen
- (6) *Imagining Islais Creek*, SPUR summary report for the Patri Fellowship in Urban Design, 2008
- (7) Figures courtesy Shayan Lotfi, AECOM, 2010

PHOTO CREDITS

tire playground & instrument: <http://andrightlyso.com/2009/04/25/some-hiking-in-maryland/>
Tokyo tire playground: <http://www.moolf.com/interesting/tokyo-tire-playground.html>
Cunningham Falls State Park (Manor Area) scrap tire playground was built in May 1995.

http://www.mde.state.md.us/Programs/LandPrograms/Recycling/ScrapTire/tp_frederick.asp

Tuckahoe tire monster and jungle gym:

<http://green.yahoo.com/blog/environmentalgraffiti/161/7-creative-sculptures-made-of-trash.html>

Concord Township, PA fort and tires + other cool playground stuff:

<http://fubini.swarthmore.edu/CPAC/CPAC.html>

Tire walk zigzag: <http://picasaweb.google.com/lh/photo/cB322YsQYjcZCfmUzqr6ag>

PHOTO CREDITS

PLAY

Disco skate: <http://www.flickr.com/photos/eliya/2503648749/>

Skate jump: <http://www.flickr.com/photos/bggreenlee/477992142/sizes/l/>
Poi: <http://www.flickr.com/photos/adamrice/200367071/sizes/l/>
african-dance: <http://www.flickr.com/photos/kcolwell/180827058/>
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basketball: <http://www.flickr.com/photos/yourdon/3823194254/>
picnic kids: <http://www.flickr.com/photos/itzafineday/2624587541/>

ART

Fire station art: <http://www.flickr.com/photos/mythoto/3173636548/>
Fire arts festival 08: <http://www.flickr.com/photos/sarahracha/3737041588/>
flaming-lotus-soma: <http://www.flickr.com/photos/michaelholden/4029892276/>
mlk-mural-bayview - <http://www.flickr.com/photos/ekai/5340174/>
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POSSIBLE PARTNERS

- Renaissance Entrepreneurship Center
- Literacy for Environmental Justice
- Recology
- Black Rock Arts
- The Point
- Islais Creek Studios
- Jejune Institute
- Scene 2
- SF Cart Project
- La Cocina
- skaters
- school gardeners
- firemen of Station 25

ACKNOWLEDGEMENTS

PATRI FAMILY

SPUR

- Gabriel Metcalf
- Lawrence Lee
- Julie Kim
- Virginia Grandi

AECOM

- Scott Preston
- Philip Vitale
- Megan Walker
- Patricia Fonseca
- Maya Baraona
- Alma Du Solier

PORT OF SAN FRANCISCO

- David Beaupre
- Kanya Dorland

- Marcel Wilson
- Robin Chiang

SWAC

- Mike Bishop
- Michael Hamman
- Karen Pierce
- David Gavrich

San Francisco Bay Railroad

- Jake
- Mike
- Mike

Renaissance Entrepreneurship Center

- Lola Whittle
- Lashon Walker
- Rose Toney

- James Adams

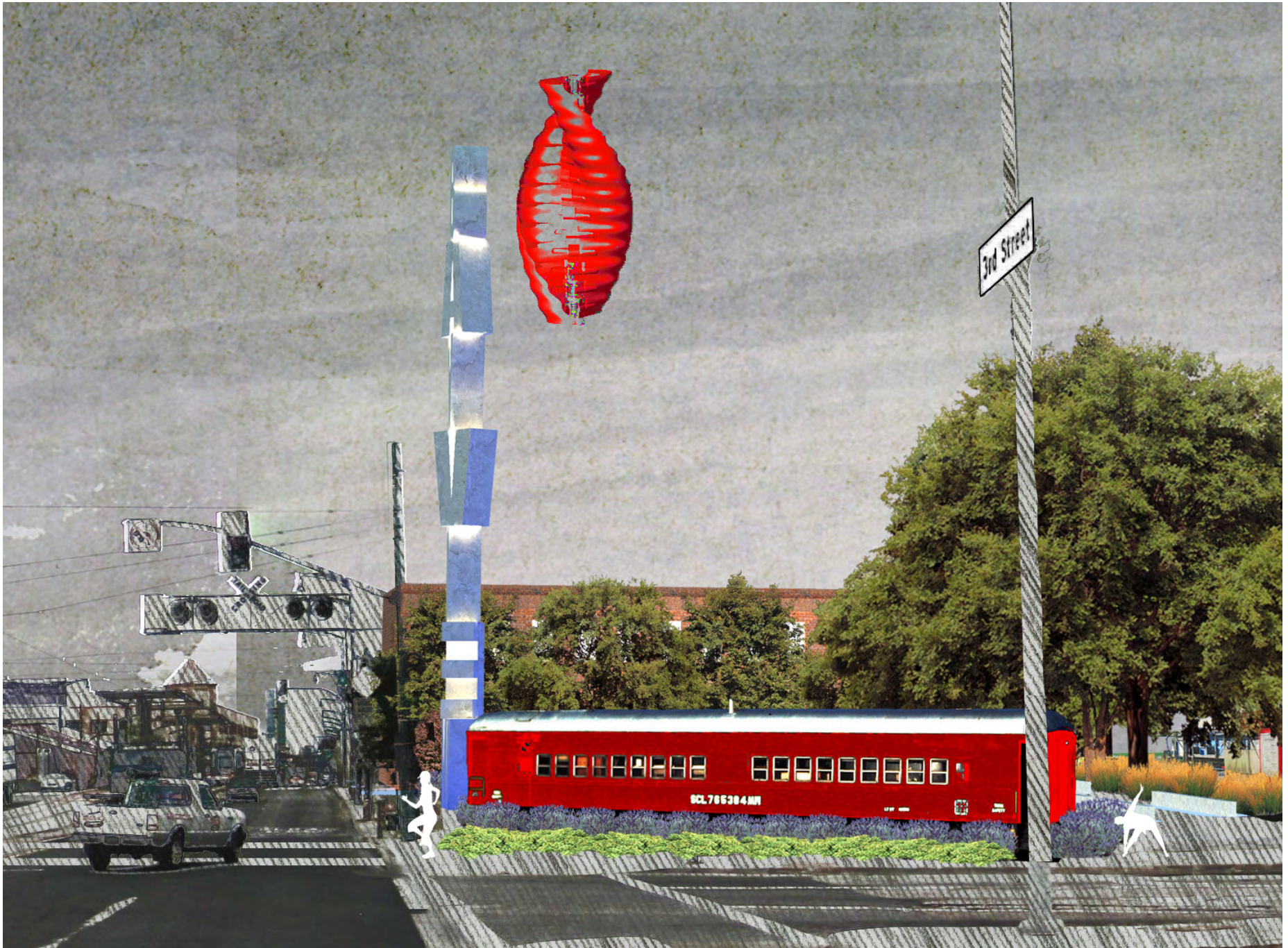
Kayaks Unlimited

- Bo Barnes
- Paul Nixon
- Paul Kamen

SFFD Station 25

- Captain Mark Johnson
- firemen

Ignacio Celadon + Amber Nelson
Friends + family



CONCLUSION

I hope that the areas newly linked through the Blue Greenway, and that the transitioning Bayview as a whole, are able to strike a balance between networked space and static place, between moving ever faster and stopping to appreciate a landscape and the people within it, between the anonymity of a globalizing modern city that is constantly in flux, and the sense of home found in the simple act of planting vegetables in a community garden, or in contributing to an art piece and leaving your mark on the land. And I hope that the analysis and ideas presented herewithin for this small site on industrial Port land, this island surrounded and crisscrossed by streams of land and water networks, are one step in the direction of invigorating underused land in underserved parts of the city, and toward finding that balance in the public landscape.

