



Alcatraz Embarkation Site

DRB/WDAC DESIGN ADDENDUM
JANUARY 22, 2018

Project Sponsors:

Golden Gate National Parks Conservancy

National Park Service

Port of San Francisco

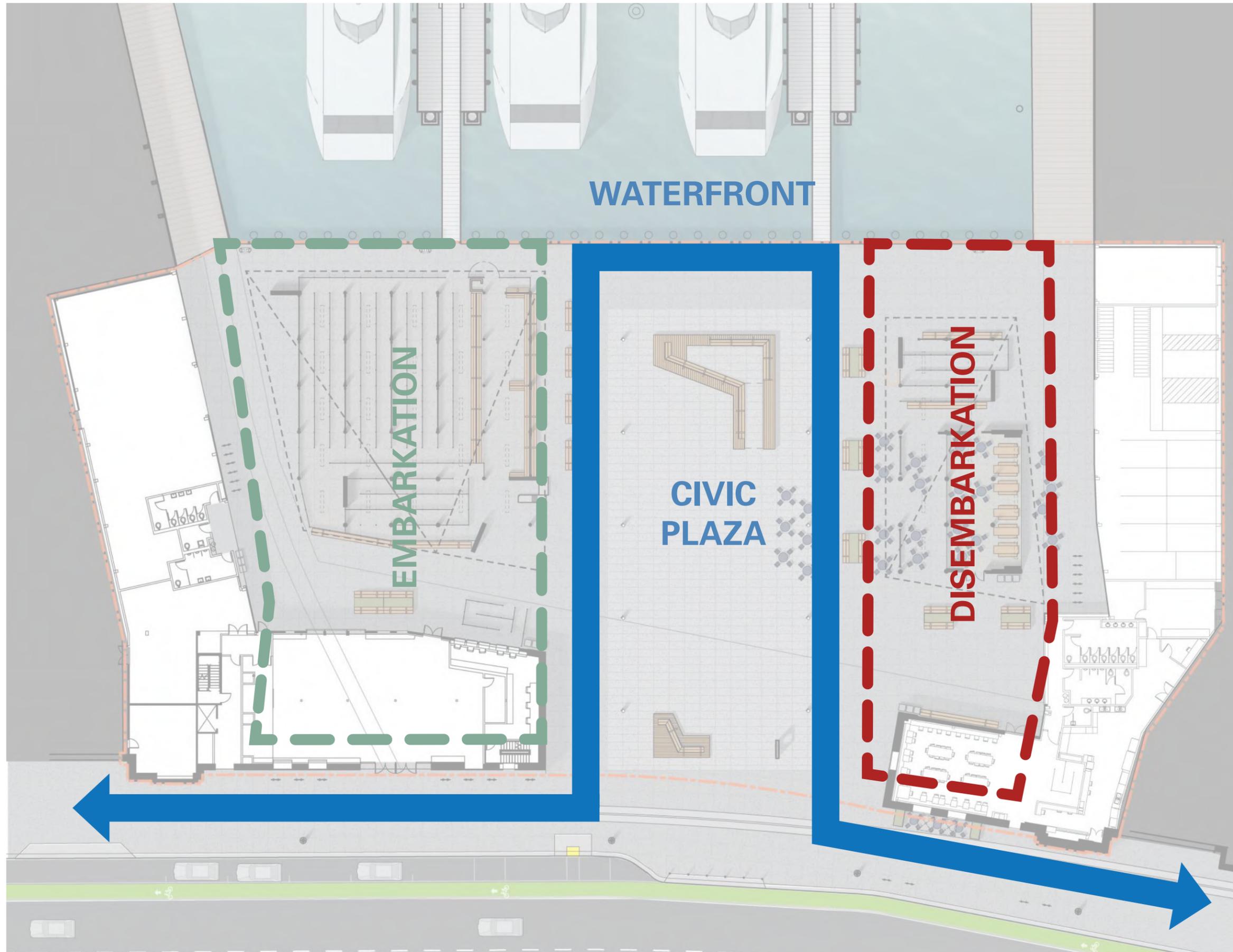


ALCATRAZ EMBARKATION SITE

CMG

ehdd.

macchiatto



Three part division of site:

1. **Civic Plaza**
Brings the public to the waterfront by connecting the embarcadero to the waters edge and provides generous circulation for large visitor quantities.
2. **Embarkation**
Organizes primary ferry embarkation operations and provides framework for interpretive elements & experiences.
3. **Disembarkation Tour & Cafe**
Provides comfort, sustenance, and social connection to visitors and everyday locals alike. Also supports the secondary ferry queue.



The Alcatraz Embarkation Site is located at the midpoint of a series of public spaces along the northern half of the Embarcadero. These Transition from urban (local) to destination (visitor) with the Alcatraz Embarkation Site at the midpoint potentially serving both groups.



fisherman's wharf



pier 39

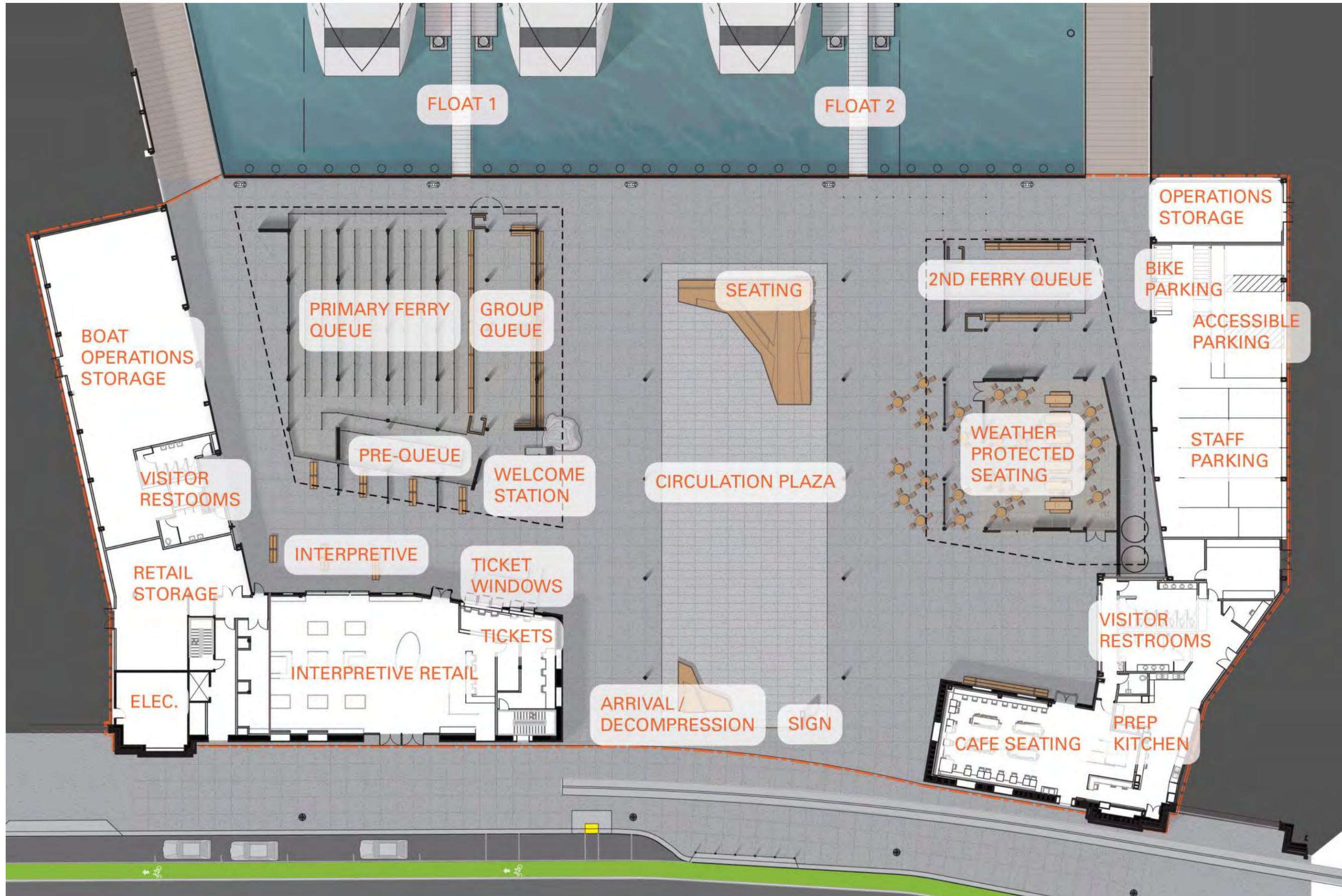


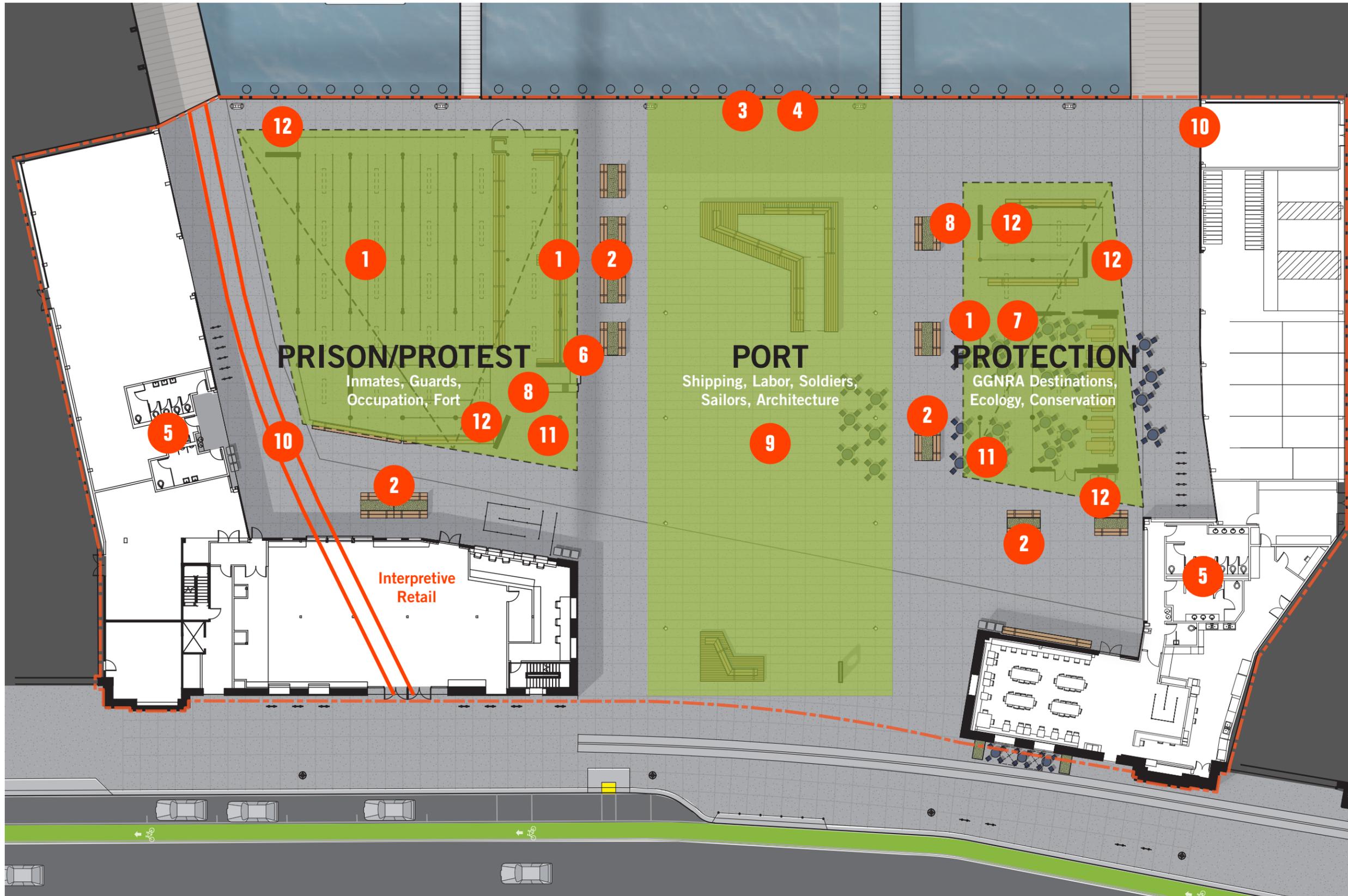
exploratorium



ferry building







A family of 12 unique interpretive exhibit techniques may be employed about the site to convey messages across the primary themes of Prison/Protest, Port and Protection. These themes are tied to specific areas of the site in order to strengthen visitor orientation.

Techniques vary from low-depth, artistically-driven exhibits to high-depth, content-driven experiences in order to convey information for a variety of visitor ages, learning types and time constraints.

1. Windscreen Panels - Glass panels are adorned with either Alcatraz or GGNRA-specific imagery.

2. Bench Laser Etching - Interpretive tidbits are etched into wood surfaces.

3. Railing Wayside Panels - Didactic panels specific to Port stories at the wharf edge.

4. Cast Tactile Elements - Wayside panels are augmented with dimensional elements.

5. Restroom Graphic Panels - Stories of water treatment at Alcatraz.

6. Tactile Map - A dimensional bronze map of Alcatraz is the interpretive anchor.

7. GGNRA Transit Info - Information about other GGNRA destinations and transit options.

8. Audiovisual Devices - LED displays highlighting current use and other interpretive messages.

9. Interpretive Paving Graphic - The story of break bulk shipping is integrated in the central area paving.

10. Bayside History Walk - The story of the beltline railway is integrated in the paving and window.

11. Canopy Castings - The underside of the concrete canopy contains interpretive messages.

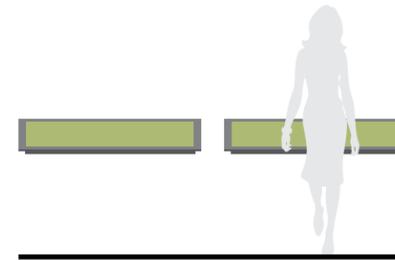
12. Lenticular Panels - The backs of shear walls contain image panels, juxtaposing two unique views.



1. Windscreen Panels



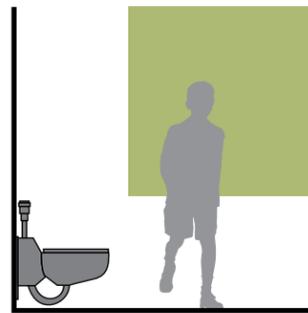
2. Bench Laser Etching



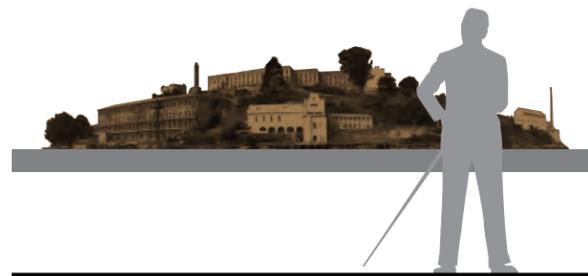
3. Railing Wayside Panels



4. Cast Tactile Elements



5. Restroom Graphic Panels



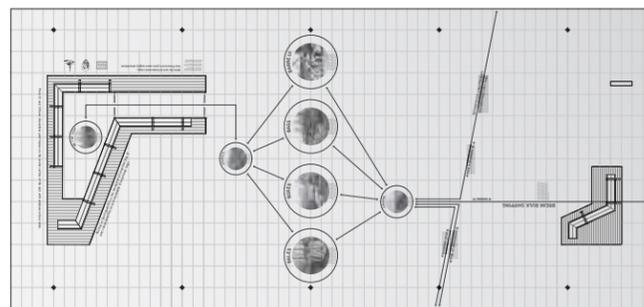
6. Tactile Map



7. GGNRA Trailhead Info



8. Audiovisual Devices



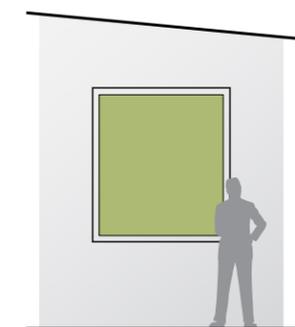
9. Interpretive Paving Graphic



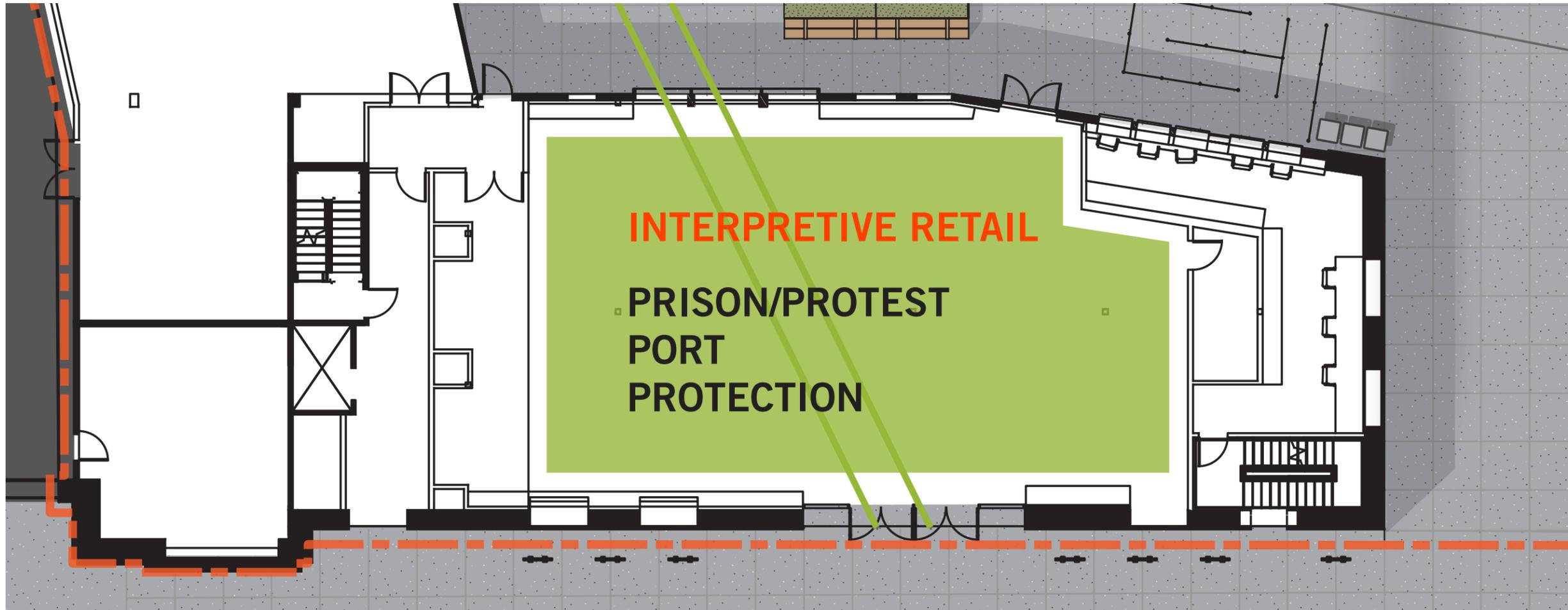
10. Bayside History Walk



11. Canopy Castings



12. Lenticular Panels



The Parks Conservancy intends to continue its paradigm of combined interpretive/retail spaces at Pier 33, in the same model as the Presidio Visitor Center, Golden Gate Bridge Welcome Center, Lands End Lookout, as well as the Cell House museum store on Alcatraz Island.

Instead of dividing story and product, interpretive products and publications are seamlessly woven into interpretive exhibits, celebrating themes appropriate to both the specific location and the greater GGNRA. For the visitor, the Pier 33 bulkhead building provides a cohesive interpretive site where visitors are engaged in a dynamic setting of exhibits and merchandise that extends their park/port visit, provides innovative educational materials, and offers a myriad of story-related custom products.

The layout of the interpretive retail space will highlight specific themes and mimic those found outside, inclusive of Prison/Protest (celebrating the stories of Alcatraz), Protection (the stories of the GGNRA) and the Port of San Francisco (the stories of the bulkhead building architecture, labor, soldiers, sailors, belt line railway and break-bulk shipping operations).



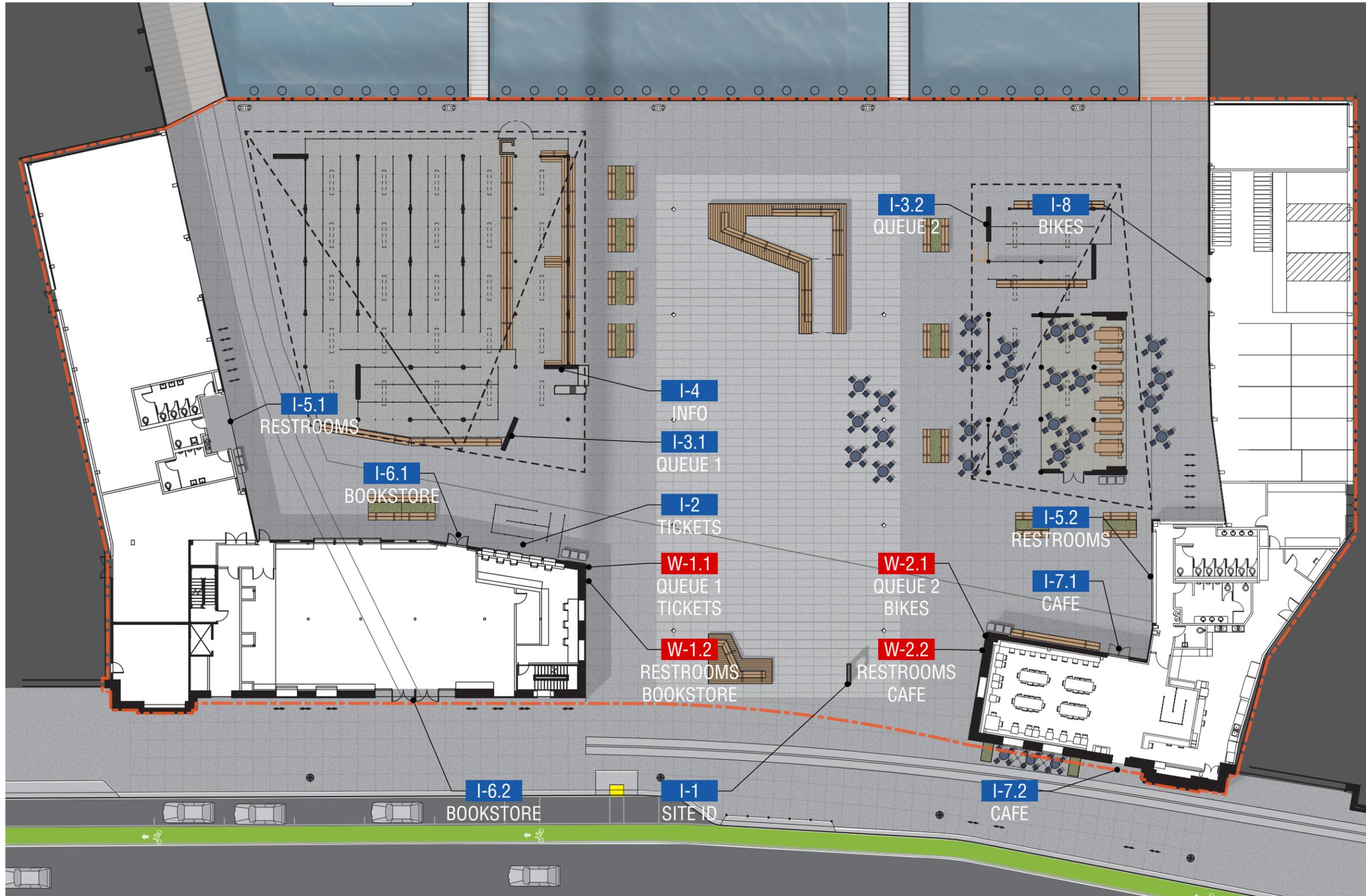
presidio visitor center



golden gate bridge welcome center



lands end lookout



Visitors require conspicuous, clear and immediate wayfinding information for their time-sensitive visit to the site.

A monument sign stands proud at the entrance, at a scale that matches the surrounding buildings and is visible for both pedestrian and vehicular traffic.

Wayfinding signs adorn the interior corners of the bulkhead building to quickly direct visitors to the primary destinations of interest.

Primary destinations, including boat queues, tickets, information, restrooms, bikes, cafe and bookstore are all prominently marked with a consistent signage style.

Primary and secondary boat queues are marked accordingly. Each is augmented with an A/V (LED) display to show (changeable) intended use and up-to-date departure information. These devices may also display interpretive information/imagery. A "trailhead" graphic adjacent Queue 2 allows visitors to learn about other GGNRA destinations, as well as nearby transit options (shown as item 7 in the interpretive exhibit family).

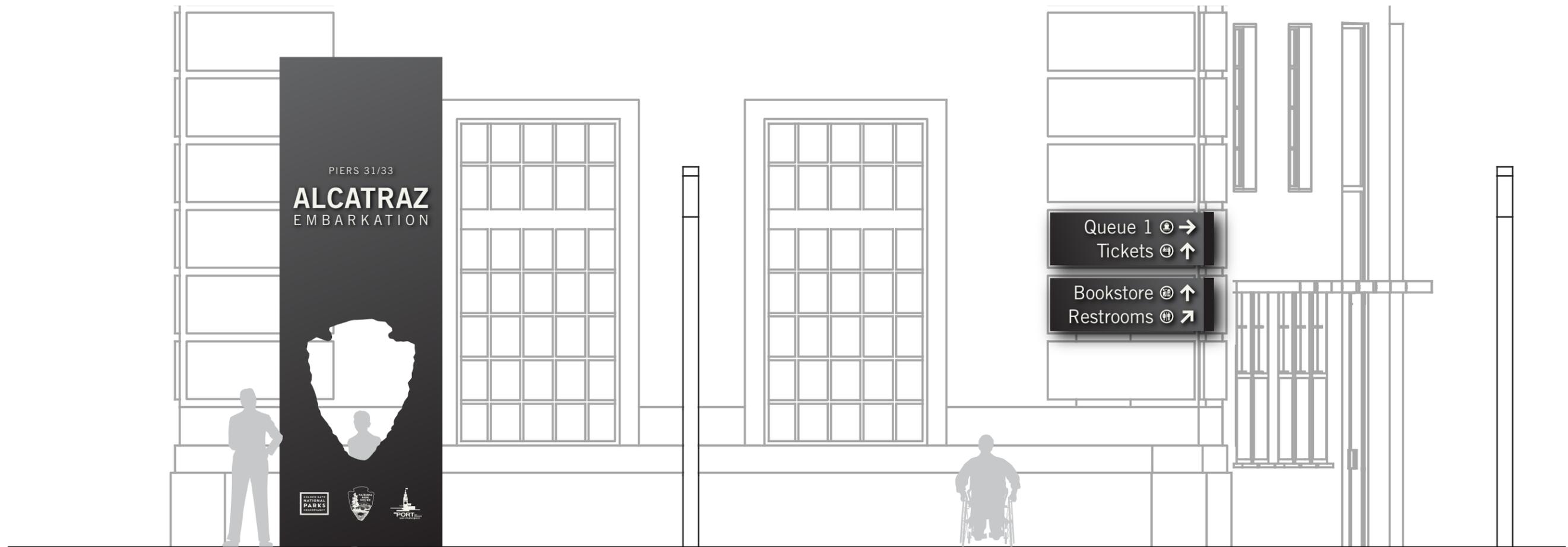
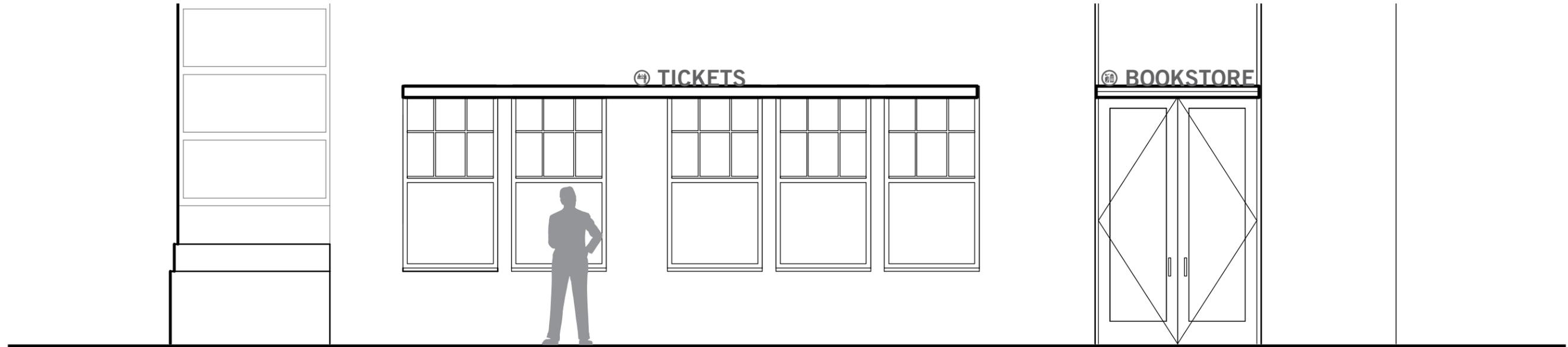
KEY

Identity Sign

I-X

Wayfinding Sign

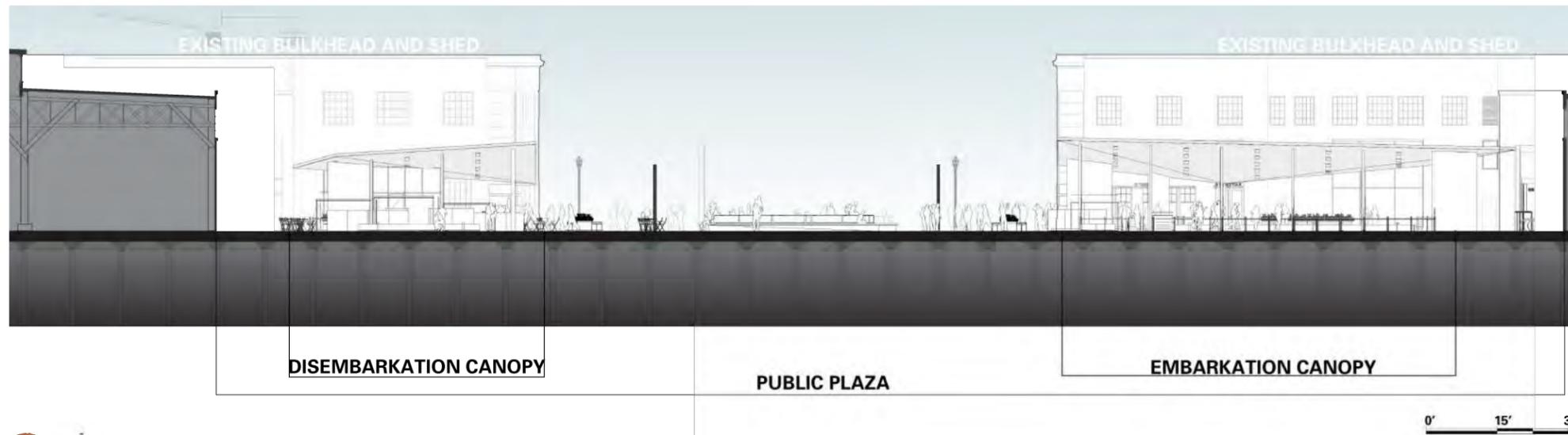
W-X





Concrete canopies on steel columns and concrete shear walls act as the entry to the queuing areas and outdoor cafe. The elegant forms and detailing respect the surrounding structures while creating an exciting space below them. They provide a durable and flexible covering for a high traffic area.

The east canopy has been reduced in size to avoid the joint where the Marginal Wharf and Infill Wharf meet. While responding to site specific constraints, the canopy roof forms are designed to welcome and guide visitors as they embark and disembark from Alcatraz.





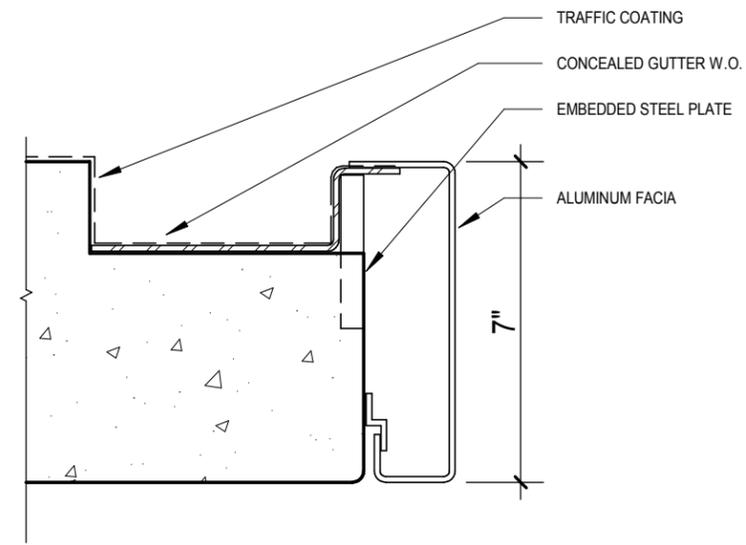
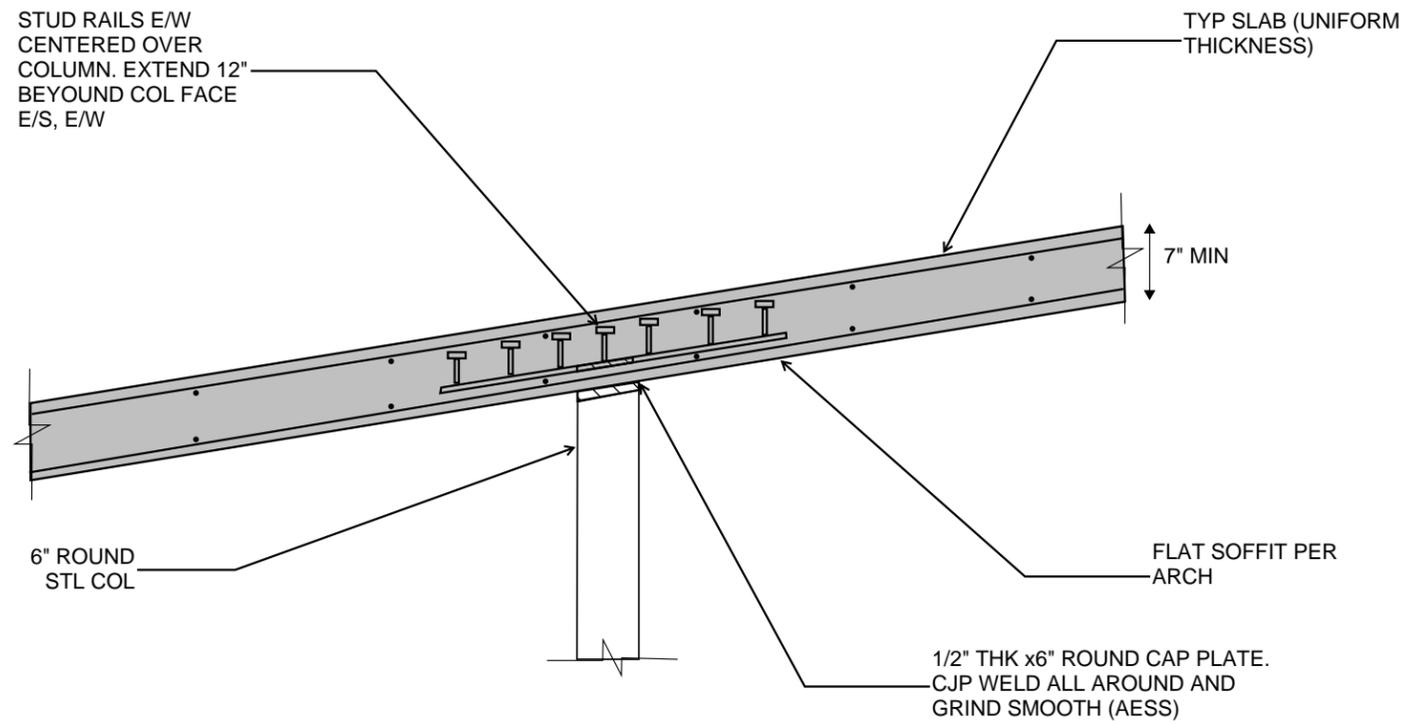


queue 1 canopy





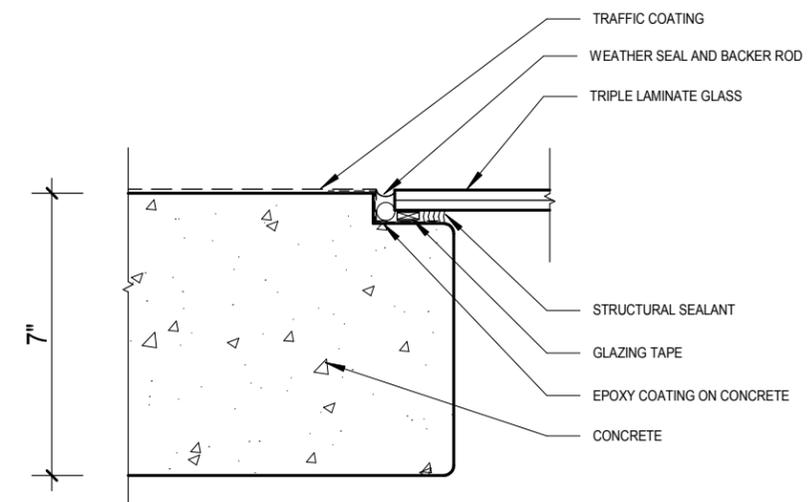
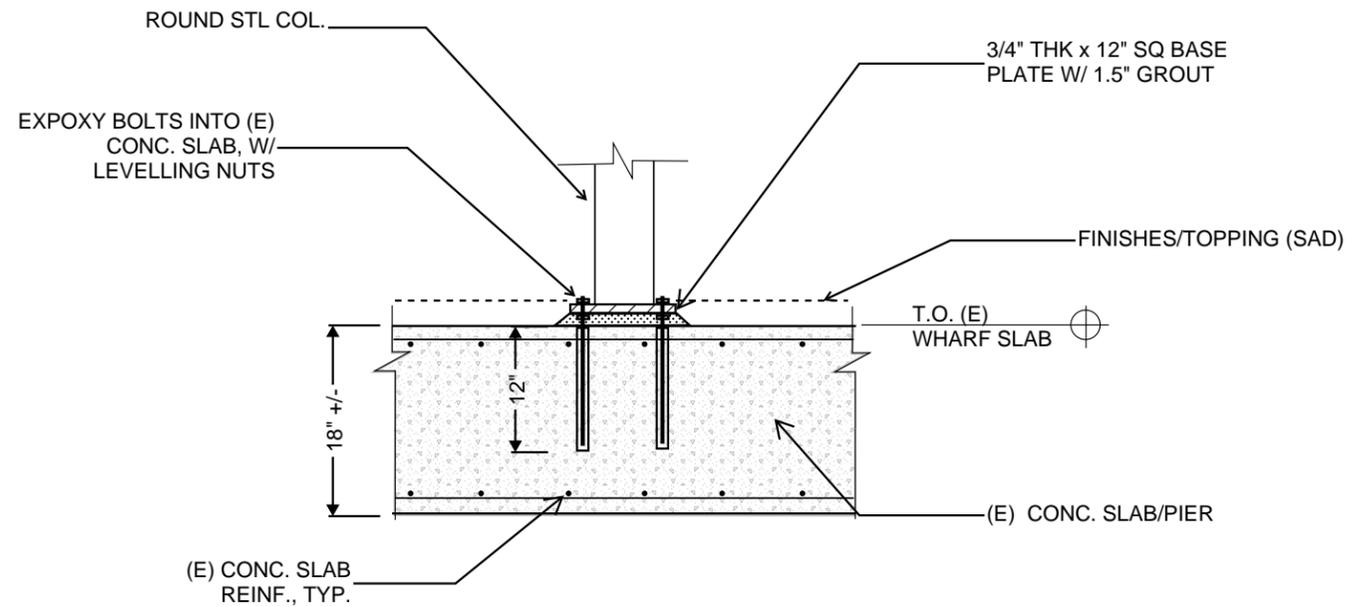




To achieve a minimal thickness of 7" throughout the canopy, post tensioning and optimal column spacing were used. The canopies have linear skylight openings to create a space that feels open and well balanced with natural light.

column connection to canopy roof

fascia detail



column connection to Pier

skylight detail

lighting concept

An exploration of lighting technologies will underscore the creative concepts and provide a performance oriented environment. This holistic approach will set the Alcatraz Embarkation Site apart from other plazas while maintaining the historic significance of the site. Lighting design shall address an array of functional requirements and the quality of light within the space. The outdoor lighting will also take into consideration the environmental impact it has within the cityscape and waterfront.



Zone Name	Area Description	IES Target Light Level Criteria (IESNA Lighting Handbook 10th Edition)
Main Public Plaza	Open area in the middle of the pier. Inner plaza will have two seating areas at opposite corners.	0.6 footcandle average at grade
Public Plaza	Secondary public plaza located on Pier 31 side of site between covered seating and self service dining.	0.6 footcandle average at grade
Transition Spaces	Transition paths at the perimeter of the site.	0.6 footcandle average at grade
Façade to be Lit	Façade faces that frame the entry way into the plaza areas.	5 vertical footcandle 15 vertical footcandle average
Visitor Contact Desk	Ticketing and visitor service desk located under Pier 33 side Queuing area.	5 footcandle average at workplane
Blade Sign	Site sign located in main plaza area.	10:1 focal point to task illuminance ratio
Outdoor Seating	Covered seating area that can be used for dining. A portion of the area is enclosed with glass that can be opened to the outside depending on the weather.	5-10 footcandle average at grade
Queuing	Covered Queuing areas for Queu 1 and Queu 2. Concrete structure will have small slats to allow daylight into area.	3-5 footcandle average at grade
Path of Egress	Paths throughout the site leading from buildings to places of refuge.	1 footcandle minimum at ground plane

site program

Key

- A** Main Dock (Berths 1 & 2)
- B** Secondary Dock (Berth 3)
- C** Ferry Primary Queue
- D** Ferry Pre-Queue
- E** Group Queue and Orientation
- F** Ticket Confirmation Booth
- G** Queue Entry & Ticket Check
- H** Interpretive Panels
- I** Ticket Purchase Queue
- J** Visitor Contact Desk
- K** Secondary Ferry Queue
- L** Photo Taking Area
- M** Fixed Seating Feature
- N** Enclosed Dining Area
- O** Planters with Seating
- P** Civic Plaza
- Q** Outdoor Dining - Loose Site Furniture
- R** Monument Sign
- S** Information Display
- T** Fixed Bench
- U** (E) Drive Apron
- V** Collapsible Vehicular Deterrent Bollards
- W** (E) Curb Ramp
- X** (E) Accessible Loading Zone
- Y** (E) Bike Lane
- Z** (E) Pier Apron
- AA** Plaza Light Poles
- BB** Bike Racks
- CC** Interpretive Paving Patterns
- DD** Expansion Joint
- EE** Waterfront Guardrail
- FF** (E) Mooring Bollards
- GG** (E) Embarcadero Light Standards



building program

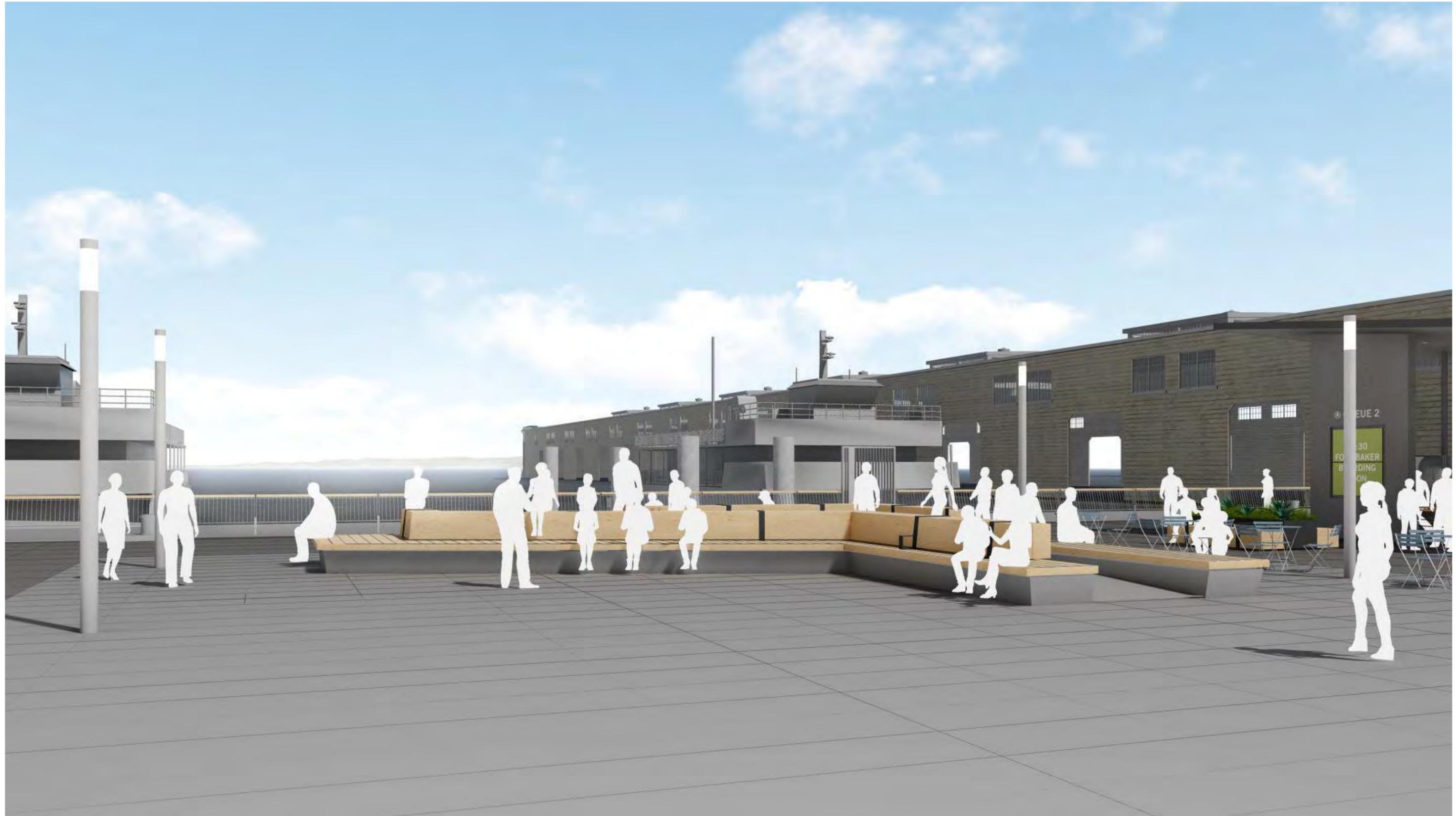
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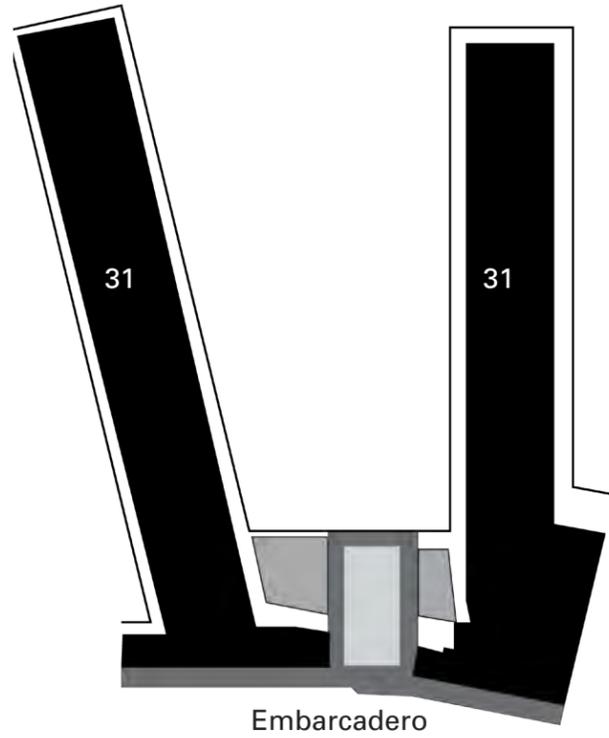
- A** Operations Storage
- B** Men's Restroom
- C** Family Restroom
- D** Women's Restroom
- E** Drinking Fountains
- F** Circulation (Staff)
- G** Staff Break Room / Locker Room
- H** Interpretive Retail
- I** Ticketing Sales & Office
- J** Point of Sales
- K** Information Counter
- L** Queuing
- M** Cafe Service
- N** Cafe Seating
- O** Prep Kitchen
- P** Dry Storage
- Q** Cold Storage
- R** Tandem Staff Parking (9)
- S** Accessible Parking (3)
- T** Bike Parking (34)
- U** Trash & Recycling
- V** Service Loading







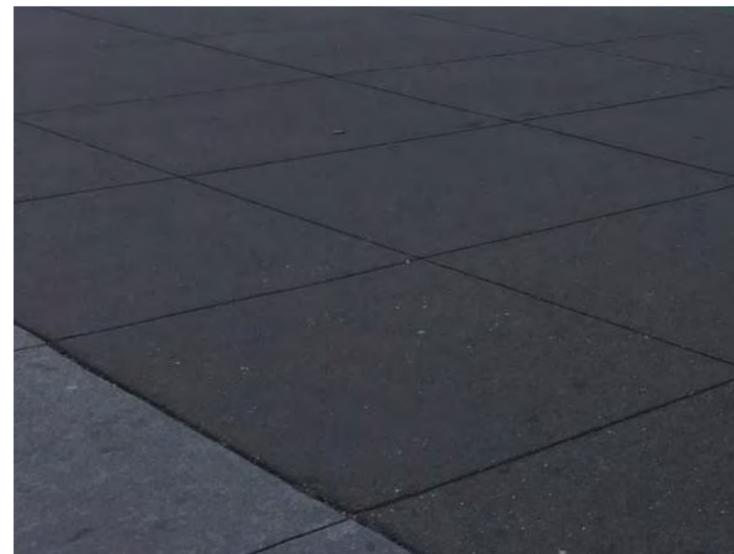




plaza is situated perpendicular to the dominant tangent of the Embarcadero and in relationship to the adjacent finger piers



plaza border and "carpet" dimensions in relationship to Herb Caen Way



Herb Caen Way standard lamp black concrete with 5'x5' score joints



Proposed central plaza contrast paving: natural color with light colored top seeded aggregate

The central civic plaza serves as a welcome mat inviting visitors and the city into the site and providing generous circulation for the high volume of visitors. With an average of 400 visitors on the site during the day and peaks of 1000 during boat transfers there is significant need for a large open spaces that allow visitors clear lines of site to identify each other as well as site elements and amenities to serve them.

The orientation of the plaza is set orthogonal to the right angle formed by the dominant tangent of the Embarcadero and the adjacent Pier 31.

The plaza is defined by a central "carpet" of light and textured concrete paving which hosts two large seating features.

Surrounding the carpet is an extension of the Embarcadero Promenade paving, using the same darkened concrete as the Promenade and similar dimensioned width to invite and draw the public into the site and to the waterfront edge.

seating feature

The proposed seating features serve as informal seating and gathering places for Alcatraz visitors and the general public within the central Civic Plaza area.

Composed of concrete plinths with wood timber seats and back the seating features provide a variety of seating and gathering functions. A smaller feature at the entry to the plaza provides a landmark for groups and families to gather and rest as they arrive at the embarkation site. A larger feature at the North end of the plaza provides an attraction at the waters edge that serves multiple activities including learning, eating, and viewing.

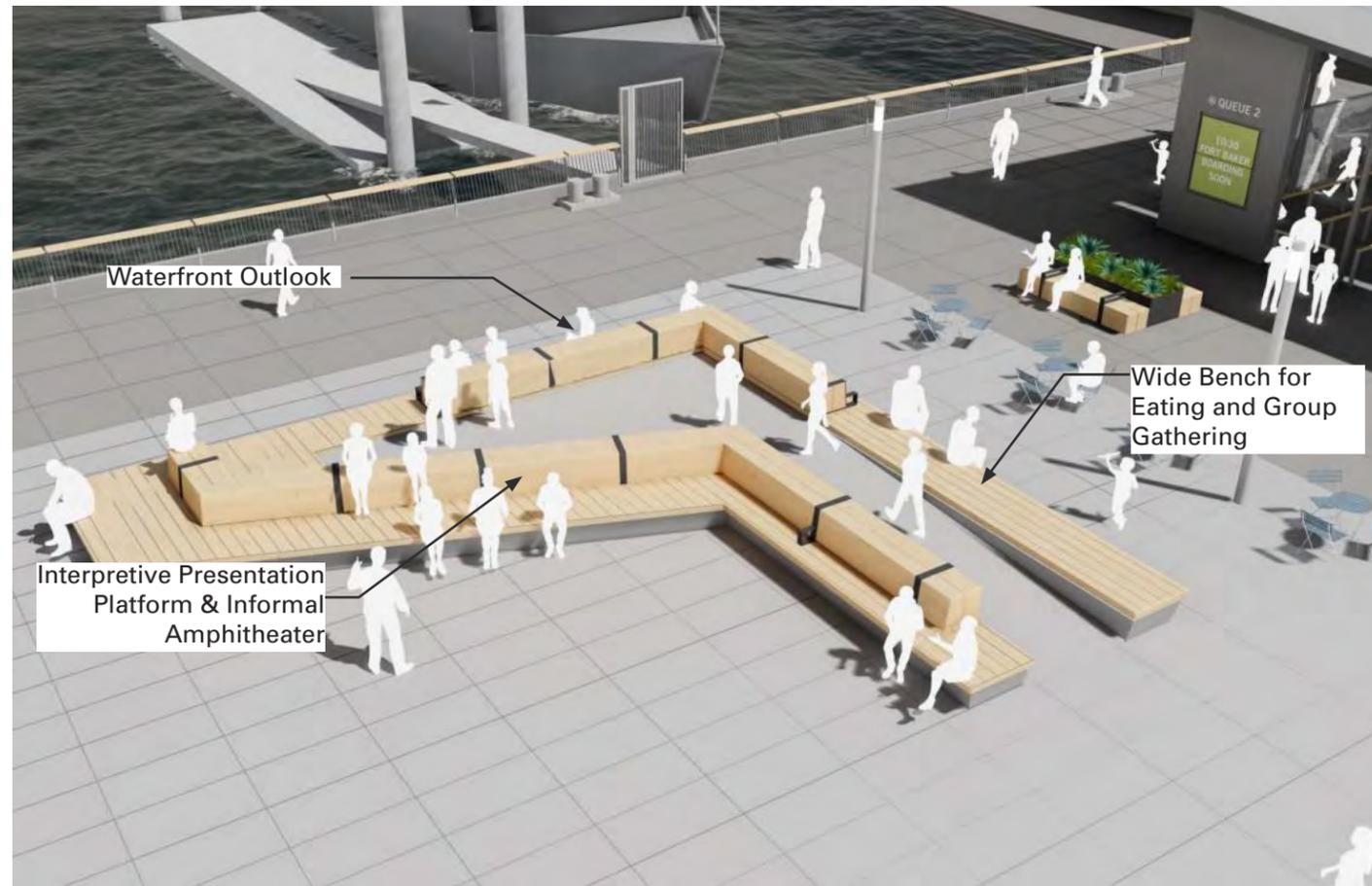
The larger seating feature on the North side of the central Civic Plaza serves multiple functions for visitor:

1. An informal amphitheater and stage face the interior of the plaza and provide an area for groups to gather to enjoy presentations by interpretive staff about Alcatraz Island and the Port of San Francisco.
2. A backed bench and wide backless bench on the Cafe facing side provide areas to gather in small groups and provide surfaces for eating and resting.
3. An accessible sloped walk allows access to a central platform that is 20" above the plaza surface allowing for open views over the crowds and out on to the Bay. On the waterfront facing side high backed seating is provided to allow an outlook for enjoying the views of the San Francisco Bay.

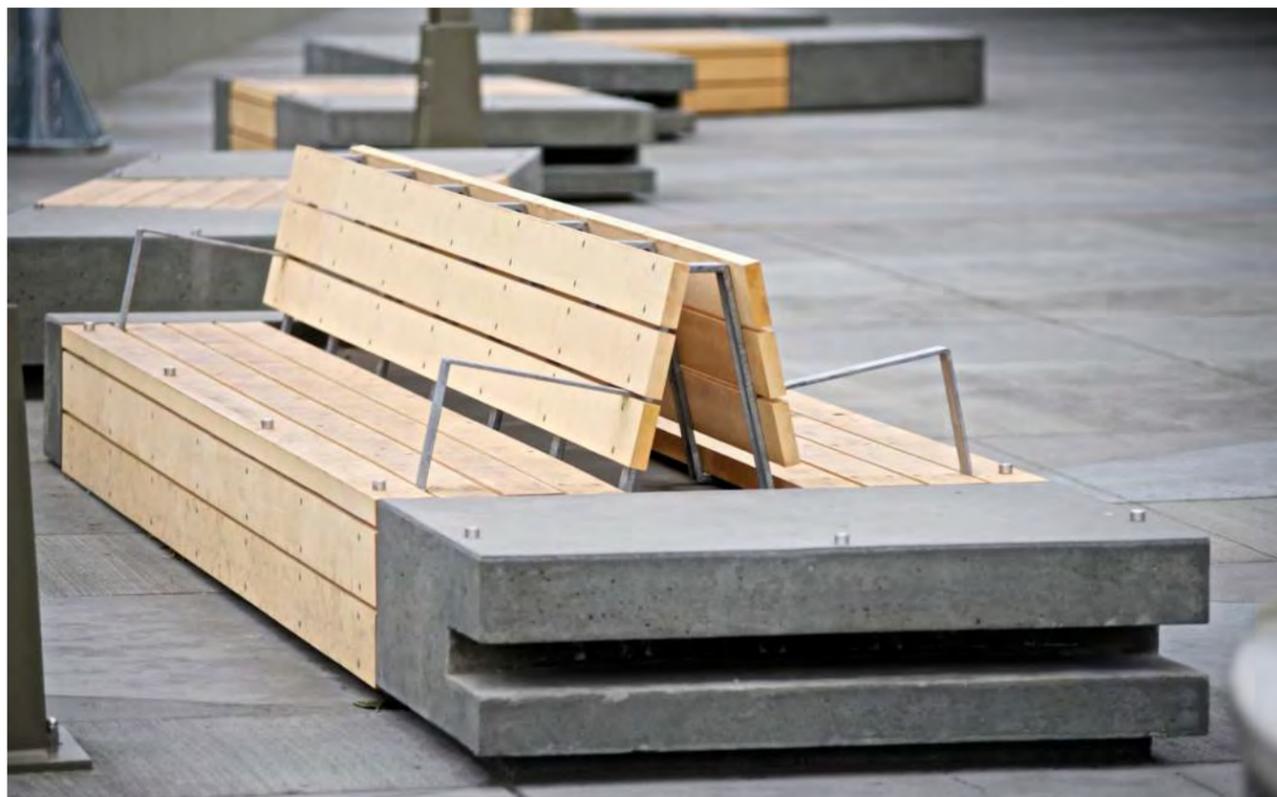
The maximum height of the feature is 36" at the high backed bench. This allows for uninterrupted views from the street and plaza over the seating feature to the view of the Bay.



seating feature at South side of Civic Plaza



seating feature at North side of Civic Plaza



example of wood and concrete seating element along Embarcadero at Exploratorium



example of wood and concrete seating within GGNRA at Crissy Field

seating and bicycle parking

Maximum Site Visitors Per ORCA space planning model: 1000
 # of visitor to Island: 600
 # of visitors from Island: 400

Quantity of Seating:
 492 lf of Bench Seating = 325 Bench Seats (18")
 222 lf of loose seating = 148 Loose Seats (18")
 Total LF of Seating = 714 LF
 Total Seats = 473 (53% of max visitors)

SF General Plan guidelines for seating in urban plazas is recommended to be: "One linear foot of seating space per each linear foot of plaza perimeter. One half of seating to consist of benches."

Plaza Perimeter = 800 LF
 Total LF of Seating = 714 LF
 Seating Provided:
 89% of Plaza Perimeter
 68% of Seating is Benches

Bicycle Parking Recommendations per SFMTA Bicycle Parking Guidelines:

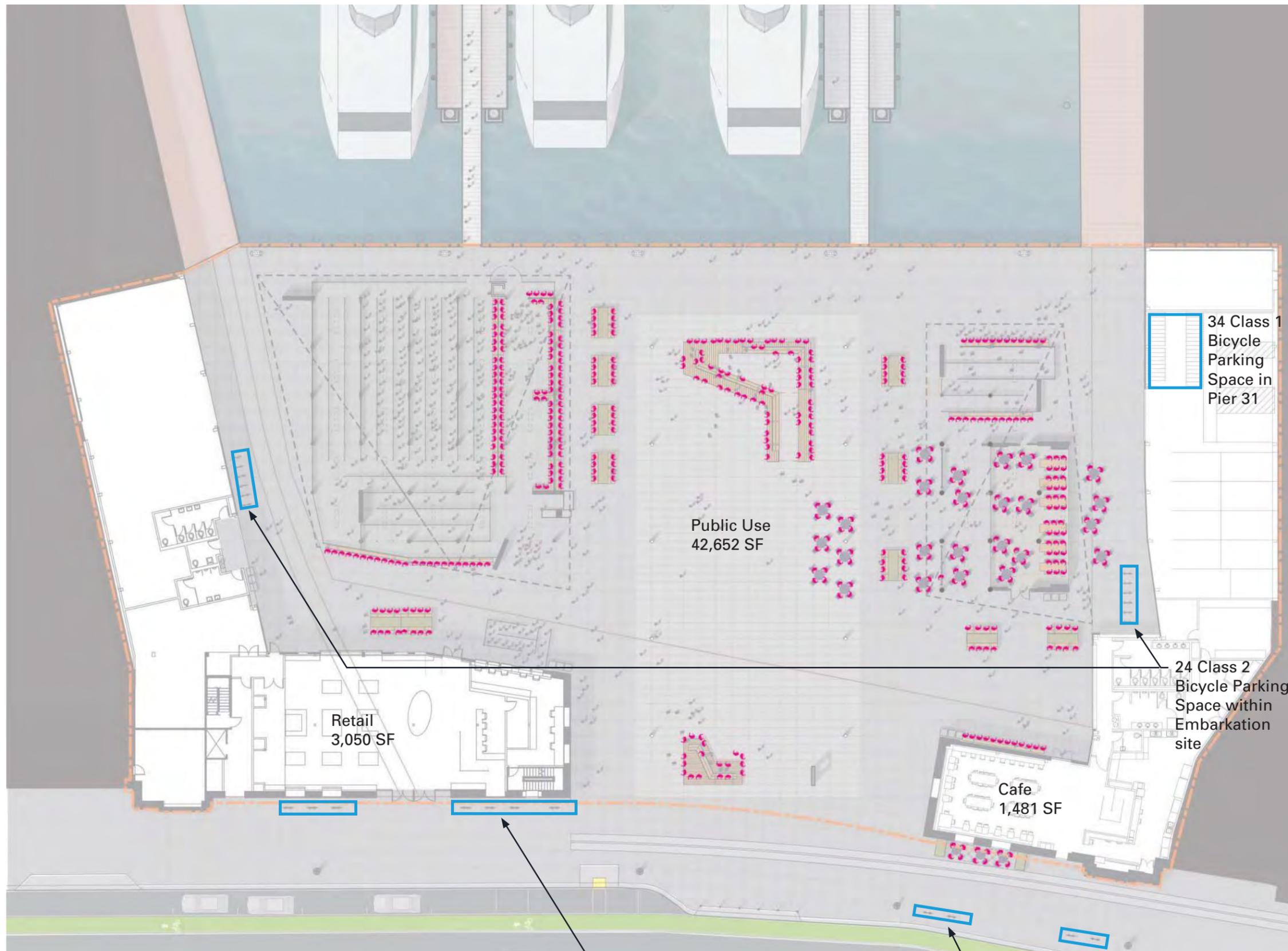
Retail 3,050 SF:
 1 C1 per 7,500 SF = 1 C1
 1 C2 per 2,500 SF (min 2) = 2 C2

Restaurants 1,482 SF:
 1 C1 per 7,500 SF = 1 C1
 1 C2 per 750 SF (min 2) = 2 C2

Public Uses: 42,652 SF:
 1 C1 per 5,000 SF (min 2) = 9 C1
 1 C2 per 2,500 SF (min 2) = 17 C2

Total Bike Parking Requirements:
 C1 (Protected) = 11
 C2 (Accessible) = 21

Bike Parking Provided:
 C1 (Protected) = 34
 C2 (Accessible) = 52



34 Class 1 Bicycle Parking Space in Pier 31

Public Use
42,652 SF

Retail
3,050 SF

Cafe
1,481 SF

24 Class 2 Bicycle Parking Space within Embarkation site

28 Class 2 Bicycle Parking Space at Embarcadero Sidewalk

planting concept

Metal Planters with attached seating will soften the transition between the central Civic Plaza and the activity pavilions and provide color and natural texture to the portside environment. Integrated seating will provide points of rest and gathering for visitors.

The planting palette will reference the destinations that visitors are journeying towards. These will be accompanied by interpretive panels integrated into the planter furnishing to educate visitors about the horticultural and ecological characters of the sites they will be visiting.

Adjacent to the Alcatraz Ferry embarkation area the planters will contain species drawn from the palettes used on the historic Alcatraz gardens. The planting palette will consist of a mix of hardy, yet ornamental succulents, flowering perennials, and grasses suitable for moderate size planters. Surrounding the cafe and second ferry canopy will be planting which references the native coastal ecologies of the Golden Gate National Recreation Area. The plant selection will consist of a mix of low water use and maintenance free grasses and flowering perennials sourced from the Parks Conservancy nurseries.

All plants will be selected for low maintenance and suitability for high traffic locations.



view of prototypical planter and planting palette



Alcatraz Garden Palette
example species



Agave attenuata
Fox Tail Agave



Dianthus plumarius
Garden Pink



Sedum praealtum
Bush Sedum



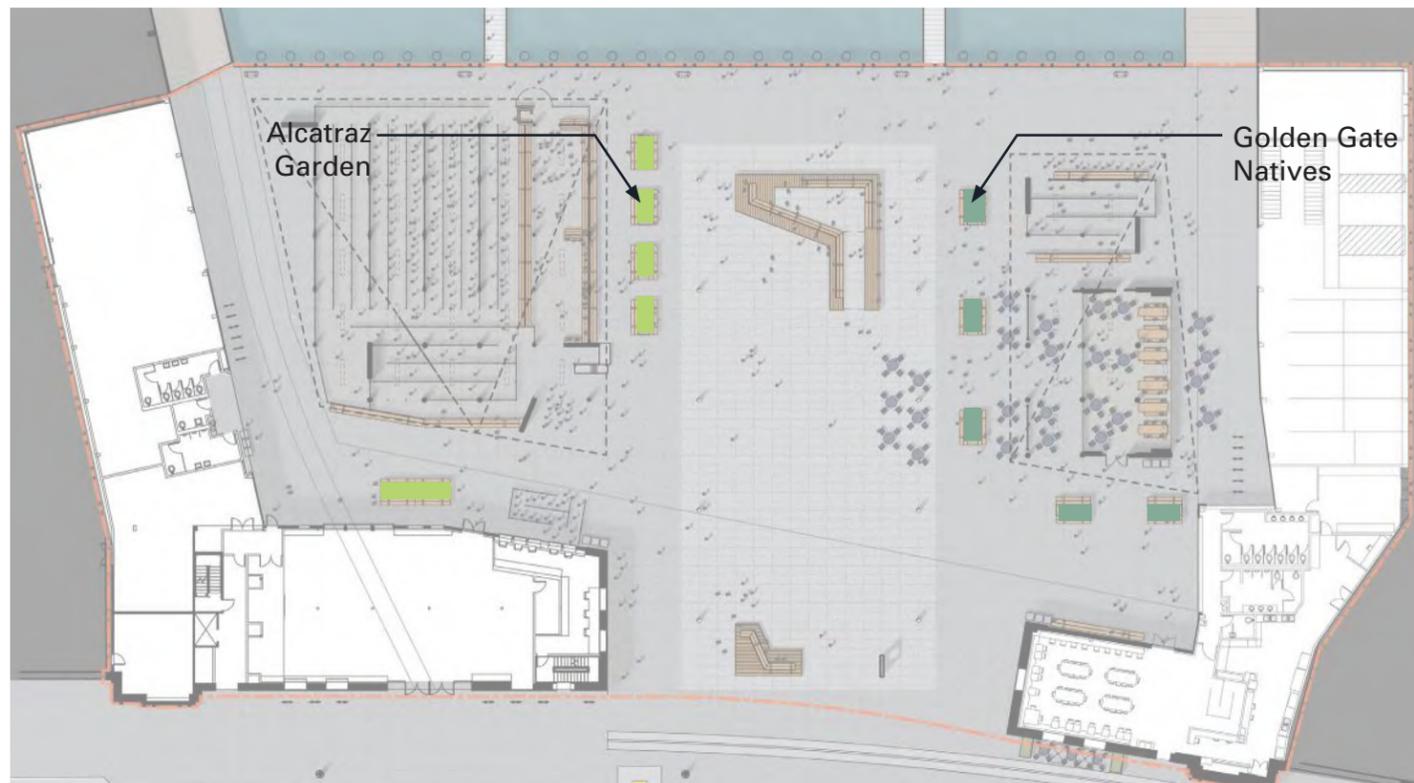
Kniphofia uvaria
Red Hot Poker



Aeonium spp.
Aeonium



Muhlenbergia rigens
Deer Grass



Golden Gate Native Palette
example species



Mimulus aurantiacus
Bush Monkey Flower



Dianthus plumarius
Water Parsley



Erigeron glaucus
Seaside Daisy



Artemisia californica
Coast Sagebrush



Carex gracilior
Slender Sedge



Lupinus chamissonis
Dune Lupine

site elements & furnishings

Site Elements and Furnishings are designed to align with the Port of San Francisco Waterfront Design Guidelines and be constructed of simple, hardy, and utilitarian materials. Simple and clear design and materials such as timber wood, metal, and concrete unite these elements across the site.



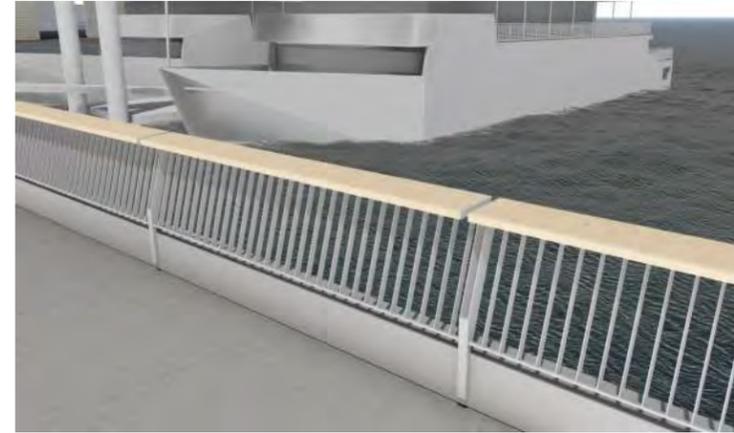
fixed benches

large timber blocks joined with metal straps that serve as arm rests and skate deterrents.



planters with benches

metal planters with adjoining timber benches



guardrail

vertical metal posts and rails with wood top and integrated interpretive panels. guardrail is mounted to a 12" concrete curb that serves to prevent litter from the site from entering the Bay water and as a sea level rise mitigation barrier.



loose seating

simple and durable loose seating constructed of coated metal.



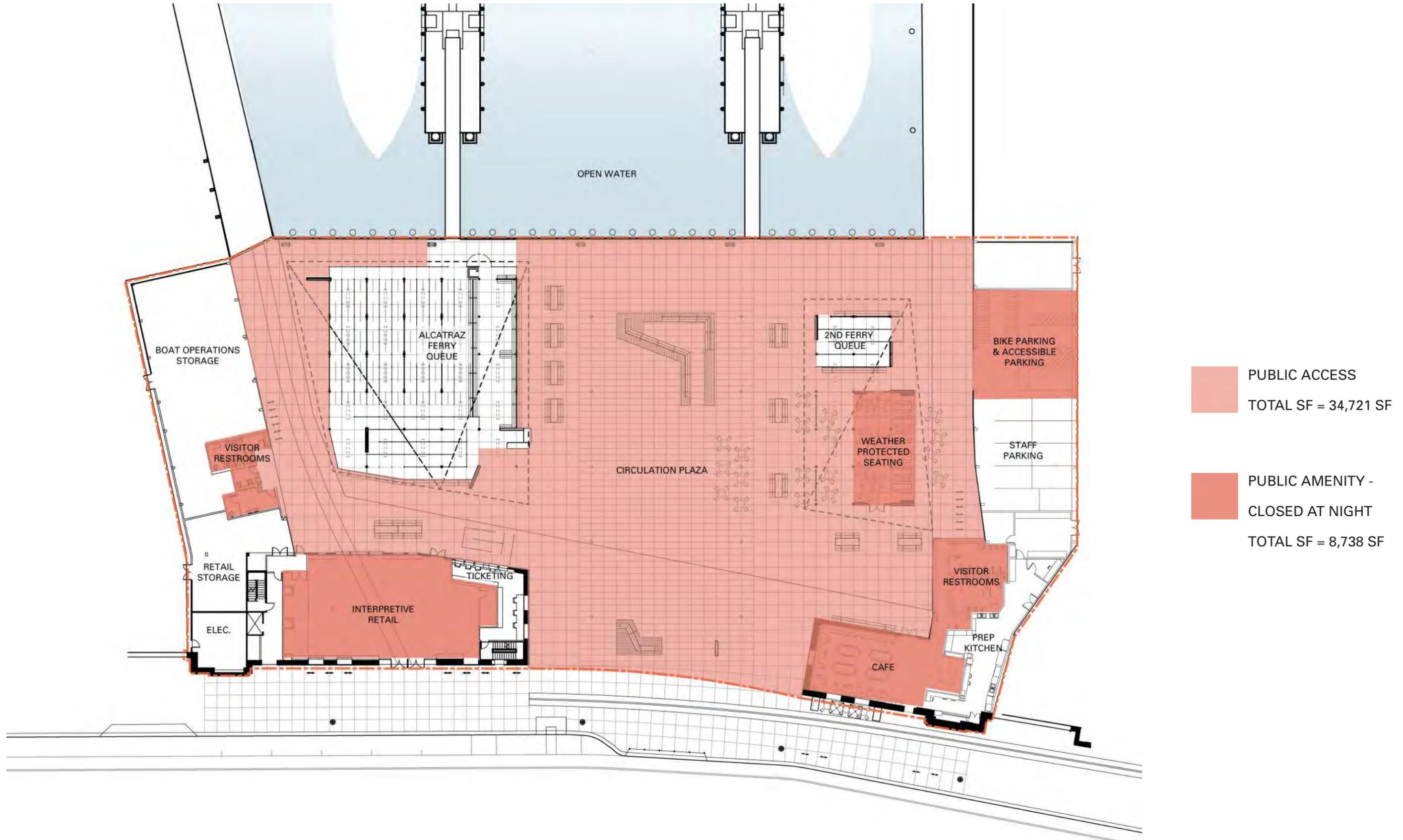
bike racks

city standard surface mounted circular bike racks



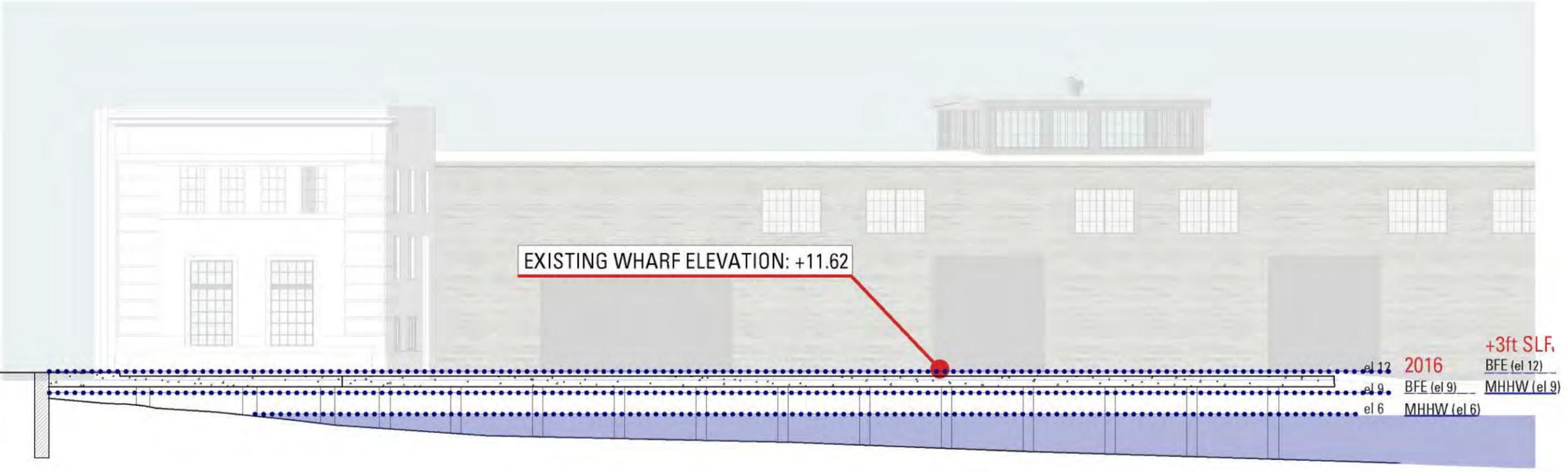
windscreen interpretive panels

metal frames with laminated glass with interleaved interpretive graphics

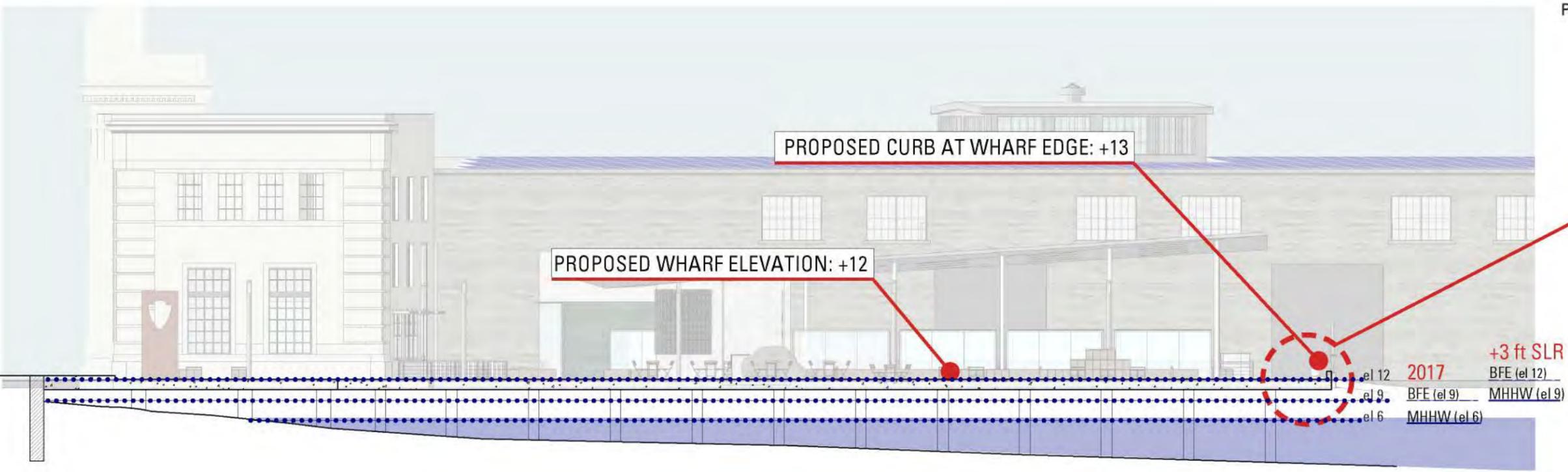


sea level rise adaptation strategy

Adaptation of the site for projected sea level rise includes the construction of a cast in place concrete curb along the bay front facing edge of the marginal wharf to an elevation of 13.00 NAVD88. This measure is intended to mitigate 100 year flood events in addition to 3 feet of sea level rise as is projected to occur over the 50 year lifespan of the project.



EXISTING SITE SECTION AND SLR PROJECTION ELEVATIONS



PROPOSED SITE SECTION AND SLR PROJECTION ELEVATIONS



BCDC Questions
WDAC Questions

COMMENT #	COMMENT	REFERENCE PAGE	NOTE
1	Design the removable bollards lower and wider to resemble furniture.	21	
1	Bollards at the street are an important element and may need further consideration of their detailing.	21	
2	Ensure that the concrete canopies and connections down to the pier maintain the elegance as depicted in the drawings.	17	
2	Concrete canopies look good as designed, hoping that shown elegance is maintained into construction.	17	
3	Ensure that the railing is not mistaken as seating, that it cannot be climbed upon given the raised curb at the base.	28	
3	Railing looks like a seat and may be climbable, please review.	28	
4	Consider night waterfront viewing when developing the lighting design.	18	
4	Is there a lighting plan? (CMG presented the concepts)	18	
5	The buildings along the Embarcadero orient to the tangent of the roadway. Consider a different geometry than imposing a rectangle in the middle, such as a fan shape that is more appropriate to the context and which would allow a more open interpretation of the view. The parti is appreciated, but a consideration of the plaza shape would be appreciated.	24	Narrative
5	Although the design presents a strong sense of arrival for visitors, the wayfinding does not appear adequate. People may need more identity to the purpose of the site. Please put more thought into signage and wayfinding including directing people to the ticket booth.	9, 10	
6	Increase the number of bicycle parking spaces, perhaps including some in the open space, or more directly connected to the plaza.	26	
6	Concern that access to the bike parking will not be understood.	9, 26	
7	Include additional seating in the central zone.	26	
7	Concern that the interpretation will not feel accessible to children and foreign visitors.	6, 7	
8	Include things for children to do while waiting for the ferry, expand the ways the interpretive amenities can be experience, beyond the proposed panels.	6, 7	
8	Concern over the void of planting. May want to use planting to make the space feel less civic and more tied to Alcatraz.	27	
9	Improve the signage and wayfinding to easily direct the public to the location from the outside of the site and to the ticket booth once they arrive.	9, 10	
9	Appreciated the consistency of aesthetic in roof forms and furnishings.		
10	The NPS icon is obscure. Enhance the signage but incorporate it in a way that does not detract from the architecture.	10	
10	Roof forms are successful with the pier sheds, views and materials of Alcatraz.		
11	Include plantings to begin the story and set up a distinct experience as the gateway to Alcatraz - something that will tie thematically to make it richer and layered as opposed to the current civic waiting zone.	27	
11	Would like to see views of the project from the water.	16	
12	Share more with the joint Board about what is envisioned as part of the interpretive story in addition to the panels.	6, 7	
12	Suspect of the "bar" seating as it feels forced. Consider two-sided seating.	25	
13	Include views of the project from the water in future presentations to the joint Board.	16	
13	Want the slots in the roof system to function as skylights letting light in and exposing shadow. These could make the spaces below "magical".	17	
14	Consider changing the bar seating at the raft to two-sided benches that can be used as bar seating and for viewing and events.	25	
14	Signage appears to be too minimal.	9	
15	Incorporate as much differentiation as can be achieved by using like materials between Herb Caen Way and the "carpet" to invite the public in.	24	
15	Concerned about the "rock" icon. May not be understood and appear odd. Appropriateness of only placing one rock on the site.		Narrative
16	Consider the central part of waterfront railing as a different experience, different design.	28	
16	Would not like to see signage added to the other site elements.	9	
17	The same design experience of the plaza should carry through to the in-water connections to the ferries.		Narrative
17	Encourage materials and other clues to draw visitors to the water's edge.	6, 28	Narrative
18	The rock will invite children and others to climb on it. Consider incorporating this further into the overall design.		Narrative
18	Should there be a differentiation in the guardrail to recognize the central public space?	28	
19	Think more about how the empty spaces could be used. Create a balance that is perhaps temporary and adaptable between the current cluttered location and the proposed design, which is perhaps too sparse.	25-28, 31	Narrative
19	Are the ferry facilities part of the project? (not described in the presentation)		Narrative
20	Reconsider the front-most bench design that does not face out to the Embarcadero; it suggest a barrier. Encourage multi-directional seating all around.	22, 25, 26	
20	How could the central empty space be used, think about how the site could provide more furnishings.	25-28, 31	Narrative
21	Add more seating to the larger piece facing the water.	25, 26	
21	Entry bench could be multi-directional.	22, 25, 26	
22	Consider additional seating in the space adjacent to the café while still maintaining the openness for circulation.	26	
22	Is there an opportunity for more seating in front of the café?	21, 26	
23	Consider another material besides concrete for the shear walls.	12-16	Narrative
23	Tilt of the roofs is great, success will be in the details.	17	
24	Include views from different positions to help the Board understand the most optimal place for the shear walls.	12, 14, 15	
24	Are there other ways to accomplish the job of the shear walls such as bracing	12-16	Narrative
25	The opening to this location is small. Include views from other positions along the Embarcadero to help the Board see the important opportunity of the leading edge (of the objects in the plaza) to improve wayfinding and a sense of arrival.	21, 22	
25	Would like to see additional views of the site entry that help to understand the wayfinding, which needs to be further developed.	21, 22	
26	Ferry Station 2 will be popular. Consider the signage and clarity for that and push individuals toward the Park Service sign since the majority of visitors will be going in that direction.	9, 14	
26	How will the wayfinding for the two different ferry services be defined?	7, 9	Narrative
27	The corner of the canopy is important to study to determine how to make that the obvious place for the majority of the individuals to go to alleviate confusion.	12	
27	Reopening the Pier 33 rail corridor and windows is a great move.		
28	The facades on Piers 31 and 33 can help amplify the sense of arrival. Provide further views and narrative to what is this experience.	21, 22	Narrative
28	Lots of grey materials. Some planting could be appropriate.	27	
29	Anticipate what modifications to the terminal may be necessary over time because future modifications could diminish the integrity of the overall design.		Narrative
29	Think of all the future site adjustments that could occur and include them now.		Narrative