

## ACKNOWLEDGEMENTS

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BAE San Francisco Ship Repair

Potrero Boosters

Dog Patch Neighborhood Association

Mission Bay Citizens Advisory Group

Neighborhood Parks Council

San Francisco Architectural Heritage

San Francisco Tomorrow

San Francisco Planning and Urban Research

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*Special thanks to Ralph Wilson, for his contributions in preparation of the Pier 70 website: <http://pier70sf.org>*



## APPENDIX A: PIER 70 CENTRAL WATERFRONT ADVISORY GROUP 2006 MASTER PLANNING GOALS

The following goals were developed through a community outreach process including the Port's Central Waterfront Advisory Group and other interested citizens and groups. The goals were refined and developed in late 2006 for the benefit of the initiation of the Port's Preferred Master Plan effort.

Develop a coherent site plan to define a framework to support future efforts to redevelop and/or improve the Pier 70 Area to meet maritime, historic preservation, public access and trust objectives, in a manner compatible with and integral to the rest of the Central Waterfront

1. Provide for current and future needs of the ship repair industry. Ensure that large ships continue to have unimpeded access to the shipyard facilities and other maritime areas.
2. Identify the optimal site size and configuration of SF Dry-dock's operations.
3. Complete a survey of Pier 70 historic resources to enable preparation of a National Register historic district nomination to facilitate historic rehabilitation projects, and conduct assessments regarding building condition and rehabilitation potential. Define how preservation of the Pier 70 historic resources, particularly the Union Iron Works and un-reinforced masonry structures, can be achieved.
4. Complete a phase I archeological reconnaissance and assessment of the Pier 70 area.
5. Provide for future maritime support and other industrial uses and their access to heavy rail transportation, as well as associated buffer zones, as necessary.
6. Identify opportunities for new, revenue-generating redevelopment, compatible with maritime objectives, which also enable public benefits (e.g. waterfront open space and public access) to be achieved.
7. Define how and where safe waterfront open space, public access, and Bay access can be provided, with the objective of creating a major destination open space next to the Bay and publicly accessible water-oriented recreational uses, that do not interfere with ship repair or related activities.
8. Provide public access for non-motorized watercraft. If environmentally feasible, provide supporting facilities such as a boathouse and launching beach for water recreational activities, which also would enhance overall public access.

9. Create a permanent shoreline edge between Pier 66 and Slip No. 4 that provides public access to the Bay. If any minor Bay fill is required, it should be limited to the minimum amount necessary for improved public access and shoreline appearance, and/or watercraft berthing/landing.
10. Allow for a future public water taxi terminal in the Central Basin.
11. Establish rational, safe pedestrian connections between public access, parks, and public-oriented developments. Pedestrian connections and overall site planning should also highlight rehabilitated historic buildings and artifacts, such as the gantry cranes, views and sight lines, as well as Pier 70's maritime history.
12. Recognize 20th Street as Pier 70's "Main Street."
13. Improve 22nd Street so that it fully functions as the primary industrial access route into and out of Pier 70.
14. Develop a site plan for Pier 70 that integrates with the urban design and development context for the inland Central Waterfront neighborhood/district. Support on-going coordination with the Planning Department's Central Waterfront Neighborhood Area Planning process. Where not in conflict with historic buildings or maritime activities, extend the City street pattern into Pier 70 which provide views of the Bay, historic buildings, or new architecture with a waterfront identity.
15. Define infrastructure, seismic and environmental remediation requirements for redevelopment and allow minor bay fill if necessary for hazardous materials remediation.
16. Encourage partnerships with the existing community for the development of the Pier 70 area
17. Identify a mix of uses and strategies for meeting public trust requirements.
18. Identify financing and/or outside funding options to fund site improvement costs.

## APPENDIX B: PIER 70 MASTER PLAN COMMUNITY OUTREACH/COMMISSION MEETINGS

### ***07/11/06 - Port Commission (Approval of Historic Preservation Contract)***

11/15/06 - Central Waterfront Advisory Group (CWAG) meeting

01/10/07 - Central Waterfront Advisory Group (CWAG) meeting

03/27/07 - Central Waterfront Advisory Group (CWAG) meeting

05/23/07 - Central Waterfront Advisory Group (CWAG) meeting

### ***06/12/07 - Port Commission- (Preferred Master Plan Background Information Basis for Plan)***

07/25/07 - Pier 70 Preferred Master Plan Community Workshop # 1- Background Information, Basis for the Plan

06/31/07 - Potrero Boosters - Background Information, Basis for the Plan

08/16/07- San Francisco Planning and Urban Research (SPUR) – Background Information, Basis for the Plan

09/19/07 - Central Waterfront Advisory Group (CWAG) meeting

10/17/07 - Central Waterfront Advisory Group (CWAG) meeting

### ***11/07/07 – Pier 70 Second Community Workshop (Framework Plan Alternatives)***

11/27/07 - Potrero Boosters (Review of Framework Concepts and comments to date)

12/16/07 - Port Commission (Review of Framework Concept and Community Meeting)

12/18/08 - Central Waterfront Advisory Group (CWAG) meeting

02/13-08 - San Francisco Tomorrow Board –

(Review of Framework Concepts and comments to date)

01/16/08 - Central Waterfront Advisory Group (CWAG) meeting

01/22/08 - San Francisco Planning Commission (Review of Framework Concepts and comments to date)

05/05/08 - Central Waterfront Advisory Group (CWAG) meeting

05/07/08 - San Francisco Landmarks Preservation Board

05/21/08 - San Francisco Planning Commission- Eastern Neighborhoods

05/28/08 - Central Waterfront Advisory Group (CWAG) meeting

06/02/08 – San Francisco Planning Commission

**07/17/08 - Pier 70 Third Community Workshop- Draft Plan**

07/22/08 - SF Board of Supervisors

07/23/08 - Central Waterfront Advisory Group (CWAG) meeting

08/12/08 - Port Commission Meeting – Review of Draft Plan and Public Comments

09/30/08 - Potrero Boosters - Review of Draft Plan and Public Comments

10/06/08 - San Francisco Architectural Heritage - Resources Committee

10/09/08 - San Francisco Chamber of Commerce

10/09/08 - SPUR - Review of Draft Plan and Public Comments

10/14/08 - Dog Patch Neighborhood Association- Review of Draft Plan and Public Comments

01/11/08 - Port Commission (Approve expanded scope for EPS team)

04/22/08 - Port Commission Approval to Release RFP for Environmental Services)

08/12/08 - Port Commission (Review of Draft Concept Plan and Public Comments to date)

11/13/09 - Port Maritime Commerce Advisory Committee- Review of Draft Framework Plan

11/19/09 - Central Waterfront Advisory Group (CWAG) meeting  
Fall '08 – Proposition D Campaign (approximately 60 neighborhood meetings to discuss Proposition D and Plan)

01/29/08 - Central Waterfront Advisory Group (CWAG) meeting

06/30/09 - Potrero Boosters- Pier 70 Environmental Investigation Work Program and Plan Overview

## APPENDIX C: 2008 PROPOSITION D – CHARTER AMENDMENT REGARDING PIER 70

### SEC. B7.310. PIER 70 WATERFRONT DISTRICT.

(a) The Port of San Francisco’s southern waterfront includes a site known as Pier 70. For over 150 years, some portion of this site has been in use for ship building and repair, or steel production, as well as for other heavy industrial uses. In 2001, the California State Office of Historic Preservation determined that Pier 70’s approximately 40 historic buildings, structures, and features are eligible for the National Register collectively as contributors to a Pier 70 historic district. This Section B7.310 is intended to enable the City and County, through its Port Commission, to rehabilitate the Pier 70 area by establishing planning, financing and project approval mechanisms appropriate to the area. These mechanisms will serve a significant public purpose by preserving and restoring historic waterfront properties in need of repair, restoring waterfront land, and building new waterfront parks and maritime facilities.

(b) The Port Commission may submit to the Board of Supervisors for approval a financial and land use plan or plans for all or a portion of Pier 70 (each a “Pier 70 Plan”) that includes a description of the boundaries of a Pier 70 planning area (“Pier 70 Waterfront District”) and projections of the Port’s need for financing, in addition to authorized property tax increment financing, to preserve and restore deteriorated Pier 70 historic waterfront properties, seismically strengthen Pier 70 piers and structures, remediate and restore contaminated waterfront land and structures, build new waterfront parks, and build maritime facilities (“Waterfront Improvements”).

The financing plan may include, without limitation, issuance of debt to finance Waterfront Improvements or direct payments to a tenant for the Waterfront Improvements. As used in this Section B7.310, Waterfront Improvements include rehabilitation of an existing historic resource consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, seismic strengthening of existing structures, environmental remediation and/or mitigation consistent with applicable regulations and/or a plan approved by a regulatory agency with jurisdiction over the contaminated area, construction and landscaping of waterfront open space, including natural shoreline habitat, construction of utility infrastructure necessary to achieve compliance with environmental performance standards that exceed applicable building code requirements, and the construction or rehabilitation of maritime facilities.

(c) Before proposing to issue indebtedness to finance Waterfront Improvements or to assume the responsibility to pay for the improvements pursuant to this Section B7.310, the Port Commission, by resolution, must approve a capital budget for the proposed Waterfront Improvements and find that the new lease revenues from private investment in and development of the proposed Pier 70 Waterfront District for a period of 20 years, commencing with the Port’s projected date of issuance of a certificate of occupancy for a lease identified by the Port for all or a portion of the Pier 70 Waterfront District, and property tax increment available under the Pier 70 Plan, are insufficient to finance the Waterfront Improvements.

(d) The Clerk of the Board of Supervisors shall refer the Pier 70 Plan to the Controller within 30 days after the Port Commission's submission to the Board of Supervisors. Within 90 days of the Clerk's referral, the Controller and the Tax Collector, in consultation with the Department of Real Estate and the Port Commission, shall report to the Board of Supervisors the following:

1. The total amount of taxes received by the City and County from (A) the City Payroll Expense Tax under Article 12-A of the Business and Tax Regulations Code, as amended from time to time (the "Payroll Tax"), from businesses located in the Pier 70 Waterfront District, and (B) Tax on Transient Occupancy of Hotel Rooms under Article 7 of the Business and Tax Regulations Code, as amended from time to time (the "Hotel Tax"), from any hotel rooms located in the Pier 70 Waterfront District (the "Base Year Tax Revenues") in the full fiscal year immediately preceding the submission of the proposed Pier 70 Plan to the Board of Supervisors; and
2. The projected annual increases in Payroll Tax and the Hotel Tax above the Base Year Tax Revenue that will accrue to the General Fund for each year ("Pier 70 Annual Payroll and Hotel Tax Increment") for a twenty year period following the issuance of a certificate of occupancy related to a Port lease identified by the Port for all or a portion of the Pier 70 Waterfront District, using assumptions about new lease and tax revenues from development of allowed uses in the Pier 70 Waterfront District.

The publication of the Controller's and Tax Collector's report will not be a violation of Business & Tax Regulations Code Section

6.22-1. The Controller and the Tax Collector shall be entitled to reimbursement of their costs to perform their responsibilities under this Section B7.310.

(e) The Board of Supervisors may approve the Pier 70 Plan, with or without the financing for Waterfront Improvements described by the plan. The Board of Supervisors may approve the financing for Waterfront Improvements described in the plan, if it finds that new lease revenues from private investment in and development of the proposed Pier 70 Waterfront District for a period of twenty years, commencing with the Port's projected date of issuance of a certificate of occupancy for a lease identified by the Port for all or a portion of the Pier 70 Waterfront District, and property tax increment available under the Pier 70 Plan, are insufficient to finance the Waterfront Improvements.

(f) If the Board of Supervisors approves the Pier 70 Plan and associated financing for Waterfront Improvements, then, for the purposes of this Section B7.310, the Base Year Tax Revenues for the Pier 70 Plan will be the total Payroll Tax from businesses located in the Pier 70 Waterfront District and any Hotel Tax from any hotel rooms in the Pier 70 Waterfront District in the fiscal year preceding Port Commission issuance of debt to finance Waterfront Improvements or obligation to first pay for Waterfront Improvements pursuant to this Section B7.310, and the Controller and the Tax Collector, in consultation with the Department of Real Estate and the Port Commission, shall revise their projections of Pier 70 Annual Payroll and Hotel Tax Increment for a 20-year period, commencing on the Port's projected date of its issuance of debt for, or obligation to pay

for the construction of Waterfront Improvements pursuant to this Section B7.310, based on updated assumptions about new lease and tax revenues from development of allowed uses in the Pier 70 Waterfront District. These updated assumptions shall serve as the basis for appropriations pursuant to this Section B7.310 for the remainder of the term of the Pier 70 Plan.

(g) If the Board of Supervisors approves financing for Waterfront Improvements described in the Pier 70 Plan, then the City and County shall appropriate from discretionary General Fund revenues to the harbor trust fund the amount necessary to pay debt service on indebtedness issued by the Port Commission to finance Waterfront Improvements or to fund the Port's obligation to pay for Waterfront Improvements pursuant to this Section B7.310 in an amount up to seventy-five percent (75%) of the Pier 70 Annual Payroll and Hotel Tax Increment beginning in the fiscal year in which the Port Commission is obligated to A) begin paying for the Waterfront Improvements, or B) pay debt service on indebtedness that it has issued to finance Waterfront Improvements and for each subsequent fiscal year until the earlier of (i) the date the Controller certifies that the Port Commission has retired all indebtedness issued or to finance the Waterfront Improvements or fully satisfied its obligation to pay for the Waterfront Improvements or (ii) 20 fiscal years commencing with the first fiscal year that the Port Commission is obligated to pay such debt service or payment on the Waterfront Improvements. The City and County shall appropriate the funds to the harbor trust fund notwithstanding the actual amount of the annual increase in Payroll Taxes and Hotel Taxes during any fiscal year, without any adjustment based on the actual

amounts of such taxes paid or accruing to the City and County. In no event may the amount appropriated to the harbor trust fund in the aggregate be greater than seventy-five percent (75%) of the amount of Pier 70 Annual Payroll and Hotel Tax Increment estimated by the Controller for a 20-year period pursuant to subsection (f). The Port may use the funds appropriated solely to finance the construction of Waterfront Improvements described in its Pier 70 Plan and any amendments to the plan by the Port Commission and the Board of Supervisors.

(h) The Board of Supervisors' approval of the Pier 70 Plan, with or without approval of the financing for Waterfront Improvements, shall constitute approval by the Board of Supervisors of any lease for a project developed under the Pier 70 Plan under Article IX, Section 9.118 of this Charter upon approval by the Port Commission if all of the following conditions are met:

1. The Controller, in consultation with the Department of Real Estate, finds the lease consistent with the Pier 70 Plan;
2. If required for purposes of the receipt of federal historic tax credits, the lease binds the lessee to obtain from the National Park Service and/or State Historic Preservation Office a finding of consistency of the federally-subsidized historic rehabilitation project(s) contemplated by the lease with the Secretary of the Interior's Standards for the Treatment of Historic Properties;
3. If required, the lease binds the lessee to obtain a permit from the Bay Conservation and Development Commission for the

improvement and maintenance of the 100 foot shoreline bond along Pier 70 in the premises of the lease;

4. If required, the State of California has approved the consistency of the Pier 70 Plan, or portions thereof, with the Burton Act trust and the public trust for navigation, commerce and fisheries; and
5. If required, any applicable environmental regulatory agency has approved a site remediation or site management plan, or the equivalent, for the relevant portion of Pier 70, where the Port or a former owner, occupant, or operator is the primarily responsible party.

(Added by Proposition D, 11/4/2008)

## APPENDIX D: BAE PIER 70 SHIP REPAIR FACILITY PLAN

BAE's planning process began with an assessment of the current site's physical and the activities that support them. The site investigations included an analysis of the conditions of the buildings, overhead cranes, utilities, equipment and machinery, over-water structures, and open areas. BAE's plan includes a preliminary phasing plan that broadly outlines the steps forward and an estimated order of magnitude for costs associated with these steps.

The current BAE facility and layout was developed in the 18th and 19th centuries for ship building and has undergone very limited modifications. In order to be successful for ship repair in the 21st century, some significant modifications will be required to be able to maintain this important use that defines Pier 70.

The Plan recognizes and incorporates BAE's plan for the ship repair yard. The diagram Ship Repair Area Plan illustrates BAE Plan (page 18).

### Facilities to Remain in Use

BAE is proposing to consolidate the ship repair shops into the two largest structures on site, Buildings 109 AND 105. These buildings have the best location and orientation to the main yard and high-water platform, accommodate the floor loading and height clearance for the shop equipment, and are in relatively good condition

for continued occupation. The administration offices are planned to remain in the portable buildings and will be relocated closer to the main ship yard entrance, providing more efficient use of space and potentially a second secure and direct entrance for non-shipyard personnel visiting the site. Other BAE constructed buildings will remain in place and retain their functions, namely warehousing in Building 251 and the blast booth in Building 250.

The buildings and structures along the high water platform (buildings 68, 58, 243, 127) will remain fully occupied and will be used for the most part as they are today. The industrial air compressors will be relocated from buildings 103 and 107 to the high-water platform. An underwater and under-pier investigation of piers and the high-water platform in February 2008 did not identify any significant deterioration of pier decks or piling.

### Buildings to be Vacated or Removed

In developing the ship repair plan, BAE recognized that the lease area will require modifications to allow for modern day work flows and sequences. In addition, some buildings are obsolete for today's ship repair business. To that end BAE identified categories buildings to be vacated as a part of the 'reversion area' to be given back to the Port; and b buildings to be demolished.

### *Vacated/Reversion Area*

The proposed buildings/structures that are no longer planned to be occupied by BAE are Buildings 36, 52, and 19. All are within the reversion area and will be vacated in 2012. The Plan has identified reuse options for these buildings.

### *Proposed Demolitions*

BAE is proposing demolition, relocation, or alteration of three buildings to create sufficient laydown area for operation of the shipyard. These changes provide the ability to respond to customer needs during peak industrial periods. Laydown space for logistical support of equipment and materials is necessary for the larger and more complex ship repair contracts that today's market demands. Adequate open areas for logistic support within the shipyard avoid transportation bottlenecks along corridors that service the shipyard.

Buildings 38 and 119 are proposed to be demolished in order to provide a central laydown area for the shipyard. Building 38, which is minimally occupied at present, is in an advanced state of deterioration and creates an imminent danger to life safety. Building 119, a former washroom, has been condemned by the Port and has not been occupied for many years.

As part of opening up access to the "triangle lot" and allowing better truck access to building 105, building 121 needs to be moved or modified. The current awkward location of Building 121 which houses the steel shop office, partially obstructs access to the steel shop in building 105. Building 121, which according to the histor-

ical resources report was relocated to its current location in 1975, is proposed to be removed.

Each of these proposed impacts on the buildings needs to be analyzed within the context of the future National Historic District. Great value is given to preserving the historic use and operational needs of the facility must be weighed against impacts on historic resources. A preliminary review indicates that the above proposals, would not impact the integrity of the Historic District.

### **Adjacent Buildings**

Buildings 111 and 6 are on the water 's edge and in need of substantial investment to address structural conditions to use. Building 111, although within BAE's leasehold, has been generally unused for ship repair since damaged by the 1989 Loma Prieta earthquake except for some storage complying with the Port's "limited access" restrictions. Building 6 is adjacent to but not within the BAE leasehold. Effective reuse of Building 6 and 111 will require access to the buildings coordinated with ship repair use of the "triangle lot".

The location and orientation of these buildings make them ideal for the ship repair facilities and possibility ill-suited for other uses or tenants. If a funding mechanism for the high cost to rehabilitate these buildings is identified, BAE would consider further consolidation of the ship repair facilities into these buildings. Rehabilitation of these structures for ship repair use would require a new long-term lease agreement with the ship repair operator.

Alternatives beyond the current lease expiration date in 2017 include the use of building 6 for consolidation of industrial operations, as well as the potential for consolidation of administrative and light commercial activities in building 111. Use of these two structures, in conjunction with the demolition of buildings 38 and 119, could allow for the termination of shipyard operations in buildings 109 and 105, providing development opportunities for a larger area to the west of the shipyard.

Given the importance of these two facilities, the financial feasibility analysis for this Plan has included the costs of renovation buildings 111 and 6 as part of the larger project costs. The appropriate use for those buildings will be determined through future consideration.

### **Circulation and Site Access**

The main entrance to the shipyard would move from 20th Street to the foot of 19th Street to connect the truck access route and to ease congestion from new uses in the rehabilitated the buildings along the 20th Street corridor. A secondary entrance to the site is shown at the foot of 20th Street for employee access to a proposed new parking area within the “triangle lot” located at the foot of 20th Street.

Relocation of the shipyard main gate from 20th Street to 19th Street changes the orientation of the shipyard. If planned appropriately, this could improve the efficiency of truck circulation since trucks would enter directly into the main yard to off-load/pick up material. The separation of employee vehicles from shipyard traffic also improves the security of the shipyard, which is becoming a more common customer requirement.

With the inclusion of Parcel 3B into the proposed new leasehold boundary, the capacity of the new parking lot/laydown area is greatly improved. Approximately 260 parking spaces could be accommodated in that area, which provides employee parking for a typical shift with the overage accommodating parking for customer subcontractors. Currently, up to 80% of shipyard personnel park outside of the shipyard. This parking lot, in addition to the parking planned adjacent to the administrative offices, meets the parking needs for 90% of the projected customer business. During peak periods any needed parking and laydown area will be leased on case-by case-basis.

### **Related Issues**

Beyond the ship repair leasehold, successful continued operation of the shipyard will require addressing the following issues:

- Dredging of the Central Basin to maintain access;
- Appropriate means of separating recreational boating, in particular, kayaks, from the ship repair operations.
- Ensuring an appropriate buffer of uses along the boundary of the ship repair yard and Crane Cove Park.
- Upgraded infrastructure, including utilities and piers to serve the yard.
- Removing pier pilings and deck timbers that dislodge from nearby dilapidated waterfront improvements and interfere with operations.

