



AYALA COVE

Angel Island State Park Master Plan

Amal Iqbal UC DAVIS June 2012

*The following master plan is for Ayala Cove, Angel Island California State Park.
This master plan is a tool to help create a functional and welcoming gateway for the visitors of
Angel Island State Park.*



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Ayala Cove Master Plan
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Introduction



A view of Ayala Cove

In December of 2011, the Angel Island State Park staff approached the Acquisition & Development Division of State Parks with an idea to re-develop Ayala Cove. The park has been under California State Park jurisdiction since 1954 and many parts of the park have undergone phases of rehabilitation, preservation, and restoration except for the main visitor entrance to the park, Ayala Cove. This is not due to a lack of issues; rather, Ayala Cove is one of the most traveled areas of the park and serves as the main point of entering and exiting the park for visitors.

Angel Island can be found in the bay of San Francisco. Today it serves as a recreational park, where many people come to fish, hike, camp, take a tour of the Island and its rich history. Ayala Cove is the entrance to the park, and is where the ferries from Tiburon and San Francisco dock. Ayala Cove is where visitors get information and maps, rent bikes and segways, grab a bite to eat, and finally come back to end their day.

The Angel Island State Park staff has been engaged in re-imagining Ayala Cove for many years now, given that it is the gate way to the rest of the park. This master plan's primary objective is to serve as a planning tool for guiding the future development of Ayala Cove as funding is secured. The development of Ayala Cove will be an on-going effort as no one solution can fix all the problems; this master plan is just the beginning, not the end.

This master plan is the culmination of issues, ideas, and solutions developed in partnership with park staff and management, cultural and natural specialists, and landscape architects within the State Park system. It is my privilege to present this plan as a visual tool for realizing the potential of a highly traveled yet neglected area of California's history.



Case Studies:

Part of my research process was to look at previous designs and master plan that related to my project. Of the many that I read, the following two were the ones that I found the most use of. The other master plans and case studies did not provided me anything that would have been use full in creating a master plan for Ayala Cove.

Case Study #1: Angel Island Immigration Station Master Plan

The U.S. Immigration Station on Angel Island in the San Francisco Bay was the main point of entry for thousands of immigrants between 1910 and 1940. This master plan was completed in a corporative as- sociation between California state Parks and the Angel Island Immigration Foundation. The master plan ex- amined the history, site layout, and implementation of proposed future improvements to this historic area.

The Angel Island Immigration Station Master Plan is a highly developed plan and I found its thematic layout to be very helpful for the design of the Ayala Cove Master Plan. One of the central points of the Immigra- tion Station Master Plan was clearly identifying a "theme", in this case: "Angel Island Immigration Station is a lens through which the broad contemporary issues of immigration, diversity, culture, and class conflict can be examined with historical perspective" (California State Parks, 2003). The idea was to design a plan for future development where all the decisions were all unified to the interpretive theme of historical perspec- tive. The proposed solutions for the various structures, landscaping, and infrastructure improvements were all tied back to this theme in one way or another. The Ayala Cove Master Plan will focus on "improving the visitor experience" – entering and exiting Angel Island, orientation hub, circulation paths, and placement of structures so that congestion is reduced. All the studies and recommended solutions will be centered on this theme.

The organization of the Immigration Station Master Plan is also cohesive – starting off with presenting the underlying immigrant story that always plays a significant role in the planning effort. The master plans goes on to provide a detailed assessment of existing site conditions through various studies, reports, and detailed inventories of every structure at the site. The document concludes a opportunities and constraints assessment and a program addressing the planning issues and recommended solutions for both Angel Island State Park and the Immigration Station. This organization is well suited for this type of master plan, explaining in great detail the history and providing context for the future planned development.

However the plan was highly verbal with only a modest amount of visual data to communicate complex ideas of circulation, vegetation management and site restoration. The graphics that are presented are the building plans of each structure and a programmatic use for rooms and spaces. This detailed level of planning is not required for the Ayala Cove Master Plan. Instead, it will communicate more through site plans, pictures, models, diagrams, and perspectives to quickly and efficiently communicate its recom- mended solutions.

Case Study #2: Los Angeles State Historic Park Design Report

This master plan proposal for Los Angeles State Historic Park (LASHP) starts off with a large site plan which completely presents the finished product then over the course of the rest of the document, goes on to explain the background of the master plan process. This large site plan sticks as a mental image through reading this entire design report and is highly effective since the former site was a rail yard. Though interesting in its presentation, this method does not apply well to the Ayala Cove Master Plan because it doesn't allow the reader to understand the history and issues behind the project site before seeing the final design. Unlike LASHP, seeing the final solution at Ayala Cove would be ineffective for its understanding because issues like circulation, entering and exiting the island, and visitor orientation are primarily invisible problems. Furthermore, Ayala Cove doesn't need a complete change in use, only modifications to its existing condition. Nevertheless

The organization of the design report is broken down into a design overview, interpretive approach, architectural approach, cost estimate and boards. At the beginning of each section is a "In the field" hypothetical walkthrough of visitors and what their experience could be in the new park. Each is set in a time line view of their visit, with locations and their activities. This was a very appealing aspect of the master plan, one which is perfect for the Ayala Cove Master Plan since it deals directly with the "visitor experience".

Unlike the logical order in the Angel Island Immigration Station Master Plan, the Los Angeles State Historic Park (LASHP) Design Report is initially confusingly arranged. The cover and initial presentation speak about LASHP but the main issues are a part of a larger regional system that includes Elysian Park. The development of LASHP only serves to connect Elysian Park to the Los Angeles River. However, the multiple diagrams of the issues at Elysian Park are detailed and provide clear and easy to understand information such as the existing conditions, biodiversity strategies, use vs. preservation. The Ayala Cove Master Plan will also incorporate multiple diagrams and maps to show site analysis, circulation plan, and an opportunities and constraints map.

One positive from the LASHP Design Report is the use of highlighted and numbered "key words" within the text of each section - the reader can shift over from the section text to the graphic and clearly understand what is being talked about. However, confusingly, in the "architectural overview" section, there are numerous perspective renderings with people in various situations in the new park design yet none of the images are referenced to the large site plan or other corresponding diagrams or text. Without references linking back to the larger site plan; it is hard for the reader to understand in context.

Ayala Cove: A look back:

The history of Angel Island includes much involvement in military affairs, as well as the influences of the numerous populations of diverse backgrounds that at one point or another stayed on the island. Together, the two factors create a rich and unique historical background.

In August 1775, Lt. Juan Manuel de Ayala sailed up to San Francisco Bay in the San Carlos and set shore on Ayala Cove, beside Angel Island (or, as he named it, Los Angeles), hoping to explore and obtain a description of the bay for further use by the Spaniards. By the nineteenth century, most of the Indian population had been destroyed or relocated to what is now Mission Dolores (Mission San Francisco de Asis in those days). Later, in 1808, Russian sea otter hunting expeditions visited the island, establishing storehouses there.

In 1892, the Quarantine Station was established at Ayala Cove, known then as Hospital Cove. Ships from foreign ports were fumigated (the boilers of the warship USS Omaha - obtained from the Navy in 1893 - gave the needed superheated steam), and immigrants suspected of carrying diseases were checked by a doctor, bathed in carbolic soap, and put through a fourteen-day quarantine. Their clothing and baggage were also disinfected. The Station consisted of, "...an administration building, a detention barracks that could hold from 400 to 500 people, a hospital, a plant for disinfecting clothing and bedding, a power plant, a laboratory and quarters for housing officers and employees" (Angel Island Association, 41). The first ship to have passengers quarantined was China (April 27, 1891): the passengers were found to have smallpox. Later on, as more effective medical examinations were developed, the use of the Quarantine Station lessened. With better techniques and with Angel Island being isolated, and therefore expensive to support, the use of the Quarantine Station became unnecessary.

In 1946 the Quarantine Station located at Hospital Cove was declared surplus, and all functions were moved to San Francisco. In 1954 a number of citizen's groups managed to persuade the California State Park Commission to obtain 36.82 acres surrounding Hospital Cove (aka Ayala Cove) for a State Park. [Photo credits: National Archives]

In 1962 the Nike missile site on the south side of the island was deactivated, and the army left the island. In December of that year, the entire island was turned over to the State of California for park purposes – with the single exception of the unmanned Coast Guard station on Point Blunt, which continues in active operation to this day. Photo to the right is of the missiles placed at the island in the 1960's.



In the 1920's, there was roughly 40 buildings and many Eucalyptus trees that were on the cove, as shown in photo to the right. When State Parks obtained Angel Island, due to the almost 10-year gap from when the Quarantine Station was abandoned to State Parks possession, the building on Ayala Cove (and other place on the island were considered inhabitable, and there general move by State Parks to make the parks more natural. Whether Ayala Cove was subjected to the same reasoning is unknown, however the building with exception of the officers barracks which is known as the Visitors Center and three other, were demolished. (Angel Island Conservancy)



In 1969 Hospital Cove was renamed to Ayala Cove in honor of Lt. Juan de Ayala and over the next 40 years, with very little planning various planting and structures were added as needed at Ayala Cove such as:

In 1989 the massive number of Eucalyptus trees were removed and native plants were put in and in 1997 the current information booth was installed.

The bathrooms that are currently on the cove were installed sometime in the 1980's. The first one was completed meeting ADA Standards, and over the next few years no longer met the requirements. Then the second unit was placed perpendicular to the first with only two ADA Stalls, creating the pinch effect experienced at the Cove today.

The concession or Ayala Cove Café was also added, and over the years the cove became the "hokey" place it is today, as described by Superintendent Amy Brees.

Ayala Cove today:

Today ferries bring up to 2400 visitors to come explore what is left of the rich history of Angel Island. Many come to visit the Immigration station, hike, ride bikes, be taken on personal and group tours via trams and Segways, or just to come and picnic and play in the bay. Students get to stay on the island for the night while they learn about the civil war, and others dock their personal boats in the slips and spend the day fishing. No matter what visitors have come to do, they all start at Ayala Cove. Ayala Cove is what the eager visitors approach as they arrive on ferries. It is where they gather park information, stop for food and a restroom break, and the last place the visitors see before heading home. Ayala Cove is the Welcoming Entrance and final good-bye of Angel Island.



Ayala Cove is a sheltered bay, with a pier, sea wall lined walk way, grassy picnicking areas and a sandy beach. As the number of visitors increased to the island, many services and structures were added to Ayala Cove. An information booth, a kiosk, a Cafe where visitors can eat and get a cup coffee while enjoying a view of the bay. There is also a shade structure on the pier where visitors line up to depart the island, as shown in the photo above, with the area and beach set in the background.

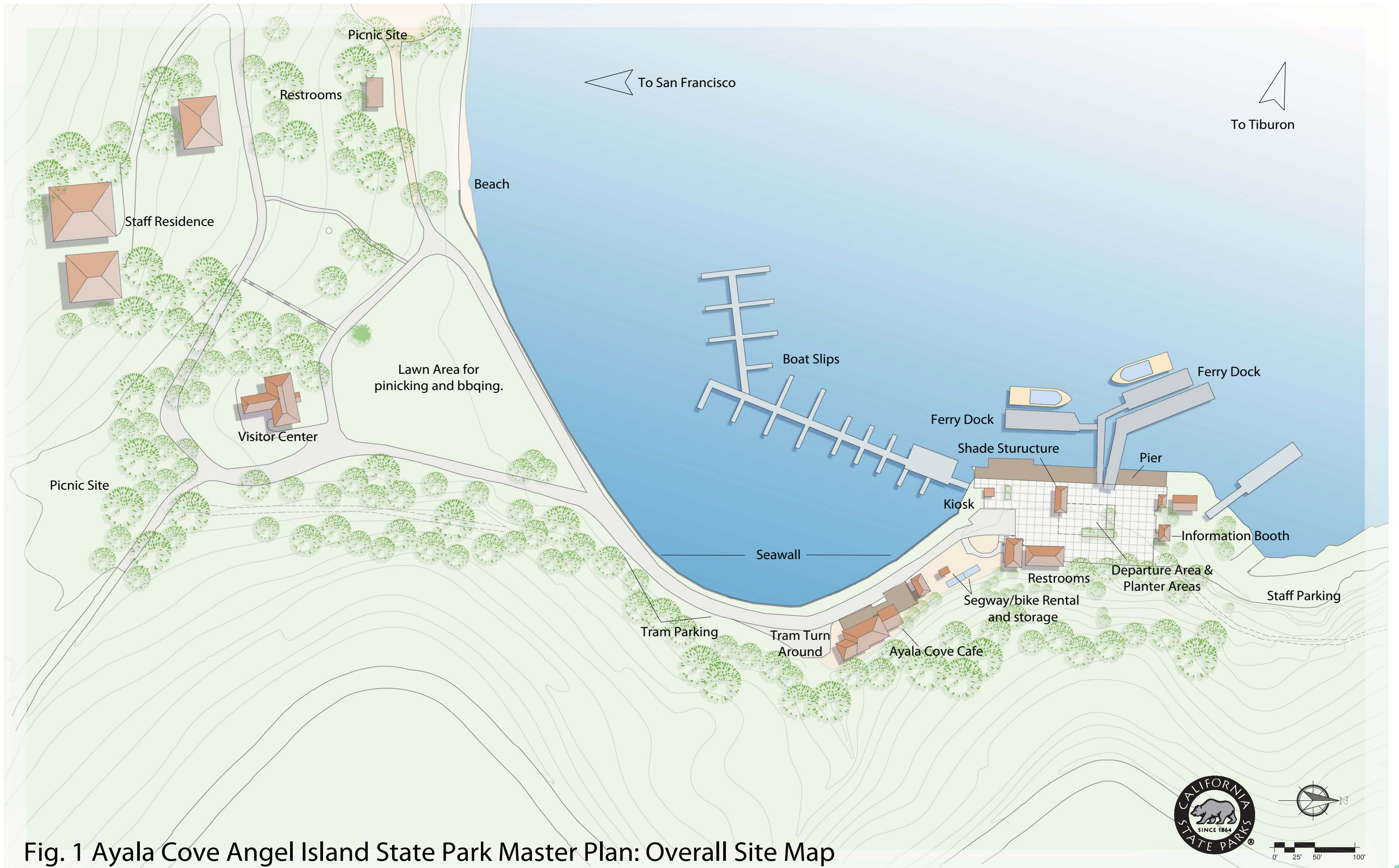


Fig. 1 Ayala Cove Angel Island State Park Master Plan: Overall Site Map

Tour of Ayala Cove and Current Visitors Experience:

When this master plan was proposed, and visiting the Island for the first time, I was given a tour of the site by Superintendent Amy Brees, that I will now take the readers on to get a better understanding of the site. This way the issues of the site are being discussed it will not only be understood, but can be seen as well.

Our path of travel will begin in the City of Tiburon. Here we and other visitors will be anxiously waiting for the ferry to arrive to take us to Ayala Cove, the entrance to Angel Island. While waiting we can see the island in the distance, along with the cityscape of near by San Francisco.



[Photo of Tiburon, Golden Gate Bridge and San Francisco]

As we take the 10-minute ride over to Angel Island we see the famous Golden Gate Bridge, sail boats, and the Tiburon trailing behind us. The island is starting to get closer and closer and as we approach the dock, we can make out key features, such as the Visitors Center, Ayala Cove Café, and the trusty trams that will take us on a tour of the island.



[Photo of Angel Island and San Francisco as ferry start to leave Tiburon]



[Island with visible features. Left to right: Information booth, Ayala Cove Cafe, Tour Trams and the old Officer's Barrack, now the Visitor's Center]

As we are ushered off the ferries, we walk on the ferryboat slip to make our way onto a wooden deck. The traffic continues left because we immediately encounter a closed off area that it meant for departure.



[L to R: Visitors unload ferry, closed off departure area, planter box and closed off pier with sign]

As we continue left, we transition from the deck to aggregate that composes the ground. Some of it is starting to lift up a few inches. Anyone that has difficulty walking or that is in a wheel chair would have to be very careful. As we continue left we come across an information booth. It is a small little shed, that has a ramp to meet the needs of ADA requirements. The information booth has small maps attached to the railing and can hold no more then one to two people at a time.



[Pier, aggregate and information booth]

As we make our way past the information booth to our left, and the closed off area for departure to our right, we are now walking on a paved road that is shared by both the pedestrians and the service vehicles of the park. The road is shared between the visitors, the service vehicle and eventually the trams all the way up to Ayala Cove Café. We can see the restrooms and the Visitor's Center, once they Officer Barracks beyond.



[Insert photo of paved road/bathrooms]

As we continue our way into the park we pass the restrooms. The road is starting to narrow a bit, and as we start to pass the departure area with the overhang structure, and some open space with a kiosk and a planter box. This space is usually empty except for when it is time to depart the Island.



[Departure area, open space and kiosk]

As we continue and turn around we get a quick feel of the amount of space. We can see the departure area, the bathrooms to the right of that, and the service road that also is the pedestrian walk way. There is now a garbage truck making its way through. As we continue we pass by the access for the sewer and see the Segway and bike rental which is right on the side of Ayala Cove Cafe.



[L to R: Departure area and restrooms with truck coming through on service road/ pedestrian route, again restrooms with a view of screened Segway/bike storage, rental booth and private boat slips.]

As we pass by Ayala Cove Café we see the two parts that make it up. The Cove Café, and the Cantina (which is a trailer with a shell built up around it to make it look like the other structures. There is a wooden deck around it with small café tables and larger picnic tables all around. There are some plants and the deck is built right into the hillside. As we take a seat we get a few of the boat slips that is offered to any visitor and passer-by of the café.



[Pictures of the Cove Cantina, Cove Cafe, awning, picnic table and planter boxes]

After our visit of the Cove Café, immediately see the trams that are ready to take visitors like our selves on an audio tour of the island. The are ready to go!



[Tour trams parked and ready to go!]

As we make our way up to the Visitors center we see great lawn space that overlooks the near by beach. There are picnic table and barbecue stands that are used on a regular basis by the visitors on the island. In the far corner of the lawn, nearest to the beach, there is historical Indian Burial ground under the lawn. It has been disturbed a few days since State Parks overtook the Island. Beyond that there is also a picnic site that offers a great view of the surrounding beach and waters.



[L: Lawn area with picnic table, bbq stands, and the Visitor's Center in the background.
R: A view looking towards the water, with boats and Tiburon in the background.]

As we finish up our tour and head back to the pier, we walk along side the historical sea wall. This sea wall has been here since State Parks took over. Over the past few years the sea wall has needed some mending. While fixing the sea wall small little medicinal vials would fall out. The Visitors Center used to be the Hospital, and Ayala Cove was known as Hospital Cove, so to find medical related artifacts only seems appropriate.



[L: A view looking towards back at Cove Cafe with the seawall to the left.
R: A view of the entire bend of the Ayala Cove with a view of the seawall.]

We are not the only ones heading home as many others are also finishing their day at the island. Most will be heading back to Tiburon, where our journey began, but some will also be heading back to San Francisco. The departure area that we encountered when we first arrived at Ayala Cove is now filling up with people. There are three areas for departure, one for Alcatraz, one for San Francisco, and the third for Tiburon. The signs each departure area are not clear and there seems to be a bit of confusion as to where the visitors need to go, but currently there is the park staff available to direct people where to go.



[L: One of the three departure areas, this one leaves for Tiburon.

R: A school class studying the Civil War ready to head home after a night at the Island, with Staff members in costume ready to help them home.]

Conclusion of Tour

From our tour we can see what Ayala Cove provides for the park. It is the gateway and final goodbye of the park, the first and last place the island visitors see. Ayala Cove offers great views of Tiburon and the bay, along with a great rich history. There is great deal of potential for Ayala Cove. This next section will discuss the issues, constraints, and opportunity of the site, followed by proposed design solutions.

Site Analysis of Ayala Cove:

Ayala Cove is roughly 40 acres. It was the first part of Angel Island acquired by State Parks. The land itself has been built upon since Ayala Cove was known as Hospital Cove. The majority of it is paved with asphalt or decomposed granite, minus the major lawn area, see Fig. 1, and hugs the steep topography that make up the rest of the Island.

Drainage is dealt with a trench drain that runs through the pier. There are not any major drainage issues, so this master plan will not be dealing with drainage, or even any grading as well. (This master plan is to provide some solutions to the issues that will be discussed next, and as a basic planning tool)

Vegetation is very sparse, except for the native vegetation that exist on the topography.

Small birds can be seen, but there are no other species that reside or could be potentially effected on at Ayala Cove.



A view of Ayala Cove. From here all the features can be seen. Ayala Cove Cafe, the Trams, the sea wall, the boat slips and the pier.

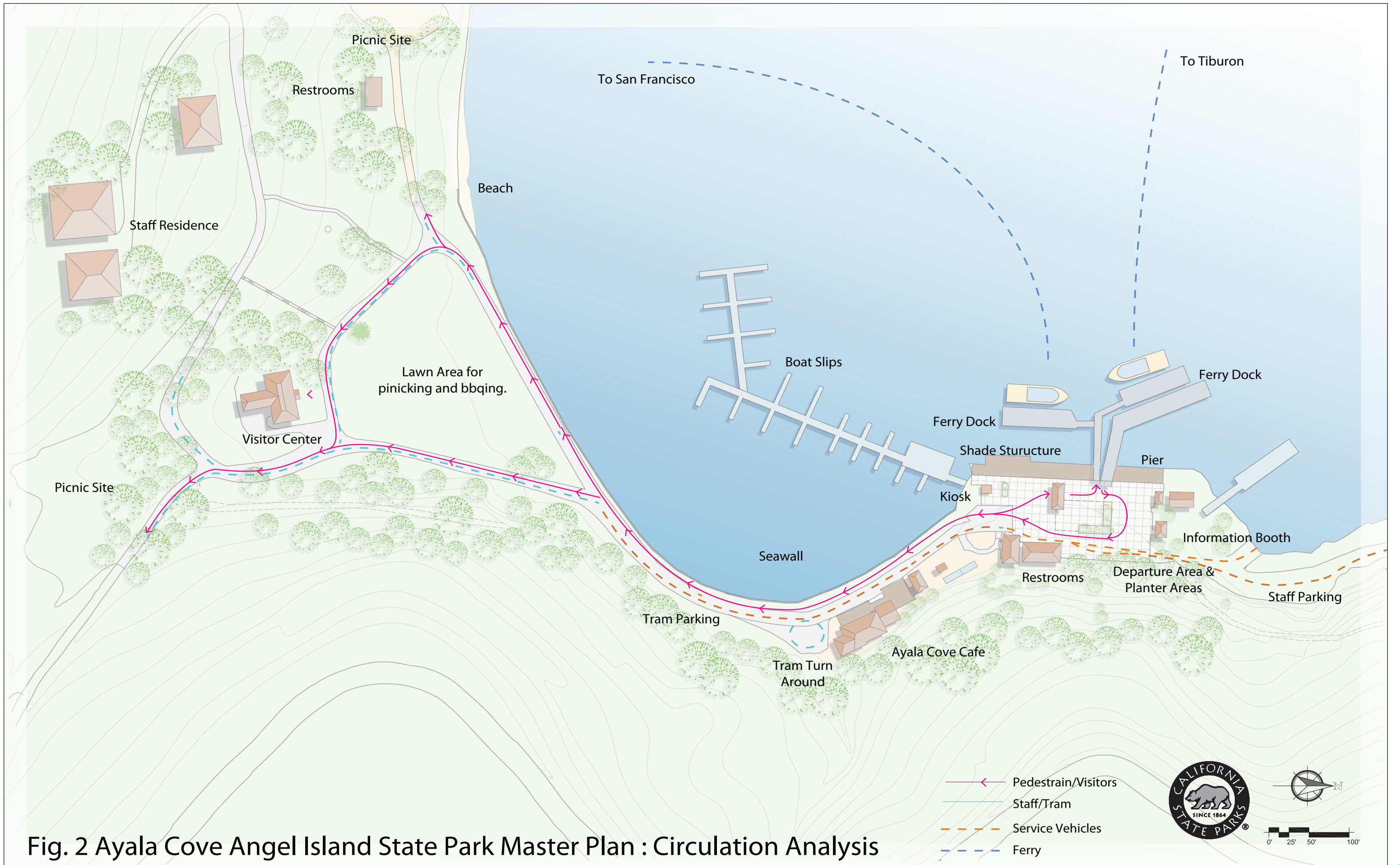


Fig. 2 Ayala Cove Angel Island State Park Master Plan : Circulation Analysis

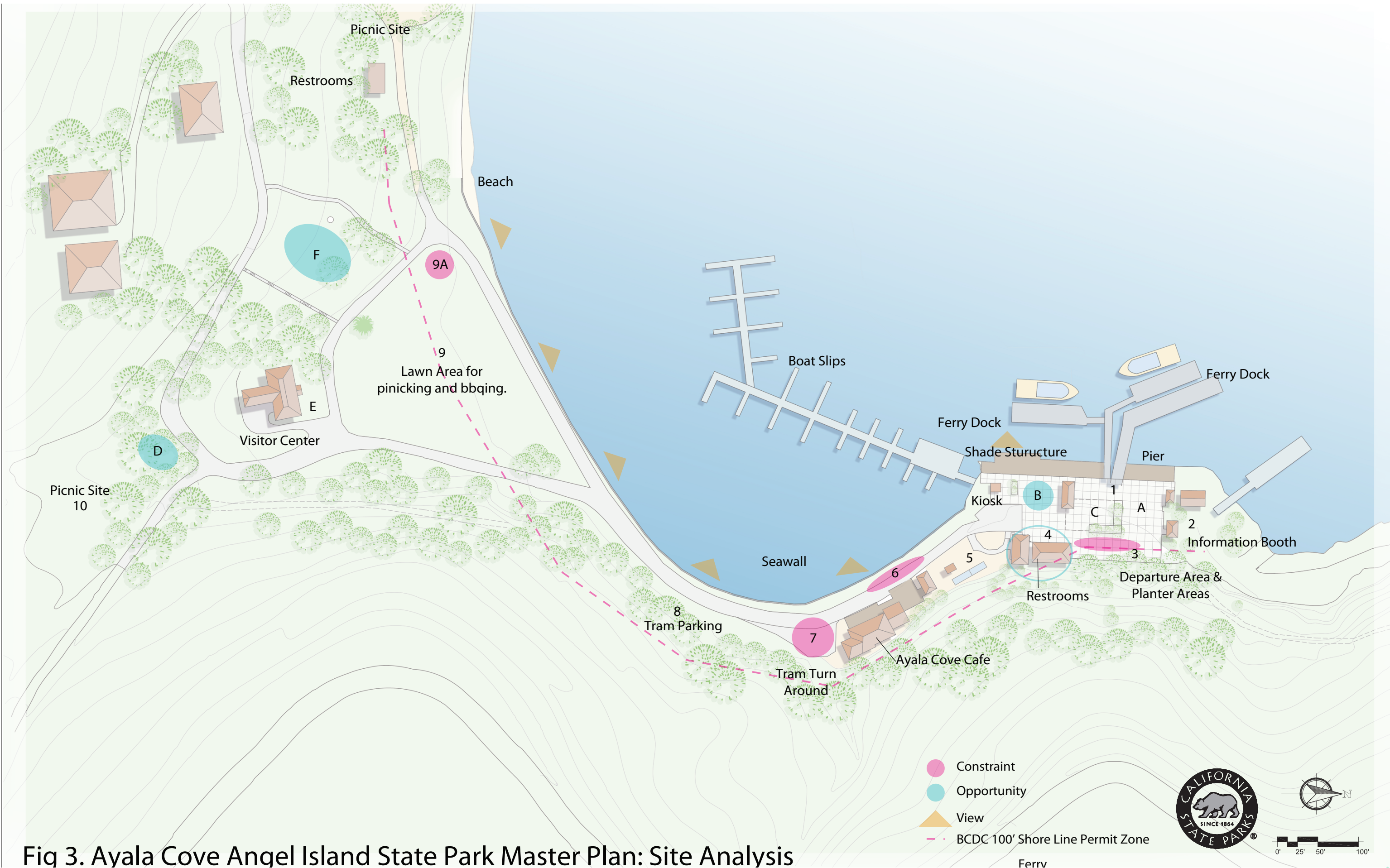


Fig 3. Ayala Cove Angel Island State Park Master Plan: Site Analysis

Issues, constraints and opportunities

The constraints, issues and overall opportunity of the sites can be referenced with Figure 2 and 3. The issues (numbers) or opportunity (letters) listed below in parentheses will directly correlate with those in Figure 3.

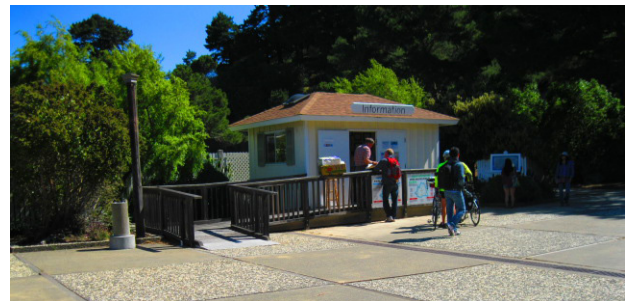
As mentioned earlier, Ayala Cove as a site offers so much potential, but due to age and the heavy use of the area, the facilities, pavement, and current circulation have become out of date, a maintenance issue, or just no longer serve as a useful addition to Ayala Cove, and are create bigger issues then what they are worth.

(#1) The first issue that the Parks' staff has noticed and that the visitors encounter occurs right at the arrival of the ferries. Due to the placement of the planter boxes and the how the area has been closed off for departure purposes, the visitors are required to take a left and go around the entire blocked off area. (See visitor's circulation in pink on Circulation map, Figure 2)



Issue: The current orientation of the planter boxes, along with how the area is closed off and the lack of any signage creates some confusion for most of the visitors. There is no welcoming feeling to Ayala Cove and the rest of Angel Island. Lack of signage creates an issue of visitors not being able to orient themselves when they arrive to the park.

(#2) The current information center/booth is very small. It can only hold one or two people at the max. The maps that are available for orientation are place on the railing of the ramp that leads to the booth. Now many people can see this map at once. It is also a bit out of the way and most visitors bypass it all together.



(#3) Due to current arrangement of the departure area that the visitors are required to go around, as visitors pass by the information booth, they spill onto a paved road that is also shared with service and staff vehicles.

Issues: This creates a safety concern amongst both the visitors and the staff employees. It also contributes to the lack of a welcoming effect if visitors have to be worried about vehicles and trucks the minute they enter the Island.



(#4) The placement of the restrooms:

Issues: The current placement of the restrooms along with the placement of the planter boxes that is used to define the departure area creates a very narrow access that the maintenance trucks can get through. The departure area is across from the bathrooms and the service road runs between the two. This poses a safety issues if there is a vehicle and there is a child running from the bathroom to the departure area or vice versa. This area is one of the two pinch point areas located on the map.

(#5) The Segway and bike rental area is located to right the bathrooms. The seawall is about 50 feet across from the rental booth.

Issue: The space between the seawall and the rental booth is limited. When visitors are lining up to rent either a Segway or a bike they line up perpendicular to the path of travel. Visitors that are traveling past Ayala Cove Café are trying to push through the crowd waiting in line to rent bikes and are also constrained by the seawall. For the 10 to 15 minutes this area becomes very congested.



(#6) The same congested situation described in (#5) also occurs at Ayala Cove Café. As visitors line up to get something to eat or drink, the line ends up flowing out again congesting the area of walkway between the café and the seawall.



Issue: The space between the Segway/bike rental booth (#5) and Ayala Cove Café (#6) is the biggest congested area and constraint for this master plan. Both the Café and the wall cannot be moved and the road that connects the two is the only passage area for both staff/maintenance vehicles and visitors (see Circulation Map, Figure 4). It is the second of the two pinch point areas located on the map.

(#7) & (#8) These areas are for the tram turn around and tram parking. The tram turn around (#7) is constrained by the seawall and the 60' limitation.

Issue: The parking area (#8) for the trams currently hugs the side of the hill. It is a bit unsightly. The only area for those visitors who are waiting to for the tour it to sit at Cove Café, this limits the space available for those who need a place to sit and eat.



These are the main issues of Ayala Cove. Fortunately, all of these issues have at least one if not more solution. These solutions will be discussed further in the paper, but first a look at the constraints. The following constraints unfortunately are not issues that can be solved, but areas that need to be mitigated and considered in the master plan and overall design process.

Constraints:

(#9) The entire lawn space that extends in front of the visitors center is a constraint. During the busy season the lawn space is covered picnicking, playing Frisbee, barbecuing and just lounging around. There is also an Indian burial ground located at the far west corner of the lawn (9A).



(#10) The Draw Picnic Site is one of the picnic areas that can be rented as a whole (100 people max) or can be divided into two separate picnic sites that can hold 50 people each. This area must stay available as a picnic site, (see photo below)



The seawall is also a general constraint. Not only is it structurally in good standing it is also historical and can be dated back to when Ayala Cove was known as Hospital Cove. As told by Amy Brees, while mending a part of the seawall that collapsed tiny medicinal vials were pulled out from the seawall. The photo above-right shows the seawall, with Ayala Cove to the right of it, and extends thought the entire bed of the cove.

Another constraint for this master plan is the pier. It has been a part of the Angel Island since California State Parks gained the island in the 1950's. It is in good condition and it offers great views of the surrounding bay and the distant city of Tiburon.

The last major constraint is the BCDC Permit also known as the Bay Area Conservation and Development Commission Permit. This permit is needed "prior to undertaking most work in the Bay or within 100 feet of the shoreline, including filling, dredging, shoreline development and other work." (State of California, 2007)

(The 100' BCDC Permit constraint is represented Site Analysis, Figure 4 by the pink dashed line.) What it means is that before anything can be built on Ayala Cove today must be approved by the commission, and permits must be obtained before any work can begin.

Opportunities:

(A/B) Open space on deck that area used as over flow, tour gathering locations and a waiting area for visitors departing the island. It is most active 10-15 minutes before the ferries arrive. There is a limited amount of benches located in these areas for visitors to utilize.

Opportunity: These spaces offer great views and can be utilized more efficiently, such as added picnic tables and benches.

(C) The departure area has been an on going issue for the state park staff for sometime. The location and organization of the three distinct ferry zones is not clearly defined and visitors sometimes have a hard time figuring out where to go. There is no consistent design feature. There is one over-head structure that is provided but not everyone or even the majority of those in the area can benefit from the shade provided because it is small.

Opportunity: There is great opportunity for the departure area for Ayala Cove to be redesigned and the spaced utilized more efficiently. There are no historical structures in this area, so the option of having new ones put in place is an option.



(D) Volleyball court and relatively new fence directly adjacent to the Draw Picnic Site.

Opportunity: This is a great location for staff parking or even for the smaller trams. There is another volleyball court in another picnic site and it is also played on the lawn area.

(E) First floor back rooms of the Visitor's Center. There is some available rooms on the bottom floor of the Visitor's Center that could possible be used for multi-use purposes.

(F) There is some open space available for possibly for picnic tables for it offers a great view of the bay and would require minimal amounts of grading. There is a near by restroom as well, making it a great picnicking location.

Some other general opportunities for improving Ayala Cove is that besides the pier, seawall, and archeological site, there are no historical structures with in the scope of work. The paving, bathroom, and other structures on the cove can be enhanced or removed if necessary. There is also opportunity for lighting, and creating a very welcoming feeling to Angel Island.

Master Plan Goals:

With the given site analysis and tour of Ayala Cove the following goals were agreed upon by Amy Brees, Steve Nawrath, myself and some other members of California State Parks:

- Provide some sort of and Orientation Hub/Welcoming Center where visitors can get all their information about the park, tours, bike rentals, and other park recreation information.
- Improve visitors experience via entry and departing areas.
- Create a cohesive and welcoming appearance
- Improve circulation
- Organize and separate pedestrian and service/maintenance vehicle circulation routes
- Reduce pinch point areas
- Preserve the picnic areas

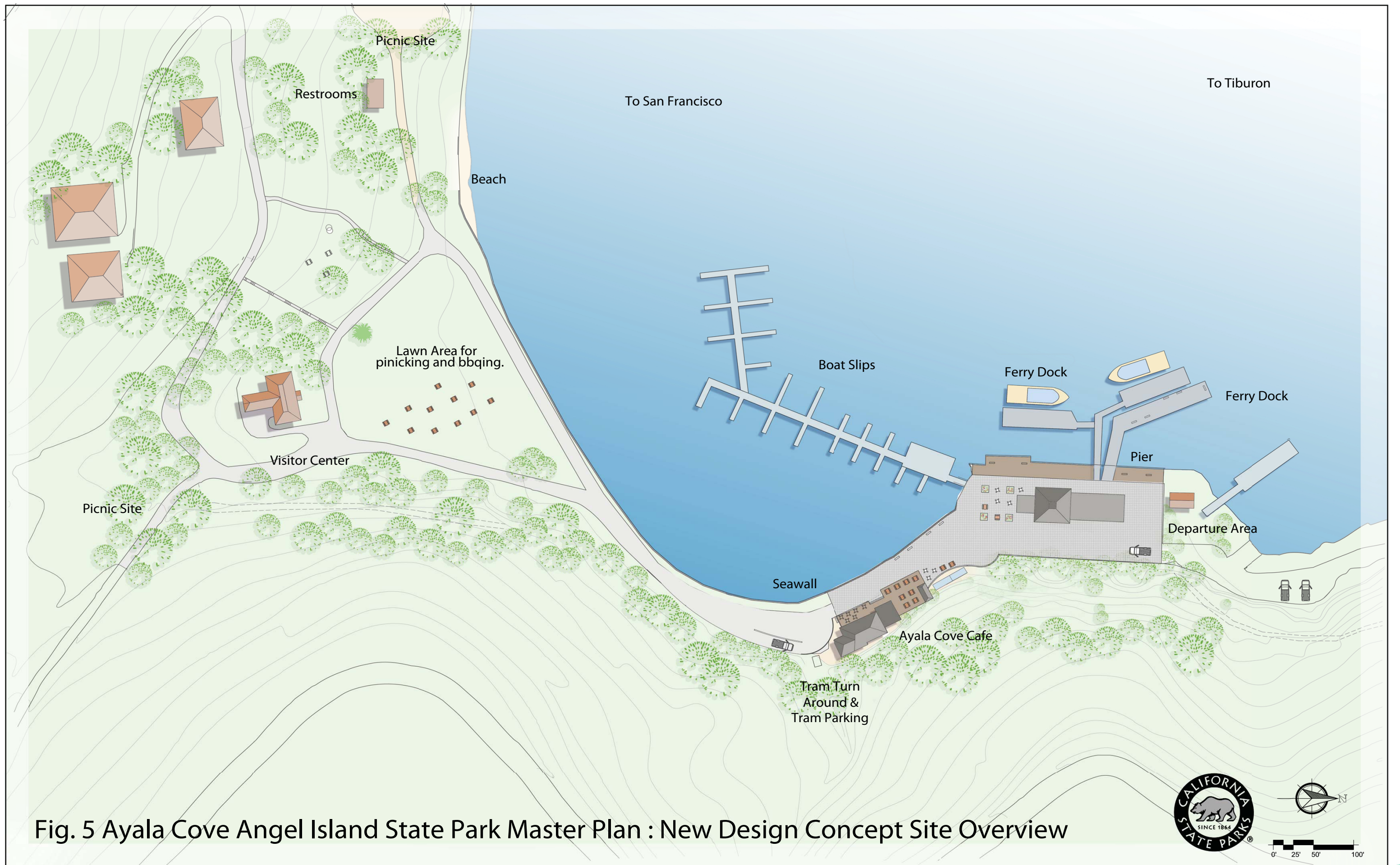
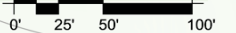


Fig. 5 Ayala Cove Angel Island State Park Master Plan : New Design Concept Site Overview



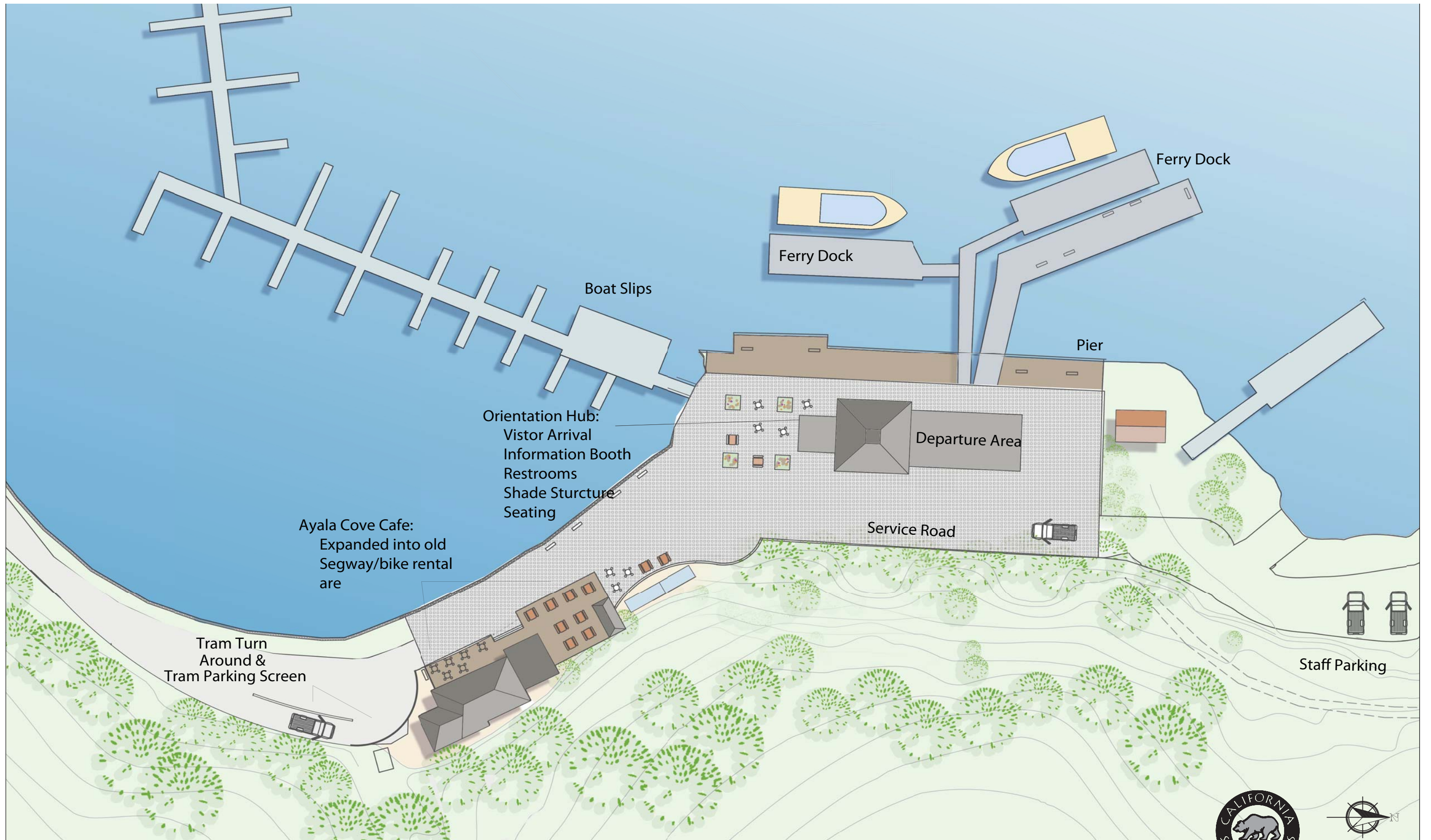


Fig. 4 Ayala Cove Angel Island State Park Master Plan : New Design Concept Site Overview



Scale 1:20 @ 24x36

Recommended Solutions:

The following are possible solutions that meet the master plan goals, solve the issues of the site, and take advantage of the available opportunities: (Please see Figure 4 for over view of new site layout)

Installation of the "Orientation Hub"

This "Hub", or welcoming center will be located where the current departure area is and opportunity space labeled B.

Installing the "hub" provides many benefits and solves many of the current site issues. It not only helps create the welcoming feeling that the park needs, but also consolidates the information booth, restrooms, and bike/Segway/tour rentals and purchases in one location. It also helps solve the issue of circulation and safety issues that are currently being presented when the visitors unload of the ferry. Instead of taking a left around the departure area, and having to be on the service road to access the rest of the park, visitors will be able to take a right, get the needed information the need and be on their way without having to be on the service/maintenance road. It also reduces the congestion area that occurs where the current bike/Segway rental for that service can be provided in the orientation hub.



Figure 6. Orientation Hub Perspective.

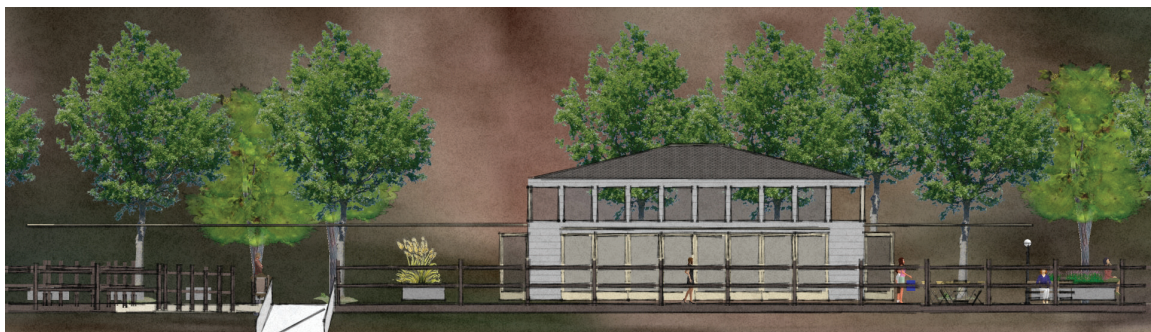


Figure 7. Elevation view of Orientation Hub

By moving the restrooms into the hub, the buildings would be removed. This allows the service road to be pushed back, and allows pedestrian and vehicular traffic to be separate upon visitor's arrival to the park.

The orientation hub will be a very open building with doors that open up and allow the outside and inside to merge as one. On colder or more blustery days, the doors can be shut, but still allow natural sunlight to penetrate even on the gloomiest of days. For the exterior some sort of cladding, that matches the existing restrooms, with some concrete masonry is recommended.

It is also highly recommended that the space were the current kiosk to be infused with planter boxes and cafe style seating. This allows visitors to get their bearings before the head out to the rest of the park, but also to just enjoy the view of the bay.



Figure 8. Orientation Hub perspective with planter boxes and seating area.



Perspective view of the planter boxes and cafe style seating.

Expanding Ayala Cove Café into current Segway/bike rental area.



Figure 9: Perspective view of Ayala Cove Café, Tram area, and the sea wall.

By moving the service of the Segway/bike rental into the proposed orientation hub, the congestion will be reduced significantly. To reduce the congestion that occurs by the café, the café services can be expanded into the now freed up area. By using this open space, the entry to Ayala Cove Café can be moved from the front to the side, or possibly the seating can be extended to that area. Either way the congestion can be reduced between the service road and the seawall.

Move the departure area to the north side of the orientation hub.

By moving the departure area to where the visitors are currently arriving will make the circulation of arrival and departure more efficient. Since the visitors to the park will now be arriving and accessing the park to the right, the left side, (or north side) of the pier has now been freed up. A larger overhead structure with seating will also be provided with three clearly distinct areas for each ferry line up.



Figure 10: A view of the Departure Area, Orientation Hub and the Island beyond.

Formalizing Tram turn-around and providing screen from tram parking.

The current Tram turn-around is a bit unsightly and informal. By repaving it and creating a more delineated turn around will improve the appearance and site overall. By adding a vegetative screen or even a low wall (shown in Figure 4) that the trams can park behind can also reduce some of the unsightliness created by the tram parking.



Figure 11. Tram turn around area and low wall.



Figure 12: Elevation view of Tram turn around, sea wall and Ayala Cove Cafe.

Other general solutions and recommendations are:

By providing seating along the pier, on the south facing side of the orientation hub and open space provided by opportunity (F) Figure 3. Figure 4 shows the adding low concrete walls that can be used for sitting. Cafe style tables can be added by the Orientation Hub. Also, to replace the paving from the dock all the way to the edge of Ayala Cove Café, so that it creates a safer feeling for the pedestrians. The current pavement is starting to lift, so some sort of paver can be put in place. This gives visitors a feeling of priority and makes driver of staff and other vehicles more aware. The addition of lighting, that fits the old world fashion along the sea wall as well as a few by the pier. It adds a certain level of charm and creates more of a promenade feel that also provides a cohesive element through out the entire cove.

The final recommendation is to add some more bay friendly planting at the cove. The vegetation there is currently sparse and adding plants will invite the curiosity of not only visitors but near by critters as well.



A view from Ayala Cove Cafe. From the cafe one can view the bay and get a great look of the cove.

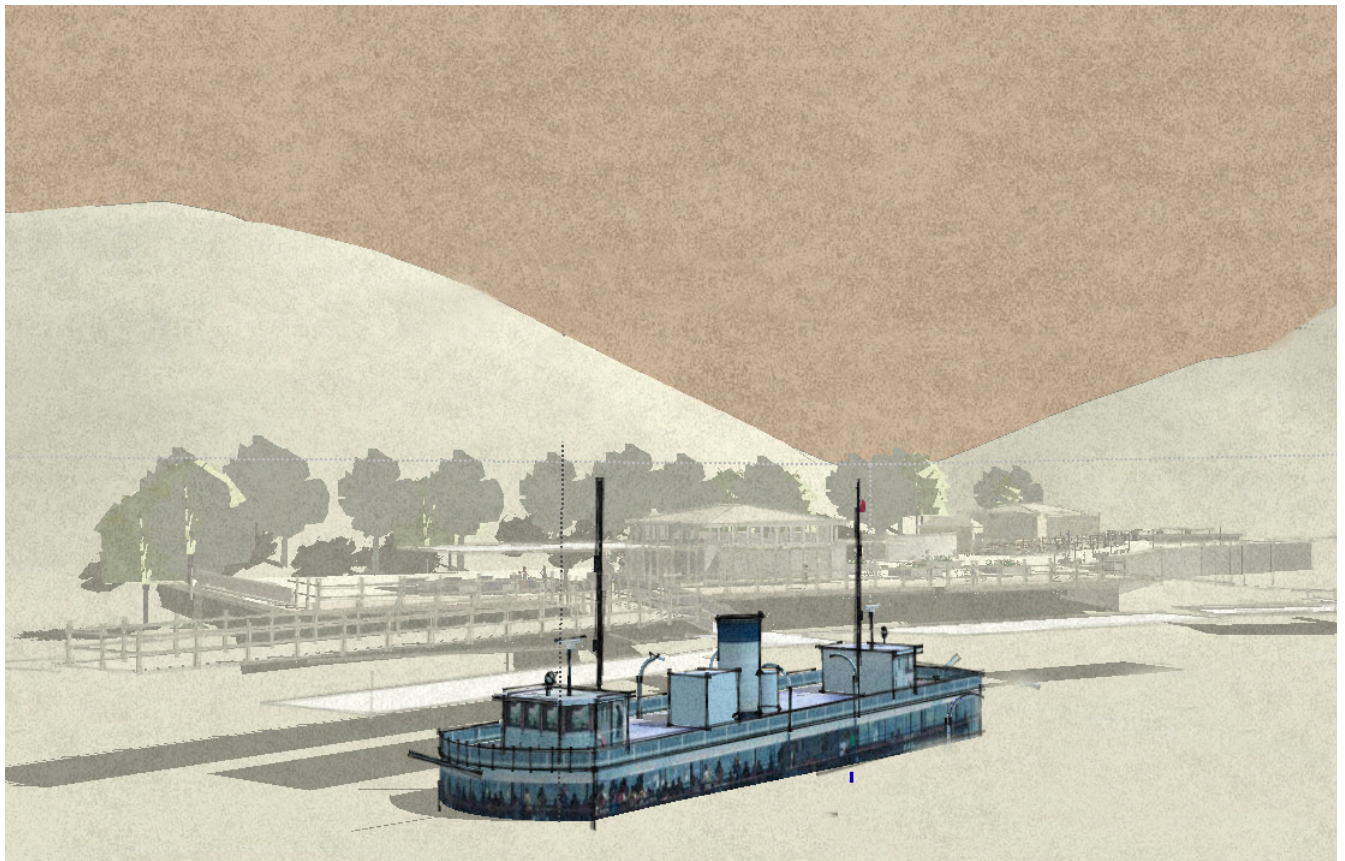


Seawall with lighting, seating, and Ayala Cove Cafe.

Conclusion:

Angel Island has played an important part in the history of the Bay Area and West Coast. It has served as an immigration port, a military base, and a State Park. Today, visitors enjoy taking hikes along its well traveled pathways, picnicking on the lawns, and soaking up views of the Bay Area. Ayala Cove itself has a rich history, spanning over 200 years of inhabitation.

Constructing a visitor "hub" will serve to consolidate the many uses of Ayala Cove's entrance including restrooms, visitor information, and rental services. Relocating and reorienting the ferry queue around the hub for visitors departing the park helps alleviate congestion throughout the day. Installing planters and other screening devices creates a welcoming feeling and a sense of place. All these improvements are meant to provide a plan for re-development of Ayala Cove that will meet the demands of the park in the years to come.



Today, Ayala Cove serves the State Park as the "gateway" to Angel Island. However, many logistical issues prevent the full utilization of this area; no long-term development planning or space planning was ever conducted. Naturally, haphazard development led to conflicting uses of the space. Furthermore, the development of other areas of the park has led to greater visitation rates and greater congestion of the Ayala Cove area. This master plan is an effort to re-think the Ayala Cove entrance area so that future visitors have an enjoyable experience entering and exiting the park.

