
3. Existing Conditions, Opportunities, and Constraints

Overview

This section of the document reviews the existing conditions, opportunities and constraints of the individual elements of the open space system. In many cases, individual open space projects were grouped in order to organize and efficiently describe them. The purpose of this section is to make certain that existing conditions are documented and that program uses that have been considered in various planning efforts are recognized. This information will be used as the primary foundation for moving into the next phase of the Blue Greenway Planning process, which will look at various program and use options and design concepts for identity, wayfinding and site furnishings.

Each open space was identified by its name and an identifier number as depicted in many of the exhibits in this document. Each open space is described including important elements that will be considered as the planning process moves forward, including site features, agency jurisdiction, size, a brief description, history, connections, unique features and site furnishings. In addition, site plans, existing condition photos, a preliminary concept vision, opportunities and constraints were described. Because of the various states of improvements to each of the open space elements, the level of details for each varies considerably.

While this section reviews each open space as an individual open space, it also reviews how each of the spaces are connected to one another, and how all facilities combined are a larger system. Key roadways, that connect individual open spaces are reviewed as elements, and will be analyzed to determine how they can be improved to enhance the system as a whole. In addition, “Connector Streets” that provide access and connect the adjacent neighborhoods to the Blue Greenway are discussed.

The issues of sea level rising and designs to address climate adaptation and sustainable design, will be addressed as specific design concepts and programs are developed in the later phases of the planning and design process. The Port will work with its regulatory partners to make certain that future improvements are designed to respond to these issues.

1. MISSION CREEK SHORELINE PARK NORTH

Location

1. Mission Creek Shoreline North

2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
8. Mission Bay Parks 23 & 24
9. Pier 64 Shoreline Access
10. Illinois Street
11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

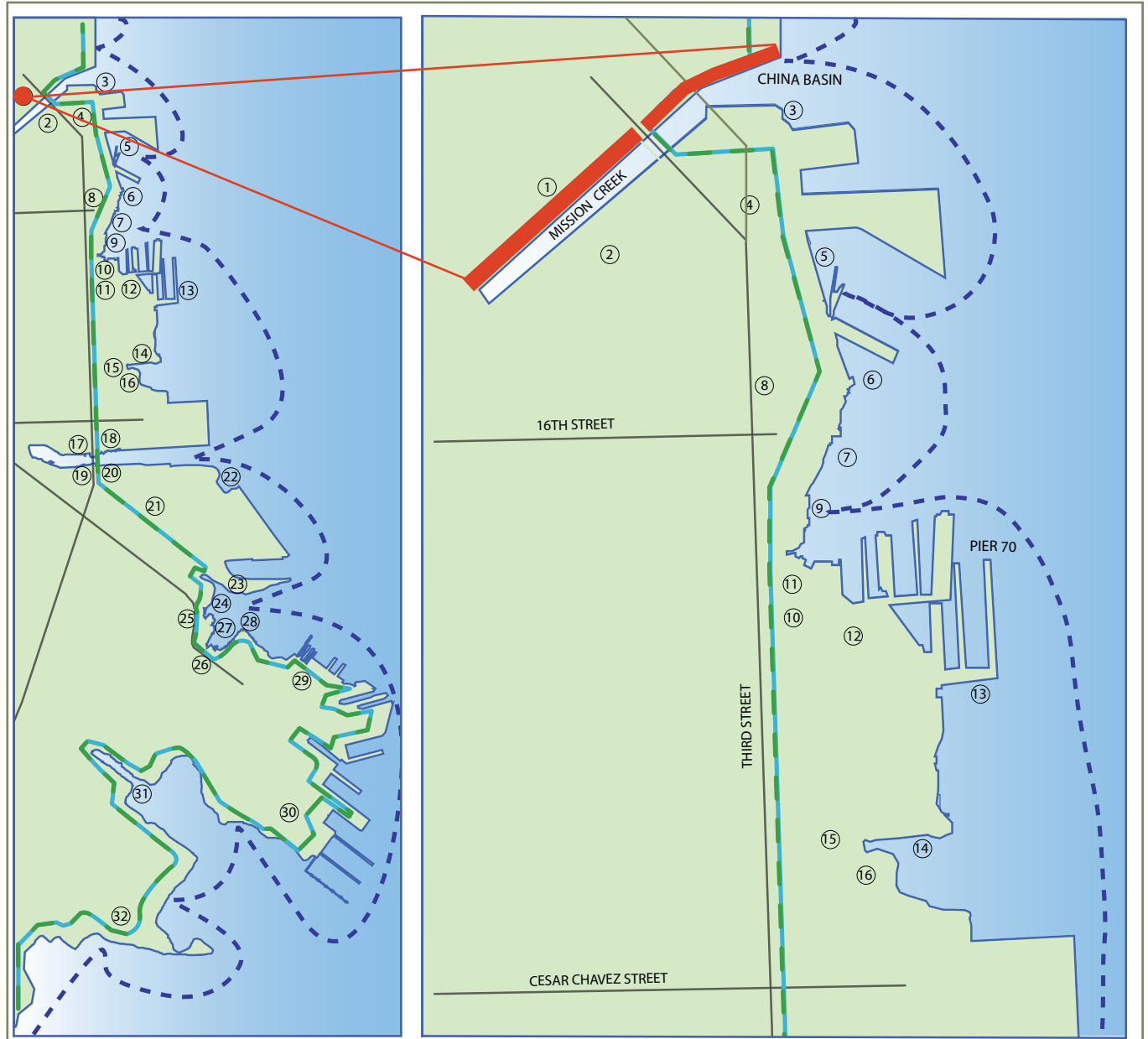
Northern
Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Central
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area

Southern
Sub-Area



Northern Sub Area

1. MISSION CREEK SHORELINE PARK NORTH



Site Features

Status:	Complete
Space Type:	Shoreline Park
Jurisdiction:	San Francisco Redevelopment Agency, SF Port, and private property
Region:	China Basin
Area:	8.45 Acres
Waterfront Length:	4,522 Linear Feet

Description

As the northern most location in the Blue Greenway open space network, Mission Creek serves as the northern terminus of the Blue Greenway open space system. This linear open space was created to provide access along the entire length of Mission Creek and it was created by multiple parties including the SF Redevelopment Agency, the Port of San Francisco, and the San Francisco Giants. Facilities are managed by the San Francisco Giants, MJM Management, and China Basin Landing.

Program

- Promenade surrounded by extensive vegetation planting
- Wetlands and wildlife habitat,
- Active recreation at Mission Bay Sports Park including basketball, volleyball, and tennis
- Off leash dog run area
- Boat launch and boat storage facility for hand powered craft

Connections

- 4th St. park entrance is within one block of Third St. light rail stop at Berry St.
- Western terminus is at Mission Bay dog run and connects Mission Bay Parks to Show Place Square neighborhood and the 7th/Berry rail crossing
- Serves as pedestrian link between North and South Mission Bay Redevelopment Areas
- Linear space connects to a l system of open space including those in Mission Bay
- Pedestrian bridge across creek proposed at 5th Street to provide lineage between Mission Bay North and South

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus

Unique Features

- A recreational boat and floating home marina
- Open space for new residential neighborhood of Mission Bay North
- Established tidal wetland at the terminus of San Francisco's Mission Creek Watershed

Site Furnishings

- Contemporary high-end furnishings
- Complete range of elements
- Wood, stainless steel, and powder coated metal

1. MISSION CREEK SHORELINE PARK NORTH

Site Context, Furnishings, and Amenities



1. MISSION CREEK SHORELINE PARK NORTH

Site Vision, Opportunities, and Constraints

Vision

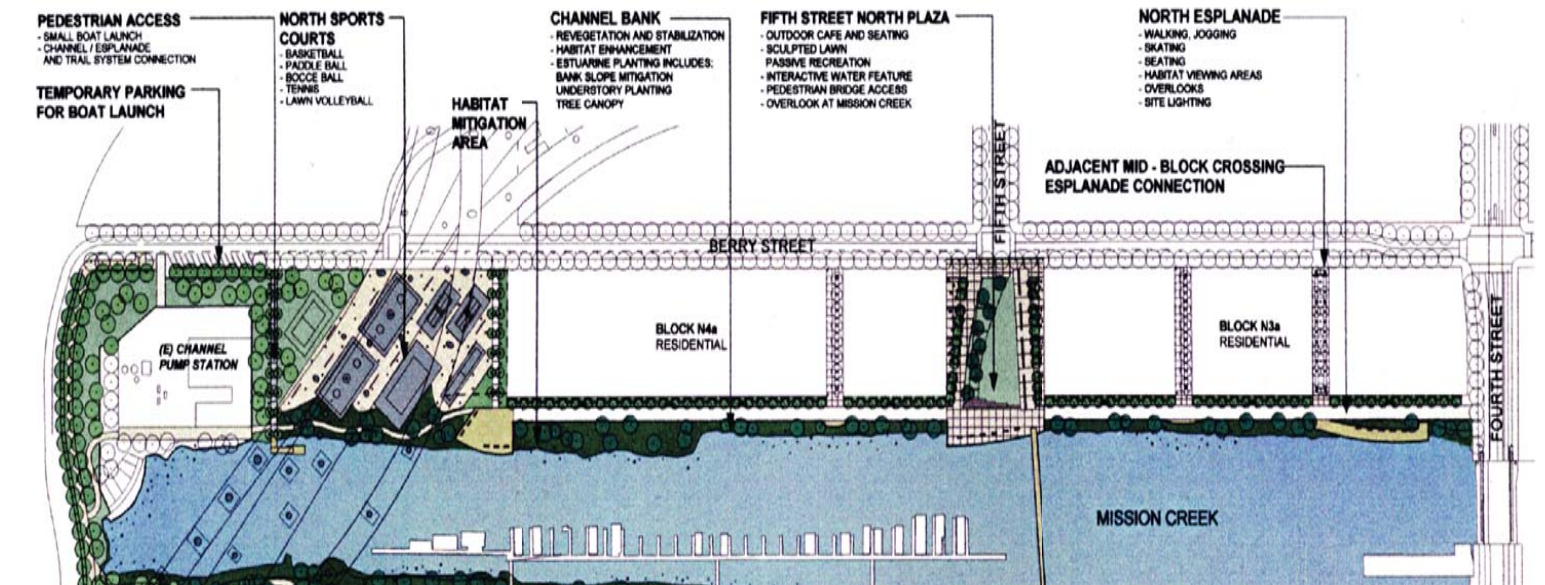
- Mission Creek Northern Shoreline Site Plan created in 1999 by through the Mission Bay Redevelopment Plan
- Planned Fifth Street pedestrian bridge will connect to Mission Creek Shoreline Park South

Opportunities

- Future connection to southern shoreline via a planned 5th street pedestrian bridge
- Connect into a larger system of open spaces including the Mission Bay open space system
- Adjacent to new housing and employment opportunities for thousands of San Francisco residents
- Improve connection across Third Street, historical interpretation could be expanded

Constraints

- Channel Pump Station constrains access around the west end of Mission Creek
- Lack of direct pedestrian connections across Third and Fourth Streets



Site Plan of Mission Creek Northern Shoreline

2. MISSION CREEK SHORELINE PARK SOUTH

Location

Northern
Sub-Area

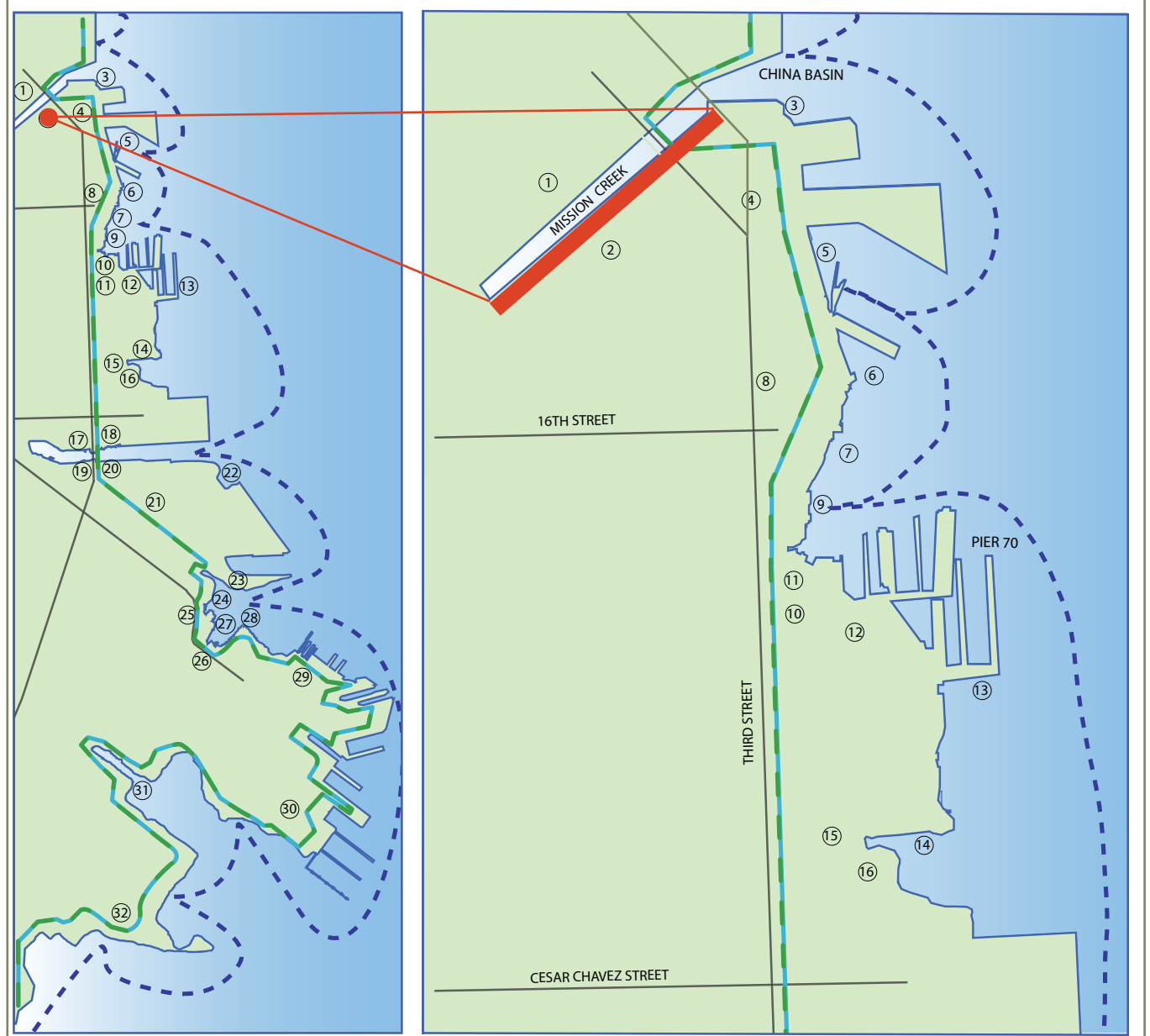
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12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central
Sub-Area

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26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Southern
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

2. MISSION CREEK SHORELINE PARK SOUTH



Description

Mission Creek's southern shore was designed to be an estuarine environment that would provide a habitat for waterfowl and other wildlife. It also provides wildlife activity observation areas. The existing parks are maintained by MJM Management (SFRA) and the Mission Creek Harbor Association (Port).

Program

- Linear waterfront park with landscaped paved trails
- Bird/ wildlife watching
- Mission Bay Pavilion serves as an event center with accompanying public restrooms

Connections

- Located approximately one city block from the Berry Street light rail stop
- Pedestrian Bridge proposed at 5th Street to connect North and South sides of Mission Bay will eventually connect with Mission Creek Shoreline Park and Mission Bay Commons

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus

Unique Features

- Recreational boat and floating home marina
- Open space for new residential neighborhood of Mission Bay
- Established creek bank native plant habitat and butterfly garden

Site Furnishings

- Mix of contemporary high end furnishing and rustic
- Complete range of elements
- Range of materials in wood and metal

Site Features

Status: Complete / Planned
Space Type: Shoreline Park
Jurisdiction: Port of San Francisco
Region: China Basin
Area: 4.13 / 1.79 Acres
Waterfront Length: 1,757 / 730 Linear Feet

2. MISSION CREEK SHORELINE PARK SOUTH

Site Context, Furnishings, and Amenities



Meeting room and plaza and future cafe



Gathering place along path in lawn area



Mission Creek shoreline facing east



Unimproved road, site of future park (MB P2)



Pathway facing west with floating home marina

2. MISSION CREEK SHORELINE PARK SOUTH

Site Vision, Opportunities, and Constraints

Vision

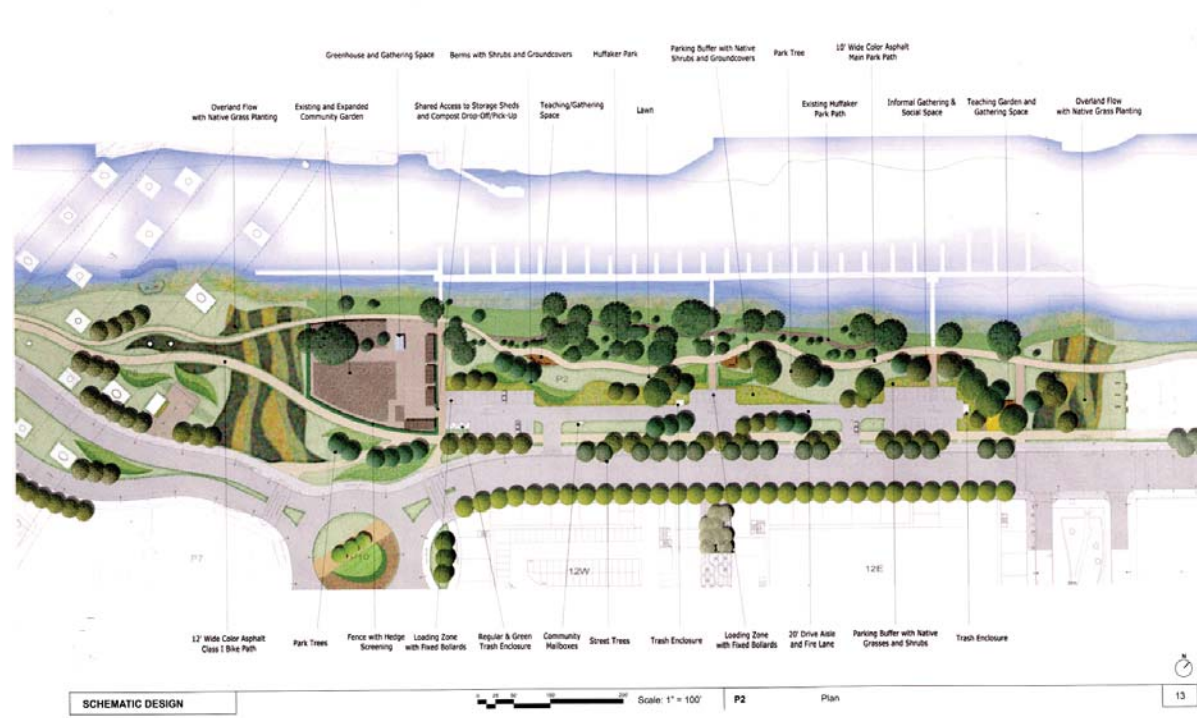
- Extension of park to the west and south planned to include expanded community garden and children's park, and dog park
- Planned Fifth Street pedestrian bridge may connect to Mission Creek Shoreline Park North

Opportunities

- Future connection to northern shoreline via a planned 5th street pedestrian bridge
- Connect into a larger system of open spaces including the Mission Bay open space system
- Adjacent to planned new housing and employment opportunities for thousands of San Francisco residents
- Improve connection across Third Street, historical interpretation could be expanded

Constraints

- Channel Pump Station constrains access around the west end of Mission Creek



Site Plan of Mission Creek Southern Shoreline

3. CHINA BASIN PARK

Location

- 1. Mission Creek Shoreline North
- 2. Mission Creek Shoreline South
- 3. China Basin Park
- 4. Terry Francois Blvd
- 5. Pier 52 Boat Launch
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- 8. Mission Bay Parks 23 & 24
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- 10. Illinois Street
- 11. Pier 70 Crane Cove Park
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- 15. 24th Street Improvements
- 16. Warm Water Cove

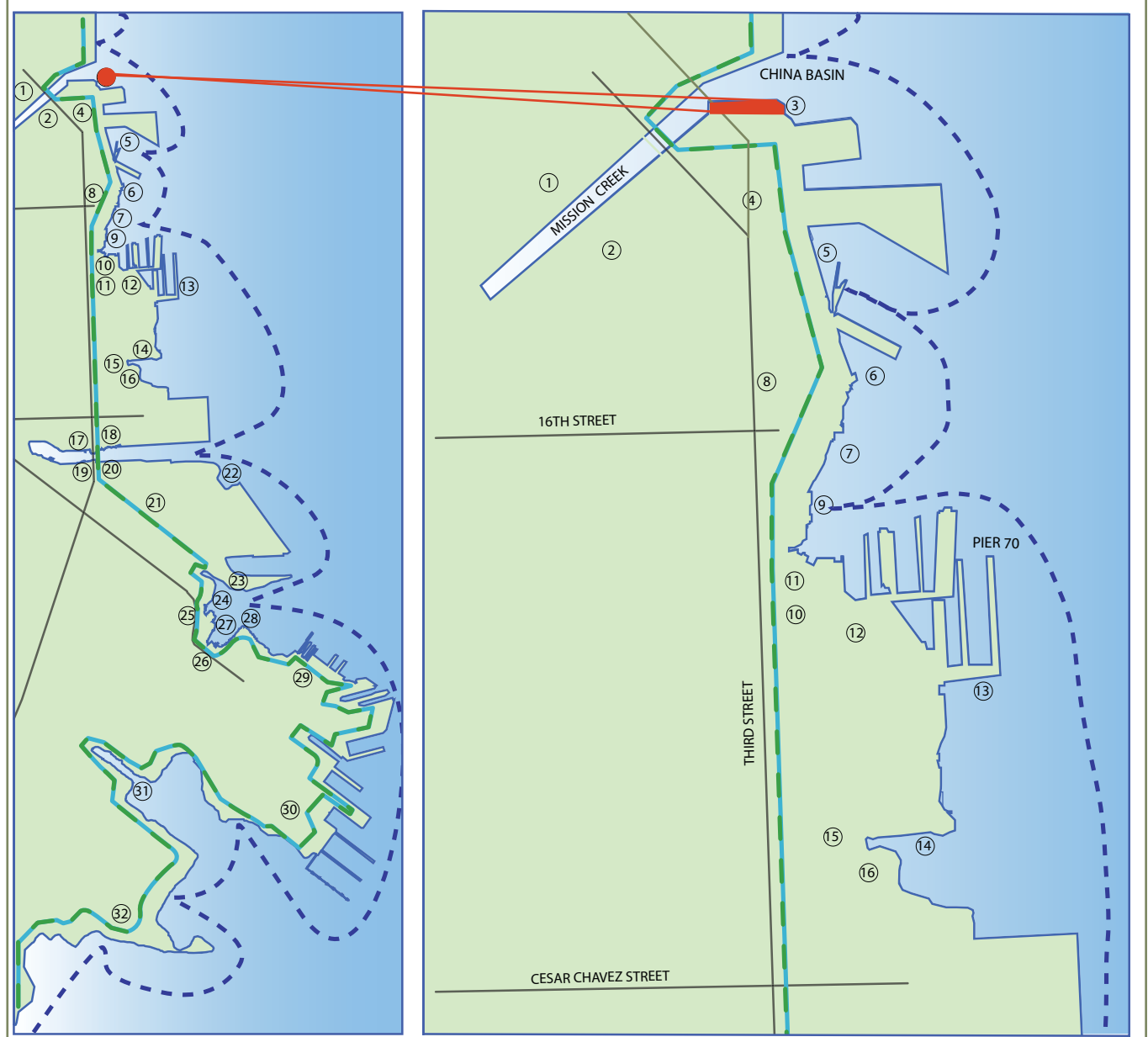
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- 28. India Basin Open Space

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- 31. Yosemite Slough
- 32. Candlestick Pt. State Recreation Area

Northern
Sub-Area

Central
Sub-Area

Southern
Sub-Area



Northern Sub Area

3. CHINA BASIN PARK



Site Features

Status: Complete
Space Type: Shoreline Park
Jurisdiction: Port of San Francisco
Region: China Basin
Area: 1.9 Acres
Waterfront Length: 995 Linear Ft.

Description

China Basin Park is located at 3rd Street and Terry Francois Boulevard, approximately one city block from either the Berry Street or Mission Rock Street light rail stops. It is oriented along China Basin Cove to views of the Bay Bridge, Yerba Buena Island, the Oakland hills and the Giant’s Baseball Stadium.

China Basin Park was constructed by the development group responsible for the San Francisco Giants’ Baseball Stadium and was dedicated to the public as part of an extensive open space improvement program surrounding the stadium.

Program

- Linear waterfront park with soft-scape with paved trails
- T-ball at Barry Bonds Junior Giants Field
- Passive recreation on long lawn
- Seating and viewing sites on seat wall and boulders
- Family oriented picnic area

Connections

- “Northern Gateway” to Blue Greenway
- Provides public shoreline access to Mission Creek Park North and South
- Situated along Terry Francois Boulevard
- Adjacent to the historic Third Street Bridge

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Developed by San Francisco Giants as a component of the ball park project

Unique Features

- Maintained by the SF Giants through a license agreement with the Port
- Improved with a baseball theme around the Giants History
- Features a statue of Willie McCovey

Site Furnishings

- Baseball theme
- Mostly concrete

3. CHINA BASIN PARK

Site Context, Furnishings, and Amenities



3. CHINA BASIN PARK

Site Vision, Opportunities, and Constraints

Vision

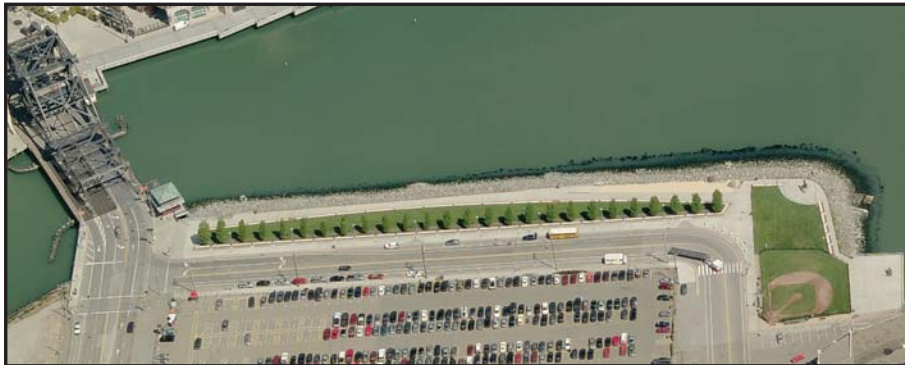
- This park is expected to be redesigned and increased in size as a component of the future development of the Port's Sea Wall 337 development project

Opportunities

- Planned for expansion to create a major waterfront park with a broad range of recreation features as part of the overall Sea Wall Lot 337 development project
- Adjacent to planned new housing and employment opportunities for thousands of San Francisco residents
- Eventual connection across Third Street as part of the Bay Trail bicycle and pedestrian path
- Add historical interpretation and Interpretation about the Blue Greenway
- Potential site of significant Blue Greenway gateway identity marker

Constraints

- Limited area for organized play in field
- Parking and traffic impacts on game days



Existing China Basin Park aerial view facing north



Conceptual perspective of Seawall Lot 337

4. TERRY FRANCOIS BOULEVARD

Location

Northern Sub-Area

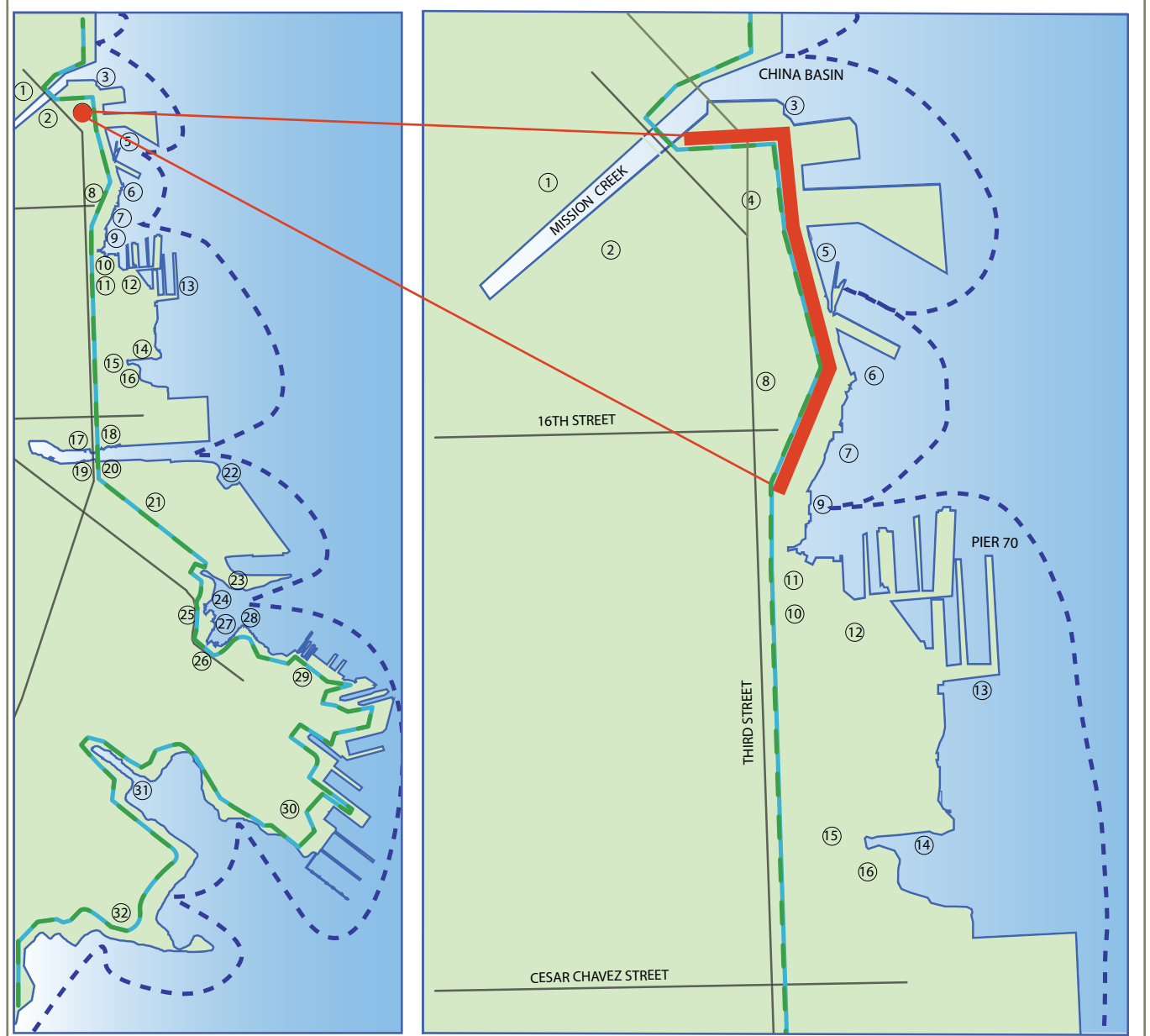
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Central Sub-Area

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Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
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31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

4. TERRY FRANCOIS BOULEVARD



Site Features

Status:	Planned
Space Type:	Roadway Improvements
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Length of Trail Segment:	1.02 Miles

Description

Beginning at 3rd Street and ending at Mariposa Street, Terry Francois Boulevard is a roadway to provide access to the Port of San Francisco and new Mission Bay Development. The boulevard takes on many characteristics as it transitions between the Port service road and the Mission Bay Redevelopment project area.

The entire roadway has been redesigned for reconstructed. The section between Mission Rock Street and Mariposa street, will be reconstructed as a part of the Mission Bay Redevelopment Plan. The section between Mission Rock Street and Third Street is included in the planning for the Port's Sea Wall Lot 337 development project. It includes coordination between the Port, community and the development partners to recognize the Blue Greenway project and designs of Terry Francois Blvd. These improvements will incorporate pedestrian and bicycle access and amenities. The planned cross section for the area within the Redevelopment area is illustrated on page 3-17.

Program

- automobile and freight road
- Class 2 bike lane

Connections

- Major thoroughfare that connects many waterfront opens paces in the northern section from China Basin Park in the north to Agua Vista Park in the south
- Adjacent to the Mission Bay Redevelopment Area

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Working waterfront and access to Port Pier bulkheads
- Originally constructed to serve Port maritime activities

Unique Features

- Views to the waterfront
- Views to AT&T Park.

Site Furnishings

- Very mixed types reflecting the adjacent projects

4. TERRY FRANCOIS BOULEVARD

Site Context, Furnishings, and Amenities



4. TERRY FRANCOIS BOULEVARD

Site Vision, Opportunities, and Constraints

Vision

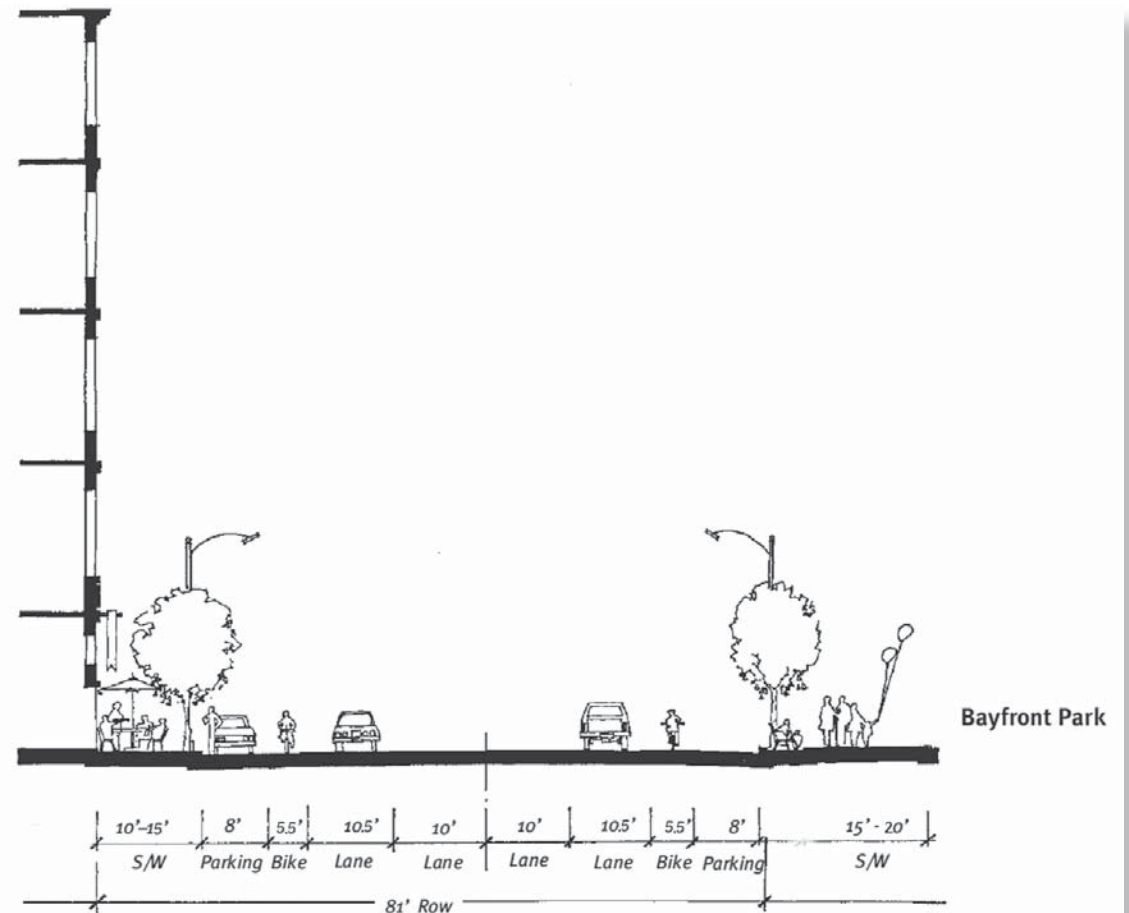
- Terry Francois Boulevard will be the major transportation spine in the northern part of the Blue Greenway to connect several future waterfront parks
- Planting, lighting, and site furnishings in the Mission Bay Redevelopment Area will be similar to existing developed segments
- Most of Terry Francois Boulevard is located in the Mission Bay Redevelopment Area and is in various stages of final design and development
- The entire length within the Redevelopment Area has been designed and some portions have been constructed

Opportunities

- Within the designed right-of-way there may be an opportunity to reconfigure the lanes to maximize pedestrian and bicycle circulation.
- Add historical interpretation, interpretation about the Blue Greenway, and the natural environment
- Public art locations
- Lessons learned from the Embarcadero could inform design for Terry Francois Boulevard

Constraints

- Parking and traffic demand on game days



5. PIER 52 BOAT LAUNCH

Location

Northern Sub-Area

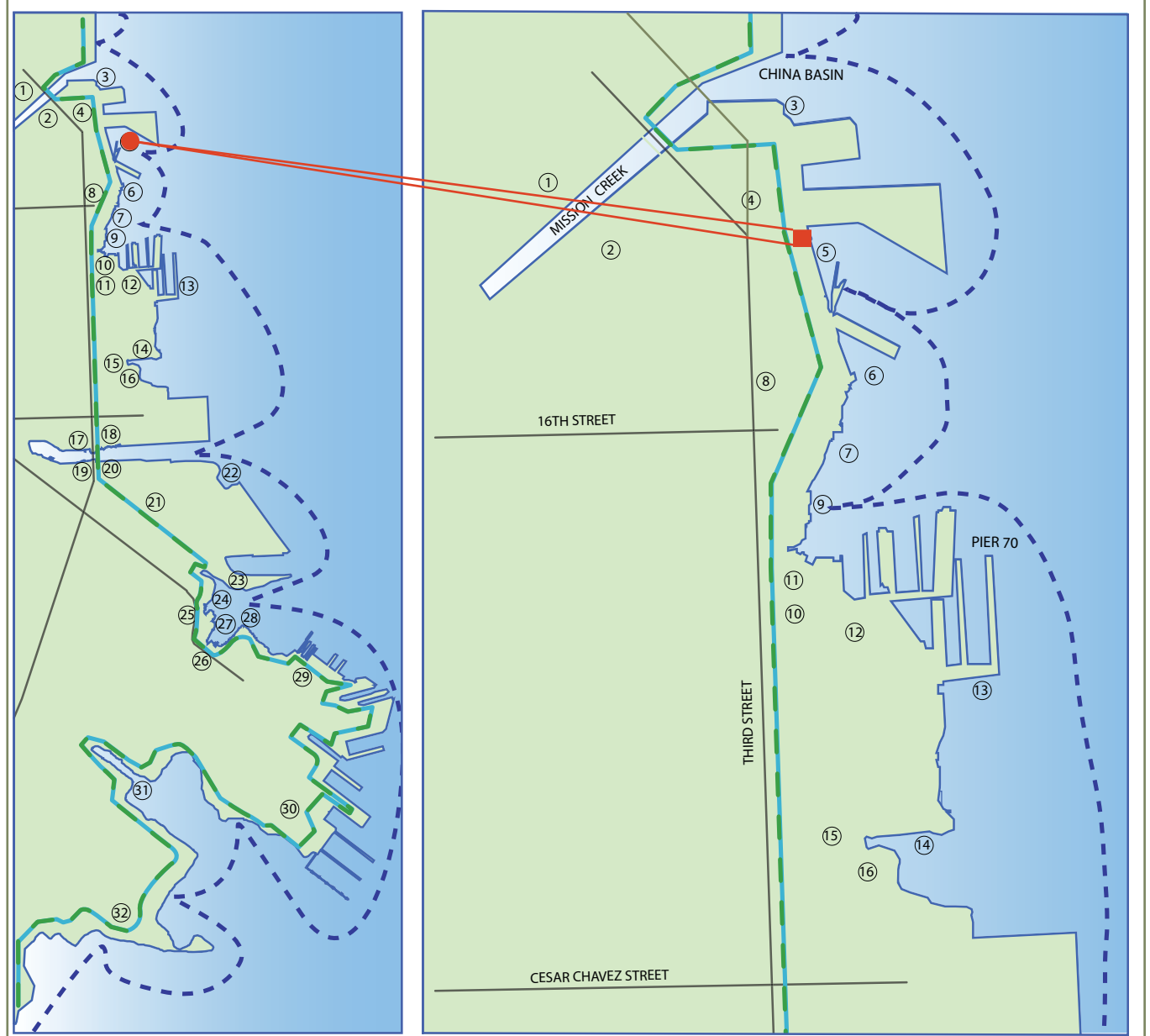
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Central Sub-Area

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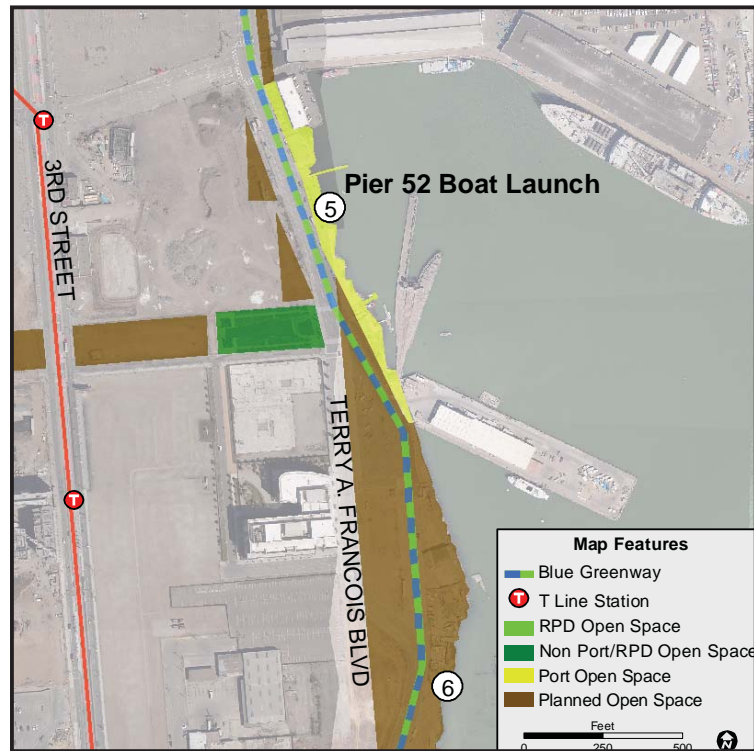
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

5. PIER 52 BOAT LAUNCH



Site Features

Status:	Complete
Space Type:	Public Shoreline Access
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	1.17 Acres
Waterfront Length:	1,270 Linear Feet

Description

Following Terry Francois Blvd. south from China Basin Park, and approximately one block east of the Mission Rock light rail stop, the Pier 52 Boat Launch includes the only public Bay access for trailer-hitched boats. This maritime facility is situated in the middle of the new Mission Bay neighborhood within San Francisco. It has views of the Bay and berthed vessels from an approximately 15,000 square foot observation deck

Program

- Boat Launch
- Parking lot
- Picnic area
- Multi-modal trail
- Seating
- Interpretation
- View platform

Connections

- South of bulkheads of piers 50-54
- North of planned Bayfront Park
- Major link and water access point in the Blue Greenway Water Trail
- Connects to the new Mission Bay Commons

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay pogrom to include residential, bioscience, hospital, and research campus
- Pier 52 is site of historic rail/ferry dock

Unique Features

- Pier 50 is a working pier
- Established site of two boat/yacht clubs, Mariposa Yacht Club and Bayview Boat Club

Site Furnishings

- Varied but basic and functional
- Durable finishes suited to waterfront

5. PIER 52 BOAT LAUNCH

Site Context, Furnishings, and Amenities



5. PIER 52 BOAT LAUNCH

Site Vision, Opportunities, and Constraints

Vision

- The open space adjacent to the boat launch is expected to be redesigned to support the new public boat launch

Opportunities

- An appropriate site for public art
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway need to be unified
- Requires furnishings for relaxation and improved design of picnic area
- Improvements should include better way finding to multi-use Bay Trail from the boat launch parking lot and bay

Constraints

- Current condition limits direct access/visibility for southbound bike and pedestrian movement to Bay Trail/multi-use path



Site Plan of Pier 52 Boat Launch

6. BAYFRONT PARK

Location

Northern
Sub-Area

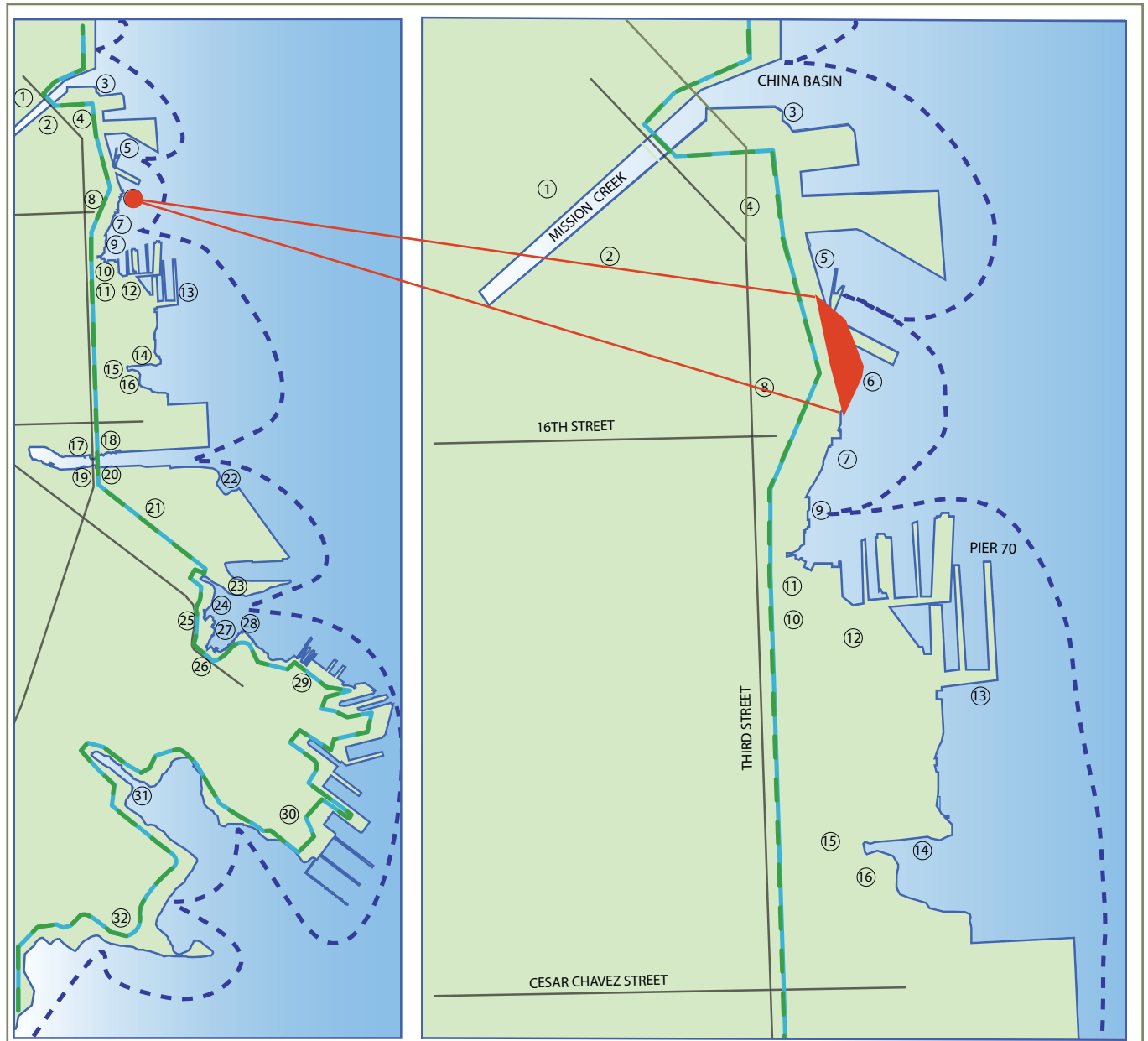
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Southern
Sub-Area

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30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

6. BAYFRONT PARK



Description

The future site of Bayfront Park is located on Terry Francois Boulevard just south of Pier 52. Much of the site is currently fenced off, undeveloped, or being used for a roadway. Once improved this park will be one of four open spaces within the Mission Bay Plan identified as the Bayfront Parks System. The other parks include the shoreline multi-purpose trail directly to the north and Parks P23 and P24 on the opposite side of Terry Francois Boulevard opposite Agua Vista Park and San Francisco Boat Yard and Ramp Restaurant.

Program

- Pedestrian path barricaded from automobile traffic
- Parking
- Soil conservation
- Future program to include, open lawn, plaza, potential restaurant, public art, California coastal gardens.

Connections

- South of Piers 52 and 54
- North of Agua Vista Park

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- Formally the site of a ferry terminal
- Served as a fuel oil terminal taking advantage of the Southern Pacific Freight rail yards and pier cargo terminals

Unique Features

- Site wraps around a bend in the shoreline giving broad waterfront views
- Remnants of former piers provide a sculptural presence to the waterline

Site Furnishings

- None currently

Site Features

Status: Planned
Space Type: Shoreline Park
Jurisdiction: Port and San Francisco
Redevelopment Agency
Region: Southern Waterfront
Area: 7.24 Acres
Waterfront Length: 1,350 Linear Feet

6. BAYFRONT PARK

Site Context, Furnishings, and Amenities



6. BAYFRONT PARK

Site Vision, Opportunities, and Constraints

Vision

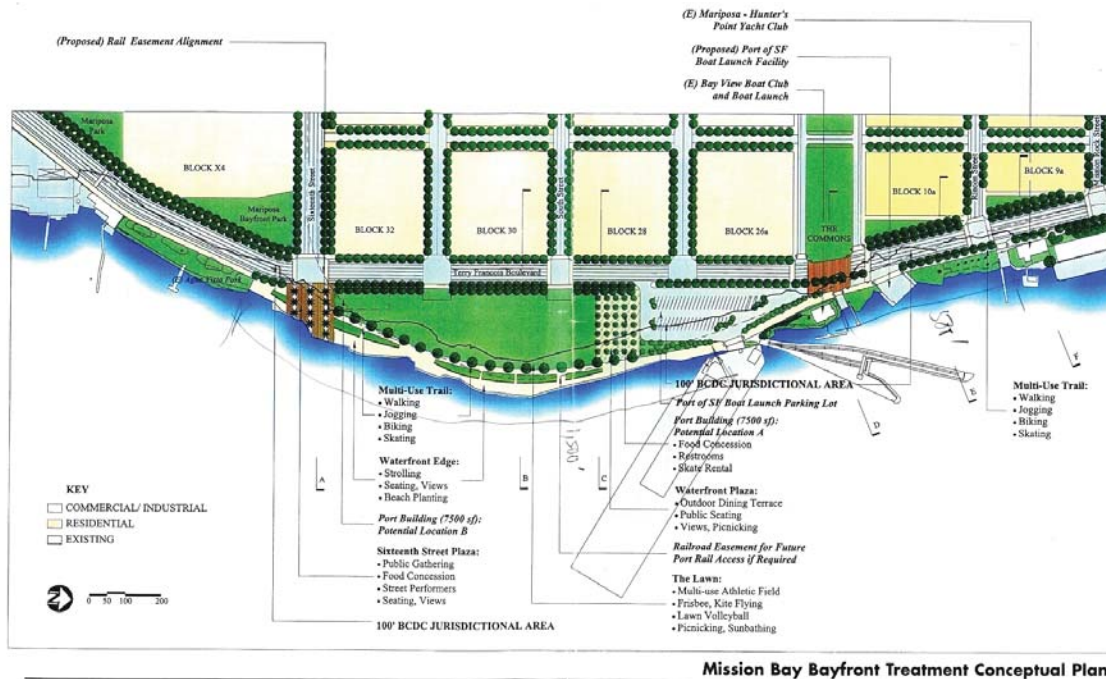
- As part of a coordinated effort involving the Port of San Francisco and the Redevelopment Agency, the eight acre site will be improved in part with funds made available through the passing of the 2008 San Francisco Parks Bond. These improvements will include approximately 1,500 feet of shoreline stabilization rip-rap. In addition, there will be trails, lawns, and plazas included as part of the Mission Bay Redevelopment Plan
- The design includes a multi-purpose lawn area, a 20' wide Blue Greenway/ Bay Trail on the bay shore edge, a California native coastal garden, and possibly a restaurant development or recreation rental facility
- Designed for both passive and active waterfront recreation
- The park plan is in design development

Opportunities

- An appropriate site for public art
- Improve connection across Terry Francois Boulevard to Mission Bay Commons
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified
- Requires furnishings for relaxation and improved design of picnic area

Constraints

- Due to coastal tide and wave action, the shoreline edge will be rip-rap which precludes water access or habitat opportunity



7. AGUA VISTA PARK

Location

Northern
Sub-Area

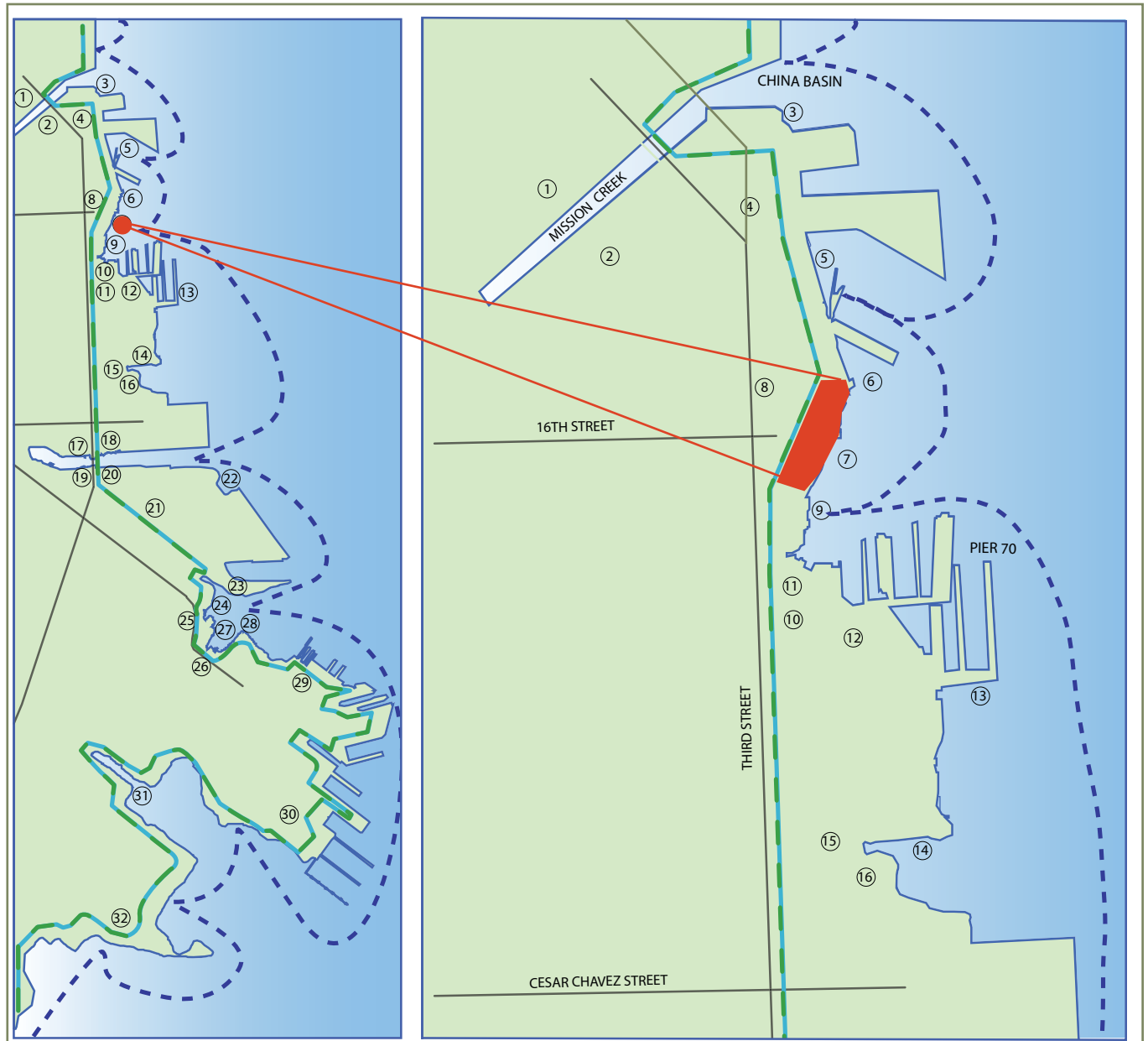
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Sub-Area

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Southern
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

7. AGUA VISTA PARK



Site Features

Status: Complete
Space Type: Shoreline Park
Jurisdiction: Port of San Francisco
Region: Southern Waterfront
Area: 0.61 Acres
Waterfront Length: 600 Linear Feet

Description

Agua Vista Park is located approximately two blocks from the Mariposa Street light rail stop, at the terminus of 16th Street and directly south of the future Bayfront Park. It is currently one of the two waterfront parks in the Central Waterfront. Recent improvements further enhanced the park with the addition of concrete picnic tables, outdoor lighting, bike racks, and a shoreline trail.

Program

- Fishing Pier
- Picnicking
- Passive recreation

Connections

- Bayfront Park future development site to the north
- Mission Rock Cafe and Illinois Street to the south
- Across the street from Mission Bay redevelopment area park lots 23 and 24

History

- It was developed as part of a mitigation measure in the early 1970's to enhance shoreline access

Unique Features

- 1,000 square foot fishing pier
- Panoramic views of the San Francisco Bay
- Great viewing of Dry Dock operations

Site Furnishings

- Heavy wood and concrete materials
- Surfaces painted for graffiti control
- Minimal amenities

7. AGUA VISTA PARK

Site Context, Furnishings, and Amenities



Agua Vista Park Facing South



7. AGUA VISTA PARK

Site Vision, Opportunities, and Constraints

Vision

- Maintain as a passive recreational resource but improve facilities to compliment Bayfront Park and Mission Bay Open Spaces
- Integrate with Bayfront Parks

Opportunities

- Consider transition from Bayfront Park to Aqua Vista Park
- Improve connection across Mission Bay Development Area parks P23 and P24
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified
- Requires furnishings for relaxation and improved design of picnic area

Constraints

- The shoreline edge is rip-rap which precludes water access or habitat opportunity
- Bike and pedestrian trail narrow and uneven



8. MISSION BAY PARKS 23 & 24

Location

Northern
Sub-Area

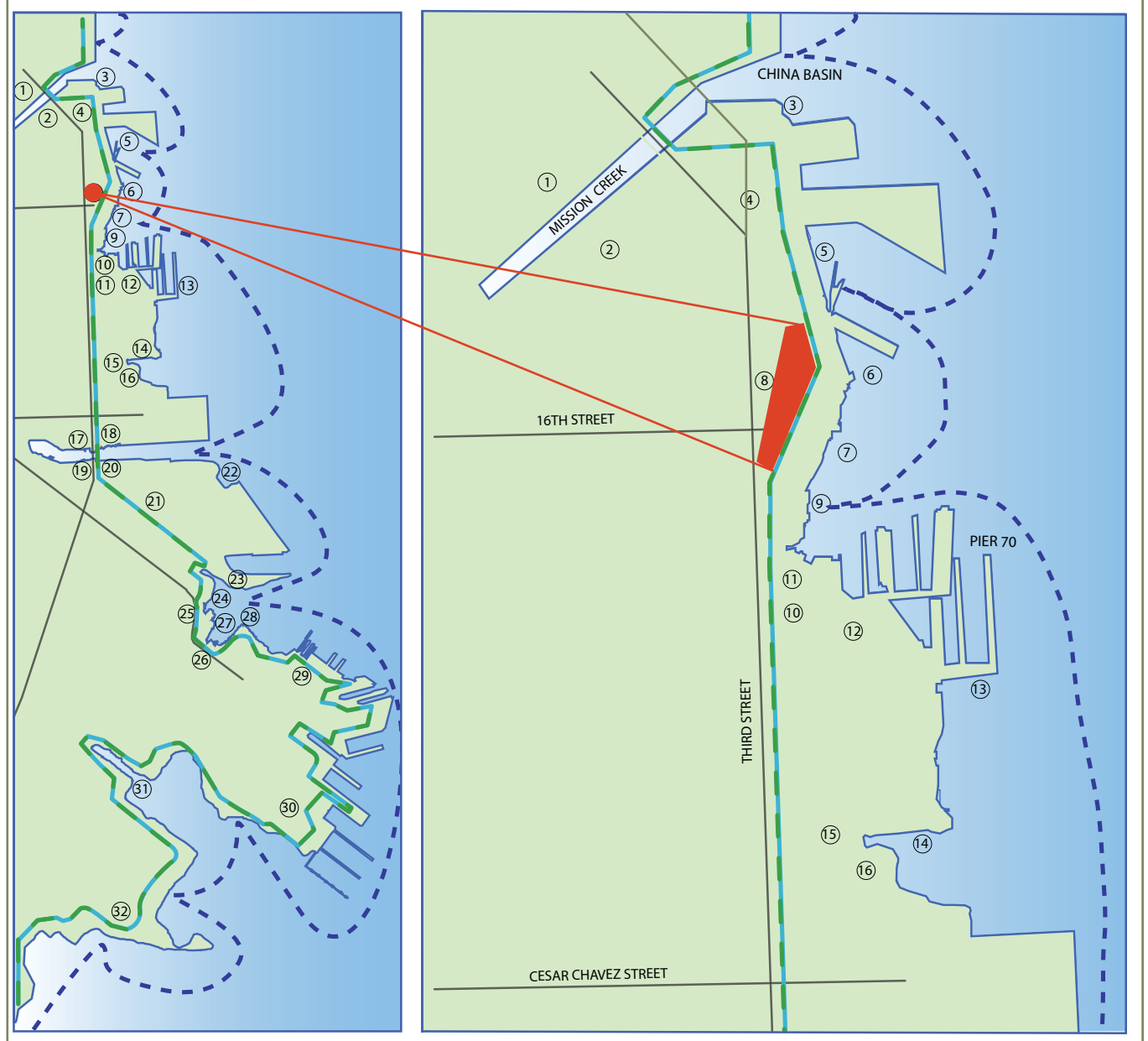
1. Mission Creek Shoreline North
2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
8. Mission Bay Parks 23 & 24
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10. Illinois Street
11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central
Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Southern
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

8. MISSION BAY PARKS 23 & 24



Site Features

Status:	Planned
Space Type:	Open Space Improvements
Jurisdiction:	San Francisco Redevelopment Agency
Region:	Southern Waterfront
Area:	1.95 Acres
Waterfront Length:	0 Linear Feet

Description

As part of the Mission Bay South Redevelopment Plan, the San Francisco Redevelopment Agency set aside two acres of land for what is referred to as Mission Bay Parks P23 & 24. These lots, located on Terry Francois Boulevard, are approximately one half block from the Mariposa Street light rail stop.

Program

- Currently closed to public access
- Planned programming includes stormwater treatment, gardens, interpretation, picnicing, passive recreation on lawn area, active plaza

Connections

- Located at the south end of Terry Francois Boulevard
- P23 is across the street from Bayfront Park in the north and Agua Vista Park in the south
- P24 is across the street from The Mission Rock Cafe at the corner of Illinois Street, Terry Francois Blvd., and Mariposa streets
- Adjacent to Dogpatch and Potrero Hill neighborhoods
- Provides access to elevated podium public open space adjacent to P23

History

- Mission Creek originally emptied into the 300 acre Mission Bay edged with salt marshes
- Creek was incorporated into sewer and bay filled for railroad spur and warehouses
- Abandoned industrial area became Mission Bay Redevelopment Project Area in 1998
- Mission Bay program to include residential, bioscience, hospital, and research campus
- This portion of the waterfront was used during the end of the World War II effort to support the shipbuilding and repair
- The site of P24 was used in the manufacturing of naval ship chains.

Unique Features

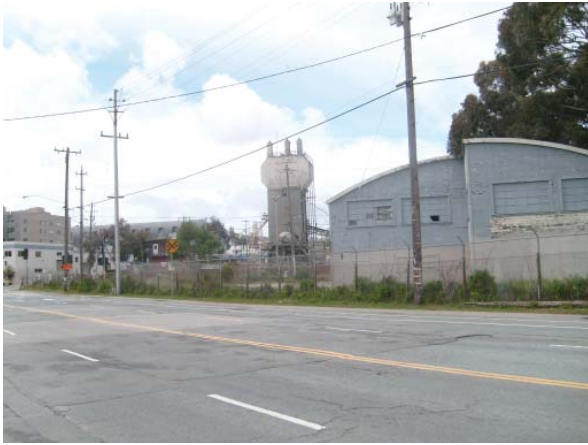
- Southern gateway to Mission Bay

Site Furnishings

- None currently

8. MISSION BAY PARKS 23 & 24

Site Context, Furnishings, and Amenities



Mission Bay Open Space Facing South-West



8. MISSION BAY PARKS 23 & 24

Site Vision, Opportunities, and Constraints

Vision

- These parks will function as part of the open space system within the Mission Bay Redevelopment Area and will integrate with the other waterfront open spaces being planned.
- The new parks will provide passive and active recreation areas serving the nearby residential neighborhoods.
- Combined sites are programmed to include natural based storm water management systems, open lawn area, storm water interpretation,
- P24 design will include hard court surface suitable for basketball,
- P23 will include a plaza area to support adjacent café area and will have the Mission Bay South Park maintenance facility.
- Mission Bay Parks 23 & 24 will serve as a cornerstone in the open space network that will help link Mission Bay with the planned parks at Pier 70.

Opportunities

- P24 may include adaptive re-use of the Blue Peter Building
- Adjacent Mission Bay Redevelopment Area buildings already constructed have grand landscape edges to link with parks
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified.

Constraints

- A MUNI power substation is located within P24



9. PIER 64 SHORELINE ACCESS

Location

Northern
Sub-Area

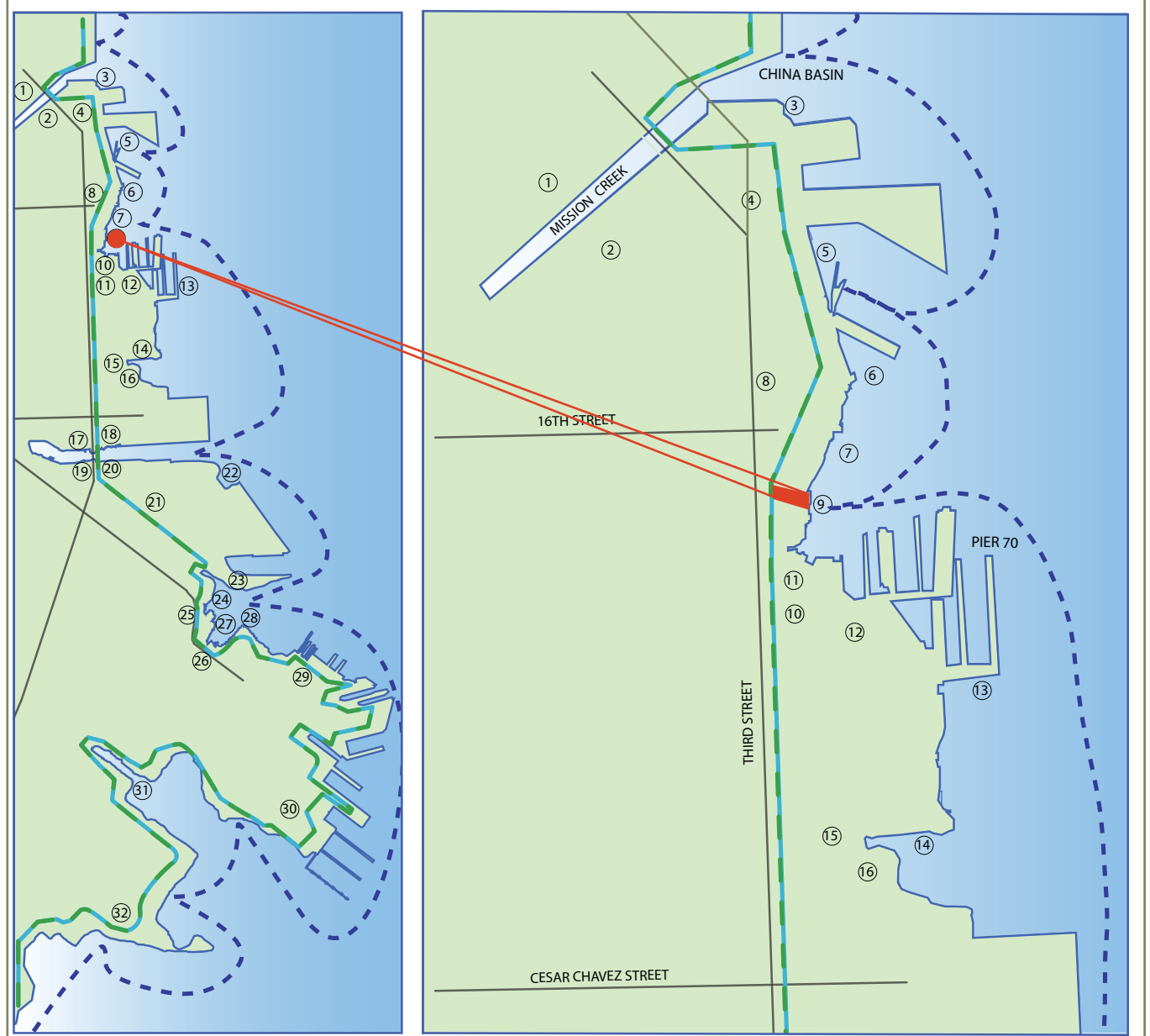
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Central
Sub-Area

17. Islais Creek North-West
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21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Southern
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

9. PIER 64 SHORELINE ACCESS



Site Features

Status:	Complete
Space Type:	Public Shoreline Access
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	0.36 Acres
Waterfront Length:	200 Linear Feet

Description

Located on Illinois Street, at the intersection of Mariposa Street and Terry Francois Boulevard, the Pier 64 Shoreline Access provides an intimate waterfront walkway within one block of the Mariposa Street light rail stop. It has a picnic area with a unique view of the San Francisco Dry Dock operations and historic Pier 70 area. Situated in between Mission Bay, Dogpatch, and Potrero Hill, the space currently offers one of the few shoreline access points in this industrial neighborhood.

The Pier 64 Shoreline Access was improved in the late 1990's as part of a mitigation measure for a restaurant expansion. Site improvements include a landscaped, stone pathway that leads pedestrians from Illinois street to the shoreline, a picnic table, and another seating area.

Program

- Public viewing of bay
- Picnicking

Connections

- Direct access from Illinois Street
- South of Terry Francois Boulevard
- Views of Pier 70
- Adjacent to Dogpatch and Potrero Hill neighborhoods
- Adjacent to the Ramp restaurant
- North of eventual Crane Cove Park

History

- Created by the filling of 50 gallon drums with aggregate material and then covered with concrete spoils, a common type of filling in the early and mid 1900's.
- This area was likely filled to support the Pier 70 shipbuilding and repair operations in the mid 1940's

Unique Features

- Public /private partnership with The Ramp restaurant
- Public art provided by community
- Hidden from street

Site Furnishings

- Basic wood amenities match adjacent wood buildings and fences

9. PIER 64 SHORELINE ACCESS

Site Context, Furnishings, and Amenities



Pier 64 Shoreline Access Facing West



Pier 64 Shoreline Access Aerial View Facing East



9. PIER 64 SHORELINE ACCESS

Site Vision, Opportunities, and Constraints

Vision

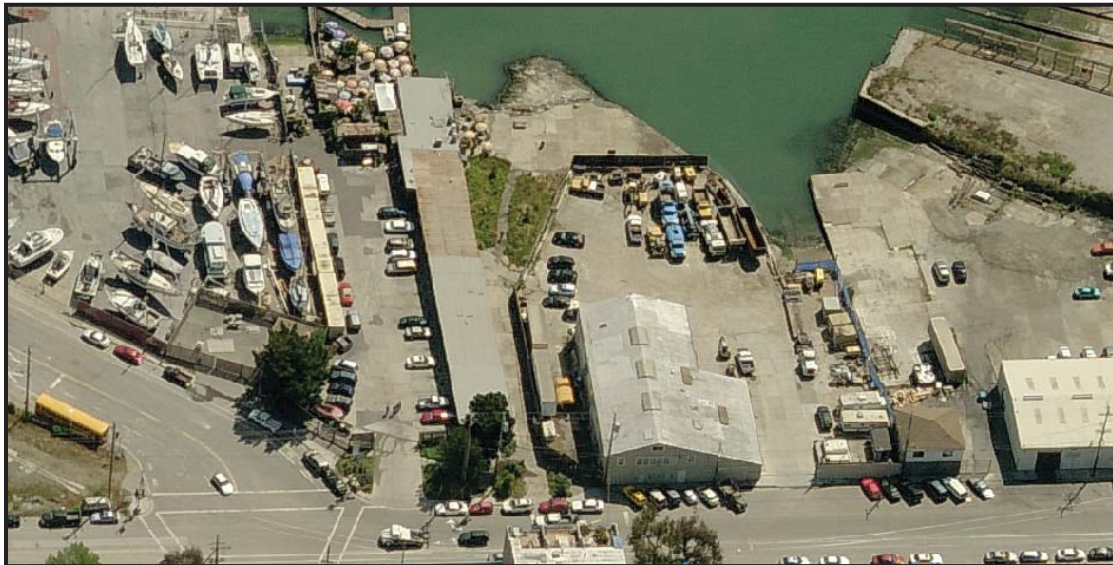
- Consider integrating into planned Crane Cove Park and Pier 70 Plan.

Opportunities

- Minimal site furnishings or amenities exist today,
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified.

Constraints

- Constricted access lane
- Shotcrete, hard edged shoreline



10. ILLINOIS STREET IMPROVEMENTS

Location

Northern Sub-Area

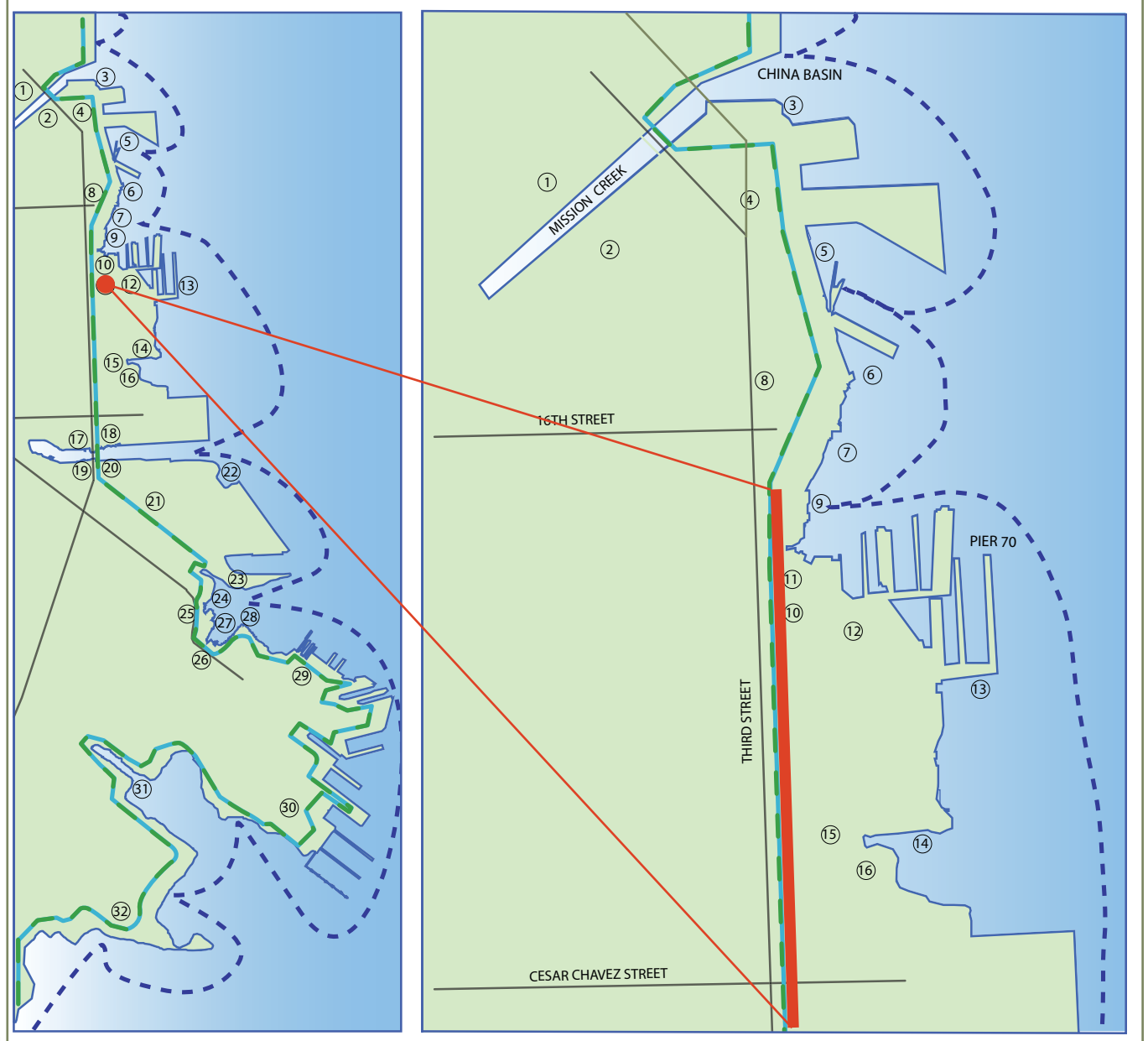
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13. Pier 70 Slipways Park
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15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

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26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

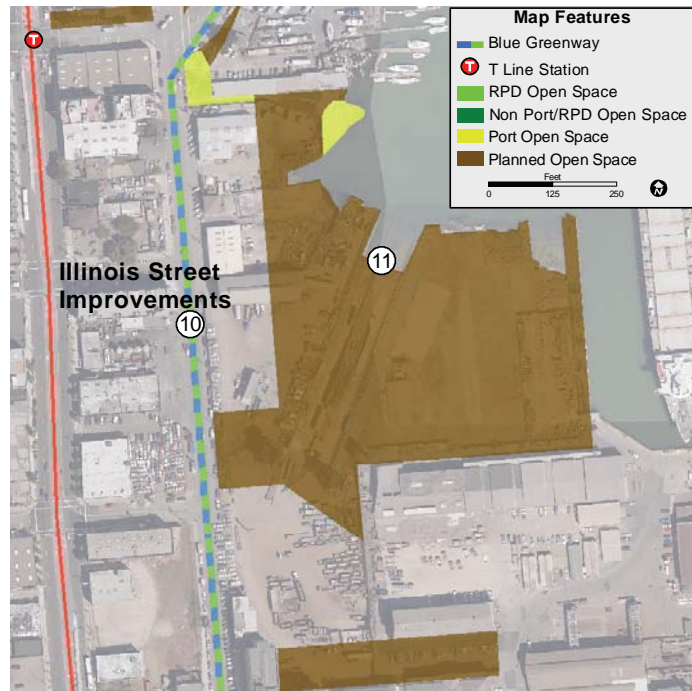
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

10. ILLINOIS STREET IMPROVEMENTS



Site Features

Status: Planned

Space Type: Roadway Improvements

Jurisdiction: Port of San Francisco / DPW

Region: Southern Waterfront

Length of Trail Segment: 1.27 Miles

Description

Illinois Street functions as a key traffic route for industrial businesses along the Central Waterfront. It runs from Mariposa Street to Cargo Way in a north-south orientation. Aside from freight transport, this road also serves as an alternate route from Third Street for vehicles. It is the only north-south bicycle route in the area. Conditions vary widely along this roadway with mixtures of street widths, parking configurations, sidewalk amenities and truck loading and staging to serve businesses.

Program

- Industrial Roadway
- Only north-south bicycle route in the Central waterfront
- Linear connector between several waterfront access opportunities
- Primary access way to Pier 70 site

Connections

- Terry Francois Boulevard to the north
- Islais Creek and the Illinois Street Bridge to the south
- Adjacent to Dogpatch and Potrero Hill residential neighborhoods
- Access to future Pier 70 open spaces
- Access to Warm Water Cove Park

History

- Historically used to provide freight rail and truck access to the Port of San Francisco and other waterfront industrial operations
- Provided freight rail access to/from the Mission Bay Rail yards, the Spreckles Sugar Facility and the Pier 70 shipbuilding facility and Pier 80
- Until the completion of the Port's Illinois Street Bridge, the freight rail access on Illinois Street was the only access to the Port's Pier 80 cargo facility

Site Furnishings

- Minimal mixed types

10. ILLINOIS STREET IMPROVEMENTS

Site Context, Furnishings, and Amenities



10. ILLINOIS STREET IMPROVEMENTS

Site Vision, Opportunities, and Constraints

Vision

- The 2004 San Francisco Bicycle Plan includes improvement designs for nine separate segments of Illinois Street
- Lane reconfiguration designs are intended to enhance the pedestrian experience with sidewalk improvements while continuing to serve industrial truck access needs.
- The designs provide for initial improvements to create a continuous bicycle lane that will provide a conduit for the Blue Greenway between Mission Bay and Cargo Way.
- MTA plans to install bicycle lanes on Illinois Street on a two year trial basis.

Opportunities

- Add historical interpretation and interpretation about the Blue Greenway with a graphic design format that presents a clear identity for the Blue Greenway.
- Public art at key intersections
- Port/MTA/DPW should continue to investigate long term improvements to accommodate industrial traffic, bicycles and pedestrians in a logical and safe manner that supports all modes of movement

Constraints

- Existing conditions include gaps in the sidewalks on both the east and west sides of street, primarily north of 22nd Street
- Need to re-evaluate entire cross section of right-of way to determine opportunities to enhance pedestrian and bicycle amenities, while not impacting industrial/PDR uses that rely on roadway
- Port/MTA and DPW must determine ultimate disposition of freight rails.

11. PIER 70 CRANE COVE PARK

Location

Northern
Sub-Area

1. Mission Creek Shoreline North
2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
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15. 24th Street Improvements
16. Warm Water Cove

Central
Sub-Area

17. Islais Creek North-West
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19. Islais Landing / Islais Creek South
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22. Pier 94 Wetlands
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27. India Basin Shoreline Park
28. India Basin Open Space

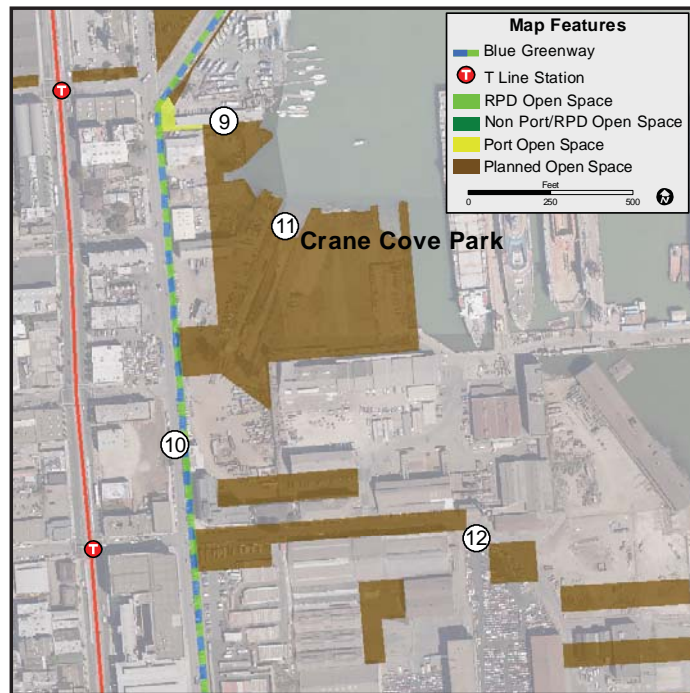
Southern
Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

11. PIER 70 CRANE COVE PARK



Description

The site of the future Crane Cove Park is located at the intersection of Illinois Street and 19th Street, approximately three city blocks from the 20th Street light rail stop on Third Street. Within the Pier 70 area, the Port has identified an approximately 7 acre waterfront site for a future “Crane Cove Park” focused on the historic shipyard cranes and waterfront setting. This concept is a major feature in the Port’s Pier 70 preferred master plan. This project was identified for funding in the 2008 Proposition A Clean and Safe General Obligation Bond. This planning process will include preliminary program and use concepts and cost estimates. The detail design for Crane Cove Park will be undertaken by the Port through an additional community design review process.

Program

- Currently closed to public access
- Excellent views to historic waterfront industrial structures
- Detailed site programming will be determined through a separate community design process based on concepts developed through the Blue Greenway planning process.

Connections

- Key site along Illinois Street
- Pier 64 along the waterfront
- Gateway to the rest of the Pier 70 parks and historic structures
- Adjacent to Dogpatch and Potrero Hill neighborhoods

History

- Part of Pier 70, an important site of the maritime history of the Bay Area
- The most intact 19th century industrial complex west of the Mississippi River
- Significant in the industrialization of the United States,
- Supplies were manufactured here for the California Gold Rush, Nevada’s mining operations, and the Transcontinental Railway
- Ships built at Pier 70 supported United States military engagements from the Spanish American War in the late 1800’s through the two World Wars, and into the 1970’s.
- See www.sfport.com/pier70 for more information
- In 2007 the voters of San Francisco approved bond funds to be used for an initial phase of the open space improvement.

Unique Features

- Historic cranes
- Historic marine ways
- Metal picket fence surrounds park from street

Site Features

Status:	Planned
Space Type:	Shoreline Park
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	7.0 Acres, Approximately
Waterfront Length:	1,580 Linear Feet

Rendering of Crane Cove Park, SWMW, 2005.

11. PIER 70 CRANE COVE PARK

Site Context, Furnishings, and Amenities



Crane Cove Park Facing South



11. PIER 70 CRANE COVE PARK

Site Vision, Opportunities, and Constraints

Vision

- Serve as a new shoreline park featuring the restoration of the historic slipway and cranes that support the historic shipyard operations
- Create a unique setting for additional open space improvements, such as an aquatic center, with vistas that look out to the San Francisco Bay and downtown area and views of ship repair activities from a safe distance
- The park is the ideal location for an historic interpretation and observation of the ship repair activity
- Initial plans call for the restoration of the two historic cranes and retention of the historic slipway
- Full development of the park is contingent upon identifying financial resources
- The planning process will include preliminary program and use concepts and cost estimates. The detail design for Crane Cove Park will be undertaken by the Port through an additional community design effort.

Opportunities

- Cranes and slipway should be retained and restored.
- Excellent views of Bay Bridge, and downtown San Francisco
- Program options discussed have included: human powered boat access, aquatic center, habitat restoration; open lawn, informal recreation areas, and paved plaza areas
- Creating new 19th Street access road will provide improved access to site
- Port to work with community and City Planning to secure development impact fees as soon as possible

Constraints

- The existing shallow bay mud shoreline makes direct shoreline access difficult.
 - Pier 70 development parcels adjacent to the site and 19th street as identified in the Port's Pier 70 Plan must be recognized
 - Environmental conditions may preclude shoreline habitat creation and direct contact with Bay sediment
 - Determine how to reduce safety and security issues between existing ship repair operations and small water craft
 - Lack of funding will require improvements to be phased



12. PIER 70 UPLAND OPEN SPACES

Location

Northern Sub-Area

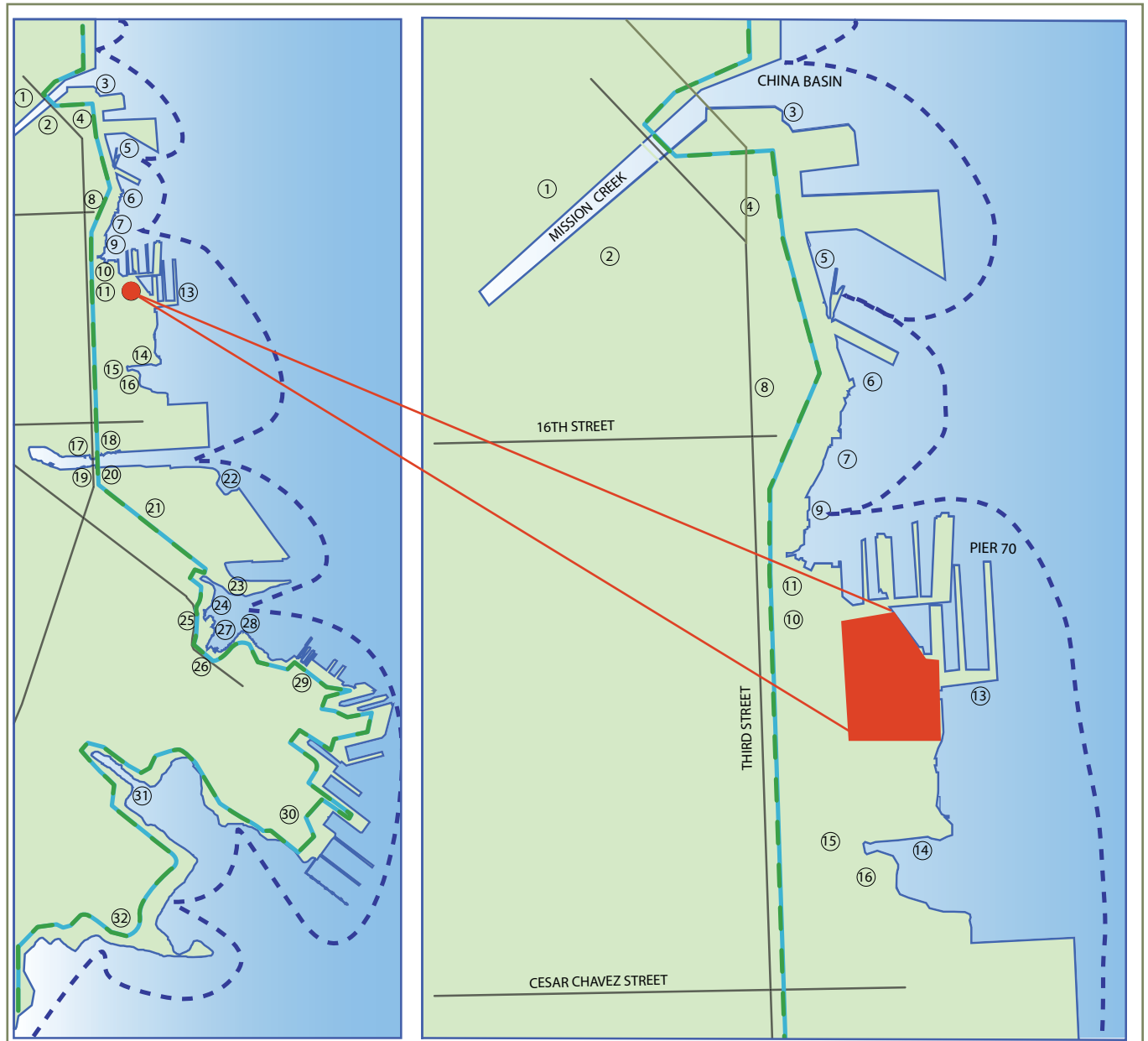
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15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
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28. India Basin Open Space

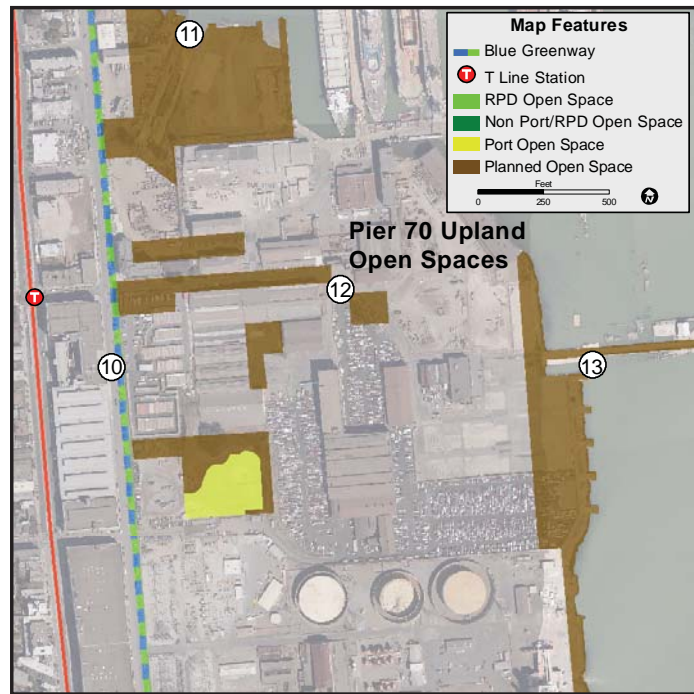
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

12. PIER 70 UPLAND OPEN SPACES



Site Features

Status:	Planned
Space Type:	Open Space Improvements
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	8.8 Acres
Waterfront Length:	0 Linear Feet

Description

The Port of San Francisco has just completed a three year community planning process and has released a Preferred Master Plan for the entire Pier 70 site. Included in this plan is an open space program, which includes two major shoreline parks and a series of internal upland opens spaces that provide connectivity to the shoreline and accommodate a variety of uses and programs. For the purpose of this study, the upland open spaces are grouped into one category. For more information on the Open space goals of the Pier 70 project, please read the Pier 70 Preferred Master Plan at www.sfport.com/pier70.

Program

- Most of the upland open spaces are currently closed to public access
- Initial future programming will include site interpretation of the history, and a series of plazas and landscape areas to support a variety public events and uses
- Further future programming will be refined as accompanying development supports the ultimate creation of the sites.

Connections

- Within the Pier 70 historic district.
- Adjacent to the Dogpatch and Potrero Hill neighborhoods

History

- Part of Pier 70, an important site of the maritime history of the Bay Area
- The most intact 19th century industrial complex west of the Mississippi River
- Significant in the industrialization of the United States,
- Supplies were manufactured here for the California Gold Rush, Nevada's mining operations, and the Transcontinental Railway
- Ships built at Pier 70 supported United States military engagements from the Spanish American War in the late 1800's through the two World Wars, and into the 1970's.
- See www.sfport.com/pier70 for more information

Unique Features

- Historic freight rail corridors and junctures
- Movement corridors for ship building and repair

Site Furnishings

- None currently

12. PIER 70 UPLAND OPEN SPACES

Site Context, Furnishings, and Amenities



Pier 70 Open Space Facing South-East



12. PIER 70 UPLAND OPEN SPACES

Site Vision, Opportunities, and Constraints

Vision

- The Pier 70 Plan identifies multiple upland open space opportunities within the internal portion of the site.
- These open spaces include plazas which have been strategically located to recognize historic patterns and views through the site. These open spaces will be designed to connect with the Blue Greenway system.
- The most prominent of these open spaces are Irish Hill, the Entry Plaza, the Machine Shop Courtyard, and the Central Plaza.
- This collection of plazas, promenades, courtyards, and landscape improvements will facilitate pedestrian circulation and public meeting places to enliven the redevelopment of Pier 70
- Actual site reprogramming for upland spaces will be defined in coordination with developer proposals for Pier 70
- Development of the site is contingent on the economic feasibility of the plan and the participation of private partners.
- Full development of the open space is contingent identifying financial resources

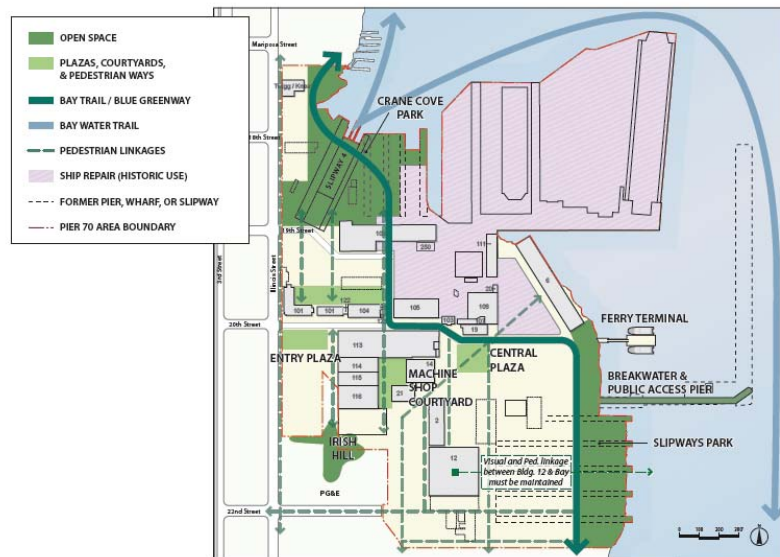
Opportunities

- Add historical interpretation and interpretation about the Blue Greenway.
- Interpretation signage along the Blue Greenway needs to be unified.
 - Plaza areas must compliment historic building reuse
 - Future Pier 70 commercial development projects will provide open space and park amenities



Constraints

- Development of open spaces is dependent on building seismic restoration and adaptive reuse and secured public and private financial resources
- Design and programming must recognize the continued ship repair operations that are industrial in nature and operate 24/7



13. PIER 70 SLIPWAYS PARK

Location

Northern Sub-Area

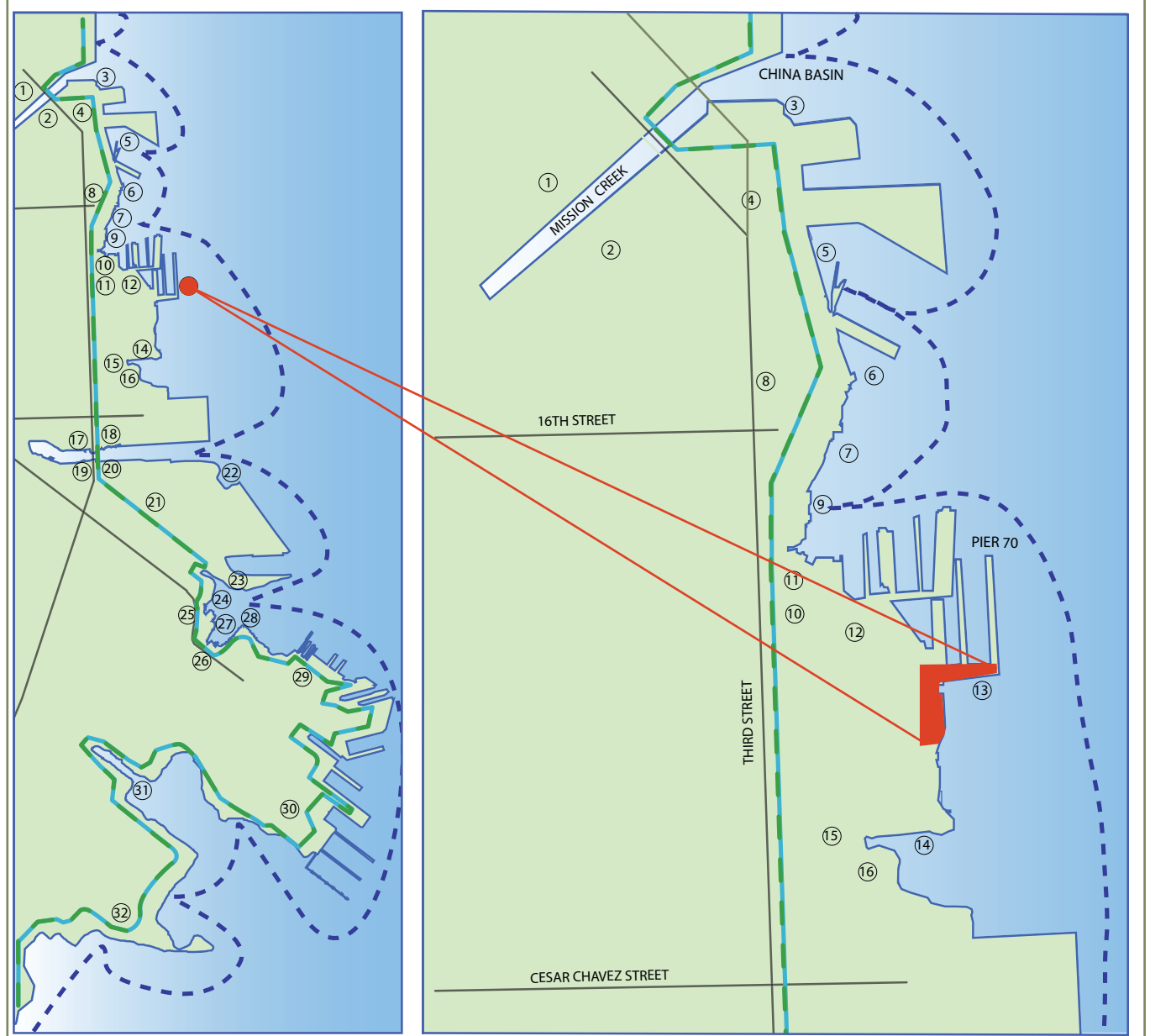
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Central Sub-Area

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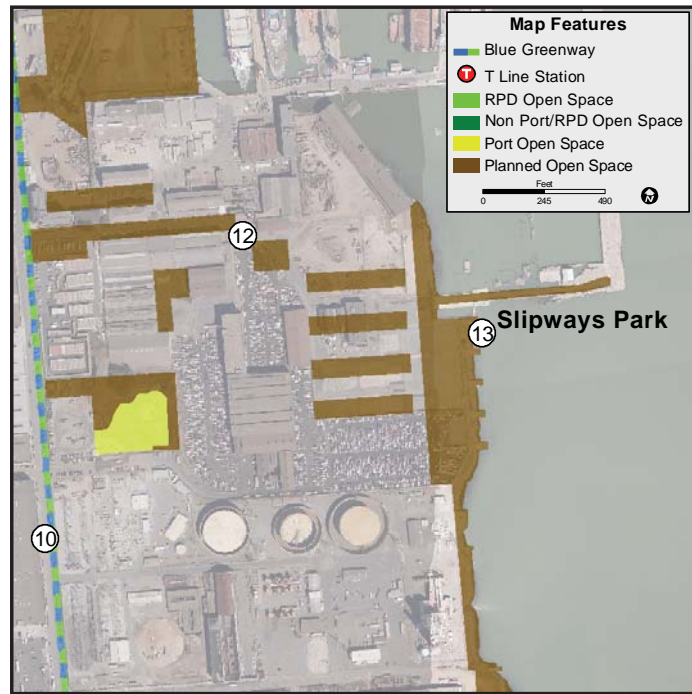
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

13. PIER 70 SLIPWAYS PARK



Site Features

Status:	Planned
Space Type:	Shoreline Park
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	4.6 Acres, Approximately
Waterfront Length:	2,965 Linear Feet

Description

The proposed site of Slipways Park is located at the far eastern shoreline of the Pier 70 project area. The site is currently an open concrete yard flanked on the west by historic industrial structures. It is restricted to public access. Slipways Park is an approximately 4 acre waterfront open space within the Port's Pier 70 area. While these slipways have been filled, the park design should express this historic use, and incorporate remnants that project into the Bay. Typical elements may include piers or jetties for pedestrian access, view points, and for ferries.

Program

- Mostly closed to public access
- Currently used for parking
- Additional programming will be refined in coordination with accompanying development

Connections

- From the extension of 20th and 22nd Streets
- Via a new north-south street along the western edge of the park
- Eventually a connection will be made along the shoreline once the Mirant Potrero Power Plant site is re-purposed

History

- These slipways provided the stage for the construction and launching of many of the ships built at Pier 70

Unique Features

- Historic maritime industrial site
- Former ship-building slipways

Site Furnishings

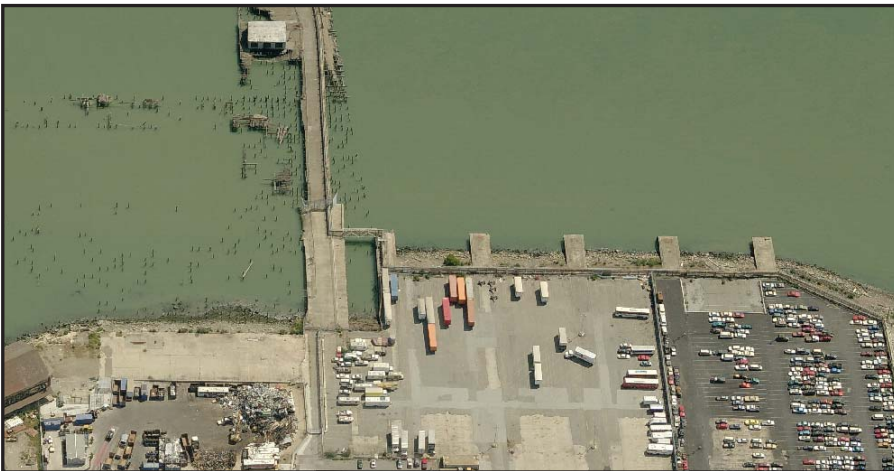
- None currently

13. PIER 70 SLIPWAYS PARK

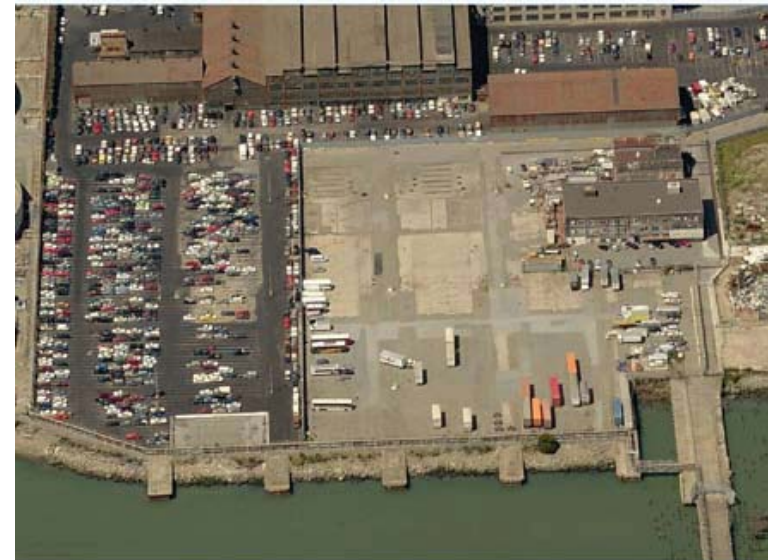
Site Context, Furnishings, and Amenities



Future Site of Slipways Park Facing East



Future site of Slipways Park Aerial View Facing East



Future site of Slipways Park Aerial View Facing West

13. PIER 70 SLIPWAYS PARK

Site Vision, Opportunities, and Constraints

Vision

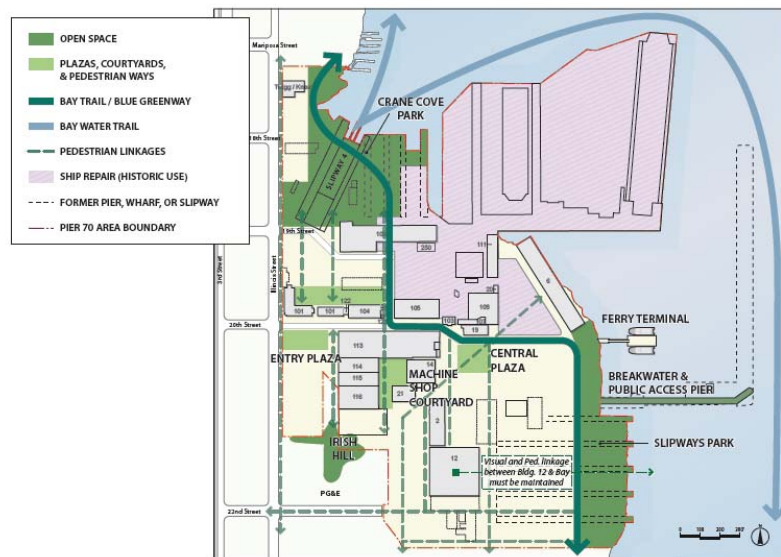
- The Pier 70 Plan identifies this as a significant shoreline open space project.
- This open space plan must recognize its relationship to the WWII Building 12 complex within Pier 70 and the future development parcel directly adjacent to the west.
- This park is likely to be phased with the new development directly adjacent to the site.
- As part of the Pier 70 open space network, the four sloped slipways along the eastern shoreline of the planned development area, which formerly facilitated the construction and launching of ships built at Pier 70, would be enhanced as part of a series of public piers extending into the Bay.
- Additional programming for this site will occur as the adjacent development that will finance the improvements occurs
- Development of the site is contingent on the economic feasibility of the plan and the participation of private partners.
- Full development of the open space is contingent identifying financial resources

Opportunities

- Consider connection into the Mirant Power Plant once it is redeveloped.
- Will provide the Central Waterfront area with a unique recreation opportunity.
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signage along the Blue Greenway needs to be unified.

Constraints

- Design and programming must recognize continued ship repair operations that are industrial in nature and operate 24/7.
- Programming must recognize that new development required to support over-arching Pier 70 Plan goals will occur on adjacent site and may create micro climate conditions on future slipways park.
- Design and programming must recognize the continued ship repair operations that are industrial in nature and operate 24/7



14. POWER PLANT SHORELINE ACCESS

Location

Northern Sub-Area

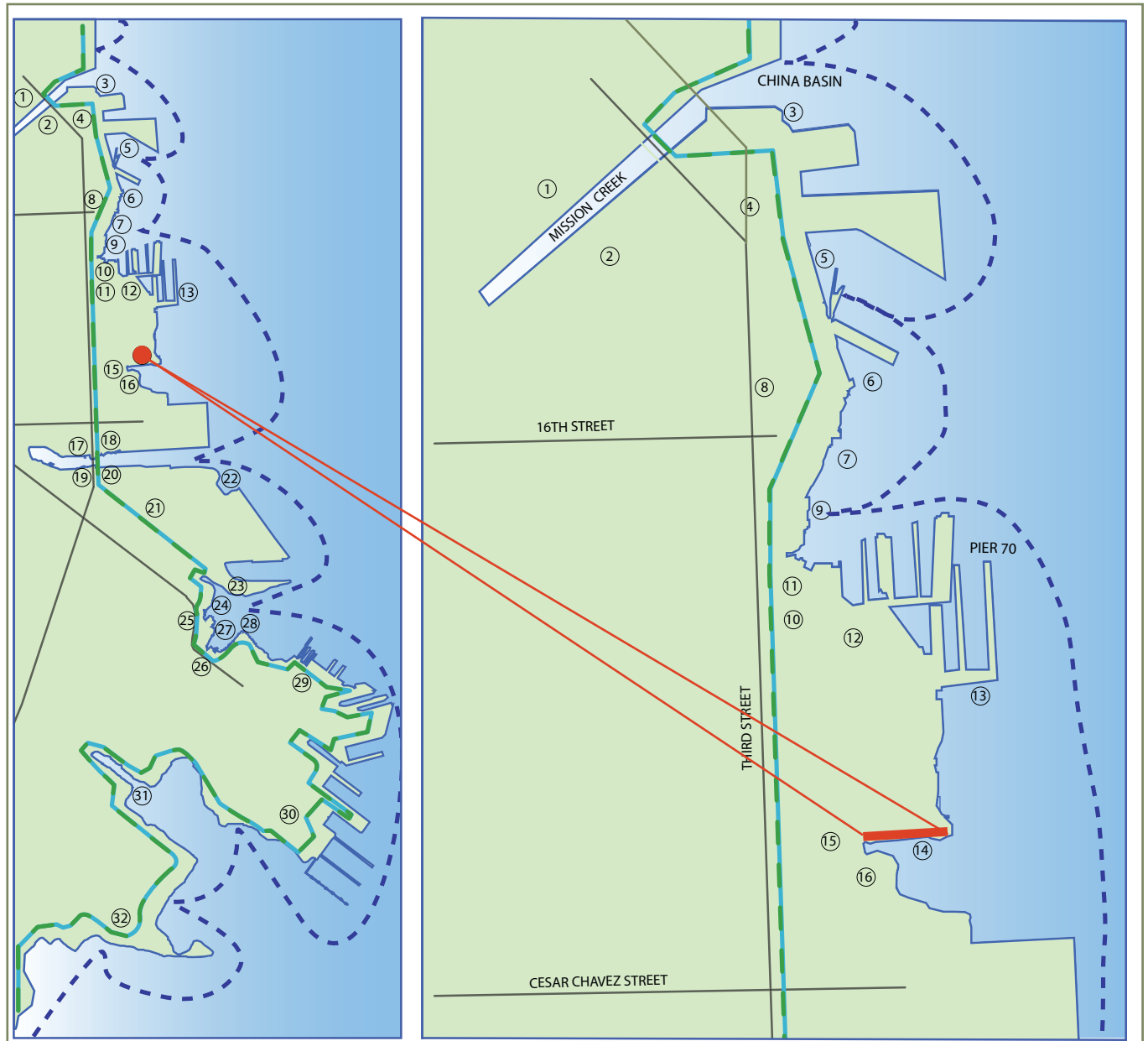
1. Mission Creek Shoreline North
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7. Agua Vista Park
8. Mission Bay Parks 23 & 24
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12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
- 14. Power Plant Shoreline Access**
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

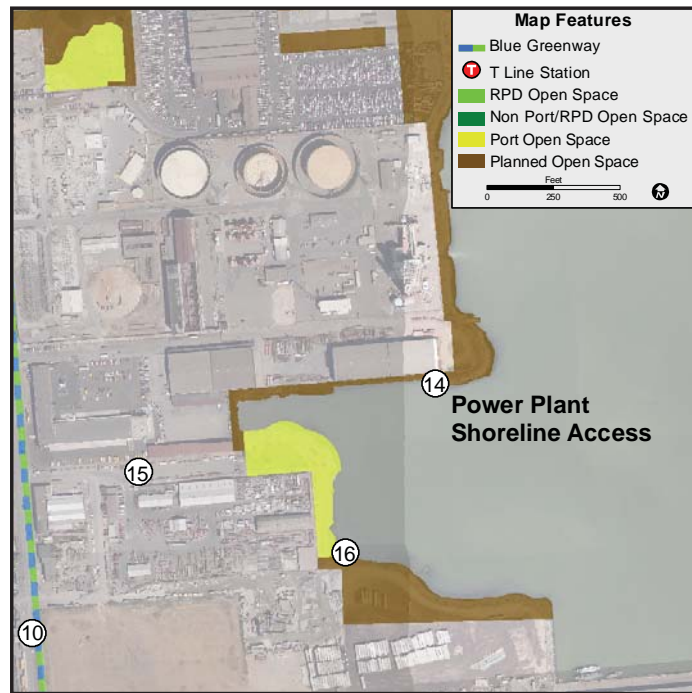
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

14. POWER PLANT SHORELINE ACCESS



Site Features

Status: Planned
Space Type: Public Shoreline Access
Jurisdiction: Port / Private
Region: Southern Waterfront
Area: 2.46 Acres
Waterfront Length: 710 Linear Feet

Description

The shoreline area directly adjacent to the Mirant Power Plant is owned by the Port of San Francisco and is currently inaccessible because of the operating power plant. Once the power plant is closed and the site is remediated to a level that shoreline access is feasible this area should be improved to provide a future shoreline connection to Warm Water Cove Park. Ultimate shoreline improvements would likely occur with an anticipated reuse plan of the Power Plant site after it has closed. The power plant is anticipated to close in 2010 with ultimate new development to occur later.

Program

- The site is currently inaccessible to public access

Connections

- Pier 70 development to the north
- Warm Water Cove to the south

History

- The power plant site has been used for the production of power since the 1800's.
- The site south of the power plant was once the site of the Sprekles Sugar imports.
- Sugar was imported and processed at this facility into the mid 1900's.

Unique Features

- Site wraps around a bend in the shoreline giving broad waterfront views
- Site ownership is a mix of public and private

Site Furnishings

- None currently

14. POWER PLANT SHORELINE ACCESS

Site Context, Furnishings, and Amenities



22nd Street Shoreline Facing East



22nd Street Shoreline Aerial View Facing North



14. POWER PLANT SHORELINE ACCESS

Site Vision, Opportunities, and Constraints

Vision

- Create a future shoreline access between Pier 70, Warm Water Cove, and 26th Street
- Integrate open space design with accompanying new use

Opportunities

- Add historical interpretation and interpretation about the Blue Greenway.
- Eventual connection between Pier 70 Slipways Park and Warm Water Cove Park
- Opportunity exists for significant shoreline open space as a component of reuse of power plant site

Constraints

- Narrow shoreline edge
- Adjacent to working power plant
- Access precluded until power plant is closed
- Because of exposure to Bay, tidal and wave conditions, physical access to bay likely precluded
- Existing contamination may restrict some uses

15. 24TH STREET IMPROVEMENTS

Location

Northern Sub-Area

1. Mission Creek Shoreline North
2. Mission Creek Shoreline South
3. China Basin Park
4. Terry Francois Blvd
5. Pier 52 Boat Launch
6. Bayfront Park
7. Agua Vista Park
8. Mission Bay Parks 23 & 24
9. Pier 64 Shoreline Access
10. Illinois Street
11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
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20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline
25. Jennings St/Hunters Pt. Blvd/Innes Ave
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

15. 24TH STREET IMPROVEMENTS



Description

24th Street serves as the primary access to Warm Water Cove Park. It is also utilized by adjacent businesses as access to their facility. The right-of way was recently improved with street lighting, street trees and a sidewalk to provide safe access to Warm Water Cove Park.

Program

- Public street – Access to Warm Water Cove Park
- Used for heavy machinery parking due to the low volume of traffic

Connections

- Main pedestrian link between Third Street and Warm Water Cove to the east

Site Furnishings

- None currently

Site Features

Status:	Planned
Space Type:	Roadway Improvements
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Length of Trail Segment:	0.21 Miles

15. 24TH STREET IMPROVEMENTS

Site Context, Furnishings, and Amenities



24th Street Typical Section Facing West



24th Street Typical Section Facing East



24th Street Parking lot for Warm Water Cove Park



24th Street Entry to Warm Water Cove Park

15. 24TH STREET IMPROVEMENTS

Site Vision, Opportunities, and Constraints

Vision

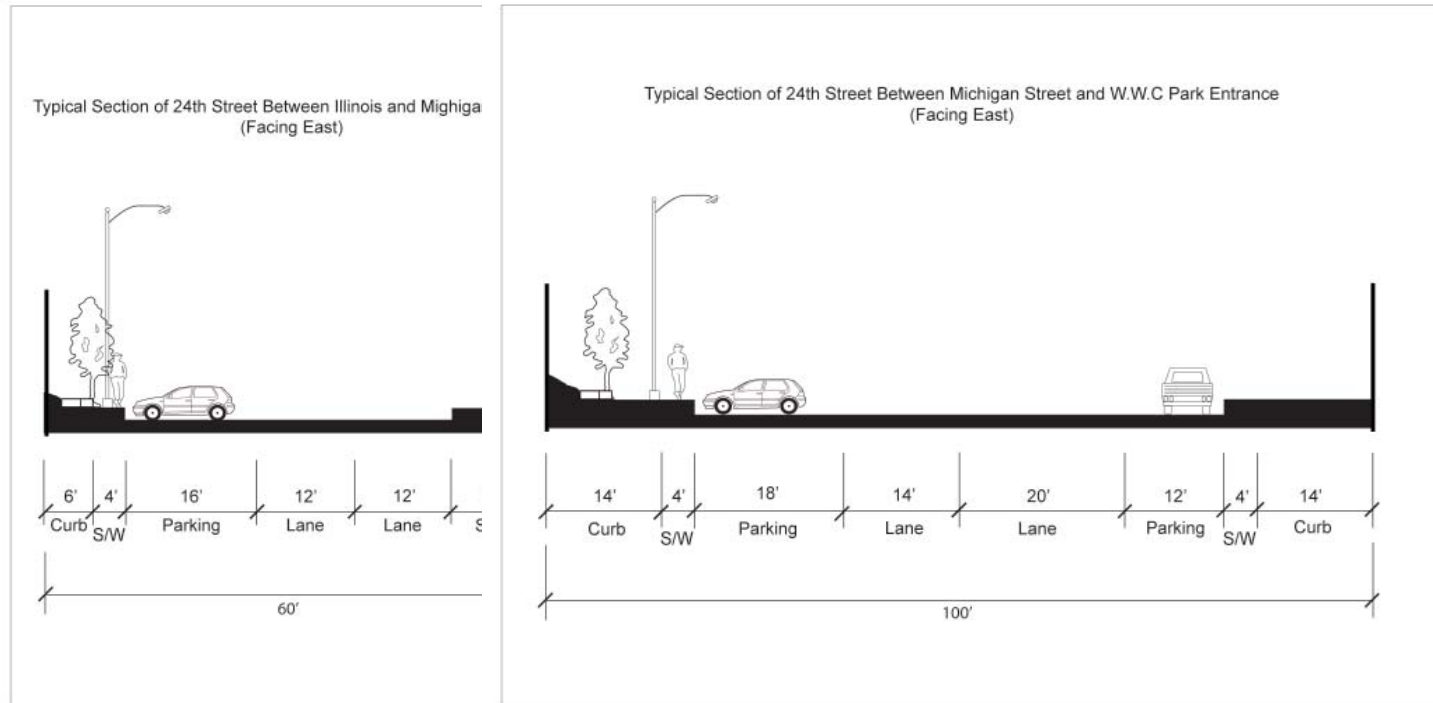
- Improve pedestrian amenities including street trees, planter areas, and lighting.
- Investigate expanding Warm Water Cove Park into street right of way between the park and Michigan Street.
- This street could be a living street similar to that planned by the Dogpatch neighborhood for 22nd street and as mentioned in the Eastern Neighborhoods plan

Opportunities

- An opportunity exists to improve the street and improve access and visibility to Warm Water Cove Park..
- The right-of-way is wide for the existing traffic needs.
- Connect to Dogpatch neighborhood

Constraints

- Functioning industrial road
- General condition variable
- No immediate residential use, stewardship, or activation



16. WARM WATER COVE PARK

Location

Northern Sub-Area

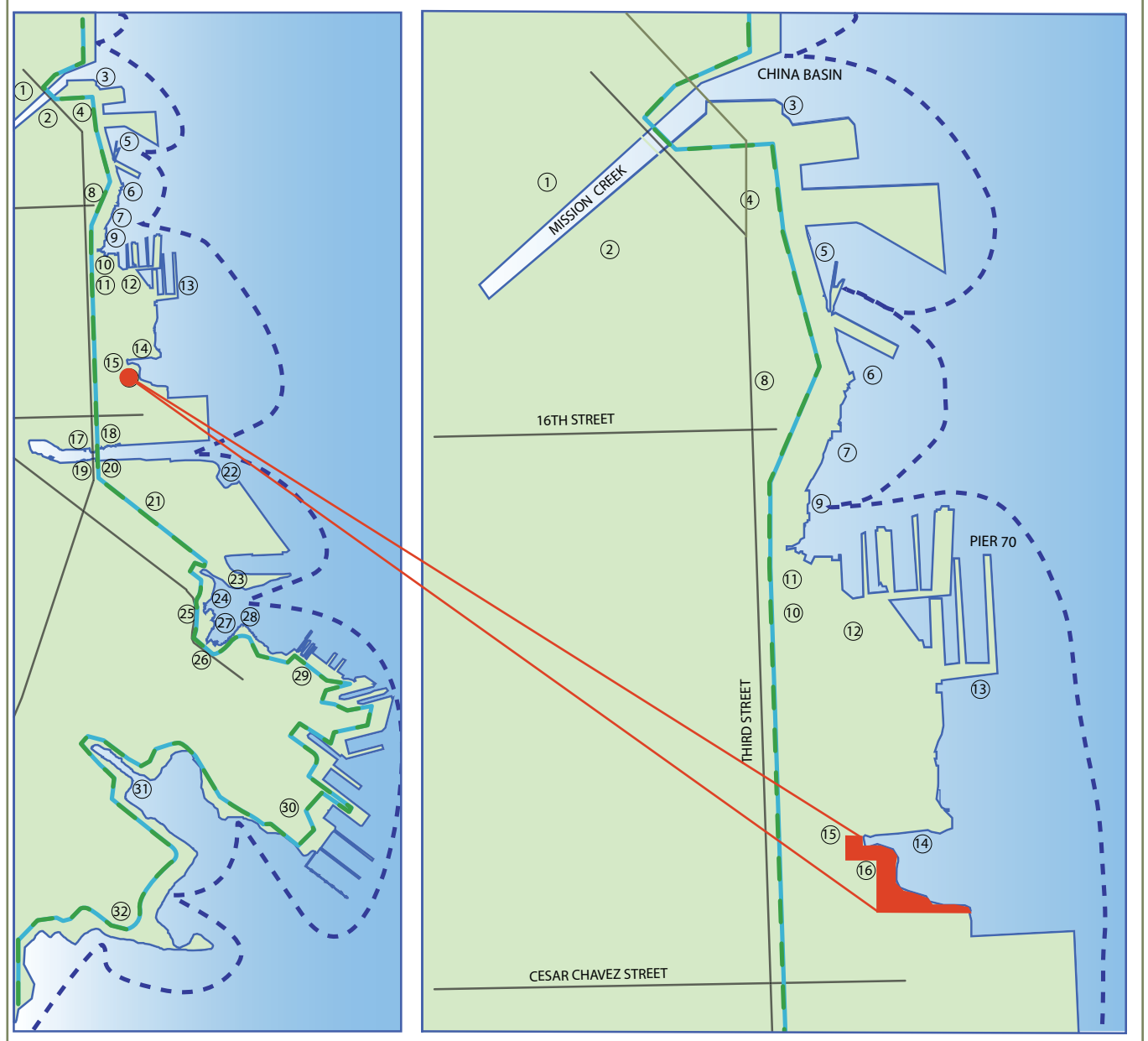
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- 16. Warm Water Cove**

Central Sub-Area

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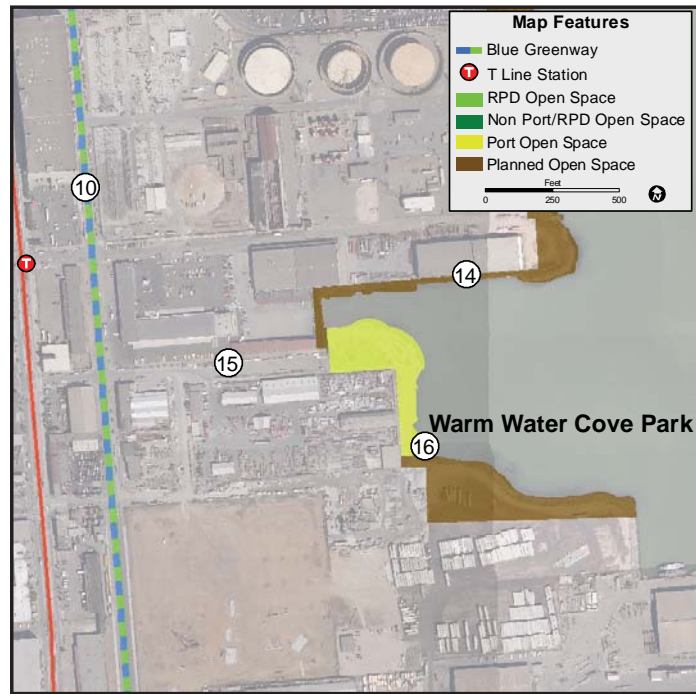
Southern Sub-Area

29. Hunter's Pt Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Northern Sub Area

16. WARM WATER COVE PARK



Description

Warm Water Cove is a small public open space surrounded by industrial facilities on three sides. The site is an important part of the Bay Trail / Blue Greenway, but is currently isolated from the surrounding neighborhoods and needs increased positive activity.

Located at the east end of 24th Street, approximately three city blocks from the 23rd Street light rail stop, Warm Water Cove Park serves as a shoreline park in the Central Waterfront area. However, being surrounded by warehouses and industrial businesses on three sides, the park is currently in isolation from other open spaces.

The Port partnered with the San Francisco Planning and Urban Research Association (SPUR) in the summer of 2007, through the Piero Patri Fellowship, to come up with design concepts for the Warm Water Cove. The resulting report, entitled 'Envisioning Warm Water Cove', can be view on the SPUR website, at <http://www.spur.org/documents/WarmwaterCove.pdf>

Program

- Picnicking
- Shoreline trails
- Bay observation

Connections

- 24th Street to Illinois Street

History

- The site was originally the location of industrial facilities that supported the Sprekles Sugar import operations
- Warm Water Cove Park was created in the early 1970's as a mitigation measure to improving the Port's maritime cargo facilities

Unique Features

- Wrap-around layout gives surprise open view

Site Furnishings

- Basic, concrete materials painted for graffiti maintenance

Site Features

Status:	Complete / Planned
Space Type:	Shoreline Park
Jurisdiction:	Port / Private
Region:	Southern Waterfront
Area:	1.85 / 2.66 Acres
Waterfront Length:	840 / 920 Linear Feet

16. WARM WATER COVE PARK

Site Context, Furnishings, and Amenities



Warm Water Cove Park Facing West



16. WARM WATER COVE PARK

Site Vision, Opportunities, and Constraints

Vision

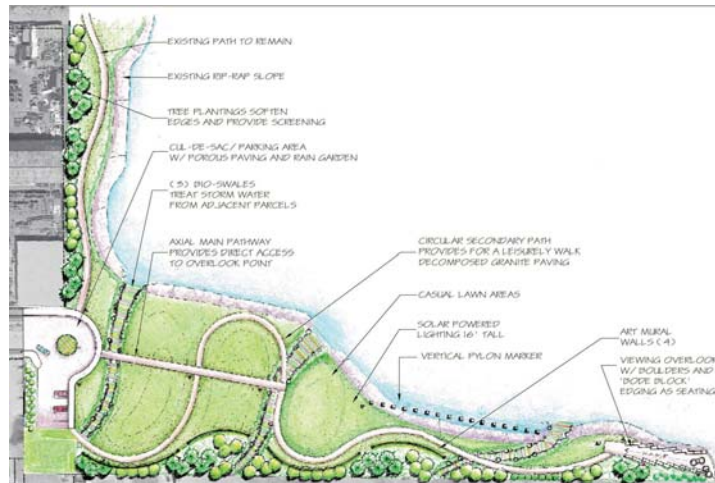
- In conjunction with the San Francisco Planning and Urban Research Association (SPUR), the Port initiated a process to come up with design concepts for the Warm Water Cove in the summer of 2007. The resulting report, entitled 'Envisioning Warm Water Cove'
- An eventual expansion of the park by approximately 2.5 acres to the south will include new vegetation, lighting, site furnishings, public art, and enhanced safety features
- Future open space programming that has been discussed may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- Improvements to this facility may be considered with use of the 2008 GO Bond funding

Opportunities

- Expansion of park/open space to the south
- Expand port to include connection to 25th Street
- Add historical interpretation and interpretation about the Blue Greenway
- Expansive views to the bay and to the surrounding hills could be a significant and unique feature of the park

Constraints

- The isolated location leads to illegal activities such as vandalism and graffiti requiring significant safety measures
- Bike and pedestrian trail narrow and uneven
- Bay sediment may have contamination



Rendering of Warm Water Cove Park Southern Expansion Concept, DPW



Rendering of Warm Water Cove Park Southern Expansion Concept

17. ISLAIS CREEK NORTH-WEST

Location

Northern Sub-Area

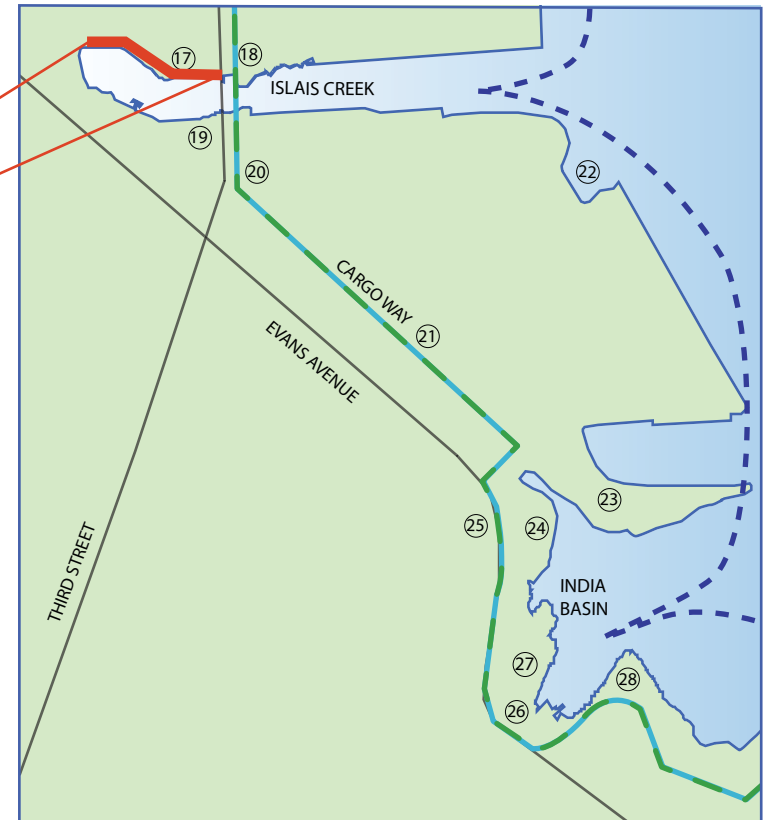
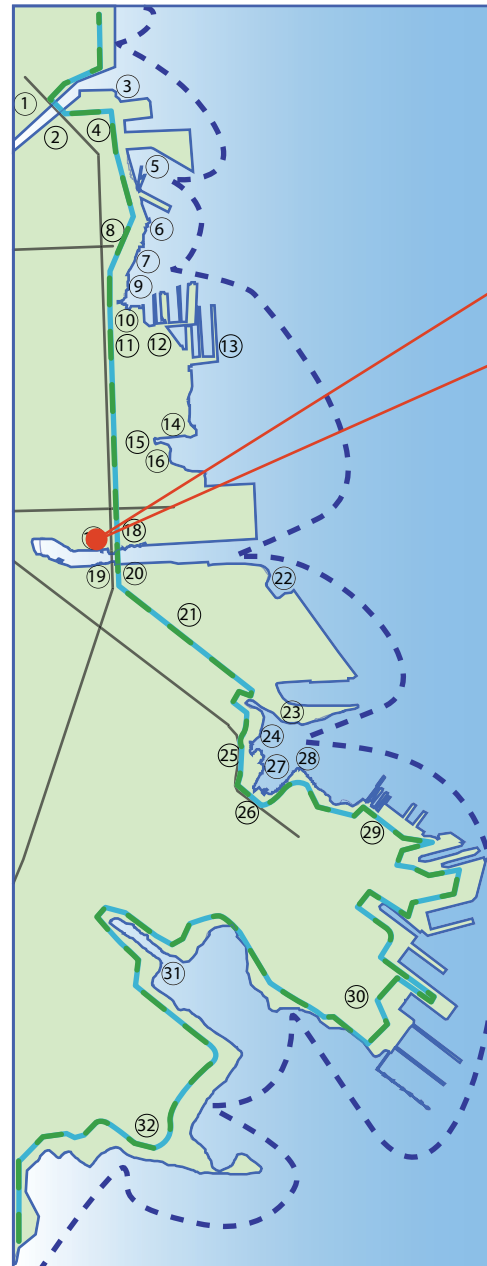
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Central Sub-Area

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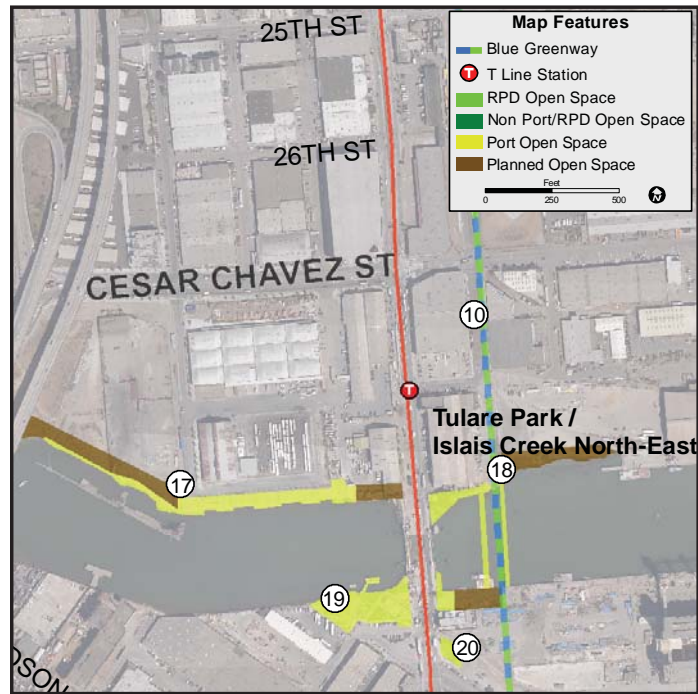
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

17. ISLAIS CREEK NORTH-WEST



Description

This section of Islais Creek shoreline is located between Third Street and the I-280 freeway. It is adjacent to the Marin Street light rail stop on Third Street and is accessible from Cesar Chavez Street by way of Indiana Street. Part of Islais Creek's northern shore consists of a terraced observation deck for public use. This hard-surfaced promenade is constructed on top of a large reservoir structure that holds untreated effluent during storm events. The promenade provides public access at the creek shore and includes seat walls, railings and benches, and some planting. The site is popular with skateboarders.

The Islais Creek northern shoreline is also home to the Copra Crane, once used to unload dried coconuts until 1974. The five story iron tower is a remnant of pre-container machinery still remaining on the Port. The crane is slated to be restored and maintained, along with small labor history museum..

Program

- Shoreline Observation,
- Default skateboard park;

Connections

- None exist today

History

- Site of Copra Import

Unique Features

- Copra Crane
- Historic Islais Creek Bridge
- Islais Creek headwaters located in Glen Park
- Terminus of San Francisco's Islais Creek Watershed

Site Furnishings

- Minimal, concrete and painted metal
- Nautical theme

Site Features

Status:	Complete / Planned
Space Type:	Shoreline Park
Jurisdiction:	Port of San Francisco / San Francisco Public Utilities Commission
Region:	Southern Waterfront
Area:	1.1 / 1.0 Acres
Waterfront Length:	1,375 / 875 Linear Feet

17. ISLAIS CREEK NORTH-WEST

Site Context, Furnishings, and Amenities



Islais Creek Shoreline Facing North



Islais Creek Shoreline Aerial View Facing North

17. ISLAIS CREEK NORTH-WEST

Site Vision, Opportunities, and Constraints

Vision

- The northern shoreline open space is planned to be expanded to the west as a part of Muni's proposed new bus facility. The plan includes shoreline restoration (soft edge) a plaza area and installation of a significant public art piece representing the silhouette of a liberty ship
-
- A volunteer group called the Copra Crane Labor Landmark Association has been working to restore the Copra Crane as a Labor Landmark. Design Considerations: The area is currently under utilized, once the MTA site is completed an assessment should be conducted to determine the feasibility of closing the gap from Third to Tennessee Street. This project may be considered for funding through the 2008 GO Bond.

Opportunities

- Create a continuous recreational loop along the creek
- Celebrate the industrial waterfront history
- Add historical interpretation and interpretation about the Blue Greenway. Interpretation signs along the Blue Greenway needs to be unified.

Constraints

- The shoreline is edge unnatural and unimproved
- Freeway noise
- Once western edge is completed by MTA project, the only gap along the northern portion of the shoreline access will be from Third Street to Tennessee Street. This segment will require a pile supported structure which is extremely expensive

18. TULARE PARK/ISLAIS CREEK NORTH-EAST

Location

Northern Sub-Area

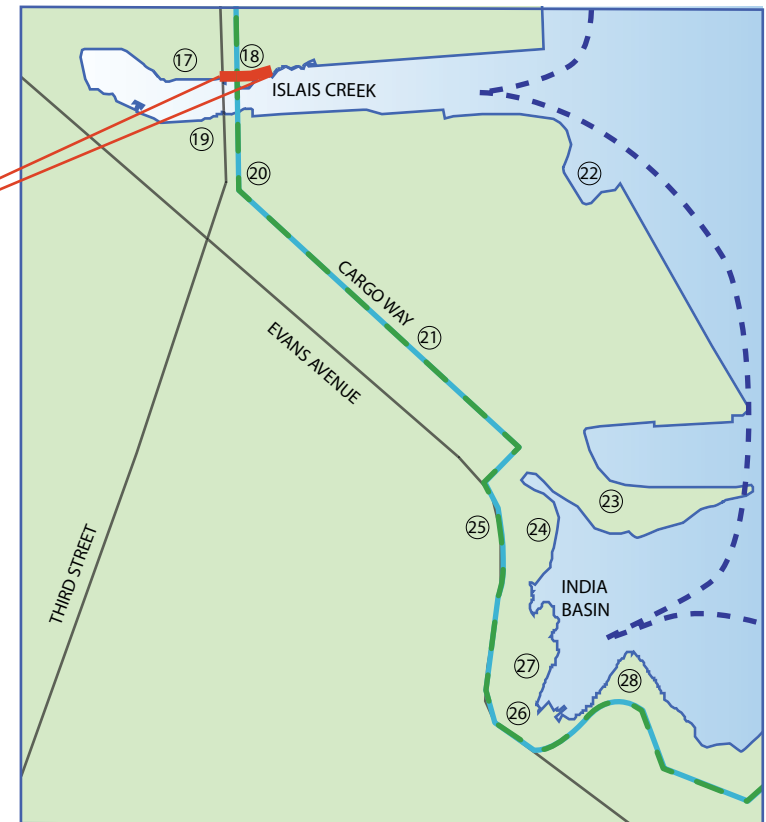
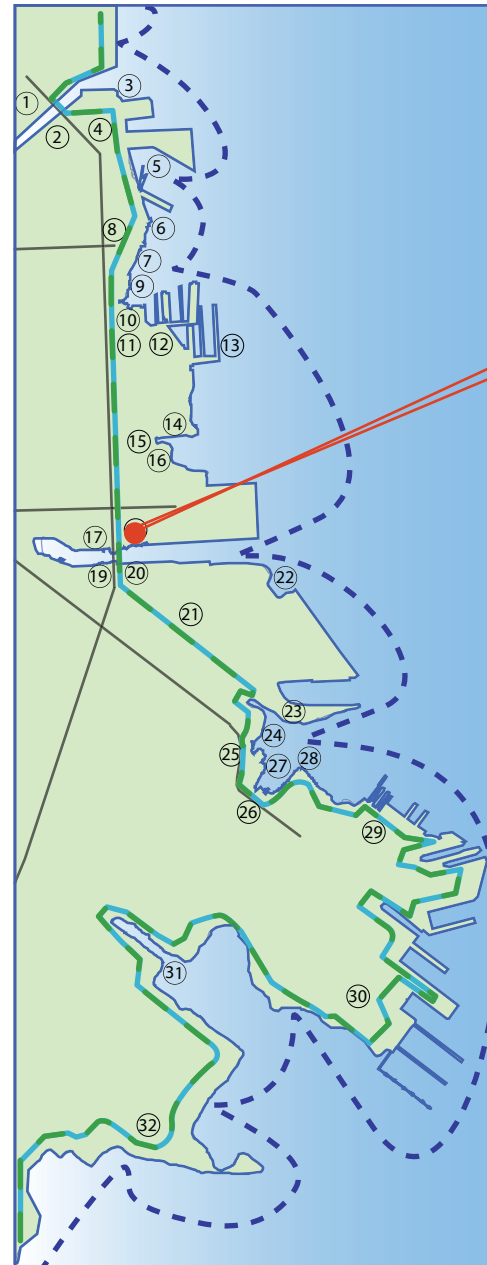
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16. Warm Water Cove

Central Sub-Area

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28. India Basin Open Space

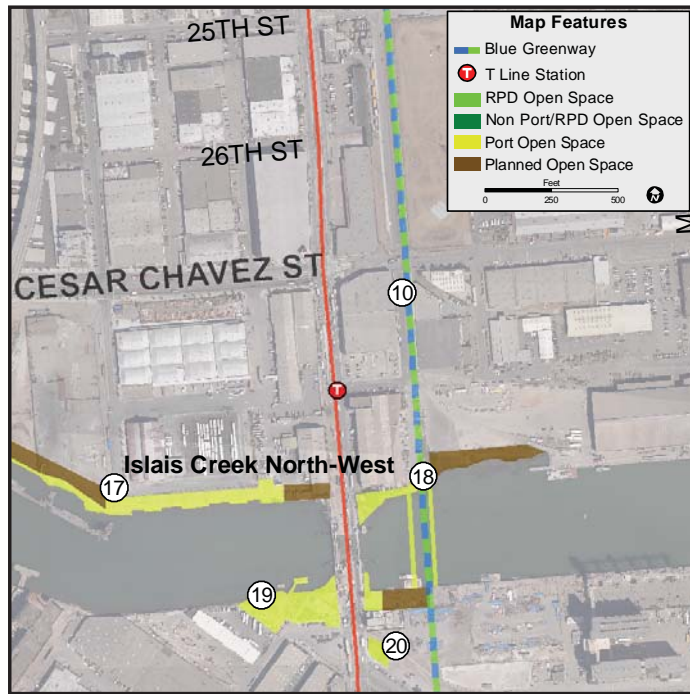
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

18. TULARE PARK/ISLAIS CREEK NORTH-EAST



Description

Tulare Park is located between the Third Street and Illinois Street Bridges on the northern shore of Islais Creek. The Port of San Francisco built the current park in the early 1970's. It was created in an effort to provide an evenly distributed set of public access points along the southern waterfront. Improvements included shoreline stabilization, a pathway, benches and plantings. This park is scheduled to be improved to address its aging condition and to meet current ADA accessibility codes.

East of Illinois Street along the shoreline is an area of "soft shoreline edge." This site, while not suitable for public access, may be improved to provide habitat or an improved shoreline edge.

Program

- Very basic pedestrian path
- Seating
- Creek viewpoint

Connections

- Connects to the Blue Greenway via Illinois Street
- Connects to the rest of Islais Creek across Third Street and the Third Street Bridge

Unique Features

- Between two draw bridges
- Mature cypress tree plantings

Site Furnishings

- Minimal amenities
- Wood benches

Site Features

Status:	Complete / Planned
Space Type:	Shoreline Park
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	0.28 / 0.6 Acres
Waterfront Length:	285 / 460 Linear Feet

18. TULARE PARK/ISLAIS CREEK NORTH-EAST

Site Context, Furnishings, and Amenities



Islais Creek Shoreline Facing North



18. TULARE PARK/ISLAIS CREEK NORTH-EAST

Site Vision, Opportunities, and Constraints

Vision

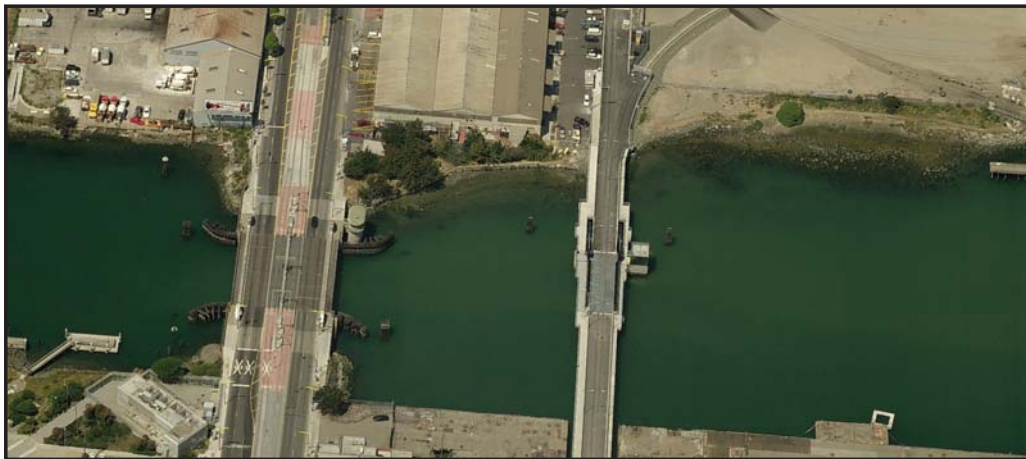
- Improve to meet Americans with Disabilities Act access compliance measures
- Restoration efforts east of the Illinois Street Bridge would add habitat and visual interest
- Contribute to the continuous public access area around the creek
- Landscape material and park redesign will open visibility to and through the site for security purposes and to make the area more inviting for active uses

Opportunities

- Create a variety of roadside improvements on Third Street
- Improve site furnishings
- Add historical interpretation and interpretation about the Blue Greenway - interpretation signs along the Blue Greenway needs to be unified

Constraints

- The shoreline edge treatment is unusual and may need reinforcement
- Pedestrian trail narrow and uneven
- General condition not great
- Health of existing vegetation needs to be analyzed
- Fragile PUC Force Main restricts improvement opportunities in Tulare Park and shoreline east of Illinois Street
- Area east of Illinois is port Pier 80 Cargo facility which is a restricted access area and future improvements must accommodate security needs



Islais Creek Shoreline Aerial View Facing North

19. ISLAIS LANDING/ISLAIS CREEK SOUTH

Location

Northern Sub-Area

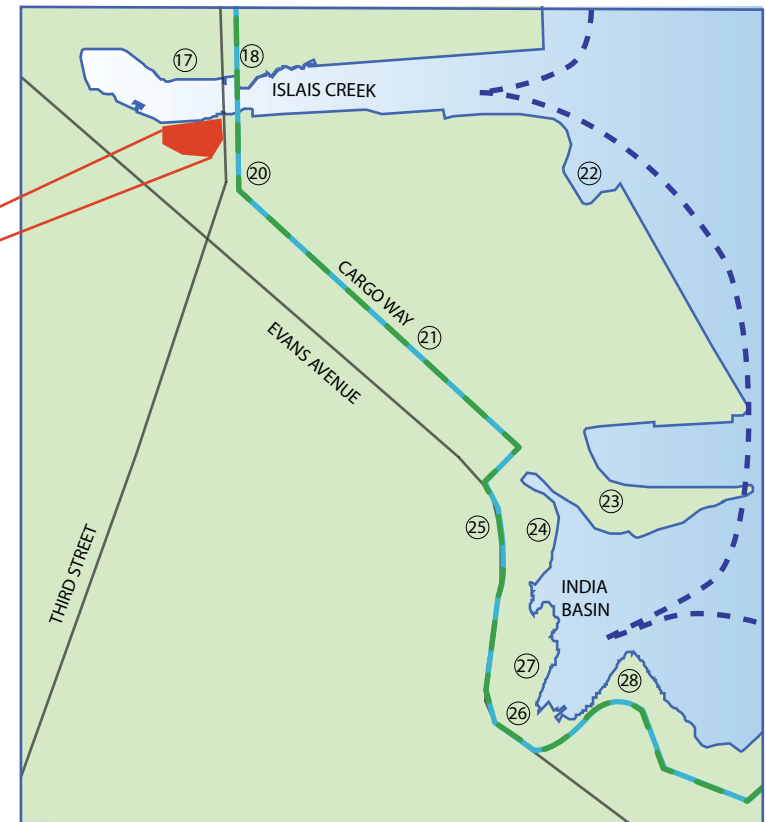
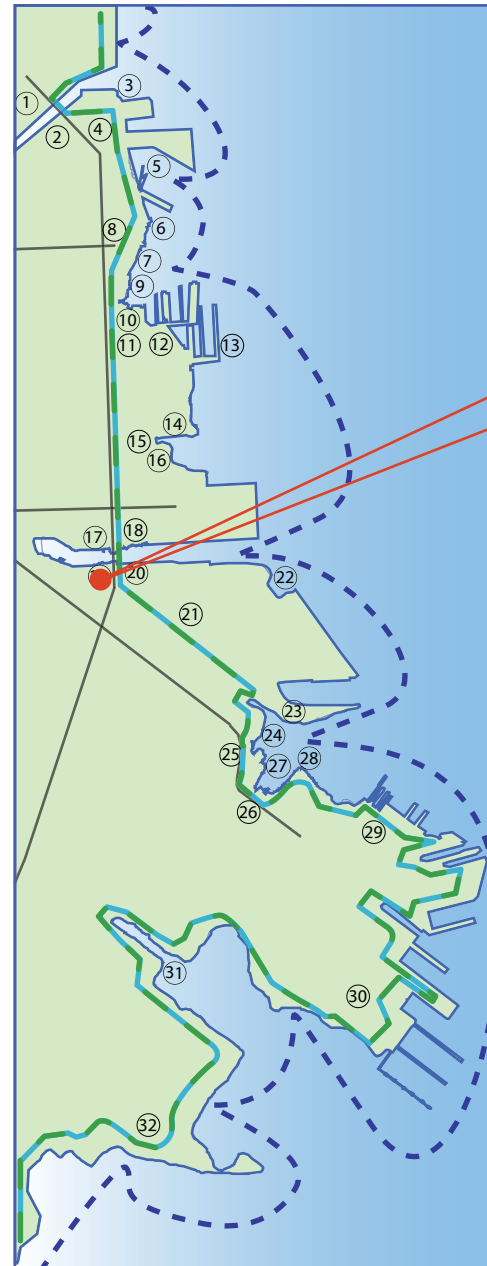
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Central Sub-Area

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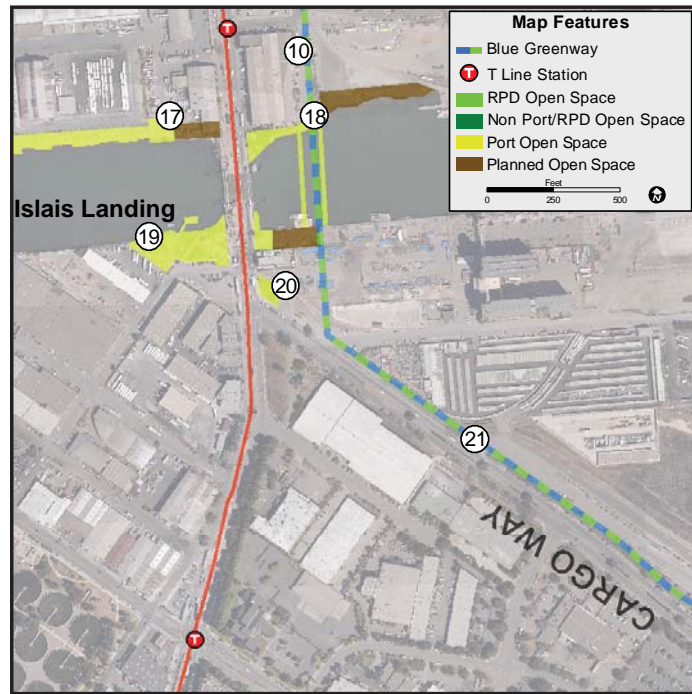
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

19. ISLAIS LANDING/ISLAIS CREEK SOUTH



Description

Islais Landing is on the southern bank of Islais Creek and provides boat launching and passive recreational opportunities in an industrial mini-park setting. Serving the Central Waterfront and Bayview neighborhoods, this public park offers views of Potrero Hill as well as of waterfowl and other wildlife while celebrating the history of the working waterfront. The park is roughly two city blocks from the Marin Street light rail stop, just west of the intersection of Third Street and Cargo Way.

Islais Landing is utilized by Kayaks Unlimited (KU), a public kayaking organization, for storage of equipment and boat launching. KU maintains the park in exchange for storage space and conducts community outreach offering kayak lessons and shoreline clean up. Friends of Islais Creek created the park, the public art, and the interpretive signs. It continues to work as an advocate and steward of the shoreline. Islais Creek's boat launch ramp serves as a vital link in the recreational boating network along the Bay.

Program

- Shoreline Access for Human Powered Boats
- Picnicking

Connections

- Strong visual connection to Islais Creek North
- Across Third Street to Bayview Gateway and Cargo Way

History

- The Port of San Francisco and SF PUC sponsored the improvement of Islais Creek's southern bank as part of a comprehensive southern waterfront shoreline access effort in the early 1990's

Unique Features

- Public art
- Sand ramp
- Boat dock
- Boat Storage
- Native planting

Site Furnishings

- Very mixed styles
- Wood, concrete, recycled material, etc.

Site Features

Status: Complete / Planned

Space Type: Shoreline Park

Jurisdiction: Port of San Francisco/SFPUC

Region: Southern Waterfront

Area: 1.16 / 0.3 Acres

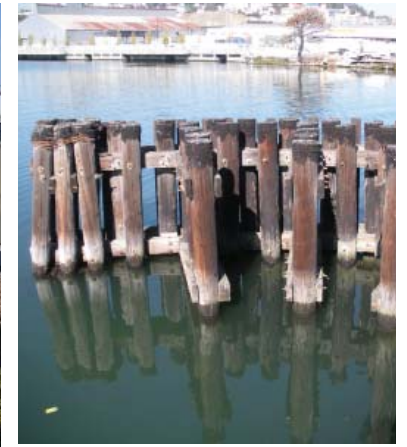
Waterfront Length: 545 / 175 Linear Feet

19. ISLAIS LANDING/ISLAIS CREEK SOUTH

Site Context, Furnishings, and Amenities



Islais Creek Shoreline Facing East



19. ISLAIS LANDING/ISLAIS CREEK SOUTH

Site Vision, Opportunities, and Constraints

Vision

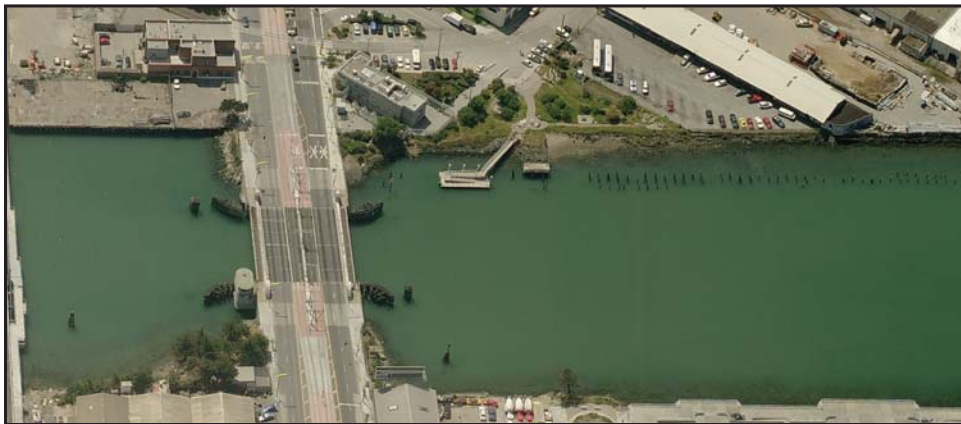
- Landing Float requires repair and program analysis to determine appropriate access rules and regulations.
- Consideration should be given for access to potable water and restroom facilities
- The Port partnered with the San Francisco Planning and Urban Research Association (SPUR), through the Piero Patri Fellowship, to come up with design concepts for the Islais Landing. The resulting report can be viewed on the SPUR website at <http://www.spur.org>

Opportunities

- Improve boating facilities
- Encourage existing public art style of recycled industrial materials
- Upgrade site furnishings and interpretive signs

Constraints

- Limited access on land



Islais Creek Shoreline Aerial View Facing South

20. THIRD AND CARGO GATEWAY

Location

Northern Sub-Area

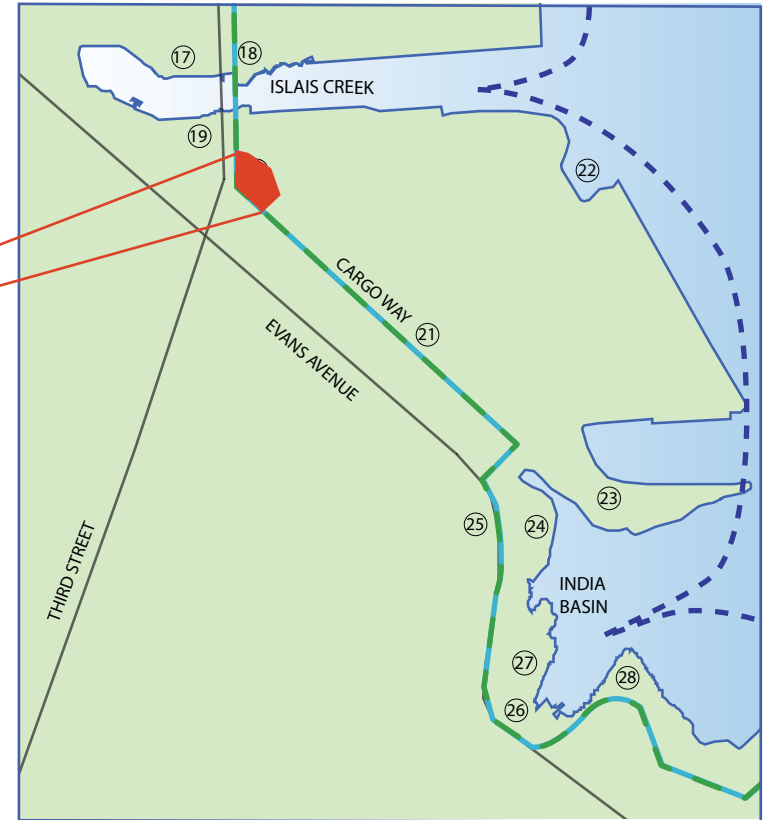
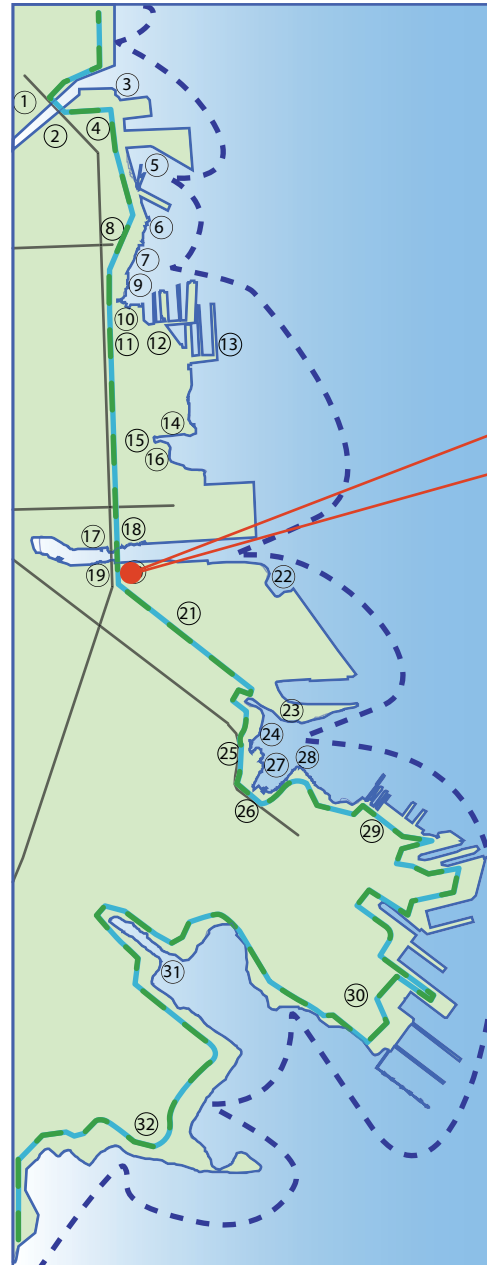
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11. Pier 70 Crane Cove Park
12. Pier 70 Upland Open Spaces
13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park / Islais Creek North-East
19. Islais Landing / Islais Creek South
20. **Third and Cargo Gateway**
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline Access
25. Jennings St./Hunters Pt. Blvd. / Innes Ave.
26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

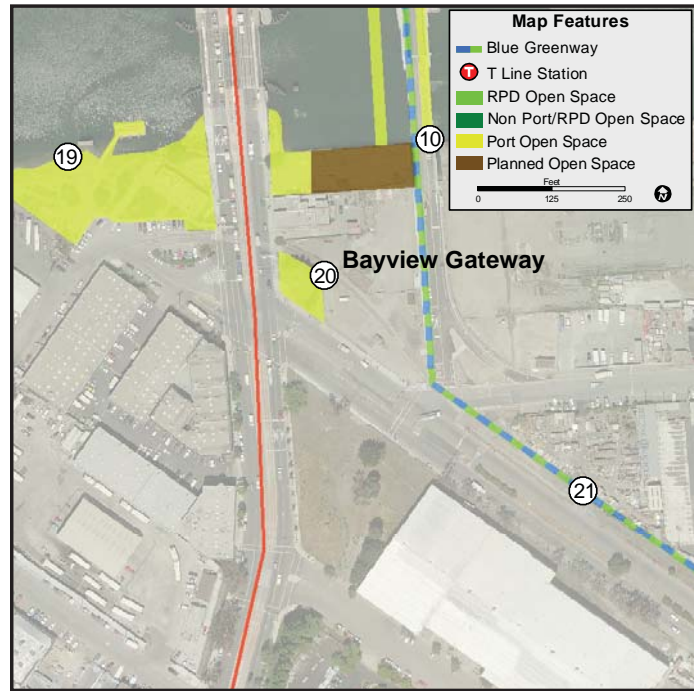
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

20. THIRD AND CARGO GATEWAY



Site Features

Status:	Complete
Space Type:	Gateway
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	0.13 Acres
Waterfront Length:	0 Linear Feet

Description

The Third and Cargo Gateway is a landscaped corner parcel at the northeast corner of Third Street and Cargo Way. It signals an entry point to the Blue Greenway/Bay Trail from the Third Street transit corridor and directs travelers to Heron's Head Park via Cargo Way.

Program

- Gateway marker to Bayview community
- Visual relief of industrial setting
- Site for rotating public art
- Commercial opportunity

Connections

- Transition between Illinois Street and Cargo Way
- Connects with southbound bicycle and pedestrian facilities on Illinois Street
- Provides connection from Illinois Street to Cargo Way.

History

- The Bayview Gateway broke ground in 2001, initiated by adjacent Port tenants and approved by the Port of San Francisco
- In 2003, the site was issued several awards including the San Francisco Beautiful award and the California Landscaping Contractors Association Regional San Francisco/Bay Area award.
- Identified as the Bayview Hunters Point Gateway by the Bayview Hunters Pint Project Area Committee

Unique Features

- Site has been identified for rotating public art and is currently the site of "Red Fish" by William Wareham

Site Furnishings

- Interpretive sign

20. THIRD AND CARGO GATEWAY

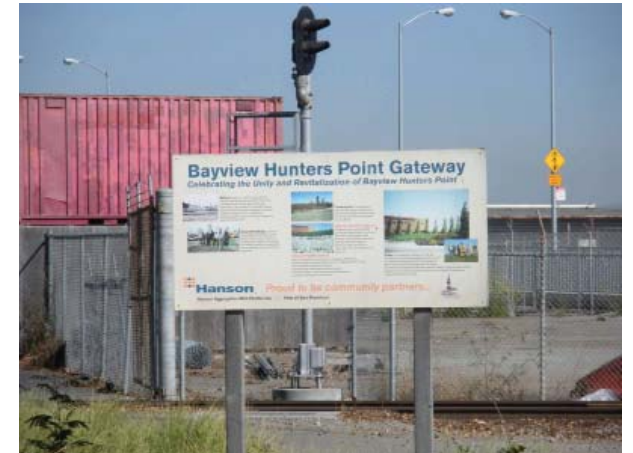
Site Context, Furnishings, and Amenities



Bayview Gateway Facing North



Bayview Gateway Aerial View Facing East



20. THIRD AND CARGO GATEWAY

Site Vision, Opportunities, and Constraints

Vision

- This landmark stands at a crossroads between the Central Waterfront and Bayview neighborhoods, and it marks the transition point between the two.
- Public art is intended to be temporary and revolving

Opportunities

- May be considered for funding through the 2008 GO Bond.
- Could provide expanded opportunity for public gathering;
- Site could be expanded towards Illinois Street
- Visible from Third Street light rail
- Integrate with adjacent fire station use
- Commercial opportunity for food vendor or other small scale commercial venture that will assist in activating space
- Directional graphics and interpretive signs

Constraints

- Heavy industrial truck traffic at some times in the day
- Potential expansion of site impacted by freight rail line serving the Port
- Port's freight rail spur intersects site

21. CARGO WAY

Location

Northern Sub-Area

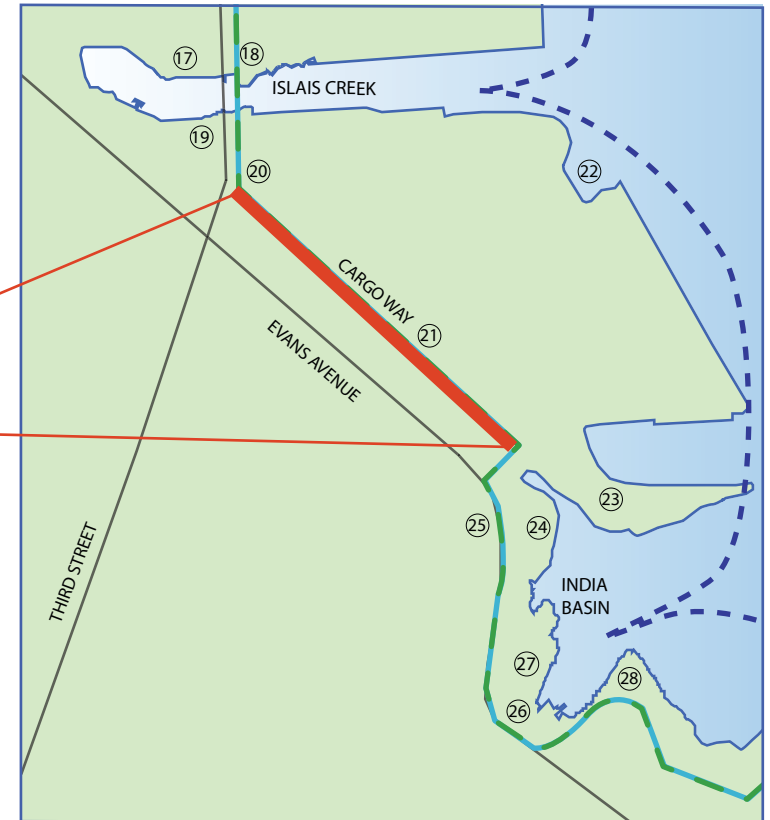
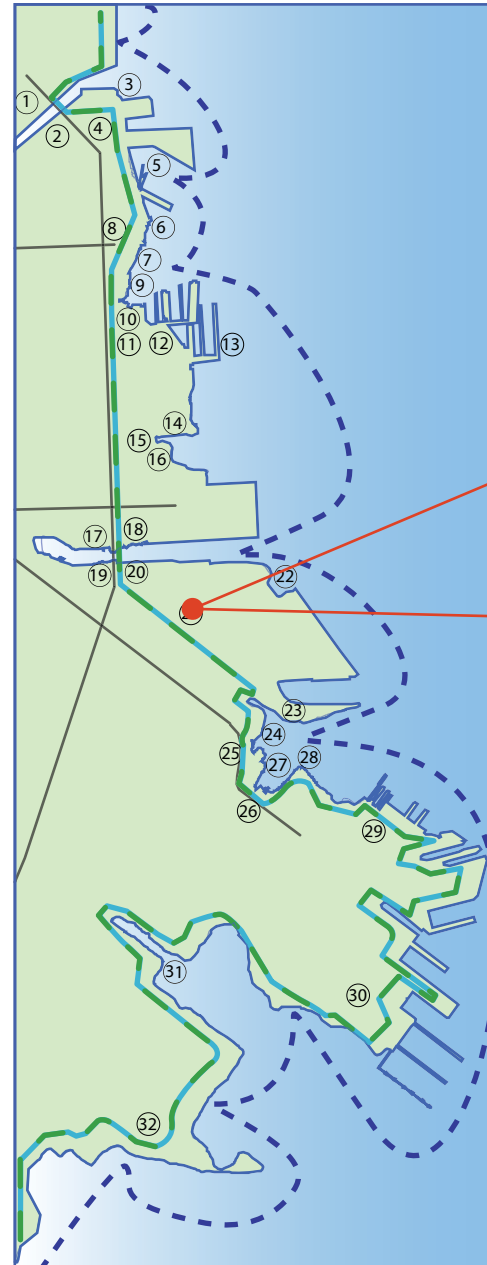
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Central Sub-Area

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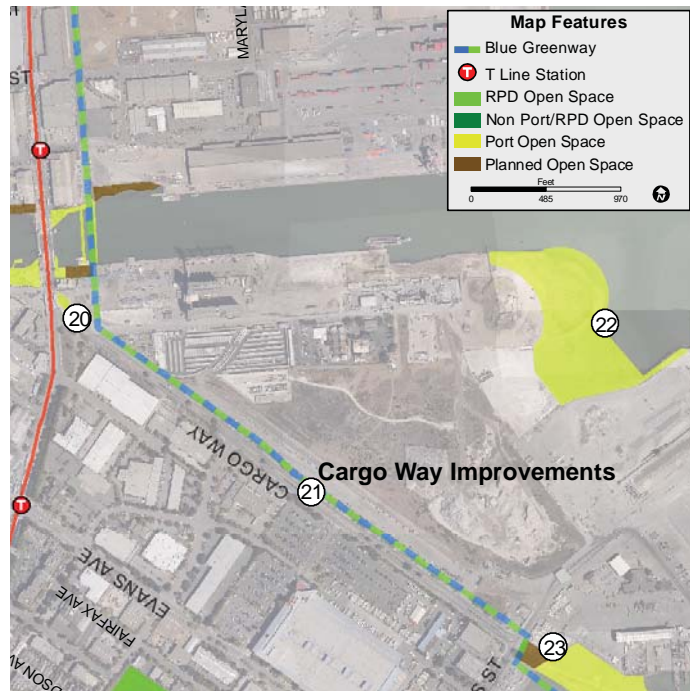
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

21. CARGO WAY



Site Features

Status: Planned
Space Type: Roadway Improvements
Jurisdiction: Port of San Francisco /
San Francisco Department of
Public Works / San Francisco
Redevelopment Agency
Region: Southern Waterfront
Length: 0.65 Miles

Description

Cargo Way functions as a major thoroughfare for industrial traffic along the southern waterfront. The roadway is also a vital link between the Bayview neighborhood and the downtown San Francisco for many industrial and maritime businesses. The roadway currently features two travel lanes in each direction, in addition to a 13 ft wide landscaped median.

Program

- Industrial roadway

Connections

- Connecting Illinois Street to Jennings Street
- Connection between open spaces and bicycle route
- Connection to Heron's Head Park

History

- In 2006, the San Francisco Redevelopment Agency and Port of San Francisco prepared a re-design study for Cargo Way with funding received from an Association of Bay Area Governments grant

Unique Features

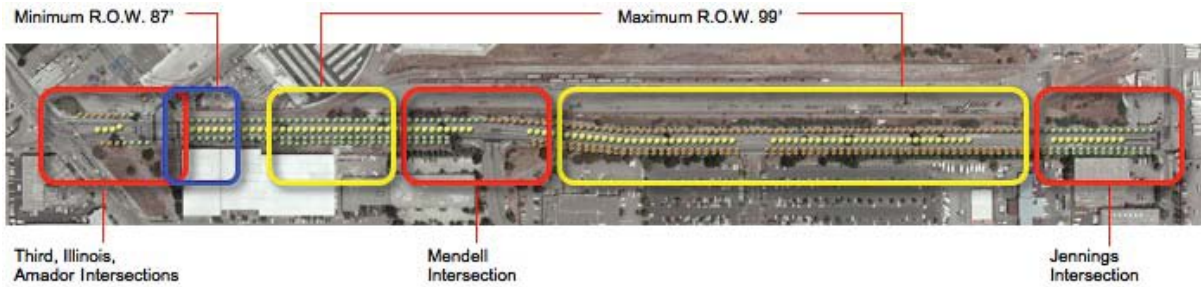
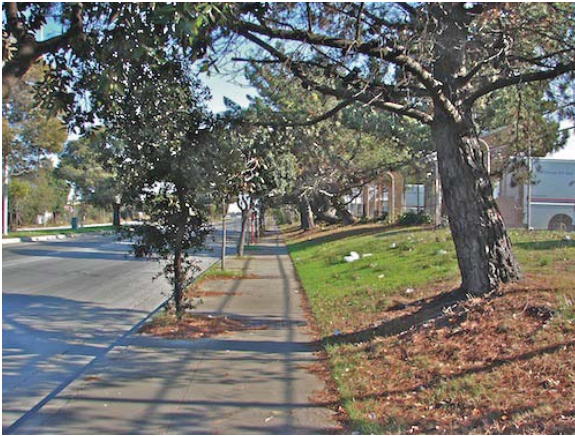
- Adjacent to Port's functioning rail road lines

Site Furnishings

- None currently

21. CARGO WAY

Site Context, Furnishings, and Amenities



Cargo Way Typical Section Facing East



21. CARGO WAY

Site Vision, Opportunities, and Constraints

Vision

- Enhance safety for pedestrians and bicyclists
- Increase and renew planting and tree cover
- Reconfigure travel lanes to accommodate class one bicycle lanes.
- Close considerable gap in the San Francisco portion of the Bay Trail.
- Incorporate LID storm water management features
- Incorporate public art

Opportunities

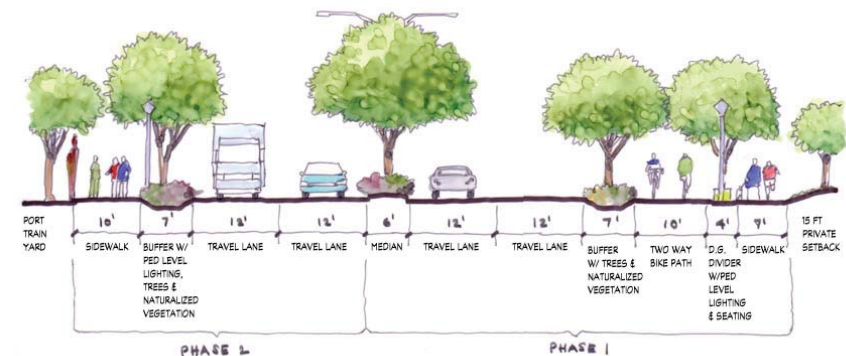
- Take advantage of existing planting buffer strip on south side of Cargo Way
- Wide right-of-way
- Minimal cross street and few through streets

Constraints

- Fenced railroad tracks at north edge limits sense of openness on north
- Remote location without adjacent residences or neighborhood serving commercial businesses
- High levels of truck use



CONDITION A
MAXIMUM WIDTH



22. PIER 94 WETLANDS

Location

Northern Sub-Area

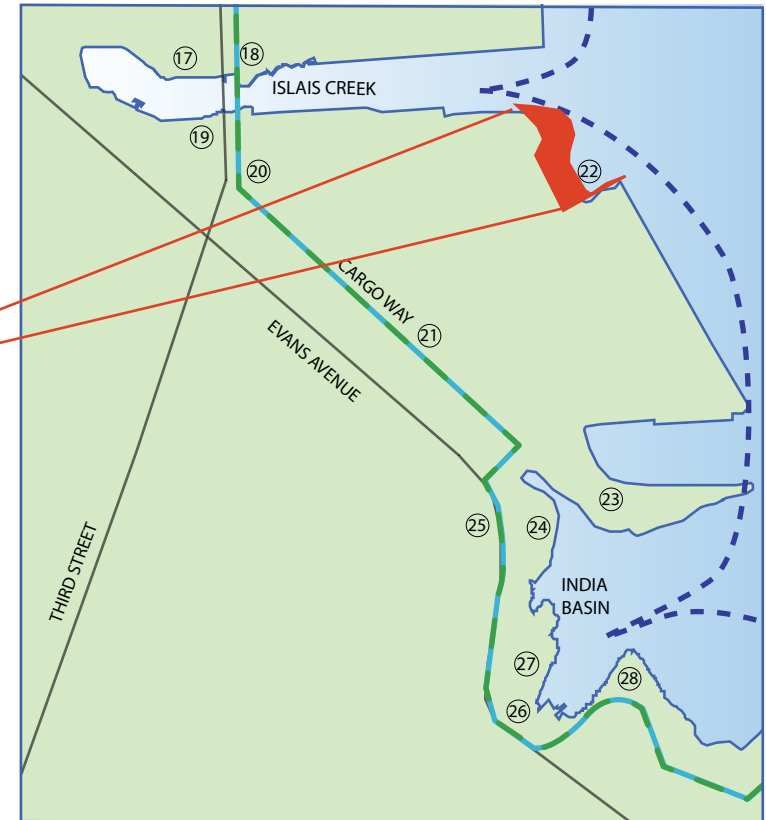
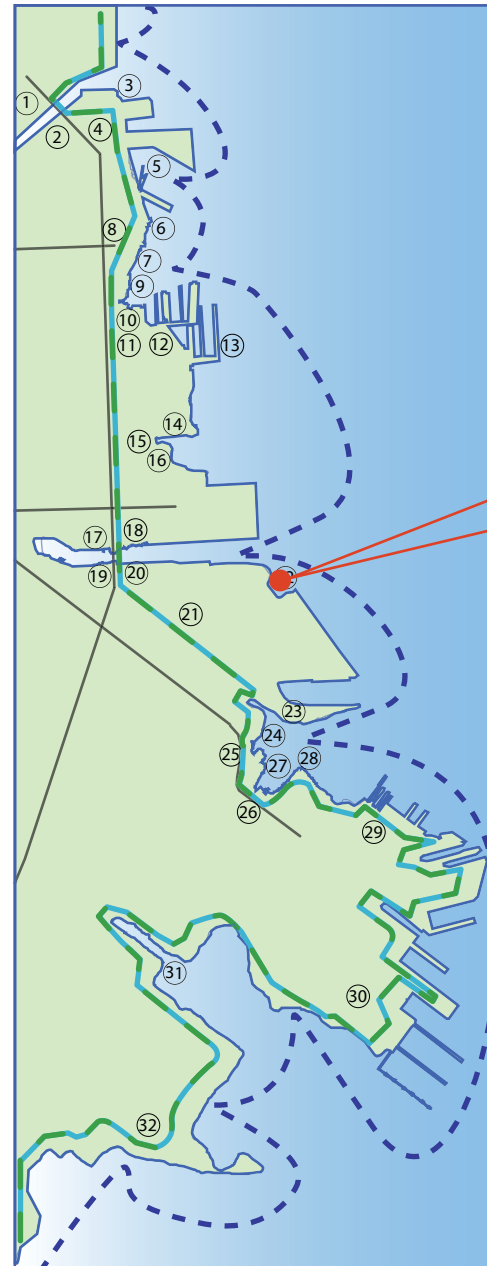
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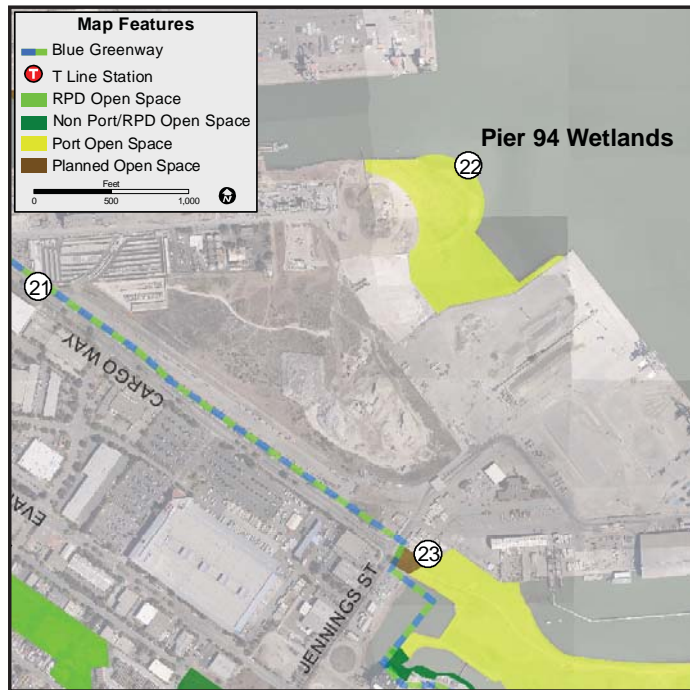
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

22. PIER 94 WETLANDS



Site Features

Status:	Complete
Space Type:	Wetland
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	11.7 Acres
Waterfront Length:	1,937 Linear Feet

Description

The Pier 94 wetlands provide a wildlife habitat in the Central Bay for many species of migratory birds. The site is nestled in between two large scale aggregate processing facilities, and provides expansive views of the San Francisco Bay and Downtown area. The natural open space at Pier 94 is isolated and provides high value habitat. The site is approximately one mile from the Evans Street light rail stop, at the north east corner of Pier 94.

The wetlands consist of various elements including tidal marshes, mudflats, rip-rap shoreline stabilization materials, and various salt marsh plant species. The site is also visited by an array of shorebirds and waterfowl, in addition to many forms of aquatic wildlife

Program

- Wetland habitat restoration

Connections

- Only accessible off of Amador street and Cargo Way

History

- Originally constructed in the early 1970's as Bay fill
- Adopted by the Audubon Society as a natural habitat restoration project
- With funding provided by the Port of San Francisco and the California Coastal Conservancy, a team of consultants and volunteers created a restoration and monitoring plan
- This plan provided for excavation, debris removal, land filling, and vegetation planting within the site

Unique Features

- Inaccessible location

Site Furnishings

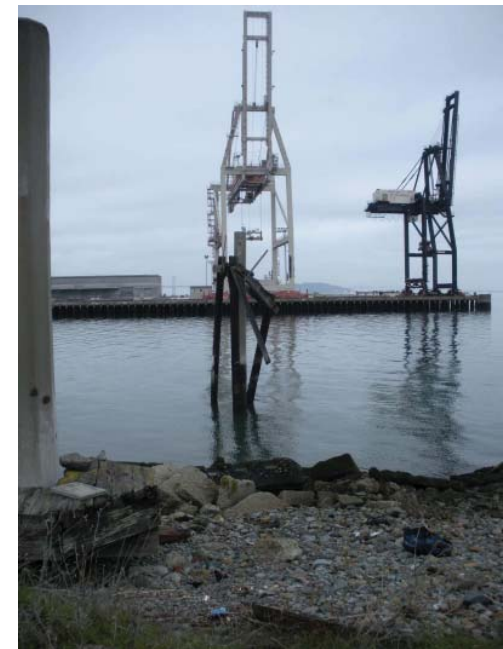
- None currently

22. PIER 94 WETLANDS

Site Context, Furnishings, and Amenities



Pier 94 Wetlands Facing North



22. PIER 94 WETLANDS

Site Vision, Opportunities, and Constraints

Vision

- Increase habitat value including marine bird breeding
- Maintain minimal access for protection of birds

Opportunities

- Improve signage and interpretation
- Add fencing and barriers and buffer vegetation.

Constraints

- Lack of amenities
- Lack of connectivity to the open space network.



Pier 94 Wetlands Aerial View Facing North

23. HERON'S HEAD PARK

Location

Northern
Sub-Area

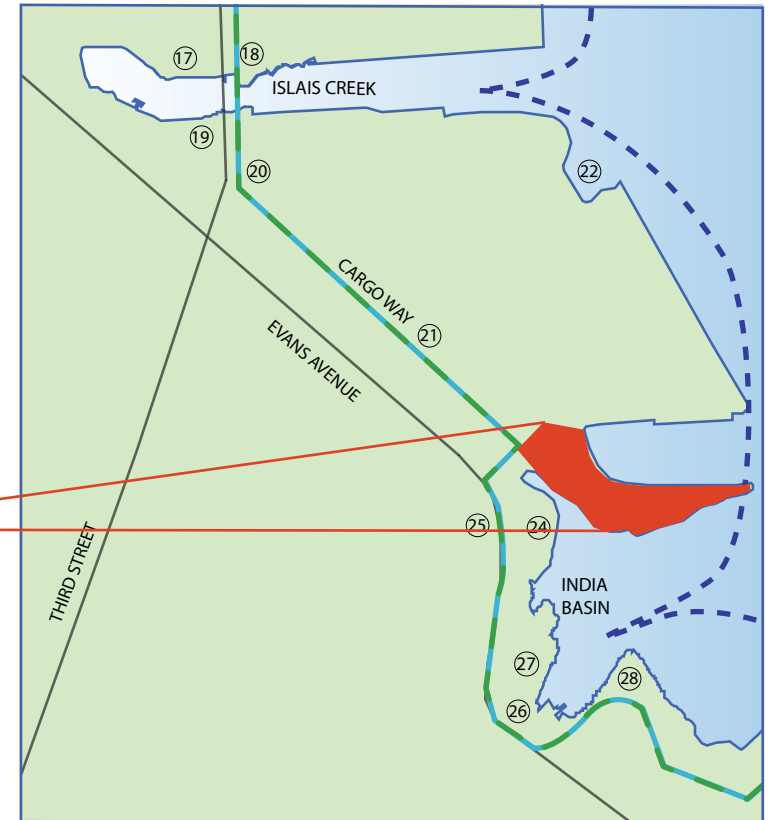
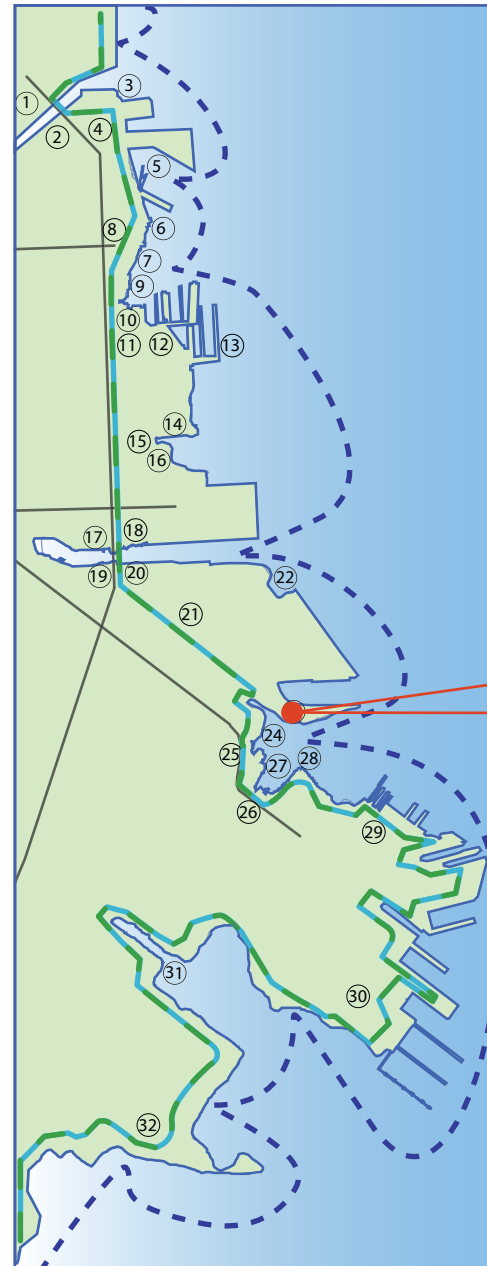
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Central
Sub-Area

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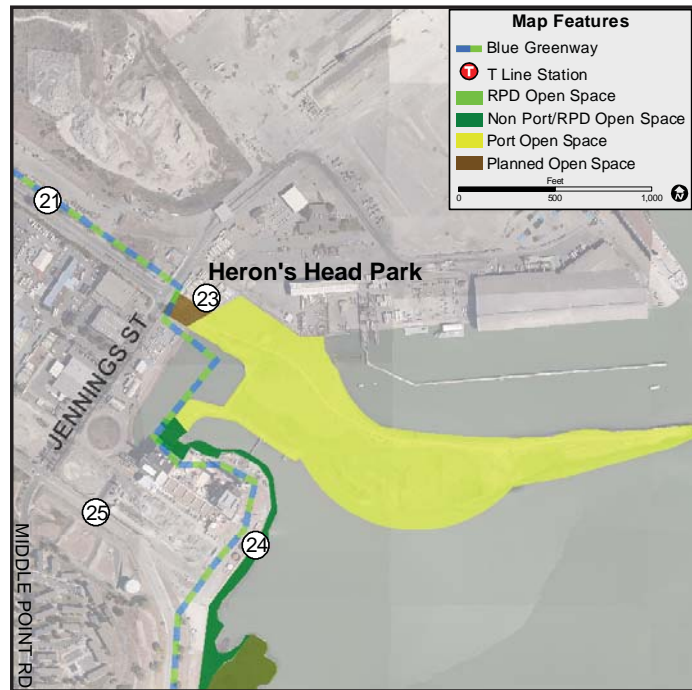
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Sub-Area

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31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

23. HERON'S HEAD PARK



Description

Heron's Head Park is located at the eastern terminus of Cargo Way in the Bayview neighborhood. It provides habitat that is home to a wide variety of migratory birds. Extending out into the Bay from Pier 98, Heron's Head Park also offers many shoreline vistas for visitors to the park.

Heron's Head Park is a significant shoreline open space along the Southern Waterfront. It serves as a wildlife viewing area and educational open space. Literacy for Environmental Justice has sponsored the construction of The Eco Center at Heron's Head Park an entirely sustainable classroom on the site which formally opened in April 2010.

Program

- Ecological and habitat restoration
- Education and interpretation
- Wildlife viewing
- Picnic and seating
- Nature walking

Connections

- Eastern terminus of Cargo Way at Jennings Street
- Northern terminus of the PG&E Shoreline Access Trail

History

- Created from bay fill in the 1960's that was intended to shore up the western terminus for the planned Southern Bay Crossing of a proposed bridge to the East Bay.
- Left undeveloped when the plan was abandoned.
- The Port and community recognized the opportunity to create a natural habitat enhancement project in the 1990's
- This concept spurred a renovation that included debris removal, marsh expansion, tidal channel excavation, vegetation planting, construction of an upland trail, and the installation of multiple picnic and seating areas.

Unique Features

- Panoramic San Francisco Bay vistas
- Bird habitat
- Sustainable education facility
- Long shoreline

Site Furnishings

- Heavy duty materials to match rugged environment

Site Features

Status:	Complete / Planned
Space Type:	Wetland
Jurisdiction:	Port of San Francisco
Region:	Southern Waterfront
Area:	23.44 / 0.54 Acres
Waterfront Length:	6,150 / 0 Linear Feet

23. HERON'S HEAD PARK

Site Context, Furnishings, and Amenities



Heron's Head Park Facing East



23. HERON'S HEAD PARK

Site Vision, Opportunities, and Constraints

Vision

- The Port is in the process of designing an improved entrance park in the currently undefined asphalt parking lot
- This entry park shall serve as a buffer between the busy Jennings/Cargo Way truck traffic and the environmentally sensitive wetland park.
- This addition will formalize parking and tour drop-off areas
- It will increase visibility by extending the park to the street, formalizing entry and interpretive signs and include a significant public art element
- Other Improvements considered include: expanded green space for picnicking and gathering; restrooms, an off-leash dog run, and community gardens
- Improvements should be compatible with the new Eco-Center but provide opportunity for new and expanded uses.

Opportunities

- Extend the concept of sustainability to the expanded park
- Provide a place for non-compatible uses to the nature park such as an off leach dog run
- Buffer the truck traffic
- Define the park entrance
- Provide a significant art and environmental node along the Blue Greenway and at the terminus of Cargo Way
- Provide for future connection along PG&E cooling pond to better connect with India Basin Shoreline Park

Constraints

- Industrial activity of setting
- Not currently well connected to residential area



Heron's Head Park Aerial View Facing North



24. PG&E SHORELINE ACCESS

Location

Northern Sub-Area

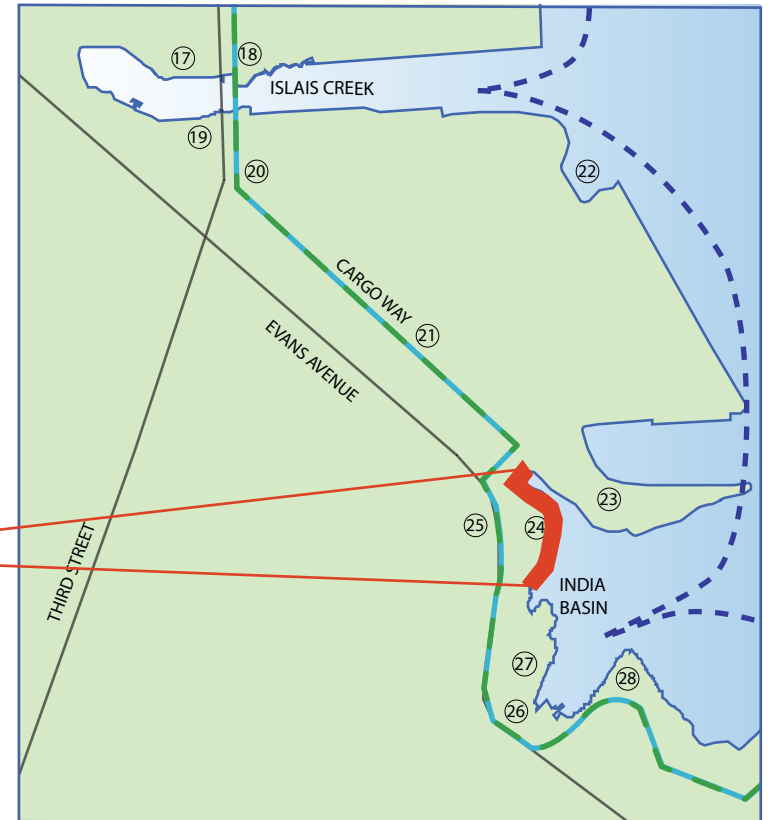
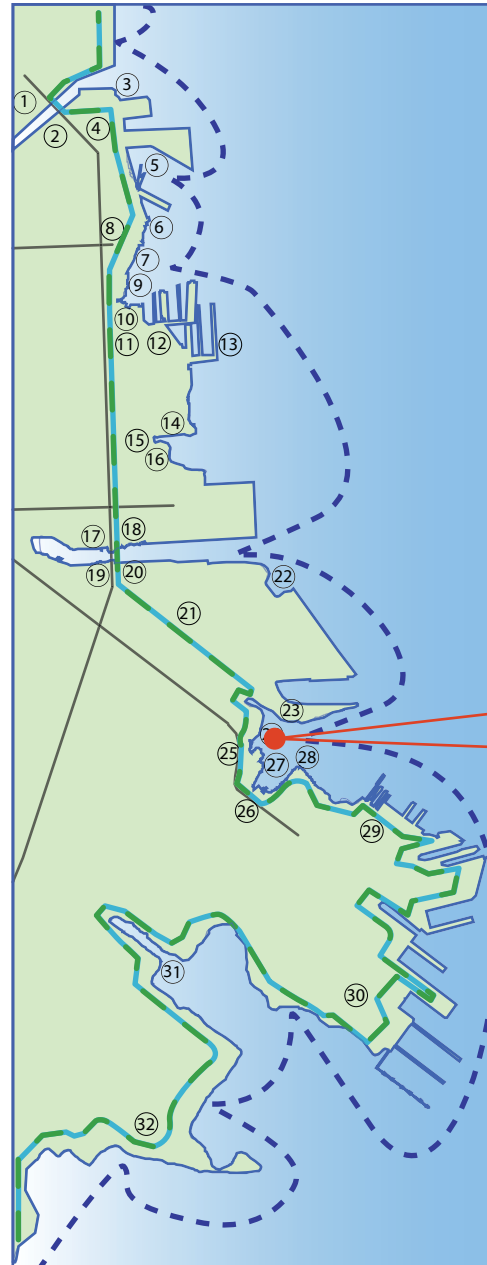
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Central Sub-Area

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Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

24. PG&E SHORELINE ACCESS



Description

The PG&E Shoreline is a narrow strip of waterfront along the San Francisco Bay that skirts the former PG&E Power Plant site in the India Basin neighborhood. It is approximately one mile from the Evans Street light rail stop, at the east end of Evans Street.

Program

- Hiking and off road bike trail
- Shoreline viewing

Connections

- Provides a vital link between Heron's Head Park and India Basin Shoreline Park

History

- The site was included as part of a park renaissance plan in the late 1990's
- The plan was intended to enhance the quality of adjacent parks and to contribute to the completion of the San Francisco section of the Bay Trail

Unique Features

- Wooden bike and pedestrian bridge near Heron's Head Park

Site Furnishings

- None currently

Site Features

Status:	Complete
Space Type:	Public Shoreline Access
Jurisdiction:	Private
Region:	Southern Waterfront
Area:	2.35 Acres
Waterfront Length:	1,880 Linear Feet

24. PG&E SHORELINE ACCESS

Site Context, Furnishings, and Amenities



PG&E Shoreline Facing North



24. PG&E SHORELINE ACCESS

Site Vision, Opportunities, and Constraints

Vision

- The Redevelopment Agency, SF Planning Department, PG&E, and the Bayview/Hunters Point/India Basin community are determining the ultimate reuse of the former power plant site through a joint ongoing planning process.
- Included as part of the Redevelopment Agency's India Basin Shoreline/Survey Area C process
- Included in the Planning Department's Draft India Basin Shoreline Sub-Area Plan of the San Francisco General Plan
- Enhance the shoreline as a public amenity and resource
- As the former PG&E site is remediated and redeveloped, improve this shoreline access area
- Continue shoreline access on west side of former cooling pond

Opportunities

- Very active community planning process in progress
- New development of PG&E site will fund improvements to the trail
- Significant link between two large waterfront parks
- Improve adjacent Jennings Street to distribute commuter bicycle and other pedestrian activity and bypass the shoreline
- Provide more direct connection to India Basin Shoreline Park along with planned expansion of Heron's Head Park

Constraints

- Ongoing construction activity from power plant demolition and redevelopment activity may disrupt use



PG&E Shoreline Aerial View Facing West



25. JENNINGS ST./HUNTERS PT BLVD./INNES AVE.

Location

Northern Sub-Area

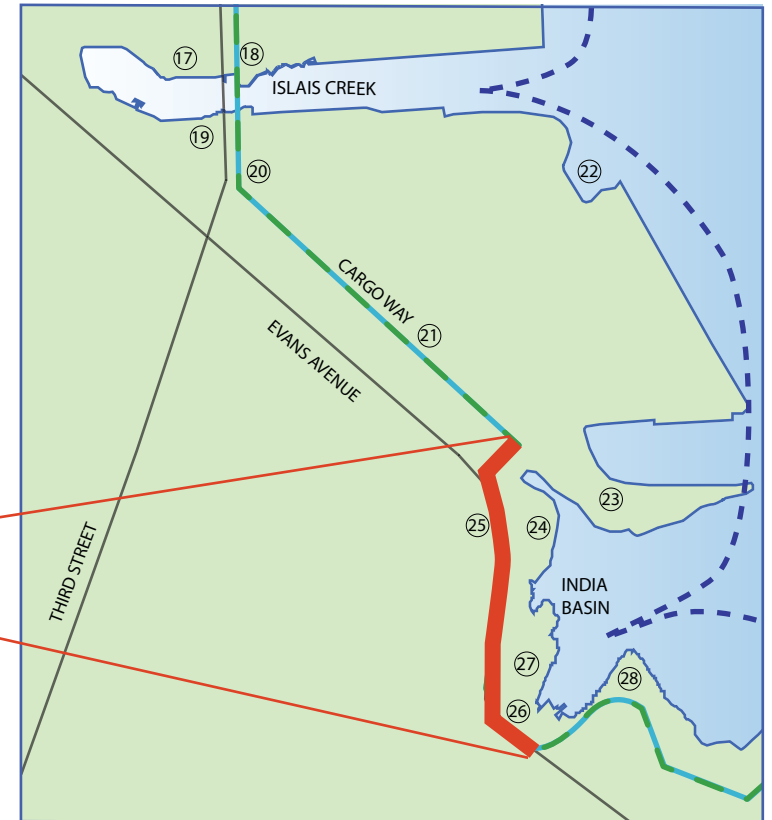
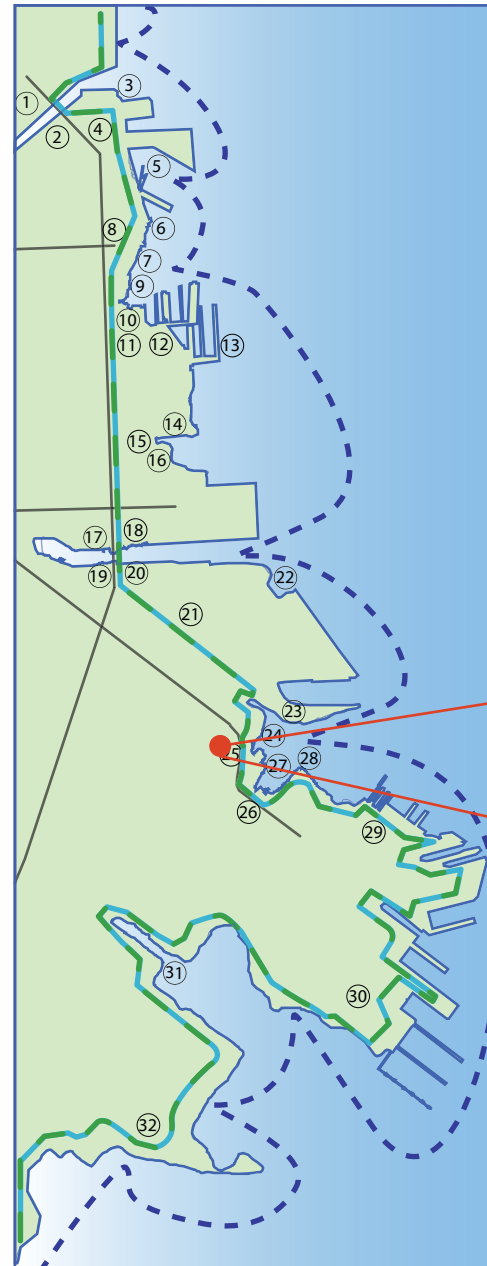
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Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
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31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

25. JENNINGS ST./HUNTERS PT BLVD./INNES AVE.



Site Features

Status: Planned
Space Type: Roadway Improvements
Jurisdiction: Department of Public Works
Region: Southern Waterfront
Length: 0.82 Miles

Description

Innes Avenue in the India Basin neighborhood is a four lane arterial street with minimal or no sidewalks. Beginning on the east side at the former gateway to the Hunters Point Shipyard, it meets Hunters Point Boulevard (HPB) at Hawes Street in a seamless S-curve. HPB then connects to Evans Avenue at Jennings Street. Currently the capacity for the roadway is far greater than the traffic demand. Once the Hunters Point Shipyard redevelopment is built, these roads will carry a greater amount of the traffic from that area travelling north.

The Character of Innes Avenue is a mix of residential single family homes, multi-family homes, and light industrial uses including art fabrication studios. There is a significant artists' community here. Hunters Point Boulevard is a broad open roadway with significant open space on either side. It has broad panoramic views of the San Francisco Bay. Jennings Street is a shorter narrower industrial access street that begins at the intersection of HPB and Evans Ave and goes north to Heron's Head Park and Pier 96 industrial uses.

Program

- Innes- HPB is an arterial four lane throughway with parking
- Jennings is an industrial access road
- Access roads to the former Hunters Point Shipyard
- Limited local serving neighborhood commercial street
- Class 2 bike lanes on Hunters Point Blvd. that merge into shared bike lanes as Innes Avenue narrows down

Connections

- Continues the bicycle facilities from Cargo Way and Evans Avenue to the Hunters Point Shipyard
- Automobile access to India Basin Shoreline Park
- HPB connects with Hudson Street near Hawes Street
- HPB and Jennings run parallel to the PG&E Shoreline Access Trail

History

- Historic boat building neighborhood
- WWII traffic demand related to the Hunters Point Shipyard

Unique Features

- Views to the bay

Site Furnishings

- None currently

25. JENNINGS ST./HUNTERS PT BLVD./INNES AVE.

Site Context, Furnishings, and Amenities



Innes Avenue Looking East



Innes Avenue Looking East From Hawes St.



Innes Avenue Looking West



Hunter's Point Boulevard Looking North towards PG&E Power Plant Site



Hunter's Point Boulevard Looking South



Typical Bay View At Street Intersection

25. JENNINGS ST./HUNTERS PT BLVD./INNES AVE.

Site Vision, Opportunities, and Constraints

Vision

- Street redesign is planned as a component of the future Hunters Point Shipyard/ Candlestick Park redevelopment projects
- Design dependant on possible 49's Stadium being included in redevelopment plan since game day exiting traffic would require specific number of lanes travelling north
- Potential diversion of bicycle routes off of Innes and onto Hudson Street in discussion
- Designated truck route for future businesses in the redevelopment area
- Neighborhood serving commercial/residential street with safe crossings, landscaped medians, and pedestrian amenities
- Stair streets leading from hillside neighborhoods to be improved to increase access to open spaces and commercial areas

Opportunities

- Link to revitalized neighborhoods on Hunters Point Hill
- Consider re-routing commuter and Blue Greenway bicycle routes off of Innes Ave. to allow for improved amenities and landscaping on Innes Ave.
- Improve adjacent Jennings Street to link commuter bikes from Cargo Way to Hunters Point Blvd.
- Jennings Street has been considered for a Class II bike facility to extend the concept proposed for Cargo Way
-

Constraints

- Uncertain planning context on Hunters Point Shipyard project precludes final streetscape design on Innes/Hunters Point Blvd.
- This roadway is the only northern access for vehicles to Hunters Point Shipyard area

26. HUDSON AVENUE IMPROVEMENTS

Location

Northern Sub-Area

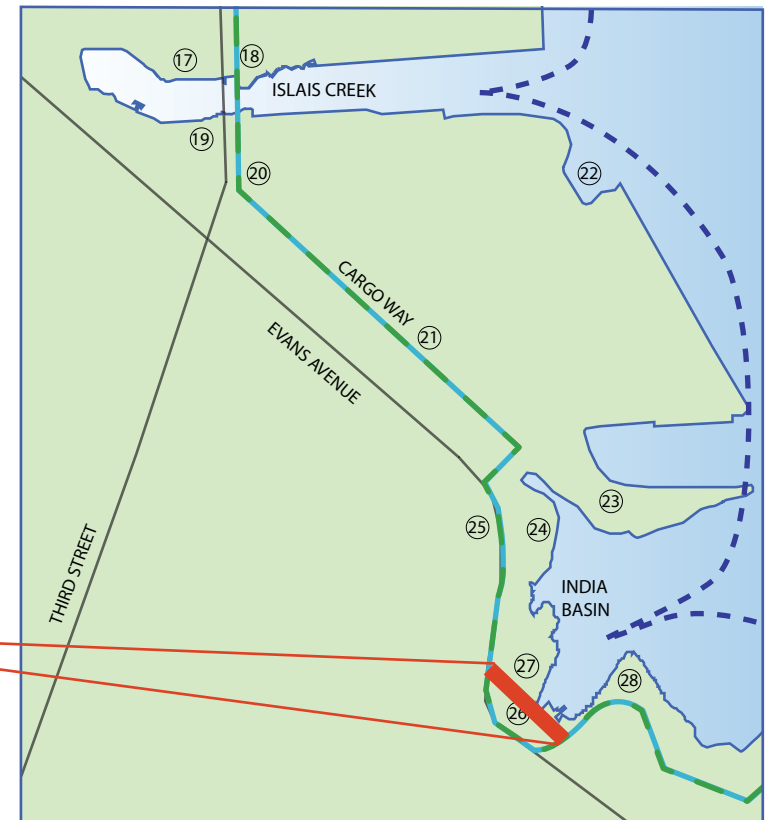
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Southern Sub-Area

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31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

26. HUDSON AVENUE IMPROVEMENTS



Description

Hudson Avenue is an unimproved right-of-way that runs parallel to Innes Avenue one block to the north. The significant improvement to the Blue Greenway system would be located between Hunters Point Boulevard and Aurelious Walker Boulevard. Currently the street is unimproved and unaccepted by the City of San Francisco. It is occupied in part by adjacent businesses for large equipment storage and general work yard. Otherwise it is a local access dirt road. It is partially submerged in the San Francisco Bay. The paper street continues eastward to the Hunters Point Shipyard Redevelopment Area. It is a significant focus of the India Basin Shoreline/ Survey Area C planning process by the San Francisco Redevelopment Area.

Program

- Local access road
- Partially occupied by adjacent commercial/industrial businesses
- Commercial parking for adjacent business near Hunters Point Boulevard
- Ad hoc outdoor art gallery near artists' studio

Connections

- Connects to Innes Avenue via several unimproved paper streets
- Adjacent to India Basin Shoreline Park and India Basin Open Space
- Currently closed to public access at shoreline edge

History

- This is a culturally significant historical boat building site

Unique Features

- Concrete marine ways still visible
- Topographic change

Site Furnishings

- None currently

Site Features

Status: Planned
Space Type: Roadway Improvements
Jurisdiction: Department of Public Works
Region: Southern Waterfront
Length: 0.82 Miles

26. HUDSON AVENUE IMPROVEMENTS

Site Context, Furnishings, and Amenities



26. HUDSON AVENUE IMPROVEMENTS

Site Vision, Opportunities, and Constraints

Vision

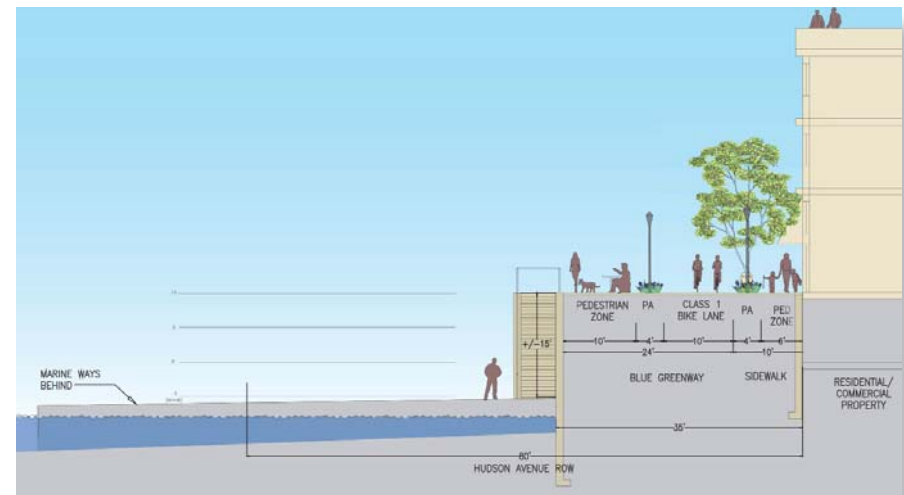
- The Redevelopment Agency, SF Planning Department, PG&E, and the Bayview/Hunters Point/India Basin community are determining the ultimate form of Hudson Street right-of-way through a joint ongoing planning process
- Included as part of the Redevelopment Agency's India Basin Shoreline/Survey Area C process
- Included in the Planning Department's Draft India Basin Shoreline Sub-Area Plan of the San Francisco General Plan
- Utilize the public right-of-way for public access to the shoreline
- Create commuter and recreational bicycle facilities in Hudson right-of-way to increase Innes Avenue traffic calming
- Create multiple access points to the waterfront through many previously inaccessible public rights-of-way in the area
- Link the east and west shores of India Basin Shoreline Park with a public urban waterfront trail
- Fill a gap in the Blue Greenway/ Bay Trail with a safe waterfront open space

Opportunities

- Very active community planning process in progress
- Potential significant link between two large waterfront parks could create a contiguous urban park
- Occupied streets at Hudson Ave. and Griffith St., if reverted to public use, comprise a significant public waterfront open space
- Adjacent private property development should encourage waterfront access

Constraints

- Complex and competing interest groups
- Adjacent private property development should be coordinated to encourage connectivity and access to waterfront



27. INDIA BASIN SHORELINE PARK

Location

Northern Sub-Area

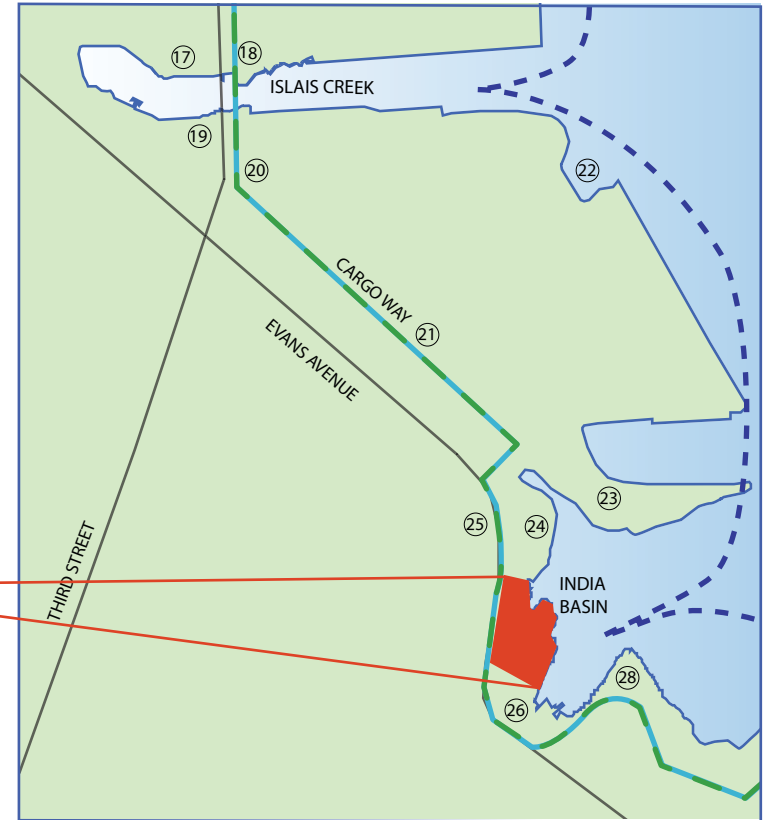
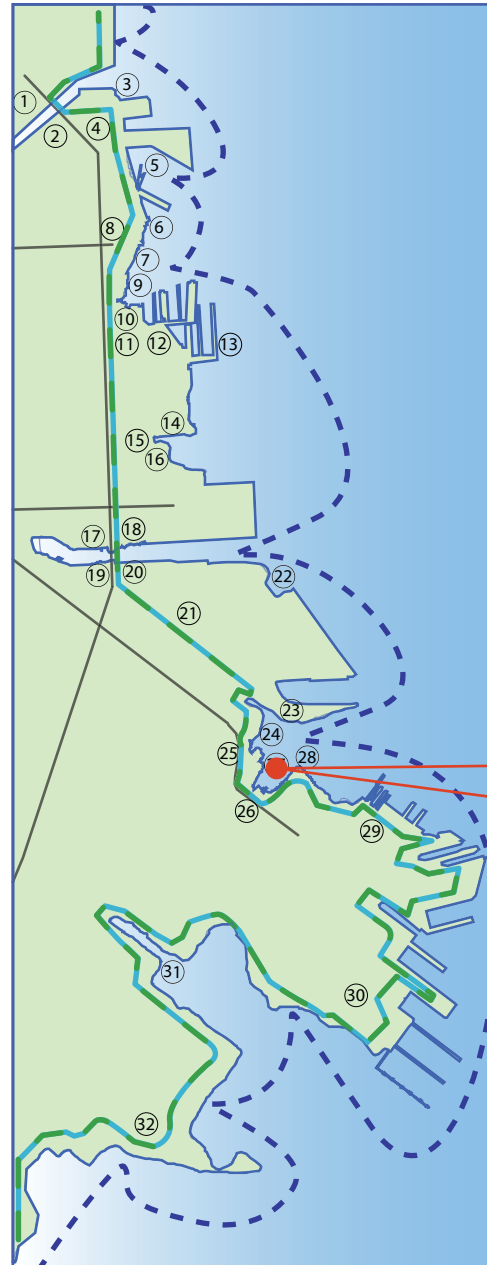
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14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park / Islais Creek North-East
19. Islais Landing / Islais Creek South
20. Third and Cargo Gateway
21. Cargo Way
22. Pier 94 Wetlands
23. Heron's Head Park
24. PG&E Shoreline Access
25. Jennings St./Hunters Pt. Blvd. / Innes Ave.
26. Hudson Avenue Improvements
- 27. India Basin Shoreline Park**
28. India Basin Open Space

Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

27. INDIA BASIN SHORELINE PARK



Site Features

Status:	Complete
Space Type:	Shoreline Park
Jurisdiction:	San Francisco Recreation and Parks Dept.
Region:	Southern Waterfront
Area:	5.32 Acres
Waterfront Length:	1,140 Linear Feet

Description

Overlooking the San Francisco Bay and nearby wetlands, India Basin Shoreline facilities provide active and passive recreation opportunities for the residents of the Bayview area. The site is one mile from the Evans Street light rail stop, with an entrance off of Hunters Point Boulevard, the western shore of India Basin offers a newly improved waterfront park.

The western shore of India Basin is a major component of the surrounding shoreline open space cluster, and it is the only section that provides active recreation programming.

Program

- Shoreline Access
- Informal non-motorized boat access
- Picnic
- Play Structures,
- Basketball Courts

Connections

- Connecting with Heron's Head Park to the North via the PG&E Shoreline

History

- Located on the site of an early 1900's boat yard
- Made available for public use after the decline of shipping and naval activities around the area
- Reclaimed in the early 1990's by the Recreation and Parks Department for public use
- In the late 1990's, this shoreline area was subject to a renaissance park plan intended to improve Bay Trail access and expand the park facilities
- This plan led to improvements such as a playground, basketball court, barbecue area, and landscape amenities

Unique Features

- Public Art with maritime theme incorporated into park design

Site Furnishings

- Mostly sturdy concrete
- Mix of manufactures and recycled seating
- Painted for graffiti maintenance

27. INDIA BASIN SHORELINE PARK

Site Context, Furnishings, and Amenities



India Basin Shoreline Park Facing North



27. INDIA BASIN SHORELINE PARK

Site Vision, Opportunities, and Constraints

Vision

- The Redevelopment Agency, SF Planning Department, and the Bayview/Hunters Point/India Basin community are determining the ultimate form of parks and open spaces in India Basin through a joint ongoing planning process.
- Maintain and enhance all features of the park including public access to the shoreline
- Link the east and west shores of India Basin Shoreline Park with a public urban waterfront trail on Hudson Street

Opportunities

- Very active community planning process in progress
- Potential significant link between two large waterfront parks on Hudson Street right-of-way could create a contiguous urban park
- Adjacent private property development may be encouraged to provide waterfront access

Constraints

- Complex and competing interest groups
- Adjacent private property development needs to have significant design review so as to enhance and not detract from park character



India Basin Shoreline Park Aerial View Facing West

28. INDIA BASIN OPEN SPACE

Location

Northern Sub-Area

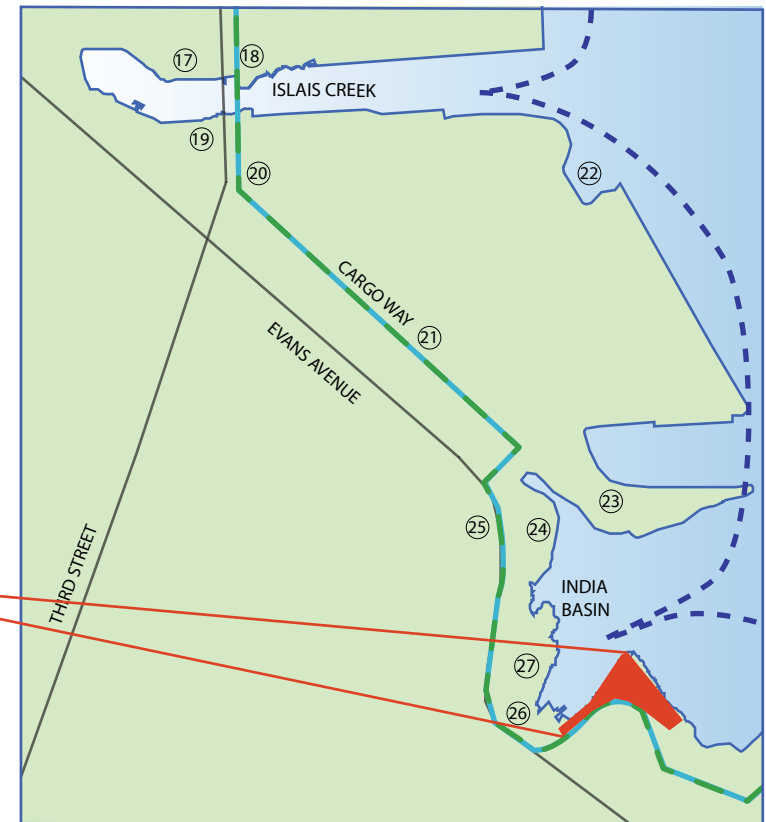
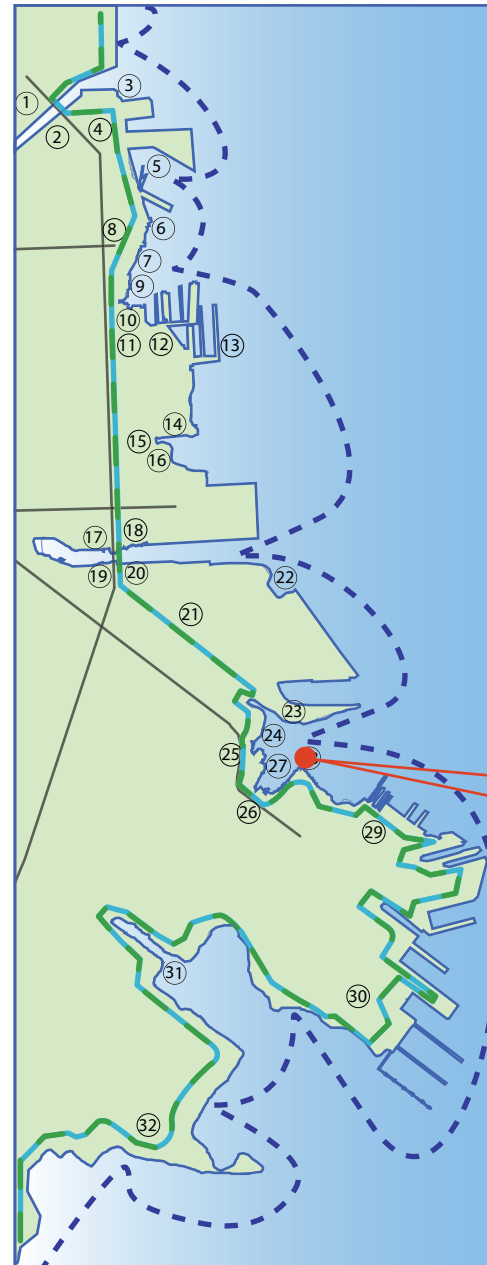
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Central Sub-Area

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26. Hudson Avenue Improvements
27. India Basin Shoreline Park
28. India Basin Open Space

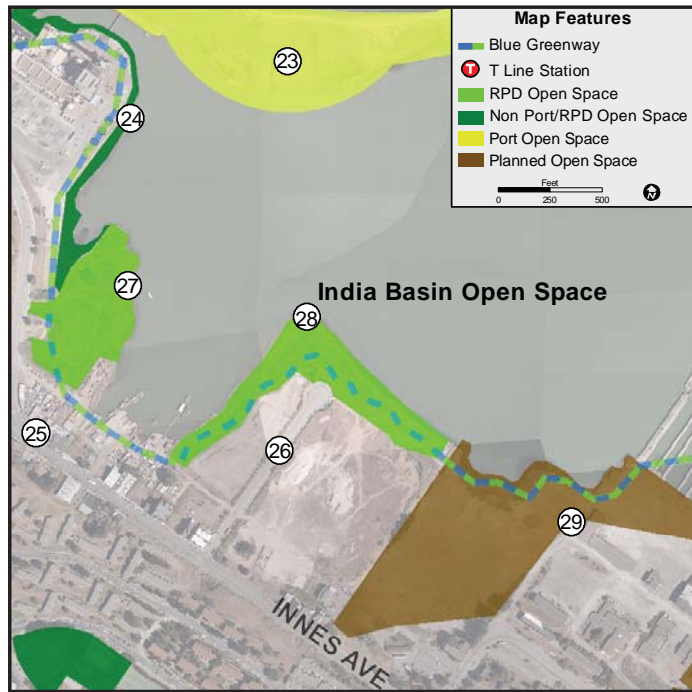
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Central Sub Area

28. INDIA BASIN OPEN SPACE



Description

The eastern shore of India Basin provides a pleasant atmosphere for passive recreation. Serving the Bayview area, this natural open space provides many vista points that overlook the San Francisco Bay and wetland areas. This site is approximately 1 ½ miles from the Evans Street light rail stop, with an entrance at the North end of Aurelius Walker Drive.

Program

- Shoreline access trail
- Wetland and upland habitat restoration

Connections

- Currently only accessible from Aurelius Walker Boulevard

History

- Created in the 1960's by bay fill
- The eastern shore of India Basin was dedicated to public use in the early 1990's
- As part of a renaissance park plan that followed, this open space was identified as a place suitable for a natural preservation project
- As a result of that plan, a focused effort of trail construction, pedestrian seating installation, and extensive wetland and upland vegetation planting took place in the early 2000's

Unique Features

- Panoramic views of San Francisco Bay

Site Furnishings

- Minimal heavy concrete seating
- Painted for graffiti maintenance

Site Features

Status:	Complete
Space Type:	Shoreline Park
Jurisdiction:	San Francisco Recreation and Parks Dept.
Region:	Southern Waterfront
Area:	6.21 Acres
Waterfront Length:	1,890 Linear Feet

28. INDIA BASIN OPEN SPACE

Site Context, Furnishings, and Amenities



India Basin Shoreline Park Facing North



28. INDIA BASIN SHORELINE PARK

Site Vision, Opportunities, and Constraints

Vision

- The Redevelopment Agency, SF Planning Department, and the Bayview/Hunters Point/India Basin community are determining the ultimate form of parks and open spaces in India Basin through a joint ongoing planning process
- Maintain and enhance all features of the park including public access to the shoreline
- Link the east and west shores of India Basin Shoreline Park with a public urban waterfront trail on Hudson Street
- Plans may also include the installation of a boat dock for larger vessels, and the restoration of the adjacent Historic Maritime Recreation Center

Opportunities

- Very active community planning process in progress
- Potential significant link between two large waterfront parks on Hudson Street right-of-way could create a contiguous urban park
- Adjacent private property development and completion of Hudson Street would provide multiple waterfront access points
- Direct connection from north eastern end of this open space should be provided to the Hunters Point Development Project open space.

Constraints

- Complex and competing interest groups
- Adjacent private property development needs to have significant design review so as to enhance and not detract from park character
- Wetlands created as a part of the 1990's improvements have been unsuccessful in establishing
- The San Francisco Redevelopment Agency has planning efforts underway that may include an expansion of this public open space that will facilitate a connecting path with the western shore



India Basin Shoreline Park Aerial View Facing North

29. HUNTERS PT SHIPYARD OPEN SPACES NORTH

Location

Northern
Sub-Area

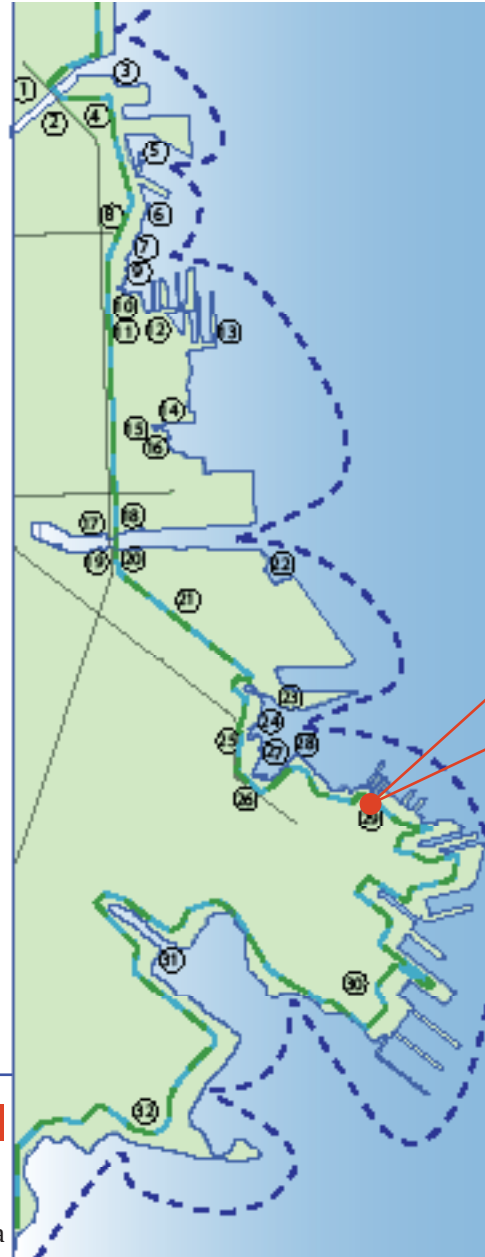
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15. 24th Street Improvements
16. Warm Water Cove

Central
Sub-Area

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27. India Basin Shoreline Park
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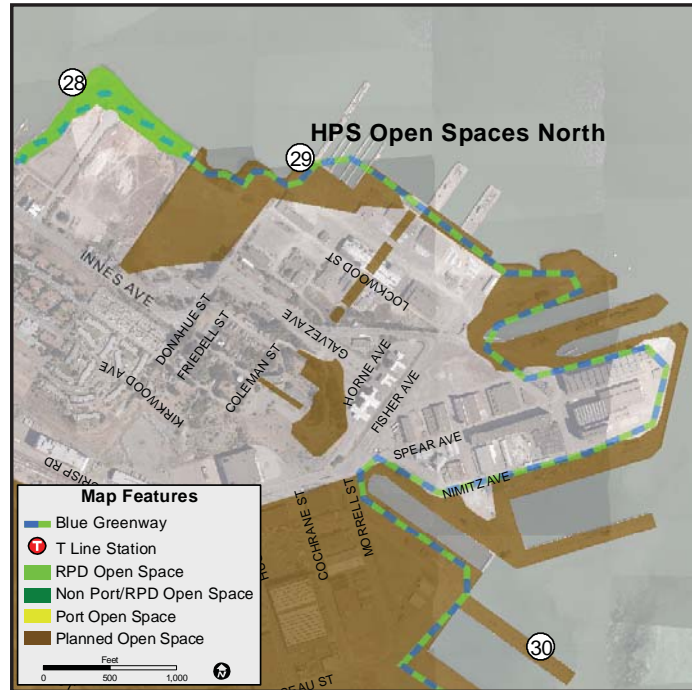
Southern
Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Southern Sub Area

29. HUNTERS PT SHIPYARD OPEN SPACES NORTH



Site Features

Status: Planned

Space Type: Shoreline Park

Jurisdiction: San Francisco Redevelopment Agency

Region: Southern Waterfront

Area: 25.34 Acres

Waterfront Length: 2,165 Linear Feet

Description

Located in the far southeast corner of the City of San Francisco, The Hunters Point Naval Shipyard site consists of 936 acres: 493 on land and 443 under water in San Francisco Bay. Since its closure in 1974, access has been restricted to the public. Uses include government, industrial, and artists' facilities. It houses one of the largest art communities in the United States. Access to the site is via the north gateway at the east end of Innes and the south gateway at the east end of Palou St.

As part of the planned joint Candlestick Point-Hunters Point Development Plan, the northern shore of the shipyard site will include an extension of India Basin Open Space and the Blue Greenway. Currently those spaces are paved over or occupied by deteriorated WWII era structures. The entire shipyard is a federal Superfund site.

Program

- Open spaces closed to public access

Connections

- Limited access to the shipyard is permitted via the north gateway at the east end of Innes avenue in the India Basin neighborhood
- Limited access to the shipyard is permitted via the south gateway at the east end of Palou St. in the Bayview neighborhood

History

- Chinese fishing camps and villages located at Hunters Point from 1853 up to the 1940's...at the peak, 2000 fishermen were on the shipyard site in the 1880's
- The Hunters family established the first permanent dry dock on the Pacific Coast in 1869 in Hunters Point
- In 1940, the Navy obtained ownership of the shipyard for ship building, repair, and maintenance activities
- After World War the Navy operated Hunters Point Annex as a shipbuilding and repair facility from 1941 until 1976
- Between 1976 and 1986, the Navy leased most of the shipyard to Triple A, a private ship-repair company
- Artists' community builds up in the 1970's and 1980's
- The entire shipyard is declared a Superfund site in 1989

Unique Features

- World War II era buildings and street grid
- Panoramic views of San Francisco Bay

29. HUNTERS PT SHIPYARD OPEN SPACES NORTH

Site Context, Furnishings, and Amenities



HPS Neighborhood Park Facing North



29. HUNTERS PT SHIPYARD OPEN SPACES NORTH

Site Vision, Opportunities, and Constraints

Vision

- The Mayor's office, the SF Redevelopment Agency, and the SF Planning Department are working with multiple state and federal agencies to develop the joint Candlestick Point-Hunters Point Development Plan
- In the northern area, the plan would create open spaces that connect with India Basin Shoreline Park and the Blue Greenway/Bay Trail
- In the northern area, the plan calls for a series of linked parks and open spaces including waterfront parks, waterfront promenades, boulevard parks, and a marina
- Features of these parks/ open spaces include lawns, grasslands, eco-gardens, beach, kayak launch, bio-filtration ponds, restrooms, shade structures, educational facilities, dog run, playground, and sports courts and picnic areas

Opportunities

- Extend Blue Greenway/Bay Trail into the Shipyard development site
- Utilize historic docks for recreational purposes
- Connect with India Basin Shoreline open spaces

Constraints

- Contaminated conditions may delay transfer of land to City
- Complex development process dependant on 49's stadium plan
- Complex development process will require long-term implantation strategy



HPS Neighborhood Park Aerial View Facing North



30. HUNTERS PT SHIPYARD OPEN SPACES SOUTH

Location

Northern Sub-Area

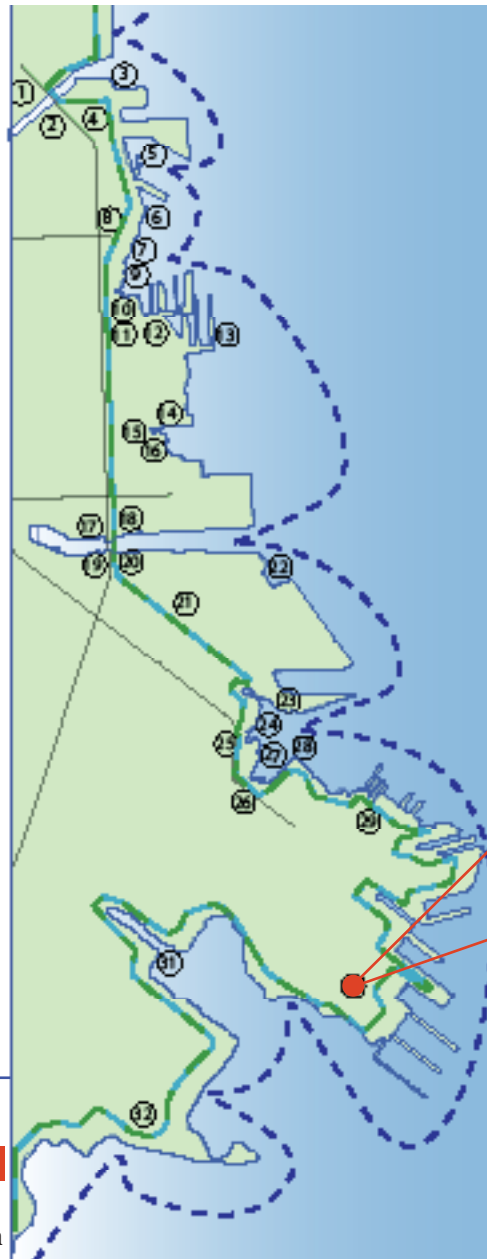
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13. Pier 70 Slipways Park
14. Power Plant Shoreline Access
15. 24th Street Improvements
16. Warm Water Cove

Central Sub-Area

17. Islais Creek North-West
18. Tulare Park /Islais Creek North-East
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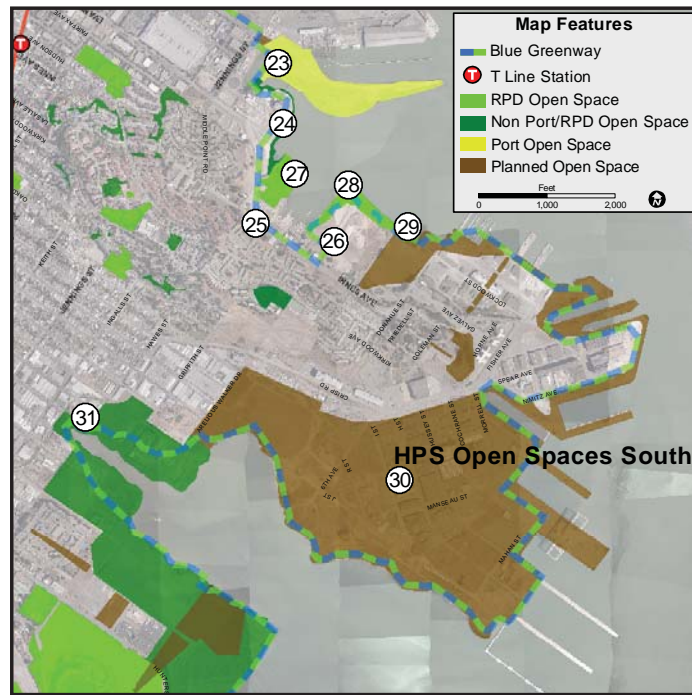
Southern Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Southern Sub Area

30. HUNTERS PT SHIPYARD OPEN SPACES SOUTH



Description

Located in the far southeast corner of the City of San Francisco, The Hunters Point Naval Shipyard site consists of 936 acres: 493 on land and 443 under water in San Francisco Bay. Since its closure in 1974, access has been restricted to the public. Uses include government, industrial, and artistic facilities. It houses one of the largest art communities in the United States. Access to the site is via the north gateway at the east end of Innes Avenue and the south gateway at the east end of Palou St.

As part of the planned joint Candlestick Point-Hunters Point Development Plan, the southern shore of the shipyard site will include the Hunters Point Waterfront Park and an extension of the Blue Greenway/Bay Trail. Currently the spaces are paved over or occupied by deteriorated WWII era structures. The entire shipyard is a federal Superfund site.

Program

- Open spaces closed to public access

Connections

- Limited access to the shipyard is permitted via the north gateway at the east end of Innes Avenue in the India Basin neighborhood.
- Limited access to the shipyard is permitted via the south gateway at the east end of Palou St. in the Bayview neighborhood.

History

- Chinese fishing camps and villages located at Hunters Point from 1853 up to the 1940's...at the peak, 2000 fishermen were on the shipyard site in the 1880's
- The Hunters family established the first permanent dry dock on the Pacific Coast in 1869 in Hunters Point
- In 1940, the Navy obtained ownership of the shipyard for ship building, repair, and maintenance activities
- After World War the Navy operated Hunters Point Annex as a shipbuilding and repair facility from 1941 until 1976
- Between 1976 and 1986, the Navy leased most of the shipyard to Triple A, a private ship-repair company
- Artists' community builds up in the 1970's and 1980's
- The entire shipyard is declared a Superfund site in 1989

Unique Features

- World War II era buildings and street grid
- Panoramic views of San Francisco Bay

Site Features

Status:	Planned
Space Type:	Shoreline Park and Football Stadium
Jurisdiction:	San Francisco Redevelopment Agency
Region:	Southern Waterfront
Area:	288.13 Acres
Waterfront Length:	27,975 Linear Feet

30. HUNTERS PT SHIPYARD OPEN SPACES SOUTH

Site Context, Furnishings, and Amenities



Concessionaire Extreme Park Facing East



30. HUNTERS PT SHIPYARD OPEN SPACES SOUTH

Site Vision, Opportunities, and Constraints

Vision

- The Mayor's office, the SF Redevelopment Agency, and the SF Planning Department are working with multiple state and federal agencies to develop the joint Candlestick Point-Hunters Point Development Plan
- In the southern shoreline, the plan would create open spaces that connect with Yosemite Slough wetland and the Blue Greenway/Bay Trail
- In the southern shoreline, the plan calls for a series of linked parks and open spaces surrounding the anticipated relocated 49ers stadium
- These parks include sports fields, naturalized native landscapes, multi-use lawns, a boat learning center, grasslands, ecology park, and park maintenance facilities
- Features of these parks/ open spaces include lawns, grasslands, eco-gardens, beach, kayak launch, bio-filtration ponds, restrooms, shade structures, educational facilities, dog run, playground, and sports courts and picnic areas

Opportunities

- Extend Blue Greenway/Bay Trail into the Shipyard development site
- Utilize historic docks for recreational purposes
- Connect with Yosemite Slough

Constraints

- Contaminated conditions may delay transfer of land to City
- Complex development process dependant on 49ers stadium plan
- Complex development process will require long-term implantation strategy



Concessionaire Extreme Park Aerial View Facing North



31. YOSEMITE SLOUGH

Location

Northern
Sub-Area

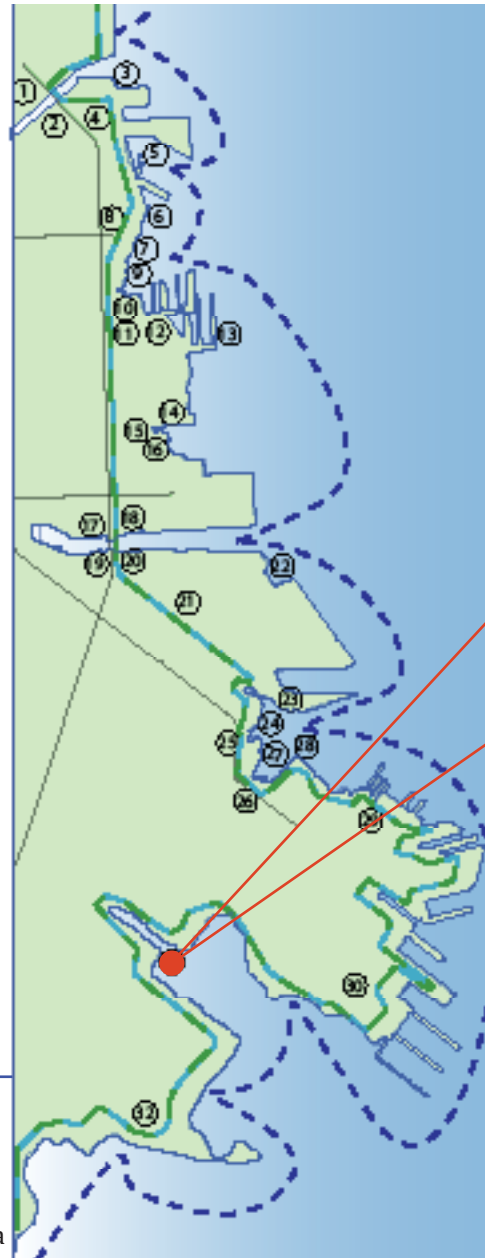
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15. 24th Street Improvements
16. Warm Water Cove

Central
Sub-Area

17. Islais Creek North-West
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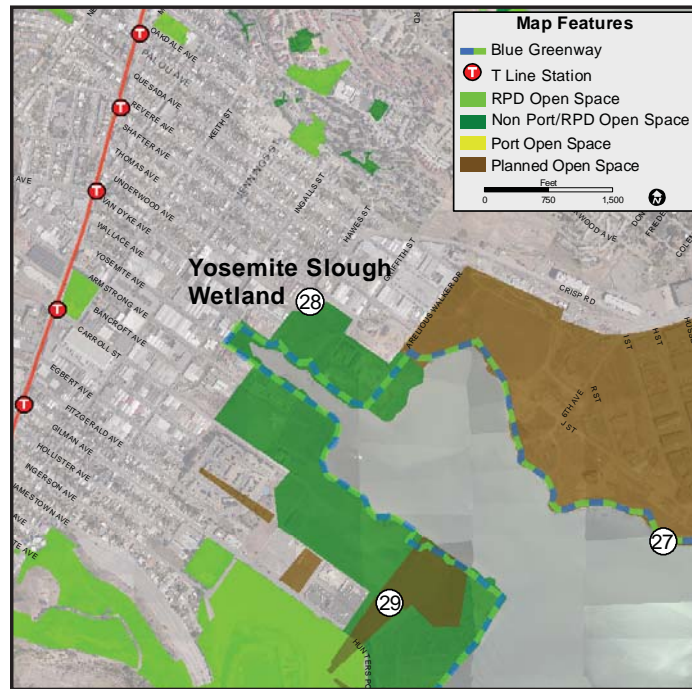
Southern
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31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Southern Sub Area

31. YOSEMITE SLOUGH



Site Features

Status:	Planned
Space Type:	Wetland
Jurisdiction:	State of California
Region:	Southern Waterfront
Area:	41.49 Acres
Waterfront Length:	4,825 Linear Feet

Description

Yosemite Slough is one of the largest natural wetlands in the city. It is situated in an industrial section of the Bayview area. The open space is currently closed to the public. The site currently consists of large, open fields with major sections along the perimeter of the mudflat being covered by salt marsh plant species. It is one-half of a mile from the Van Dyke Avenue light rail stop, with entrances off of Griffith Street and Yosemite Avenue.

Program

- Currently closed to the public

Connections

- Links to Hunters Point Shipyard southern waterfront, also currently closed to the public
- Links to the Candlestick Point State Recreation Area to the south

History

- Acquired by the State of California in 1977 as part of a new state park recreation area, the open space was prioritized as a natural habitat restoration project
- With the State Parks System's approval of the 1987 Candlestick State Park Recreation Area General Plan, funding for cleanup efforts soon followed
- A plan for the development of the Yosemite Slough restoration strategy has been developed
- Currently, the California State Parks Foundation is nearing their fundraising goals in order to finance the implementation of their restoration plan

Unique Features

- Large relatively natural bay wetland

Site Furnishings

- None currently

31. YOSEMITE SLOUGH

Site Context, Furnishings, and Amenities



Yosemite Slough Wetland Facing East



31. YOSEMITE SLOUGH

Site Vision, Opportunities, and Constraints

Vision

- The Yosemite Slough Wetland Restoration Plan includes soil excavation, soil remediation, vegetation plantings, and Bay Trail connections.
- It also includes the construction of bird nesting islands, a public parking lot, and seating within a designated vista area.
- Once complete, the Yosemite Slough Wetlands, along with the Candlestick Point-Hunters Point waterfront open spaces will serve as the largest contiguous wetland in the county
- It will offer a critical habitat for migratory birds in the central bay
- Create recreation opportunities for the public

Opportunities

- Critical link in continuous opens space network
- Enhanced wetland habitat

Constraints

- One of the city's combined sewer outfalls for storm overflow is located at Yosemite Slough



Yosemite Slough Wetland Aerial View Facing North



32. CANDLESTICK PT. STATE RECREATION AREA

Location

Northern
Sub-Area

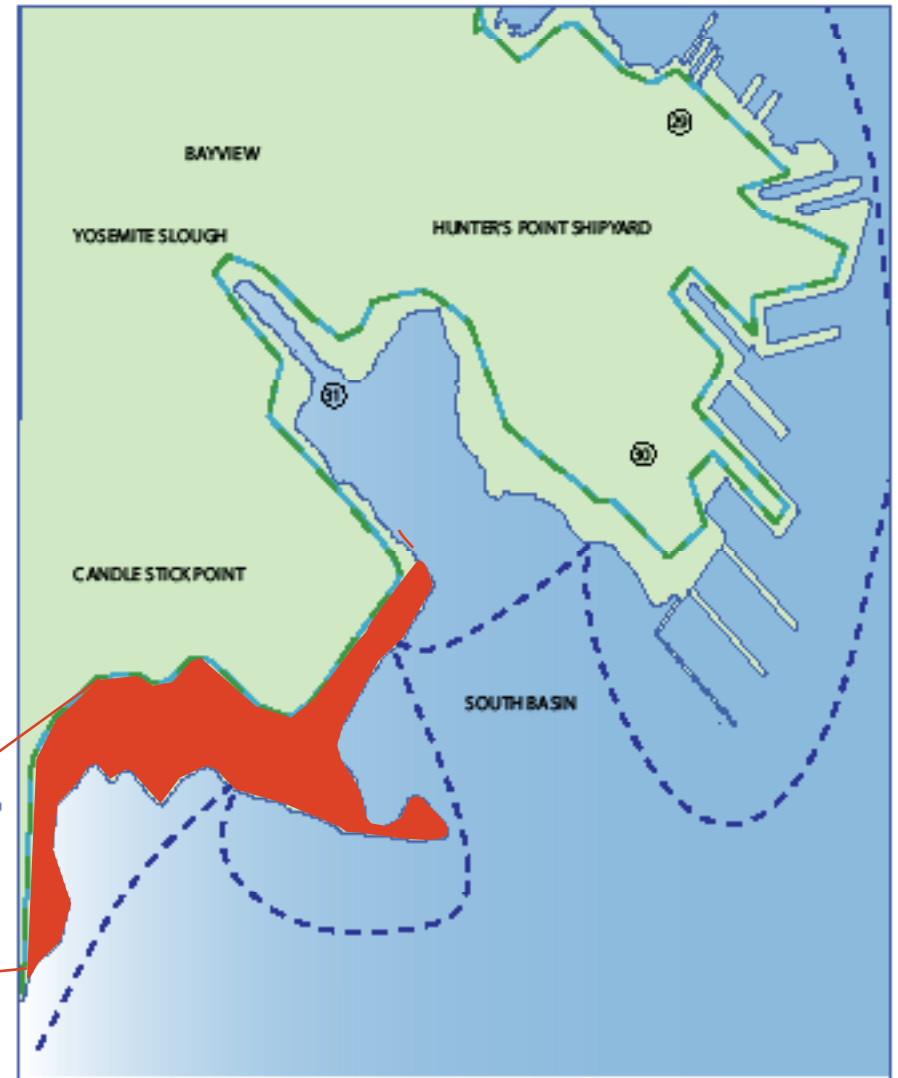
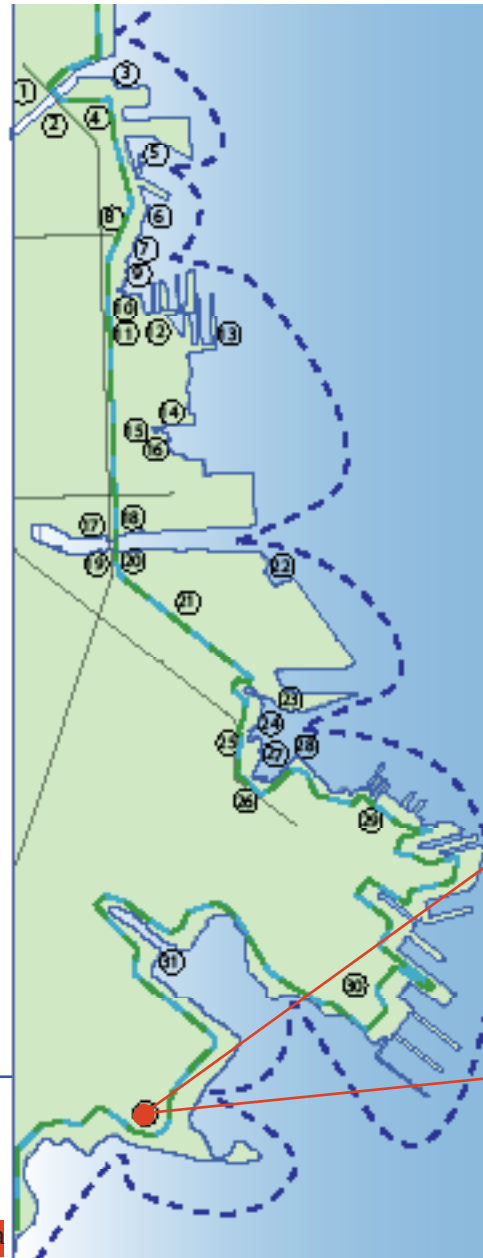
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Central
Sub-Area

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27. India Basin Shoreline Park
28. India Basin Open Space

Southern
Sub-Area

29. Hunter's Pt. Shipyard Open Spaces North
30. Hunter's Pt. Shipyard Open Spaces South
31. Yosemite Slough
32. Candlestick Pt. State Recreation Area



Southern Sub Area

32. CANDLESTICK PT. STATE RECREATION AREA



Description

Candlestick State Park has the unique position of being the first California State Park acquired in an urban area for public recreational use. Serving the Bayview and Visitation Valley neighborhoods, this public park offers panoramic views of the San Francisco Bay and San Bruno Mountain from its many vista points. It is located nearly three quarters of a mile from the Arleta Avenue light rail stop, at the intersection of Executive Park Boulevard and Harney Way,

Program

- Passive and active recreation
- Water Access
- Windsurfing
- Picnicking
- Fishing
- Fitness course
- Hiking
- Bird watching

Connections

- Yosemite slough in the north
- City of Brisbane Bay Trail segment in the south

History

- Constructed on bay fill in 1978
- Deserted by the U.S. Navy
- Candlestick State Park was improved in the early 1980's

Unique Features

- Fishing pier
- Urban beach

Site Furnishings

- Wide variety of amenities
- Concrete and wood mostly
- Interpretive signs, picnic tables and seating

Site Features

Status:	Complete
Space Type:	Shoreline Park
Jurisdiction:	State of California
Region:	Southern Waterfront
Area:	144.8 Acres
Waterfront Length:	13,200 Linear Feet

32. CANDLESTICK PT. STATE RECREATION AREA

Site Context, Furnishings, and Amenities



Candlestick State Park Facing South



32. CANDLESTICK PT. STATE RECREATION AREA

Site Vision, Opportunities, and Constraints

Vision

- The Mayor's office, the SF Redevelopment Agency, and the SF Planning Department are working with multiple state and federal agencies to develop the joint Candlestick Point-Hunters Point Development Plan
- In the northern area, the plan would create open spaces that connect with the HPSY, India Basin Shoreline Parks, and the Blue Greenway/Bay Trail
- The California State Parks and San Francisco Redevelopment Agency have initiated an update to the Candlestick State Park General Plan
- This planning process provides an opportunity to plan for enhancement to the park
- Trail improvements, better connections to local neighborhoods, habitat restoration, additional facilities, and youth programs are just some of the possibilities
- The timing is ideal to take a fresh look at Candlestick Point SRA and make the most of opportunities to integrate it into these new land planning proposals
- In the Candlestick Point area, the plan calls for a series of linked parks and open spaces including waterfront parks, boulevard parks, a causeway bridge, neighborhood serving parks, and native plant gardens
- Features of these parks/ open spaces include lawns, grasslands, eco-gardens, beach, kayak launch, bio-filtration ponds, restrooms, shade structures, educational facilities, dog run, playground, and sports courts and picnic areas
- Create Bayview Gardens, a new neighborhood on the site of the current 49's stadium if the new stadium is built on the Hunters Point Shipyard site
- This park will serve as the City of San Francisco's Southern Gateway to the Blue Greenway/Bay Trail

Opportunities

- Enhance and extend the Blue Greenway/Bay Trail
- Connect with Yosemite Slough

Constraints

- Complex development process will require long-term implementation strategy



Candlestick State Park Aerial View Facing North



NEIGHBORHOOD CONNECTIONS

One of the key components of the Blue Greenway project is strengthening the connections between the adjacent communities and the Blue Greenway. This section reviews the Blue Greenway “Connector Streets”. The Connector Streets are key streets that may include those with bicycle improvements or include connections between the Blue Greenway and public transit. The Connector Streets reviewed, were initially identified through Mayor Newsom’s 2006 Blue Greenway Task Force and are identified in Exhibit 5 Blue Greenway Connector Streets.

Blue Greenway Northern Sub-Area

The Connector Streets within the northern sub-area connect the South of Market, Mission, Potrero Hill and Dogpatch neighborhoods to the Blue Greenway and include:

- Seventh Street
- 20th Street
- 22nd Street
- Cesar Chaves Street

Blue Greenway Central Sub-Area

The Connector Streets within the Central sub-area connect the Mission and Bayview Hunters Point neighborhoods to the Blue Greenway and include:

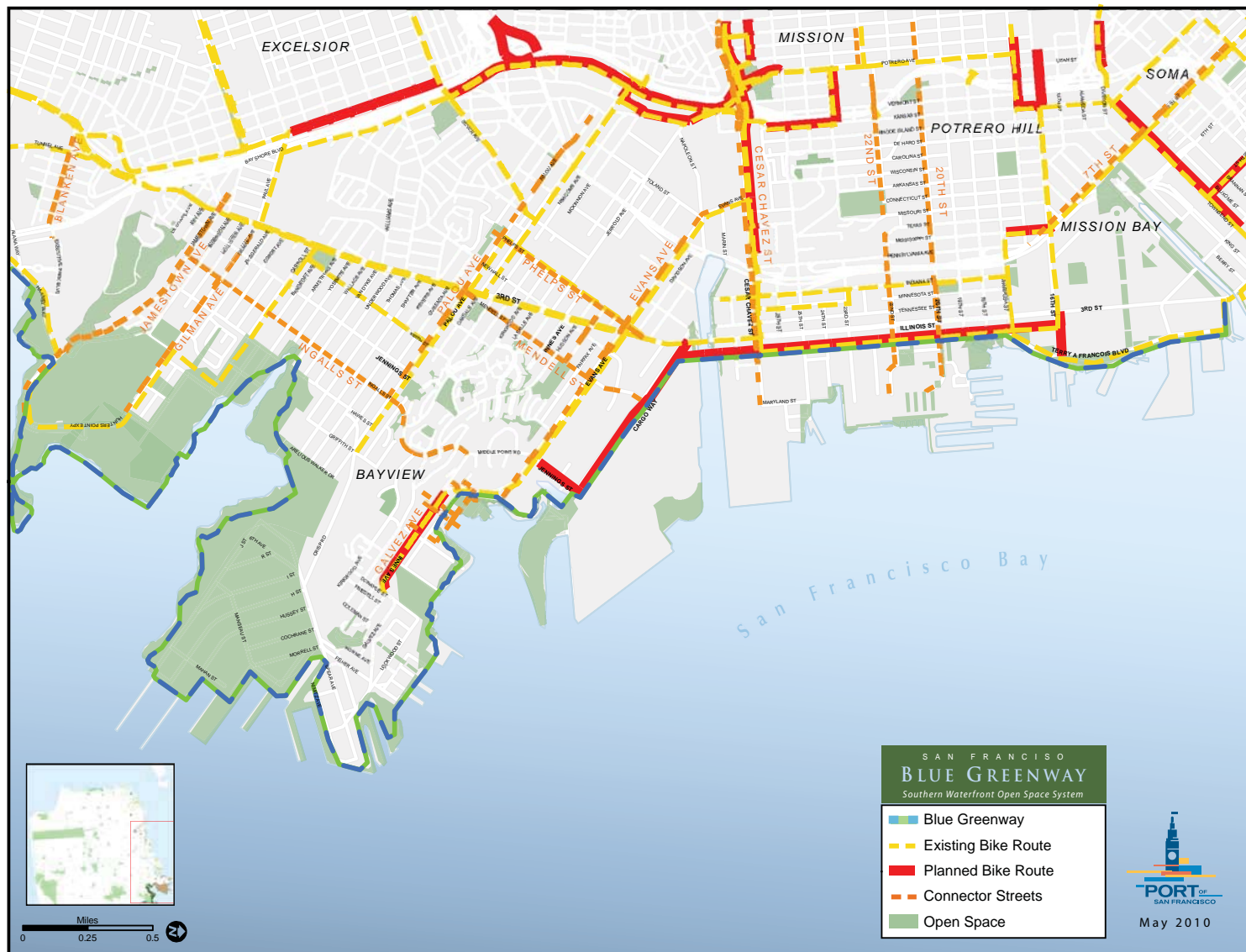
- Evans Street
- Phelps Street
- Mendall Street
- Galvez Steps

Blue Greenway Southern Sub-Area

The Connector Streets within the southern sub-area connect the Bayview Hunters Point and Visitation Valley neighborhoods to the Blue Greenway and include:

- Palou
- Blanken
- Ingalls
- Gillman
- Jamestown

NEIGHBORHOOD CONNECTIONS



NEIGHBORHOOD CONNECTIONS

Mission Bay



Channel Street from Third looking northwest



South Street looking west



16th and Third looking west



South Street looking east



16th and Illinois looking west



Third Street Bridge

The Mission Bay residential neighborhood has very strong connections to the Blue Greenway. It is built around Mission Creek and many of the development area's greenways lead to the waterfront at Mission Creek, Channel Park, many new parks along Terry Francois Boulevard, and to Agua Vista Park. Connection to the South Beach neighborhood and the northern part of the Bay Trail in San Francisco is via the Third Street Bridge.

Connections streets are Fourth St., Seventh St., Channel St., South St., Mission Bay Blvd, and 16th St.

Streets within the Mission Bay Redevelopment Area will be improved as individual projects are completed.

This area is well served by public transportation at the 4th and King Caltrain Station, MUNI N, T, 10, 14X, 15, 30, 38L, 45, 47, 76, 16AX, 16BX, 80X, 81X, 82X.

NEIGHBORHOOD CONNECTIONS

Potrero Hill / Dogpatch



Mariposa at Illinois looking east



Mariposa at Third looking east



20th and Illinois looking west



Overpass at 20th and Tennessee looking west



20th and Tennessee looking east



20th and Illinois looking east



22nd and Third looking east



22nd and Third looking west

The Dogpatch residential neighborhood has very strong connections to the Blue Greenway. The central commercial strip is on 22nd Street just west of Third Street. Dogpatch is just a couple of blocks to the waterfront at Illinois Street, Pier 64, Pier 70, and Warm Water Cove. The Potrero Hill neighborhood is further west and higher topographically, but is connected via 16th, Mariposa, and 25th streets, and by overpass bridges at 18th and 20th streets. Street grades greater than 10% can be a barrier to connecting to the waterfront for some people living in this neighborhood.

Connecting streets are 16th St., Mariposa St., 20th St., 22nd St., and Cesar Chavez St. .

Residents of these neighborhoods are served by public transportation via the Caltrain Station at the 22nd and Pennsylvania, MUNI T, 15, 22, and 48 .

NEIGHBORHOOD CONNECTIONS

The Mission / Cesar Chavez



Cesar Chavez at Minnesota looking east



Cesar Chavez at Third looking east



Cesar Chavez at Minnesota looking west



Cesar Chavez at Minnesota looking west



Cesar Chavez at Tennessee looking south



Tennessee Street looking south

The Mission District connections to the Blue Greenway most directly via 16th street to the north or Cesar Chavez Street to the south. Cesar Chavez is a busy automobile and freight transportation link to the Highway 101. On Cesar Chavez west of 101 the City is in the process of creating a pedestrian friendly, landscaped boulevard with class two bike lanes. East of 101, Cesar Chavez has a very industrial feeling that is less hospitable to pedestrians but does have class two bike lanes. The Cesar Chavez underpass at 101 is a maze for pedestrians and bicyclists but does have class one bike paths. Cesar Chavez connects to the Blue Greenway at Illinois Street and at Islais Creek North via Indiana, the Tennessee right-of-way, Third, and Illinois.

Primary connector streets are 16th St. and Cesar Chavez,

Residents of these Mission neighborhoods are served by public transportation via the Caltrain Station at the 22nd and Pennsylvania, MUNI T, 15, 22, and 48.

NEIGHBORHOOD CONNECTIONS

Silver Terrace / Bayview-Hunters Point North



Phelps looking south



Phelps looking north



Mendell Plaza at Newcomb



Mendell at Innes looking south



Mendell at Innes looking north



Mendell at Hudson looking north



Mendell at Cargo looking north

Third Street is the central business street of the Bayview-Hunters Point community. It connects directly with the Blue Greenway at Islais Creek North and South, the Third and Cargo Gateway, and Cargo Way. Phelps, Newhall, and Mendell are parallel streets that connect residential neighborhoods in the southwest to Blue Greenway nodes in the northeast. Phelps runs from the Palou-Phelps Park in the Silver Terrace directly to Third Street near Islais Landing, Third and Cargo Gateway, and Cargo Way. Newhall and Mendell are primarily residential streets that connect to Cargo Way in the northeast via the Bayview Industrial Park. In the south, Mendell terminates at Mendell Plaza, an urban street plaza in the heart of the Bayview-Hunters Point commercial district adjacent to the Joe Lee Recreation

Center and the Bayview Opera House.

Primary connector streets are Third St, Evans Ave, Phelps St., and Mendell St.

The northern portion of the Bayview-Hunters Point is served by public transportation via MUNI T, 14X, 15, 19, 23, 24, 44, and 54.

NEIGHBORHOOD CONNECTIONS

India Basin - Shoreline



Hunters Point Blvd. at Middle Point looking east



Middle Point at Evans looking south



Jennings at Evans looking north



Evans at Jennings looking west



Hudson at Hunters Pt Blvd looking west



Hudson near Earl looking west



Donohue at Innes looking north



Donohue at Innes looking south

In India Basin, several streets connect residents to the waterfront. In the west, Middle Point to Jennings is the route from the higher elevation residences on Hunters Point to Heron's Head Park and Cargo Way. Evans to Hunters Point Boulevard connects directly with India Basin Shoreline Park and via Innes to India Basin Shoreline Open Space. In the East, Donohue connects residents from the higher elevations of Hunters Point to Innes Avenue and the northern gateway to the Hunters Point Shipyard Redevelopment Area.

Primary connector streets are Third St, Evans Ave., Middle Point Rd., and Donahue St.

India Basin is served by public transportation via MUNI 19, and 44 .

NEIGHBORHOOD CONNECTIONS

India Basin - Innes Avenue



Innes near Earl looking south



Innes looking south



Innes at Griffith looking south



Innes near Aurelious Walker looking south



Innes near Hawes looking south



Innes at Middle Point looking west



Innes at Middle Point looking east



Griffith at Innes looking south



Innes at Earl looking north

Innes Avenue is the central neighborhood commercial street of the India Basin community. It is the single auto and bicycle throughway on the north side of Hunters Point and from the Hunters Point Shipyard Redevelopment Area. As such, it is part of the Blue Greenway along with Hunters Point Boulevard and Jennings Street. It connects indirectly, via Hunters Point Boulevard, with India Basin Shoreline Park and via Aurelious Walker Boulevard to India Basin Shoreline Open Space. The unique topography of the neighborhood limits connection to the rest of Hunters Point. That connection is only by way of Evans - Middle Point in the east and Innes - Donahue in the west. A series of stairways connects residents of the hill directly above India Basin to Innes Avenue.

Primary connector streets are Third St, Evans Ave., Middle Point Rd., and Donahue St.

India Basin is served by public transportation via MUNI 19, and 44.

NEIGHBORHOOD CONNECTIONS

Bayview-Hunters Point /South Basin



Palou at Crisp looking east



Palou at Ingalls looking west



Griffith at Shafter looking north



Griffith ROW south of Underwood looking south



Yosemite at Ingalls looking east



Yosemite at Ingalls looking west



Carroll at Ingalls looking east



Carroll at Ingalls looking west

Palou Street is a significant residential and transit street in the Bayview-Hunters Point / South Basin area. It currently terminates at the south gate of the Hunters Point Shipyard Redevelopment Area. Ingalls Street is the main commercial/industrial street of the area. At Yosemite and Wallace Streets, it is just a half block from the Yosemite Slough although access to the slough is limited. Thomas, Underwood, Van Dyke, and Carroll, the northwest-southeast oriented streets in this part of the Bayview, terminate at or near Yosemite Slough or Candlestick State Recreation Area. Hawes and Griffith Streets also connect to waterfront open space at the north shore of Yosemite Slough.

Primary connector streets are Third St., Oakdale Ave., Palou Ave., Griffith

St., Carroll Ave, and Yosemite Ave.

The Bayview-Hunters Point / South Basin area is served by public transportation via Caltrain at the Paul Avenue Station, MUNI T, 15, 23, 24, 29, 44, and 54.

NEIGHBORHOOD CONNECTIONS

Bayview-Hunters Point / Candlestick Point



Gillman at Hawes looking east



Gillman at Hawes looking east



Gillman at Hawes looking west



Jamestown at Griffith looking west



Jamestown at Griffith looking west



Jamestown at Hawes looking west



Jamestown at Harney looking east

Ingalls Street is the main commercial/industrial street in the Bayview-Hunters Point / South Basin /Candlestick area. At Yosemite and Wallace Streets, it is just a half block from the Yosemite Slough although access to the slough is limited. Carroll, Gillman, and Jamestown Streets are the three of the northwest-southeast oriented streets in this part of the Bayview that connect residential neighborhoods directly to the Blue Greenway. These streets terminate at Candlestick Point State Recreation Area.

Primary connector streets are Gilman Ave., Jamestown Ave., Harney Way, and Alana Way.

The Bayview-Hunters Point / Candlestick area is served by public transportation via Caltrain at the Paul Avenue Station, MUNI T, 15, and 29.

NEIGHBORHOOD CONNECTIONS

Little Hollywood / Executive Park /Vistation Valley



Blanken at Nueva looking east



Blanken at Nueva looking west



Blanken at Gillette looking east



Blanken at Executive Park looking west



Executive Park at Alana looking north



Alana at Harney looking east



Harney at Thomas Mellon looking south



Harney at Alana looking south

Residents of Executive Park are very connected to the Blue Greenway since that neighborhood is directly across the street from Candlestick Point State Recreation Area. Other neighborhoods, at the southern end of the proposed Blue Greenway, are not so directly connected. The hidden residential community of Little Hollywood is the first neighborhood west of Highway 101. Access to the Blue Greenway from that community is via Blanken Avenue and the Highway 101 underpass. Continuing on Blanken beyond Little Hollywood is Bayshore Boulevard and Visitation Valley. Beyond Harney Way just south of Alana, the Blue Greenway connects with the rest of the Bay Trail in San Mateo County.

Primary connector streets are Harney Way, Alana Way, Executive Park Blvd., and Blanken Ave.

The Little Hollywood / Executive Park area is served by public transportation via Caltrain at the Bayshore Station, MUNI T, 9, 15, and 56.