

MISSION BAY



Fisherman's Wharf | Northeast Waterfront | South Beach | **Mission Bay** | Southern Waterfront

Mission Bay

China Basin to Mariposa Street

Urban Design Features

- » Parks and Open Spaces
 - China Basin Park
 - Bayfront Park
 - Terry Francois Boulevard public realm
 - Future Mission Bay Ferry and Agua Vista Park improvements
- » Boating and water recreation culture
 - Pier 52 Corinne Woods Public Boat Launch
 - Dockside restaurants
- » Maritime berthing and harbor services
 - Deep water berth for large vessels
 - Harbor Services for the Bay
 - Port maintenance center
- » Pier 48 is the southern tip of the Embarcadero Historic District
- » Mission Creek and Bridges



Since 1998, the Mission Bay South Redevelopment Plan has guided the conversion of Mission Bay's former railyards and industrial lands into a new neighborhood that is now coming into its own. The creation of the University of California, San Francisco (UCSF) Mission Bay campus and hospitals stimulated new biotechnology, commercial, and residential developments that now are joined by the Warriors Chase Center arena complex.

In 2007, the Port initiated its own public process to plan the improvement of Seawall Lot (SWL) 337, a process that ultimately led to approval of the Mission Rock project. The project's mixed-use residential and commercial program was designed to create a neighborhood identity within the Mission Rock Special Use District, and to complement the surrounding Mission Bay area. The Mission Rock Special Use District will be implemented through a Disposition and Development Agreement and design guidelines, has secured all approvals, and is incorporated by reference in this Waterfront Plan. Together, the Mission Rock and Mission Bay projects have been planned to provide an integrated open space system that includes major waterfront parks on Port property at China Basin Park (within Mission Rock) and Bayfront Park (within Mission Bay), creating a strong northern terminus for the Blue Greenway open space network.

Outside of the Mission Rock and Mission Bay project areas, the Port will manage and improve several other pier and shoreline properties for maritime, water recreation, and commercial uses. The largest is Pier 50, which supports industrial and maritime uses, including the Port's Maintenance Division, and also provides a very valuable deep-water berth. The Port also manages an important cluster of properties that support a recreational boating, water recreation, and commercial restaurant culture that dates back to Mission Bay's industrial past. All of these activities must be maintained and improved alongside—and to evolve with—the land use and transportation changes taking place in Mission Bay.



1. Complete the Blue Greenway public access and open space improvements through the Mission Bay waterfront.

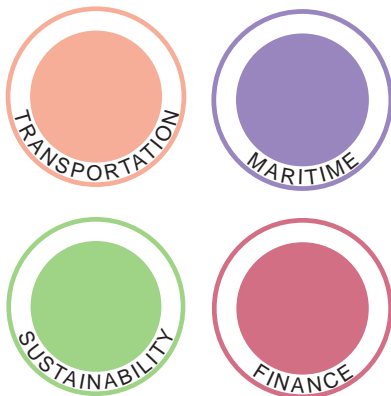
The [Mission Bay South Redevelopment Plan](#) included a comprehensive open space plan for most of the area, including a 7 acre Bayfront Park on Port shoreline property, which will be completed in 2020, and landscape improvements along Mission Creek west of the Third Street Bridge. The [Mission Rock Special Use District](#) completes the open space program along the south side of Mission Creek/China Basin Channel through the creation of 5 acre China Basin Park. China Basin Park will be a regional waterfront park at the south end of the Third Street Bridge, establishing the gateway to the Mission Rock neighborhood as well as the Blue Greenway open space network. The Mission Rock and Mission Bay projects have been similarly coordinated to deliver public realm improvements along Terry Francois Boulevard, the Blue Greenway connector street that extends through Mission Bay and links the

shoreline parks, the Pier 52 Corinne Woods Public Boat Launch, and water recreation clubs and facilities.

Within Bayfront Park, the Port has entitled and is pursuing a family focused restaurant which would help activate the park and provide public restrooms. Pier 64½ is the location for the planned Mission Bay Ferry project, a new water transportation landing to serve the area's growing population, including visitors to Chase Center. Additional public access improvements in the Pier 64½ area will be designed to integrate these features and functions, completing the Blue Greenway network in the Mission Bay waterfront.



Agua Vista Park



2. Preserve berthing for maritime and deep-water vessels at piers along the Mission Bay waterfront, and give first priority to maritime needs at Pier 50.

Piers 48, 50, and 54 continue to be important properties to support the Port's inventory of maritime berths. Piers 48 and 50 support berthing for large barges, as well as tug and tow vessels that provide a wide variety of marine construction and harbor services throughout the Bay, a critical harbor service function. Pier 54 is a smaller facility to the south, which also supports vessel layberthing.

Pier 50 also provides a valuable deep-water berth along the east face of the pier, currently in use by two large U.S. Maritime Administration Department (MARAD) ready-reserve vessels. The strong Bay tides naturally maintain deep-water at the Pier 50 berth, avoiding the need for costly dredging. These conditions make the berth an especially valuable resource as the Port focuses on the opportunity to expand passenger cruise business in San Francisco. The California Air Resources Board is advancing new air pollutant controls and emission reduction regulations for maritime vessels, including cruise ships. To comply with these regulatory changes and advance its environmental sustainability programs, the Port is evaluating the viability of emerging clean fuel options for marine vessels, and

locations where a second cruise ship berth could be provided and equipped with new shore power equipment to plug into the City's zero-emission hydropower electrical grid. The deep-water berth makes Pier 50 a strong candidate site to support San Francisco's growing passenger cruise ship business. The site also includes sufficient pier area to accommodate cruise passenger operations. Pier 50 will be included in further site feasibility studies for this maritime opportunity.

Pier 50 also is strategically important because it is the base of operations for the Port's Maintenance Division. The staff of the Maintenance Division are skilled in many construction crafts and trades, carrying out a myriad of pile driving, utility, painting, roofing, and other repair and maintenance services along the Port's 7½ mile waterfront. The workshops and operations required to support this work are at Pier 50, in a central location that allows efficient access to all Port facilities. These operations require industrial access for trucks and equipment.

The Port will continue to draw on cooperation and partnerships with tenants, neighbors, and City transportation agencies to maintain a balance of recreational, commercial, and industrial access on Terry Francois Boulevard and the city street network to support the maintenance and upkeep of a safe waterfront.



MARAD vessels at Pier 50



3. Maintain and, where possible, increase services and amenities to enhance businesses, recreational boating uses, and public use, safety, and enjoyment of water recreation along the Mission Bay waterfront.

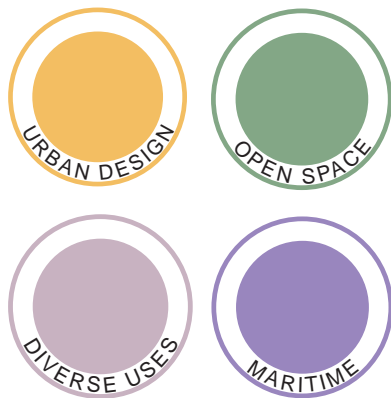
Through all the changes that have taken place, the Mission Bay waterfront has maintained its allure for dockside restaurants and recreational boating facilities that offer social and recreational enjoyment of the Bay. These activities continue in shoreline areas and through leases managed by the Port between Pier 50 and SWL 345 outside the Mission Bay Redevelopment Area, providing a historical touchpoint to Mission Bay's industrial history. They include the Pier 52 Corinne Woods Public Boat Launch which, as San Francisco's only public boat launch, hosts motorized recreational boats, human-powered kayaks, and water recreation activities as well as two boat clubs and a parking lot that accommodates boat trailers. SWL 345, at

the south end of the Mission Bay waterfront, has operated as a boat maintenance and repair facility and also houses The Ramp restaurant at the Bay shore edge.

There is a clear desire to retain and enhance the boating and water recreation culture of the area, with more amenities and services that support the San Francisco Bay Area Water Trail and that attract more people to enjoy Blue Greenway public access areas. New leases will offer opportunities to provide those benefits, including repairs needed to sustain these facilities. The Port will also work to build partnerships within the recreational boating and water community and with maritime operators and businesses that serve water recreation customers. Through these partnerships, the Port will seek to promote water safety education, support shared use of and access to the Bay, and encourage practices to protect the Bay ecology.



Pier 52 Corinne Woods Public Boat Launch



4. Preserve and restore Pier 48 to recall the Mission Bay waterfront's historic use and to accommodate new uses.

Pier 48 is the southernmost contributing resource of the Embarcadero Historic District, as well as a development option site within the Mission Rock Special Use District. The repair, improvement, or rehabilitation of this facility, whether as part of the Mission Rock project or another opportunity, will be subject to Embarcadero Historic District Public Trust Objectives and policies (see Chapter 2B). The north apron of Pier 48 adjoins China Basin Park and offers a special public access experience, with stunning views of downtown San Francisco and the San Francisco Giants ballpark. The use of other Pier 48 apron areas will need careful consideration of the Port's maritime berthing needs, as described for Objective 2.

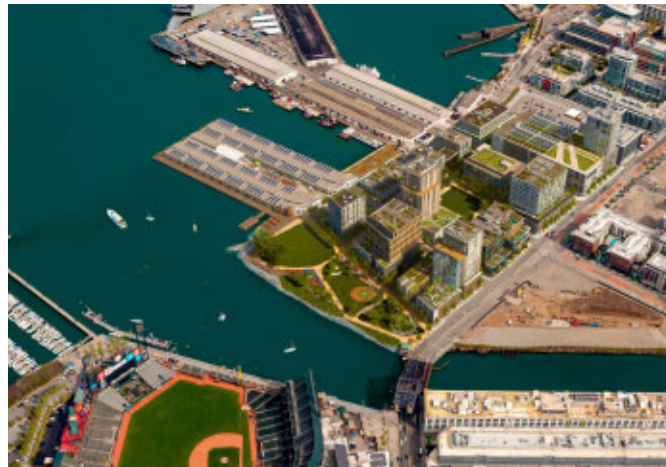


Pier 48



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5. Maintain close working relationships with the San Francisco Municipal Transportation Agency and transportation agency partners to support the expansion of public transit and alternative transportation services that serve new development along the Mission Bay waterfront and Central Waterfront while maintaining viable access for Port maritime and maintenance services.
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The Port does not have authority over and does not manage land transit services. As reflected in the Waterfront Plan transportation goal and policies (see Chapter 2F), however, the Port intends to work closely with the San Francisco Municipal Transportation Agency (SFMTA) and other public transportation agencies to support safe, efficient, and accessible transportation services and improvements.



Proposed development at Mission Rock.

Along the Mission Bay waterfront, the Port has worked with its Mission Rock development partner and the City to design and implement public realm improvements along Terry Francois Boulevard. The SFMTA is leading the construction of the Central Subway Light Rail project, a new corridor through Union Square to Chinatown that will provide an enormous boost to public transit service in the area, including increased SFMTA service along the Third Street light rail line. The Port is partnering with the Water Emergency Transportation Authority (WETA) to develop the Mission Bay Ferry Terminal at Pier 64½, close to where 16th Street meets the waterfront.

Collectively, these efforts to enhance public transit by land and water—along with new projects and Blue Greenway improvements that promote pedestrian and bicycle transportation—will help San Francisco meet its transit-first and environmental sustainability policies and values. The Port will also work to ensure that the City supports safe and functional access for industrial and maritime businesses, as described for Objective 2 and in policies for maritime uses (see Chapter 2A) and transportation (see Chapter 2F).

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A= Acceptable Use
X= Accessory Use

[illegible]**Table Notes:**

¹ See Appendix E, Glossary of Terms, for definitions of uses in this table. See policies in Chapter 2 and Mission Bay subarea objectives in this chapter, which apply to projects containing acceptable uses. Such projects are also subject to applicable regulatory review by the State Lands Commission, SF Planning Department and BCDC.

² See policies in Chapter 2A. This table indicates maritime and water - dependent uses best suited for the listed site. However, the Port Commission retains the authority to use Port sites for any maritime uses, subject to BCDC San Francisco Waterfront Special Area Plan policies regarding Open Water Basins.

³ See policies in Chapter 2C.

⁴ See policies in Chapter 2B.

⁵ Pursuant to Proposition H approved by San Francisco voters in 1990, hotels are prohibited on piers and within 100 feet of the Bay shoreline.

⁶ Pier 48 is an option site in the Mission Rock SUD.

Mission Bay Subarea

China Basin to Mariposa Street

