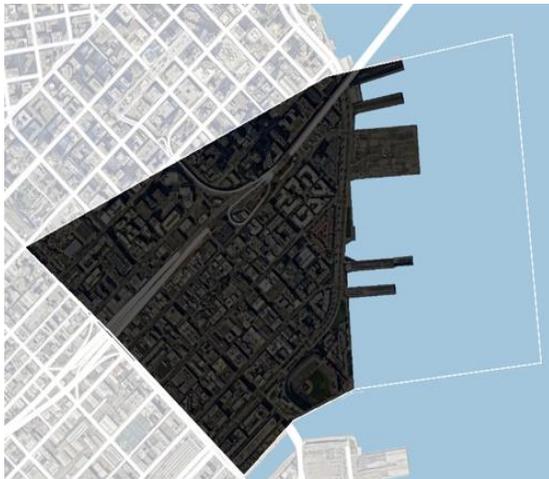


# South Beach

## Subarea 3-1



### Subarea Description



**Subarea 3-1: South Beach**

**South Beach** (Subarea 3-1) includes the waterfront area just south of the Bay Bridge crossing and stretches to the northern shore of Mission Creek at China Basin. This subarea contains a portion of the South of Market (SoMa) neighborhood, with 4th Street being the southern boundary. South Beach is home to historic buildings, piers, South Beach Harbor, parks, affordable housing developments, and city and regional assets key to disaster response.

Along the shoreline, the South Beach waterfront has piers with a variety of berths to allow for temporary and longer-term docking and harbor services, water recreation visitor berths and South Beach Marina, Bay excursions, a water-taxi landing, and inactive/reserve berths as well as four public access locations with water access. There are two affordable housing developments, Steamboat Point and Delancey Street Apartments, located across the Embarcadero from South Beach Marina and Brannan Street Wharf, respectively. The HiDive Bar and Restaurant is a popular happy hour location in this subarea, along with Red's and the century old Java House at Pier 40. Oracle Park, the San Francisco Giants' baseball park, is a key community resource and economic generator. The China Basin Ferry

Terminal in this location provides water-transit service on game days from throughout the Bay area.

The San Francisco Fire Department maintains three fireboats that can each connect to one of five manifolds located along the San Francisco shoreline and deliver saltwater to the Emergency Firefighting Water System in an extreme emergency. Two of these manifolds are located along the shoreline, highlighting this subarea's vital role in citywide disaster management.

The T-Third Street Muni line is a fully accessible surface light rail line and part of the Muni Metro system. It connects riders from Bayshore to the 3rd Street corridor, Embarcadero corridor, and the Market Street corridor. It converts to the KT subway line at Embarcadero Station. This transit line is a key asset for riders connecting to and from the Bayview South / Hunters Point, Bayview North / Islais Creek, Potrero Hill / Central Waterfront, SoMa / Mission Bay, and Financial District neighborhoods, as well as connecting Muni riders to the Caltrain system and the Peninsula. The bridge over 4th Street at Mission Creek (and the 3rd Street bridge at Islais Creek) support the T-Line rail, and therefore the light rail vehicles could not be easily rerouted (unless replaced with bus service). If this line is impacted by flooding or sea level rise, residents in several vulnerable communities that rely on public transit to get to and from work and around the city would have to contend with reduced and rerouted service, which may result in missed work time and other mobility limitations.

The E-Line is a historic streetcar line that is the San Francisco Municipal Railway's second heritage streetcar line and runs on the same tracks as the surface light rail lines and the F-Line. Service runs from Jones Street and Jefferson Street in Fisherman's Wharf to the Muni platform near Caltrain's King Street and 4th Street Station in the Mission Bay neighborhood. Since there is no loop at the Caltrain station, only double-ended streetcars can operate on the line until a loop track is built.

Many of the Port's piers and wharves are served by the Port's separate storm sewer system. However, there are areas where stormwater is conveyed to the City's combined sewer system, such as the southwest edge of the South Beach Harbor parking lot at Pier 40, which abuts the Embarcadero.

Pier 40 provides access to some of the most iconic views along the San Francisco Waterfront, including views of the Bay Bridge, located adjacent to South Beach Harbor, a 700-berth recreational boat marina that is the third largest in the Bay area. To the south, 1/2-mile across South Beach Harbor, is China Basin (also known as McCovey Cove) and the San Francisco

# South Beach

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Giants’ ballpark. This is a useful launch location for kayakers and boaters seeking to experience a Giant’s game from McCovey Cove and a chance to catch a “splash hit” home run.

Public launch facilities are from high-freeboard docks on the north and south of Pier 40. There is a loading/unloading zone and paid parking is available in nearby surface lots. Pier 40 is also home to City Kayak and the Spinnaker Sailing school. The Bay Area Association of Disabled Sailors (BAADS) has a fleet of dinghies and boats outfitted for mobility limited persons that facilitates access to the Bay for persons with disabilities.

Since 2017, the Port has connected to tens of thousands of community members through the Waterfront Resilience Program. Public feedback collected about South Beach underscores the importance of keeping people moving and connected to the city. From Bay Bridge access and transit options to bike lanes, ferries and boats, transit rose as a key South Beach feature to protect and improve. Recreation, such as paths on the waterfront, and emergency preparedness, such as access to evacuation routes and staging areas, also emerged as top values.

Further feedback highlights additional community priorities, including opportunities to: improve seismic safety, enhance disaster response communication, increase transit options and reduce traffic congestion, provide safer and continuous bike paths, expand public parks and recreation activities, and support local tourism opportunities. Community feedback related to this subarea is included in the Community-Identified section as part of the Review of Landmarks, Assets, and Services listed below and incorporated in the overall POCC analysis.

### Landmarks, Assets, and Services

#### Land Use

This subarea includes several different zoning districts. The piers, waterfront and Giants’ baseball park are all zoned Industrial District. Across the Embarcadero, the area is zoned mainly Downtown Residential with distinctions between Rincon Hill, South Beach, and Transbay areas. Between 2nd and 4th Streets, the area belongs to the Central SoMa Mixed Use District, which includes residential and office use. Between Mission Creek and Townsend Street, the area is zoned Mixed Use and specifically as Mission Bay Redevelopment.

#### Community-Identified



- San Francisco Giants’ Ballpark
- San Francisco Giants’ Ballpark Ferry
- South Beach Harbor
- South Beach Harbor Park
- Bay Area Association of Disabled Sailors
- Brannan Street Wharf

#### Historic and Cultural



- Embarcadero Historic District
- South End Historic District
- South End Historic District Addition
- Seawall and Bulkhead Wharf
- Pier 26 and Pier 26 Shed and Annex
- Pier 28 and Pier 28 Shed
- Pier 28.5 Restaurant
- Pier 38 and Pier 38 Bulkhead and Shed
- Pier 40 and Pier 40 Shed
- Pier 40 Java House

# South Beach

## Subarea 3-1



- Red's Java House
- San Francisco Giants' Ballpark

### Maritime



- Pier 26 (Fireboat berths)
- Pier 26 Annex
- Pier 28
- Pier 30/32 (parking)
- Large Vessel Berth (Pier 30/32)
- Brannan Street Wharf
- Pier 38 (currently out of service)
- Water Taxi and U.S. Coast Guard (Pier 40)
- South Beach Harbor, Harbor Master office, and surrounding breakwater structure
- International Longshoreman and Warehouse Union Hall (Seawall Lot 334)
- Seawall Lot 328
- Seawall Lot 329
- Seawall Lot 331
- Seawall Lot 332
- Seawall Lot 333-N
- Seawall Lot 333-S
- Seawall Lot 335
- Seawall Lot 336-1
- San Francisco Giants' Ballpark (Seawall Lot 336)
- 200-bed Homeless Navigation Center (Seawall Lot 330)
- South Beach Harbor underground storage tank (2,000-gallon)
- Aboveground and underground storage tank (21,320-gallon, Seawall Lot 336)
- WETA Ferry Terminal (San Francisco Giants' Ballpark)

### Disaster Response



- Assembly Area (Pier 30/32 open double pier)
- Assembly Area (Seal Plaza)
- Assembly Area (Brannan Street Wharf)
- Staging Area (Seawall Lot 328, 330)
- Staging Area (Pier 30/32 cargo designated area)
- Emergency Firefighting Water System Fireboat Manifolds (2)
- Emergency Firefighting Water System suction connections (6)
- Emergency Firefighting Water System cisterns (3)
- Emergency Firefighting Water System Pump Station #1 (at Fire Department Headquarters)
- Large Vessel berth (Pier 30/32)
- Small Boat berth (South Beach Harbor)
- WETA Ferry Terminal (San Francisco Giants' Ballpark)
- Water Taxi dock (Pier 40)
- Fire Department Headquarters
- The Embarcadero

# South Beach

## Subarea 3-1



### Utilities



#### Water

- Bay Bridge Pump Station (conveys water to Treasure Island)
- Buried wastewater and stormwater sewer pipes
- Buried water supply pipes

#### Wastewater

- North Channel Transport / Storage Box
- Brannon Street Tunnel
- Combined sewer discharge outfall (2)

#### Power

- Moscone substation
- Overhead and buried electric power infrastructure

#### Communications

- Several telecommunication cell sites (e.g. cells on top of buildings or small cell towers on streetlights) are likely distributed throughout the subarea, but specific locations are unknown

#### Natural Gas

- Buried natural gas supply line infrastructure

### Transportation



- Muni E-Line (historic streetcar)
- Muni T-Line (connecting to the southern waterfront, and the N line, connecting Muni riders to Caltrain and the Peninsula)
- Muni stops (27)
- Regional bus stops (4)
- SFMTA King Street Substation (powers the light rail vehicle system)
- The Embarcadero
- Fourth Street (major arterial)
- Third Street (major arterial)

### Open Space and Ecology



#### Open Space

- Bay Trail
- Bay Water Trail (Pier 40)
- Brannan Street Wharf
- Giants Promenade
- Embarcadero Promenade / Herb Caen Way
- Public fishing pier (Pier 42)
- South Beach Harbor
- South Beach Park
- Willie Mays Plaza (paved plaza)
- South Park

#### Ecology

- San Francisco Bay

# South Beach

## Subarea 3-1



- Bay habitat

### Problems, Opportunities, Objectives, Constraints, and Considerations

#### Problems

- The shoreline is constructed on a series of aging seawalls referred to as the Embarcadero Seawall. Rising sea levels, waves, and the continuing possibility of an earthquake in the near term put the integrity of the shoreline at risk.
- This subarea is important for maritime functions, including water recreation and boating, Bay excursions, fireboat and Coast Guard berths, and water taxi and passenger ferry transit service with potential impacts on the regional transportation system, regional harbor services, and Bay recreation in the event of a major seismic or flood event.
- Most of this subarea’s assets are entirely located on Bay fill, making them vulnerable to strong seismic activity. In particular, the southern portion of land adjacent to South Beach Harbor and near the WETA ferry terminal is anticipated to experience more pronounced later spreading compared to other areas along the northern waterfront. Seismic risk has been identified as a key community concern in this subarea.
- This subarea provides disaster response services that are vulnerable to flood hazards. Disaster response services has been identified as community concern in this subarea.
- The Embarcadero is a key roadway for transit use, resident and commuter traffic, pedestrian and bicycle use, and a designated route for emergency response. Flooding of the Roadway would cause major disruption and impede emergency response, a key concern felt by the community. Prolonged construction activities that impact roadway use could have similar impacts.
- Flooding, wave, and/or earthquake damage could lead to significant disruption to this area, leading to loss of jobs, tourism, and tax revenues, causing significant economic disruption to the entire Bay Area.
- The subarea includes multiple regional transit assets and connection locations. Impacts to these assets could cause regional disruptions to residents, commuters, and tourists throughout the Bay Area.

#### Opportunities

- Strengthening the Seawall to reduce the potential for damage after an earthquake and increase flood protection.
- Rehabilitation and preservation of historic and iconic assets for new commercial and public serving uses.
- Enhanced recreation and tourism through improved visual and physical access to the Bay, including improving tourism by creating structures that improve access to the Bay and restoring degraded historical structures along the Embarcadero, which could catalyze further recreational and leisure activities.
- Enhanced and increased public access and connections and to the Bay shoreline
- Increase ecological connections to the Bay and provide habitat by integrating nature-based features.
- Partner with multiple transit agencies to secure and improve critical regional transportation networks and connections while addressing accessibility.
- Improve or enhance maritime uses along the shoreline.
- Create lively visitor attractions and people gathering places that enliven and enhance the vitality of the shoreline and generate revenue for continued repair and maintenance of assets.

# South Beach

## Subarea 3-1



### Objectives

- Assess and protect the subarea and assets from flooding and seismic risks.
- Immediately implement highest priority disaster response and life safety projects along the Embarcadero Seawall (2018-2026).
- Reduce the risk to disaster response functionality and public safety (including loss of life) and public health from Bay storms and rising water levels, retain staging areas and primary emergency access routes.
- Improve recreation and tourism along the San Francisco waterfront when developing storm risk management project features and separate recreational project features.
- Protect and improve maritime functions, to maintain the historic character of waterfront, provide water transportation and harbor services to the region, prevent loss of water recreation assets that are scarce in the region, and maintain Port revenue used to sustain public assets that support maritime use and public enjoyment of the shoreline.
- Reduce the risk to critical public infrastructure and private property damage from strong seismic activity and rising bay water levels.
- Retain and improve public access when developing project features.
- Remove environmental risks and improve the natural environment (water quality/soil) and ecological value.
- Support a sustainable economy and working waterfront that benefits residents, workers, and industries for generations to come.
- Protect or improve maritime, industrial, office and commercial uses (including visitor attractions) to maintain Port revenue used sustain public assets that support maritime use and public enjoyment of the shoreline.
- Reduce the risk to critical public infrastructure and private property damage from strong seismic activity and rising bay water levels
- Strengthen the Seawall for public safety.

### Constraints

- Must avoid and minimize impacts to local and regional transit stations, routes, and connections.
- Must not increase the unmitigated risk of flooding from any source (bay, creek, or surface waters) outside of the subarea.
- Must protect maritime and disaster response functionality.
- Must not adversely impact the Bay ecosystem.

### Considerations:

- **Land use and economic role:** This is a densely populated urban area with numerous businesses; a high demand area for economic activity, tourism, and public use.
- **Tenants:** The Port leases land to tenants including private companies, City agencies, and the U.S. military. Coordination with all tenants will be important. While the Port owns these lands, many are operated by tenants that invest private capital for infrastructure improvements to the facilities. Management decisions related to addressing the consequences of flooding and planning for future sea level rise adaptation could complicate lease terms and will require additional coordination with tenants.
- **Flooding or seismic events:** These events could potentially impact maritime and industrial uses that generate Port revenues used for capital repair and maintenance of Port assets and services, including piers, historic buildings and districts, shoreline flood and seismic risk reduction, open space, public assets, parks, maritime berths and other maritime infrastructure, the Embarcadero Promenade and other utilities and infrastructure.

# South Beach

## Subarea 3-1



- **Stakeholder engagement:** Ongoing public outreach by the Port and additional efforts has generated many location specific comments from the community. There is high public interest in this area, including maintaining the existing character and qualities that are iconic to the City. There is a desire to maintain and restore historic piers and buildings in place.