

MEMORANDUM

October 7, 2010

TO: MEMBERS, PORT COMMISSION
Hon. Rodney Fong, President
Hon. Kimberly Brandon, Vice President
Hon. Ann Lazarus

FROM: Monique Moyer
Executive Director

SUBJECT: Informational Presentation regarding Joint Planning with Water
Emergency Transportation Authority for the Downtown Ferry Terminal
Expansion

DIRECTOR'S RECOMMENDATION: Information Only – No Action Required

Background

Pursuant to a Memorandum of Understanding (MOU) that was authorized by the Port Commission at its meeting of December 9, 2008 (Resolution No. 08-78), Port staff is currently engaged in joint planning with the Water Emergency Transportation Authority (WETA) for the expansion of the Downtown San Francisco Ferry Terminal in the Ferry Building Waterfront Subarea ("Ferry Building Area"). The MOU established a framework for a coordinated planning process between the two agencies. This item provides an update of that joint planning effort.

Discussion

The first phase of improvements to the Downtown Ferry Terminal was constructed by the Port in conjunction with the historic rehabilitation of the Ferry Building, completed in 2003. At the time, Port plans included a second phase of improvements that were anticipated to serve future needs, to complete the Downtown Ferry Terminal. Since then, WETA was formed to construct and operate ferry operations to serve the Bay Area, and has developed a comprehensive program to carry out its mission. To serve those needs, WETA has identified the need to construct up to three new gates to provide additional berthing capacity for WETA's future ferry services to and from downtown San Francisco. The Project also includes other terminal improvements such as expanded passenger waiting and queuing areas, partial removal and repair of

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dilapidated pier structures, emergency response staging areas, public access enhancements, and new terminal wayfinding systems. These improvements follow many of the concepts identified in the plans for Downtown Ferry Terminal Phase 2, but also include additional details and features.

The Port and WETA are working together to integrate these ferry service improvements with Port tenant, operational and public needs for the Ferry Building Area between Pier 1 and Pier 14 Breakwater and Public Access Pier. In addition to increased ferry service, the WETA improvements should improve or enhance landside transportation and intermodal connections, public access and amenities, commercial activities and opportunities, and emergency preparedness that benefit the Ferry Building Area. Furthermore, because most of the WETA improvements are proposed south of the Ferry Building, issues related to the future rehabilitation of the Agriculture Building must also be addressed as part of this effort.

Project Team and Stakeholder Outreach

As anticipated in the MOU, the WETA Board recently hired two, multi-disciplinary consultant teams for this Project. ROMA Design Group (ROMA) will develop the conceptual design, and URS Corporation will prepare environmental review documents. For the past three months, WETA and the Port have been working collaboratively with ROMA to develop initial sketch concept plans that will be used to solicit input from Ferry Building tenants and community stakeholders. ROMA will be initiating interviews over the next few months and incorporating their feedback into the conceptual design for WETA improvements. The objective is to produce a concept design for WETA that integrates current and future needs of the broader Ferry Building area so that it also provides a framework for compatible implementation of other future projects and improvement programs in the Ferry Building Area, in a manner that is consistent with the Waterfront Land Use Plan and the Port's objectives for stewardship of the waterfront.

Key project stakeholders include Port tenants with long-term leasehold interests, located within the Ferry Building Area. Ferry Building Investors and Equity Office Properties (EOP) manage the 66-year Ferry Building lease area that includes the Ferry Building and Ferry Plaza, as well as an agreement with CUESA, the operator of the outdoor Farmers' Market. Ferry Plaza Limited Partners (FPLP) is also a long-term tenant that manages the (currently vacant) restaurant site located on the east side of the Plaza. In addition, both the Port and EOP have a number of shorter-term leases in the area, including all of the Ferry Building tenants, Agriculture Building tenants, and Sinbad's Restaurant. There are a number of operational issues affecting these tenants that will be considered when developing long-term improvement plans for the area, such as reconciling transportation and circulation issues as ferry activities increase over time.

There also are a number of transportation agencies that are tenants in the Ferry Building area that will be consulted: BART, Golden Gate Ferry, and Amtrak. In addition, the team will meet with regulatory agencies such as BCDC and the State Historic Preservation Officer (SHPO) to get early input and direction. The input about Ferry Building Area uses and operations will inform ROMA's work to produce a concept

design proposal for further review, which would include additional stakeholders that represent broader neighborhood and citywide interests, such as SPUR, the San Francisco Bicycle Coalition, Livable City, and neighboring groups in the downtown and Golden Gateway districts with a keen interest in preserving and enhancing this vital segment of the San Francisco waterfront.

The project team anticipates that an initial round of stakeholder interviews, consisting primarily of the major tenant groups and regulatory agencies, will take place in the next 3-5 months, with a broader community outreach process to follow in early 2011.

Conclusion

The Ferry Building Area continues to grow and evolve as a major Bay Area intermodal transportation hub in which the Downtown Ferry Terminal plays a natural and very important part. At the October 12, 2010 Port Commission meeting, the project team will present the sketch concepts that will inform the outreach process. The design concept(s) that result from this effort will be the subject of future presentations and updates to the Port Commission and community. Ultimately, this effort will culminate in staff recommendations for WETA and other Ferry Building Area improvements that will be subject to approval at one or more future Port Commission meetings.

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