



Waterfront Plan Update Land Use Subcommittee Status Report February 15, 2017

The Land Use Subcommittee of the Waterfront Plan Working Group has completed four meetings in Part 2 of the planning process for the Waterfront Plan Update. All public meeting agendas, meeting notes, reports and documents presented at each meeting are available to the public on the Port's website: www.sfport.com/wlup, under Part 2 Land Use Subcommittee heading. A summary description of the meetings to date is provided below, to be discussed at the February 22, 2017 Working Group meeting.

Meeting 1 – November 16, 2016 (Final Meeting Notes)

The Land Use Subcommittee reviewed and accepted a [list of topics](#) to be addressed in their meetings, including public trust, maritime berthing and shared public access considerations, water recreation, parks and open space, leasing and development and public engagement process, informed by a newly commissioned economic and engineering analysis of different land use scenarios. Diane Oshima presented an [overview on public trust uses](#) and improvements completed or planned to date. This presentation included discussion of the Port's efforts to advance the [Piers 80-96 Maritime Eco-Industrial Strategy](#) in the Southern Waterfront, which integrates maritime cargo, industrial and operational improvements, environmental sustainability practices, and Blue Greenway public access and habitat enhancements. The Subcommittee endorsed the Eco-Industrial Strategy and operating policies for inclusion in the Waterfront Land Use Plan update.

Meeting 2 – December 14, 2016 (Final Meeting Notes)

The Land Use Subcommittee received documents and briefings from Kari Kilstrom and Aaron Golbus about operations, current and future improvements, and needs for [human-powered water recreation](#) and [maritime berthing](#) uses at the Port. The [maritime berthing report](#) also included discussion about the opportunities and constraints for public access to be included within areas needed to support maritime berthing and associated operations. The staff report was informed by consultations with the Maritime and Recreation/ Open Space Advisory Teams, as well as the Port Maritime Commerce Advisory committee. BCDC and ABAG staff provided information about their agency policies and perspectives and representatives from the advisory groups participated in the Subcommittee discussion.

The discussion flagged the need to expand the definition of water recreation to also recognize small motorized boats and wind-powered vessels along with human powered craft and swimmers as stakeholders. There was substantial discussion about compatibility issues between maritime and public access areas. While work areas needed in maritime industries should not be subject to public access due to safety and security requirements, passenger access and other maritime functions generally can be designed or managed to accommodate public access. The Subcommittee expressed the desirability of viewing maritime operations and berthed vessels along the waterfront as unique and authentic public access views, even if physical public access may not be possible in all cases. The discussion yielded new information to be addressed in revised documents, and was continued to the January 18th Subcommittee meeting.

Meeting 3 – January 18, 2017 (Final Meeting Notes)

The Land Use Subcommittee received [draft policy recommendations](#) regarding water recreation uses and maritime berthing for inclusion in amendments to update the Waterfront Plan. The Subcommittee endorsed the Water Recreation recommendations. More focused review and further discussion of maritime berthing needs, maintenance and work area needs, and compatibility with public access resulted in direction to further revise Maritime Berthing recommendations for consideration at the February 8th meeting, and to acknowledge that there is tension in defining criteria to balance and support these two public trust uses. The Subcommittee then received a presentation from Rebecca Benassini on the [economic feasibility analysis methodology](#) to be used by Economic Planning Systems (EPS) to study a representative range of uses on historic piers in both poor and fair condition over a range of lease terms.

Meeting 4 – February 8, 2017 (Draft Meeting Notes)

The Land Use Subcommittee reviewed [revised draft policy](#) recommendations for maritime berthing, with some refinements noting maritime berthing operations may exist along the entire waterfront, not just north of China Basin. After further discussion regarding compatibility concerns between maritime berthing and public access, the Subcommittee [accepted](#) the maritime berthing recommendations without further changes. Maritime uses and public access uses are both important public trust uses but recommendations should be clear about the limited situations where they are compatible.

The Subcommittee then turned to discussion of acceptable uses in Port parks and public open spaces. State Lands Executive Officer Jennifer Lucchesi provided an introduction about the public trust doctrine and its application to active recreation uses on public trust property. She noted that there are no uniform rules regarding what types of active recreational uses are allowed or prohibited, because the variety of locations, settings and adjacent land uses play a role in determining when open space activation can be accommodated without inhibiting enjoyment of the open space by a full range of users, including local, Bay Area, and statewide residents, as well as international visitors. The Subcommittee expressed support for increasing the variety of recreational activities on waterfront open spaces, recognized operational and financial requirements, and the need and opportunities to partner with concession businesses, agencies and community organizations to support and maintain activation uses and amenities. Port staff engaged early input from the Urban Design, Open Space/Recreation, and Land Use/Neighborhood Planning Advisory Team members, who also participated in the public discussion.



Waterfront Plan Update Resilience Subcommittee Status Report

The Resilience Subcommittee of the Waterfront Plan Working Group is focused on developing two new goals and related policies for the Waterfront Plan Update (WP Update): Resilience and Environmental Sustainability. Subcommittee discussions and recommendations are providing guidance to Port staff as they develop new draft goals and policies, which ultimately will be presented to the full Working Group and the public for further review and comment. Unlike the work of the other two Subcommittees, the Resilience Subcommittee is focused almost exclusively on guiding development of entirely new content for the Waterfront Plan.

Meeting 1 - November 2, 2016

At its first meeting, the Resilience Subcommittee focused on environmental sustainability at the Port. Carol Bach, the Port's Manager of Environmental and Regulatory Affairs, presented an overview of the Port's existing environmental sustainability goals and policies ([Environmental Sustainability Background Report](#) and [PPT Presentation](#)) which should be reflected in the WP Update. Staff invited and received many Subcommittee and public comments on a [Draft Outline for Environmental Sustainability Goal and Policies](#). Key takeaways include:

- The WP Update should define characteristics, features, and a new overarching vision for an improved future waterfront in light of sea level rise.
- Although the Committee likely will discuss policy ideas that affect a broad range of Port activities (operations, maintenance, development, leasing, procurement etc.), it is unlikely that all policy ideas generated in the meetings will belong in the Waterfront Plan. For example, some may be more appropriate for the Port's Strategic Plan, Port leasing policies/guidelines, or operational plans of the Port Building and/or Maintenance Divisions.
- Recommendations should address roles, participation/collaborations, communication, and funding to support new plan policies or desired improvements.
- Also should consider how the Port can further contribute to achieving the City's biodiversity and other environmental goals, and highlight where the Port already is an environmental leader.

The Subcommittee asked staff to bring back draft policy language reflecting information and comments received ([11.2.16 Meeting Notes](#)) for discussion at a future meeting, which occurred on February 1, 2017 (see Meeting 3, below.)

Meeting 2 – November 30, 2016

At its second meeting, the Resilience Subcommittee focused on two of several topics that will be addressed in the new resilience goal and policies: 1) Emergency Preparedness & Disaster Recovery and 2) Collaborations Required for Successful Resilience Planning. These topics were chosen for discussion early in the meeting schedule so that the Committee's discussions of other resilience topics, such as adaptations required to respond to rising seas, protect historic resources, and strengthen the seawall, would be informed by the outcomes of the March 1st Designing for Resilience Workshop. After [PPT presentations](#) and discussion with Sidonie Sansome, the Port's Director of Homeland Security, Kevin

Connolly from WETA, Diana Sokolove from SF Planning, Lindy Lowe from BCDC, and Max Lowenstein from the Resilience Advisory Team, among others, the Subcommittee asked staff to bring back draft resilience policy language reflecting information and comments received ([11.30.16 Meeting Notes](#)), for discussion at a future meeting. Key meeting takeaways include:

- The Port and Ocean Beach are the only areas where the City can be accessed by water for water-dependent disaster recovery operations planned by FEMA; the City and Port need to retain access for loading/unloading vessels and space to stage people and resources.
- Port open spaces such as parks, parking lots, and some maritime industrial lands also serve as possible sites for emergency response/disaster recovery operations. Although such properties aren't often needed for emergency operations, if their uses remain "flexible" they can play a key response and recovery role when needed.
- The Port should be thinking about critical access/egress locations and prioritize these for stabilization, if needed, to ensure they are functional after an earthquake.
- Because understanding and predictions about sea level rise are evolving, resilience should be considered an on-going process of adaptive management. The Port should focus first on what it and the public, City, and other stakeholders value, and then consider how to preserve those functions and values when planning for emergency response and sea level rise. The Port should also consider that different resilience goals (or policies within an over-arching resilience goal) might be appropriate for different sub-areas of the Port.

Meeting 3 – February 1, 2017

With Subcommittee direction from Meeting 1, staff prepared [Policy and Discussion Ideas for Environmental Sustainability](#) for discussion at the Subcommittee's 3rd meeting. Subcommittee members and the public provided detailed and thoughtful comments on four topics:

- Climate Change and Air Quality
- Water Quality and Conservation
- Natural Resources
- Green Building, Leasing and Development

The depth and breadth of comments received are best understood by reviewing the [2.1.17 Draft Meeting Notes](#). Staff will use this input when drafting amendments to the Waterfront Plan for further Working Group and public review and comment and, ultimately, Port Commission consideration.

Next Steps

The Resilience Subcommittee has agreed that staff will draft policy and discussion ideas that address the Committee's remaining resilience topics (e.g. planning and design for resilience projects, interim and ongoing flood protection strategies, and leasing and development policies to promote resilience), incorporating input received from Working Group members and the public during the Working Group's February 22nd meeting and March 1st Designing for Resilience workshop. These policy ideas, along with policy ideas reflecting the Subcommittee's November 30th discussion of emergency preparedness and disaster recovery, will be the subject of at least two additional Subcommittee meetings in late March and April.



Waterfront Plan Update Transportation Subcommittee Status Report

February 15, 2017

The Transportation Subcommittee of the Waterfront Plan Working Group is focused on developing policy guidance for the Waterfront Plan Update (WP Update). Subcommittee discussions and recommendations will assist Port staff in drafting amendments to Waterfront Plan transportation goals and policies, which ultimately will be presented to the full Working Group and the public for further review and comment.

The Transportation Subcommittee topics discussed include: a) water transportation (ferries and water taxis); b) goods movement; c) land transit-surface transportation; d) pedestrian and bicycle access; e) parking and transportation demand management (TDM). Several topics are incorporated and considered in each of the topics including i) Accessibility/Mobility; ii) public realm and urban design; and iii) financial needs, infrastructure, and capital improvements considerations.

Meeting 1. On November 9, 2016, the Transportation Subcommittee focused on: a) water transportation (ferries and water taxis) and b) goods movement at the Port. Port staff was joined by staff from WETA, and Golden Gate Ferry operators and Water taxi service providers. WETA and Port staff discussed existing conditions and policies and the WETA strategic Plan and provided brief **presentations**. The Subcommittee asked staff to bring back draft policy language at a future meeting reflecting information and comments received ([11.9.16 Meeting Notes](#))

To help guide the conversation the following Focus Statements were presented

Water Transportation: *How can the Port enhance or expand facilities to support water transit for ferries, water taxi's or chartered commuter excursion?*

Goods Movement: *The Port should protect and enhance access to support land side goods movement including truck access, freight rail access and adequate loading areas.*

Meeting 2. At its second meeting ([12.07.16 Meeting Notes](#)), the Transportation Subcommittee focused on two topics that will be addressed in the WLUP update transportation policies: 1) land transit- transportation and 2) pedestrian and bicycle access. **Presentations** were given by Port and SFMTA staff and draft policy considerations were presented. Two focus statements were given to help guide the conversation, the focus statements included:

Land Transit/Transportation: *The Port should work with SFMTA to improve transit service and vehicular access along, to and from the waterfront for all.*

Pedestrian and Bicycle Access: *The Port should work and coordinate with SFMTA to improve pedestrian and bicycle access and safety and to provide complete streets along the waterfront, while enhancing the public realm.*

The following policy concepts were presented for discussion by the Sub-Committee, based on coordination with SFMTA and review of transportation policies or practices being applied in the other parts of San Francisco or Bay Area. These policy concepts were discussed and need further review by Port staff and the sub-committee, which will be undertaken at the Transportation Sub-Committee's next meeting. :

- Adopt SF Planning Department's Transit-Supportive Development Design Guidelines Support Transit through Land Use Policy
- Establish a Goal of 50% multi-modal trips overall (in Climate Action Plan); or determine if mode split should be established for Port zones (lower in maritime industrial- higher in commercial areas)
- Locate high density and activity centers within shortest walk to transit stops
- Promote Public Transit as the Primary Mode
- Design streets and transit facilities that support reliability, resiliency, and flexibility
- Encourage transit use through Travel Demand Management
- Establish policies for prioritization of curb zone use to support commercial loading and bicycle and pedestrian safety over parking
- Coordinate and assist SFMTA and other City departments to prioritize improvements along E&F lines to make system operate more efficiently
- Develop policies to support car/bike/scooter share for first and last mile
- The Port seek City acceptance of Port streets that serve the larger City network?

Pedestrian and Bicycle:

- Ensure that consideration of transportation safety is paramount when evaluating transportation improvements along the waterfront
- Reduce conflicts between vehicles, pedestrians and cyclists by actively reducing the numbers of vehicle crossings of the Embarcadero Promenade and bicycle lane
- Determine an approval process at the Port for proposed transportation improvements along roadways under Port jurisdiction that is coordinated with the SFMTA
- Consider a modal hierarchy for travel along the waterfront to help determine future priorities and evaluate proposed waterfront transportation improvements
- Create a dedicated funding stream to help cost-share transportation improvements
- Consider time of day requirements for deliveries to Port tenants

Meeting 3. At its third meeting ([01.25.17 Meeting Notes](#)), the Transportation Subcommittee focused on two topics that will be addressed in updated Waterfront Plan transportation policies: 1) Transportation Demand Management; and 2) parking. [Presentations](#) were given by Port and SFMTA staff and draft policy considerations were presented. A focus statement was given to help guide the conversation, the focus statement included:

What guiding principles should the Port adopt for its parking policies -for Port streets, piers and upland properties, including pricing structures to align with City Transportation Demand Management policies and to promote universal access and visitor access?

- *The following policy concepts were presented for Sub-Committee discussion by SFMTA and Port staff. Based on the public comments, Port staff will provide policy guidance and recommendations for*

consideration at the Transportation Sub-Committee's next meeting. The Port should consider establishing an Auto Trip Cap for its new leases and developments:

- Related to City Climate Action Strategy (80% of trips by non-driving modes by 2030) –
- Consider Port-wide and by sub-area – Design TDM program(s) to meet these Parking supply & management – Link approach to TDM goals
- The Port should analyze and consider establishing a Port-wide TDM Program designed to support tenant and visitor trips

Next Steps/Meetings Planned

Based upon the feedback received at the three sub-committee meetings Port staff will draft Policy Guidance and distribute to the sub-committee for review. Port staff will highlight where policies may conflict with one another. The Sub-committee will then meet and try to resolve conflicts. The next Transportation Sub-Committee meeting is tentatively scheduled for April 5, 2017.