

Final Policy Guidance and Recommendations for Seawall Lots, Land Use Subcommittee

July 20, 2017 Based on discussions in the June 7, June 21 and July 12, 2017 Subcommittee meetings

Design and development of seawall lots including ideas to improve integration with upland areas

- 1) The Waterfront Plan should continue to encourage SWL uses that integrate and connect with the surrounding neighborhood and waterfront.
- 2) Seek opportunities to improve connections between east and west sides of the Embarcadero.
- 3) SWL developments should achieve two desirable goals:
 - a. Incorporate public-oriented uses that can enliven the pedestrian/ground level experience in the neighborhood in a variety of ways (e.g. day/evening commercial-retail uses, pedestrian and landscape enhancements); research SF Planning Department design policies and criteria that promote ground floor pedestrian activation for inclusion in the Waterfront Plan
 - b. Generate revenue from development of a broad range of uses, including non-trust uses if needed (e.g. office, residential, general retail) to support Port capital improvements; non-trust uses would require State legislation to lift trust use restrictions for SWLs north of Market Street. Not opposed to more development if it supports public goals and is accompanied by robust urban design.
- 4) SWL developments should emphasize access - physical and visual - from the street and sidewalk - to The Embarcadero, piers, and Bay, as well as access to a diverse range of users
- 5) Activate and clean-up underutilized seawall lot areas, which may be incorporated with public realm plans for the west side of the Embarcadero.

Acceptable uses and legislation to lift trust restrictions

- 1) Legislation to lift trust restrictions on the remaining seawall lots north of Market Street should be considered on a case-by-case basis, if necessary, to realize SWL goals and objectives. Enabling legislation must ensure that SWL development opportunities include public-oriented use requirements to activate and enhance public realm experience in the neighborhood.
- 2) The Plan should allow a broad range of uses and a flexible approach that invites new ideas to enhance surrounding neighborhoods, and physical and visual connections between the west and east sides of The Embarcadero and the Bay. .
- 3) State legislation which has lifted trust use restriction and allowed SWLs to develop consistent with adjacent neighborhoods generates significant financial benefits to support historic rehabilitation of piers and BCDC-recognized waterfront parks and public access
- 4) Use of SWLs should as much as possible support the most diverse population (whether oriented to residents or visitors or workers)
- 5) Parking on SWLs is a trust use which furthers trust objectives by:
 - a. accommodating Port visitors from the region/state who drive, especially families with children, seniors, those with disabilities, and tour buses.
 - b. supporting Port businesses, their service needs, and their employees who are currently underserved by transit (i.e. maritime operators, Fisherman's Wharf businesses, Ferry Building Marketplace, Exploratorium)
 - c. providing revenue stream for Port capital needs on an interim basis, until long-term development is approved
- 6) Seawall lot parking uses should be in line with policy recommendations in the report recommended by the Transportation Subcommittee, and be informed by the results of further recommended transportation studies that develop data, including number, origin and transportation mode of people visiting waterfront, delivery needs, transit and bike use.