

## **ATTACHMENT A: Proposed Revisions to Waterfront Plan Policies**

September 9, 2022 Port Commission Staff Report

Port staff have proposed revisions to 2019 Draft Waterfront Plan policies and subarea objectives, and glossary terms, presented below. Additions are underlined, and deletions are struck through.

Other proposed revisions affecting non-policy discussions in the Plan, including information updates, alignment with the Port's Race Equity Action Plan and Waterfront Resilience Program, and technical edits are available to the public for review via this link.

### **WATERFRONT PLAN POLICY REVISIONS**

#### **CHAPTER 2A - MARITIME**

##### **Water Recreation and Recreational Boating**

21. Support active and new water recreation programs and provide information to the public about water landing facilities and activities (e.g., University of California, San Francisco [UCSF] Mission Creek kayak programs, Bay Area Association of Disabled Sailors, Dolphin Swimming & Boating and South End Rowing Club).

22. Promote water recreation improvements (e.g. such as launches, showers, changing areas, restrooms, etc) in landside open spaces, where feasible, to augment public use and enjoyment of landside public access areas.

#### **CHAPTER 2B – DIVERSE USES**

##### **Public-Oriented Uses**

*See list of Public-oriented uses on p. 32*

1. Ensure that Leases and Port developments should support a diversity of public-oriented uses that equitably serve and attract visitors of all ages, races, income levels, and abilities from California and the world.

##### **Commercial and Industrial Uses**

*See list of Commercial and Industrial uses on p. 33*

13. Consistent with Chapter 2A, Maritime Policies 14 and 15, pursue development of new warehouses on the Pier 90-94 Backlands to maintain and enhance industrial facilities in San Francisco that protect the viability of Port cargo and maritime support businesses at Piers 80, 92 and 94-96, and generate economic activity and jobs for the city, Port revenues for Port improvements~~capital investment~~, and improved properties in the Bayview-Hunters Point community.

##### **Other Uses: Community Facilities**

21. Where rational and feasible, include spaces in new developments that can be used by the public (e.g., community meetings, government services) and that bring life to~~activate~~ the waterfront.

22. Maintain the Port Executive Director's authority to direct the utilization of Port facilities for medical airlift and other emergency services.

#### **Embarcadero Historic District**

23. Provide a greater range of land use and lease term strategies to enhance the Port's ability to undertake projects that rehabilitate and thus ~~preserve-maintains~~ the Embarcadero Historic District's iconic finger piers ~~facilities~~.

24. Establish a consistent review process that includes ~~coordinated inter-agency review~~ for Embarcadero Historic District rehabilitation projects (for full or partial rehabilitation requiring lease terms of 11-66 years) by using the Embarcadero Historic District Public Trust Objectives (see Appendix C) as a criteria framework to assess and determine the public trust benefits necessary to support project approval.

25. Implement feasible asset repair and management strategies that allow full historic rehabilitation, partial rehabilitation, and short-term uses to maintain the integrity of the Embarcadero Historic District and support the waterfront's evolving needs.

## **Embarcadero Historic District: Full Historic Rehabilitation Projects**

27. Allow long-term (50- to 66-year) leases to support historic rehabilitation of an entire historic pier facility, which requires significant high-revenue-generating uses (e.g. PDR, general office) or other private funding to provide the financial feasibility to achieve the public trust benefits and generate revenue for the Port Harbor Fund. Pursue full rehabilitation projects that focus on achieving the following public trust benefits:

a. *Historic Preservation:* All improvements are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

b. *Structural/Seismic Improvements:* Full substructure and superstructure repair and seismic upgrades are provided, consistent with applicable Port Building Code requirements.

c. *Pier Apron Exterior Public Trust Uses:* Pier apron renovations provide public access alongside the historic structure and diverse views of the Bay and maritime activities, with restrictions where necessary to ensure safety and security for maritime uses. Where not limited by security or safety concerns, maritime operations on pier aprons should be shared with public access.

d. *Maritime Uses:* Where feasible, maritime uses, including berthings and maritime office or support space, as needed, are given top priority.

e. *Interior Shed and Bulkhead Uses:* The project includes ~~ss~~ a "Bayside History Walk" interior public access, which may provide views of maritime architecture and interpretation of San Francisco's maritime history; and an interior use program that, in addition to traditional maritime and visitor-serving trust uses, includes public-oriented uses that allow a meaningful opportunity to view and appreciate the historic pier ~~facility~~. Visitor and public-oriented uses should occupy the ground floor of the bulkhead building or areas adjacent to the Embarcadero Promenade. Public-oriented uses also are encouraged to be located within the pier shed, provided the project revenues and/or external ~~funding~~ ~~financial resources~~ will support project financial feasibility requirements. High-revenue-generating commercial or industrial uses should be limited to the pier shed and the second floor of the bulkhead building and provided only as necessary for the financial feasibility of the project.

f. *Flood Protection:* Flood protection measures for pier projects and related public access areas, and an adaptive management strategy to protect against future flood risk from sea level rise, are included as conditions of master tenant leases or development agreements, as required by the Port's Chief Harbor Engineer to protect the structure and life safety. Leases should include termination provisions that become effective if required flood protection measures are not completed as required.

## **Seawall Lots**

35. Activate ~~and clean up~~ underused northern seawall lot areas, and promote new uses and design that enhance the public realm on the west side of ~~T~~the Embarcadero.

36. ~~In Promote design of~~ seawall lot developments along ~~T~~the Embarcadero, ~~promote design that provides views so they provide and~~ physical ~~and visual~~ access to the west side of ~~T~~the Embarcadero, the Embarcadero Historic District, and the Bay ~~for, and access to~~ a diverse range of users.

## CHAPTER 2C – PUBLIC ACCESS & OPEN SPACE

### Open Space Continuity

1. Maintain a continuous waterfront walkway that connects parks, public access, and activity areas from Fisherman’s Wharf to India Basin, ~~provides improvements to the San Francisco Bay Trail, and follows these guidelines: that consider the below criteria, and provide improvements to the San Francisco Bay Trail.~~
  - a. Locate the walkway as close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat areas.
  - b. Keep the walkway separate from auto traffic, where feasible.
  - c. Provide separated walking and cycling paths, where possible.
  - d. Design to accommodate maritime industrial access and operations (also see Appendix B, Maritime Public Access Guidelines).
  - e. Design to integrate the walkway with adjacent open spaces and activities that enhance wayfinding, social interactions, and enjoyment of the public realm.
2. Work with partner agencies to enhance the Port’s public spaces within city streets and sidewalks by promoting walking and bicycling, creating public spaces that facilitate social interaction, ~~encouraging and facilitate~~ active ground floor uses in adjoining buildings, and ~~improving~~ safety for all users.

### Sequence of Open Spaces

4. Complete and enhance a sequence of major open spaces located at regular intervals that occur regularly at significant points along the waterfront.

### Park Activation

8. Increase recreational uses, events, and programs in Port parks and open spaces that are appropriately sited and designed to serve a balance of local and state public trust needs as well as a full spectrum of users—locals, regional visitors, and people of all ages, abilities, races, and economic means.

### Working with the City and the Public

9. Encourage and support volunteer ~~citizen~~ efforts to increase use and support of public access improvements, including efforts to aid in securing grants and philanthropic partnerships and facilitating the permit review process.

### Design Character

13. Locate public access areas at ground or platform level, open to the sky (allowing limited covering if it enhances public access and does not support private uses above), and along the waterfront edge consistent with Bay Conservation and Development Commission (BCDC) policies.
16. Promote safety by locating and designing public access and open spaces so that they ~~are~~have highly ~~visibility~~ and ~~are~~ well lit. Avoid creating concealed areas.

### Connections with Nature

17. In open space and infrastructure projects, incorporate connections to the Bay and nature wherever feasible and complementary.
  - a. Consistent with the City’s Biodiversity Policy, protect and improve biodiversity by including native, habitat, and pollinator plants where feasible. See also Chapter 2G, Environmental Sustainability Policy 4.
  - b. Include improvements to marine habitat environments in shoreline projects, as feasible.
  - c. Include areas for waterfront views, shoreline public access, or direct access to and from the Bay for visitors’ enjoyment of the natural environment.
  - d. Connect the public of all ages with nature and the Bay environment.

- e. Provide locations and opportunities to engage and educate local communities and visitors about waterfront natural resources (e.g., marinas, boat launches).
- f. Where feasible, provide public access in natural areas, where feasible, that supports ecological and community health and environmental education.

## Water Recreation Access

18. Promote, expand, and enhance water recreation facilities and access into the Bay as additions to the San Francisco Bay Area Water Trail.
- a. Recognize the need for transient small boat berthing.
  - b. Complete the Blue Greenway to bring more waterfront recreation opportunities to the Southern Waterfront.
  - c. Provide low- or no-cost water recreation access to the Bay, a form of public access benefit to be recognized by the Port and BCDC.
  - d. Seek and maintain inter-agency and community partnerships with organizations that promote safe water-oriented recreation opportunities for people of all abilities and economic circumstances.
  - e. Promote water-dependent recreation in landside open spaces where feasible. Support active water recreation programs (e.g., Kayaks Unlimited; University of California, San Francisco [UCSF] on Mission Creek, Dolphin Swimming & Boating, and South End Rowing Club, Bay Area Disabled Sailors).
  - f. Work with the Association of Bay Area Governments (ABAG) toward implementation of the San Francisco Bay Area Water Trail in a manner that provides safe recreational opportunities while protecting Port maritime operations. Use the ABAG Water Trail Design Guidelines in developing or improving water recreation facilities.
  - g. Promote safe water recreation including an understanding of water safety, maritime vessel operations, and respectful treatment of sensitive habitat areas, through inter-agency and community partnerships and signage.

## Maritime and Public Access Compatibility

19. Promote shared public access on pier aprons where it is safe and compatible with maritime berthing, and economically feasible for maritime tenants to maintain public access.
- a. Recognize that maritime operations maintain an authentic working waterfront and are a use that may prohibit public access in some locations. Use guidelines in Maritime Policies 26 and 27 (Chapter 2A) to determine whether maritime berthing and public access are expected to be compatible.

## Open Space and Resilience

25. Incorporate imaginative and sustainable landscape treatments and designs that provide to incorporate sea level rise and flood protections in new and improved public access and open spaces.

## CHAPTER 2D – URBAN DESIGN & HISTORIC PRESERVATION

### Resilience Planning

- 4e. Consider how best to share the Port's history-maritime, industrial, and recreational history with residents and visitors, including through special events (e.g., blessing of the fishing fleet, Fleet Week, Sunday Streets, tours of historic sites, etc.), oral histories, interpretive signage, and cultural exhibits.
6. Integrate protection of the Port's historic and cultural assets and resources with resilience planning. Preserve the architectural character of buildings and structures important to the unique visual image of the San Francisco waterfront.
- a. Work with regulatory agencies and historic preservation stakeholders in coordination with the Port Waterfront Resilience Program to address the impact and mitigation strategies for the Embarcadero Seawall ~~Earthquake Safety Program~~ and resiliency planning affecting Port historic resources and districts. Incorporate non-traditional approaches to historic preservation that allow for the innovation required to respond to these significant challenges while respecting the history, character, and authenticity of the waterfront.

## CHAPTER 2E – FINANCIALLY STRONG, ECONOMIC ACCESS FOR ALL

### Public Trust Benefit Investments

1. Support investments in Port lands and facilities to advance public aspirations and trust objectives for historic rehabilitation, maritime use, public access and open space, recreation, and natural resource protection.
  - c. Review priority projects for consistency with Waterfront Plan goals and policies prior to including them in updates to the Port's Capital ~~Plan~~ Improvement Program and Strategic Plan and Strategic Plan.
  - d. Seek ~~General~~ Obligation ~~Bond~~ funds to complete waterfront open space improvements, including a new Ferry Plaza east of the Ferry Building, and Islais Creek and Warm Water Cove improvements along the Blue Greenway.

### Diverse Fund and Financing Tools

3. Strengthen existing and develop new funding and financing resources, as identified and tracked in the Port's Capital Plan and Capital ~~Budget~~ Improvement Program, to support waterfront improvements and programs promoted in the Waterfront Plan, including:

### Inclusive and Equitable Economic Opportunity

4. ~~In alignment with the Port's Racial Equity Action Plan, L~~ leverage the Port's economic activity to advance equity, inclusion, and public benefits for communities in and neighboring the Port, including economically historically disadvantaged communities.
  - a. ~~Contracts - Continue to M~~ meet and, whenever feasible, exceed mandates for Local Business Enterprise (LBE) and Micro\_LBE participation on Port construction and professional services contracts.
  - b. ~~Port Employment - Develop~~ Implement a workforce development strategy to increase ensure that the diversity of Port staff staff better reflects the is diversity of the city and provide Port employments opportunities, including internships and fellowships for people from historically economically disadvantaged communities. , including that Port internships and fellowships that help train a diverse workforce for the future.
  - c. ~~Diverse Jobs - Attract and retain a diverse mix of businesses and industries that will~~ lean provide jobs for residents of all skill and education levels.
  - d. ~~Job Training - Seek opportunities to P-partner with Port tenants and educational, civic, labor, and business institutions to support apprenticeships and job training programs that enable individuals from historically marginalized communities enable the unemployed, under-employed, or economically or socially disadvantaged to enter and/or move up in the labor force.~~
  - e. ~~Leasing and Development - Increase outreach to, training for, and partnerships with under-served~~ under-resourced communities and local businesses for lease and economic development opportunities.
  - f. ~~Industry - Promote use of Port industrial facilities for local manufacturing and other businesses that keep light industrial jobs and business opportunities in San Francisco.~~
  - g. ~~Affordable Space - Limit vacancy and market underimproved spaces~~ Prioritize marketing to non-profit entities and local and small businesses for Port facilities that are available for lower rental rates, at fair market rent to provide more affordable options than are typically available in the private sector.
  - h. ~~Southern Waterfront - Continue to implement the Southern Waterfront Community Benefits and Beautification Policy as part of the Port's Strategic Plan.~~

## CHAPTER 2F – TRANSPORTATION & MOBILITY

### Strong Public Transit and Agency Partnerships

3. Support funding for local and regional transit providers to improve and expand fast, frequent, and reliable service between the waterfront and the rest of the city and Bay Area. Focus improvements in the following areas:
  - a. Peak and off-peak (midday, night, and weekend) service along Tthe Embarcadero to and from Fisherman's Wharf;
  - b. Service south of China Basin, from Mission Bay to the Southern Waterfront/India Basin;
  - c. Accessibility improvements to the E/ F light rail line;\_
  - d. New water transportation facilities and expanded service to Bay Area locations; and
  - d. Extension of the Central Subway from Chinatown to Fisherman's Wharf.

4. Develop and maintain a Port-wide, multi-modal wayfinding system to support pedestrian and bicycle travel directions to nearby transit connections, neighborhoods, points of interest, and access to Port facilities, consistent with City wayfinding guidelines.

7. Work with the MTC, SFCTA and SFMTA to plan for and manage the deployment of autonomous vehicles and related new transportation technologies.

14. Educate to promote awareness, respect, and safety for all modes of travel, including scooters and motorized personal transportation devices.

[Note: This policy is proposed for deletion because improvement has been implemented]:

212. Separate truck and rail routes from walking and cycling routes, where feasible, by:
- a. Providing separated or protected paths where these routes share the same corridor; and
  - b. Creating safe crossings where they intersect.

## **Functional Goods Movement and Industrial Access**

289. Evaluate commercial deliveries and freight loading needs for future Port land uses, and provide sufficient off-street loading areas where feasible. Recognize the importance of the loading/delivery zones to flow of traffic when making decisions that affect major truck routes and delivery recipients.

## **Managed Parking and Transportation Demand Management (TDM) Plans**

312. Provide on and off-street disabled accessible parking near major destinations along the waterfront. Consider special zones for passenger loading, particularly in high volume areas like Fisherman's Wharf, to support people with limited mobility.

323. Manage paid on-street parking using demand-based pricing to encourage parking turnover provide customer access, and parking for diverse users.

345. When allocating use of available parking, give top priority to maritime operations, Port tenants, and waterfront visitors; discourage commuter parking.

3940. Establish performance and reporting standards for parking uses. Encourage the adoption of digital and real-time data reporting systems.

404. Consider proprietary or specific zones for sSpecialized vVehicle tour bus parking, including cCommercial tTour vVehicles, particularly in high-volume areas like Fisherman's Wharf.

434. Work with the SFMTA to develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects, consistent with the City's Climate Action Plan, to work toward a goal of 80 percent of all trips being by non-driving modes by 2030, consistent with City policy.

456. Develop and implement Port-wide and subarea TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, taxis, transportation network companies (TNC) and other projects and programs on an area-wide basis, rather than on a project-by-project basis.

## **Efficient Street Operations and Maintenance**

504. Evaluate the opportunity to improve multi-modal transportation and open space improvements in conjunction with the Waterfront Seawall Resiliency Program.

## **CHAPTER 2G – ENVIRONMENTAL SUSTAINABILITY**

### **Water Quality and Conservation**

2e. Pursue partnerships with regulatory agencies, research institutions, existing recreational users, and advocacy groups to improve water quality in the Bay and promote public awareness and understanding of water quality issues.

2f. Educate maritime tenants, recreational users, and visitors about the water quality risks associated with waterborne invasive species (e.g., seaweeds, worms, mollusks, crabs) and about regulations adopted to reduce the spread of invasive species.

### **Biodiversity**

4h. Seek locations and opportunities for new and expanded environmental education programs and signage along the waterfront to engage and educate local residents, recreational users, and visitors, and to connect the public of all ages with nature (e.g., at existing and planned marinas, boat launches, other water contact recreational sites along ~~locations~~ of the waterfront, etc.).

## **CHAPTER 2H – A RESILIENT PORT**

### **Seismic Safety**

2. Reduce risks to life safety and emergency response capabilities and minimize damage and disruption from seismic events.

a. Continue to seismically retrofit Port buildings, piers, and other infrastructure throughout the waterfront, giving high priority to projects that reduce risks to life safety, emergency response, historic resources and districts, maritime assets and services, recreational use, and public spaces.

b. Increase safety of the historic Embarcadero Seawall and reduce the potential for seismic damage and disruption to Port and City transportation, utilities, recreation and other assets and services in the northern waterfront.

c. Consistent with the Port's Waterfront Resilience Program, ensure that near-term Embarcadero Seawall improvements focus first on reducing risks to life safety and emergency response facilities. Provide an adaptive framework for preserving the existing waterfront for as long as possible while considering longer-term approaches for addressing increasing flood risk due to sea level rise. Consider developing emergency response plans that could be implemented post-disaster to better preserve and enhance critical waterfront assets and services such as transportation, utilities, maritime, recreation, historic resources and emergency response facilities.

### **Resilience Partnerships**

3. Partner with City departments and other public agencies, tenants, recreational users, the public, and other stakeholders to address Port and City resilience challenges.

3c. Take advantage of the large number of visitors to the Port and recreational users along the waterfront, and the Port's already strong approach to education, interpretation, communications, and engagement, to increase public understanding of the Port's public trust mission and resilience challenges and opportunities and to develop support for actions to increase the resilience of the waterfront.

### **Resilience Planning**

4. Develop a resilience plan that is transparent and accountable, coordinated with the City's Resilience Framework and state and federal planning programs to support Port, City, regional, community, business, recreation and other stakeholder efforts to adapt to changing risks, conditions, and priorities over time. The resilience plan should:

a. Protect and enhance the existing waterfront, critical Port and City utilities and infrastructure, and community, recreation, historic, and economic assets for as long as possible, and incorporate adaptation changes in line with overall resilience and adaptation principles and strategies of the City and Port Waterfront Resilience Program.

b. Ensure that the Port's broad range of maritime and water-dependent uses are preserved and enhanced while advancing resilience efforts to reduce risks over time.

~~until changing conditions, available resources, and evolving priorities require significant adaptations~~

e. Coordinate with the San Francisco Public Utilities Commission and Office of Resilience and Capital Planning to incorporate groundwater rise and extreme precipitation studies and adaptation principles in flood adaptation plans for the waterfront.

## Achieving Multiple Objectives

5. Encourage and design resilience projects that achieve multiple Waterfront Plan urban design, historic preservation, recreation, public access and open space, transportation, maritime, and environmental goals and benefits.

a. ~~Avoid major changes to the existing form of the waterfront~~ Make changes to the waterfront in line with overall resilience and adaptation principles and strategies of the City and Port Resilience Program.; instead, design to support future adaptations when needed. Protect and enhance the Port's historic and cultural resources. Early actions should be adaptive and not foreclose on future needed adaptation. See Chapter 2D for more information.

c. Provide new or enhanced public access and open spaces, views, and connections to the Bay; avoid significant impediments to existing public views and access, and water recreation uses and facilities. See Chapter 2C for more information.

## Social Cohesion and Equity

6c. Ensure that resilience projects are designed and implemented with meaningful, ongoing participation from community members, local businesses, recreational users and other stakeholders; ensure transparency and accountability to all Port, City, regional and state partners and stakeholders. d. Improve participation and build new partnerships in resilience planning among the Port and its tenants, stakeholders, recreational users and neighbors, especially vulnerable communities and local businesses.

6e. Provide existing Port Advisory Groups with information about city-wide resilience planning, opportunities for new partnerships, and tools for building community cohesion among Port tenants, recreational users and neighbors in order to reduce risks and strengthen response and recovery capabilities.

## CHAPTER 2I – PARTNERING FOR SUCCESS

### Public Engagement and Participation

4. Ensure that the Port's public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities.

e. Seek new ways to improve stakeholder engagement and outreach so that all communities, including disadvantaged communities and communities who experience barriers to participation, can participate more fully in decision-making processes related to implementation of the Waterfront Plan. Examples might include using a variety of venues throughout the community, scheduling meetings during different times of the day, utilization of new technologies, providing outreach materials in different languages, and using facilitation techniques that encourage participation.

## Other Non-Maritime Lease Review

8. Ensure that, in accordance with City Charter Section 9.118~~current (now and future) San Francisco Board of Supervisors policy~~, Port non-maritime leases of 10 years or more, ~~or and~~ \$1 million (or more) in annual rental revenue secure approval from the Board of Supervisors after Port Commission approval. Ensure that public comment opportunities are provided in Port Commission and Board of Supervisors hearings.

## Southern Waterfront Leases

10. Ensure that short-term (0-10 year) interim leases in the Southern Waterfront comply with these use limitations, as follows:

- a. Limit the locations of heavy industrial uses, direct such uses away from adjacent residential neighborhoods, and include lease provisions to minimize impacts on neighborhoods.

## No Additional Required Process

11. Exempt the following types of leases from separate public review beyond that required under City Charter Section 9.18:

- a. Short-term (0-10-year) leases and turnover leasing for maritime, light-industrial/PDR, existing office, retail and restaurant spaces.
- b. Intermediate-term (longer than 10-year) lease renewal or re-lease of historic bulkhead buildings for existing public-oriented use, including restaurant and retail activities that, under current Board of Supervisors policy, already require review and approval by the Port Commission and Board of Supervisor, along with opportunities for public comment.

## REVISIONS TO WATERFRONT PLAN SUBAREA OBJECTIVES

### Fisherman's Wharf Objectives

2. Maintain a colorful mix of maritime and water-dependent activities at Fisherman's Wharf, in addition to fishing..

Fisherman's Wharf hosts ~~many a diverse array of other maritime and water-dependent activities~~ in addition to fishing ~~industry operations~~. Ferries and excursion ~~boats operate ions~~ at Pier 41 and 43½, along with ~~the Pier 39 recreational boating marinas at Pier 39~~. ~~Aquatic Park swim club docks~~The Dolphin Club [\[link\]](#) and South End Rowing Club [\[link\]](#) are located on piers managed by San Francisco Recreation and Parks in the Aquatic Park area adjacent to Fisherman's Wharf. ~~provide a variety of ways for the public to enjoy the Bay waters~~. Each club has more than a 100 year history of promoting open water swimming and rowing in the Bay with ~~several thousand members~~. The Fishermen's and Seamen's Memorial Chapel, ~~a another~~ treasured cultural resource, pays tribute to the generations of San Franciscans who have dedicated their lives to the sea.

The San Francisco Maritime Historical National Park Association at Hyde Street Pier houses an extraordinary collection of historic ships and artifacts, ~~including~~ complemented by the USS Pampanito submarine berthed at Pier 45, managed by the San Francisco Maritime National Park Association. The SS Jeremiah O'Brien, a World War II Liberty ship managed by the National Liberty Ship Memorial organization, also is berthed at Pier 45. These ~~water dependent~~ historic vessel operations are part of San Francisco's maritime heritage and enrich the Wharf's authentic character. The beach and facilities at Aquatic Park, managed by the National Park Service, also support a long tradition of swimming, rowing and paddling, boat launch and water recreation uses, which rely on all to protect safety and water quality, including Port maritime and business operations.

4. Maintain the Wharf's diverse mix of public, commercial, maritime and recreation uses, and include activities that attract local residents and dispel the Wharf's image as a tourist-only attraction.

Fisherman's Wharf is world famous for its scenic Bay views and waterfront attractions, including Pier 39 with its barking sea lions, swimming, rowing, and boating along the shore, and iconic seafood restaurants. People are also attracted to interpretive signage that describe San Francisco's fishing heritage and operations.

These authentic qualities of the Wharf have the potential to attract more local residents as well. The growing popularity of swimming and maritime recreation at Aquatic Park during the COVID-19 pandemic brought more locals to the area. The Port and its tenants are members of the Fisherman's Wharf Community Benefit District, which has developed retail strategies to increase business vitality and new activities, and public space improvements to attract local residents as well as out-of-town visitors for daytime and nighttime enjoyment.

## **Northeast Waterfront Objectives**

2. Maximize opportunities to retain and enhance maritime operations and water-dependent activities safely along the Northeast Waterfront.

New paragraph added to supporting discussion: Attention to public safety also applies in bay waters used by diverse maritime operators as well as water recreation enthusiasts. San Francisco Bay attracts swimmers, rowers, kayakers from around the region and beyond. Maritime and open space policies in this Plan promote education and partnerships so that all bay users are informed and carry out safe practices to protect public and navigational safety.

9. Coordinate closely with resilience proposals produced through the ~~Embarcadero Seawall Program~~ Waterfront Resilience Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the Northeast Waterfront.

## **South Beach Objective**

7. Coordinate closely with resilience proposals produced through the Waterfront Resilience Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the South Beach waterfront.

## **Mission Bay Objectives**

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 Port leases managed by the Port outside of the Mission Bay Redevelopment Area 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 Water Trail and ~~that~~ attract more people to enjoy Blue Greenway public access areas. New leases will ~~create~~offer opportunities ~~for to provide these~~ benefits, ~~along with including~~ repairs ~~needed to maintain Port properties~~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 recreational 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.

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

### **Southern Waterfront Objectives**

4. Explore new business partnerships to operate the Pier 70 ship repair and drydock facility, as part of a broader maritime strategy that evaluates additional maritime opportunities for the shipyard site and facilities.

The entire Pier 70 master plan and development planning program was carefully managed to preserve ~~and~~ ~~respect~~ the location and ~~respect~~ the operational requirements of the ship repair industry, ~~Pier 70's~~the historic use at Pier 70. This ~~program~~ includes dedicated transportation access via 19th Street and modernized utilities for the shipyard, integrated with ~~infrastructure improvements made in the~~ Pier 70 Special Use District and Historic Core ~~infrastructure improvements~~. However, these investments do not guarantee San Francisco's ability to successfully compete for ship repair business.

Drydock 2, once the largest on the west coast, allowed the Port's ship repair operator to capture many large deep-water vessel repair contracts at Pier 70. As the size of cruise and cargo ships continues to grow and other ports with large drydocks enter the market, the ~~Port faces~~ competitive ~~demands of the industry~~ create challenges for ~~retaining~~ the ship repair industry in San Francisco. ~~Those conditions resulted in~~trends led to the departure of BAE Services, the Port's ship repair operator, in 2017.

With an understanding of these market changes, the Port ~~is actively~~ will continue to consider ~~seeking new~~ ship repair operators for Pier 70 but recognizes the need to broaden its maritime marketing efforts. Pier 70 provides an opportunity for ~~other~~alternative marine uses such as harbor services, marine sciences, and maritime technology development. ~~In The evaluation of examining~~ maritime options, the Port also is evaluating the repair and reuse potential of ~~includes an assessment of the land area and~~ buildings in and around the shipyard, facilities in the current shipyard area, which ~~including~~ several Union Iron Works Historic District resources. Two locations at the outer edges of the shipyard ~~are, may be~~ surplus to shipyard needs: the Building 6 Triangle site along the east edge of Pier 70, and the Pier 68 ~~Uplands~~Annex area west of the drydock ~~wharves~~piers. ~~The~~

costs of rehabilitation exceed the funding resources of maritime businesses. As it works through the process of securing a new ship repair or other maritime operator, the Port will determine the facilities that best serve those businesses, and develop a ~~planning strategy for to address~~ reuse and historic rehabilitation opportunities ~~for~~ any properties that ~~are no longer needed, or financially infeasible may become surplus to those~~ for maritime ~~use~~needs.

## **Appendix E Glossary of Terms**

Pg. 204, San Francisco Bay Area Water Trail - The San Francisco Bay Area Water Trail is a state-established network of water recreation sites for non-motorized small boats such as kayaks, canoes, dragon boats, rowboats, and stand-up paddle and wind surf boards ("human-powered boating") so recreational boaters can safely enjoy single- and multiple-day trips around San Francisco Bay.

Pg. 205 - Water-dependent Activities – Activities, businesses or industries which depend on a waterfront location to function, such as cargo-related activities, berthing of historic, ceremonial or other ships, ferry and excursion boat operations, fishing industry uses, maritime support uses, water recreation and recreational boating ~~and water use~~, ship repair, and water taxi docking.

Pg. 206 - Water Recreation and Recreational Boating – Includes facilities for swimmers, rowers, kayakers, windsurfers, stand-up paddling, and other water sport enthusiasts, as well as boating facilities such as marinas, visiting boat docks, swimming and rowing ~~boat~~ clubs, boat rental facilities, boat trailers, launching facilities, repair services, dry storage, visitor parking, restrooms, and other public facilities.