



## MEMORANDUM

April 7, 2023

**TO:** MEMBERS, PORT COMMISSION  
Hon. Kimberly Brandon, President  
Hon. Willie Adams, Vice President  
Hon. Gail Gilman  
Hon. Steven Lee

**FROM:** Elaine Forbes,  
Executive Director

**SUBJECT:** Adoption of CEQA Findings, Mitigation Monitoring and Reporting Program, and the Final Waterfront Plan.

**DIRECTOR'S RECOMMENDATION:** Approve Attached Resolution No. 23-15

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### EXECUTIVE SUMMARY

On January 24, 2023, Port staff provided a Port Commission presentation on proposed revisions to the Draft Waterfront Plan, and a briefing on interagency coordination with the San Francisco Planning Department and San Francisco Bay Conservation and Development Commission (BCDC) to align policies for the Port of San Francisco waterfront. The January 2023 revisions, together with other Plan revisions and technical edits presented to the public in September 2022, are proposed to be incorporated to create a Final Waterfront Plan (Final Plan), which is presented for Port Commission adoption. To respond to Port Commission comments received at the January 24<sup>th</sup> meeting, the Final Plan includes revisions to the background discussion of pedestrian and bicycle safety along The Embarcadero and the Embarcadero Promenade which are presented in this report.<sup>1</sup>

The Final Plan is the result of a deep, thorough public planning process led by the Waterfront Plan Working Group, a 30-member body of San Francisco and Bay Area residents and waterfront stakeholders that represented maritime, recreational, environmental, economic, transportation, and neighborhood perspectives. The Working

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<sup>1</sup> See the September 2022 and January 2023 Port Commission reports, which are incorporated by reference, for detailed discussion of proposed revisions to the Draft Waterfront Plan.

Group was supported by seven advisory teams, which provided expertise and insights on specific topics including resilience, economic, water recreation, and public access.

The process resulted in 161 comprehensive policy recommendations produced by the Working Group, which were endorsed by the Port Commission and incorporated into the updated Draft Waterfront Plan, published in December 2019. The addition of further Plan revisions produced in September 2022 and January 2023, which were presented for public review and comment, create the proposed Final Plan for adoption by the Port Commission.

The environmental review process required under the California Environmental Quality Act (CEQA) must be completed before the Port Commission can consider adoption of the Final Waterfront Plan. On March 16, 2023, the San Francisco Planning Commission certified the Waterfront Plan Final Environmental Impact Report (Final EIR). On April 5, 2023, the Planning Department published Addendum #1 to the Final EIR.

Port staff recommends approval of the attached Port Resolution 23-15 to adopt Waterfront Plan Final EIR CEQA Findings (Attachment 1), a Mitigation Monitoring and Reporting Program (Attachment 2), and the Final Waterfront Plan.

## **STRATEGIC PLAN GOALS**

The Waterfront Plan, developed pursuant to Proposition H, describes goals and policies developed by the public and approved by the Port Commission to guide the long-term use and improvement of the Port's 7½ mile public waterfront, from Fisherman's Wharf to India Basin. The Waterfront Plan provides direction and support for these Port Strategic Plan goals:

Economic Recovery: Develop and implement strategies to address the economic impacts of the COVID-19 pandemic and stabilize the Port's financial position during an expected five-year recovery period.

Economic Growth: Grow business portfolio to create an economically successful and vibrant waterfront.

Equity: Create a diverse, equitable, and inclusive organization and waterfront, and empower Black, Indigenous, and other People of Color (BIPOC) in Port operations and opportunities through equitable policies and practices.

Resilience: Reduce seismic and climate change risks to protect the waterfront, City neighborhoods and infrastructure.

Sustainability: Advance environmental stewardship to limit climate change and protect the Bay.

Evolution: Evolve the waterfront to respond to changing public and Port needs.

Engagement: Engage constituents and the public on Port functions and activities.

## ADDITIONAL PLAN REVISIONS

On January 24th, the Port Commission reviewed the Plan revisions proposed by Port staff to address public comments. At that meeting, Port Commission members expressed concerns about, and the importance of, prioritizing pedestrian safety along the Embarcadero Promenade, and how this issue is addressed in the transportation section of the Waterfront Plan.

As a long-range planning document, the transportation goal and policies of the Waterfront Plan recognize and support a full suite of transportation modes and services along the waterfront -- by land and water-- in alignment with City transportation and climate policies. The Waterfront Plan transportation policies describe public needs and objectives to inform how future waterfront projects and improvements should be created to incorporate design or other features that achieve safe, reliable transportation functions, managed in coordination with the transportation needs of the rest of the waterfront and city. These are high-level policies that are not designed nor intended to dictate specific outcomes or details in future projects. The Waterfront Plan policies describe the context and parameters within which future projects of many types will each need to craft and incorporate details that work with the nature of the given project to achieve the applicable transportation objectives.

The Waterfront Plan policies provide one layer of direction, which must also be coordinated with other transportation policies and regulations that also may apply to future waterfront improvement projects. These include the City's Transit First and Vision Zero policies to promote public transit and pedestrian safety, and Climate Action policies to avoid greenhouse gas emissions. The Port itself also provides further regulation of transportation operations and details through the Port Code, and Port development and property agreements. Together, the Waterfront Plan and additional policies and controls come into play in future project proposals to determine transportation design and operational details, and implementation requirements.

It is helpful to have this understanding of the relationship of Waterfront Plan policies with other policy and regulatory documents as context for additional Plan revisions to address Port Commission comments about improving pedestrian safety and comfort along the Embarcadero Promenade. Port staff proposes new revisions **highlighted in blue** in Table 1 below, which layer on top of technical edits and other Plan revisions to respond to comments from the public and SFMTA.

Most of the new revisions affect the Plan's background discussion on Walking and Bicycling, which include making a clear distinction between The Embarcadero roadway (the roadway vehicle travel lanes) and the Embarcadero Promenade, and Port collaboration with SFMTA on the Embarcadero Enhancement Project. In addition, Port staff proposes a revision to Transportation Policy #18 to highlight the objective of improving pedestrian safety and enjoyment along the Embarcadero Promenade as part of

developing and implementing improvements and associated regulations for the Embarcadero Enhancement Project.

**Table 1: Proposed Additional Waterfront Plan Revisions (highlighted in blue) to Walking and Bicycling Background Discussion, and Transportation Policy #18**

### **Walking and Bicycling**

Walking and bicycling to, through, and along the waterfront are increasingly popular activities for entertainment leisure, recreation and commuting, consistent with nation-wide trends. These are low carbon sustainable transportation choices that reduce traffic volumes congestion and greenhouse gas emissions, promote healthy lifestyles, and are fun ways to visit and explore make the waterfront a more interesting place to be and enrich the public realm.

#### **The Embarcadero – A Walking and Cycling Destination**

The Embarcadero Promenade is one of the most popular walking and cycling routes in the Bay Area and is the alignment of the San Francisco Bay Trail, a nine-county, 500 mile regional trail system that encircles the San Francisco Bay.

The bicycle lanes on the Embarcadero roadway are not comfortable for many recreational cyclists, who thus choose to ride on the Promenade. When it was constructed, the Embarcadero Promenade provided ample space to accommodate for a mix of walking pedestrians and bicyclists. The number of pedestrians and bicyclists has grown since then, however, and conditions today can often be crowded, uncomfortable and unsafe. Because the original bicycle lanes on The Embarcadero are narrow and exposed to heavy vehicle traffic, they are not comfortable for many recreational cyclists, who thus choose to ride on the Embarcadero Promenade. Today, however, the combined volume of pedestrians and bicyclists often creates crowded and uncomfortable conditions, along with public safety problems.

Additional challenges have emerged with the advent of e Electric bicycles, scooters, and other transportation devices have brought additional challenges. Although these devices support valuable “last mile” connections between public transit stops and work or other destinations, these motorized devices are not allowed on the Embarcadero Promenade which is a designated park, and must operate in facilities created in the bike lanes the roadway. The Port is working with the SFMTA to carry out City and Port regulations for rules developed to regulate electric transportation these devices, as well as bicycles along The Embarcadero.

The Embarcadero is listed as one of the City’s “High Injury” Network streets for pedestrians and bicyclists and is a high priority for public safety improvements under pursuant to the City’s Vision Zero policy. The Port is collaborating with supporting the SFMTA is on the Embarcadero Enhancement Project, to construct which will provide a protected bikeways along The Embarcadero bicycle facility to improve public safety for all modes and especially to create a better improved pedestrian experience along the Embarcadero Promenade from King Street to Fisherman’s Wharf. The Embarcadero Promenade is prioritized for pedestrians. The SFMTA is working closely with Port tenants and public stakeholders to develop a design that meets the project’s objectives while in a manner that preserves adequate access to Port businesses and loading curb zones areas to support goods movement and loading services.

### **Revision to Transportation Policy #18:**

187. Support SFMTA efforts to improve safety for all transportation modes with in the development of the Embarcadero Enhancement Project (for a protected bicycle facility along Tthe Embarcadero from King Street to Fisherman’s Wharf). This project is designed to provide a better pedestrian experience along the Embarcadero Promenade and safe operation of vehicle access to support Port tenant and maritime operations.

## **A ROBUST PUBLIC PROCESS**

The proposed Final Waterfront Plan is the product of a deep, thorough public planning process led by the Waterfront Plan Working Group, an extraordinary group of citizens representing San Francisco and Bay Area residents and waterfront stakeholders, community, environmental, public agency and business partners, including representatives from each of the Port's standing advisory committees. The Working Group was supported by additional citizen volunteers who served on seven Waterfront Plan Advisory Teams, providing additional focus and perspectives on resilience, recreation and open space, transportation, waterfront urban design, maritime, land use and neighborhood planning, and financial and economic issues.

The Working Group was co-chaired by Rudy Nothenberg and Janice Li, who led or provided advice to Port staff throughout a three-phase planning process over three years, leading to publication of the Draft Waterfront Plan in December 2019. Table 2 below provides an overview of the public process, which involved 62 public meetings and workshops with in-depth exchange of technical information, knowledge and public conversations. The first phase of the process provided a comprehensive orientation of the Port in public meetings that were videotaped and broadcasted on SFGovTV. The meetings included presentations and content from all Port divisions about the scope of the Port's responsibilities as a city department and a State public trust grantee. The Port and public were very fortunate to also have many public agency partners participate to educate about waterfront regulations, including the State Lands Commission and BCDC. Other agencies, including SFMTA, SF Office of Resilience, WETA, and the Planning Department addressed how waterfront uses, functions and operations relate to neighborhoods, City infrastructure systems and transportation operations.

The Working Group and public also received a deep-dive on the economic and financial responsibilities of the Port to build an understanding about what is required to maintain and improve Port properties, equity and opportunity, and successfully implement improvements. The Port hired Economic Planning Systems, which produced a financial model used to analyze the viability of different pier lease and development scenarios. That information was supplemented by case studies to help the public understand the successes and challenges of past Port projects, and the types of trade-off values and decisions to support implementable improvements.

This orientation equipped the Working Group with knowledge to apply to the second phase of the process, to develop policy recommendations. The Working Group broke into three subcommittees – Land Use, Transportation and Resilience – and established Guiding Principles to support the subcommittee meetings and focus. All subcommittee recommendations were then reviewed together by the entire Working Group, resulting in 161 policy recommendations, 160 of which were unanimously endorsed, which were submitted to the Port Commission to update the Waterfront Land Use Plan. The Port Commission endorsed them all and, because the scope of the recommendations extended far beyond land use issues, Port staff proposed that the updated plan be renamed to, simply, the Waterfront Plan.

The third and last phase of the process focused on community outreach to educate citizens and stakeholders about the Working Group’s policy recommendations. In addition, Port staff led walking tours and public workshops to educate about The Embarcadero public realm, and pier development, using Piers 30-32 as a case study.

<b>Table 2: Waterfront Plan Update Public Process Summary</b>
<p>Phase 1: Introduction to the Port (October 2015 – September 2016)</p> <ul style="list-style-type: none"> <li>• Public Boat Tour of the waterfront</li> <li>• Waterfront Vision Workshop</li> <li>• 10 Working Group public meetings to receive Port orientation</li> </ul>
<p>Phase 2: Policy Recommendations (October 2016 – June 2018)</p> <ul style="list-style-type: none"> <li>• Establish guiding principles for the Working Group’s Land Use, Transportation and Resilience Subcommittees</li> <li>• 29 Subcommittee and Working Group meetings to produce 161 policy recommendations</li> <li>• Port Commission review meetings and endorsement</li> </ul>
<p>Phase 3: Community Engagement, Walking Tours &amp; Workshops (April - August 2018)</p> <ul style="list-style-type: none"> <li>• Educating public about Working Group policy recommendations</li> <li>• Walking tours and workshops on Embarcadero public realm, and Piers 30-32</li> </ul>
<p>Waterfront Plan Production:</p> <ul style="list-style-type: none"> <li>• Draft Waterfront Plan for Public Review and Comment: June 2019</li> <li>• Port Commission endorsement of Draft Waterfront Plan, as revised to address public comments: December 2019</li> <li>• Revised Draft Waterfront Plan with information updates, technical editing, public comment revisions: September 2022, January 2023</li> </ul>
<p><i>Periodic briefings and updates to Port Commission and Port Advisory Committees were included as part of the public process.</i></p>

**THE WATERFRONT PLAN: AN ALIGNED PUBLIC PARTNERSHIP**

The above planning process summary attests to the extraordinary civic investment devoted by the Waterfront Plan Working Group, the Advisory Teams, agencies, partners and citizens who participated in the public meetings and comment process. It is clear that people continue to care deeply and are willing to volunteer a lot of time and energy to partner with the Port to protect and improve San Francisco’s public waterfront and San Francisco Bay.

The original Waterfront Land Use Plan was developed following approval by San Francisco voters of Proposition H in 1990. Proposition H required the creation of the Plan that gives first priority to maritime and water-dependent uses and prohibits hotel development on Port piers. The updated Final Waterfront Plan continues to comply with those requirements, as well as expands the scope of forward-looking goals and policies. This includes new policies to create a resilient waterfront, and new ways to make the waterfront affordable, attractive and inviting to people of diverse economic, racial and cultural backgrounds. Those resilience and equity discussions and policies have also informed the development of more detailed strategies and objectives advanced through the Port’s Waterfront Resilience Program and Racial Equity Action Plan, which are supported in the Port’s Strategic Plan.

This alignment of the Waterfront Plan and other strategic Port programs and initiatives is important to maintain a shared commitment and accountability among citizens, the Port Commission and staff, necessary to carry out waterfront improvements and investments that achieve multiple public benefits. The Waterfront Plan will provide the framework and criteria for future Port leasing and developments, open space and public access, transportation, historic preservation and environmental stewardship projects, with public review guided by the Plan's community engagement policies.

## **ENVIRONMENTAL REVIEW**

The environmental review process required under the California Environmental Quality Act (CEQA) must be completed before the Port Commission can consider adoption of the Final Waterfront Plan. The Waterfront Plan Draft EIR was published by the San Francisco Planning Department on February 23, 2022 and EIR comments were received through April 25, 2022. Responses to those public comments were published on January 20, 2023 to create the Waterfront Plan Final EIR (FEIR). On March 10, 2023, the Planning Department published an Errata to the FEIR which was reviewed together with the FEIR by the San Francisco Planning Commission, which certified the FEIR on March 16, 2023. On April 5, 2023, the Planning Department published Addendum #1 to the FEIR to provide clarifying information in response to questions received from representatives of the South End Rowing Club and Jean Allen. The Planning Department determined that the analyses and conclusions presented in the certified FEIR are not changed by the information in Addendum #1.

Port staff has worked with Planning Department staff to prepare CEQA findings, which are attached as Exhibit 1 to Port Resolution 23-15. The CEQA findings articulate the Waterfront Plan project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of benefits and considerations about the Waterfront Plan project that overrides the significant adverse effects described in the Final EIR. In addition, a Mitigation Monitoring and Reporting Program is attached as Exhibit 2 to Port Resolution 23-15 which describes all required mitigation measures and implementation details. Port staff recommends approval of Port Resolution 23-15 to adopt the CEQA findings, Mitigation Monitoring and Reporting Program, and Final Waterfront Plan.

## **CONCLUSION AND RECOMMENDATION**

As described in this report, the public process has been multi-faceted, involving a large, diverse cast of participants and deep public discussions that resulted in a robust update to the Waterfront Plan. This effort was supported by staff from all divisions of the Port, but special thanks are in order to an extraordinarily collaborative Waterfront Plan team that covered all the bases: Diane Oshima, Kari Kilstrom, Anne Cook, Carol Bach, David Beaupre, Brad Benson, and Byron Rhett.

It was easy for Port staff to be inspired in this effort given the depth of civic investment by the Waterfront Plan Working Group, the Waterfront Plan Advisory Teams, public agency and community partners, Port Advisory Committees, and interested citizens who enriched the public process and outcomes. The Port Commission and staff express special thanks

and deep appreciation to the Waterfront Plan Working Group for leading the process of inclusive public meetings and discussions that produced informed recommendations and a strong consensus for the future of San Francisco's public waterfront:

*Rudy Nothenberg and Janice Li*  
Waterfront Plan Working Group Co-chairs

*Alice Rogers, Linda Fadeke Richardson and Pia Hinckle*  
Waterfront Plan Working Group Subcommittee Chairs

Waterfront Plan Working Group Members:  
*Grant Ballard, Lawrence Beard, Kirk Bennett, Reid Boggiano, Mike Buehler, Troy Campbell, Kevin Carroll, Chris Christensen, Jeffrey Congdon, Jane Connors, Jon Golinger, Carolyn Horgan, Aaron Hyland, Earl James, Ellen Johnck, Ken Kelton, Ron Miguel, Stewart Morton, Karen Pierce, Tom Radulovich, Jasper Rubin, Christina Rubke, Peter Summerville, John Tobias, Anne Turner, Dilip Trivedi, Corinne Woods, DeeDee Workman*

Port staff recommends approval of Resolution 23-15 to adopt CEQA Findings presented in Exhibit 1 and Mitigation Monitoring and Reporting Program presented in Exhibit 2 of this staff report, and to adopt the Final Waterfront Plan.

Port staff will continue inter-agency work with the San Francisco Planning Department and BCDC, as detailed in the January 20, 2023 Port Commission staff report, to align planning policies for the San Francisco waterfront.

Prepared by: Diane Oshima  
Special Projects

For: David Beaupre  
Deputy Director, Planning & Environment Division

Exhibit 1: CEQA Findings  
Exhibit 2: Mitigation Monitoring and Reporting Program



**PORT COMMISSION  
CITY AND COUNTY OF SAN FRANCISCO  
RESOLUTION NO. 23-15**

**ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND A STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION WITH THE ADOPTION OF THE WATERFRONT PLAN, AN UPDATE TO THE WATERFRONT LAND USE PLAN.**

WHEREAS, the Waterfront Land Use Plan is the long-range plan that sets forth policies for the use and improvement of properties owned and managed by the Port of San Francisco, developed pursuant to requirements in Proposition H approved by San Francisco voters in 1990, which was adopted by the Port Commission in 1997, with occasional subsequent amendments that were approved by the Port Commission; and

WHEREAS, in 2015, the Port published the Port of San Francisco Waterfront Land Use Plan 1997-2014 Review report which presented a comprehensive review and assessment of land use changes during this period, and identified policy needs and challenges that dictated the need to conduct a public process to update the Plan; and

WHEREAS, the Port Commission directed the Port staff to conduct a public planning process that maximized public participation in public discussions about existing waterfront activities, regulations, challenges, public desires and needs to incorporate diverse viewpoints and perspectives to develop policy recommendations to update the Waterfront Land Use Plan; and

WHEREAS, the Port conducted an application process to solicit interest and selected citizens and public stakeholders to serve on a Waterfront Plan Working Group and seven Waterfront Plan Advisory Teams to participate in public meetings, and review and comment on draft reports to develop recommendations for the update of the Plan; and

WHEREAS, the citizens on the Working Group and Advisory Teams included residents from all 11 supervisor districts in San Francisco, Bay Area residents, and representatives from Port advisory committees with knowledge and interest in a comprehensive range of issues related to the waterfront, including maritime and non-maritime land use planning, urban design, open space, environmental sustainability and stewardship, historic preservation, engineering and sea level rise resilience, water recreation, transportation and financial resources, and

WHEREAS, the public process included presentations and participation of public agency partners, including the California State Lands Commission, San Francisco Planning Department (“Planning Department”), San Francisco Municipal

Transportation Agency, and San Francisco Bay Conservation and Development Commission (“BCDC”) to build an understanding of numerous policies and regulations that must be coordinated and aligned to enable use and improvement of Port properties and resources; and

WHEREAS, from 2016 to 2018, the Waterfront Plan Working Group public meetings conducted three phases of work and meeting discussions which supported a robust public process that included Phase 1 (Orientation of the Port and Waterfront Issues); Phase 2 (Waterfront Plan Working Group Subcommittee meetings to develop Land Use, Transportation and Environmental Sustainability and Resilience policy recommendations); and Phase 3 (Public outreach to explain the Part 2 recommendations, walking tours and workshops on Embarcadero public realm, and Pier 30-32 development); and culminating meetings of the Working Group to vet, refine and ultimately endorse 161 policy recommendations, of which 160 were unanimously endorsed; and

WHEREAS, The Working Group recommendations updated or added new goals and policies in nine categories to expand the breadth of content and direction to guide existing and future uses, operations and improvements of the Port of San Francisco waterfront: Maritime & Water-dependent Uses; Diverse Non-Maritime Uses; Public Access & Open Space; Urban Design & Historic Preservation; A Financially Strong Port; Transportation and Mobility; Environmental Sustainability; A Resilient Port; Community Engagement and Partnering; and updated objectives for five waterfront subareas that flow from the new goals and policies: Fisherman’s Wharf, Northeastern Waterfront, South Beach, Mission Bay and Southern Waterfront; and

WHEREAS, given the expanded scope of topics and recommendations, the Waterfront Land Use Plan was formally renamed the Waterfront Plan, which addresses far more than land use and urban design issues, continues to adhere to Proposition H, which prioritizes maritime and water-dependent uses of Port properties and does not allow hotel development on piers, and promotes improvements and community engagement that are inclusive of all populations, including those in historically marginalized communities; and

WHEREAS, in 2019, the Port Commission held four public meetings to receive and review the Working Group policy recommendations, which ultimately were all endorsed by the Port Commission and incorporated into the production of the Draft Waterfront Plan in June 2019, which underwent public review and comment, leading to changes and refinements that were made to produce a revised Draft Waterfront Plan, which was endorsed by the Port Commission in December 2019; and

WHEREAS, the Port has consulted and worked closely with the staff of the Planning Department and BCDC to include presentations to the Working Group and evaluate the following Planning Department and BCDC planning documents with the objective of identifying amendments to maintain consistency with

updated Waterfront Plan policies across the three agencies: San Francisco General Plan, San Francisco Planning Code, and BCDC San Francisco Waterfront Special Area Plan (“Special Area Plan”); and

WHEREAS, prior to considering approval, the updated Waterfront Plan requires completion of environmental review, as required under the California Environmental Quality Act (“CEQA”), and

WHEREAS, the Planning Department is the Lead Agency responsible for the implementation of CEQA, California Public Resources Code Section 21000 et seq., the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. (“CEQA Guidelines”), and Chapter 31 of the San Francisco Administrative Code, and undertook an environmental review process for the proposed Waterfront Plan Project and provide appropriate public hearings before the Planning Commission; and

WHEREAS, on February 23, 2022, the Planning Department published the Waterfront Plan Draft Environmental Impact Report (“DEIR”) for the Waterfront Plan Project (Case No. 2019-023037ENV), which included the December 2019 Draft Waterfront Plan, and amendments to the San Francisco General Plan, San Francisco Planning Code and Zoning Map, and BCDC Special Area Plan, and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department’s list of persons requesting such notice. Notices of availability of the DEIR and the date and time of the public hearing were posted near the project site by the Department beginning on February 23, 2022. The DEIR contains analysis at a “program level” pursuant to CEQA Guidelines section 15168 for the adoption and implementation of the Waterfront Plan; and

WHEREAS, on March 24, 2022, the Planning Commission held a duly advertised public hearing on the DEIR, at which an opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the DEIR ended on April 25, 2022. The Department prepared responses to comments on environmental issues received during the 60-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR; and

WHEREAS, between September and December 2022, Port staff produced further proposed revisions to the Waterfront Plan to incorporate information updates, technical edits, and policy refinements, which underwent public review and comment and were presented to the Port Commission at its September 13, 2022 and January 24, 2023 meetings, and which revisions were reviewed by the Planning Department staff and determined to not result in any required changes to the information or conclusions in the FEIR; and

on January 19, 2023, the Planning Department published a Responses to Comments document. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law; and

WHEREAS, on March 10, 2020, the Planning Department published an Errata to the FEIR, and on March 16, 2020, the Planning Commission reviewed and considered the FEIR (including the Errata) and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The FEIR was certified by the Planning Commission on March 19, 2023. On April 5, 2023, the Planning Department issued Addendum #1 to the FEIR and determined that the additional information in Addendum #1 does not change the analyses and conclusions presented in the FEIR; now, therefore, be it

RESOLVED, that the Port Commission hereby adopts the CEQA findings set forth in Exhibit 1 (hereafter "Findings") and the Mitigation Monitoring and Reporting Program ("MMRP") set forth in Exhibit 2 to this Resolution, which material was made available to the public, including findings regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31; and further

RESOLVED, that the Port Commission, after balancing the significant adverse effects of the Project on the environment, and the benefits of the Project, concludes that the benefits of the Project override the significant adverse effects based on the considerations stated in the Findings; and further

RESOLVED, that the Port Commission has reviewed the FEIR, and adopts the CEQA Findings and MMRP, and finds that the approvals before the Port Commission are within the scope of the FEIR and that no substantial changes in the Project or the circumstances surrounding the Project have occurred and no new information that could not have been known previously showing new significant impacts or an increase in severity in impacts has been discovered since the FEIR was certified; and further

RESOLVED, that this Port Commission hereby adopts the Final Waterfront Plan; and further

RESOLVED, that this Port Commission requests staff to continue working with the Planning Department staff to complete conforming amendments to the San Francisco General Plan, Planning Code, and Zoning Map for consideration

and submittal to the Planning Commission and Board of Supervisors to achieve conformity in the land use regulations governing Port property, and to support implementation of waterfront improvements under the Final Waterfront Plan; and further

RESOLVED, that this Port Commission request staff to work diligently with BCDC to develop conforming amendments to the BCDC Special Area Plan to support improvements along the Port waterfront, and provide information updates on schedule and draft amendment documents for public review; and further

RESOLVED, that the Waterfront Plan is foundational to maintaining trust and understanding between the Port Commission and the public to support partnerships and collaborations to improve the San Francisco waterfront, including projects and investments in the Port's Strategic Plan, Waterfront Resilience Program, and that advance applicable City policies; and further

RESOLVED, that this Port Commission expresses its deep admiration and appreciation to all citizens, stakeholders, agency, community and business partners, and the Waterfront Plan Advisory Teams and Waterfront Plan Working Group, for their participation in the 62 public meetings of the Waterfront Plan update process, which produced such comprehensive and forward-looking policies, with special recognition and gratitude to the members of the Waterfront Plan Working Group, which dedicated extraordinary time and insights to lead the process to update the Waterfront Plan, which will guide the continuing evolution and improvement of San Francisco's urban waterfront:

*Rudy Nothenberg and Janice Li*  
Waterfront Plan Working Group Co-chairs

*Alice Rogers, Linda Fadeke Richardson and Pia Hinckle*  
Waterfront Plan Working Group Subcommittee Chairs

Waterfront Plan Working Group Members:  
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***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of April 11, 2023.***

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Secretary