



WATERFRONT VISION WORKSHOP SUMMARY

Waterfront Plan Update Public Process

Monday, October 19, 2015; 6 – 8:30 pm
Pier 27 James R. Herman Cruise Terminal, 2nd Floor

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TABLE NOTES
WATERFRONT VISION WORKSHOP
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Table #1

- **A Working Port**
 - New public marinas
 - Berthing for larger recreational yachts/boats
 - More access for non-motorized recreational vessels, including human-powered
- **A Revitalized Waterfront**
 - No housing on waterfront
- **Urban Design & Preservation**
 - Restoring and preserving our historic resources
- **Diverse Activities & Opportunities**
 - Family focus and future inspiration
 - Need to expand diversity
 - Better information and outreach to communicate opportunities, access, affordable/free activities at the Port
 - Private and public recreational uses (including events)
- **Waterfront Access & Open Space**
 - Extend open space and parks south of ballpark
 - Large programmable open space (open air concerts, public gathering)
 - Create new and 'activate' existing open space (basketball courts, soccer, etc.)
 - Comprehensive and continuous bike path
- **What Else**
 - Adaptive plans (don't know how many feet sea will rise yet)

Table #2

- **A Working Port**
 - Romantic notion
 - Can Port of SF compete for cargo
 - What is made in SF?
 - Bulk, project cargoes, cruise, fishing industry
 - New uses- Anchor Brewing Co., SF Made

- Shipyard
- How Kong “Cyber Port”
- **A Revitalized Waterfront**
 - Continuity – level of revitalization different in north and south
 - Get rid of parking
 - Balance to protect maritime
 - Revitalization = gentrification? Don’t become a ‘boutique’
 - Islais Creek needs improvement
- **Urban Design & Preservation**
 - Balance between land and water
- **Diverse Activities & Opportunities**
 - Keep open space flexible
 - Respect natural areas
 - Too touristy in northern waterfront
 - Enjoy Heron’s Head Park and the Ballpark
- **Waterfront Access & Open Space**
 - Expand Blue Greenway
 - Track pedestrian density along waterfront
 - North-south access along waterfront
 - ‘Vertical’ access to water’s edge (east-west)
 - Improve wayfinding
 - Port needs maintenance \$\$
 - Diversify access to Bay Trail for different populations (family bbq & skateboarding)
- **What Else**
 - Seismic risk
 - Keep planning framework flexible
 - Develop Port-City framework for deeper communication
 - Revamp transportation to waterfront
 - Expand bike parking

Table #3

- A Waterfront that serves the entire city; the citizens of SF
- If we want diversity, why not residential?
- Transportation, traffic, transit – should be a separate goal, other than by private auto
- Respect the fact that people live here
- Exploratorium – it’s a great fit
- Ferry Building – brilliant
- Retaining the old businesses and buildings: Pier 23, Java Hut
- AT&T Park & Crane Cove Park: is responsive to the goals of the 1997 WLUP and the current growth in the Dogpatch
- Things we would like to see:
 - More thought to public amenities; ‘small moments’
 - More dining
 - Interpretation/education
 - More mixing of tourists/residents
 - Examples:

- Paris: little parklets
- New York: protected bike lanes 'west side highway'
- Vancouver: water taxis
- Providence: 'the fire walk' makes walking at night feel safe and inviting
- How are we going to deal with the seawall and sea level rise?
- We LOVE the Port:
 - The vistas
 - The new access that's been created
 - AT&T Park
 - Crane Cove/Mission Rock, the mix of industrial and public access

Table #4

- Promotion of walkways
- Artist studios in southern waterfront
- Bart connection 'hub'
- Less tourism, more neighborhood 'giving'
- Promotion of water taxis
- Underground transit, south to north
- Underground light transit along waterfront
- Art installations along waterfront
- Connect waterfront to new central subway

Table #5

- **A Working Port**
 - Make fishing industry more visible, more fish markets
 - Type of bulk cargoes
 - Increase water taxis (visibility/promotion)
 - Keep the 'gritty' waterfront uses
 - More 'guest park' for small boats
- **A Revitalized Waterfront**
 - Is cruise terminal financially self-sufficient?
 - Sensitive to adjacent neighborhoods
 - Park Service agreement for Pier 31
 - Dedicated bicycle lanes/enlarge
 - Mission Rock should have more public access; it seems dense & high rise; is Port getting enough revenue here?
- **Urban Design & Preservation**
 - Dedicated, safe bike lane
 - Flexible height – eliminate need for spot zoning
 - Preserve/respect existing height limits
 - Views with regards to water
 - Elevated open space at water's edge blocks pedestrian views
- **Waterfront Access & Open Space**
 - More ways for people to gain access to the water – small craft
 - More access adjacent to water
 - Promote existing waterfront access in a better way

- Support efforts to revitalize the Municipal Pier at Aquatic Park
- **What Else**
 - Protect the seawall – get Autodesk included
 - Raise the public -profile of the seawall repair issue; tie-into sea level rise; bond money is needed
 - Subsidize cargo

Table #6 (empty)

Table #7

- **A Revitalized Waterfront**
 - Sustain the seawall and infrastructure (w/ sea level rise)
 - Vibrancy/activity (i.e. London & Barcelona)
 - Front yard of the city (i.e. Chicago)
 - More porous waterfront, more points of entry
 - Public access
- **Urban Design & Preservation**
 - More use of the waterfront
- **Diverse Activities & Opportunities**
 - Conduct financial analysis on the capital needed to revamp/fix the aging properties/infrastructure
 - More emphasis on seawalls, seismic safety, and environmental protection
 - More public/private partnerships
- **Waterfront Access & Open Space**
 - A diverse mix of uses that attracts people (including residents)
 - Authentic neighborhoods

(Table #8 empty)

Table #9

- **A Working Port**
 - Integrate environmental sustainability
 - Strengthen/maintain/improve maritime transportation
- **A Revitalized Waterfront**
 - Integrate environmental sustainability
 - Local hiring
 - Elevate issue of need for major infrastructure
 - Delete Revitalize, replace with enhance
- **Urban Design & Preservation**
 - Integrate environmental sustainability
- **Diverse Activities & Opportunities**
 - Integrate environmental sustainability
- **Waterfront Access & Open Space**
 - Integrated transportation plan that accommodates growth
 - Transportation Plan/improvements is priority, access to northern waterfront is difficult on all modes today, more growth would make situation worse, if that is possible
 - Include bikes and public transit to transportation improvements

- **What Else**

- If goals/values have been achieved, should we refocus our efforts on sustaining them?
- Vision Statement needs to be revisited; All goals values should integrate environmental sustainability and resiliency; Group wanted to better understand what are big issues facing the Port, what is the goal of the update, what are the problems

Table #10

- Parking lots are low-hanging fruit
- What to do with parking lots on land side
- Crosswalk needed or moved near Alcatraz landing
- Housing on SWL? Swap for pier reuse?
- Water transportation underutilized – water taxis
- Sansome/Battery underutilized
- Transportation: lots of people want to go from wharf to hotel, Muni pick-up on north side of bridge
- Transportation congested in northern waterfront
- Stick to trust uses
- Build on this: very successful example of ‘magnificent’ reuse and land use
- Central subway? Way over capacity
- F line (also buses)? Limited crossing opportunities
- Bike paths need to be able to coexist safely
- Vision zero thinking
- Resilience/seawall transportation opportunity?
- Palm trees?
 - Taking up a row?
 - Soften urban edge?
 - Space is a premium
 - Opportunity to redesign
- Vision for parking needed
- Balance needed
- Historic Preservation: fait accompli?
- Dream:
 - Waterfront belongs to everybody
 - Does maritime still belong in the narrative? (part of the public trust)
 - Should end up as example that world admires – ‘They got it right!’ Forward thinking! Not just shellacking
- E line to F line: opportunity to consider, historic or modern streetcar?
- Public trust restrictions: what are the rules? State of CA/Maritime related?
- Challenge:
 - How does the Port raise \$ to maintain and reuse resources?
 - Port or waterfront?

WALL NOTES

- **A Working Port**

- More recreational
- Human powered vessels

- Define our maritime
 - Look at Chicago
- **A Revitalized Waterfront**
 - Ferry Building & Ballpark = SUCCESS
 - Want smaller interventions
 - Art & entertainment, sculpture
 - Be best in the world
 - Public/private partnership
 - SFMade – physical goods
 - Small corp.
 - Digital goods
- **Urban Design & Preservation**
 - Appropriate preservations
 - Review height limits, be consistent with rules
 - Increase H.P. – Pier 70
 - Portland is good model
 - Pier 70 south H.P.
 - Sustainable economy and environment – financial analysis
 - Port is self-supporting
 - How visitors travel the waterfront
 - Help us understand the public trust
 - Parking lots for revenue
- **Diverse Activities & Opportunities**
 - Opportunities for families
 - Event venues
 - Enjoy diversity
 - Fishing opportunities
 - Help industries that support maritime
 - REVITALIZE & INVEST
- **Waterfront Access & Open Space**
 - More in southern waterfront
 - Broader use of Blue Greenway
 - Public amenities, restrooms
 - Active recreation
 - Traffic problems, more transit & dedicated bike lanes
 - Art installations
 - Transportation plan in northern waterfront
 - T line expansion in southern waterfront
 - Water taxi, make more visible
 - Increase visibility to smaller open space
 - More small boat access human powered boats
- **What Else**
 - Adaptive resiliency
 - Econ- Macro – land and water equally
 - Continuity and balance – parks & open space, residential, and commercial
 - Advertise, commercial outreach
 - Sea Level Rise

- Better integration - land and water
- Sea level rise
- Recycled water use
- Environmental protection
- Sustainable environmental policies
- Seismic, seawall



TABLE NOTES
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ORGANIZED BY TOPIC

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 - Subsidize cargo
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 - Shipyard
 - How Kong “Cyber Port”
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 - More porous waterfront, more points of entry
 - Public access
 - Integrate environmental sustainability
 - Strengthen/maintain/improve maritime transportation
 - Define our maritime
 - Look at Chicago
 - Is cruise terminal financially self-sufficient?
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- Continuity – level of revitalization different in north and south
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 - Be best in the world
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 - SFMade – physical goods
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 - Sustainable economy and environment – financial analysis
 - Port is self-supporting
 - Parking lots for revenue
 - Conduct financial analysis on the capital needed to revamp/fix the aging properties/infrastructure
 - More public/private partnerships
 - Revitalize and invest
- **Urban Design & Preservation**
 - Restoring and preserving our historic resources
 - Balance between land and water
 - Flexible height – eliminate need for spot zoning
 - Preserve/respect existing height limits
 - Views with regards to water
 - More use of the waterfront
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 - Family focus and future inspiration
 - Need to expand diversity
 - Better information and outreach to communicate opportunities, access, affordable/free activities at the Port
 - Private and public recreational uses (including events)
 - Keep open space flexible

- Respect natural areas
 - Too touristy in northern waterfront
 - Enjoy Heron's Head Park and the Ballpark
 - Opportunities for families
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 - Enjoy diversity
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 - Transportation Plan/improvements is priority, access to northern waterfront is difficult on all modes today, more growth would make situation worse, if that is possible
 - Include bikes and public transit to transportation improvements
 - More open space in southern waterfront
 - Broader use of Blue Greenway
 - Public amenities, restrooms
 - Active recreation
 - Traffic problems, more transit & dedicated bike lanes
 - Art installations
 - Transportation plan in northern waterfront
 - T line expansion in southern waterfront
 - Water taxi, make more visible
 - Increase visibility to smaller open space
 - More small boat access and human powered boats/vessels
 - More recreational
 - Dedicated, safe bicycle lanes/enlarge
 - Expand bike parking
 - Examine how visitors travel the waterfront

- **What Else**
 - Adaptive plans (don't know how many feet sea will rise yet)
 - Address seismic risk; protect the sea wall
 - Keep planning framework flexible
 - Develop Port-City framework for deeper communication
 - Revamp transportation to waterfront
 - Protect the seawall – get Autodesk included
 - Raise the profile of the seawall
 - Tie into sea level rise \$\$ bond money
 - If goals/values have been achieved, should we refocus our efforts on sustaining them?
 - Vision Statement needs to be revisited. All goals values should integrate environmental sustainability and resiliency. Group wanted to better understand what are big issues facing the Port, what is the goal of the update, what are the problems
 - Adaptive resiliency
 - Econ- Macro – land and water equally
 - Advertise, commercial outreach
 - S.L.R.
 - Better integration - land and water
 - Sea level rise
 - Recycled water use
 - Environmental protection
 - Sustainable environmental policies
 - Help us understand the public trust
 - More emphasis on seawalls, seismic safety, and environmental protection



QUESTIONNAIRE RESPONSES

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1. Do you agree with these goals and values? Should any changes or updates be considered? If so, what?

- These are pretty good and comprehensive goals. Agree with goals and values.
- Focus on the public uses and maritime opportunities. Preserve opportunities for water-dependent uses.
- Agree
- I agree with the goals and values. Nailed it! Thank you ☺
- In general, agree with goals. But, I would challenge the Port to look for ways to expand and diversify activities and equity of opportunities.
- The west side of the Embarcadero and the connections to the city has been neglected.
- Focus on adaptability to sea level rise, and seawall. Very important.
- Emphasis on historic preservation, seawall, rising tides, sea level rise.
- Agree with them all – need to set targets to know if the goals have been met though, so the new plan pushes the Port. Add sea level rise/resilience issue.
- Open space, diversity of uses, in light of regulation, artist entertainment.
- New goal for environment/sea level rise/ sea wall. The word “Revitalized” should be reconsidered. Consider “preserve authenticity of...” for example, protect the gritty uses; it’s ok to have messy things along the waterfront.
- I do like the goals and agree with them
- A Working Port is great - but not all of these uses need to be near the Ferry Building or Fisherman's Wharf. The activities that do not directly benefit San Franciscans or visitors should be moved further south - to China Basin or even further. The entire waterfront from AT&T Park to Fort Mason should benefit the general public.
- I don't know what "highlighting visual and physical access to and from the Bay" means. I'm afraid that "highlighting visual ... access to ... the bay" is a way of saying that views from private living rooms and office space should be protected. Publicly accessible views should probably be protected, but I do not think private views

should be protected.

- Mostly, though neighborhood character should be removed as it is often a synonym for anti-change, anti-development and xenophobia.
- The whole thing is too top-down and centrally planned. San Francisco should be allowed to change and evolve organically, instead of those in charge coming up with some centrally-planned, top-down "vision" and then trying to get public buy-in on it.
- I would like to see more market rate housing.
- Broadly, I agree. I think we should consider updating the language around "neighborhood character". "neighborhood character" is often used as an argument against change, even when the change is good. We should strive for positive changes to the waterfront consistent with our values, not to preserve its form.
- I agree. Seawall Lot 351 should be developed as recommended by the Asian Neighborhood Design Vision Plan with a low-rise bicycle shop and multi-purpose fitness center and an indoor/outdoor café.
- The whole fisherman's wharf area is a disaster, full of cheap t shirt shops with very little impresses on the fisherman. The Teatro Zinzanni was a marvelous show, was so sorry to see it go, so hopefully the Port will allow its return.
- Public parks, walkways, Open Spaces should also be adequately maintained and regularly cleaned.
- The Port needs to communicate with the fishing industry and buyers better. The needs of the industry are not understood or valued.
- Goals are fine. Important to provide words that limit high rises along immediate waterfront, protect historic buildings, keep height limits at waterfront locations to 40'.
- The waterfront from Pier 39 all the way down to pier 70 should focus on commercial, ferry, public space and recreation. Please look at Sydney, NSW Australia as a perfect example of how to utilize waterfront. For example, Darling Harbor, Kings St Wharf. We need more activity on the waterfront day and night. It should be bustling with activity and have many diverse attractions.
- I'm concerned with the lingering emphasis on maritime. Especially if "maritime" means industrial, break bulk, or container shipping. I see room for cruise lines, ferries, fishing (commercial and recreational), and ship repair. At the same time I also see room for housing, entertainment, and hospitality. The question whether we have a "Port" or a "Waterfront" is important. I lean more toward a "Waterfront".
- These are fabulous values. We need a working port, interconnected public spaces, relevant and special urban design, diversity, and continuing the process of making the waterfront vital to all stakeholders. I would say explicitly express need to serve families, with free or affordable public amenities, diverse housing in or around the port to capture the neighborhood feel, and businesses which serve neighborhood residents like more grocery stores, libraries, bike paths, schools, etc.

2. Have recent Port projects been responsive to these goals and values? If not, how could they be improved?

- As far as I am familiar w/ recent Port projects, they have lived-up to the stated goals and values.
- Preserve opportunities for historic ships on the SF waterfront. Seek visitor serving uses – restaurants, museums, theaters, historic preservation.
- Yes, except the Cruise Terminal! Beautiful building but cruise ships make a lot of noise that effects residents.
- Yes, Cruise Terminal on Pier 27 is perfect. Pier One and Ferry Building.
- The question of scale – producing opportunities for smaller local businesses seems to not be prioritized. Infrastructure concerns seem to not be prioritized in this charter.
- Yes! I would like to see more opportunities for smaller businesses.
- Been OK
- Yes
- Cruise Terminal Exploratorium, Orton Pier 70 rehabilitation, Parks
- Yes, e.g. Crane Cove Park, Blue-Greenway improvements → great. More can be done on cycle infrastructure along waterfront to make it safer + more appealing for residents and visitors to move up + down the waterfront. More people out of cars.
- Port's objective perspective
- Yes
- More free (low cost)/things for families – open space areas for picnics etc. Middle income housing opportunities
- Take down the old ports and create parks on the water to use for daily pleasure and use for events to create income.
- Get rid of deteriorating piers
- More public access venues, similar to the Exploratorium. Marinas, restaurants, playgrounds, etc.
- You've done so much. I would like to see the waterfront area to have its own sewer system NOT dependent on gravity to move sludge along. Thank you!
- More detailed plans for climate change + sea level rise, more wetlands, more tribute to past
- The broken piers + buildings restored
- More industry & maritime businesses – house boats?
- Improved bike ways that are divided from traffic & pedestrians, especially the area near fisherman's wharf.
- Blue Greenway all the way from AT&T to Candlestick Point
- I would really like to see more public parks. I am disappointed in how long Crane Cove Park is taking.
- Pls. start Crane Cove!
- More greenspace and trails/parks.

- More infrastructure, investment, density
- Little boats/dinghies to rent out of the piers; open air fish market; animal and plant ecosystem of SF and the coast area on the water → like the Monterey Bay Aquarium
- Remove some finger piers to enable more access.
- More tidal marsh, more public access to shoreline, kayaks etc.
- Provide opportunities for maritime uses wherever possible, including for historic ships.
- Ease some restrictions to allow better financing
- Add some parking with more reasonable pricing & restrooms
- Ferry service throughout – car ferries, water taxi, hydrofoil ferries to Berkeley, kayak access/more public boat ramps
- More continuous access, boat bays and easy rentals. Boat use is too exclusive for general public who can't access the bay. Cheap rentals and temporary moorings will open-up use. More use of disused areas. Pollution from ferry boats rather bad.
- Port meeting should be better time managed. Agendas should be followed.
- More cafés (affordable), green areas, good restaurants (from Ferry Building south), water sports, art galleries, music venues, pollution coming from ferries.
- Public spaces to encourage waterfront activities, visits, and accessible public boat launch “put-in” ramps/facilities. Pier access/restoration for fishing/bay views.
- Less parking and improve Muni E/F line service. Bus/Muni terminal needs to be improved. Bicyclists should not ride on sidewalks – either use bike lanes or walk bikes as they do in Europe for pedestrian streets. Needs enforcement! Need to improve regional BART access.
- Viability. Flexibility. Disaster preparedness.
- User friendly retail facilities and a sailing school that would provide a new experience for every San Franciscan, especially our children.
- Not as proposed. I strongly believe a public park should be constructed on Piers 30-32 with some cafe's and other concessions, kayak and boat rentals, etc. I think the voters of SF would support a bond to restore the Pier and make it a park. It could also be an educational facility with areas to describe impacts of climate change.
- The Port needs to have its entire structure and budget changed so that it can take on more projects now, not in 10 or 20 years from now.
- The parking lots around Broadway have been parking lots for too long. That whole area is weirdly desolate, considering what it is. I don't think this is the Port's fault - 8 Washington was killed by Boston Properties and the affordable housing at Front and Broadway is being obstructed by Barbary Coast Neighbors association. I guess the Port could be improved if there was less opportunity for the public to weigh- in.
- Leading question -- it presumes that the "goals and values" above are good. The government should stop trying to run everything -- give the port lands or the proceeds from their sale, to residents, and get out of the land development business.
- More housing.
- I'm particularly happy with the tourism and entertainment projects: Exploratorium, cruise ship terminal, events space at Pier 70 and Pier 27, and sports venues. I think we should do more to utilize waterfront spaces. Vacant parking lots seem like a waste of

space to me.

- AT&T Park and the restoration of the Ferry Building have been great. The Exploratorium is very good. The Embarcadero today is an extremely appealing urban attraction. The cruise ship terminal at Pier 27 is strikingly attractive. Consider ways of making it as convenient as possible for cruise ship passengers who have limited time to venture into nearby bars, restaurants and retail establishments.
- The placing of the concrete structures at the end of 45 is a catastrophe. The Crab gear storage plan for the opening of this year's crab season is a debacle.
- Port was not responsive to these goals when promoting PWP's high rise dense condominiums at SWL351 & 8 Washington site. It's time the Port pull out of their ENA agreement with PWP.
- No, they are stagnant, complacent and short-sighted. Condos and open space would have been much better at 8 Washington. Currently there is not any open space, ugly parking lot and an ACTUAL wall there. Pier 30/32 is long overdue for a project. Let the developers develop. The ferry terminal took WAY too long to be built as its planned development ping-ponged between different locations.
- The Port, City, State, and Feds have collaborated very well to do amazing improvements over the past decade or more. All the same, transportation (public and private) and public works' security (infrastructure reliability) are important for the next 10 - 20 years.
- Keep the houseboats, embrace them, and add more docking spaces (perhaps requiring newer floating homes to dock there). Maybe an additional pier for floating homes on Mission Creek. Continue to improve water quality on Mission Creek. Look at Sausalito and Seattle for ideas on supporting more of a neighborhood and affordable housing within the Port. Love ATT Park, Cirque du Soleil, hope to have more venues for the Warriors. Also look to Sydney Australia to include mixed use on the wharfs, like businesses and condos on a wharf or two, like at Woolloomooloo

3. What are your concerns and thoughts about the above issues i.e. a number of new issues to be addressed by the Waterfront Plan Update such as sea level rise, seismic safety, and environmental protection? What challenges and opportunities do they present?

- Many of these are invisible to the public – challenge is to celebrate achievements and make known the need for these improvements (to address sea level rise; sea wall repair, etc.)
- Local vs. Outside; Industrial vs. Non-industrial
- Essential – to include goals around seismic safety + sea level rise, with environmental protection + sustainability. Water quality of Bay. Port should be a global showcase for dealing with sea level rise.
- Comprehensive transportation planning (2nd Bart tube); Recycled water leadership/environmental stewardship; Improving accessible/active waterfront through policy.

- Need statistics and modelling – then financials
- Maybe now is the time to focus on sustaining the success and focusing on infrastructure improvements.
- Infrastructure – paying for it, transportation and sustainability are not currently in the public eye.
- Let's not sacrifice in-fill projects in the name of environmental protection. John Muir recognized SF as a city with urban density. Other parts of the Bay need protection more than the 7 miles here in SF.
- These issues are of highest importance, must be addressed first.
- Define the desired uses. Add water based transportation, like water taxis.
- I am concerned w/ and familiar with the sea level rise issue. Seismic safety is a concern too, relates to sea level rise issues as well.
- Addressing these issues makes sense
- Sea levels at certain points along the Embarcadero, e.g. near Pier 14 already because flooding on a regular basis. A lot more will need to be done to protect The City.
- I am very excited by the prospect of pro-actively planning for sea level rise.
- Real estate assets should be developed. The parking lots are a waste of space for what is well travelled public sidewalks.
- These issues represent more opportunities for political patronage, sweetheart deals with favored developers, and justifications for soaking the public with new taxes, bond measures, fees, and so on. The challenge will be to stop these things from occurring.
- These are important considerations. Sea-level rise, in particular, is the most important challenge. I am concerned that these well-intentioned measures will be hijacked by wealthy landowners to protect their Bay views. I recommend that we strike the language about "real estate assets" and "upland private property". Those are not public concerns, they are private ones. Those owners can protect their property in other ways.
- There is time to plan for sea level rise, and we should probably start now. The US Army Corps of Engineers should have ideas. We might ask for advice from the Netherlands and Venice, both of which have experience in dealing with high water levels. Port Commissioners and staff might consider taking a few trips to Venice for this purpose.
- Port and City of SF should fund a series of resiliency improvements along the waterfront in conjunction with tenant improvements to address sea level rise (rather than prohibiting long term leases and condemning Port property). Similarly new funding sources could be made available to tenants and/or Port to make seismic safety up-grades to facilities. Use proceeds from the Industrial bond districts to make seismic improvements.
- Sea level rise is going to happen. You need a plan that consults with industry.
- Focusing on SWL351 there must be a cooperative effort to provide a development on that site that would enable the citizens of SF & visitors alike the availability of feeling comfortable to be on the west side of the Embarcadero. The Asian Neighborhood Design (AND) Vision plan for the northeast waterfront is an excellent document to start with. A full on activity center for bicycle, tennis, swim, fitness with an indoor/outdoor café would be a strong inducement for bringing in the public, and would be conducive to the

open space surrounding the SWL, and be a perfect fit with the upcoming Teatro Zinzanni at Broadway & Embarcadero.

- Sea level rise is inevitable due to humans. We can't hold back nature.
- The costs are beyond being very real. Federal assistance has to be part of the equation to imagine paying for these vital public safety improvements. Federal legislative advocacy could be turned up for the benefit of public safety and transit. In engineering the improvements there will be opportunities to change/improve transit as well as capture property value appreciation.
- So happy you are looking at seismic issues and imminent sea level rise, and sustainability. Yay! I'm hoping SF will dismantle the 280 spur that goes down to the waterfront area, it is UGLY! Reminds me of the old embarcadero freeway, such an eyesore. When we make mistakes, let's dismantle them. Make sure there is a bike/walking/running trail that connects the north, central, and south waterfronts. More ferries, encourage Facebook and other companies to bring residents to and from their HQs on ferries as well as on buses. I don't know if this is the type of response you are looking for, or if you've already considered these points, but I am adding them nonetheless.

4. Are there other policy topics that the Port should consider in the Waterfront Plan Update?

- Economic sustainability of the Port
- Could there be something radical relating to transportation? Turn over one lane to cycling/pedestrians? Bus rapid transit or shuttle system to move people along the Embarcadero. With increased residents in Dogpatch...improve the T-line?
- 2nd BART tube under the Bay to increase capacity; comprehensive transportation policy
- Comprehensive transportation planning (2nd Bart tube), Recycled water leadership, Environmental stewardship, Dog parks/recreation increases
- 2nd Bart tube
- Local employment, expanding water born transport, overall impact locally
- We need to focus on rising sea levels and take steps to mitigate the water intrusion with an effective seawall system. Hurricane Sandy taught NYC to prepare better.
- Noise and traffic impact on residents
- Welcome children to the Port. Sea level rise is most critical threat to the Port's sustainability
- Public accessibility; transportation; publicity for open meetings of waterfront planning group
- Yes - Pedestrian safety. I have been on The Embarcadero sidewalk every day for many years and it gets more dangerous by the minute. Bicycles are dangerous

enough when they weave in and out of pedestrians but now there are motorized bicycles, scooters and skateboards that easily travel faster than 20mph on the sidewalks. There needs to be a pedestrian only path and there needs to be speed enforcement (tickets written) every day.

- Improved bike lanes safer for traffic and pedestrians.
- Yes. The Port should consider the fallacy of central planning as explained by thinkers like Nobel winning economist Frederick Hayek and others.
- Building housing. I don't think that new buildings on the west side of the embarcadero interfere with the public's appreciation of the waterfront. Certainly the buildings might interfere with the views of private citizen who live on Telegraph hill and Rincon hill, but I don't think that their views should be protected by Port land-use policy. The Port should serve the public, not the rich owners who want to protect their views from other rich owners.
- Increased water transportation including ferry service to/from Treasure Island when it is developed, ferry service to/from Jack London Square in Oakland, and increased water taxi service along the San Francisco waterfront should be considered. The recent increase in Muni streetcar service along the Embarcadero is a step in the right direction.
- Address on-going conflict between real estate development projects and maritime access to the waterfront. Port should actively be re-building aprons and stringer spaces for maritime uses.
- More land needs to be given to the fishing industry
- Again, review the Asian neighborhood Design Vision Plan.
- Build and build fast
- Can the Waterfront Land Use Plan be used similarly to a specific plan to lay out an accepted protocol for development review? Given the number of local, State, and possibly Federal approvals required for development of Port property, is there a way in this process to review/revise these protocols and make recommendations for Port, City, and State reform? If there is a wall on the waterfront, it's the finger piers...
- See above about more family oriented stuff and increasing the neighborhood feel of the areas. Affordable housing for families, not just single twenty- and thirty- somethings.

5. Do you have any ideas from other waterfront cities and ports that should be considered to improve the Port of San Francisco? If so, what, where, and why?

- Light industries
- Hamburg (SLR); Vancouver (pedestrian path/open space all around waterfront)
- Portland?
- Fish market!
- A senior center should be created somewhere along the waterfront. The neighbors closest to the Embarcadero are elderly. Empty Pier warehouses should be office spaces instead of parking lots. We need more patio bistros between Exploratorium + Pier 39

- Make opportunities for smaller attractions to eliminate/reduce dead spots along the 7 ½ mile Port – restaurants, galleries, theaters, historic ships.
- Housing and related uses should be considered.
- What about incorporating water taxis? I know there is a robust ferry system, but perhaps the existing taxi system could be expanded and/or better publicized.
- Some old piers have numbers on the bayside, but not all. Should signage be upgraded and bayside made attractive front door?
- London – Southbank, national theater, it's very lively. Free outdoor performances, world music
- Chicago has a great waterfront
- Manhattan waterfront sculptures and recreation areas at Battery Park
- Should be more places with direct access to water, like the one at Aquatic Park
- Venice! More water taxis – more people access from water.
- Water access for kayaks in the India Basin
- Kayak rentals at India Basin
- House boats – works for Sausalito!, Ferry to SFO
- More public access and youth/community engagement; more programming, i.e. crabbing/fishing programs, stewardship
- Sydney, Australia – amazing working port with ferries, mixed-use wharves with restaurants, condos, real neighborhoods with parks and schools, etc. Also, Seattle – great partnership attitudes with house boats.
- More marinas for pleasure + fishing boats. Would be good revenue generators.
- Art Venice – Collaborate with the art museums to have temporary exhibits periodically since the cruise visitors would access them. Also, other tourists + residents could visit when on the Embarcadero.
- Mixed use bldgs., stores, restaurants on bottom, housing (apartments, condos) on 2nd/top levels.
- Yes, New York City's comprehensive waterfront plan
http://www.nyc.gov/html/dcp/html/cwp/cwp_2.shtml
- See Vancouver - Vancouver has the world's longest uninterrupted waterfront path. The 28 km Seaside Greenway is an uninterrupted pathway, including the Stanley Park Seawall that extends from the Vancouver Convention Centre to Spanish Banks Park. Perfect for a walk, cycle, or jog, it is the most popular recreational spot in the city.
- The Seawall is divided into two clearly marked sections - one for walkers and joggers (closest to the water), and one for cyclists and inline skaters (inside path).
- Parks and playgrounds for children per Vancouver, WA
- I like how Atlantic City, Margate, Daytona Beach, Miami all have high-rises along their waterfronts. This strikes me as very democratic. Many people want to live on the water, the more units you can put near the water, the more people's wishes can be fulfilled. Hopefully the empty lots around Broadway and points north can be filled in soon.
- One would be to take inspiration from San Francisco's waterfront as it used to be, before

government choked much of the economic life out of it.

- Dutch seaports and Venice may have advice on sea level rise. Venice is reportedly building an enormous and enormously expensive power-operated anti-flood barrier system. When they experience successes or failures, we should learn from them.
- Form a Port Tenants Association to provide representation for all the tenants at the Port before the Commission and City/Regional agencies. Port of San Diego Tenants association is a good example. In New York City the Metropolitan Waterfront Alliance is an example of a hybrid organization that offers both tenants and users of the waterfront a voice.
- We need the Port to invest in retail fish sales to the public.
- Take a look at the Chicago & Vancouver waterfronts. Lots of open space. Setbacks for high rises and lots of public access.
- Sydney, New York, London: any other global and international city with a waterfront does it better
- Bordeaux from 2000 to 2010 completely revitalized its waterfront. There is a healthy mix of commercial, entertainment, parks, recreation, and housing. Bordeaux has systematically gone about improving the waterfront and the work continues. Bordeaux had similar industrial and rail uses to San Francisco and has transformed these once industrial areas magnificently. This marks changes in life in Bordeaux as the City moved from dependence on industry to the growing importance of tourism, health care, and regional employment and transit center
- Yes, Seattle for their support of houseboats, Sydney Australia and Auckland New Zealand for ferries, allowing mixed uses for wharf areas. Also Copenhagen and Amsterdam.

6. What do you love about the Port Waterfront?

- Diversity (of uses + people), fresh air, small areas to discover, hidden paths (ex. Around Piers 1, 3, 5), mobility – walking, running, biking (green bike lanes!)
- Getting out into the promenade piers to see the Bay [views of the Bay]. Access via ferries to other parts of the Bay. The Ramp bar/restaurant; looking @ industrial cranes, ships, etc. Cycle from AT&T Park along edge to Dogpatch
- Working here!
- It's fantastic and a great showcase for the City
- Perhaps we can consolidate the parking lots into a single large scale garage and use the former parking lots a medium height affordable housing units even for the middle class. I love seeing everyone enjoying the outdoors, activating the blocks with pedestrians and pets.
- Views – mix of local vs. tourists
- Connectivity with Golden Gate Bridge, Crissy Field, Marine green, AT&T Park
- It is, and is becoming, a very lively and lovely interface City-Bay-Sky!
- Very successful last 15-20 years! Ferries, Exploratorium etc. AT&T Park

- It's in SF!
- Open Space
- Working ferries; redevelopment of existing wharfs
- Access to the Bay
- The City now has a waterfront! Use to only be Fisherman's Wharf & Chrissy Field when I lived here in the 70's. Now, I'm looking to move back & I'm celebrating the new waterfront- amazing!
- The water! Also the plans for more parks and open space
- Variety of facilities, public access + open spaces; blue greenway, Heron's Head Park
- Pedestrian accessibility – especially near the Ferry Building
- Sinbad's Restaurant – Keep it!
- Heron's Head Park! South Beach Harbor! Aquatic Park!
- New Jogging trails
- History of Piers
- Natural beauty
- Mix of uses – beautiful
- Diversity of uses for the City's Land's End at the Bay. Majestic landscape for the connectivity to the world by sea.
- The public access
- Heron's head marsh, the Ferry Building, Aquatic Park
- Public plazas + other access opportunities along the water + through Port facilities.
- Historic reuse
- It is very picturesque, vibrant & cozy; perfect promenade
- The water & the historic piers
- The water! It would make for an excellent hypothetical exercise to imagine what the Port would be like without the water. This is not scenario planning, as that would be to imagine the Port without the land, which is an actual possibility.
- Lively & full of local businesses, good crossing to Marin (expensive, though)
- Views, restaurants, Ferry Building
- Water, public seating, sculptures, farmer's market – but should be more affordable.
- Access to waterfront view of the S.F. Bay activities.
- Diversity of uses, pedestrian friendly and interaction with adjacent land uses
- Given the direct access to water, it has a tremendous potential to improve our experience with our downtown
- The open water views, the parks, the opportunity to recreate, the restaurants, shops and cafes
- The views and mostly low building heights across the street from the waterfront. Let's not turn our city into a Miami with a wall of 40-story condos and hotels all along the waterfront.
- Pedestrian promenade, Ferry Building, Exploratorium, plans for Pier 70, plans for the Bay Trail
- The Ferry Building and Justin Herman plaza.

- Mixed-use side walk along the Embarcadero.
- It's still a beautiful place -- being run in a top-down, statist manner hasn't ruined that, although it's not as beautiful or vibrant as it could be.
- The broad pedestrian path from AT&T Park to fisherman's wharf. I would love to see it extended south!
- AT&T Park and the superbly renovated Ferry Building. The upgraded Embarcadero and Herb Caen Way, with palm trees. The string of bars and restaurants along the Embarcadero. The light show on the Bay Bridge. Fleet Week. In the words of Jim Harbaugh, who has it better than us?
- Historic structures; public access to different areas along the waterfront; multiple festivals to encourage the public to come down to the waterfront.
- It's where we work.
- The views of the Bay...eastern hills, bridges, sail boats, the multitude of people from around the world enjoying the views and the walk down the Embarcadero.
- Historical style and architecture
- The activity. It's feeling more and more like a City. The combination of commerce, culture, entertainment, and recreation.
- It is revitalized and makes the city look even more beautiful. It's so vibrant and upbeat. Love ATT Park there! Love UCSF hospitals there! Love the bridge all lit up, love the Ferry Building. Would like to see middle sized groceries like Trader Joe's and Whole foods and not just corner markets. Would love to see more public transportation (buses and ferries) and private (water taxis).

7. Do you have specific questions you would like to have answered during the Waterfront Plan Update process?

- Funding for ongoing "rescue" of valuable Port infrastructure, development of new "things" to serve the City and the Public.
- What plans are in place for housing both market + below market rate units? What sea wall designs are on the table? What plans are there to include public transportation? What parking designs are on the table?
- I'd like to understand more about the costs of seawall revitalization and repair
- Governance + restraints
- Transportation: extend subway/southern Bart tunnel
- What is being done to monetize this tremendous asset and provide access to our residents?
- What provisions are being made/considered for the inevitable rise in sea level? Stationary piers are subject to submersion; is there a way to create a flexible waterfront which can float (as a pontoon bridge does)?
- Are the Pier 39 and South Beach Harbor money losers? If so, perhaps they should be phased out. Central and south waterfront development should be seamlessly integrated with adjacent development and plans.

- How is S.F. preparing for eventual water rising? Are the sea walls planned for restoration to meet that eventual challenge?
- S.F. is a city of hills. The emphasis on view corridor is overdone! Keep the historic piers!
- What is the improvement schedule, major stages?
- West side of Embarcadero Plan – north + south
- What are the opportunities for green infrastructure to provide sustainable flood protection, wildlife habitat, and recreation?
- How to retain established old-school SF businesses, such as Sinbad's? Keep places like this – they make SF special, as opposed to those chain-store places.
- Where are there opportunities for more wetlands?
- I want to know about more housing for families, not just single hi-techers.
- What is the future of Piers 30-32?
- Why can't the Embarcadero sidewalk be divided immediately, at least with a paint stripe, to separate bicycles from pedestrians?
- What are the total salary packages (pay + benefits) of everyone working on this project, and what do these individuals actually do on a day-to-day basis?
- Will the Agriculture Building be demolished? It looks about ready to collapse.
- How can the Port staff help the tenants realize their economic potentials?
Are there alternative funding sources to make required improvements to Port facilities?
How can maritime facilities at the Port be improved and expanded to provide more access along the waterfront?
- Regarding SWL351, take a serious look at the Asian Neighborhood Design Vision plan for ideas and vision of this area. Supported by many local neighborhood groups. It can no longer be ignored.
- What's taking so long??
- Staff is doing a great job with outreach and working hard to include as many voices as possible. Congratulations on the effort.
- Not at the moment but I looks like I will have more opportunities to share them if I think of some. Keep up the good work. So many massive, positive changes.

TABLE 1

What Is Your Vision?

WATERFRONT PLAN UPDATE 2015

A Working Port

A Working Port for cargo shipping, fishing, passenger cruise ships, ship repair, ferry and excursion boats, recreational boating and other water-dependent activities.

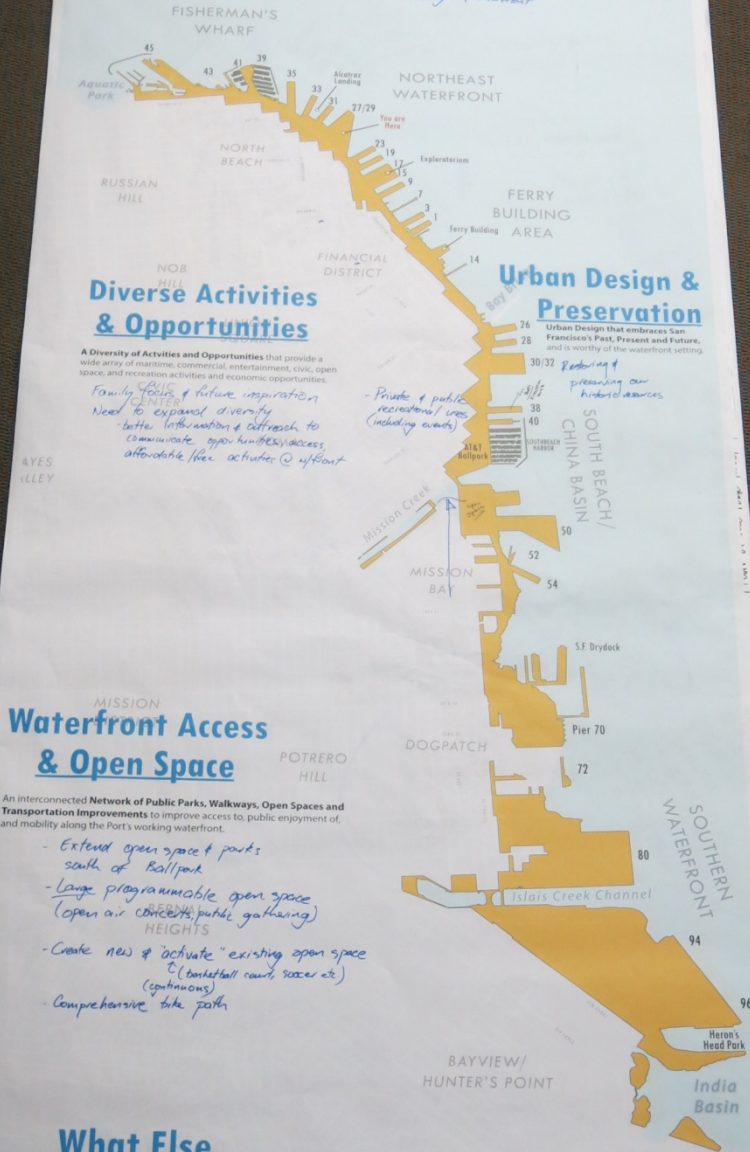
Need public mooring?

Reclaim the larger recreational capacity/habitat areas for new water-based recreational vessels, including human-powered.

A Revitalized Waterfront

A Revitalized Waterfront that provides new jobs, revenues, public amenities and other benefits to the Port, the City and the State.

Also leaving the waterfront?



Diverse Activities & Opportunities

A Diversity of Activities and Opportunities that provide a wide array of maritime, commercial, entertainment, civic, open space, and recreation activities and economic opportunities.

Family focus & future inspiration
Need to expand diversity
better information & outreach to communicate open spaces/access, affordable/livable activities @ waterfront

Urban Design & Preservation

Urban Design that embraces San Francisco's Past, Present and Future, and is worthy of the waterfront setting.

Private & public recreation/uses (including events)
preserving our historical services

Waterfront Access & Open Space

An interconnected Network of Public Parks, Walkways, Open Spaces and Transportation Improvements to improve access to, public enjoyment of, and mobility along the Port's working waterfront.

- Extend open space & parks south of Ballpark
- Large programmable open space (open air concerts, public gathering)
- Create new & "activate" existing open space (continuous) (basketball courts, soccer etc.)
- Comprehensive bike paths

What Else

- Sea level rise - adaptive plans (don't know how many ft sea will rise, yet.)
- Resiliency
- Sustainability

TABLE 1



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- Romantic notion
- can part of SF compete for cargo
- What is made in SF
- Bulk transfer of cargo
- Cruise industry
- How does it work?
- Shipyard
- Hong Kong
- "Cyber rat"

A Revitalized Waterfront

A Revitalized Waterfront that provides new jobs, revenues, public amenities and other benefits to the Port, the City and the State.

- Continuity - level of revitalization different in north
- Get rid of parking
- Balance to protect Maritime
- Reutilization = gentrification?
- Islands (recreation)
- Need improvement
- Don't become a bulwark

Diverse Activities & Opportunities

A Diversity of Activities and Opportunities that provide a wide array of maritime, commercial, entertainment, civic, open space, and recreation activities and economic opportunities.

- Keep open space flexible
- Respect natural areas
- Too touristic in northern waterfront
- There's a place for "leaky"
- Enjoy Heron's Head
- Bullpark

Urban Design & Preservation

Urban Design that embraces San Francisco's Past, Present and Future, and is worthy of the waterfront setting.

- Plans for Pier 70 to incorporate this goal
- How does relate to respects to Port services?
- Balance between land + water

Waterfront Access & Open Space

An interconnected Network of Public Parks, Walkways, Open Spaces and Transportation Improvements to improve access to, public enjoyment of, and mobility along the waterfront.

- Expand Blue Greenway
- track pedestrian density along waterfront
- North-south access along waterfront
- 'vertical' access to water's edge (east-west)
- Improve wayfinding
- Port needs maintenance \$

Diversify access to Bay Trail for different populations (Family Barges, Skateboarding)

What Else

- Sea level rise
- Resiliency
- Sustainability

- Keep planning framework flexible

- Develop Port-City framework for deeper communication

Reamp transportation to waterfront and bike parking

TABLE 2

TABLE 3 What Is Your Vision? WATERFRONT PLAN UPDATE 2015

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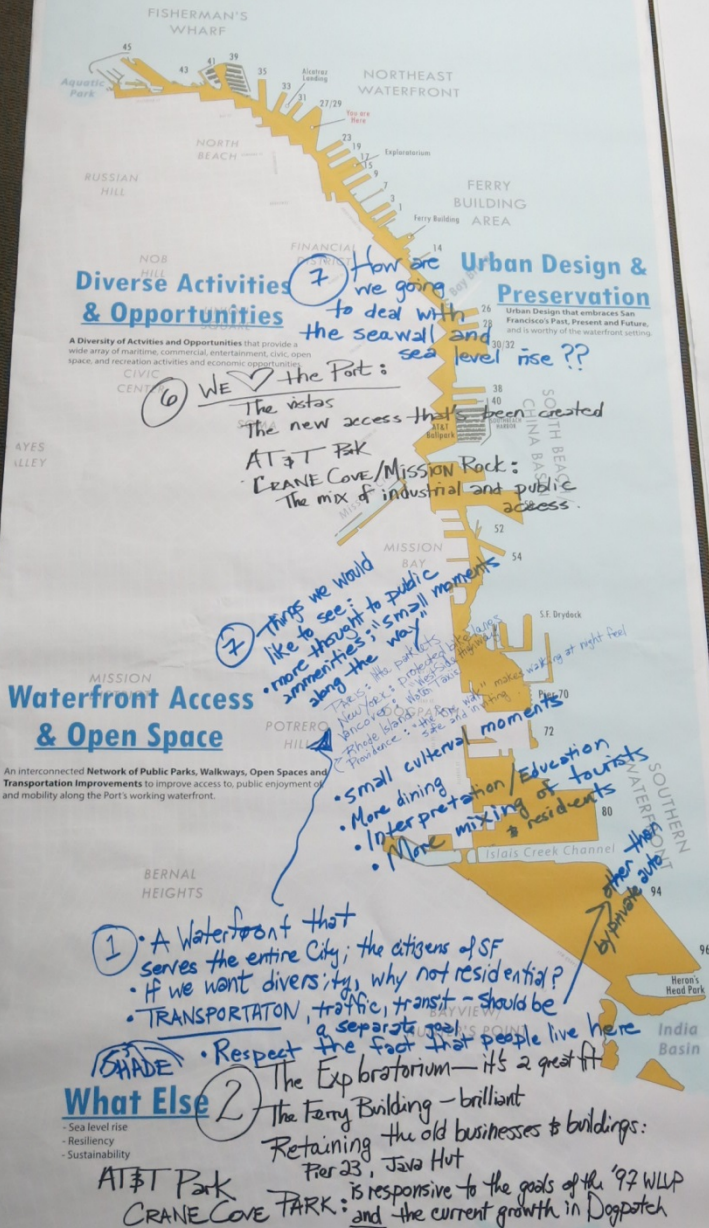


TABLE 3

TABLE 4

What Is Your Vision?

WATERFRONT PLAN UPDATE 2015

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What Else

- Sea level rise
- Resiliency
- Sustainability

TABLE 4



TABLE 5

What Is Your Vision?

WATERFRONT PLAN UPDATE 2015

A Working Port

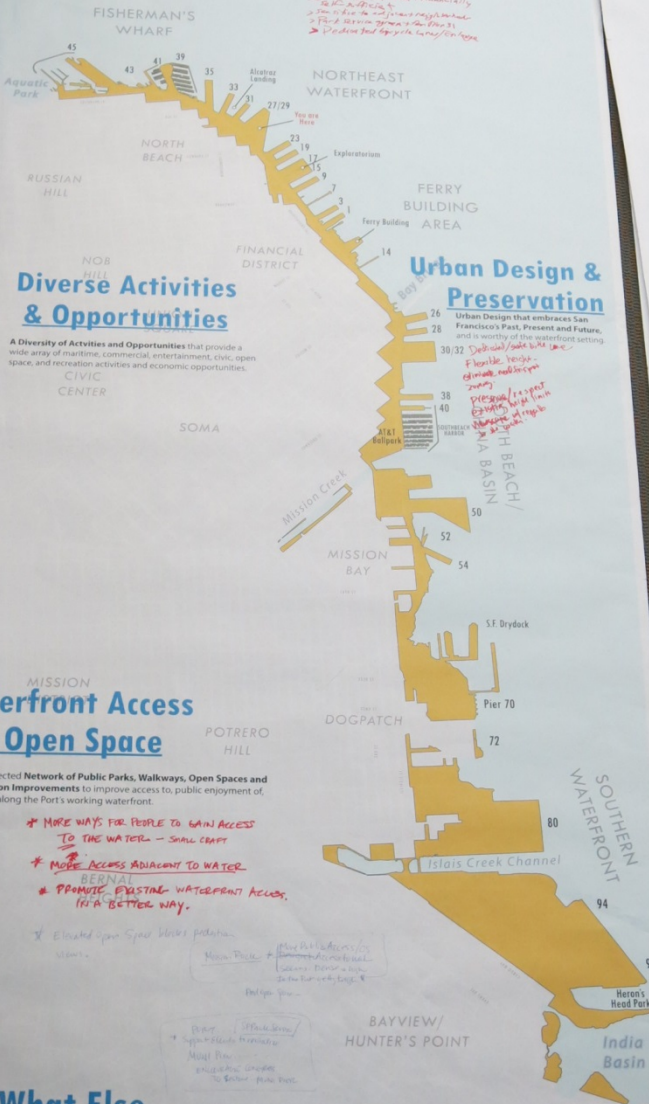
A Working Port for cargo shipping, fishing, passenger cruise ships, ship repair, ferry and excursion boats, recreational boating and other water-dependent activities.

- Make Fishing a day More visible
- Type of boats: cargo
- For cruise boats: 1000 (1500) people
- Map the "Cruise" experience
- Make "Small Boat" also more visible

A Revitalized Waterfront

A Revitalized Waterfront that provides new jobs, recreation, public amenities and other benefits to the Port, the City and the State.

- Make the waterfront more visible
- Make the waterfront more visible
- Make the waterfront more visible
- Make the waterfront more visible



Diverse Activities & Opportunities

A Diversity of Activities and Opportunities that provide a wide array of maritime, commercial, entertainment, civic, open space, and recreation activities and economic opportunities.

Urban Design & Preservation

Urban Design that embraces San Francisco's Past, Present and Future, and is worthy of the waterfront setting.

- Flexible, long-term, adaptable
- Preserve, respect, enhance, with (with) the waterfront
- Preserve, respect, enhance, with (with) the waterfront

Waterfront Access & Open Space

An interconnected Network of Public Parks, Walkways, Open Spaces and Transportation Improvements to improve access to public enjoyment of, and mobility along the Port's working waterfront.

- * MORE WAYS FOR PEOPLE TO GAIN ACCESS TO THE WATER - Small Craft
- * MORE ACCESS ADJACENT TO WATER
- * PROMOTE, PRESERVE, WATERFRONT ACCESS, IN A BETTER WAY.

* Elevated Open Space blocks pedestrian

What Else

- Sea level rise
- Resiliency
- Sustainability

- * Preserve The Seawall - Get Around it
- * Facing the Future of the Seawall - it's big like the Level Rise * it's big like the Level Rise * it's big like the Level Rise
- * Sustainability - Change

TABLE 5



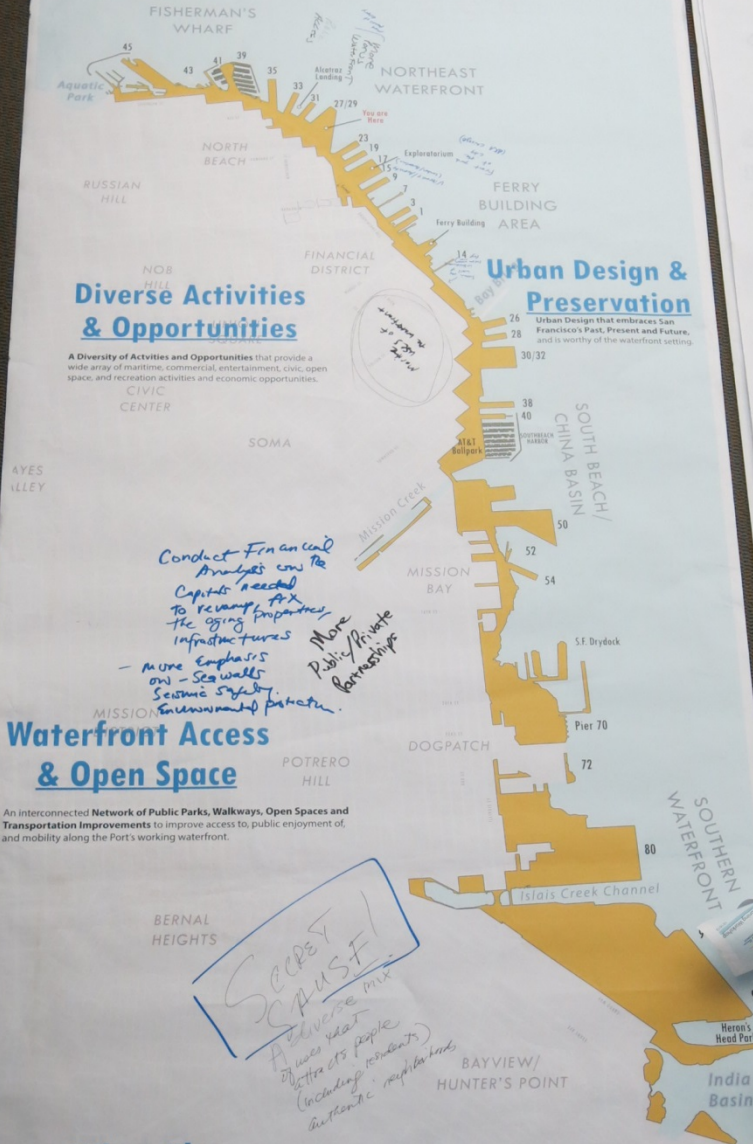
TABLE 7 What Is Your Vision? WATERFRONT PLAN UPDATE 2015

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What Else

- Sea level rise
- Resiliency
- Sustainability

TABLE 7

TABLE 9

What Is Your Vision?

WATERFRONT PLAN UPDATE 2015

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STREETCAR, MARITIME, MARITIME TRAINS - PROPOSED

A Revitalized Waterfront

A Revitalized Waterfront that promotes new jobs, recreation, public amenities and other benefits to the Port, the City and the State.

Local Hiring

Diverse Activities & Opportunities

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Waterfront Access & Open Space

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*Integrated Transportation Plan
How does it accommodate growth?*

What Else

- Sea level rise
- Resiliency
- Sustainability

*7 goals values
have been achieved,
Should we refocus
our efforts on sustaining them?*

TABLE 9



TABLE 10

What Is Your Vision?

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What Else

- Sea level rise
- Resiliency
- Sustainability

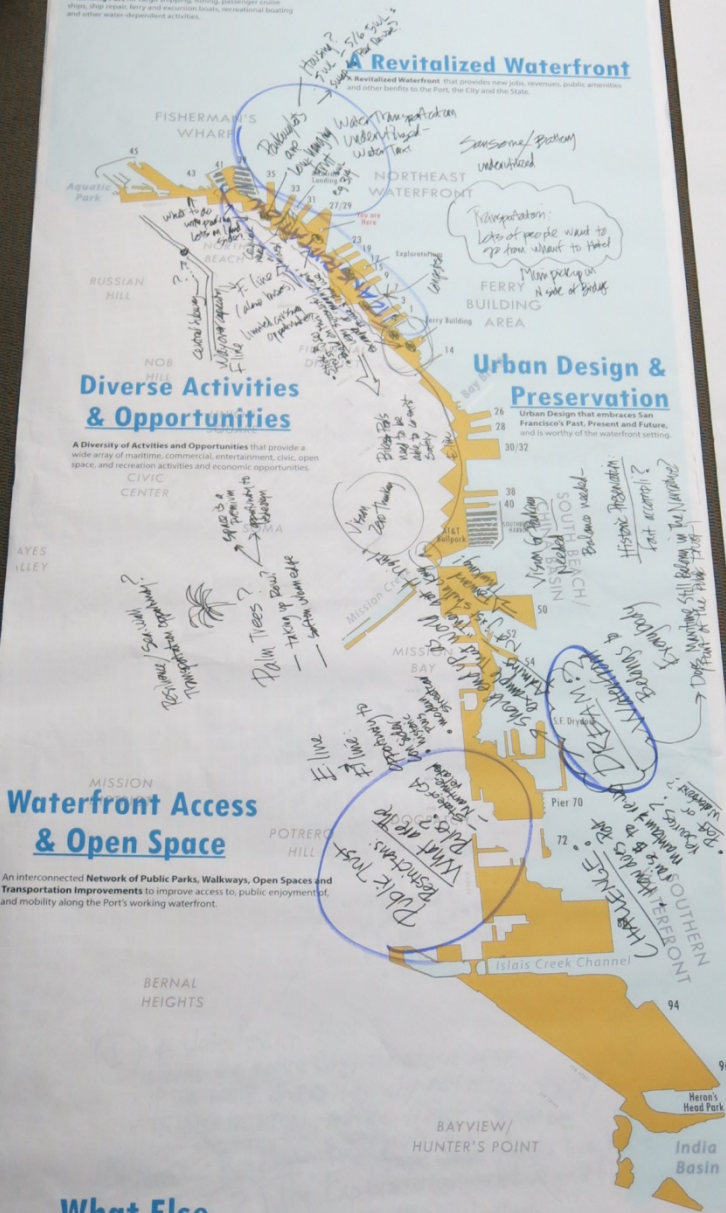
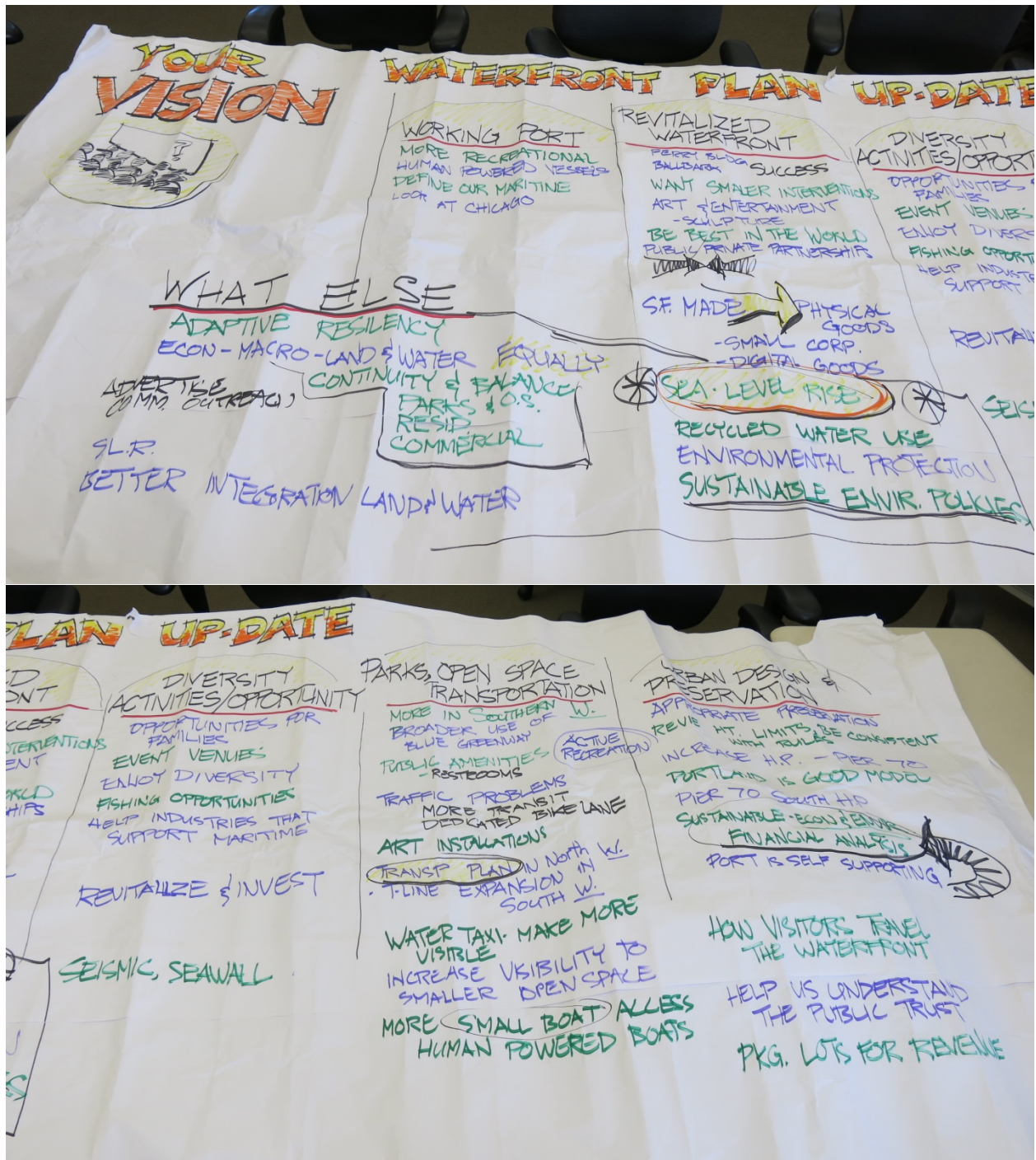


TABLE 10



Wall Notes:



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