



MEMORANDUM

September 9, 2022

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

FROM: Elaine Forbes 
Executive Director

SUBJECT: Proposed Revisions to the Draft Waterfront Plan for Public Review

DIRECTOR'S RECOMMENDATION: Information Only – No Action Required

EXECUTIVE SUMMARY

This report describes the status of the Draft Waterfront Plan and presents proposed Plan revisions for public review and comment. The Draft Waterfront Plan was produced through a public process led by the Waterfront Plan Working Group. This Working Group produced recommendations that directed the content and information in the Draft Waterfront Plan, which was endorsed by the Port Commission in December 2019. A Draft Environmental Impact Report (EIR) review process is currently underway and must be completed before the Port Commission can consider approval of the Waterfront Plan. It is anticipated that a Final EIR will be completed in Fall 2022.

Port staff have proposed Plan revisions to incorporate technical edits and updated background information, to respond to public comments on the Plan, and to update information and commitments that align with the Port's Strategic Plan, Racial Equity Plan, and Waterfront Resilience Program.

This Draft Waterfront Plan [link](#) provides access to all the Plan revisions for public review and comment. *Attachment A* of this staff report presents proposed revisions of Draft Plan policies. *Table 1* below highlights key policies that Port staff believes would be of

most interest to the public because: 1) they relate to public comments received from Aquatic Park swim and rowing clubs; 2) they add new information or focus to the given policy; 3) they affect the description of policy details that received substantial attention in the Waterfront Plan public process, or 4) they delete certain policies.

Port staff invites public review and comments on the proposed Plan revisions by October 1, 2022. Please email comments to Diane.Oshima@sport.com. Port staff will return at a future Port Commission meeting to report any additional comments and Plan revisions after the conclusion of the public comment period.

BACKGROUND

The Draft Waterfront Plan describes long-term goals and policies, public values and priorities to manage use and improvement of the Port's 7 ½ mile waterfront, from Fisherman's Wharf to Bayview Hunters Point. In December 2019, the Port Commission endorsed the Draft Plan¹ which is available to the public on the Port's website.

As detailed in prior Port Commission staff reports, the Draft Waterfront Plan was developed through a public planning process led by the Waterfront Plan Working Group to update policies of the 1997 Waterfront Land Use Plan. This Working Group produced recommendations that were endorsed by the Port Commission and directed or guided updated information and policies in the 2019 Draft Waterfront Plan. The Draft Waterfront Plan initially was published in June 2019 for public review and comment. It was revised to address public comments and endorsed by the Port Commission in December 2019.

The Waterfront Plan requires environmental review under the California Environmental Quality Act (CEQA) and has been analyzed in a Draft Environmental Impact Report (EIR).² The Port Commission will consider approval of the Waterfront Plan after the CEQA EIR process has been completed, which is anticipated by the end of 2022.

PROPOSED WATERFRONT PLAN REVISIONS

The principles and values expressed in the Draft Waterfront Plan have guided Port collaborations with its partners and the public to manage and implement waterfront improvements. The Draft Waterfront Plan goals and policies commit the Port to serve diverse maritime and water-dependent uses; be inclusive and work to provide a broad array of public benefits and opportunities that are equitable and reverse historic discrimination; and advance work to address climate change and adaptation to make the waterfront resilient.

¹ [December 2019 Port Commission report on Draft Waterfront Plan](#) The Draft Waterfront Plan was prepared consistent with Proposition H, approved by San Francisco voters in 1990, which calls for prioritizing maritime uses, and prohibiting hotels on piers.

² The Waterfront Plan Draft EIR and related CEQA documents are available on the SF Planning Department website: [Environmental Review Documents | SF Planning](#)

Since the Draft Waterfront Plan was published, the Port has developed its Racial Equity Action Plan (REAP) and Waterfront Resilience Program (WRP) which have generated new initiatives and community collaborations. These, together with work priorities identified in the Port Strategic Plan, describe projects and actions the Port will implement. It is important that the long-term goals and policies of the Waterfront Plan inform and align with the public engagement and actions described in the REAP, WRP and Strategic Plan so that the projects and improvements the Port implements achieve the public values and objectives described in the Waterfront Plan. Thus, many of the Draft Plan revisions are proposed to maintain a strategic and aligned relationship with the REAP, WRP and Strategic Plan.

Port staff also hired and worked with a technical editor resulting in many revisions to make the Draft Waterfront Plan more succinct, reduce technical terms and use language to make it easier to read and understand.

The revisions include changes to Chapter 1, Introduction to the Plan, to include updated information on of the WRP, REAP and Strategic Plan. Chapter 1 also will be revised to add an executive summary table of the Plan's goals and policies. Port staff has proposed that the description of the Waterfront Plan Working Group public planning process be moved from Chapter 1 to Appendix E of the Plan.

The documentation of all proposed Plan revisions is available to the public and accessible through the above link. Most of the revisions are technical edits, updates to background information or status of projects, recognition and cross-reference to more detailed information and actions described in the REAP and WRP. Port staff also has proposed Plan revisions to respond to comments received from the Dolphin Club and South End Rowing Club, which have maintained swim and rowing water recreation programs and activities in the Aquatic Park area, as discussed further below.

[Port staff invites public review and comments on the proposed revisions to the Draft Waterfront Plan by October 1, 2022.](#) Public comments may be sent to Diane.Oshima@sfport.com.

Proposed Revisions to Address Aquatic Park Swim Club Public Comments

Port staff received public comments and have been in discussion with representatives of the South End Rowing Club and Dolphin Club. Both clubs are located in the Aquatic Park area on piers leased by the San Francisco Recreation and Parks Department. Small portions of these piers are owned by the Port. Both clubs were established in San Francisco over 100 years ago to create recreational open water swimming and non-motorized rowing activities and programs in San Francisco Bay.

Members from both clubs submitted comments to the Port and Planning Department staff as part of the Waterfront Plan Draft EIR public comment process. Subsequently, the Dolphin and South End club members submitted additional detailed comments to

the Port requesting revisions to the Draft Plan. In summary, their comments express concerns and suggest Plan revisions to: 1) explicitly recognize Bay swimming, rowing and water recreation programs and activities more frequently in the Plan, and the longstanding history of the South End and Dolphin clubs in the northern waterfront; 2) emphasize the importance of improving water quality and hydrology to support the growth in water recreation users in the bay along the Port's 7½ mile waterfront; 3) recognize safety hazards to water recreation users from shared use of the bay with maritime vessels and operations along the Port waterfront, and the need for education and partnerships to protect water recreation users; 4) recognize water recreation as a transportation mode included in the Waterfront Plan transportation policies; 5) include water recreation uses and needs in developing resilience adaptation strategies and improvements.

Port staff have been working with both clubs to review their comments and have proposed revisions to Plan policies to address several of their concerns which are included in *Table 1* below, and *Attachment A* of this report. Discussions with club members are still in process and may result in further proposed revisions to the Plan. Port staff will work with club representatives during the public comment period and report back to the Port Commission on any additional Plan changes.

As a water-dependent use, water recreation activities are supported in several Waterfront Plan policies, primarily in the Plan's maritime and open space goals and policies. Water recreation policies support swimming, motorized and human-powered recreational boats and vessels, such as kayaks and sailboards. The Waterfront Plan includes the following description of "Recreational Boating and Water Uses":

Primary, support and ancillary facilities for recreational boating and other water sport enthusiasts (e.g. swimmers, kayakers and windsurfers) including but not limited to: sailing for yachting events, swimming, rowing and boating clubs, marinas, docks, facilities and mooring for visiting boats, boat rental facilities, boat launches, fueling stations, repair and dry storage facilities, administrative functions, visitor, boat trailer and employee parking, public restrooms and other public facilities.

The Draft Waterfront Plan includes several new policies to recognize and support water recreation along the Port's 7½ mile waterfront. They include policies to promote the regional Bay Area Water Trail managed by the Association of Bay Area Governments (ABAG), which support kayaks and other human-powered vessels, and water safety education programming around San Francisco Bay. The Plan's Maritime and Open Space chapters include policies to recognize and support water recreation access throughout the Port (Maritime Policies 19 & 22; Open Space Policies 18b, 18f); to provide for no or low-cost water recreation facilities and services (Maritime Policy 20, Open Space Policy 18c); to promote partnerships and funding (Maritime Policy 20, 21, 25; Open Space Policies 18d, 18e); and to support signage and programs to provide water safety information and awareness education to minimize conflicts between

maritime ship operations and water recreation activities (Maritime Policies 19, 21 and 24; Open Space Policies 18d, 18f, 18g).

In addition to revising Waterfront Plan policies, Port staff has proposed revisions to background information to incorporate issues raised in club comments. Non-policy revisions can be reviewed via the previous link, which shows all proposed Plan revisions. Revisions to the background discussion on water recreation in the Plan's Maritime chapter is shown below to demonstrate one of many proposed revisions to address Dolphin and South End comments, and technical edits.

Water Recreation and Recreational Boating

~~The Port waterfront is home to a growing number of facilities, operations, and programs that support recreational boating, swimming, kayaks and human-powered water recreation in and recreational boating uses and enjoyment of San Francisco Bay, with access to the shore from water and land. Water recreation activities and facilities provide opportunities for public access to San Francisco's shoreline from both water and land. However, facility siting must consider user safety given the high volume of commercial and ocean-going vessels working along San Francisco's active shoreline.~~

~~-The Port has developed float and landing facilities, rental and service businesses, and community partnerships to educate and promote safe water recreation among people of all abilities and economic backgrounds. This is an important consideration in siting new facilities, given the large number of commercial and ocean-going vessels working along San Francisco's waterfront. Water safety regulations, partnerships and education programs are all needed to protect public and navigational safety, recreational enjoyment, and safe maritime operations in the bay and along the shoreline.~~

Proposed Waterfront Plan Policy Revisions

As noted above, all proposed Plan revisions are available via the above link. for public review and comment. There are no proposed changes to the Plan's nine goals, but Port staff proposes revisions to several Waterfront Plan policies, which are presented in *Attachment A* of this staff report (including water recreation revisions to address Dolphin and South End club comments). Many revisions are grammatical and technical edits to sharpen the focus of the policy consistent with its original intent. Others would add new content to the Plan policies.

Port staff has provided *Table 1* below to focus attention on proposed policy revisions that staff believes would be of most interest to the public because: 1) they relate to concerns identified by the Dolphin and South End clubs; 2) they add new information or focus to the given policy; 3) they affect policy details that received substantial attention in the Waterfront Plan public process, or 4) they delete policies. New additions are underlined, and deletions are ~~struck through~~.

The proposed Waterfront Plan revisions which include those in *Table 1* and *Attachment A*, are available for public view and comment. Port staff invites public comments by October 1, 2022, sent to Diane.Oshima@sfport.com. Port staff will return to the Port Commission after the comment period has concluded to report any further changes and revisions to the Draft Plan.

TABLE 1: WATERFRONT PLAN POLICY REVISION EXCERPTS

Maritime and Water Recreation Safety Policies 21, 22 and 24 - Proposed revisions to call out water recreation swimming, rowing and safety:

Proposed revisions:

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

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

24. Promote safe water recreation for swimmers, rowers, kayaks and human-powered vessels, including signage to increase awareness of water safety, maritime vessel operations, and respectful treatment of sensitive habitat.

Embarcadero Historic District Policy 25 - Proposed revisions to improve sentence structure and description of the intent of this policy:

Current policy language: 25. Establish a framework to support full historic rehabilitation, partial rehabilitation, and short-term uses and criteria for pier repairs, uses, and public trust benefits, to provide feasible asset management strategies needed to maintain the integrity of the Embarcadero Historic District and support the waterfront’s evolving needs.

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

Diverse Uses – Interim Uses Policy 52 – Proposed revision to renumber policy and add lease term duration to clarify the intent of the policy:

Proposed revision: 502. Consider ~~longer-term~~ interim uses lease terms for longer than 10 years only in exceptional cases where there is thorough public review pursuant to the community engagement policies in Chapter 21.

Nature Open Space Policy 17;– Proposed revision to add reference to City’s Biodiversity Policy as standard for this policy, and to align with the Plan’s Environmental Sustainability Policy 4:

Proposed revision: 17. In open space and infrastructure projects, incorporate connections to the Bay and nature wherever feasible and complementary.

- a. Consistent with the City’s Biodiversity Policy, protect and improve biodiversity by including native, habitat, and pollinator plants where feasible. See also Chapter 2G, Environmental Sustainability Policy 4.

Open Space Water Recreation Access Policy 18 – Proposed revision to call out swimming, rowing and water recreation clubs:

Proposed revisions:

18. Promote, expand, and enhance water recreation facilities and access into the Bay for recreational boating, swimming and human-powered vessels as additions to the San Francisco Bay ~~Area~~ Water Trail.

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

Also see Chapter 2A, Water Recreation and Recreational Boating Policies 19-25.

Urban Design – Historic Preservation Policy 4I – Proposed revision to add reference to maritime, industrial and recreational history to policy language.

Resilience Planning Policy 6 - Proposed revision to recognize the need to provide maintenance and resilience improvements and recognize Port's Waterfront Resilience Program (WRP). The revisions include deleting 6b, because identification of maritime historic assets has been included in the WRP work program.

Proposed revisions:

4i. Consider how best to share the Port's history-maritime, industrial, and recreational history with residents and visitors, including through special events (e.g., blessing of the fishing fleet, Fleet Week, Sunday Streets, tours of historic sites, etc.), oral histories, interpretive signage, and cultural exhibits.

6. Integrate protection of the Port's historic and cultural assets and resources with resilience planning. Preserve the architectural character of buildings and structures important to the unique visual image of the San Francisco waterfront to the maximum feasible extent while at the same prudently addressing the need to perform deferred maintenance and resilience improvements.

- a. Work with regulatory agencies and historic preservation stakeholders in coordination with the Port Waterfront Resilience Program to address the impact and mitigation strategies for the Embarcadero Seawall Earthquake Safety Program and resiliency planning affecting Port historic resources and districts. Incorporate non-traditional approaches to historic preservation that allow for the innovation required to respond to these significant challenges while respecting the history, character, and authenticity of the waterfront.
- b. ~~Identify the Port's maritime, historic, and cultural assets that are important to the waterfront's sense of place and meaning.~~

Inclusive and Equitable Economic Opportunity Policy 4 – Proposed revision to recognize and align with the Port's Racial Equity Action Plan, and strengthen commitments expressed in this policy:

Proposed revisions:

4. In alignment with the Port's Racial Equity Action Plan, Leverage the Port's economic activity to advance equity, inclusion, and public benefits for communities in and neighboring the Port, including economically historically-disadvantaged communities.

- a. Contracts - Continue to meet-Meet and, whenever feasible, exceed mandates for Local Business Enterprise (LBE) and Micro_LBE participation on Port construction and professional services contracts.
- b. Port Employment - Develop/Implement a workforce development strategy to increase ensure that the diversity of Port staff staff better reflects the is diversity of the city and provide Port employments opportunities, including internships and fellowships for people from historicallyeconomically disadvantaged communities. , includingthat Port internships and fellowships that help train a diverse workforce for the future.
- c. Diverse Jobs - Attract and retain a diverse mix of businesses and industries that willcan provide jobs for residents of all skill and education levels.
- d. Job Training - ~~Seek opportunities to~~ partner with Port tenants and educational, civic, labor, and business institutions to support apprenticeships and job training programs that enable individuals from historically marginalized communities enable the unemployed, under-employed, or economically or socially disadvantaged to enter and/or move up in the labor force.
- e. Leasing and Development - Increase outreach to, training for, and partnerships with under-servedunder-resourced communities and local businesses for lease and economic development opportunities.
- f. Industry - Promote use of Port industrial facilities for local manufacturing and other businesses that keep light industrial jobs and business opportunities in San Francisco.

~~g. Affordable Space - Limit vacancy and market underimproved spaces. Prioritize marketing to non-profit entities and local and small businesses for Port facilities that are available for lower rental rates, at fair market rent to provide more affordable options than are typically available in the private sector.~~

~~h. Southern Waterfront - Continue to implement the Southern Waterfront Community Benefits and Beautification Policy as part of the Port's Strategic Plan.~~

Strong Public Transit and Agency Partnerships Policy 3d, 4, 14, 21, 22, 29, 32, 40, 41, 44 46, 51 – Proposed revisions to support improvements for water transportation service and facilities (consistent with Plan’s maritime policies and Proposition H), additional details on transportation modes, devices and technologies, loading zone management, tour bus and disabled access, and reference to Waterfront Resilience Program. Policy 21 is proposed for deletion because it has been implemented, and renumbering of the policies that follow.

Proposed revisions:

3. Support funding for local and regional transit providers to improve and expand fast, frequent, and reliable service between the waterfront and the rest of the city and Bay Area. Focus improvements in the following areas:

- a. Peak and off-peak (midday, night, and weekend) service along ~~the~~ Embarcadero to and from Fisherman’s Wharf;
- b. Service south of China Basin, from Mission Bay to the Southern Waterfront/India Basin;
- c. Accessibility improvements to the E/ F light rail line;
- d. New water transportation facilities and expanded service to Bay Area locations; and
- ~~ed.~~ Extension of the Central Subway from Chinatown to Fisherman’s Wharf.

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

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

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

~~21. Complete work with the SFMTA, San Francisco Public Works, the San Francisco Planning Department, and community stakeholders on ways to strengthen and enhance pedestrian and bicycle connections between the Embarcadero and the Blue Greenway, over China Basin Channel.~~

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

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

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

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

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

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

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

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

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

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

Environmental Sustainability – Water Quality and Conservation Policy 2 e and f – Proposed revisions to add references to recreation users to policy language:

Proposed revisions:

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

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

Environmental Sustainability – Biodiversity Policy 4h – Proposed revisions to add references to recreation in policy language:

Proposed revisions:

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

Resilience - Seismic Safety Policy 2b and 2c – Proposed revisions to clarify northern waterfront location and align with Waterfront Resilience Program, and recognition of emergency response plans in subitem c (this revision was added in the December 2019 Draft Plan):

Proposed revisions:

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

a. Continue to seismically retrofit Port buildings, piers, and other infrastructure throughout the waterfront, giving high priority to projects that reduce risks to life safety, emergency response,

historic resources and districts, maritime assets and services, recreational use, and public spaces.

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

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

Resilience Planning Policies 4a and 4e, 5a, 5c – Revisions to update and reflect broader resilience planning coordination with other city, state and federal agencies, align with Port's Waterfront Resilience Program, recognize and coordinate information and adaptation principles related to groundwater rise, and adaptation approaches for historic resources, open space, maritime and transportation that allow additional, later changes as needed to keep the waterfront resilient, and add references to recreational users in Policy 5c.

Proposed revisions:

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

a. Protect and enhance the existing waterfront, critical Port and City utilities and infrastructure, and community, historic, and economic assets for as long as possible, and incorporate adaptation changes in line with overall resilience and adaptation principles and strategies of the City and Port Waterfront Resilience Program. ~~to~~ until changing conditions, available resources, and evolving priorities require significant adaptations

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

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

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

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

Resilience Partnerships Policy 3 and 3c and Resilience Planning Policy 4a and b – Proposed revisions to add references to recreational users.

Proposed revisions:

3. Partner with City departments and other public agencies, tenants, recreational users ~~and related advocacy groups~~, the public, and other stakeholders to address Port and City resilience challenges.
 - c. Take advantage of the large number of visitors ~~to the Port~~ and recreational users along the waterfront, and the Port's already strong approach to education, interpretation, communications, and engagement, to increase public understanding of the Port's public trust mission and resilience challenges and opportunities and to develop support for actions to increase the resilience of the waterfront.
4. Develop a resilience plan that is transparent and accountable, coordinated with the City's Resilience Framework to support Port, City, regional, community, business, recreation, and other stakeholder efforts to adapt to changing risks, conditions, and priorities over time. The resilience plan should:
 - a. Protect and enhance the existing waterfront, critical Port and City utilities and infrastructure, water contact recreational uses, and community, historic, and economic assets for as long as possible, avoiding major changes to the existing form of the waterfront until changing conditions, available resources, and evolving priorities require significant adaptations.
 - b. Ensure that the Port's broad range of maritime and water-dependent uses, ~~including water contact recreation~~, are preserved and enhanced while advancing resilience efforts to reduce risks over time.

Resilience – Social Cohesion and Equity Policies 6c and e – Proposed revisions to add references to recreational users.

Proposed revisions:

- 6c. Ensure that resilience projects are designed and implemented with meaningful, ongoing participation from community members, local businesses, recreational users and other stakeholders; ensure transparency and accountability to all Port, City, regional and state partners and stakeholders.
- 6e. Provide existing Port Advisory Groups with information about city-wide resilience planning, opportunities for new partnerships, and tools for building community cohesion among Port tenants, recreational users and neighbors in order to reduce risks and strengthen response and recovery capabilities.

Public Engagement and Participation Policies 3c, 4e, 8 and 11b, 9, 10, 11 - Proposed revisions to add a new Policy 3b calling for regular maritime updates to Port Commission and Port Advisory Committees; revise Policy 4e to include use of technology to strengthen community engagement and participation; revise Policies 8 and 11 (which is renumbered as Policy 10 below) to cite City Charter Section 9.118 as the trigger for public review by Port Commission and PACs of specified types of non-maritime leases for 10 years or longer.

Southern Waterfront Lease Policy 9 a-d is proposed for deletion for the following reasons: 1) delete Policy 9a that directs maritime marketing updates only for the Southern Waterfront, to be replaced with a new Policy 3b proposed by Port staff to provide Port-wide maritime marketing updates to the Port Commission and all Port Advisory Committees; 2) delete Policies 9b and c requiring informational presentations and engagement with advisory committees because those details are covered in Policies 3a-c, 5a-c, and 6a-b; 3) delete Policy 9d regarding engagement for

competitive leasing and development opportunities because that is covered in Policies 5a-c and 6a-f.

Southern Waterfront Lease Policy 10 would be revised as proposed: 1) renumber as Policy 9, given the proposed deletion of Policy 9 a-d described above; 2) delete (renumbered) Policy 9b regarding Southern and Central Advisory Committee review of short-term leases because that public engagement is covered in Policies 3a-c.

Proposed revisions:

3. Strengthen public understanding of and support for the Port's mission and projects through community engagement, participation, and communication in the following ways:
 - a. Regularly convene Port Advisory Committees (PACs) to build consensus and provide input and guidance on Port activities and projects.
 - b. Provide advance information to keep PACs informed about Port activities and projects, including notice of Port Commission informational presentations, future calendar items, and special events that would affect the PAC area.
 - c. Promote understanding of the Port's maritime mission by providing regular updates about maritime lease and marketing proposals to the Port Commission and PACs.

4. Ensure that the Port's public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities.
 - e. Seek new ways to improve stakeholder engagement and outreach so that all communities, including disadvantaged communities and communities who experience barriers to participation, can participate more fully in decision-making processes related to implementation of the Waterfront Plan. Examples might include using a variety of venues throughout the community, scheduling meetings during different times of the day, utilization of new technologies, providing outreach materials in different languages, and using facilitation techniques that encourage participation.

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

Southern Waterfront Leases

~~9. For intermediate or long-term leases in the Pier 80-96 Maritime Eco-Industrial Strategy Area, follow the community engagement process with the Southern Waterfront Advisory Committee (SWAC):-~~

- ~~a. Encourage community engagement by providing regular updates about maritime marketing lease proposals to the Port Commission and the SWAC.—~~
- ~~b. Schedule Port Commission informational presentations for intermediate-term or long-term lease opportunities.—~~
- ~~c. Schedule SWAC meetings to discuss lease opportunities and to solicit community input to report back to the Port Commission.—~~
- ~~d. Follow the community input process for competitive leasing and development solicitations outlined in Policies 5 and 6 above.—~~

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

- a. Limit the locations of heavy industrial uses, direct such uses away from adjacent residential neighborhoods, and include lease provisions to minimize impacts on neighborhoods.
- b. Provide the Central Waterfront Advisory Group (CWAG) and SWACSAC with 10-day notice and review of information about the proposed short-term lease, and an opportunity to request a CWAG or SWAC meeting to receive public input prior to lease approval.—

Other Non-maritime Lease Review

10.44 Exempt the following types of leases from separate public review beyond that required under City Charter Section 9.188 by applicable City regulations:-

- a. Short-term (0- to 10-year) leases and turnover leasing for maritime, light-industrial/PDR, existing office, retail, and restaurant spaces ~~(except leases in Southern Waterfront facilities that are subject to Policy 10 above).~~

Fisherman's Wharf Objectives 2 and 4 – Proposed revision to provide more detail about Aquatic Park swim and rowing clubs in the Fisherman's Wharf area

Proposed revisions:

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

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

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

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

Fisherman's Wharf is world famous for its scenic Bay views and waterfront attractions, including Pier 39 with its barking sea lions, swimming, rowing and boating along the shore, and ~~the~~ iconic seafood restaurants ~~on Port property that have historic roots in the fishing industry.~~ People are also attracted to interpretive signage that describes ~~provides information about~~ San Francisco's fishing heritage and ~~to public views of fishing operations.~~

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

Northeast Waterfront Objectives 2 and 9 – Proposed revisions Objective 2 to add water recreation discussion, and Objective 9 update to align with Waterfront Resilience Program:

Proposed revisions:

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

The Northeast Waterfront continues to support a variety of maritime industries that, if carefully managed, can complement and benefit from new developments investments and the activities that attract millions of visitors to the waterfront each year. The Pier 27 James R. Herman Cruise Terminal and Cruise Terminal Plaza support a thriving cruise industry that welcomes cruise passengers to the heart of the city. This modern facility doubles as an event space during non-cruise periods.

Because most maritime industries lack the capital funds/resources to finance major pier upgrades or new facilities on their own, the Port continues to seek partners and include maritime improvements in new projects whenever possible, including within the Embarcadero Historic District. Maritime improvements include rebuilding pier aprons for vessel berthing to serve growing demand for ferry and excursion boats, harbor services, and visiting vessels. These needs must be carefully managed and coordinated with BCDC. Certain types of maritime berthing are compatible with public access and can share use of pier aprons, while vessels that rely on pier aprons for to provide equipment and maritime work areas cannot safely share access with the public. Maritime policies in this Waterfront Plan provide further guidance to balance the twin public trust objectives for supporting public access and maritime uses on pier aprons.

Attention to public safety also applies in bay waters used by diverse maritime operators as well as water recreation enthusiasts. San Francisco Bay attracts swimmers, rowers, kayakers from around the region and beyond. Maritime and open space policies in this Plan promote education

and partnerships so that all bay users are informed and carry out safe practices to protect public and navigational safety.

An example of this latter situation is at a segment of the Pier 9, 27 where most of the pier apron is used for berthing and work areas for WETA ferry vessels and San Francisco Bar Pilot operations which contains shore power and gangway equipment for cruise ships that are is in not compatible with public access. The maritime policies in this Waterfront Plan provide further guidance to balance the twin public trust objectives for supporting public access and maritime uses on pier aprons.

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

South Beach Objective 7 – Revision to update and align with Waterfront Resilience Program.

Proposed revision:

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

Mission Bay Objective 4 - Proposed revision to recognize Mission Bay’s history

Proposed revision:

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

ENVIRONMENTAL REVIEW

Before the Port Commission can consider approval of the updated Waterfront Plan, the Port must work with the San Francisco Planning Department (SF Planning) to complete environmental review, as required under CEQA. SF Planning’s Environmental Planning Division is the City’s lead agency for conducting CEQA environmental review for projects proposed in San Francisco, including properties in Port of San Francisco jurisdiction.

In February 2022, following a public scoping and comment process, SF Planning published the Waterfront Plan Draft EIR. Public comments on the Draft EIR were received between February 23 and April 25, 2022, and SF Planning currently is preparing written responses to the comments. This work is expected to be completed in

Fall 2022. A certified Final EIR must be completed before the Port Commission can consider approval of a Final Waterfront Plan.

The proposed revisions to the Waterfront Plan described in this staff report have been provided to the Planning Department for their review to determine whether they generate the need for any additional EIR analysis. As described above, the deadline to receive any public comments on the proposed Plan revisions is October 1, 2022 so that public comments also can be reviewed by the Planning Department staff.

OTHER PLAN AMENDMENTS

Port staff is working with staff of the San Francisco Planning Department and the San Francisco Bay Conservation and Development Commission (BCDC) on amendments to the San Francisco General Plan and Planning Code, and the BCDC San Francisco Waterfront Special Area Plan to update and align policies applied by all three agencies pertaining to San Francisco waterfront improvements supported and advanced in the Waterfront Plan. Port staff will provide separate informational presentations on those efforts at future Port Commission meetings.

CONCLUSION

Port staff invites public review and comments on any of the proposed revisions to the Draft Waterfront Plan, which are available in full via this [link](#), in *Attachment A*, and in *Table 1* of this staff report by October 1, 2022. Comments may be emailed to Diane.Oshima@sfport.com. Following the conclusion of the comment period, Port staff will return to the Port Commission to report any further changes or Plan revisions and next steps.

Prepared by: Diane Oshima, Special Projects
Planning & Environment Division

Prepared for: David Beaupre, Deputy Director
Planning and Environment

Attachment:
Proposed Revisions to Waterfront Plan Policies