

Port of San Francisco WATERFRONT PLAN

Quick Reference Guide
April 2023

Abstract

This document provides the goals, policies, subarea objectives and key supporting maps and acceptable use tables in the Waterfront Plan for the Port's 7½ mile waterfront, between Fisherman's Wharf and India Basin. See the full Waterfront Plan document for discussion of background and context for the Plan's goals and policies.



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CHAPTER 2

WATERFRONT GOALS



A Maritime Port, Water-dependent Uses

Preserve and enhance the Port of San Francisco's diverse maritime and water-dependent uses by providing for the current and future needs of cargo and cruise ships, cruise, ferries, water taxis, excursion boats, fishing, ship repair, berthing, harbor services, recreational boating, swimming, kayaking and other human-powered water recreation activities.



Diversity of Activities and People

Host a diverse array of commercial, entertainment, civic, cultural, open space, and recreational activities that complement a working waterfront, provide economic opportunity, and create waterfront destinations for all San Franciscans and visitors to enjoy.



Public Access and Open Space Along the Waterfront

Complete, enhance, and enliven the network of parks, public access, and natural areas along the San Francisco waterfront and Bay shoreline for everyone to use and enjoy.



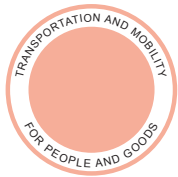
Urban Design and Historic Preservation

Design new developments of exemplary quality, highlighting visual and physical connections to the City and San Francisco Bay while respecting and preserving the waterfront's rich historic context and the character of adjacent neighborhoods.



A Financially Strong Port with Economic Access for All

Ensure that new investment stimulates the revitalization of the waterfront and supports a financially secure Port enterprise, equitably providing new jobs, revenues, public amenities, and other benefits to the Port and the diverse residents of San Francisco and California.



Transportation and Mobility for People and Goods

Ensure that the waterfront is accessible and safe for all through sustainable transportation that serves the needs of workers, neighbors, visitors, and Port maritime and tenant operations.



An Environmentally Sustainable Port

Limit the impacts of climate change, improve the ecology of the Bay and its environs, and ensure healthy waterfront neighborhoods by meeting the highest standards for environmental sustainability, stewardship, and justice.



A Resilient Port

Strengthen Port resilience to hazards and climate change effects while protecting community, ecological, and economic assets and services, with a focus on the Port's unique historic, maritime, and cultural assets.



Partnering for Success

Strengthen Port partnerships and community engagement to increase public understanding of Port and community needs and opportunities and to help complete improvements that achieve Waterfront Plan goals.

WATERFRONT POLICIES

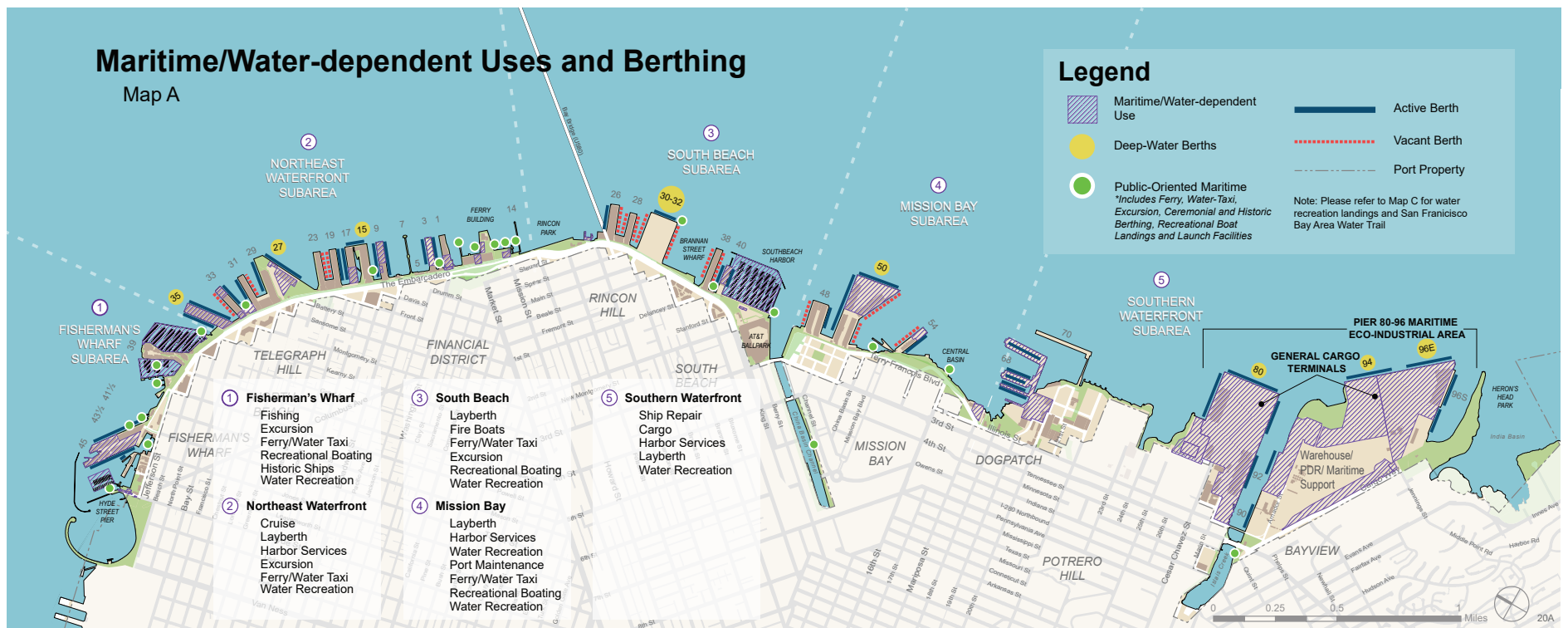
MARITIME POLICIES (Chapter 2A)



A Maritime Port, Water-dependent Uses

Preserve and enhance the Port of San Francisco's diverse maritime and water-dependent uses by providing for the current and future needs of cargo and cruise ships, cruise, ferries, water taxis, excursion boats, fishing, ship repair, berthing, harbor services, recreational boating, swimming, kayaking and other human-powered water recreation activities.

Maritime Uses and Berthing (Map A)



Protecting Maritime Uses, Infrastructure, and Flexibility

1. Permit maritime uses anywhere throughout the Port of San Francisco's 7½ mile waterfront to meet changing industry needs, subject to BCDC San Francisco Waterfront Special Area Plan fill provisions within Open Water Basins. Permitted maritime uses include seasonal overflow for fish handling and temporary and ceremonial berthing at any facility that can safely meet these needs.
2. Maximize opportunities for maritime activities by simplifying and aligning applicable permitting, design review, and other regulatory requirements.
3. Maintain deep-water berths for cruise ships, cargo ships, and visiting military vessels, and provide additional berths to serve the growing need for shallow-draft vessels (e.g., tugs, barges, ferries, excursion boats, and water taxis). North of Pier 27, give priority consideration to berths on the south (or east) sides of piers, which have less exposure to prevailing tides.
4. Maintain a current inventory of pier and berth locations and water depth information to support the Port's diverse maritime businesses, including valuable deep-water berths, pier aprons, and shed facilities in the Embarcadero Historic District, and centrally located harbor service operations.
5. Maintain adequate and secure locations for the Port's Maintenance Division facilities, including any satellite support locations, to ensure the Port can optimize and efficiently deploy maintenance staff and services to all Port properties.
6. Make efforts to avoid land use conflicts or interference with maritime operations.

Maintaining and Enhancing Maritime Facilities

7. Maintain and enhance facilities for maritime activities by:
 - a. Providing long-term leases and other incentives for maritime industries to invest in facility improvements and, where the economic condition of an industry does not permit such investment, seek alternative sources of financing for needed improvements, including linkages to possible non-maritime, revenue-generating development.
 - b. Permitting interim uses of maritime terminals and facilities to generate revenue for the Port Harbor Fund from properties not currently needed for maritime use.
 - c. Encouraging development and/or rehabilitation of Port assets that include improvements to maritime berthing facilities.
8. Encourage the development of new commercial and recreation-oriented maritime activities (e.g., water taxis, ferry and excursion boats, historic ships) by:
 - a. Linking the development of new maritime activities

- b. Giving high priority to water-oriented and water-dependent uses that are open to the public.
- c. Where possible, taking advantage of shared visitor parking and other services and amenities at adjacent or nearby developments.
9. Conduct site and financial feasibility studies to identify viable location(s) to develop a second cruise ship berth and passenger facility that includes shore power or other clean energy systems to comply with emerging air emission rules developed by the California Air Resources Board (CARB).
10. Make investments to support cruise ship calls to San Francisco with the most environmentally sustainable shore power facilities that comply with CARB regulations.
11. Allow maritime-oriented clubs, which may charge membership fees but also provide pay-as-you go use fees by non-members, to the maximum feasible extent. Prohibit private clubs with exclusive memberships.
12. Permit the development of accessory commercial services, such as restaurants and retail convenience food-and-beverage sales, to serve nearby employees, Port tenant businesses, and residents, provided that such uses do not interfere with or preclude the primary maritime operations.
13. Increase coordination and partnerships with regional and local agencies and operators to expand water transportation facilities and services along the San Francisco waterfront, consistent with Waterfront Plan transportation policies presented in Chapter 2F.

Southern Waterfront Cargo and Industrial Operations

14. Maintain existing marine terminals at Pier 80, Pier 92, and Pier 94-96 for non-container cargo shipping activities in the Southern Waterfront, near maritime support services, freight-rail access, and truck routes. Continue marketing efforts to increase cargo business to achieve full utilization of Port terminals.
15. Pursue industrial leasing and warehouse development opportunities in the Pier 90-94 Backlands to protect the integrity of the Port's Pier 92 and Pier 94-96 cargo terminal operations. Maintain a viable industrial base in San Francisco to generate economic activity, jobs, revenues for Port improvements, and to improve properties in the Bayview-Hunters Point community.
16. Protect truck routes and access necessary to support continuation of cargo and industrial operations. Work with city transportation agencies on street and public

realm improvements to reduce or eliminate conflicts between maritime/industrial vehicles and non-maritime bicycle and pedestrian access along the Bay Trail to serve these multiple modes of transportation. (Also see *Goods Movement and Industrial Access Policies* 23-29).

17. Advocate for freight rail access in the Southern Waterfront.
18. Maximize efficient use of new and existing parking facilities in a manner that does not hamper maritime business operations or public access.

Water Recreation and Recreational Boating

19. Plan recreational boating, swimming, rowing and water recreation, and related commercial services (e.g., boat rentals, chandleries) in a variety of locations near desirable destinations that complement existing facilities, including sites south of China Basin. Locate and manage these uses to ensure compatibility with maritime and ocean-going vessel operations and sensitive habitats in the area.
20. Implement low- or no-cost water recreation projects and support facilities at planned San Francisco Bay Water Trail locations, and solicit new funding sources and partnerships, coordinated with Port capital funding opportunities.
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 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.
23. Increase opportunities for transient small boat berthing, including secure overnight berths, where feasible.
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 areas.
25. Seek and maintain interagency and community partnerships with organizations that promote safe water- oriented recreation opportunities for users of all abilities and economic circumstances.

Maritime Use and Public Access Compatibility

26. Promote shared public access on pier aprons where it is safe and compatible with maritime berthing, particularly in the Embarcadero Historic District. Consider the following conditions and needs in determining whether pier apron areas used for maritime berthing are compatible with public access and

consistent with public access guidelines presented in Appendix B:

- a. Allow physical public access along pier aprons that can be designed to protect public safety and the safety and security of vessel and support functions served by the maritime berth.
 - b. Develop streamlined strategies with regulatory agencies to permit minor amounts of fill for floats and gangways for maritime berthing to provide vessel security and enable public access along the pier apron.
 - c. Promote public access that is safe and compatible with maritime berthing and economically feasible for maritime operators to maintain and secure.
 - d. Allow occasional temporary closure of public access on pier aprons to comply with vessel security requirements, or temporary use of the pier apron for equipment or loading.
 - e. Allow pier aprons and edges to be managed by Port or maritime operators to support both public access and passenger queuing and loading of excursion and ferry boats and water taxis.
27. Recognize that maritime operations maintain an authentic working waterfront, a purpose that may be of interest to the public, even if not compatible with public access. If available, identify views of maritime operations from vantage points that are readily accessible and can be improved with interpretive signage, benches, and amenities to provide the public with views and education about maritime uses at the Port.

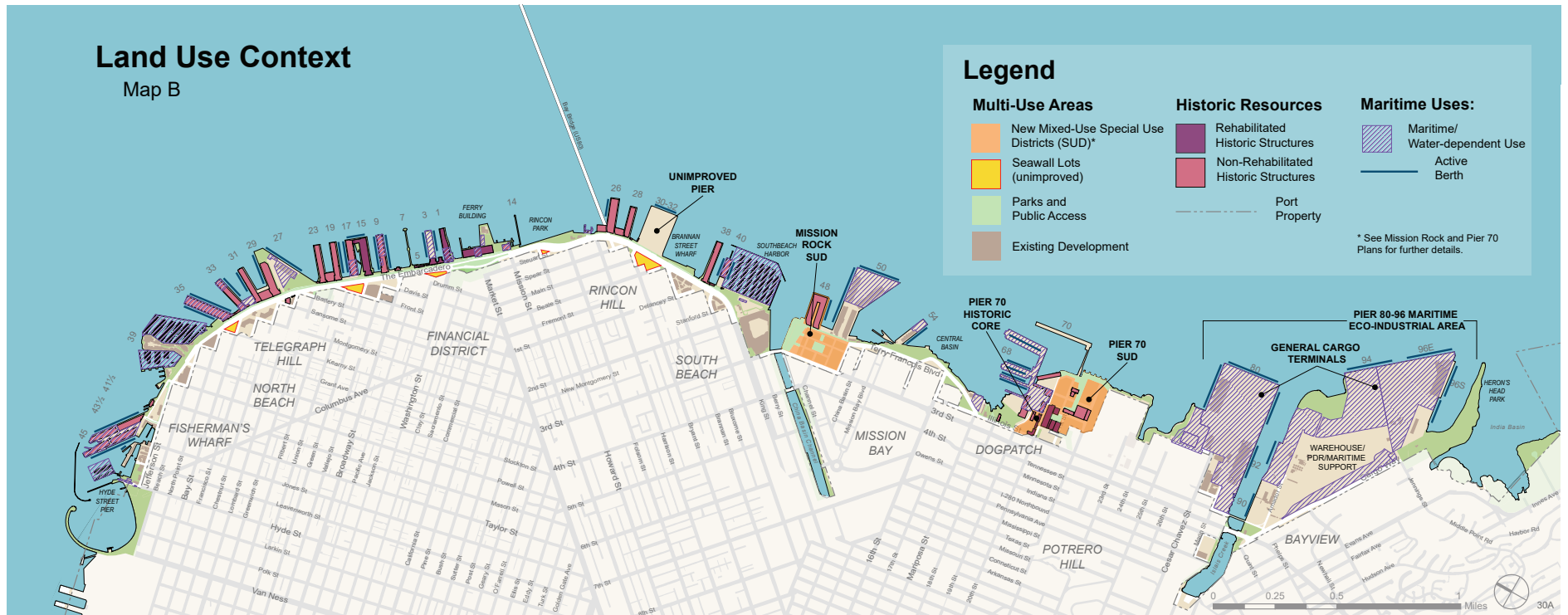
DIVERSE USE POLICIES (Chapter 2B)



Diversity of Activities and People

Host a diverse array of commercial, entertainment, civic, cultural, open space, and recreational activities that complement a working waterfront, provide economic opportunity, and create waterfront destinations for all San Franciscans and visitors to enjoy.

Land Use Context (Map B)



Public-Oriented Uses

1. Ensure that leases and Port developments support a diversity of public-oriented uses that equitably serve and attract visitors of all ages, races, income levels, and abilities from California and the world.
2. Provide more equitable access by increasing the number of free or low-cost activities and events along the waterfront.
3. Include activities that promote physical activity, connection with nature, and healthful living for visitors of all ages.
4. Design public-oriented uses to be inclusive, to create visitor experiences, and to convey a sense of place that is oriented to San Francisco Bay (e.g., include lower-cost takeout/happy hour offerings from restaurants, creative public access/public realm design amenities, lobbies open to the public).
5. Highlight visual connections with maritime features and public access improvements in the design of public-oriented uses in new pier developments, where possible.
6. In historic properties, include tenant improvements that enhance visitor enjoyment of the Port's maritime history and architecture, consistent with Waterfront Plan urban design and historic preservation policies.
7. Give top priority to public-oriented uses that are water-oriented and provide water-dependent activities uses that are open to the public.
8. Encourage temporary public-oriented uses that promote a dynamic waterfront. Allow pilot projects and small business opportunities.
9. Integrate commercial revenue generation with public-oriented uses and benefits as needed to meet project financial feasibility requirements.
10. For developments that include academic organizations, require programs and facilities that offer public educational opportunities (e.g., short courses or workshops) as well as public events and gatherings that enhance and activate public access areas.

List of Public-Oriented Uses

- **Artist/Designer Studios and Galleries**
 - Includes craft studios and galleries
- **Academic Organizations**
 - Includes cultural, industrial, and fine arts education and learning, and facilities for classes, programs, public events, and gatherings
- **Assembly and Entertainment**
 - Includes conference facilities, theaters and live performances, night clubs and nighttime entertainment venues, public markets, and children's entertainment
- **Hotels**
 - Overnight lodging (prohibited on piers or within 100 feet of the shoreline, unless rescinded by San Francisco voters)

- **Museums and Cultural Uses**
 - Facilities for art, cultural and historical exhibits, events, and gatherings
- **Recreational Enterprise**
 - Includes facilities offering recreational and athletic fitness services
- **Retail**
 - Includes retail goods and services, eating and drinking establishments, and public markets
- **Visitor Services**
 - Facilities and information services oriented to visitors, including programs about the Port and the city

Commercial and Industrial Uses

11. Maintain maritime and non-maritime industrial leasing opportunities in Port pier sheds, warehouses, and industrial properties.
12. Maintain leasing opportunities for maritime and general office uses in existing office building developments, historic buildings that are listed in the National Register of Historic Places, and as permitted.
13. Consistent with Chapter 2A, Maritime Policies 14 and 15, pursue development of new warehouses on the Pier 90-94 Backlands to maintain and enhance industrial facilities in San Francisco that protect the viability of Port cargo and maritime support businesses at Piers 80, 92 and 94-96, and generate economic activity and jobs for the city, revenues for Port improvements, and improved properties in the Bayview-Hunters Point community.
14. Develop commercial and industrial projects that are consistent with applicable urban design and architectural policies (in Chapter 2D) and environmental sustainability policies (in Chapter 2G), and that complement and enhance the waterfront public open space network (see Chapter 2C).
15. Prohibit new private clubs with exclusive memberships (i.e., clubs that require members to be voted in). Allow clubs that may charge membership fees (e.g., YMCA) but that provide pay-as-you go use of facilities or other measures to allow occasional club use by the public to the maximum feasible extent.
16. Promote the use of public transit and alternative transportation modes in commercial and industrial projects, consistent with Waterfront Plan transportation policies (in Chapter 2F).

List of Commercial and Industrial Uses

- **Warehousing**
 - Includes storage, distribution, import/export, and light industrial business (excludes mini storage on piers within 100 feet of the shoreline)
- **General Industry**
 - Includes recycling, transmission facilities, assembly, and light manufacturing
- **General Office**

- Includes financial, information, management, administrative, consultant, and professional services
- **Production, Distribution, and Repair Uses (PDR)**
 - Includes industrial activities for agriculture, light manufacturing and assembly, distribution, technology research and innovation, repair services, and ancillary promotional displays and demonstrations
- **Parking**
 - To support waterfront visitor access and maritime businesses

Other Uses: Transportation Services

17. Provide attractively designed and inviting passenger waiting and service areas to encourage use of public and private water transportation services, including terminals, docks, and public spaces that support water transportation facilities.
18. In major developments, encourage ticket sales for all local and regional public transportation modes to and within San Francisco.
19. Plan vehicle staging areas that minimize congestion on nearby streets and adverse impacts on public access.

Other Uses: Community Facilities

20. Allow public safety and other community service facilities on sites that are strategically located to provide service to the Port or the City and County of San Francisco (City).
21. Where rational and feasible, include spaces in new developments that can be used by the public (e.g., community meetings, government services) and that bring life to the waterfront.
22. Maintain the Port Executive Director's authority to direct the use of Port facilities for medical airlift and other emergency services.

Embarcadero Historic District

23. Provide a greater range of land use and lease term strategies to enhance the Port's ability to undertake projects that rehabilitate and thus maintains the Embarcadero Historic District's iconic finger piers.
24. Establish a consistent review process that includes coordinated inter-agency review for Embarcadero Historic District rehabilitation projects (for full or partial rehabilitation requiring lease terms of 11-66 years) by using the Embarcadero Historic District Public Trust Objectives (see Appendix C) as a criteria framework to assess and determine the public trust benefits necessary to support project approval.
25. Implement feasible asset repair and management strategies that allow full historic rehabilitation, partial rehabilitation, and short-term uses to maintain the integrity of the Embarcadero Historic District and support the waterfront's evolving needs.
26. Encourage temporary public-oriented uses in the

Embarcadero Historic District to promote a dynamic waterfront. Allow pilot projects and small business opportunities.

Embarcadero Historic District: Full Historic Rehabilitation Projects

27. Allow long-term (50- to 66-year) leases to support historic rehabilitation of an entire historic pier facility, which requires significant high-revenue-generating uses (e.g., PDR, general office) or other private funding to provide the financial feasibility to achieve the public trust benefits and generate revenue for the Port Harbor Fund. Pursue full rehabilitation projects that focus on achieving the following public trust benefits:
 - a. Historic Preservation: All improvements are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.
 - b. Structural/Seismic Improvements: Full substructure and superstructure repair and seismic upgrades are provided, consistent with applicable Port Building Code requirements.
 - c. Pier Apron Exterior Public Trust Uses: Pier apron renovations provide public access alongside the historic structure and diverse views of the Bay and maritime activities, with restrictions where necessary to ensure safety and security for maritime uses. Where not limited by security or safety concerns, maritime operations on pier aprons should be shared with public access.
 - d. Maritime Uses: Where feasible, maritime uses, including berthing and maritime office or support space, as needed, are given top priority.
 - e. Interior Shed and Bulkhead Uses: The project includes a "Bayside History Walk" interior public access, which may provide views of maritime architecture and interpretation of San Francisco's maritime history; and an interior use program that, in addition to traditional maritime and visitor-serving trust uses, includes public-oriented uses that allow a meaningful opportunity to view and appreciate the historic pier. Visitor and public-oriented uses should occupy the ground floor of the bulkhead building or areas adjacent to the Embarcadero Promenade. Public-oriented uses also are encouraged to be located within the pier shed, provided the project revenues and/or external funding will support project financial feasibility requirements. High-revenue-generating commercial or industrial uses should be limited to the pier shed and the second floor of the bulkhead building and provided only as necessary for the financial feasibility of the project.
 - f. Flood Protection: Flood protection measures for pier projects and related public access areas, and an adaptive management strategy to protect

against future flood risk from sea level rise, are included as conditions of master tenant leases or development agreements, as required by the Port's Chief Harbor Engineer to protect the structure and life safety. Leases should include termination provisions that become effective if required flood protection measures are not completed as required.

28. Ensure active community engagement in review and comment on leasing and development solicitations and proposals, as set forth in community engagement policies in Chapter 21.

Embarcadero Historic District: Partial Rehabilitation Projects

29. Allow partial pier rehabilitation projects to stimulate investment in Port historic structures that could continue to be used for low-occupancy industrial or warehouse uses but, in certain areas of a pier or bulkhead, provide opportunities for funding of structural repairs for higher- occupancy public-oriented or high-revenue office/ production, distribution and repair (PDR) uses that do not trigger applicable building code requirements for significant structural upgrades. To finance pier repairs and improvements, allow lease terms that vary in length from 11 to 49 years, depending on the level of capital investment and amortization requirements. Allow incremental repair of the facility to advance historic rehabilitation, public trust uses, and public access features to varying degrees. Projects may be proposed as a master lease for an entire pier, which may allow seismic improvement to support higher occupancy uses in limited parts of the facility, or as individual tenant proposals that include repairs in piers shared with other tenants, which are unlikely to include seismic improvements. Where a developer or tenant is prepared to make significant capital investments for a portion of a pier, allow high-revenue uses to support project financial feasibility. Pursue partial rehabilitation projects that focus on achieving the following public trust benefits and generate Port Harbor Fund revenues:

- a. Use of Bulkhead Building: Projects should include substantial public-oriented uses in the ground floor of a bulkhead building that provide public opportunities to view the interior architecture of a pier. The bulkhead building should retain a drive aisle for access to the shed, as needed.
- b. Structural Repairs: Depending on the scope of the project, structural repairs should include enhanced utilities, structural improvements, and, for larger projects that rehabilitate most of a pier, partial seismic rehabilitation of the bulkhead or pier aprons where feasible.
- c. Historic Preservation: Repair and rehabilitation elements should be consistent with the scope of

the project. Any alterations to historic resources will comply with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

- d. Public Access: Partial pier apron repair and reuse for public access adjacent to public-oriented uses may be required where feasible; for smaller projects where apron repair is not feasible, the provision of alternative waterfront public access benefits may be required.
 - e. Flood Protection: Consistent with the scope and duration of the lease, the Port or its tenant will follow an adaptive management strategy to protect against future flood risk from sea level rise as required by the Chief Harbor Engineer to protect the structure and life safety. Leases should include termination provisions that become effective if required flood protection measures are not completed within a certain time frame. If the project includes viable flood protection measures and/ or alterations, as determined by the Chief Harbor Engineer, that increase amortization requirements, an extension of the lease term may be considered to support the improvements.
30. Assess and report outcomes of partial rehabilitation projects, along with any recommendations to improve tools and strategies to improve success. Monitor and report on pier condition as an integrated part of the Port capital planning cycle and capital budget process.
 31. Ensure active community engagement in review and comment on leasing and development solicitations and proposals, as set forth in policies in Chapter 21.
 32. Partial rehabilitation projects that provide limited public-oriented uses should be distributed among other developments and attractions and, if feasible, provide areas that may be made available for community or public use as a public benefit.
 33. Encourage pilot and pop-up public-oriented uses that promote a dynamic waterfront. Allow pilot projects and small business opportunities.

Seawall Lots

34. Encourage uses on seawall lots that integrate and connect with the surrounding neighborhood and waterfront.
35. Activate underused northern seawall lot areas, and promote new uses and design that enhance the public realm on the west side of The Embarcadero.
36. In seawall lot developments along The Embarcadero, promote design that provides views and physical access to the west side of The Embarcadero, the Embarcadero Historic District, and the Bay for a diverse range of users.
37. Ensure that seawall lot developments:
 - a. Incorporate public-oriented uses that enliven the pedestrian/ground level experience in a variety of

ways.

- b. Provide land uses that, whether oriented to residents, visitors, or workers, support and attract diverse populations to the waterfront.
38. Allow hotels as an acceptable use on seawall lots and Port properties more than 100 feet upland of the Bay shoreline, consistent with Proposition H.
39. After determining a specific development project for any individual seawall lot north of Market Street, seek state legislation to lift trust restrictions on that lot only if necessary and on a case-by-case basis. Ensure that development includes public-oriented use(s) to activate or enhance the public realm.
40. To support Port capital improvements, generate revenue from a broad range of uses, including non-trust uses (e.g., office, residential, general retail) where permitted by Senate Bill 815 or other state legislation, and invite new ideas to enhance surrounding neighborhoods and connections across The Embarcadero; support development that is well designed and advances public goals.
41. Pursue significant financial benefits from seawall lot developments that rely on state legislation, to support historic rehabilitation of piers, waterfront parks, and public access.
42. Comply with applicable City policy regarding provision of affordable housing in new residential development projects and, whenever possible without undermining financial value to the Port, exceed the City's policy.
43. Encourage inclusion of social and common areas that could be available for community meetings to serve on-site or nearby residents.
44. Recognize that parking on seawall lots is a trust use that furthers trust objectives by:
 - a. Accommodating Port visitors who drive from elsewhere in the region or state, especially families with children, seniors, people with disabilities, and tour buses.
 - b. Supporting Port businesses, their service needs, and their employees who are currently underserved by transit (e.g., maritime operators, Fisherman's Wharf businesses).
 - c. Providing a revenue stream for Port capital needs on an interim basis, until other uses are approved.
45. Ensure that seawall lot parking uses are consistent with transportation policies in Chapter 2F and informed by further studies of people visiting the waterfront, delivery and loading needs, and transit and bicycle use.

Mission Rock Neighborhood

46. Refer to the Mission Rock Special Use District, Development Agreement, and Design for Development Plan for land use, urban design and public access, transportation, environmental sustainability, and

economic benefits policies and requirements for improvements in this neighborhood.

Pecial Use District Neighborhood

47. Refer to the Pier 70 Special Use District, Development Agreement, and Design for Development Plan for land use, urban design and public access, transportation, environmental sustainability, and economic benefits policies and requirements for improvements in this neighborhood.

Interim Uses

48. Allow up to 10-year terms for interim uses on all Port properties, provided that:
 - a. The interim use does not preclude or inhibit long-term improvement opportunities.
 - b. For seawall lots north of China Basin, the interim use is an activity that is allowed in a C-2 (Community Business) district.
 - c. For piers or seawall lots south of China Basin, the interim use is an activity that is allowed in an M-1 (Light Industrial) district.
49. Recognize that interim uses cannot be expected to support the same level of public access improvements as long-term uses.
50. Consider interim use 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 2I.

Unacceptable Uses

51. Consistent with Proposition H, the following uses are determined by the Port Commission to be unacceptable on piers or land within 100 feet of the shoreline:

Unacceptable Non-Maritime Uses

Proposition H does not prevent any Unacceptable Non-Maritime Use existing as of January 1, 1990 from continuing in operation or expanding on its existing site in a manner consistent with all other applicable laws and regulations.)

- Non-maritime private clubs
- Residential uses
- Permanent non-accessory parking (i.e., general parking that is not provided as a requirement for new development)
- Adult entertainment
- Non-marine animal services
- Mortuaries
- Heliports (except for landings for emergency or medical services)
- Oil refineries
- Mini-storage warehouses
- Hotels, unless approved by San Francisco voters at an election.
- Sports facilities with seating capacity greater than

22,000, unless approved by San Francisco voters at an election.

OPEN SPACE POLICIES (Chapter 2C)



Public Access and Open Space Along the Waterfront

Complete, enhance, and enliven the network of parks, public access, and natural areas along the San Francisco waterfront and Bay shoreline for everyone to use and enjoy.

Space Parks, Public Access, and Natural Areas (Map C)



Open Space Continuity

1. Maintain a continuous waterfront walkway that connects parks, public access, and activity areas from Fisherman's Wharf to India Basin, provides improvements to the San Francisco Bay Trail, and follows these guidelines:
 - a. Locate the walkway as close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat areas.
 - b. Keep the walkway separate from auto traffic, where feasible.
 - c. Provide separated walking and cycling paths, where possible.
 - d. Design to accommodate maritime industrial access and operations. (*Also see Maritime Public Access Guidelines*)
 - e. Design to integrate the walkway with adjacent open spaces and activities that enhance wayfinding, social interactions, and enjoyment of the public realm.
2. Work with partner agencies to enhance the Port's public spaces within city streets and sidewalks by promoting walking and bicycling, creating public spaces that facilitate social interaction, encouraging active ground floor uses in adjoining buildings, and improving safety for all users.
3. Extend pedestrian walkway and public realm improvements as part of pier renovation projects and through the Blue Greenway.
 - a. Provide public access around the perimeter of piers wherever safe, feasible, and compatible with maritime berthing and pier operations, consistent with Maritime Policy 26 in Chapter 2A.
 - b. Throughout the Southern Waterfront extend public realm improvements through the Port's streets and public spaces consistent with Transportation Policies 23, 24, and 25 in Chapter 2F.

Sequence of Open Spaces

4. Complete and enhance a sequence of major open spaces located at regular intervals at significant points along the waterfront.
 - a. Improve existing major open spaces to enhance their recreational value and role as significant open spaces along the waterfront.
 - b. Preserve Open Water locations that provide expansive Bay views framed by waterfront developments and/or open spaces that provide public gathering and viewing places.
 - c. Highlight locations within parks and public access areas that provide interesting public views of maritime operations.
 - d. Collaborate with the Ferry Plaza ground lessee to

create a Ferry Plaza on the Bay side of the Ferry Building that complements ferry terminal and passenger activities, farmers markets, and public gatherings and special events, enjoy expansive views of the Bay Bridge, and resilience design features to adapt to rising tides.

Variety of Open Spaces

5. Complete a variety of public access and open spaces that offer many recreational opportunities and enhance other uses along the waterfront. Take advantage of the attributes of each location to create different kinds of experiences (e.g., places that reflect the unique, authentic characteristics of nearby neighborhoods through art or by telling the waterfront story; quiet, contemplative places for passive enjoyment; spaces that support civic gatherings and urban events that draw large crowds; environmental restoration areas; and places that appeal to children and seniors).
6. Provide equitable access along the waterfront by increasing the number of free or low-cost activities and events, including activities that promote physical activity, connection with nature, and healthful living for visitors of all ages.
7. Seek ways to draw attention to underused public open space and water recreation areas.

Park Activation

8. Increase recreational uses, events, and programs in Port parks and open spaces that are appropriately sited and designed to serve a balance of local and state public trust needs as well as a full spectrum of users—locals, regional visitors, and people of all ages, abilities, races, and economic means.
 - a. Include interest points in public open spaces that attract use by youth and teens. Consider how technology and socialization patterns influence use and enjoyment of outdoor spaces by these groups.
 - b. Encourage art and gathering spaces that relate to characteristics of nearby neighborhoods.
 - c. Provide restrooms, drinking fountains, information kiosks, benches, tables, and other furnishings that enhance the public's enjoyment of the waterfront.
 - d. Try pilot programs to explore how recreational opportunities can be expanded or diversified. Learn from successfully programmed events that attract diverse populations to the waterfront, while mitigating impacts on affected neighborhoods.
 - e. Consider concessionaires that can support active enjoyment of Port parks (e.g., by providing recreation equipment, refreshments, and restrooms).

Working with the City and the Public

9. Encourage and support volunteer efforts to increase use and support of public access improvements, including efforts to aid in securing grants and philanthropic partnerships and facilitating the permit review process.
10. Communicate to the City and County of San Francisco that Port lands are subject to public trust requirements, and that the mission to meet municipal park and recreation service needs for San Francisco residents should not rely upon Port parks and open spaces as a substitute for non-trust properties.

City Connections

11. Improve open spaces to enhance connections between the city, the waterfront, and the Bay.
 - a. In new developments on the west side of waterfront roadways, design landscaping and include active ground-floor uses that enhance the public realm and connections between upland neighborhoods and the waterfront.
 - b. Develop a public wayfinding system throughout Port property that aids the public's understanding of Port facilities, the City's transit system, and nearby San Francisco destinations.
 - c. Encourage interpretive exhibits and information in a variety of ways to enhance the pedestrian waterfront experience and public understanding and enjoyment of the Bay, the historic waterfront, maritime operations, and the natural environment. Include public art to aid interpretation.

Design Character

12. Emphasize San Francisco Bay and the waterfront's spectacular natural setting as the backdrop for the design of most open space improvements and built features.
 - a. Ensure that public spaces are simple and minimalist in form and character to allow the natural beauty of the waterfront to be the strongest visual image.
 - b. Design public access and open spaces to further the historic, maritime, and natural character of the waterfront. Consider including design, interpretive information, art, or other features that communicate the uniqueness of the site.
 - c. Incorporate Bayside History Walk interior and exterior public access walkways, interpretive exhibits and amenities in Embarcadero Historic District pier rehabilitation projects.
 - d. Prepare design guidelines to provide site-specific criteria and details on design treatments, materials, public furnishings, and amenities.
13. Locate public access areas at ground or platform

level, open to the sky (allowing limited covering if it enhances public access and does not support private uses above), and along the waterfront edge consistent with Bay Conservation and Development Commission (BCDC) policies.

14. Address microclimate conditions in the design and placement of new public access, open spaces, and amenities (e.g., by providing places that are sheltered from uncomfortable winds and extreme sun exposure).
15. Protect open spaces from shadow and wind impacts from adjacent development according to applicable law.
16. Promote safety by locating and designing public access and open spaces so that they are highly visible and well lit. Avoid creating concealed areas.

Connections With Nature

17. In open space and infrastructure projects, incorporate connections to the Bay and nature wherever feasible and complementary.
 - a. Consistent with the City's Biodiversity Policy, protect and improve biodiversity by including native, habitat, and pollinator plants where feasible. (*Also see Environmental Sustainability Policy 4*)
 - b. Include improvements to marine habitat environments in shoreline projects, as feasible.
 - c. Include areas for waterfront views, shoreline public access, or direct access to and from the Bay for visitors' enjoyment of the natural environment.
 - d. Connect the public of all ages with nature and the Bay environment.
 - e. Provide locations and opportunities to engage and educate local communities and visitors about waterfront natural resources (e.g., marinas, boat launches).
 - f. Where feasible, provide public access in natural areas that supports ecological and community health and environmental education.

Water Recreation Access

18. Promote, expand, and enhance water recreation facilities and access into the Bay for recreational boating, swimming and human-powered vessels as additions to the San Francisco Bay 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 (*Also see Chapter 2A, Water Recreation and Boating Policies 19-25*).
 - 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 Water Trail in a manner that provides safe recreational opportunities while protecting Port maritime operations. Use the ABAG Water Trail Design Guidelines in developing or improving water recreation facilities.
- g. Promote safe water recreation including an understanding of water safety, maritime vessel operations, and respectful treatment of sensitive habitat areas, through inter-agency and community partnerships and signage.

Maritime and Public Access Compatibility

- 19. Promote shared public access on pier aprons where it is safe and compatible with maritime berthing, and economically feasible for maritime tenants to maintain public access.
 - a. Recognize that maritime operations maintain an authentic working waterfront and are a use that may prohibit public access in some locations. Use guidelines in Chapter 2A Maritime Policies 26 and 27 to determine whether maritime berthing and public access are expected to be compatible.
 - b. Respect the positive value that views of maritime operations add to the visual public access along the waterfront, and work with BCDC to establish criteria for determining when views of maritime operations or vessels may fulfill public access objectives.

Public Access and Open Space Design Guidelines

- 20. Develop public access and open space design guidelines and criteria to promote an enhanced visitor experience, complement the waterfront's maritime and historic character, and provide features that are durable, functional, maintainable, biologically diverse, and constructed with environmentally sustainable methods.
 - a. Coordinate with the San Francisco Planning Department to align and/or apply applicable provisions of the San Francisco Urban Design Guidelines and Better Streets Guidelines.
 - b. Develop guidelines providing location criteria, general siting, materials and furnishing design

details for new open spaces and perimeter public access on piers, and direction for connections and transitions to support an integrated system of open space and public access improvements.

- c. Develop a public art master plan that identifies locations for significant public art installations and provides guidelines for the design and placement of art.
- d. Develop design guidelines to support new interpretive exhibits and installations.

Open Space and Resilience

(Also see Chapter 2H, Resilience Policy 5)

- 21. Ensure that the design and function of Port parks, public access, and open spaces are included in Port, City, and regional resilience planning efforts.
- 22. Avoid significant impediments to existing public access and view areas, and/or make improvements to create new enhancements and connections to the Bay.
- 23. Preserve and enhance existing natural shoreline edges to the maximum feasible extent.
- 24. Plan for possible use of parks and open spaces as emergency staging and evacuation areas after a disaster.
- 25. Incorporate imaginative and sustainable landscape treatments and designs that provide sea level rise and flood protections in new and improved public access and open spaces.
- 26. Work with partners at the City, the Coastal Conservancy, the Metropolitan Transportation Commission, BCDC, the Bay Trail project, and others to identify opportunities to increase and enhance public spaces in resilience efforts.
- 27. Explore alternatives for making open spaces part of the solution to reduce the impacts of sea level rise.

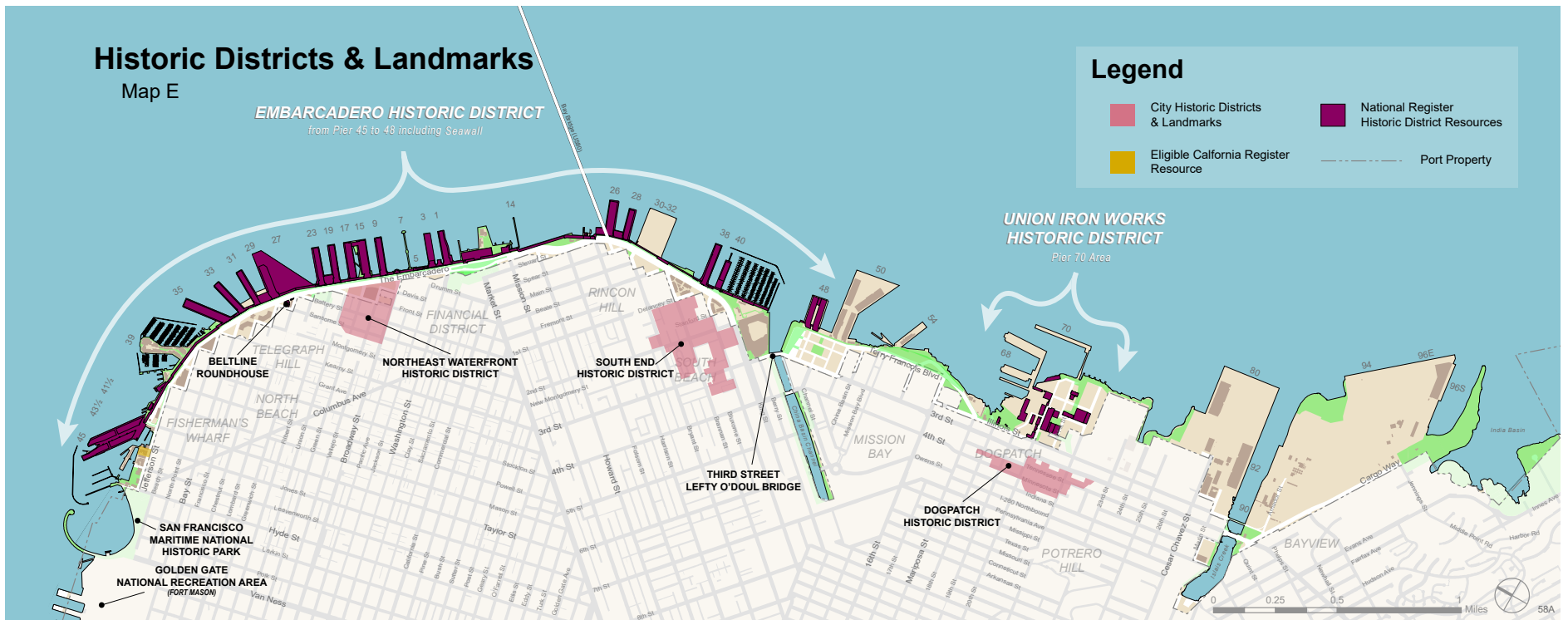
URBAN DESIGN AND HISTORIC PRESERVATION POLICIES (CHAPTER 2D)



Urban Design and Historic Preservation

Design new developments of exemplary quality, highlighting visual and physical connections to the City and San Francisco Bay while respecting and preserving the waterfront's rich historic context and the character of adjacent neighborhoods.

Historic Districts and Landmarks (Map E)



City Pattern

1. Ensure that new waterfront buildings and improvements contribute to the historic and maritime form of the city and preserve the character of adjacent neighborhoods.
 - a. Strengthen the maritime identity of the Port by featuring active maritime operations and historic facilities and furthering a built character that is distinct from the adjacent neighborhoods.
 - b. Recognize and enhance the character of the waterfront's adjacent districts and neighborhoods through design of improvements to Port property.
 - c. Encourage uses on seawall lots that integrate and connect with the surrounding neighborhood and waterfront.
 - d. Prepare design standards for waterside properties, historic properties, and Port properties in adjacent neighborhoods that strengthen the city pattern in these areas.
 - e. Incorporate design guidance from the City's Urban Design Guidelines and the City's Better Streets Plan where applicable and not in conflict with other Port plans.
 - f. Activate underused seawall lots and promote new uses and design that enhance the public realm on the west side of The Embarcadero.
 - g. Promote seawall lot development and improvements that provide physical and visual access between the west and east sides of The Embarcadero, connecting the city to the piers and the Bay.
2. Recognize and strengthen the Port's role in contributing to the city's transportation system, open space network, and neighborhood identity.
 - a. Improve waterfront circulation by accommodating, where feasible, the various ways in which people can safely move along the length of the waterfront.
 - b. Continue to develop and improve the Port's public open spaces as a series of Bay edge destinations and as part of the local and regional open space network.
3. Enhance recognition and function of the Piers 80-96 Maritime Eco-Industrial District.
 - a. Maximize the efficiency of industrial operations while incorporating environmental improvements through appropriate building and circulation design.
 - b. Organize and improve streets to communicate a hierarchy of use for the functions of the area and connections to the city.
 - c. Prepare design standards that recognize the large scale and purpose of the area's operations, promote pedestrian-scaled improvements where appropriate, identify areas for providing wetlands and habitat, and include landscaping for functional and aesthetic purposes.

Historic Preservation

4. Preserve and enhance the Port's historic resources and districts
 - a. Review, rehabilitate, and enhance the Port's significant historic resources to achieve consistency with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
 - b. Promote public-private development partnerships that allow the Port to benefit from federal rehabilitation tax credits.
 - c. Work with federal, state, and local preservation agencies and advocates to identify additional resources that should be considered for national, state, and/or local recognition.
 - d. Give high priority to projects that would abate deterioration of the most at-risk historic resources to prevent the loss of these properties due to structural failure and/or neglect.
 - e. Provide interpretive information that communicates the waterfront's architectural, maritime, and cultural history.
 - f. Develop design guidelines and review criteria consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties that incorporate design precedents and best practices resulting from the Port's portfolio of rehabilitation projects.
 - g. Maintain and support the expansion of maritime berthing and activities, a form of the historic maritime use for which the waterfront was developed, to maintain the character and authenticity of the waterfront.
 - h. Lease and invest in Port facilities to abate deterioration, maintain occupancy, and achieve a state of good repair.
 - i. Consider how best to share the Port's 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.

Public Realm

5. Provide unifying elements to the length of Port property that strengthen the identity of the Port and enhance the public realm.
 - a. Develop a Port-wide pedestrian wayfinding program that aids the public's understanding of Port facilities and identifies historic districts, transit, and nearby city connections and destinations.
 - b. Develop a Port Public Art Plan that identifies locations for significant public art installations and provides guidelines for the design and placement

- of art.
- c. Enhance the pedestrian environment through physical interpretation of history and public art.
- d. Design public spaces to be climate-sensitive, allowing for shelter, wind breaks, and sun access or shading depending on seasonal protection needs.
- e. Develop standards for waterfront lighting that is pedestrian-scaled, provides safety, is sensitive to wildlife, is environmentally efficient, and enhances the quality of public space.
- f. Implement public realm improvements in conjunction with Port development projects and transportation investments.
- g. Pilot active street furnishings that encourage spontaneous recreation or exercise

- (Map D) to preserve and develop views of the Bay, maritime uses, and historic resources.
- b. To maintain a visual connection to the Bay along built areas of the waterfront, create a balanced rhythm of buildings and views while being sensitive to the Port's historic resources.
- c. From Port properties, establish new views of the Bay, maritime uses, and historic resources.
- d. Provide views into pier sheds and other Port structures, where consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and compatible with maritime and other uses.

Resilience Planning

(Also see Chapter 2H Resilience Policies)

- 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 time 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 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. Work with federal, state, and local preservation agencies to develop criteria for balancing historic preservation guidelines with physical changes to historic resources that may be required to adapt to the impacts of climate change.
 - c. Ensure participation of historic preservation specialists in disaster planning and recovery operations to maximize protection of historic resources and fabric in recovery operations.

Views

- 7. Provide waterfront views, shoreline public access, or direct access to and from the Bay for visitors' enjoyment of the natural environment.
- 8. Recognize, preserve, and enhance public views of the Bay, maritime uses, and historic structures.
 - a. Conform to the Port's Waterfront Street Views

FINANCE POLICIES (Chapter 2E)



A Financially Strong Port with Economic Access for All

Ensure that new investment stimulates the revitalization of the waterfront and supports a financially secure Port enterprise, equitably providing new jobs, revenues, public amenities, and other benefits to the Port and the diverse residents of San Francisco and California.

Public Trust Benefit Investments

1. Support investments in Port lands and facilities to advance public aspirations and trust objectives for historic rehabilitation, maritime use, public access and open space, recreation, and natural resource protection.
 - a. Encourage public-private and other partnerships to fund improvements to piers and facilities, particularly in the Embarcadero Historic District.
 - b. Support long-term development partnerships that further public trust objectives and make Port lands more economically productive.
 - c. Review priority projects for consistency with Waterfront Plan goals and policies prior to including them in updates to the Port's Capital Improvement Program and Strategic Plan.
 - d. Seek general obligation bond funds to complete waterfront open space improvements, including a new Ferry Plaza east of the Ferry Building, and Islais Creek and Warm Water Cove improvements along the Blue Greenway.
 - e. Expediently deliver funded capital projects and implement development agreements.

Diverse Leasing Portfolio

2. Grow and diversify the Port's maritime and non-maritime portfolio to support a stable source of income to the Harbor Fund through economic cycles.
 - a. Require fair market rents in Port leasing and development projects and fair market value return for the Port.
 - b. Allow lease terms that support financing and amortization requirements associated with capital repairs and improvements of Port properties.
 - c. To support Port capital improvements, generate revenue from a broad range of uses, including non-trust uses where permitted by Senate Bill 815 or other state legislation.
 - d. Identify and prepare for climate change impacts on the economic vitality of the Port's maritime and non-maritime industries and other operations over time.

Diverse Funding and Financing Tools

3. Strengthen existing and develop new funding and

financing resources, as identified and tracked in the Port's Capital Plan and Capital Improvement Program, to support waterfront improvements and programs promoted in the Waterfront Plan, including:

- a. General obligation bonds supported by the City's General Fund.
- b. Infrastructure Financing Districts for access to incremental property tax proceeds.
- c. Federal Historic Tax Credits for historic rehabilitation developments.
- d. Grants from government agencies and private organizations.
- e. Public-private partnerships to improve properties and leverage public funding investments to achieve multiple public benefits (e.g., coordinating seawall and Embarcadero Historic District private investments).
- f. Philanthropic partnerships to support enhancement projects.

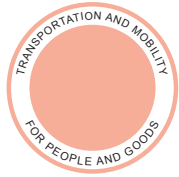
Inclusive and Equitable Economic Opportunity

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 disadvantaged communities.
 - a. Contracts - 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 - Implement a workforce development strategy to increase the diversity of Port staff and provide Port employment opportunities including internships and fellowships for people from economically disadvantaged communities.
 - c. Diverse Jobs - Attract and retain a diverse mix of businesses and industries that will provide jobs for residents of all skill and education levels.
 - d. Job Training - Partner with Port tenants and business institutions to support apprenticeships and job training programs that enable individuals from historically marginalized communities to enter and/or move up in the labor force.
 - e. Leasing and Development - Increase outreach to,

training for, and partnerships with under-resourced communities and local businesses for lease and economic development opportunities.

- f. Industry - Promote use of Port industrial facilities for local manufacturing and other businesses that keep light industrial jobs and business opportunities in San Francisco.
- g. Affordable Space – Prioritize marketing to non-profit entities and local and small businesses for Port facilities that are available for lower rent rates, to provide more affordable options than are typically available in the private sector.
- h. Southern Waterfront - Implement the Southern Waterfront Community Benefits and Beautification Policy.

TRANSPORTATION POLICIES (Chapter 2F)



Transportation and Mobility for People and Goods

Ensure that the waterfront is accessible and safe for all through sustainable transportation that serves the needs of workers, neighbors, visitors, and Port maritime and tenant operations.

Transportation (Map F)



Strong Public Transit and Agency Partnerships

1. Work with the SFMTA, WETA, Golden Gate Ferry, and other public transit agencies to ensure that access to all transportation services is affordable, inclusive, and equitable, particularly for major destinations along the waterfront. Provide access to all waterfront visitors, residents, and other users regardless of income level, age, or individual abilities.
2. Promote public transit, walking, bicycling, and new devices that make “last mile” connections as the primary modes for moving people along the waterfront and within San Francisco and the region.
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 light rail stops that lack accessibility;
 - d. New water transportation facilities and expanded service to Bay Area locations; and
 - e. Extension of the Central Subway from Chinatown to Fisherman’s Wharf.
4. Partner with the city’s wayfinding program to coordinate development of 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.
5. Collaborate with other transportation operators to provide affordable and accessible transportation options to visitors and workers, particularly for major destinations along the waterfront.
6. Design Port streets and transit facilities on Port property to support transit operations, reliability, resiliency, and flexibility. Encourage and, where feasible, provide areas for transit providers to locate transit stops and facilities, with pedestrian and disabled access, within ¼ mile of major Port destinations.
7. Work with the MTC, SFCTA and SFMTA to plan for and manage the deployment of autonomous vehicles and related new transportation technologies.

Smart Ferry and Water Transportation Service

8. Coordinate with WETA, Golden Gate Ferry, and other commercial water taxi, small ferry, and water taxi operators to establish an accessible water transit network that links Port destinations to one another and to other Bay destinations, and that complies with

applicable federal regulations.

9. Maximize the use of existing water transportation terminals and water taxi landings to support a broad range of local and regional water transportation service offerings.
10. Provide land and water area to accommodate expanded or new ferry and water transit terminals proposed by operators with financially viable business plans, including intermodal transportation connections, if needed.
11. Continue to integrate water transit into the Port’s emergency response and resilience plans and strategies.
12. Ensure water transit agencies promote and incorporate water safety protocols in their operations to protect navigational and public safety, including for water recreation users of the Bay. Expand awareness among maritime and water recreation stakeholders and Port businesses regarding existing and new ferry routes and water recreation corridors to support safe crossings and shared use of the Bay.

A Safe Pedestrian and Bicycle Environment

13. By 2030, complete the San Francisco Bay Trail as a continuous walking and cycling path along the entire waterfront, from Aquatic Park to India Basin. The trail should:
 - a. Be as close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat;
 - b. Be separate from auto traffic, where feasible;
 - c. Include separate walking and cycling paths, where possible;
 - d. Be consistent with Blue Greenway guidelines and accommodate maritime industrial access in the design of new or in the redesign of existing trail segments; and
 - e. Integrate wayfinding in the design of new public spaces.
14. Coordinate with the SFMTA on projects to make bicycling more attractive than driving for most trips. Work to help eliminate conflicts between vehicles, bicycles, motorized personal vehicles (e.g., scooters), and pedestrians through improved design and signage.
15. Educate to promote awareness, respect, and safety for all modes of travel, including scooters and motorized personal devices.
16. Reduce conflicts between vehicles, pedestrians, and cyclists by reducing vehicle crossings of the Embarcadero Promenade where possible, coordinated with reasonable transportation access needs of Port tenants.
17. Coordinate with the SFMTA and other City agencies where appropriate to evaluate street improvement

options on Port properties to implement the City's Vision Zero policy.

18. Support SFMTA efforts to improve safety for all transportation modes in the development of the Embarcadero Enhancement Project (for a protected bicycle facility along The Embarcadero from King Street to Fisherman's Wharf). This project is designed to provide a better pedestrian experience along the Embarcadero Promenade and safe operation of vehicle access to support Port tenants and maritime operations.
19. Coordinate with the SFMTA to ensure that expansion of bike sharing supports access to major destinations and transportation hubs along the waterfront.
20. Provide secure bicycle parking, particularly at high-volume destinations and in new Port development.
21. Coordinate with the SFMTA, the San Francisco County Transportation Authority, San Francisco Public Works, and the San Francisco Planning Department to enhance and improve connections between the waterfront and adjacent neighborhoods along Blue Greenway connecting streets.
22. Work with the SFMTA, the San Francisco Public Works, the San Francisco Planning Department, and community stakeholders to maintain and enhance pedestrian and bicycle connections between The Embarcadero and the Blue Greenway, over China Basin Channel.
23. Separate truck and rail routes from walking and cycling routes, where feasible, by:
 - a. Providing separated or protected paths where these routes share the same corridor; and
 - b. Creating safe crossings where they intersect.

Functional Goods Movement and Industrial Access

24. Coordinate with the SFMTA on plans to develop, maintain, and enhance the sustainable and reliable movement of goods within and through the city, including safe and efficient truck and freight rail access to Port facilities on The Embarcadero, Terry Francois Boulevard, Third Street, Illinois Street, Cargo Way, and Cesar Chavez Street.
25. Recognize the importance of the freight network to the city's economic health and disaster recovery when making decisions that affect major truck routes and the region's roadway system.
26. Maintain a forum for the freight community to comment and advise the City and other entities when reviewing potential operational changes, capital projects, and regulations that may affect land-based freight transportation.
27. Work with the SFMTA to manage and improve access and traffic flow by using standard City curb coloring to

identify and align curb use priorities for specific Port areas, based on predominant land uses.

28. Work with the SFMTA to ensure that industrial goods movement and loading needs on The Embarcadero are addressed in curb zone management decisions, to avoid the need for trucks to cross the Embarcadero Promenade into pier facilities.
29. Where curbs are designated for parking or commercial loading, price on-street curb use to encourage appropriate turnover.
30. Evaluate commercial deliveries and freight loading needs for future Port land uses, and provide sufficient off-street loading areas where feasible while avoiding negative effects on the flow of traffic.
31. Remove vehicular driveway curb cuts when they are no longer functional, and replace them with standard curb edge.

Managed Parking and Transportation Demand Management (TDM) Plans

32. Reduce parking demand and manage supply to improve pedestrian, bicycle, and transit mode share; neighborhood livability; safety; business district vitality; vehicle miles traveled (VMT) reduction; and air quality.
33. Provide on and off-street disabled accessible curb space 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.
34. Manage paid on-street parking using demand-based pricing to provide customer access, and parking for diverse users.
35. To achieve land use, transportation, and environmental goals, discourage the development of net new automobile parking spaces, especially in locations with frequent transit service.
36. When allocating use of available parking, give top priority to maritime operations, Port tenants, and waterfront visitors; discourage commuter parking.
37. Limit the number of dedicated parking spaces in pier rehabilitation projects to promote transit and reduce vehicle/pedestrian conflicts along Herb Caen Way.
38. Prohibit residential permit parking, consistent with public trust objectives to promote waterfront visitors from throughout California.
39. Prohibit bundling of parking in Port leases (the inclusion of parking spaces along with the space being leased) except for leases for maritime industrial uses (e.g., uses such as cargo, fish processing, harbor services, and batching, and not general commercial, retail, or primarily office uses). Keep parking leases short, flexible, and at market rates to facilitate better uses of Port property.
40. As feasible, manage parking spaces for shared use

and electric vehicle transportation modes that promote the Port's broader sustainability and affordability goals without compromising spaces required for visitors with disabilities.

41. Establish performance and reporting standards for parking uses. Encourage the adoption of digital and real-time data reporting systems.
42. Consider proprietary or specific zones for Specialized Vehicle parking and loading, including commercial tour vehicles, particularly in high-volume areas like Fisherman's Wharf.
43. Recognize that parking furthers public trust objectives by serving waterfront visitors and Port maritime businesses and by providing a source of interim use revenue for Port capital repairs.
44. Apply Transportation Demand Management strategies in new mixed-use development and major leasing projects to promote shifts to walking, biking, and public transit modes that are universally accessible, and minimize low-occupancy vehicle trips.
45. 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 low carbon modes, consistent with City climate action policy.
46. Establish mode-shift goals for the various sections and subareas of the waterfront, based on existing and proposed land uses, City/Port transportation goals, and roadway capacity.
47. 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.
48. Support transit through land use policy by locating high-density centers within the shortest walk to transit stops.

Efficient Street Operations and Maintenance

49. Work with the City to design and upgrade substandard Port streets to City "Better Streets" and "Complete Streets" standards. Ensure that streetscapes have a unified, complete design that provides for a wide variety of functions, including stormwater management, safe pedestrian and bicycle travel, use as public space, transit and vehicle movement, parking and loading, ease of maintenance, and emergency access.
50. Transfer street maintenance responsibility to San Francisco Public Works where feasible.
51. When developing new streets, ensure that adequate long-term financing is provided to maintain the streets, including street surface, traffic signals, and signage (e.g., in the Pier 70 Special Use District and Mission

Rock development projects).

52. Evaluate the opportunity to improve multi-modal transportation and open space improvements in conjunction with the Waterfront Resilience Program.
53. Vacate certain Port paper/water streets (e.g., those that currently function as open space or are within the Bay).

SUSTAINABILITY POLICIES (Chapter 2G)



An Environmentally Sustainable Port

Limit the impacts of climate change, improve the ecology of the Bay and its environs, and ensure healthy waterfront neighborhoods by meeting the highest standards for environmental sustainability, stewardship, and justice.

Greenhouse Gas Emissions

1. Reduce greenhouse gas emissions to minimize contribution to climate change.
 - a. Minimize carbon and other greenhouse gas emissions and maximize carbon capture and sequestration by the Port and its tenants and development partners.
 - b. Consider incentives for carbon emissions reduction measures in Port leasing and development activities, above those already mandated by existing regulations (e.g., energy efficiency and use of cleaner fuels and technologies).
 - c. Explore new funding and other opportunities to improve energy efficiency; generate and use solar, wind, or other renewable power; and facilitate use of alternative fuels, consistent with the City's 0-80-100-Roots policy.
 - d. Minimize transportation-based greenhouse gas emissions. See Chapter 2F for more information.
 - e. 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.
 - f. 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.
 - g. Continue to beneficially reuse dredged sediment for wetland habitat restoration.
3. Conserve water.
 - a. Implement state and local water conservation and water reuse requirements and policies for new construction, renovation, parks and open spaces, and operations and maintenance.
 - b. In new construction and renovation projects, implement City goals and requirements for design and installation of infrastructure that reuses recycled water, stormwater, and wastewater.

Water Quality and Conservation

2. Improve water quality.
 - a. Promote remediation, redevelopment, and reuse of contaminated sites, particularly where such redevelopment can protect these sites from soil erosion or inundation from Bay waters.
 - b. Engage City agencies and private development partners to maintain and repair existing and construct new wastewater infrastructure (e.g., wastewater storage, transport, treatment, and discharge structures) to reduce combined sewer overflows (CSOs) and make such infrastructure more resilient to sea level rise and extreme weather.
 - c. Continue to implement the City's existing Stormwater Management Requirements and stretch beyond them, when feasible, to incorporate additional "green infrastructure" to reduce the volume of CSOs, improve the quality of sewer and stormwater runoff, and reduce the spread of garbage into the Bay.
 - d. Continue to remove harmful fill from the Bay and shoreline, particularly where such fill (e.g., un-engineered shoreline debris, creosote-treated wood) degrades habitat or water quality.

Biodiversity

4. Protect and enhance the biodiversity of the Port's natural resources.
 - a. Continue existing and pursue new actions and partnerships to advance city-wide biodiversity goals in a manner consistent with the Port's operations and unique environmental setting.
 - b. Implement City biodiversity goals and best sustainable practices (e.g., LEED standards, wildlife- and Bay- friendly practices and native plants, prioritizing plants native to San Francisco to the greatest extent feasible) in new and redevelopment projects, including open spaces, the public realm, and the public and private built environment.
 - c. Protect, maintain, and highlight existing natural shorelines and habitat areas, and manage impacts of invasive species, predators, and public access.
 - d. Incorporate multi-benefit green infrastructure in stormwater management, flood control, and public realm improvements to promote biodiversity and provide ecological value.
 - e. Prioritize development of natural infrastructure

(e.g., wetlands, horizontal levees, and living shorelines) and habitat into shoreline stabilization or improvement projects; create “soft” waterfront edges where feasible and appropriate.

- f. Seek opportunities to create a mosaic of different kinds of in-water and shoreline habitat; consider opportunities to integrate habitat into design and construction of in-water structures such as oyster baskets or textured vertical surfaces.
- g. Pursue partnerships and funding to support research and implementation of innovative habitat restoration methods that will improve biodiversity and ecological function on Port lands and around the Bay.
- h. 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 recreation sites along the waterfront).

Green Building

- 5. Promote the highest feasible level of “green building” in Port leasing and development.
 - a. Encourage the adaptive reuse of existing buildings to retain the structure’s embodied energy, increase energy efficiency, and reduce waste. Use green building practices and ensure high-quality design in rebuilding projects to improve their environmental sustainability.
 - b. Continue to implement the Port’s Green Building Standards Code and applicable provisions of the City’s Environment Code in new construction and renovation to meet LEED standards, reduce greenhouse gas emissions and toxic air contaminants, conserve water, improve energy efficiency, and use healthier or environmentally preferred building materials.
 - c. Work toward zero waste by implementing Port and City requirements and policies that promote reuse, recycling, and composting in construction and operations.
 - d. Implement the City’s Better Roofs Ordinance, which requires new commercial and residential buildings to install either a rooftop solar system for heat or electricity or a living roof.
 - e. Seek opportunities to plan land uses and lease Port property to promote energy and other “district-level” sustainability measures, such as those within the Port’s Maritime Eco-Industrial Center, to promote reuse and recycling of materials and to reduce traffic and related air emissions from construction industry activities on and off Port

lands.

- f. Monitor evolving best practices and explore new technologies to achieve progressively higher levels of resource efficiency and sustainability in leasing and development projects over time; seek opportunities to incorporate new environmental requirements and best management practices in older Port leases and lease extensions.
- g. Clean up contaminated lands in ways that consider inundation caused by rising seas.

Environmental Health

- 6. Reduce environmental health risks from Port operations.
 - a. Promote the development and operation of maritime, industrial, and other Port uses in a manner that protects the health and well-being of surrounding communities, businesses, and local workers.
 - b. Seek ways to reduce any compounding of climate change and health risks from Port operations, especially in low-income and disadvantaged communities.
 - c. Ensure that affected residents have the opportunity to participate in decisions that affect their health.

RESILIENCE POLICIES (Chapter 2H)



A Resilient Port

Strengthen Port resilience to hazards and climate change effects while protecting community, ecological, and economic assets and services, with a focus on the Port's unique historic, maritime, and cultural assets.

Emergency and Disaster Response

1. Improve planning to reduce risks and ensure the safety and security of the Port and all who rely on it for work, recreation, and transportation.
 - a. Work closely with the City to determine Port facilities and lands that may be needed for the movement of people, goods, and debris after an emergency.
 - b. Where needed within the Port's jurisdiction, maintain flexible areas that can be used for emergencies and disaster response (e.g., staging response and recovery operations, resources, and people after a disaster; water-side access for loading/unloading vessels; spaces for community refuge from heat).
 - c. Maintain the Port Executive Director's authority to direct the use of Port facilities for medical airlift and other emergency services.
 - d. Work with water transit-providers to improve the resilience, capacity, and flexibility of and access to ferry, water taxi, and other vessel landing facilities that may be needed for evacuation and disaster recovery.
 - e. Continue to integrate climate change projections into the Port's emergency planning and preparedness efforts, and assess how sea level rise may affect critical facilities.
 - f. Work with local and regional transportation agencies and providers to increase the resilience of Port, City, and regional transportation facilities and ensure continuity of operations.
 - g. Coordinate with emergency managers, tenants, water transit agencies, ferries, and private boat operators to facilitate safe and efficient water transport and maritime evacuations; collaborate with regional partners to maximize water-borne movement of supplies, reconstruction materials, and debris.
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 uses, and public spaces.
3. Partner with City departments and other public agencies, tenants, recreational users, the public, and other stakeholders to address Port and City resilience challenges.
 - a. Seek state and federal funding for critical disaster mitigation projects and resilience efforts to increase safety and reduce disruption and damage to Port, City, and regional assets and services, collaborating with other local and regional agencies to maximize success.
 - b. Leverage existing partnerships with City, regional, state, and federal agencies and form new, innovative partnerships to advance policy changes, test and implement resilience projects, and identify and expand resources to meet the Port's most pressing resilience challenges.
 - c. Take advantage of the large number of waterfront visitors and recreational users, and the Port's already strong approach to education, interpretation, communications, and engagement, giving high priority to projects that reduce risks to life safety, emergency response, historic resources and districts, maritime assets and services, recreational uses, and public spaces.

Resilience Partnerships

3. Partner with City departments and other public agencies, tenants, recreational users, the public, and other stakeholders to address Port and City resilience challenges.
 - a. Seek state and federal funding for critical disaster mitigation projects and resilience efforts to increase safety and reduce disruption and damage to Port, City, and regional assets and services, collaborating with other local and regional agencies to maximize success.
 - b. Leverage existing partnerships with City, regional, state, and federal agencies and form new, innovative partnerships to advance policy changes, test and implement resilience projects, and identify and expand resources to meet the Port's most pressing resilience challenges.
 - c. Take advantage of the large number of waterfront visitors and recreational users, and the Port's already strong approach to education, interpretation, communications, and engagement, giving high priority to projects that reduce risks to life safety, emergency response, historic resources and districts, maritime assets and services, recreational uses, and public spaces.

Seismic Safety

2. Reduce risks to life safety and emergency response capabilities and minimize damage and disruption from seismic events.
 - a. Continue to seismically retrofit Port buildings, piers, and other infrastructure throughout the waterfront,

to increase public understanding of the Port's public trust mission and resilience challenges and opportunities and to develop support for actions to increase the resilience of the waterfront.

Resilience Planning

4. Develop a resilience plan that is transparent and accountable, coordinated with the City's Resilience Framework and state and federal planning programs to support Port, City, regional, community, business, recreation, and other stakeholder efforts to adapt to changing risks, conditions, and priorities over time. The resilience plan should:
 - a. Protect and enhance the existing waterfront, critical Port and City utilities and infrastructure, water contact recreational uses 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.
 - b. Ensure that the Port's broad range of maritime and water-dependent uses are preserved and enhanced while advancing resilience efforts to reduce risks over time.
 - c. Continue to require that new Port projects include appropriate flood protection and sea level rise adaptations that advance Port and City goals.
 - d. Identify Port, City, and regional assets and services with the highest risks and consequences and develop near-term adaptation plans for them; prioritize life safety and emergency response.
 - 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.
 - f. Include short-, mid-, and long-term planning, maintenance and operations, funding, financing, and implementation guidelines.
 - g. Incorporate an agile adaptive management approach that reflects best practices and responds to changing conditions; considers costs and benefits to the Port, City, community, economy, and environment; and provides ways to monitor performance and outcomes and adjust future actions as needed.
 - h. Provide for a wide range of strategies for reducing risks, including strategies that reflect the unique character, location, and land uses of adjacent neighborhoods.
 - i. Encourage long-term, aspirational, and holistic solutions.

Achieving Multiple Objectives

5. Encourage and design resilience projects that achieve multiple Waterfront Plan urban design, historic preservation, recreation, public access and open space, transportation, maritime, and environmental goals and benefits.
 - a. Make changes to the waterfront in line with overall resilience and adaptation principles and strategies of the City and Port Resilience Program. 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.
 - b. Incorporate improvements to existing berths or tie-ups and/or new berths or tie-ups, including improvements for emergency response operations and water recreation. See Chapter 2A 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.
 - d. Evaluate and prioritize the use of nature-based infrastructure to reduce risk. Preserve and enhance existing natural shoreline edges where feasible and assess the use of materials for new shoreline edges and in-water structures that foster a rich marine habitat, promote ecological functioning, and enhance the Bay and shoreline. Integrate existing sea level rise adaptations with retrofits that slow down, capture, and reuse water that flows into creeks and the Bay from Port and upland areas. See Chapter 2G for more information.
 - e. Incorporate resilience best practices for raising structures or ground floors; protecting and elevating critical power, mechanical, hazardous material, fuel and trash storage, and other infrastructure; and waterproofing vulnerable building exteriors.
 - f. Minimize short-term construction impacts and seek to incorporate improvements to the waterfront's multi-modal transportation network. See Chapter 2F for more information.

Social Cohesion and Equity

6. Ensure that the Port's resilience plan makes equity a priority and identifies ways to build community capacity, participation and social cohesion.
 - a. Evaluate the risks and consequences of current and future hazards on vulnerable communities and others who depend on the Port for flood and seismic protection, jobs, housing, transportation, utilities, and recreation.
 - b. Continue cooperative efforts among agencies at

all levels to provide needed redundancy in utility, transportation, and other emergency response and recovery capabilities, especially for vulnerable communities.

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

COMMUNITY ENGAGEMENT POLICIES (Chapter 21)



Partnering for Success

Strengthen Port partnerships and community engagement to increase public understanding of Port and community needs and opportunities and to help complete improvements that achieve Waterfront Plan goals.

Collaborative Government

1. Coordinate state and federal funding and legislative requests to address waterfront needs, including transportation, climate resilience, dredging, and ecological benefit projects.
2. Build upon existing partnerships to strengthen communications, to develop new methods for collaborative government to share information, and to coordinate initiatives and investments to improve the waterfront.

Public Engagement and Participation

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.
 - d. Ensure timely Port staff updates to PACs during project design-development processes before final decisions are made.
 - e. Enhance communication between PACs and the Port Commission by, for example, providing periodic PAC reports at Port Commission meetings as needed and encouraging Commissioner attendance at PAC meetings.
 - f. Promote efforts by Port staff and PAC members to broaden city-wide and, when appropriate, regional citizen participation and input.
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.
 - a. Continue to provide opportunities for interested and affected parties to engage in early, active, and

ongoing participation in public decision-making processes.

- b. Ensure that advisory committees, working groups, and other citizen committees reflect the diversity of resident, business, environmental, and other interests in the city and the region.
- c. Incorporate outreach to community-based organizations and other groups that work on equity issues to broaden participation.
- d. Continue to distribute information about Port meetings and events to a wide range of community organizations to reach a diverse cross-section of residents and stakeholders.
- 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.

Community Engagement for Competitive Leasing and Development Solicitations

5. Conduct a robust community input process in competitive solicitations for:
 - a. Long-term (up to 66-year) non-maritime development opportunities for Embarcadero Historic District piers (including bulkhead buildings), seawall lots, and other Port properties.
 - b. Intermediate-term (11- to 50-year) master lease opportunities for majority or entire Embarcadero Historic District piers (including bulkhead buildings), except for intermediate-term leases for maritime-only businesses in the Embarcadero Historic District and other Port facilities.
 - c. Lease opportunities that would convert facilities used for maritime/industrial/production, distribution, and repair (PDR) uses to space for new retail, restaurant, or other public-oriented use in

bulkhead buildings, piers, or other Port facilities. (Solicitations to re-tenant facilities to continue retail, restaurant, and public-oriented uses are not subject to this policy.)

6. Include the following in the community input process for competitive solicitations:
 - a. Hold a Port Commission meeting and receive public comments to consider preparation of a competitive lease/development solicitation opportunity after review of a Port staff report describing the competitive solicitation opportunity, including proposed requirements, and key Waterfront Plan and public trust goals and objectives for the solicitation opportunity.
 - b. Seek community review and input by PAC, city, and regional stakeholders to determine community and public trust values and priorities to be reflected in the lease/development solicitation opportunity.
 - c. Hold a Port Commission meeting and receive public comments regarding authorization to issue the competitive lease/development solicitation opportunity and establishment of a review panel process to evaluate and score response submittals consistent with City Contract Monitoring Division rules and standards. The review panel should include a development expert, a Port staff member, a PAC member, and a member providing a city or regional stakeholder perspective. Ensure that PAC representatives and the interested public have the opportunity to attend a Port Commission meeting to provide public comments prior to Port Commission authorization of the competitive solicitation opportunity.
 - d. Conduct evaluations of responding lease/development proposals by Port staff for compliance with requirements for minimum qualifications, financial capability, and references, and by the review panel for scoring developer interviews and responses.
 - e. Conduct a Port Commission informational public meeting to receive presentations from qualified developer respondents and to receive Port Commission, PAC, and public comments.
 - f. Allow for Port Commission review of the Port staff report on review panel and Port staff scores and recommendations and consideration of the developer selection.

Community Engagement for Unsolicited Proposals

7. Honor the City and Port policy (under the San Francisco Administrative Code and this Waterfront Plan) to provide for competitive bidding on development opportunities. If and when the Port receives unsolicited proposals for unique development

opportunities, ensure that the Port only enters a sole source lease for such opportunities if the San Francisco Board of Supervisors finds that it would be impractical or impossible to follow competitive bidding procedures. Follow the Port Commission process for consideration of unsolicited (sole source) proposals:

- a. Require the developer to provide a written submittal that describes the proposal, any community outreach completed to date, specific ways in which the project proposed will achieve Waterfront Plan and public trust goals and objectives, and reasons that support waiving the competitive solicitation process.
- b. Convene Port Advisory Committee meeting(s) for review and comment on the proposal, if not already completed and described in Item a above.
- c. Conduct a Port Commission informational meeting for review and public comment on the sole source proposal, including review of information in Item a above.
- d. Seek a Board of Supervisors public hearing and consideration of waiving City competitive solicitation leasing policy provisions.

Other Non-Maritime Lease Review

8. Comply with City Charter Section 9.118, which requires that Port non-maritime leases of 10 years or more, or \$1 million (or more) in annual rental revenue are presented for public review and comment, and secure approval from the Board of Supervisors after Port Commission approval. For any such non-maritime leases with 10-year terms or longer that are not subject to Policies 5 and 6 above, take the following steps prior to Port Commission authorization and Board of Supervisors action:
 - a. Schedule a Port Commission informational public meeting regarding the proposed lease and related capital investment and proposed lease term necessary to amortize cost of facility improvements.
 - b. Present the proposed lease for PAC review and comment, including a description of the proposed capital investment in the pier to warrant the intermediate (longer than 10 year) lease term.
 - c. Conduct a Port Commission meeting to receive PAC and public comments and consideration of lease authorization, prior to consideration and approval by the Board of Supervisors.

Southern Waterfront Leases

9. Ensure that short-term (0- to 10-year) interim leases in the Southern Waterfront comply with use limitations:
 - a. Limit the locations of heavy industrial uses, direct such uses away from adjacent residential neighborhoods, and include lease provisions to

minimize impacts on neighborhoods.

No Additional Required Process

10. Exempt the following types of leases from separate public review beyond that required under City Charter Section 9.188:

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

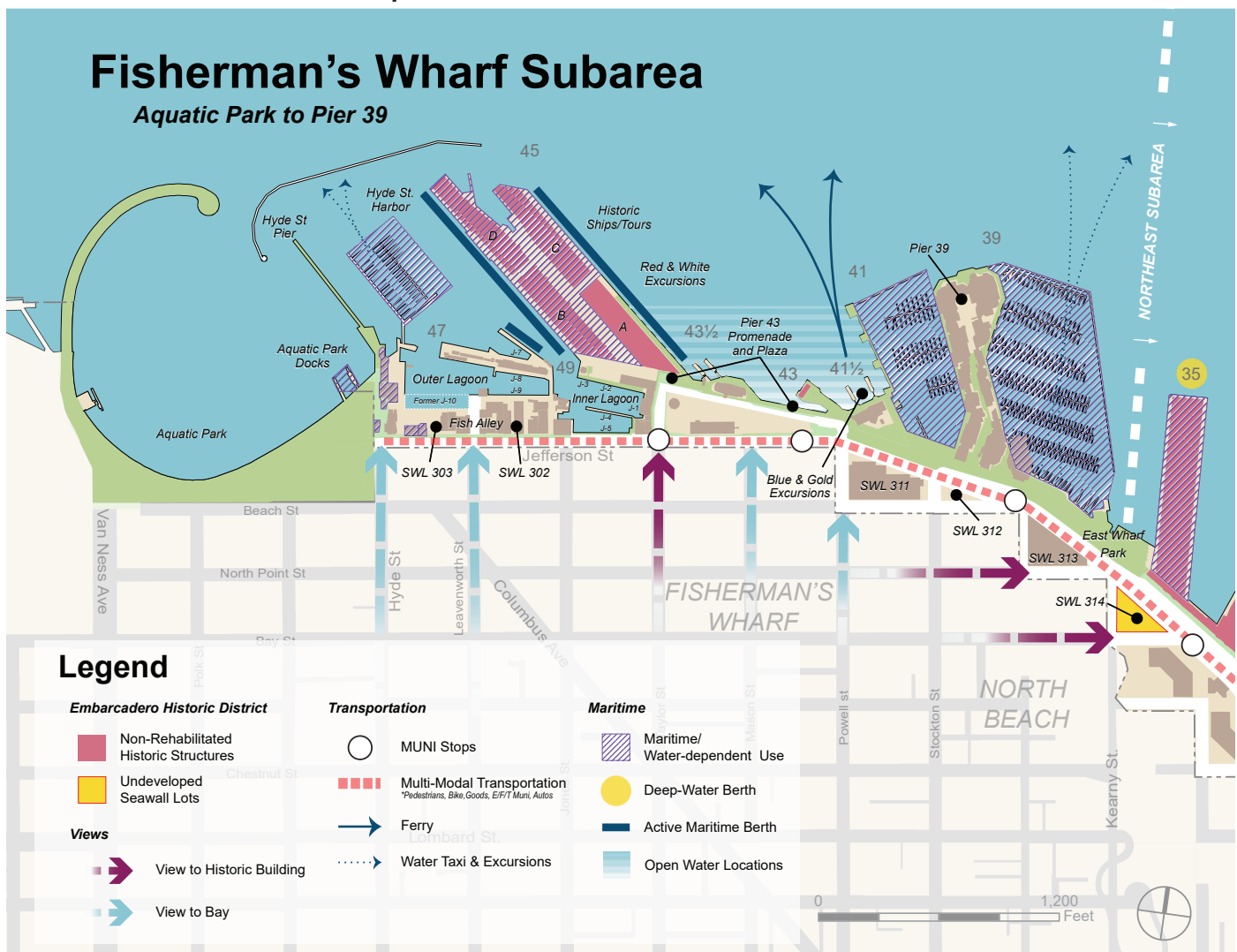
CHAPTER 3

SUBAREA OBJECTIVES

Fisherman's Wharf

1. Protect and maintain Fisherman's Wharf as a working fishing port.
2. Maintain a colorful mix of maritime and water-dependent activities at Fisherman's Wharf, in addition to fishing.
3. Enhance the public access experience and open space programming in Fisherman's Wharf
4. Maintain the Wharf's diverse mix of public, commercial, maritime and recreation uses, and include activities that attract local residents and dispel the Wharf's image as a tourist- only attraction.
5. Work closely with longstanding Fisherman's Wharf restaurants and businesses to coordinate investments in infrastructure improvements that maintain public safety and economic vitality and adapt to sea level rise.
6. Manage transportation flow to and through Fisherman's Wharf to maintain viable industrial and loading access for the fishing industry and commercial businesses, reduce single-occupant vehicle use, increase public transit service levels, provide continuing enhancements of the pedestrian and bicycle experience, and support efficient parking operations for waterfront visitors to the Wharf.

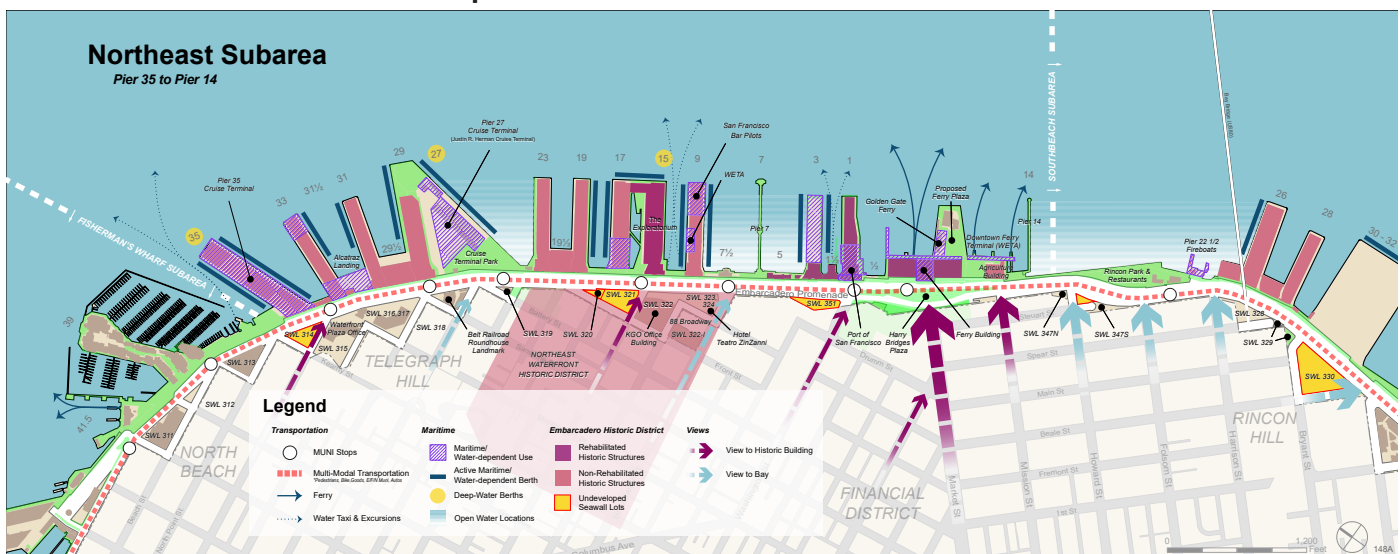
Fisherman's Wharf Subarea Map



Northeast Waterfront

1. Protect and enhance the historic maritime character of the Northeast Waterfront.
2. Maximize opportunities to retain and enhance maritime operations and water-dependent activities in the Northeast Waterfront.
3. Activate the Northeast Waterfront with an array of uses that establish a daytime and nighttime presence but are not primarily tourist oriented.
4. On Northeast Waterfront seawall lots, create new developments that complement the surrounding neighborhood and highlight connections between upland neighborhoods and the waterfront.
5. Provide public access amenities that highlight newly created points of interest, more diverse recreational options and events to activate the Pier 27 Cruise Terminal Plaza, and wayfinding systems to enhance public enjoyment of the Northeast Waterfront open space and public access network.
6. Provide a mix of uses in the Northeast Waterfront that emphasizes the civic importance of the Ferry Building area, generates waterfront activity, and serves San Franciscans and visitors alike.
7. Maintain close working relationships with the San Francisco Municipal Transportation Agency and other transportation agency partners to expand Northeast Waterfront public transit and alternative transportation services that improve the safety and comfort of travel along The Embarcadero.
8. Provide efficiently planned parking and loading facilities to serve new activities in the Northeast Waterfront
9. Coordinate closely with resilience proposals produced through the Waterfront Resilience Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the Northeast Waterfront.

Northeast Waterfront Subarea Map



The Northeast Acceptable Land Use Table ¹

Key:

A = Acceptable Use

X = Accessory Use

	MARITIME ²										OPEN SPACES/PUBLIC ACCESS ³				PUBLIC-ORIENTED USES ⁴								COMMERCIAL & INDUSTRIAL ⁴				OTHER USES ⁴			RESIDENTIAL ⁴		SHORT TERM INTERIM USES ⁴
	Cargo Shipping	Fishing Industry	Ferry and Excursion Boats and Water Taxis	Historic Ships	Maritime Office	Harbor Services and Maritime Industrial	Passenger Cruise Industry	Recreational Boating and Water Recreation	Ship Repair	Temporary and Ceremonial Berthing	Parks/Public Open Space	Public Access/Public Realm	Natural Areas	Artists/Designers	Assembly and Entertainment	Hotels ⁵	Museums & Cultural	Retail (includes food and beverage uses)	Recreational Enterprises	Visitor Services	Academic Organizations	General Office	Production Distribution and Repair Use (PDR)	Warehousing/Storage	General Industrial	Parking	Community Facilities	Sports Facilities	Transportation Services	RESIDENTIAL ⁴	SHORT TERM INTERIM USES ⁴	
Embarcadero Historic District: Piers 35, 33½, 33, 31½, 31, 29½, 29, 23, 19½, 19, 17, 9, 9½, Agriculture Building ⁴		A	A	A	A	A	A	A	A		A		A	A		A	A	A	A	A		A	A			X		A	A		A	
Seawall Lot 314											A											A	A								A	
Seawall Lots 315 – 318, 322											A											A	A								A	
Pier 27 Cruise Terminal and Park											A	A															X				A	
SWL 319											A																				A	
Seawall Lot 320											A																				A	
Piers 15 Exploratorium			A								A																				A	
SWL 321																															A	
SWL 322-I											A																				A	
SWL 323,324											A																				A	
Pier 7 ½ (Waterfront Rest)											A																				A	
Pier 7											A																				A	
Seawall Lot 351											A																				A	
Pier 1½, 3, 5			A	A	A						A																				A	
Pier 1						A					A																				A	
Pier ½											A																				A	
Ferry Building, Golden Gate/Downtown Ferry Terminals, Ferry Plaza, and BART/Restaurant			A								A	A																			A	
Pier 14											A	A																			A	
Embarcadero (Both sides)											A	A																			A	

Table Notes:

¹ See Appendix E, Glossary of Terms, for definitions of uses in this table. See policies in Chapter 2 and Northeast Waterfront subarea objectives in this chapter, which apply to projects containing acceptable uses. Such projects are also subject to applicable regulatory review by the State Lands Commission, SF Planning Department and BCDC.

² See policies in Chapter 2A. This table indicates maritime and water - dependent uses best suited for the listed site. However, the Port Commission retains the authority to use Port sites for any maritime uses, subject to BCDC San Francisco Waterfront Special Area Plan policies regarding Open Water Basins.

³ See policies in Chapter 2C.

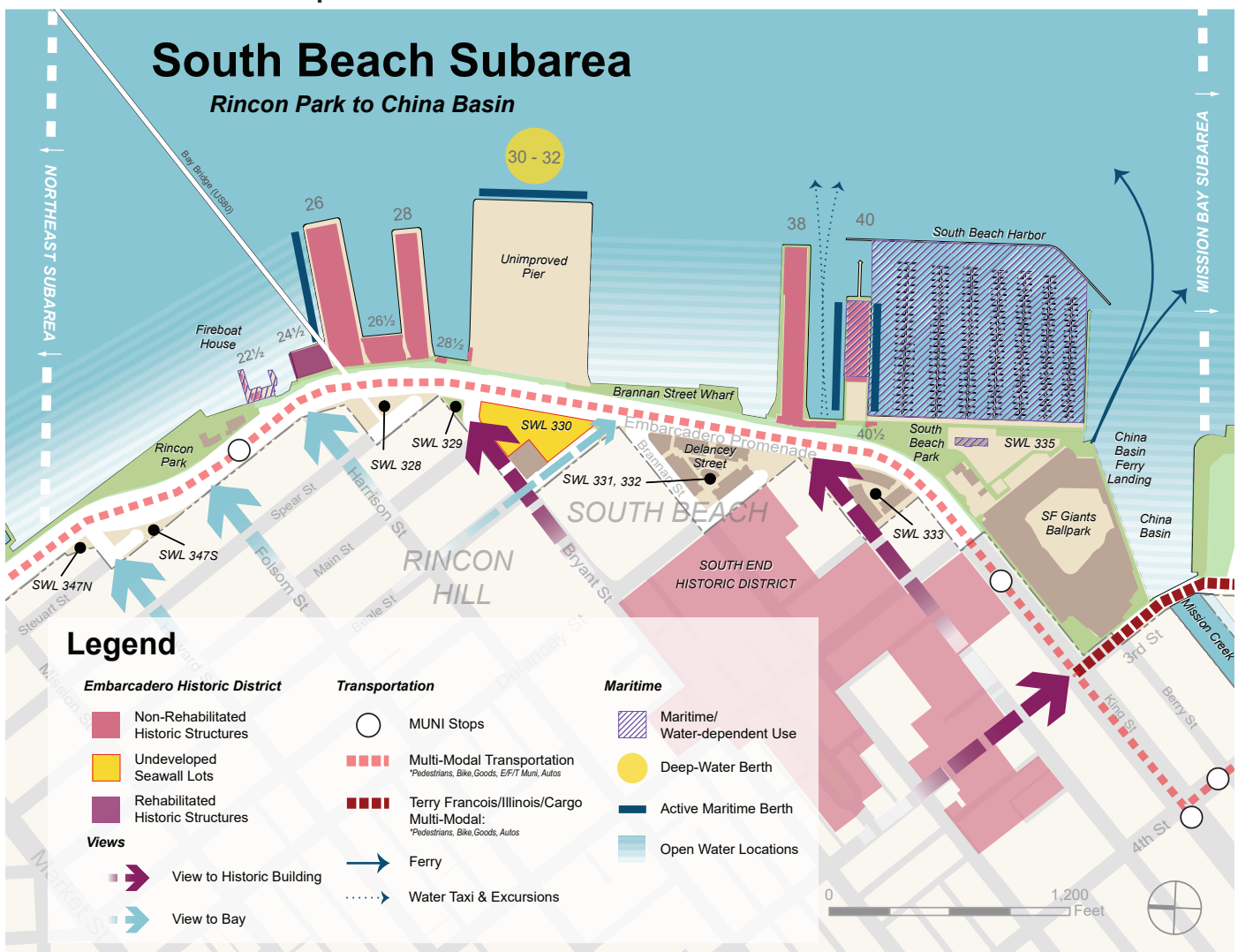
⁴ See policies in Chapter 2B.

⁵ Pursuant to Proposition H approved by San Francisco voters in 1990, hotels are prohibited on piers and within 100 feet of the Bay shoreline.

South Beach

1. Preserve and improve existing maritime uses and provide focal points for public enjoyment of maritime and water-dependent activities in South Beach.
2. Maintain and activate an integrated series of parks and public access improvements that extend through South Beach and provide a unifying pedestrian connection to Mission Bay at China Basin Channel.
3. Promote activities and public access in South Beach pier projects within the Embarcadero Historic District.
4. Create opportunity for the design of new development in South Beach to create a new architectural identity while respecting the Embarcadero Historic District.
5. Take advantage of proximity to downtown San Francisco by providing attractions for the general public while respecting the living environment of the Rincon Hill and South Beach neighborhoods.
6. Maintain close working relationships with the San Francisco Municipal Transportation Agency and other transportation agency partners to expand public transit and alternative transportation services that improve the safety and comfort of travel along The Embarcadero in South Beach.
7. Coordinate closely with resilience proposals produced through the Waterfront Resilience Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the South Beach waterfront.

South Beach Subarea Map



The South Beach Acceptable Land Use Table ¹

Key:

A= Acceptable Use

X= Accessory Use

	MARITIME ²											OPEN SPACES/PUBLIC ACCESS ³				PUBLIC-ORIENTED USES ⁴											COMMERCIAL & INDUSTRIAL ⁴				OTHER USES ⁴				RESIDENTIAL ⁴		SHORT TERM INTERIM USES ⁴	
	Cargo Shipping	Fishing Industry	Ferry and Excursion Boats and Water Taxis	Historic Ships	Maritime Office	Harbor Services and Maritime Industrial	Passenger Cruise Industry	Recreational Boating and Water Recreation	Ship Repair	Temporary and Ceremonial Berthing	Parks/Public Open Space	Public Access/Public Realm	Natural Areas	Artists/Designers	Assembly and Entertainment	Hotels ⁵	Museums & Cultural	Retail (includes food and beverage uses)	Recreational Enterprises	Visitor Services	Academic Organizations	General Office	Production Distribution and Repair Use (PDR)	Warehousing/Storage	General Industrial	Parking	Community Facilities	Sports Facilities	Transportation Services									
Rincon Park										A	A																								A			
Steuart St, SWL 347 N, 347 S											A							A																	A			
Pier 22 ½						A					A																	A							A			
Embarcadero Historic District Piers 24½, 26, 26½, 28, 38, 40 ⁴			A	A	A	A	A	A	A		A			A	A		A	A	A	A	A		A	A											A			
Pier 28½																		A																	A			
Seawall Lot 328										A	A			A	A		A	A	A	A	A		A			A									A			
Pier 30-32			A	A	A	A	A	A	A		A			A	A		A	A	A	A	A		A			X									A			
Seawall Lot 329											A																								A			
Seawall Lot 330											A			A	A	A	A	A	A	A	A					X									A			
Brannan Street Wharf											A																								A			
Seawall Lots 331, 332, 333											A																								A			
Pier 40 ½											A																								A			
South Beach Harbor/ Park			A			A	A			A	A							A																	A			
Seawall Lot 334											A												A	A											A			
Seawall Lot 335						A					A																									A		
SF Giants' Ballpark											A							A	A																	A		
China Basin Ferry Landing			A																																	A		
Embarcadero Promenade											A																									A		

Table Notes:

¹ See Appendix E, Glossary of Terms, for definitions of uses in this table. See policies in Chapter 2 and South Beach subarea objectives in this chapter, which apply to projects containing acceptable uses. Such projects are also subject to applicable regulatory review by the State Lands Commission, SF Planning Department and BCDC.

² See policies in Chapter 2A. This table indicates maritime and water - dependent uses best suited for the listed site. However, the Port Commission retains the authority to use Port sites for any maritime uses, subject to BCDC San Francisco Waterfront Special Area Plan policies regarding Open Water Basins.

³ See policies in Chapter 2C.

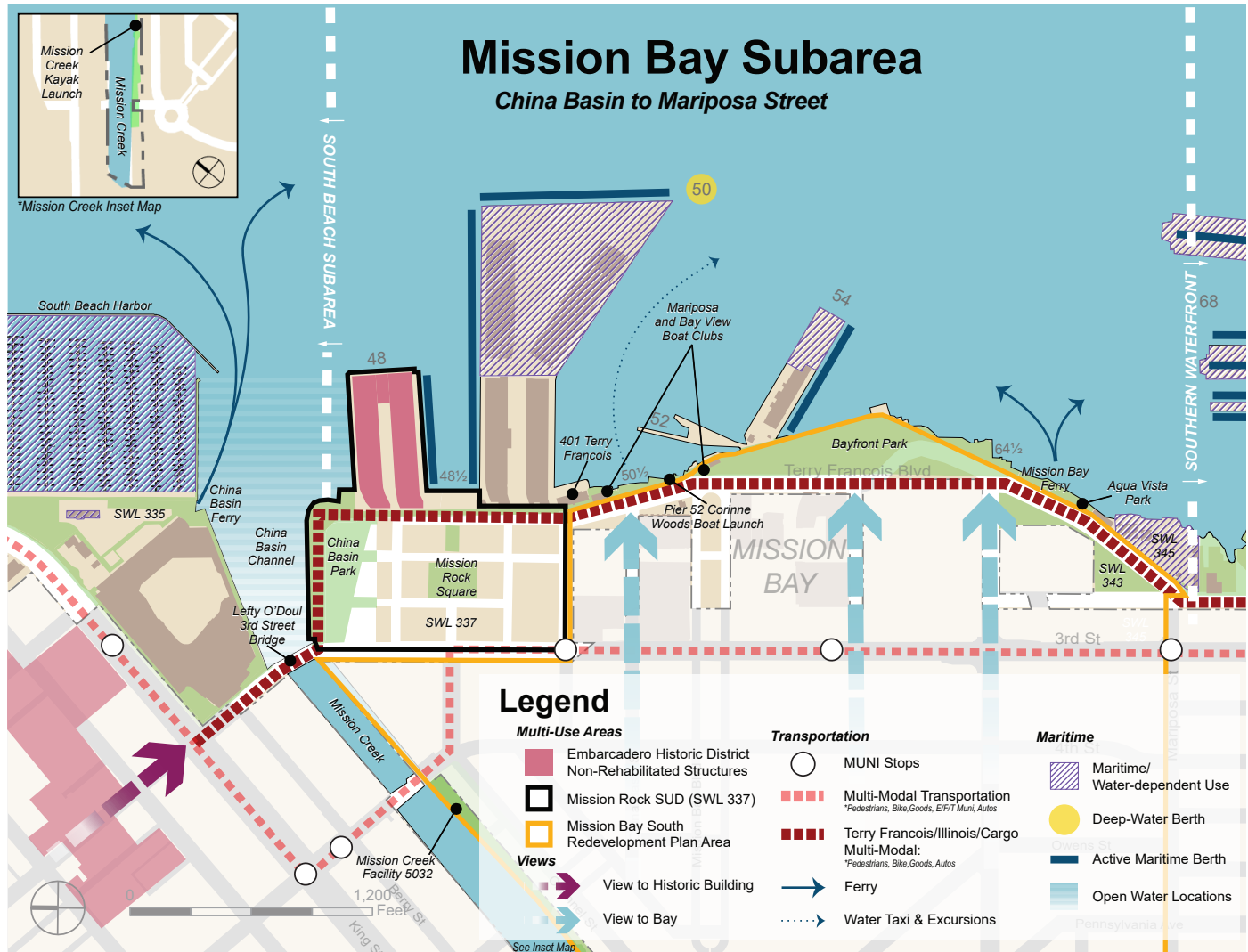
⁴ See policies in Chapter 2B.

⁵ Pursuant to Proposition H approved by San Francisco voters in 1990, hotels are prohibited on piers and within 100 feet of the Bay shoreline.

Mission Bay

1. Complete the Blue Greenway public access and open space improvements through the Mission Bay waterfront.
2. Preserve berthing for maritime and deep-water vessels at piers along the Mission Bay waterfront and give first priority to maritime needs at Pier 50.
3. Maintain and, where possible, increase services and amenities to enhance businesses, recreational boating uses, and public use, safety, and enjoyment of water recreation along the Mission Bay waterfront.
4. Preserve and restore Pier 48 to recall the Mission Bay waterfront's history and to accommodate new uses.
5. Maintain close working relationships with the San Francisco Municipal Transportation Agency and transportation agency partners to support the expansion of public transit and alternative transportation services that serve new development along the Mission Bay waterfront and Central Waterfront while maintaining viable access for Port maritime and maintenance services.

Mission Bay Subarea Map



The Mission Bay Acceptable Land Use Table ¹

Key:

A = Acceptable Use

X = Accessory Use

	MARITIME ²								OPEN SPACES/PUBLIC ACCESS ³				PUBLIC-ORIENTED USES ⁴								COMMERCIAL & INDUSTRIAL ⁴				OTHER USES ⁴			RESIDENTIAL ⁴	SHORT TERM INTERIM USES ⁴				
	Cargo Shipping	Fishing Industry	Ferry and Excursion Boats and Water Taxis	Historic Ships	Maritime Office	Harbor Services and Maritime Industrial	Passenger Cruise Industry	Recreational Boating and Water Recreation	Ship Repair	Temporary and Ceremonial Berthing	Parks/Public Open Space	Public Access/Public Realm	Natural Areas	Artists/Designers	Assembly and Entertainment	Hotels ⁵	Museums & Cultural	Retail (includes food and beverage uses)	Recreational Enterprises	Visitor Services	Academic Organizations	General Office	Production Distribution and Repair Use (PDR)	Warehousing/Storage	General Industrial	Parking	Community Facilities	Sports Facilities	Transportation Services				
Embarcadero Historic District Pier 48 ^{4,6}		A	A	A	A	A	A	A	A	A	A			A	A	A	A	A	A	A	A	A	A					A	A			A	
Pier 48 ½																		A														A	
Mission Rock (SWL 337)	See Mission Rock Special Use District Development Agreement and Design Controls.																																
Mission Creek Facility 5032										A	A							A								A						A	
Pier 50		A	A	A	A	A	A		A									A						A	A	X						A	
401 Terry Francois Blvd										A								A				A										A	
Piers 50 ½, 52, Boat Launch		A			A		A				A				A			A								X						A	
Pier 54		A	A	A	A	A		A	A									A								X						A	
Pier 54 ½										A								A								X						A	
Seawall Lot 345		A			A	A	A	A	A		A				A			A								X		A				A	
Pier 64.5, Agua Vista Park, Bayfront Park, Mission Bay Ferry		A						A		A								A														A	
Seawall Lot 343										A																						A	

Table Notes:

¹ See Appendix E, Glossary of Terms, for definitions of uses in this table. See policies in Chapter 2 and Mission Bay subarea objectives in this chapter, which apply to projects containing acceptable uses. Such projects are also subject to applicable regulatory review by the State Lands Commission, SF Planning Department and BCDC.

² See policies in Chapter 2A. This table indicates maritime and water - dependent uses best suited for the listed site. However, the Port Commission retains the authority to use Port sites for any maritime uses, subject to BCDC San Francisco Waterfront Special Area Plan policies regarding Open Water Basins.

³ See policies in Chapter 2C.

⁴ See policies in Chapter 2B.

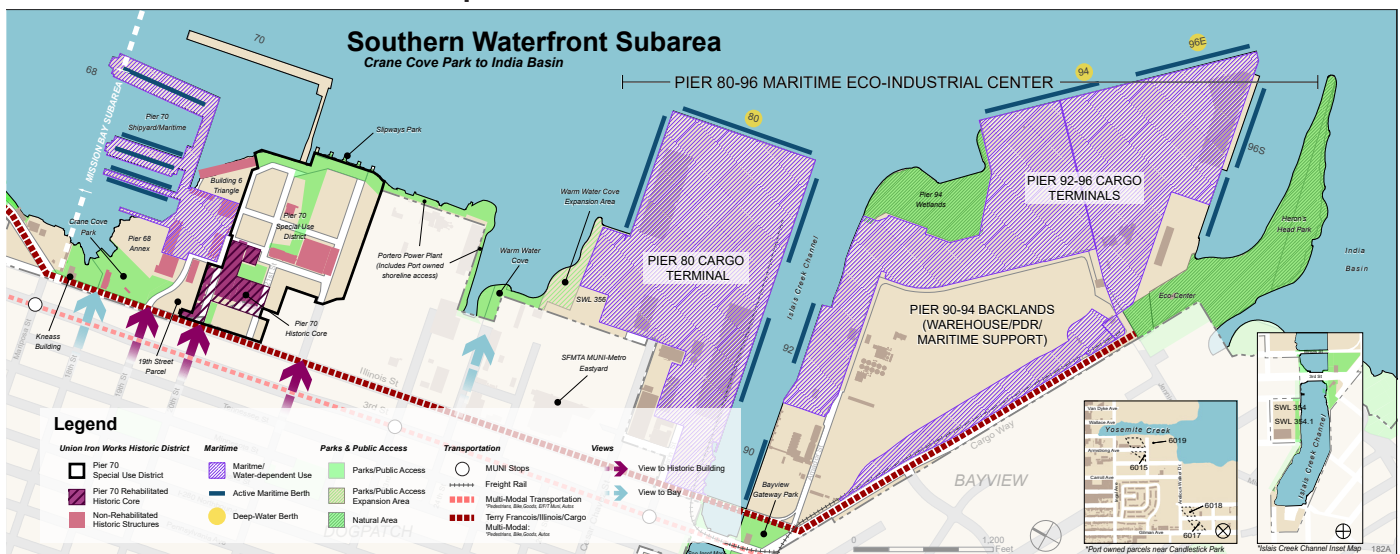
⁵ Pursuant to Proposition H approved by San Francisco voters in 1990, hotels are prohibited on piers and within 100 feet of the Bay shoreline.

⁶ Pier 48 is an option site in the Mission Rock SUD.

Southern Waterfront

1. Continue inter-agency coordination to align maritime, industrial, and development priorities and investments in the Southern Waterfront.
2. Throughout the Southern Waterfront, improve and enhance Blue Greenway open space and public access areas that do not compromise maritime operations or sensitive environmental habitat areas, and provide education to promote public safety among maritime, small boating, and recreational water users.
3. Implement approved development plans for the Pier 70 Special Use District, Historic Core, and Crane Cove Park projects to connect and integrate all areas within Pier 70, to give new life to the Union Iron Works Historic District and create a unique waterfront neighborhood addition in the Dogpatch area.
4. Explore new business partnerships to operate the Pier 70 ship repair and drydock, as part of a broader maritime strategy that evaluates additional maritime opportunities for the shipyard site and facilities.
5. Increase marketing efforts to support maritime business partnerships to maximize use of existing cargo terminal facilities in a dynamic urban environment.
6. In the Pier 90-94 Backlands, pursue development of industrial warehouse facilities that are compatible with cargo terminal operations and provide space for maritime support uses, generate economic value and benefits to the Port and community, and productively improve land to support a stable industrial base in San Francisco.
7. Protect wildlife habitat and shoreline areas.
8. Work with the community to assess vulnerabilities, consequences, and community priorities to build resilience, reduce risks, and advance benefits in the Southern Waterfront.

Southern Waterfront Subarea Map



Appendix


Appendix B: Access Guidelines for Port Maritime Operations and Berthing

Appendix B: Public Access Guidelines for Port Maritime Operations and Berthing		
Table 1 organizes Port Maritime Operations and Berthing into three categories relative to Public Access:		
1. Compatible 2. May Be Compatible 3. Not Compatible		
1. Maritime Operations and Berthing that are Compatible with Public Access		
<u>Maritime Operation</u>	<u>Operational and Security Issues</u>	<u>Public Access Guidelines</u>
<ul style="list-style-type: none"> Historic ships with public tours Excursion boat passenger operations Ferry (large and small vessel) passenger operations Recreational boat and fishing marinas (secure docks, otherwise open to public) Ceremonial or military vessels with public tours Guest dock berthing <p>These are the Port's most public-facing maritime operations, not only drawing visitors to the shoreline but out onto the waters of the Bay.</p>	<p>Operations: Public access areas adjacent to these maritime operations are active and often provide spectacular Bay views. Public access must be managed to accommodate queuing areas for passenger access to and from vessels at certain times of the day. Occasional closure of public access is needed to allow vehicle resupply and emergency repairs, to vessels in berth.</p> <p>Safety: Operations are consistent with placement of public safety railing around the edge of the wharf or pier.</p> <p>Security: Public access is facilitated by securing the vessels to floats with Americans with Disabilities Act (ADA)-compliant gangways leading to the pier or wharf edge, at which a gate provides further security. These features are necessary to meet federal homeland security regulations.</p>	<p>Where maritime operations may be feasibly shared with public access on a pier apron or wharf, provide required operational features necessary for a functional maritime operation, which may include:</p> <ul style="list-style-type: none"> Railing or other measures to protect public safety Queuing and ticketing areas within the public access area that allow adequate pedestrian circulation and may also facilitate use and enjoyment of the Bay while passengers are waiting for excursions, ferries, or other activities Floats, ramps, and other security features that enable separation between the public (on the apron) and the vessel for vessel security and to accommodate ADA-compliant gangways. Where possible, minimize the security footprint on the public access areas. For example, locate fences and gates at the outboard side of the gangways Vehicle access adjacent to the berth for pier repairs, vessel provisioning, and maintenance
2. Maritime Operations and Berthing that may be Compatible with Public Access, with Conditions		
<u>Maritime Operation</u>	<u>Operational and Security Issues</u>	<u>Public Access Guidelines</u>
<ul style="list-style-type: none"> Temporary layberths for visiting vessels <p>The Port receives a wide variety of visiting ships including ceremonial and historic ships, military and research vessels, local vessels that require temporary layover, and seasonal fish processing uses that might be accompanied by forklifts and fish pumps delivered alongside the vessel on a short-term basis. The duration of layberthing varies widely, from a few days to a few months, and may require temporary closure of pier aprons. Public access can be provided when there are no vessels at berth, and for visiting vessels that offer public tours.</p>	<p>Operations: Public access can be provided when there are no vessels at berth, and for visiting vessels that offer public tours. Temporary layberthing routinely includes use of the pier apron for placement and loading of vessel stores and equipment and for utility connections. These uses may require temporary closure of the apron to public access.</p> <p>Safety: Berth operations between vessel, pier apron, and shed preclude placement of public safety railings at the edge of piers.</p> <p>Security: Federal homeland security and U.S. Coast Guard regulations may impose vessel and berth security requirements that preclude public access to protect vessel and public safety. When there is no vessel at berth, or if a particular vessel is not operationally constrained, the pier apron or wharf could be accessible to the public.</p>	<p>Promote shared public access on pier aprons where it is safe and compatible with maritime berthing, particularly in the Embarcadero Historic District. Apply the following criteria to determine public access improvements that are compatible and economically feasible:</p> <ul style="list-style-type: none"> Allow physical public access along pier aprons that can be designed to protect public safety and the safety and security of vessel and support functions served by the maritime berth Allow temporary closure of public access on pier aprons to comply with vessel security requirements, or temporary use of the pier apron for equipment or loading, including vehicle access for vessel resupply, personnel changes, and pier and vessel maintenance Allow pier aprons and edges to be managed by Port or maritime operators to support both public access and passenger queuing and loading of excursion or ferry vessels Provide signage or interpretive information to describe temporary closures and maritime activity Allow fence, gate, and temporary barricades to secure the vessel and protect public safety
3. Maritime Operations and Berthing that are not Compatible with Public Access		
<u>Maritime Operation</u>	<u>Operational and Security Issues</u>	<u>Public Access Guidelines</u>
<ul style="list-style-type: none"> Cargo and ship repair Harbor services Ferry and excursion home-port layberthing and maintenance Fish processing Cruise terminal 	<p>Operations: Routine use of heavy equipment or machinery (e.g. cranes, gangways, power equipment), frequent loading and vehicle access, and worker safety requirements preclude safe and reliable public access.</p> <p>Security: Federal homeland security and U.S. Coast Guard regulations impose vessel and berth security requirements that preclude public access for these maritime operations to protect vessel and public safety.</p>	<p>Recognize that maritime operations maintain an authentic working waterfront, a purpose that may be of interest to the public, even if not compatible with public access. If available, identify views of maritime operations from vantage points that are readily accessible and can be improved with interpretive signage, benches, and amenities to provide the public with views and education about maritime uses at the Port.</p>

Appendix C: Public Trust Objectives for Embarcadero Historic District Finger Piers

Appendix C: Public Trust Objectives for Embarcadero Historic District Finger Piers

There are multiple public trust objectives for Embarcadero Historic District piers and bulkhead structures, which are described in the column headings of this matrix. Within each trust objective category, the matrix describes characteristics that are most desirable for the trust in that category, scaling down to those that are least desirable. Depending on mix of uses, level of repair, capital investment and revenue generation, projects provide different combinations of public trust benefits. This matrix provides a framework of definitions and standards to improve understanding and predictability in achieving public trust benefit objectives.

	Historic Preservation of the Trust Asset (comply with Secretary Stds.)	Seismic/Life Safety Improvements to the Trust Asset	Exterior Public Access and/or Maritime Improvements	Facility Capital Repairs and Improvements	Revenue Generation	Interior Uses Serving Trust Purposes (use types)	Interior Uses Serving Trust Purposes – (amount of area occupied)	Lease Term / Flexibility that allows facility to accommodate changing uses
Most Desirable for Trust 	Full historic rehabilitation to Sec. Int. Standards	Full substructure and superstructure repair and seismic upgrade	Full repair and improvement of apron for public access and/or maritime use	High capital investment	High revenue generation	Traditional trust uses: maritime office, visitor-serving, retail/restaurant, water-related recreation, public access	Entire bulkhead building and pier shed	No lease – allows most flexibility to respond to trust use needs and market demand
	Partial historic rehabilitation (bulkhead only; or bulkhead + partial shed)	Superstructure repair, but no or partial substructure repair; partial seismic upgrade (e.g. seismic joint between bulkhead and shed)	Repair and improvement substantial portion of apron for public access and/or maritime use	Medium capital investment	Medium revenue generation	Public attraction uses: museum/gallery, general indoor recreation, entertainment, specialty (local/maker) retail/manufacture	Entire ground floor of bulkhead building; portions of shed and/or upper floor bulkhead	Short term lease (1-10 yrs)
	No rehabilitation, but tenant improvements, maintenance of some/all buildings	No major repairs or seismic upgrades, but tenant improvements, maintenance of some/all buildings.	Limited public access/maritime use, as can be supported by existing condition of apron with minor repairs	Limited capital investment	Low revenue generation	General retail, institutional uses, government uses	Portion of ground floor of bulkhead.	Medium term lease (between 10 and 50 yrs)
Least Desirable for Trust	Vacant, deterioration	Vacant, deterioration	No public access/maritime use of apron	No capital investment	No revenue generation	Private Uses (general office; R&D)	None	Long term lease (50-66 yrs) – least flexibility to meet evolving trust needs and market opportunities

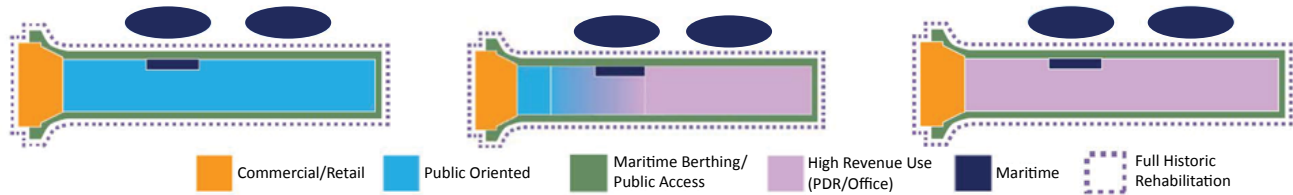
The levels at which trust objectives in each category are achieved determines the amount of capital investment required in a facility, and the amount of rental revenue sufficient to finance capital improvements and generate revenue for the Port.

Port projects vary widely in the mix of uses and degree of facility improvement. While short-term leases are considered desirable because they afford the most flexibility to respond quickly to Port needs, long-term leases that enable a project to finance major capital investments and provide a mix of traditional trust uses, public-oriented, commercial or PDR uses also are desirable and provide high trust value.

Full Pier Rehabilitation Scenarios

Waterfront Plan Land Use Subcommittee

Analysis of **Full Pier Rehabilitation Options - Embarcadero Historic District Piers** - April 12, 2017



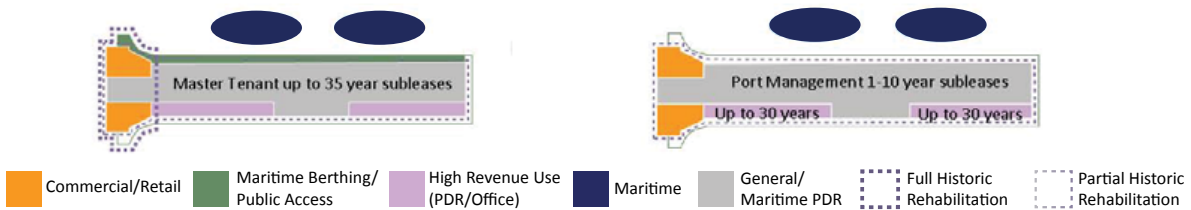
The Port analyzed the financial feasibility of historic pier rehabilitation and found that long-term (50-66 year) leases may feasibly achieve significant public trust objectives including full seismic and structural rehabilitation of the historic pier; pier apron repairs for maritime berthing operations and/or additional public access; and public/visitor serving uses (e.g. restaurant, commercial recreation, visitor retail) at ground floor of bulkhead buildings. The extraordinary cost of such rehabilitation dictate the need for high-revenue generating uses (e.g. PDR/office) in the pier shed. Depending on project details, limited areas within a pier shed may support additional public oriented uses while remaining financially viable. Development partners with established fundraising capability and/or other access to outside sources of funds can underwrite the cost to avail a substantial area for public-oriented uses in pier sheds, as was achieved in the Pier 15 Exploratorium project. [See Chapter 2B Embarcadero Historic District discussion, and Policies 23-33.]

Full Pier Rehabilitation		
Scenario 1	Scenario 2	Scenario 3
Maximum public oriented interior uses & maximum historic rehabilitation/repair	Minimum Port rent with maximum public oriented interior uses & maximum historic rehabilitation/repair	Maximum high-revenue interior uses & maximum historic rehabilitation/repair
Estimated cost: \$90-\$135 million	Estimated cost: \$90-\$150 million	Estimated cost: \$100-\$150 million
Occupancy	Occupancy	Occupancy
Trust characteristics Bulkhead commercial/retail Apron repair for berths/public access Complete Historic Rehabilitation Full Sub/super-structure repair Maritime berthing and operations Maximum public/low-revenue use in shed	Trust characteristics Bulkhead commercial/retail Apron repair for berths/public access Complete Historic Rehabilitation Full Sub/super-structure repair Maritime berthing and operations Maximum public/low-revenue use in shed (est. 15% - 55% depending on revenue capability)	Trust characteristics Bulkhead commercial/retail Apron repair for berths/public access Complete Historic Rehabilitation Full Sub/super-structure repair Maritime berthing and operations Maximum revenue generation use in shed; varies depending on pier condition
Historic Preservation	Historic Preservation	Historic Preservation
Seismic Repair	Seismic Repair	Seismic Repair
Maritime berthing/public access	Maritime berthing/public access	Maritime berthing/public access
Interior trust uses	Interior trust uses	Interior trust uses
Lease Term	Lease Term	Lease Term
Port Revenue * N/A: \$30-\$60M subsidy required	Port Revenue * Minimum Rent \$100K/yr	Port Revenue * Range: \$350K-\$2M/yr

Partial Pier Rehabilitation Scenarios













Waterfront Plan Land Use Subcommittee

Analysis of **Partial Pier Rehabilitation Options - Embarcadero Historic District Piers** - April 28, 2017



Intermediate term (11-49 year) leases of historic piers will expand the tools available to the Port to steward the Embarcadero Historic District, inviting incremental investment for historic pier improvements and other trust objectives, and will be a complement to existing long-term and short-term leases. Intermediate-term leases require some high-revenue generating uses (e.g. PDR/office) to support greater tenant investment in structural repairs by varying degrees: from enhanced utility/structural improvements and tenant-maintenance in a discrete portion of a pier, to partial seismic rehabilitation of the bulkhead and/or pier aprons, depending on the scope of lease and total investment. Intermediate leasing will further trust purposes by facilitating visitor-serving uses in the bulkhead ground floor, inviting access to the pier from The Embarcadero, and maintaining flexible warehouse space in the pier shed for maritime operations use, as needed. Over time, as sea level rise continues, intermediate term leases may become an increasingly important pier retention strategy. [See Chapter 2B Embarcadero Historic District discussion, and Policies 23-33.]

*Net of Rent Credits

Partial Pier Rehabilitation	
Scenario # 1	Scenario # 2
Moderate historic rehabilitation & tenant investment	Limited historic rehabilitation & tenant investment
<ul style="list-style-type: none"> Master tenant/developer for entire pier undertakes seismic repair/historic restoration of Bulkhead building Master tenant responsible for pier maintenance Predominantly low-revenue PDR (e.g. maritime/non-maritime warehouse) in shed, per occupancy limitations Subtenant lease term may align with master tenant's, or shorter-term, depending upon improvements undertaken by subtenant 	<ul style="list-style-type: none"> Port undertakes limited structural repairs (e.g. roof repair, primary utilities) Port responsible for pier maintenance Predominantly low-revenue PDR (e.g. maritime/non-maritime warehouse) in shed, per occupancy limitations Low-revenue PDR (lease terms MTM – 10 yrs) High-revenue PDR for intermediate lease terms, depending upon improvements undertaken
Estimated cost: \$25-\$30 million	Estimated cost: \$5-15 million
Occupancy 	Occupancy 
<p>Trust characteristics</p> <p>Bulkhead commercial/retail Limited apron repair/reuse Repairs (arrest deterioration) & bulkhead rehabilitation Bulkhead sub-structure repair, limited superstructure repair Maritime/non-maritime warehouse and PDR uses (keep shed occupied)</p>	<p>Trust characteristics</p> <p>Bulkhead commercial/retail No apron repair/reuse Repairs (arrest deterioration) Limited superstructure repair Maritime/non-maritime warehouse and PDR uses (keep shed occupied)</p>
Historic Preservation: 	Historic Preservation 
* Seismic Repair  *	Seismic Repair  *
Maritime berthing/public access 	Maritime berthing/public access 
Interior trust uses 	Interior trust uses 
Lease Term Up to 35 years	Lease Term 0-10 years Up to 30 years, limited to 20-40,000 sf
Port Revenue 	Port Revenue 

Appendix E: Glossary of Terms

0-80-100-Roots Policy - 0-80-100-Roots is San Francisco's climate action framework to help the City meet the challenge of climate change through innovative policies, programs, and partnerships. The title 0-80-100-Roots refers to goals of zero waste, 80% sustainable trips, 100% renewable energy, and the protection and enhancement of urban gardens and green spaces, respectively.

Adapting to Rising Tides Program (ART) - Program developed by the San Francisco Bay Conservation and Development Commission (BCDC) and the National Oceanic and Atmospheric Administration's Office for Coastal Management (NOAA OCM) which provides staff support, guidance, tools, and information to help agencies and organizations understand, communicate, and begin to resolve complex climate change issues.

Academic Organizations – Facilities for academic, professional, cultural, industrial, and fine arts education and other learning including facilities for classes, programs, public events, and gatherings.

Accessory Parking - Parking which is associated with existing Port activities or which is provided as a requirement for new development.

Artist/Designer Studios and Galleries - Facilities for artisans and designers (e.g. artists, designers, crafts persons, graphic artists, sculptors, wood workers, etc.) including but not limited to: space for manufacturing/creating, exhibiting and/or selling of products (e.g. studios, galleries, workshops, warehouses), which shall not be used for residences unless all applicable local and state authorizations are obtained.

Assembly and Entertainment – Facilities for entertainment and attractions including but not limited to: band shells, auditoriums, theaters (cinemas and live performances), night clubs, amusement parks, conference, convention and event facilities, exhibition halls, public markets and children's entertainment.

Bay Oriented Commercial Recreation and Public Assembly Uses – Facilities specifically designed to attract large numbers of people to enjoy the Bay and its shoreline, such as restaurants, specialty shops and hotels. (San Francisco Bay Plan, p. 36)

Berth - Piers and wharfs throughout the Port's waterfront are actively utilized for berthing waterborne vessels, and most are actively used for such purposes as so indicated on the Draft Waterfront Plan maps. Some berths are currently vacant; however vessel activity changes are common. Therefore the maps are only accurate for a point in time.

Better Streets Plan - Plan for a unified set of standards, guidelines, and implementation strategies to govern how San Francisco designs, builds, and maintains its pedestrian environment to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space.

Blue Greenway - The Blue Greenway is a San Francisco multi-agency project to create an interconnected system of trails, parks, and water recreation facilities on San Francisco's southeast waterfront, from China Basin Channel to the southern boundary of San Francisco.

Break-bulk – Freight which generally is made up of similar size pieces which is loaded into or unloaded from a ship's hold in small bulk quantities, usually loosely, on a pallet or in a cargo net. Break-bulk was the traditional method of cargo handling along the Port's finger piers before innovations in container cargo shipping.

Bulkhead Buildings – Structures, generally built on top of the seawall and spanning the width of the pier, which are the entrances to piers.

Burton Act – State legislation which sets the terms and conditions for the transfer of Port property to the jurisdiction of the City and County of San Francisco, subject to control and management by a local Port Commission. (California Statutes, Chapter 1333, 1968.)

Carbon Footprint - The total emissions caused by an individual, event, organization, or product, expressed as carbon dioxide equivalent.

Carbon Sequestration - The process of capturing and storing atmospheric carbon dioxide.

Cargo Shipping – Primary, support and ancillary facilities for waterborne transport of cargo shipped in container boxes or in bulk (dry bulk, liquid bulk, break-bulk, neo-bulk) including but not limited to: shipping terminals and berths, cargo handling, storage and warehousing, equipment storage and repair facilities, cargo sourcing, container freight stations, freight rail and truck access, ship servicing, administrative functions, and employee support services, (e.g. training facilities, parking).

Chandlery - Warehouse for dealers in supplies and equipment for ships and boats.

Climate Action Strategy – San Francisco's strategy to achieve zero waste, reduce the percentage of trips taken in personal vehicles, and to source all residential and 80% of commercial electricity from renewable sources.

Climate Change - Climate change refers to a broad range of global phenomena resulting predominantly from accumulation of heat-trapping gases in the Earth's atmosphere. These heat-trapping or "greenhouse" gasses are produced largely by burning fossil fuels. These phenomena include the increased temperature trends described as global warming, but also encompass changes such as sea level rise and increased frequency of severe weather events.

Community Facilities – Public safety and community service facilities, including but not limited to: fire and police stations, postal services, child and day care services, health care, libraries, community meeting rooms, and medical emergency helipad.

Complete Streets - A transportation and design approach that ensures people of all ages and abilities can get around San Francisco. Complete streets efforts focus on making sure streets are designed for everyone who is using them: people walking, biking, taking transit, driving, and other modes, including those with disabilities.

Connector Buildings – Structures, generally built on top of the seawall north of China Basin Channel, most of which extend between bulkhead buildings.

Container Cargo – Cargo which is transported in standard sized boxes.

Containment Boom - A temporary floating barrier used to contain floating material. Booms may be used to contain floating debris, such as wood or sawdust, so that it can be collected and properly disposed. In the event of an oil spill, booms are used to capture and accumulate floating oil within the boomed area, reducing potential for dispersion and facilitating recovery.

Cruise Shipping – Facilities include passenger ship terminals and berths, cargo warehouses, equipment storage, repair facilities, administrative functions, and employee support services (e.g. training facilities and visitor parking).

Dry Bulk – Dry loose freight, such as grain, aggregate and various ores, which is loaded or unloaded via conveyor belts, spouts or scoops.

Embarcadero Historic District - The Port of San Francisco Embarcadero Historic District consists of piers and remnants of piers, a bulkhead wharf, a seawall, the Ferry Building, the Agriculture Building, and a collection of smaller buildings. These resources are located along a three-mile stretch of San Francisco's waterfront, from Pier 45 in Fisherman's Wharf to Pier 48 south of China Basin Channel.

Embarcadero Seawall - The Embarcadero Seawall is the foundation of over three miles of San Francisco's waterfront from Fisherman's Wharf to Mission Creek. The Seawall supports key utility and transportation infrastructure including critical regional and city land and water transportation networks.

Equity – The San Francisco Human Rights Commission defines equity as “full and equal access to opportunities, power and resources, whereby all people may prosper regardless of demographics.”

Ferry & Excursion Boats and Water Taxis – Primary, support and ancillary facilities for waterborne transportation (e.g. commuter ferries, waterborne taxis, hovercrafts) or short-term excursions (e.g. charter boats, mini-cruises, sightseeing, gaming, dining and entertainment on the water) including but not limited to: passenger terminals and berthing areas, storage, employee or passenger parking, administrative functions, ship servicing areas, layover berths, fueling stations and other boat or passenger services.

Fill – As defined in the McAteer-Petris Act which created the Bay Conservation and Development Commission, fill means “earth or any other substance or material including pilings or structures placed on pilings, and structures floating at some or all times and moored for extended periods, such as houseboats and floating docks.”

Fill Credit – A proposed concept whereby existing fill could be removed and relocated to another site.

Fishing Industry – Primary, support and ancillary facilities for commercial or sport fishing operations including but not limited to: fishing boat berths and harbors, fish processing, handling (e.g. cleaning and packing) and distribution facilities, support services (e.g. fuel docks, Fisherman's Wharf Chapel, fishing research and education facilities), storage, maintenance and administrative functions, and employee services (e.g. training facilities and parking).

General Industry – Facilities for enclosed and open air industrial

activities, including but not limited to: recycling operations, automobile repair and related services, bio-remediation, sand and gravel operations, transmission facilities, and manufacturing operations.

General Office – Includes but is not limited to: administrative, management, executive, business service, research and development, and professional services for small and large companies.

Harbor Fund - When the State of California transferred Port lands to the City and County of San Francisco pursuant to the Burton Act in 1969, the Port Commission assumed fiduciary responsibility for overseeing the “Harbor Fund,” which is comprised of revenues generated by the Port that can be used only for Port operations, maintenance, and capital improvements. As an enterprise agency of the City, the Port supports itself from revenue it earns on Port property and does not receive operating subsidies from the State of California or the City. The Port's ability to fund maritime operations and public access, maintain Port property, preserve historic resources, and provide other waterfront public benefits depends primarily on its ability to generate revenues from Port assets.

Harbor Services – includes tug boats, pilot boats, bar pilots, water taxis, and barges which operate on the Port's waterfront and are needed to support maritime vessels and industries. Other functions and ancillary facilities include ship chandlers, maintenance functions, storage and warehouse facilities, Foreign Trade Zone, Port maintenance, and associated parking.

Historic Ships – Primary, support and ancillary facilities for display of historic vessels including but not limited to: berthing areas, museum/exhibit and administrative space, storage maintenance and workshop space, and employee and visitor parking.

Horizontal Levee - A horizontal levee consists of a hardened structure (levee) setback from the coastline with a wide expanse of natural habitat – often a coastal marsh – between the water and the levee. By protecting the coastal habitats and moving the hardened structure back away from the coast, the marshes provide a natural buffering capacity to reduce the impacts of coastal flooding, storm surge and wave action.

Hotel – Facilities for overnight lodging, including hotels, boatels, bed and breakfast [except for overnight lodging on ships which is consistent with a primary water-dependent use (e.g. temporary or ceremonial berthing, recreational berthing, historic ships, etc.)]

Last-Mile (Connection) - The “last-mile” or “first and last-mile” connection describes the gap from public transit to destination at the beginning or end of an individual trip made primarily by public transportation.

Leadership in Energy and Environmental Design - LEED, or Leadership in Energy and Environmental Design, is a widely used green building rating system for sustainable building, community and home project types. LEED provides a framework to create healthy, highly efficient and cost-saving green buildings.

Layberthing – See Temporary Berthing

Living Shorelines - An approach to shoreline stabilization that uses natural materials such as plants, stone, sand, or wood. Living shorelines often rely on native vegetation, alone or in

combination with stone sills, groynes, or breakwaters to stabilize the shoreline while maintaining or improving habitat and the important ecological functions performed by natural shorelines. Living shorelines provide numerous benefits including remediating nutrient pollution, providing habitat for fish and invertebrates, and buffering shorelines from waves and storms.

- Liquid Bulk** – Liquid freight, such as petroleum or vegetable oil, which is shipped in tankers rather than in drums or other small, individual units.
- Maritime** – A general term used to describe industrial and, commercial or recreation business activities related to waterborne commerce, navigation and recreation, including but not limited to: cargo shipping, ship repair, ferries and excursion boats, cruises, recreational boating, historic ships, fishing industry, berthing.
- Maritime Office** – Administrative and business functions for any maritime industry including, but not limited to: import/export businesses, legal and professional services.
- Maritime Security (MARSEC)** - The Coast Guard employs a three-tiered system of Maritime Security (MARSEC) Levels designed to easily communicate to the Coast Guard and its maritime industry partners pre-planned scalable responses for credible threats. MARSEC Levels are set to reflect the prevailing threat environment to the marine elements of the national transportation system, including ports, vessels, facilities, and critical assets and infrastructure located on or adjacent to waters subject to the jurisdiction of the U.S.
- Maritime Support Service** – Ancillary functions needed to support maritime activities including but not limited to: tug and tow operations, bar pilots, ship chandlers, associated parking and maintenance, equipment storage, repair and warehouse facilities, environmental services, Foreign Trade Zone and Port maintenance.
- McAteer-Petris Act** – An Act passed by the State Legislature in 1969 which created the San Francisco Bay Conservation and Development Commission (BCDC).
- Museums and Cultural Uses** – Includes but is not limited to: facilities for exhibits on San Francisco history, maritime history, ongoing exhibitions, cultural and exhibit space, etc.
- National Register of Historic Places** - The National Register of Historic Places is the official list of the United States' historic buildings, districts, sites, structures, and objects worthy of preservation. The National Register recognizes more than 90,000 properties for their significance in American history, architecture, art, archeology, engineering, and culture.
- Native Plants** – Plants native to the San Francisco Bay Area, preferably native to San Francisco.
- Neo-bulk** – Freight such as autos, steel products and newsprint paper rolls which is shipped in large bulk quantities.
- Non-Accessory Parking** – Parking open to general public use which is not specifically to serve existing Port activities or required for new development.
- Non-Water Dependent Activities** – Activities and land uses which do not require access to the water in order to function.
- Open Space** – Includes but is not limited to: parks, wildlife habitat, wetlands, large plazas, tot lots, fishing piers, public access areas,

and related public amenities.

- Parking** – Includes but is not limited to: surface parking lots or above or below grade garages. (*Also see Accessory Parking and Non-Accessory Parking.*)
- Passenger Cruise Ships** – Primary, support and ancillary facilities for large, generally international passenger cruise vessels with sleeping accommodations typically for over 250 passengers (e.g. ships providing long-distance vacations and recreation voyages which may include gaming, dining and entertainment on board), including but not limited to: passenger terminals and berthing areas, waiting and customs areas, publicly accessible bon voyage and greeting areas, and passenger-serving retail, entertainment and commercial services, ship servicing areas, bus, taxi and visitor pick-up/drop-off and parking areas.
- Piers** – Pile-supported structures over water, which generally have more regulatory restrictions imposed on their use than other Port facilities. The fact that a Port facility is, or is not, commonly referred to as a “pier” does not necessarily mean it is in fact a Pier. The actual construction characteristics, as opposed to the common names of facilities, is the determining factor.
- Port Advisory Committees** – Committees created by the Port with members representing neighborhoods, tenants, maritime, historic preservation, business, open space, environmental, and other waterfront stakeholder perspectives to foster ongoing communication and exchange with the various neighboring communities along the Port’s waterfront: Fisherman’s Wharf, Northeast Waterfront/Ferry Building, South Beach /Central Waterfront, and Southern Waterfront. In addition, the Port has created advisory committees which focus on specific topics and projects, including the Maritime Commerce and the Waterfront Plan Working Group.
- Pier 80-96 Maritime Eco-Industrial Center** - Piers 80–96 Maritime Eco-Industrial Center (Maritime Eco-Industrial Center) is located on piers and upland properties within the Port’s Southern Waterfront area. It is generally bounded by 25th Street on the north, Illinois Street on the west and Cargo Way on the south. The Port defines the Maritime Eco-Industrial Center as an area that co-locates maritime industrial uses to enable product exchange, optimize use of resources, incorporate green design and green technologies on-site, and foster resource recovery and reuse to provide economic opportunities that employ local residents, minimize environmental impacts and incorporate public open space for enjoyment and habitat.
- Pop-up** - A temporary event or place that is established to create a sense of activity and community in an urban environment. A lower risk, lower cost way to experiment with different means of bringing unique retail and social experiences to streets or vacant spaces.
- Port-Priority Use and Port-Priority Use Areas** – The BCDC/MTC Seaport Plan designates areas that should be reserved for port priority uses, including marine terminals and directly-related ancillary activities such as container freight stations, transit sheds and other temporary storage, ship repair, and support transportation uses including trucking and railroad yards, freight forwarders, government offices related to the port activity, chandlers and marine services. Uses that are permitted within port-priority use areas may also include public access and public

and commercial recreational development, provided they do not significantly impair the efficient utilization of the port area.

PortWalk – New public access walkways and amenities extending onto piers, where feasible, as major new mixed use pier developments occur that, together with public sidewalks and rights-of-way and pedestrian improvements under construction along The Embarcadero, will provide continuous pedestrian access through waterfront activity areas. PortWalk improvements will primarily be located north of China Basin, but also could be established south of China Basin where possible.

Power Plants – Facilities and utility installations to generate power including, but not limited to, cogeneration power plants.

Production, Distribution & Repair (PDR) - A variety of industrial activities that promote and support functions including, but are not limited to agriculture, light manufacturing and assembly, distribution, technology research and innovation, repair services, storage, and ancillary promotional displays and demonstrations.

Proposition H – A ballot measure adopted by San Francisco voters in November 1990 which imposed a moratorium on new “non-maritime” development pending completion of a land use plan for a portion of the waterfront property under the jurisdiction of the Port of San Francisco, and prohibited hotel developments or boatels on that property.

Public Access – Areas or features which are open to the public, often provided as part of new development, including but not limited to: esplanades, promenades, boardwalks, pedestrian access to piers, small plazas, visual or informational displays, kiosks, signage, public fishing and viewing areas and related public amenities.

Public Realm - The Public Realm is the setting for civic life comprised of the streets and sidewalks, parks, open spaces, and the buildings that frame them.

Public Trust – Under the Public Trust Doctrine, title to tidelands and lands under navigable waters (as existed when California became a state) is held in trust by the State for the benefit of the people of California and must be used for purposes of commerce, navigation and fishing as well as for environmental and recreational purposes. The Port of San Francisco is the trustee for Public Trust lands granted to the City by State legislation in 1968 (i.e. the Burton Act).

Recreational Boating and Water Use – 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 center for yachting events, swimming, rowing, and boating clubs, marinas, visiting boat docks and moorings, 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.

Recreational Enterprises – Facilities for non-maritime recreation-oriented activities including but not limited to: athletic fitness facilities, indoor and outdoor sports courts, jogging tracks, health and fitness centers and other non-maritime recreation amenities.

Residential – Includes but is not limited to: multifamily unit developments, and, in the southern waterfront, an RV park.

Resilience – San Francisco’s Office of Resilience and Capital Planning

describes resilience as the capacity of individuals, communities, institutions, businesses, and systems within the city to survive, adapt, and grow, no matter what kind of chronic stresses and acute shocks they may experience. It is important to note that resilience is a concept that extends beyond preparation for discrete natural disasters and should be defined in connection to issues such as climate change, escalating urbanization, and other disruptions of daily life.

Retail – Retail sales of goods and services, including but not limited to: restaurants and other eating and drinking establishments, shops, personal services, dry goods, public and other markets, retail outlets, gas stations and carwashes.

San Francisco Bay Trail - The San Francisco Bay Trail is a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties, 47 cities, and across seven toll bridges. The Bay Trail will connect communities to parks, open spaces, schools, transit, and to each other.

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

San Francisco Department of Public Health Climate and Health Program - The Climate and Health Program resides in the SFDPH Office of Policy and Planning and works closely with the Public Health Preparedness and Response Branch (PHEPR) to address the public health impacts of climate change by developing vulnerability assessments, outreach and educational materials, adaptation plans, data tools and indicators, and trainings.

Sea Level Rise - An increase in the level of the world’s oceans due to the effects of global warming.

Seawall - A wall or embankment to protect the shore from erosion or to act as a breakwater.

Seawall Lots (or “SWL”) – Parcels of land owned by the Port which generally lie inland of the seawall that separates land from the Bay. North of China Basin, seawall lots usually are located across The Embarcadero from the water (or along Jefferson Street in Fisherman’s Wharf or near King Street in South Beach). South of China Basin, seawall lots more often abut the water, but they are not pile-supported structures like piers.

Ship Repair – Primary, support and ancillary facilities for repair, restoration, and maintenance of large and small vessels, including but not limited to: drydock and berthing areas, warehouses, workshop and storage areas, administrative functions, and employee support services, (e.g. training facilities, parking).

Sports Facilities – Facilities which accommodate professional sports events such as basketball, baseball, hockey and tennis, which also may be used for non-sport related performances and events, including but not limited to arenas and ballparks, with support and accessory activities such as food services, automobile, bus and taxi parking, pick-up and drop-off zones.

Storm Surge - An abnormal rise of water generated by a storm, over

and above the predicted astronomical tides. Storm surge is produced by water being pushed toward the shore by the force of the winds moving cyclonically around the storm.

Stormwater Runoff - Stormwater runoff is rainfall that flows over the ground surface. It is created when rain falls on roads, driveways, parking lots, rooftops, and other paved or impervious surfaces that do not allow water to soak into the ground.

Temporary & Ceremonial Berthing – Primary, support and ancillary facilities for berthing of historic, military or other visiting vessels on a temporary basis including but not limited to: berthing and passenger greeting, bon voyage and waiting areas, bus, taxi and visitor pick-up/drop-off and parking areas.

Tidal Wetlands - Wetlands are areas where the land is covered by shallow water or the soil is saturated to the surface for at least 14 consecutive days during the growing season. The term wetland includes wet meadows, salt marshes, swamps, bogs and a variety of other aquatic environments. Tidal wetlands are wetlands in which the water level fluctuates with the tide.

Transit First Policy – Policy adopted by the San Francisco Board of Supervisors which prioritizes movement of people and goods with a focus on transit, walking, and biking instead of private automobiles.

Transportation Demand Management (TDM) - TDM involves the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system leading to improved mobility, reduced congestion, and lower vehicle emissions. TDM programs and policies aim to provide commuters with a mix of reliable and affordable transportation options and to reduce single occupant vehicles.

Transportation Network Companies (TNCs) – TNCs provide prearranged transportation services for compensation using an online-enabled application or platform, such as smart phone apps, to connect drivers using their personal vehicles with passengers.

Transportation Services – Facilities for land-based, water-borne or intermodal (e.g. connections between water and land transportation services, including industrial freight rail facilities) transportation operations, including but not limited to: transit and traffic facilities, areas for ticket sales, passenger information and waiting, bus, automobile, taxi, pedicab and horse drawn carriages staging areas and pick-up and drop-off zones, and related administrative functions.

U.S. Secretary of the Interior's Standards for the Treatment of Historic Places - The Secretary of the Interior's Standards for the Treatment of Historic Properties promote historic preservation best practices that will help to protect the nation's irreplaceable cultural resources.

Vision Zero Policy – Policy adopted by the City and County of San Francisco which commits the City to the building of better and safer streets, educating the public on traffic safety, enforcing traffic laws, and adopting policy changes that save lives.

Visitor Services – Facilities and information services oriented to visitors, including but not limited to: programs providing education and information to acquaint visitors with current and historical activities of the Port, the City, maritime operations or similar programs.

Warehousing/Storage – Includes but is not limited to: facilities for storage generally in enclosed buildings, and related transport and distribution of general (non-maritime cargo) goods. Mini-storage warehouses are prohibited on piers or within 100 feet of the shoreline.

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

Water-Oriented Uses – Under the McAteer-Pertis Act, BCDC can permit Bay fill only for certain “water-oriented” uses specified in the law or “minor fill for improving shoreline appearance or public access to the Bay.” The water-oriented uses the law permits include water-related industry, bridges, wildlife refuges, and water-oriented commercial recreation and public assembly. Housing and offices are not considered water-oriented uses.

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

Wholesale Trade/Promotion Center – Facilities for wholesale storage, promotion, sales and distribution of products, including but not limited to: exhibition and conference spaces, ancillary space for promotional displays and demonstrations, and marketing services, particularly those which enhance international trade.