

MEMORANDUM

December 6, 2019

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Willie Adams, Vice President
Hon. Gail Gilman
Hon. Victor G. Makras
Hon. Doreen Woo Ho

FROM: Elaine Forbes
Executive Director

SUBJECT: Informational presentation on public comments, responses, and proposed revisions to Draft Waterfront Plan, and Draft Project Description for the CEQA environmental review process

DIRECTOR'S RECOMMENDATION: Information Only - No Action Requested

EXECUTIVE SUMMARY

In June 2019, the Port published the Draft Waterfront Plan for Public Review and Comment (Draft Plan) and solicited public comments through September 30, 2019. On September 10, 2019, Port staff provided an informational briefing on community presentations and engagement meetings and reported on public comments that had been received to date.¹

Since then, additional public comments have been received and Port staff has reviewed and prepared responses to all comments, which are summarized in this staff report. Although some concerns were expressed in public comments received, Port staff has not received strong opposition to the policy direction of the Draft Plan, as expressed in Plan goals, policies, subarea objectives and acceptable use tables. The public comments and discussions have been helpful to inform how to improve the clarity and understanding of the policy intent of the Plan, and Port staff has proposed some revisions to the Draft Plan for that purpose. The public comments, responses and proposed revisions to the Draft Plan are shown in the linked attachments below, which

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¹ Details about the Waterfront Plan public process and overview of the Draft Waterfront Plan were presented in a [May 10, 2019 Port Commission staff report](#). More details of the Waterfront Plan outreach efforts to solicit public comments were presented in a [September 6, 2019 Port Commission staff report](#). Both reports are incorporated by reference.

are available for public review on the [Waterfront Plan webpage](#) (sfport.com/waterfront-plan-update). The Draft Plan revisions include the addition of an Executive Summary, as shown on pages 11-14 of this staff report.

- [Attachment A](#): Draft Plan revisions
- [Attachment B-1](#): Comments and Responses from Port website survey
- [Attachment B-2](#): Comments and Responses from public meetings and events
- [Attachment B-3](#): Comments and Responses from letters and emails

This public comment process and refinements to the Draft Plan provide a solid foundation for the environmental review process, as required under the California Environmental Quality Act (CEQA). Port staff and our consultant ESA Associates have been working with the San Francisco Planning Department (Planning Department), the City's CEQA lead agency, on early preparations for environmental review. Port staff has prepared a draft CEQA Project Description which is provided in [Attachment C](#). The Planning Department requested public circulation of this document prior to using it in their work to initiate public scoping for CEQA review. Any questions or comments on Attachment C should be sent to Port staff. The updated Waterfront Plan, which may be further refined, cannot be adopted by the Port Commission or other decision makers until the CEQA environmental review process has been completed.

Port staff also has been working with staff of the State Lands Commission (State Lands) and San Francisco Bay Conservation and Development Commission (BCDC) to update and align Port and BCDC policies and coordinate amendments to BCDC's San Francisco Waterfront Special Area Plan. This staff report provides a status report on this work.

STRATEGIC PLAN OBJECTIVES

The Port's Waterfront Plan Update project supports the goals of the Port's Strategic Plan as follows:

Evolution

Complete the Waterfront Plan update to provide a long-term vision for future use of Port lands. The Draft Plan updates existing and sets forth new goals and policies to guide Port planning, leasing, development, and improvement projects.

Resiliency

Prepare the Port for natural and human made risks and hazards. The Draft Plan includes a new goal and policies to help guide the Port as it develops more detailed resilience plans and projects to strengthen and adapt the waterfront to address climate and other risks and envision the waterfront of the future.

Engagement

Strengthen public understanding and support of Port responsibilities and projects through community engagement and participation at many levels. The Waterfront Plan Working Group led a 3-year public process that engaged hundreds of

residents, stakeholders, and public agency partners. Together, they learned about the Port's history, responsibilities, challenges, and opportunities, and developed a consensus about the values and priorities that should guide Port improvements.

Equity

Ensure Port activities advance equity and public benefit and attract a diversity of people to the waterfront. The Strategic Plan equity goal is reflected throughout the Draft Plan which promotes diverse and equitable opportunities for all San Francisco residents, neighbors, and visitors to work, live, travel, and recreate along the Port waterfront.

Sustainability

Practice environmental stewardship to limit climate change and protect the Bay. The Draft Plan includes a new goal and supporting policies to guide, support, and elevate City and Port environmental stewardship and sustainability programs and initiatives.

Productivity

Attract and retain tenants that build an economically viable Port. The Draft Plan public process resulted in greater understanding and critical support for new use and lease strategies that will help sustain, improve, and diversify Port land uses, operations, and portfolio of leases and tenancies.

Stability

Maintain the Port's financial strength by addressing deferred maintenance, maximizing the value of Port property, and increasing value. The Draft Plan's updated financial goal and policies support a financially secure and equitable Port enterprise to help inform and achieve the Port's Capital Plan and Budget and Strategic Plan objectives.

DRAFT WATERFRONT PLAN PUBLIC COMMENTS

The Port of San Francisco Waterfront Plan sets long-term policies to guide the use and improvement of the Port's 7½ miles of waterfront properties for the next 10-20 years. In June 2019, Port staff published the Draft Waterfront Plan for Public Review and Comment and requested public comments by September 30, 2019, but accepted comments through October. Public outreach and engagement was multi-faceted over the summer and early fall, including promotion through Port social media and @SF Port digital magazine, a public waterfront boat tour co-sponsored with the San Francisco Water Emergency Transportation Authority and attended by over 200 people, multiple meetings with City agency and BCDC staff, and 18 public meetings through the end of October, listed in Table 1.

In addition to comments received in meetings, the Draft Plan was available for public review on the Port's website, alongside an online public comment survey that logged a substantial number of public comments. One goal of seeking early public comments is

to determine whether there are information gaps or errors that should be corrected or addressed prior to beginning the CEQA environmental review process.

Table 1: Waterfront Plan Public Engagement Meetings

6/26/19	Waterfront Plan Working Group	8/7/19	Exploratorium
7/11/19	San Francisco Dolphin Club	8/14/19	District 6 Community Planners
7/13/19	WETA/Port waterfront public boat tour	9/4/19	ABAG Bay Water Trail Committee
7/16/19	U.S. Army Corps of Engineers	9/9/19	South Beach Mission Bay Neighborhood Assn
7/16/19	Fisherman's Wharf Advisory Group	9/10/19	Telegraph Hill Dwellers
7/17/19	Northeast Waterfront and Central Waterfront Advisory Groups	9/11/19	Bay Planning Coalition
7/18/19	Maritime Commerce Advisory Committee	9/16/19	Waterfront Design Advisory Committee
7/24/19	Southern Waterfront Advisory Committee	10/29/19	Potrero Boosters
8/6/19	SPUR lunch presentation	12/9/19	East Cut CBD

Port staff has reviewed and prepared responses to all comments, which are summarized below. Although some concerns were expressed in public comments received, Port staff has not received strong opposition to the policy direction of the Draft Plan, as expressed in Plan goals, policies, subarea objectives and acceptable use tables. The public comments are summarized below, and presented in full along with Port staff responses in Attachments B-1 to B-3, which are available for public review on the [Waterfront Plan webpage](http://sfport.com/waterfront-plan-update) (sfport.com/waterfront-plan-update).

- [Attachment B-1](#): Comments and Responses from Port website survey
- [Attachment B-2](#): Comments and Responses from public meetings and events
- [Attachment B-3](#): Comments and Responses from letters and emails

The public comments are summarized and organized below by Plan goal. Those that relate to noteworthy Plan changes are highlighted in gray and further discussed under the Draft Plan Revisions section of the report.

Maritime

- There continues to be strong support for maintaining a diverse mix of maritime industries and water-dependent uses, including water recreational access to/in the Bay, and navigational safety

- Comments support maritime uses, including Southern Waterfront cargo terminals, which support job and economic diversity in the city
- Comments that oppose or express concerns about maritime uses due to environmental pollution and sustainability concerns, including air and water pollution associated with cruise ships
- It is important to maintain berths to support maritime vessels of all sizes, particularly deep-water berths
- Maintaining maritime and industrial uses in San Francisco is difficult; developing industrial warehouse space in the Pier 90-94 Backlands would help reinforce a maritime and industry base in the Southern Waterfront
- High city costs, transportation congestion and climate change effects on fisheries are increasingly challenging for fishing boat operators and the fishing industry
- Support for maritime uses and activities as part of a mix with recreational, commercial and public non-maritime uses
- Support for maritime uses as an authentic element of the San Francisco waterfront
- Comments calling for Wharf J-10 on SWL 303 in Fisherman's Wharf to be categorized as a maritime facility

Diverse Uses

- Plan policies should address artists, art vendors and public art
- There were several comments in opposition to the Embarcadero SAFE Navigation Center
- Opposition to allowing General Office in historic pier projects
- Policy language for General Office use should be qualified to note that including office use in Embarcadero Historic District pier facilities is allowed to the extent such use helps meet the financial feasibility requirements of the project, which includes maritime and public access trust uses, and public-oriented uses
- Port activities should promote leases and investments that attract more locals to the waterfront, and no/low cost activities accessible to people with limited income
- Policy language revisions should clarify that State legislation to allow housing or non-trust uses on seawall lots located north of Market Street should be pursued after a specific development project opportunity is defined, only if necessary, and on a case-by-case basis
- Comment that there are few uses and activities that are accessible or connect with low income and communities of color
- Support for policies for industrial uses to complement Southern Waterfront cargo operations

Parks and Open Space

- Several comments support natural and habitat areas, native plants and living shorelines
- Waterfront public access is important to provide to all regardless of income, and must extend along the Port's entire waterfront

- Support for activation of public open spaces and events to bring people together; consider environmentally-friendly ways to support events (e.g., light shows instead of fireworks, discourage diesel generators)
- Support for creating a new Ferry Plaza, but comments calling for the Waterfront Plan to recognize required coordination with Hudson Pacific Properties, which holds the Ferry Plaza Ground Lease

Urban Design and Historic Preservation

- Support for historic preservation by blending the old with the new and providing uses that meet 21st century needs
- Some comments disagree with the Plan's emphasis on historic preservation, and request that policies focus on good design which can also allow modern additions, and bold visions that focus on climate change resilience
- Natural and Native American history, not only architectural or maritime history, also should be part of historic preservation efforts

Finance

- Comments call for true equity benefits that allow and support low-income residents and visitors, and communities of color; the waterfront is too expensive for lower income people
- Comments reflect an understanding of need to generate revenue from leases, and to pursue diverse funding sources
- Comments call for prioritizing the waterfront for parks and public uses only
- Comments recognize the Port's needs to balance many functions and public interests

Transportation

- Many comments support making bicycle and pedestrian improvements along The Embarcadero, including to slow the speed of vehicle traffic; it is taking too long to implement protected cycle lanes
- Keep bikes, scooters and high-speed cycles separate from pedestrians
- Comments calling for more public transportation service along The Embarcadero and expanded ferry service
- Comments calling for improving east-west transit access to the waterfront, especially for Chinatown and other adjacent or nearby communities of color and low income populations
- Clarify the roles of Port and WETA in expanding water transportation, and improve information about water transportation improvement projects and timelines
- Industrial trucks and goods movement also needs to be accommodated in the waterfront transportation system, especially in the Southern Waterfront
- The Exploratorium supports and promotes use of alternative transportation, but needs to provide access to parking to attract and support regional and out of area visitors and families

Environmental Sustainability and Resilience

- Many comments strongly support both goals, including by improving natural shoreline and habitat areas, the Bay ecology, and wetlands and by promoting biodiversity and nature-based strategies
- Improving the Bay ecology and making the shoreline more resilient to climate change can be interconnected and mutually supportive
- The focus should be resilience to climate change, regardless of community and the Port's economic assets and services. Work with nature, not against it in order to save piers and buildings. Make contingencies for the next 200 years
- Concerns were expressed over the impact of some maritime activities on the marine environment, wildlife and habitat
- Bird-safe building design and lighting, and protection of places for migratory birds was also emphasized
- Several comments emphasized the importance of using San Francisco native plants in landscaping in developed areas as well as in parks, open spaces, and natural areas

Partnerships

- Comments support the need for interagency coordination and proactive discussions that foster public understanding and strong collaborations

DRAFT PLAN REVISIONS

Based on the review and preparation of responses to all public comments, Port staff proposes revisions to the Draft Plan to address refinements or issues raised, which are presented in Attachment A. The revisions provide more details and/or clarifying discussion that address key comments highlighted in the above Public Comment section. In summary, the revisions seek to:

- Provide clearer references to inclusion and recognition of social and economic equity needs
- Provide more context and description of conditions for allowing General Office and PDR uses in Embarcadero Historic District development projects
- Clarify conditions under which State legislation may be considered for seawall lots north of Market Street
- Add additional information regarding transit service needs to the waterfront, coordination with San Francisco Municipal Transportation Agency, and Transportation Map revisions to add transit routes
- Add discussion regarding the need to work closely with Hudson Pacific Properties regarding plans for developing a new Ferry Plaza

- Revise Fisherman's Wharf Subarea map and Acceptable Use Table to reflect maritime-only use designations for Wharf J-10 on SWL 303

Attachment A also includes a few minor policy revisions for the Resilience goals and policies, including to address social equity. Port staff expect to make changes to the background discussion for these topics over the next few months to reflect significant progress since the Draft Plan was published.

The Waterfront Resilience Program, created earlier this year to plan, implement and manage the Port's resilience efforts, is now well underway. The public values and desires expressed in the Draft Plan are a foundation for the Port's resilience work. Through the Waterfront Plan process, the public reaffirmed its commitment to key Port values such as maritime function, historic preservation, sustainability, environmental stewardship and the provision of a diversity of equitable public spaces. The Port's Waterfront Resilience Program has since developed an adaptation planning framework that is designed to maintain and enhance these values.

The framework prioritizes efforts to *strengthen* the current waterfront to protect life safety and preserve emergency response functions, then to *adapt* the waterfront over time to address additional seismic risk and increasing flood risk. This work also will include a public process to *envision* future waterfront visions that are resilient to 2100 and beyond. The "Strengthen, Adapt and Envision" framework will reduce risks to the city and Port while preserving and enhancing the current waterfront, adapting that waterfront over time in a way that leads to a waterfront and shoreline that is resilient to future conditions.

In a similar manner, the Port has not waited until the Draft Plan is approved to improve equity. Creating greater equity is at the core of the Port's values and is reflected in the [Port's Strategic Plan](#). Considerations of how to increase racial equity must be woven into how the Port contracts, lease, hires, and invests in land use improvements to Port property. The Port must provide a waterfront that welcomes all communities and the economic impact of our work should positively impact our surrounding communities, especially those who have historically been left out and left behind.

Social and economic equity are integrated in all 9 goals and policies in the Draft Plan. The proposed revisions in Attachment A include additional references and statements to further emphasize these values.

Port staff also has produced an Executive Summary which will be added to the Draft Plan, which is shown on pages 11-14 at the end of this staff report. Port staff invites public comments regarding the responses and proposed revisions to the Draft Plan outlined in this staff report as well as any other Plan content. The Plan will remain a draft and cannot be approved by the Port Commission until the CEQA environmental review process has been completed. The Draft Plan is therefore subject to further revision and refinement, which may occur in association with Port staff work with BCDC and Planning Department to align the Waterfront Plan with City and BCDC planning documents. Revisions to background information in the Plan also will be completed by Port staff to update information, further distill content, and add links to shorten the

document. Any additional proposed revisions to the Plan's Port-wide goals and policies or subarea objectives, maps, or acceptable land use tables, as opposed to changes that affect only background information, will be recorded in track change format and posted on the Port's website to facilitate Port Commission and public review.

CEQA ENVIRONMENTAL REVIEW

This public comment process and refinements to the Draft Plan provide a solid foundation for the environmental review process required by the California Environmental Quality Act (CEQA). Port staff and our consultant ESA Associates have been working with the San Francisco Planning Department (Planning Department), the City's CEQA lead agency, on early preparations. Port staff has prepared a draft CEQA Project Description, which is provided in Attachment C. The Planning Department requested circulation of this document for public review prior to initiating public scoping for CEQA review. Any questions or comments on Attachment C should be sent to Port staff and will be reviewed and shared with Planning Department staff. As noted above, an updated Final Waterfront Plan cannot be adopted by the Port Commission or approved by other decision makers until the CEQA environmental review process has been completed. We anticipate that the Planning Department will provide a public notice regarding preparation of the environmental review document in January 2020, and we will provide the Port Commission with an update and more details about the CEQA schedule in early 2020.

BCDC AND PLANNING DEPARTMENT COORDINATION

As discussed in greater detail in the September 6, 2019 Port Commission staff report, Port staff are working closely with BCDC staff to prepare amendments to BCDC's San Francisco Waterfront Special Area Plan (Special Area Plan). This work includes meetings with staff of the State Lands Commission, with the objective of aligning the approach and public trust values of all three agencies to support coordinated and collaborative projects and stewardship efforts that enhance, adapt and improve the waterfront. On September 19, 2019, the BCDC Commission approved the initiation of the Special Area Plan amendment process, and Port staff is currently working to prepare draft amendments for review by BCDC.

In addition to CEQA environmental review, Port staff is working with Planning Department staff to determine amendments to the San Francisco General Plan that are needed to align with the Draft Plan. Port staff also will propose amendments to the San Francisco Planning Code and Zoning Map to expand the area that will be subject to waterfront design review procedures. Currently, waterfront design review procedures for major Port development projects apply to Port property north of China Basin Channel and in the Mission Rock and Pier 70 Special Use Districts, but not for other Port properties south of China Basin. The Planning Code and City Zoning Map amendments would create design review procedures for those Port properties.

NEXT STEPS

Port staff welcomes questions and comments on the work completed to date and on the Waterfront Plan. Information on the Draft Plan revisions, updates and information will be maintained on the website: sfport.com/waterfront-plan-update. Communications may be emailed to Waterfront.Plan@sfport.com.

Prepared by: Anne Cook, Waterfront Plan Special Projects

Kari Kilstrom, Waterfront Plan Special Projects

Jai Jackson, Planning Technician

Diane Oshima, Deputy Director
Planning & Environment

Executive Summary

Attachment A

Attachment B

Attachment C

EXECUTIVE SUMMARY

The Port of San Francisco Waterfront Plan governs the use, design, and improvement of 7½ miles of pier and shoreline properties that stretch from Fisherman's Wharf to India Basin and are managed and operated by the Port. In June, the Port published the 2019 Draft Waterfront Plan, a comprehensive update following a 3-year public process led by the Waterfront Plan Working Group. The Port invites public review and comment on this Draft Waterfront Plan, which reflects 161 policy recommendations approved by the Working Group and new information developed during the planning process.

This Draft Waterfront Plan guides the protection and improvement of maritime and non-maritime activities, development, and stewardship programs along this urban waterfront for the benefit of San Francisco and California residents and visitors. It includes new goals and policies to ensure an equitable, safe, sustainable, and resilient waterfront, and partnerships to build understanding of and support for improvements over the next 10-20 years. The Plan's goals and policies also support other Port and City efforts underway, including the Embarcadero Seawall and Waterfront Resilience Program.

GOALS & POLICIES

A MARITIME PORT

Preserve and enhance the Port's diverse maritime portfolio to meet the current and future needs of cargo shipping, cruise, ferry and water taxis, excursion boats, fishing, ship repair, berthing, harbor services, recreational boating, and other water-dependent activities.

POLICY TOPICS:

- Protecting maritime facilities, infrastructure, and operations
- Maintain and enhance maritime facilities
- Southern Waterfront cargo and industrial operations
- Water recreation and recreational boating
- Maritime use and public access compatibility

DIVERSITY OF ACTIVITIES AND PEOPLE

Host a rich array of commercial, entertainment, civic, open space, and recreational activities that complement a working waterfront, increase economic opportunities, and provide destinations for all to enjoy.

POLICY TOPICS:

- Promoting public-oriented uses
- Promoting commercial and industrial uses
- Other Uses: Transportation & Community Facilities

New Plan goals in **BLUE TEXT**

- Embarcadero Historic District rehabilitation and repairs
- Seawall Lot uses
- Mission Rock Neighborhood
- Pier 70 Special Use District
- Short-term interim uses
- Unacceptable uses

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.

POLICY TOPICS:

- Continuity of open spaces
- Sequence of open spaces
- Variety of open spaces
- Park activation
- Working with the City and the public
- City connections
- Design character
- Connections with nature
- Water recreation access
- Maritime and public access compatibility

URBAN DESIGN AND HISTORIC PRESERVATION

Design new developments of exemplary quality, highlight visual and physical connections to the City and Bay, and respect and preserve the waterfront's rich historic context and adjacent neighborhoods.

POLICY TOPICS:

- City pattern
- Historic preservation
- Public realm
- Resilience planning
- Views

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 for the Port and for residents of the City and State.

POLICY TOPICS:

- Public trust benefit investments
- Diverse leasing portfolio
- Diverse fund and financing tools
- Inclusive and equitable economic opportunity

TRANSPORTATION AND MOBILITY FOR PEOPLE AND GOODS

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

POLICY TOPICS:

- Safe pedestrian and bicycle environment
- Functional goods movement and industrial access
- Parking and Transportation Demand Management plans
- Efficient street operations and maintenance

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.

POLICY TOPICS:

- Greenhouse gas emissions
- Water quality and conservation
- Biodiversity
- Green building
- Environmental health

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.

POLICY TOPICS:

- Emergency and disaster response
- Seismic safety
- Resilience partnerships
- Resilience planning
- Achieving multiple objectives
- Social cohesion and equity

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.

POLICY TOPICS:

- Collaborative government
- Public engagement and participation
- Community engagement for competitive leasing and development solicitations
- Community engagement for unsolicited proposals
- Review of other non-maritime leases
- Southern Waterfront leases
- Projects not requiring additional review

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.
3. Enhance the public access experience and open space programming in Fisherman's Wharf.
4. Maintain the diverse mix of uses, including activities that attract local residents and dispel the Wharf's tourist-only image.
5. Work with Wharf restaurants and businesses to coordinate infrastructure improvements that maintain public safety, improve economic vitality, and adapt to sea level rise.
6. Manage transportation flow to and through Fisherman's Wharf; maintain industrial and loading access; reduce single-occupant vehicle use and increase public transit service; enhance the pedestrian and bicycle experience; and increase efficiency of parking operations for Wharf visitors.

NORTHEAST WATERFRONT:

1. Protect and enhance the historic maritime character of the Northeast Waterfront.
2. Maximize opportunities to retain and enhance maritime operations.
3. Activate the Northeast Waterfront with uses that establish a daytime and nighttime presence but are not primarily tourist-oriented.
4. Create new developments on seawall lots that complement the neighborhood and highlight connections to the waterfront.
5. Provide public access amenities that highlight newly created points of interest, activate Pier 27 Cruise Terminal Park, and improve wayfinding systems to enhance enjoyment of the waterfront open space network.
6. Provide a mix of uses that emphasizes the civic importance of the Ferry Building area and generates new activity for San Franciscans and visitors alike.

7. Maintain close working relationships with the SFMTA and other transportation partners to expand public transit and alternative transportation services that improve travel safety and comfort along The Embarcadero.

8. Provide efficiently planned parking and loading facilities to serve new activities in the Northeast Waterfront.

9. Coordinate with Embarcadero Seawall Program resilience proposals to build understanding and support for innovations to adapt to climate change while respecting the Northeast Waterfront's history and character.

SOUTH BEACH:

1. Preserve and improve existing maritime uses and public enjoyment of new maritime and water-dependent activities in South Beach.
2. Maintain and activate an integrated series of parks and public access improvements that includes a unifying pedestrian connection from South Beach to Mission Bay at China Basin Channel.
3. Promote activities and public access in historic pier projects within the Embarcadero Historic District.
4. Create opportunity for new development that creates 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 SFMTA and other transportation partners to expand public transit and alternative transportation services that improve travel safety and comfort along The Embarcadero.
7. Coordinate with Embarcadero Seawall Program resilience proposals to build understanding and support for innovations to adapt to climate change while respecting South Beach's history and character.

MISSION BAY:

1. Complete the Blue Greenway public access and open space improvements throughout Mission Bay.
2. Preserve berthing for maritime and deep-water vessels at piers, 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.
4. Preserve and restore Pier 48 to recall the Mission Bay waterfront's historic use and to accommodate new uses.
5. Maintain close working relationships with the SFMTA and partner agencies to expand public transit and alternative transportation for existing and new development, while maintaining viable access for Port maritime and maintenance activities.

SOUTHERN WATERFRONT:

1. Continue inter-agency coordination to align maritime, industrial, and development priorities and investments in the Southern Waterfront.
2. Improve and enhance Blue Greenway open space areas that do not compromise maritime operations or sensitive

environmental habitat, and educate maritime, small boating, and recreational water users about safe recreational boating practices.

3. Implement approved development plans for the Pier 70 Special Use District, Historic Core, and Crane Cove Park projects, which will give new life to the Union Iron Works Historic District and create a new waterfront neighborhood in Dogpatch.
4. Explore new business partnerships for the Pier 70 drydock facility as part of a broader strategy that evaluates additional maritime industry opportunities.
5. Increase marketing efforts to support maritime business partnerships to maximize use of Port cargo terminal facilities in a dynamic urban environment.
6. In the Pier 90-94 Backlands, pursue industrial warehouse opportunities that are compatible with cargo terminal operations and that can provide maritime support, generate economic value and benefits to the community, and 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.



ATTACHMENT A – PROPOSED DRAFT PLAN REVISIONS (substantive changes as of December 2019)

Port staff proposes to revise the Draft Waterfront Plan as described below. New additions are italicized and underlined; deletions are shown with ~~strike through~~.

Revision to Plan's “Diversity of Activities and People” goal statement on p.14 and p. 28:

Host a diverse and rich 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.

Revision to add “abilities” in last sentence of last paragraph of text on p. 28:

“... This diverse mix of uses has reconnected San Francisco to its waterfront, providing recreational and economic opportunities to people of all ages, abilities, races, and socio-economic backgrounds.

Revision to add “abilities” in last sentence of first paragraph of text on p. 32:

Public-oriented uses are fundamental to a lively urban waterfront that welcomes people of all ages, abilities, races, and economic backgrounds.

Revision to Commercial and Industrial Uses sidebar on p.33, adding an asterisk next to the "General Office" and "PDR" headings, and a footnote within the sidebar to read:

"See Embarcadero Historic District discussion on pp. 34-36 regarding conditions for allowing General Office and PDR uses."

Revision to add “short-term” in second to last sentence of Commercial and Industrial Uses paragraph discussion on p. 33:

“...Office use is included in buildings on some seawall lots, in historic rehabilitation projects such as the Ferry Building, and as short-term interim uses....”

Revision to 2nd paragraph on p. 35, to add two new sentences prior to the final sentence. With this revision, the last two sentences read:

"... Piers must be seismically retrofitted to support public uses in these historic properties. Seismic retrofits, together with other public trust improvements, are very costly. Because maritime, public access and public-oriented uses typically produce modest or no revenues, historic pier rehabilitation projects must include a financially feasible development program which may require the inclusion of high revenue generating General Office and/or certain types of high revenue Production, Repair, and Distribution (PDR) uses. To the extent development partners can commit other outside funding or financing resources to offset or subsidize the cost of public-oriented uses and public trust benefits provided in the project, this is strongly supported and encouraged. In addition, The success of such projects is reliant upon lease terms that are sufficient to amortize the investment necessary to support repair, seismic strengthening, and other improvements necessary to achieve project objectives.

Revision to 1st paragraph, 2nd sentence under the heading Short-term Interim Uses, on p. 36:

"... Under the Burton Act, Port lands may be leased for a wide range of short-term interim uses, including non-trust uses, pending the lands' ultimate development or improvement to achieve long-term public trust benefits. ..."

Revision to Seawall Lot Policy #39, on p. 41:

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.

Revision to 4th paragraph, on p. 46:

There is one major project remaining to complete the Port's park network: the creation of a Ferry Plaza on the Bay side of the Ferry Building. Given the Ferry Building's civic and regional significance as a major gathering place and a ferry and regional transit hub, transforming the existing public access area into development of a beautiful and iconic Ferry Plaza is an obvious opportunity to would create a great public space to that welcomes residents and visitors from around the world. Unlike any other Port park, Ferry Plaza has the potential to be a true piazza, framed by built structures and active uses of the Ferry Building, the ferry terminals, and the adjoining restaurant/utility structure, while also providing spectacular views of the Bay Bridge and Yerba Buena Island. The design and improvement of the plaza will require a collaborative partnership

with Hudson Pacific Properties, which holds the Ferry Plaza ground lease, and must
need to complement Ferry Building and other these adjacent uses, as well as and host
a dynamic program of activities and gatherings, including the popular Saturday farmers
market. This effort also will need to include a strategy for adapting to rising tides and
providing flood protection at this important regional facility. The Port will require funding
for this project. Sources may include the Parks General Obligation Bond program and
private funders.

Revision to Policy 4d, on p. 49:

“... 4d. Collaborate with the Ferry Plaza Ground Lessee to ~~to~~create a Ferry Plaza on
the Bay side of the Ferry Building ~~designed to~~ that complements ferry terminal and
passenger activities, farmers markets, public gatherings, and special events.
Incorporate enjoy expansive views of the Bay Bridge, and resilience design features to
adapt to rising tides.”

**Revision to statement under “Waterfront Transportation-A Delicate Balancing
Act”, 2nd paragraph, modifying last sentence on p. 77:**

“...Coordinating and managing this transportation system is a delicate balancing act that
involves accommodating heavy maritime industrial and cargo uses while also providing
equitable access to safe and convenient public transit, automobile, pedestrian, and
bicycle access for all San Franciscans and visitors.”

**Revision to Biodiversity Policy 4.b., modifying “drought-tolerant plantings” on p.
99:**

“Implement City biodiversity goals and best sustainable practices (e.g. LEED standards,
wildlife and Bay-friendly practices and ~~drought-tolerant plantings~~ native plants,
prioritizing plants native to San Francisco to the greatest extent feasible)....

**Revision to Biodiversity Policy 4.e., modifying policy goal to build natural
infrastructure on p. 99:**

“~~Seek opportunities to build~~ Prioritize development of natural infrastructure (e.g.,
wetlands, horizontal levees, and living shorelines) and habitat into shoreline stabilization
or improvement projects ”

**Port staff will work with SFMTA to include revisions to the Transportation Map F
on p. 79 to incorporate key east-west transit routes, including 1 California, and**

the Central Subway due to open in 2021. An additional revision to Map F will incorporate a notation of the Caltrain stop at Pennsylvania and 22nd Street.

Add the following sentence at the end of Resilience Policy (Seismic Safety) #2c on p. 108:

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

Revision to Resilience Policy (Achieving Multiple Objectives) # 5d on p. 109:

5.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.

Add the following to Resilience Policy (Social Equity) 6 on p. 110:

6. Ensure that the Port's resilience plan makes equity a priority and identifies ways to build community capacity, participation and social cohesion.

Adding new sentence prior to last sentence of 1st paragraph on p. 123:

"... Because the area contemplated for the new Ferry Plaza includes the leased premises under the Ferry Building Ground Lease, the Ferry Building tenant must be integrally involved with the Ferry Plaza design and development process. This Waterfront Plan also promotes further improvements to enrich the public realm along the Northern Waterfront, particularly along the west side of the Embarcadero to serve more neighborhood users and relieve overcrowding along the Embarcadero Promenade. "

Adding new sentence to end of 4th paragraph on p. 144:

“... The design will also need to be integrated with improvements to the Downtown Ferry Terminal developed by WETA, and coordinated with seismic investments that will be determined through the Embarcadero Seawall Program. Because the area contemplated for the new Ferry Plaza includes the leased premises under the Ferry Building Ground Lease, the Ferry Building tenant must be integrally involved with the Ferry Plaza design and development process.

Correction to second paragraph under Fisherman’s Wharf Objective 2, on p. 128:

“The San Francisco Maritime National Historical Park Association at Hyde Street Pier...”

Revision to 3rd sentence under Fisherman’s Wharf Objective 6, on p. 132:

“...While these improvements are targeted to improve visitor transportation access for visitors, employees and residents, the Port will continue to work with the SFMTA and San Francisco Public Works to protect industrial and commercial loading access necessary to support fishing industry needs.”

Revision to Fisherman’s Wharf Acceptable Use Table on p.134:

Add a new row in the table labeled “SWL 303, Wharf J-10” and list “A” (indicating Acceptable Use) for the following maritime activities: Fishing Industry, Maritime Office, Harbor Services and Maritime Industrial, Recreational Boating and Water Recreation, and Ship (boat) Repair; no non-maritime uses will be listed as allowable for Wharf J-10.

Revision to Fisherman’s Wharf Subarea Map F on p.135:

Change “Former J-10” to “J-10” in SWL 303, and apply hatching graphic to indicate that J-10 is a Maritime Use site.

Revision to Northeast Waterfront Objective 3 on p. 141 to insert a new 2nd paragraph mid-way through the existing paragraph after “... create new ways to enjoy the waterfront and generate revenue.”:

These new activities should include affordable events and programs that can be enjoyed by people with low income and communities of color, including from the adjacent Chinatown neighborhood. Within the Embarcadero Historic District, particular focus will be given to creating a broad array of public-oriented uses and attractions that invite the public to appreciate and enjoy the historic interiors of the piers. ...”

Revision to second to last sentence in 1st paragraph in Northeast Waterfront Objective 4 on p. 142:

“... This unique attraction will enliven the waterfront, enhance the public realm along the west side of The Embarcadero, and provide a fitting gateway at Broadway that highlights a major street leading to Chinatown and North Beach to the west. Both projects....”

Revision to 2nd paragraph, 4th sentence in Northeast Waterfront Objective #4, on p. 142:

“... These efforts may include securing approval of public trust legislation by the State Legislature after a specific development project has been determined for an individual lot, as was required for the 88 Broadway project and other Port seawall developments. Such legislation would be pursued only if necessary and on a case-by-case basis, to lift use restrictions and allow development of housing and non-trust uses on Port lands in exchange for addressing other required public trust benefits and obligations in the project.”

Add new sentence to end of paragraph under Northeast Waterfront Objective 7 on p. 145:

Additionally, the Port should work with SFMTA to expedite implementation of planned east-west public transit improvements between inland neighborhoods, including Chinatown and North Beach, and the waterfront.

Add new definition to Appendix E Glossary of Terms on p. 199:

Native Plants – Plants native to the San Francisco Bay Area, preferably native to San Francisco.

Attachment B-1: Draft Waterfront Plan Comments and Port Responses from Port Website Survey

The Port published the Draft Waterfront in June 2019 and solicited public comments through October 2019. The Port created an online survey and comment form, as one of the methods to facilitate public review and collect public comments.

The online survey was designed to collect public comments organized by the 9 Port-wide goals presented in the Draft Plan. There was a two-part questions for each of the nine goal categories: Part A provided a sliding scale response choice allowing respondents to indicate their degree of agreement or disagreement with the stated Plan goals and policies; and Part B, an open comment box allowing the respondent to express any question of comment in their own words. Port staff has reviewed and developed responses to each of the written comments. The responses include references to Plan revisions.

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Table 1: Question 5A-B, Maritime Goals and Polices (Chapter 2A)

5A- The Maritime Goals and Policies support preserving diverse maritime industries, including cargo shipping, cruise ships, ferries and water transportation, fishing, recreational boating, and water recreation.

5B -Tell us more about your thoughts on the Maritime Goals and Policies.

Comments from Responders who Agree	Port Response
You need more actual access to the bay, touch the water!	We agree. This is addressed in Draft Plan Ch. 2D - Urban Design and Historic Preservation. Policy #7 (p. 61) states: "Provide waterfront views, shoreline public access, or direct access to and from the Bay for visitors' enjoyment of the natural environment". Also, Open Space policies #18a - g (p. 51) address Water Recreation Access in greater detail.
This seems pretty straightforward. I am especially interested in the increased transportation options as an east bay commuter.	The Draft Plan recognizes the importance of expanding water transportation facilities (Maritime Policy #13, p. 25) and improving expansion of service between the waterfront and the surrounding region (Transportation Policy #3, p. 64) to support the mobility of commuters like yourself.
yes, please, to a cruise ship terminal at Pier 50	Maritime Policy # 9 (p. 25) recognizes the opportunity to identify locations suitable for cruise ship berth development, which could include Pier 50. More site analysis would be required for any location that is further considered.
Caution: cruise ships are notorious polluters.	<p>Cruise lines are working to develop and implement increasingly responsible environmental practices for the industry. For example, in order to reduce air emissions while at-berth, more cruise vessels are being designed and built to connect to clean shore power. Cruise lines are also constructing vessels powered by alternative, cleaner fuels. Port rules and regulations also prohibit discharge of sewage, gray water, ballast water, hazardous waste, solid waste, fuel, or oil-related substances from cruise vessels at-berth at Port cruise terminals.</p> <p>The Port maintains a California Air Resources Board-compliant zero-emission shore power system for cruise ships that call at Pier 27. Maritime Policies #9 and #10 (p. 25) call for investment in shore power infrastructure (or comparable zero-emissions alternatives) capable of supporting cruise ships at additional locations.</p>

I especially support the goals that aim to preserve and enhance habitat for non-human creatures. I also strongly support goals that aim to harden against sea-level rise.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy #4.a-h, p. 99) and require new projects to include flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109).
restore or preserve natural habitat	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy #4.a-h (p. 99).
I think by this time cargo shipping is an obsolete goal, which we might want to let go.	San Francisco's waterfront is seeing record cargo growth, driven by electric cars and dry bulk goods, such as sand and aggregates used in construction. The Port is committed to expanding cargo services and supporting local jobs and a working waterfront.
Cargo shipping to Oakland	San Francisco's waterfront is seeing record cargo growth, driven by electric cars and dry bulk goods, such as sand and aggregates used in construction. The Port is committed to expanding cargo services and supporting local jobs and a working waterfront.
It really doesn't matter what we think - big money and greed will always win out where the waterfront is concerned. I treasure places like Heron's Head Park and open spaces such as those from Pier 39 to Oracle Park. And I hope that when the city caves to the development hustlers that there are spaces like those created in addition to overdevelopment plans.	The Draft Plan Open Space policies (p.44-52) protect and build upon the existing open space network along the entire Port waterfront, including creating enhanced natural shoreline and habitat areas. Of particular note, Open Space policy 4.d (p.49) calls for a new Ferry Plaza on the Bay side of the Ferry Building, completion of the Blue Greenway through the Southern Waterfront, and new/improved public access consistent with the Public Trust Objectives for the Embarcadero Historic District.
Not a fan of the cruise ships, but the ferries and fishing are super important	The ferries and commercial and recreation fishing are well-supported by Draft Plan policies in Ch.2A - A Maritime Port
Do not harm the ecosystem or Compromise habitat or bodily safety of any wildlife	Ch. 2G - An Environmentally Sustainable Port (p.91) includes a discussion of the City and Port's habitat protection and biodiversity goals and efforts. Policies to protect and enhance natural habitat and promote biodiversity are articulated in Environmental Sustainability Policy #4.a-h on p. 99.
open space and commerce are important to the vitality of SF. sustainable and clean practices and accountability are vital. be aware of homeless and littering issues.	The Draft Plan has established policies to protect/prioritize maritime uses (Maritime Policies 1-13, p. 24-25), and to promote shared public access with maritime operations at appropriate locations (Maritime Policy 26a-e, p. 26).
Most important for waterfront is preserving and protecting natural habitat	Ch. 2G - An Environmentally Sustainable Port (p.91) includes a discussion of the City and Port's habitat protection and biodiversity goals and efforts. Policies to protect and enhance natural habitat and promote biodiversity are articulated in Environmental Sustainability Policy #4.a-h on p. 99.
I support ferries and water transportation, fishing, recreational boating, and water recreation. Not so much cruise ships. Cargo shipping needs to be considered in context of threats to marine life.	The Draft Plan supports all these maritime uses and includes policies aimed at promoting environmental sustainability in the wide range of maritime activities at the Port. Policies addressing water quality (Policy #2, p. 98) and biodiversity (Policy #4, p.99) help

	<p>address the environmental impact of maritime operations.</p> <p>With respect to marine life, the U.S. Coast Guard and National Marine Fisheries Service help prevent whale strikes by issuing whale sighting alerts through their Vessel Traffic Service. A growing number of shipping companies have also agreed to reduce their vessel speed to 10 knots or less in the Bay to reduce whale strikes.</p> <p>The Port applies similar best practices during Port operations to protect other types of wildlife. For example, the Port avoids dredging or in-water work during the Pacific herring spawning season. If dredging must occur during the spawning season, the Port hires trained observers to monitor for signs of spawning and work is suspended if spawning is observed.</p>
As long as their operation is healthy for the water quality, and enables the health and safety of all wildlife and native plants	The Draft Plan includes policies aimed at promoting environmental sustainability in the wide range of maritime activities at the Port. Policies addressing water quality (Policy #2, p. 98) and biodiversity (Policy #4, p.99) help address the environmental impact of maritime operations. The Draft Plan addresses the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
I think these things are important but preserving the birds, wildlife, fish, and nature are just as important, and I didn't see those things listed in the list you provided above.	The Draft Plan recognizes the importance of the protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
My concern is whether some of this (cargo shipping, cruise ships, ferries) are hurting the environment.	The Draft Plan includes policies that address the environmental impacts of Port operations in Chapter 2G - An Environmentally Sustainable Port (p 89-100) and includes specific policies regarding water quality (Policy #2, p. 98), habitat enhancement, and biodiversity (Policy #4, p.99).
The only industries mentioned above that I have concerns about are the cargo shipping and cruise ships as I worry about the environmental impact of how they run their businesses. the water quality of the Bay is of the utmost importance.	Cruise lines are working to develop and implement increasingly responsible environmental practices for the industry. For example, in order to reduce air emissions while at-berth, more cruise vessels are being designed and built to connect to clean shore power. Cruise lines are also constructing vessels powered by alternative, cleaner fuels. Port rules and regulations also prohibit discharge of sewage, gray water, ballast water, hazardous waste, solid waste, fuel, or oil-related substances from cruise vessels at-berth at Port cruise terminals. The Port maintains a California Air Resources Board-compliant zero-emission shore power system for cruise ships that call at Pier 27. Maritime Policies #9 and #10 (p. 25)

	<p>call for investment in shore power infrastructure (or comparable zero-emissions alternatives) capable of supporting cruise ships at additional locations.</p> <p>The Draft Plan includes policies that address the environmental impacts of Port operations in Chapter 2G - An Environmentally Sustainable Port (p 89-100), and includes specific policies regarding water quality (Policy #2, p. 98), habitat enhancement, and biodiversity (Policy #4, p.99).</p>
I am a big fan of getting citizens to use their waterfront. I loved the Embarcadero highway coming down which ultimately transforming the city's waterfront into a vibrant place to enjoy our beautiful city.	Agreed!
preserve biodiversity	Environmental Sustainability Policies 4a-h (<i>Biodiversity</i> , page 99) are focused on the protection and enhancement of the Port's natural resources.
I don't know the environmental impact of all the listed maritime activities, but in principle, it sounds fine to support them.	The Draft Plan includes policies that address the environmental impacts of Port operations in Chapter 2G - An Environmentally Sustainable Port (p 89-100), and Policy #1-5 on pages 98-99.
I support balancing the above activities.	The Draft Plan supports all the Port's maritime industries, as well as compatible commercial, recreation, open space, public access and other uses along the waterfront.
BRING BACK A FULL FERRY SCHEDULE - WE NEED A BETTER, MORE CIVILIZED OPTION OPTION THAN ROADWAY TRANSIT.	Transportation Policies 8-11 (<i>Smart Ferry and Water Transportation Service</i> , pages 84-85) focus on the establishment of an accessible local and regional water transit network.
why just preserve and not enhance or promote like described in other goals	The Draft Plan does say "preserve and enhance" in the Goal Statement (p.18), just not in the summary statement in the survey. Thanks for noting this.
Most residents will only interact with Bay ferries. Given our transportation woes, Ferry routes and times should be increased (and prices subsidized like BART) so this can be a viable means of commuting around the SF Bay.	Transportation Policies 8-11 (<i>Smart Ferry and Water Transportation Service</i> , p. 84-85) focus on the establishment of an accessible local and regional water transit network. The port does not set fares for the ferries. Please see the San Francisco Water Emergency Transportation Agency for more information about fares.
I believe we should provide incentives such as enterprise zones to encourage thoughtful enhancements to the waterfront or long-term leases	Policy number 2.b (page 72) of the Draft Plan's Finance Policies allows lease terms that support financing and amortization requirements associated with capital repairs and improvements to Port property. Also, the Port financial discussion on pp. 68-70 provides information about funding sources and public financing tools to support waterfront repairs, public improvements and enhancements.
This is an amazing shared open space that is used by many for a variety of purposes. It is important that particular users do not impinge upon other possible uses and that everyone	Draft Plan policies promote the diversity of uses along the waterfront, so there are activities for all to enjoy. Of the many Diverse Use Policies beginning on page 37 of the Plan, policy # 1 supports a diversity

respects the diversity of ways to enjoy the open space.	of public-oriented uses that equitably serve and attract a variety of people.
Continuing as a "working port" of sorts will provide jobs, maintain the character of the waterfront, keep the area viable.	Maintaining the working port is a priority of the Draft Plan and the focus of Chapter 2A - A Maritime Port. For example, there are policies aimed at maintaining a viable industrial base and generating economic activity and jobs (Maritime Policy 15, p. 25). See also the finance policies in Chapter 2E - A Financially Strong Port with Economic Access for All.
A working waterfront is more vibrant and useful for our city. It can be all tourism and shopping/dining - it's not Disneyland.	The Draft Plan emphasizes the importance of maintaining the working waterfront and includes policies that address maintaining an industrial base and generating economic activity and jobs (Maritime Policy 15, p. 25).
It's important to preserve authentic maritime activities, as that is what people who visit want to experience. This includes maintaining foghorns, encouraging maritime transit, and providing access to as many piers as possible.	The Draft Plan emphasizes the importance of maintaining the Port's authentic maritime character and rich cultural history, especially in Ch. 2D - Urban Design and Historic Preservation goals and policies (beginning on pp. 54-61).
More fishing opportunities	The Draft Plan promotes the fishing industry at Fisherman's Wharf (Chapter 2A - A Maritime Port and the Fisherman's Wharf Subarea plan p. 185) and the expansion of public access along the waterfront, which provides opportunities for recreational fishing.
I want these to continue, with increasing focus on sustainability.	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
We need an additional two or three 24-hour public access docks for recreational sports fishing boats to conveniently load and unload city-based passengers. Ideally this will include one accessible public dock at the existing SF city owned marina area to the west along marina green and two along the embarcadero from the city toward the Bayview. This is clear missing piece of any bay margins strategy.	The Draft Plan supports the expansion of the Bay Water Trail along Port property, to increase public access to bay waters. See Ch. 2C - Public Access and Open Space along the Waterfront, particularly p. 45 and 51. The Pier 52 Public Boat Launch in the Mission Bay waterfront may provide access options for sport fishing enthusiasts. The SF Marina adjacent to Marina Green is not in Port jurisdiction.
Restoration of habitat should take precedence over further development for maritime activities	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).

Ferry service to Treasure Island will be necessary.	Transportation Policies #8-11 (<i>Smart Ferry and Water Transportation Service</i> , pages 84-85) focus on the establishment of an accessible local and regional water transit network. The expansion of the Downtown Ferry Terminal next to the Ferry Building is planned to provide ferry service to Treasure Island.
Comments from Responders who Disagree	Port Response
I'm concerned about the pollution from all that boating.	The Draft Plan includes policies aimed at promoting environmental sustainability in the wide range of maritime activities at the Port. Policies addressing water quality (Policy #2, p. 98) and biodiversity (Policy #4, p.99) help address the environmental impact of maritime operations. The Draft Plan addresses the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
Enhance environmental protections by reducing cargo shipping, cruise ship traffic, and other polluting water activities b/c of contributions to climate change, particulate pollution, damage to marine ecosystem. Reduce to local ferries, promote wind cargo and no-engine recreational boating i.e. kayaks, sail.	The Draft Plan includes an entirely new section on environmental sustainability to support environmental protections and resource management for maritime and non-maritime activities, including pursuit of alternative energy technologies. See Environmental Sustainability goal and policies (pp. 90-100). Human-powered water recreation is promoted in Draft Plan open space policies (Policies 18a-g, p.51).
seems like this will pollute the bay more than anything.	The Draft Plan includes policies aimed at promoting environmental sustainability in the wide range of maritime activities at the Port. Policies addressing water quality (Policy #2, p. 98) and biodiversity (Policy #4, p.99) help address the environmental impact of maritime operations. The Draft Plan addresses the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
There are few places available for Nature to thrive.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99), implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
Nature first! Birds and fish!	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99), and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).

Minimize cargo shipping, cruise ships, and maritime industries	One of the Port's core public trust responsibilities is to promote maritime commerce, navigation and water-dependent uses. This is reinforced by Proposition H, the measure approved by SF voters which requires first priority consideration for maritime uses in the Waterfront Plan.
How does a navigation center does not fall in line with goals and policies?	Port properties that are not ready for long-term development may be leased for a wide variety of interim uses, to generate revenues to support waterfront repairs and capital improvements. The Draft Plan Financial goal and policies provide more discussion (pp. 64-73).
The policy document is a means to rubber stamp organized crime giveaways and contribute to San Francisco housing unaffordability and income inequality. The policy document was drafted at the behest of a transnational transgenerational organized crime syndicate to transform uninhabitable brownfields into overpriced housing and cash out on a Love Canal.	Thank you for your comment. The Port respectfully disagrees.
The waterfront should be transformed for the enjoyment of natural resources. There is so much beauty in the Bay that can be suppressed by industry, such as described above. I'd like to see more swimming, kayaking, walking, cycling, native plantings, and protected wildlife areas, as we share this beautiful city with so many other creatures.	See the Plan's goals and policies for Open Space (pp. 44-52) and Environmental Sustainability (pp. 90-100). The Port of San Francisco has State responsibilities to serve multiple needs and resources. Bay public access, water recreation, and environmental restoration, like maritime businesses, are public trust uses that the Port is required to maintain and improve along the waterfront. Environmental Sustainability includes the Port's natural resource and environmental management operations, which support natural and wildlife habitat restoration, and improvements to soil and Bay water quality, and biodiversity.

<p>The maritime industry has historically wreaked environmental havoc and injustice on the southern waterfront. It is time to rethink the southern waterfront, convert some of the industrialized and polluted uplands and waterfront to open space and public use. Heron's Had park is a good example of a community first approach. The back lands of Pier 90 - 96 could most easily be converted to public open space and San Francisco should be pulling industry back from and restoring the Islais creek watershed. With the dramatically increase of population this are desperately needs to increase its focus on cultural parks that it has been denied for so many decades. The Port of San Francisco has a very poor history of serving this community. Time to think of the health of that community instead of the few large industrial corporations that continue to pollute the air, land and water. Where is the natural environment in the 5.A. statement? What happened to the Biodiversity Resolution that the Port Commission voted on? Just words? Very disappointed.</p>	<p>The Port of San Francisco has State responsibilities to serve multiple needs and resources and works hard to serve the needs for Bay public access, water recreation, environmental restoration, and maritime cargo business. All are public trust uses that the Port is required to maintain and improve along the waterfront. The Maritime goal and policies are presented on pp. 17-26 of the Draft Plan. Plan goals and policies for Open Space are provided on pp. 43-52, Environmental Sustainability goals and policies on pp. 89-100. The Southern Waterfront is the center for the Port's cargo industrial operations, which have been managed in concert with expansion of waterfront parks, public access and water recreation along the Blue Greenway. The Draft Plan describes the objectives for the Southern Waterfront on pp. 172-183; in particular, see Objective 2 on p. 174. Objective 8 on p. 181 provides focused address of the resilience needs and planning underway, including adaptation and improvement of the Islais Creek watershed. Please also see Draft Plan Environmental Sustainability goals and policies (pp. 90-100) including natural and wildlife habitat restoration and improvements to soil and Bay water quality, and biodiversity, consistent with the City's Biodiversity Policy.</p>
<p>I am concerned about the impacts on birds and habitat of these activities.</p>	<p>The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).</p>
<p>This area does not need large development. It would be better served to have a low impact on the area.</p>	<p>The Draft Plan Environmental Sustainability goals and policies (pp. 90-100) guide and advance remediation, greenhouse gas reduction, water quality protection, biodiversity, green building and improved environmental health to improve conditions and promote low impact programs and practices along the waterfront.</p>
Additional Comments	Port Response
<p>Light pollution should be minimized. Birds that depend on stars for navigation get confused by artificial light.</p>	<p>Policy number 5.e of The Public Realm section of The Draft Plan's Urban Design and Historic Preservation Policies (page 60) establishes guidelines for waterfront lighting, which includes sensitivity to wildlife.</p>
<p>Preserving nature important</p>	<p>The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.a-g (p. 99).</p>

Protect natural habitat	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.a-g (p. 99).
Large cargo ships need to be required to slow down in the bay. Preventing whale strikes should be a priority.	The Draft Plan supports all these maritime uses and includes policies aimed at promoting environmental sustainability in the wide range of maritime activities at the Port. Policies addressing water quality (Policy #2, p. 98) and biodiversity (Policy #4, p.99) help address the environmental impact of maritime operations. With respect to marine life, the U.S. Coast Guard and National Marine Fisheries Service help prevent whale strikes by issuing whale sighting alerts through their Vessel Traffic Service. A growing number of shipping companies have also agreed to reduce their vessel speed to 10 knots or less in the Bay to reduce whale strikes.
Preserving natural areas and access is most important to me...	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas, supporting public engagement and equitable access to natural areas, and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.a-h (p.99).
With sea level rise and climate change impacts and aging structures now is the time for evaluating living shorelines wherever feasible to buffer the shorelines and protect the City while providing a resilient and sustainable port with open space and public access along the waterfront.	The Draft Plan recognizes that it will be necessary to identify and act upon opportunities to build natural infrastructure such as wetlands, horizontal levees and living shorelines. See, for example, Environmental Sustainability Policy 4.e (p. 99). The Draft Plan Environmental Sustainability and Resilience goals and policies provide a foundation for more detailed analysis and proposals that will be developed in the Port of San Francisco Waterfront Resilience Program (https://www.sfportresilience.com/).
We need to be thinking more about the human impacts on our ecosystems here	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (p. 98-100) dictate that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).

**Table 2: Question 6A-B, Diversity of Activities and People
(Chapter 2B)**

6A- The Diverse Waterfront Goals and Policies support hosting a rich array of commercial, entertainment, civic, open space, and recreational activities that complement a working waterfront, provide economic opportunity, and invite all to enjoy the waterfront.

6B- Tell us more about your thoughts on the Diverse Waterfront Goals and Policies.

Comments from Responders who Agree	Port Response
Again, more hands-on water activities.	The Draft Plan supports such use. Urban Design and Historic Preservation Policy #7 (p. 61) states: "Provide waterfront views, shoreline public access, or direct access to and from the Bay for visitors' enjoyment of the natural environment". Also, Open Space policies #18a - g (p. 51) address Water Recreation Access in greater detail.
I thought that the Arts Commission and art vendors or peddlers was missing from this section. I understand that the Embarcadero Plaza market is not on Port property, but from the perspective of the pedestrian or user of the space they are interconnected. Artists have been activating this area for 47 years, other art vendors are interested in opportunities at the Port, near Pier 39, etc. The plan does not even address this. Additionally, I saw many city partner's listed but not the Arts Commission which would have a direct partnership for public art installation and activation opportunities.	The Draft Plan includes policies supporting Artist/Designer studios and uses, including manufacturing and exhibit spaces as one of several types of Public-oriented Uses. See pp. 32, and policies 1-10 on p. 37). The Port also works with the SF Arts Commission on many public art installations along the waterfront, including at Pier 14 and at Third and Cargo Way in the Southern Waterfront.
I especially support goals that invite all to enjoy the waterfront	The Draft Plan emphasizes the importance of preserving and enhancing the diversity of uses at the waterfront. Of the many Diverse Use Policies beginning on page 37, # 1 supports a diversity of public-oriented uses that equitably serve and attract a variety of people.
See above - the city only cares about money and not about preserving some of S.F.s soul. This whole thing is a scam to line the pockets of developers.	Thank you for your comment.
I don't think a basketball stadium on the waterfront made sense except for those who profit from it. Too late to change that, though.	Thank you for your comment.
Most important is preserving healthy bay and ocean	The health of the Bay is prioritized in Environmental Sustainability Policies which address Water Quality and Conservation (2a-g., page 98) and Biodiversity (4a-h., page 99). These Policies are focused on the improvement of water quality and the protection and enhancement of the biodiversity of the Port's natural resources.

need "better" rules and regulations and accountability in place for recreational activities--biking, skateboard, boating, kayaking for safety of pedestrians, especially children, persons with disabilities, and seniors and wildlife. These rules and regulations must be made public, so everyone knows the policies. be aware of homeless and littering issues.	Transportation Policies 12 through 22 (A Safe Pedestrian and Bicycle Environment, page 85) cover many issues, including reduction of conflicts between vehicles, pedestrians, and cyclists (numbers 13 and 15) and education to promote awareness (number 14).
A goal also should be to protect the birds, wildlife, fish, and nature.	The Draft Plan recognizes the importance of protecting natural habitat areas and wildlife in Environmental Sustainability Policy 4a-h which focus on biodiversity (page 99).
protect environment for birds and butterflies among others	The Draft Plan recognizes the importance of protecting natural habitat areas and wildlife in Environmental Sustainability Policy 4a-h which focus on biodiversity (page 99).
This HAS to be BALANCED and sustainable; please note that our experience with the World Cup Sailing events was over the top, not sustainable and a HUGE MONEY PIT. Much of San Francisco has been turned into a one-off playground for rich folks, who have no commitment to community here. Please keep a balance on the work of the port and shipping and COMMERCIAL FISHING areas of SF, even while making it hospitable to recreational and entertainment for visitors and residents.	The Draft Plan emphasizes the importance of balancing uses, which is reflected in goals and policies for Maritime (pp. 17-26), Diverse (non-maritime) uses (pp.27-42), Open Space (pp.43-52) and Environmental resources (see Environmental Sustainability, pp. 89-100).
There should be more businesses that encourage foot traffic and not huge numbers of cars.	Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) address (among other topics) the reduction of parking demand and the management of parking supply to improve pedestrian, bicycle, and transit mode share (policy 31); the discouragement of the development of net new parking spaces in locations with frequent transit service (policy 34); the limitation of the number of dedicated parking spaces in pier rehabilitation projects to promote transit (policy 36); and the development of TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, and taxis (policy 46).
We need to encourage more private development that allows public access to piers/property that is essentially a bunch of parking lots right now. To fund parks and open space, we need to allow more developers to rehab these areas and shorten the required leases to 11 years. This include hotels€"do whatever we can to rescind that shortsighted legislation.	The Draft Plan recognizes the importance of public-private partnerships to help finance improvement and rehabilitation of piers and Port facilities, which include improved access to the Bay. See Port Financial goals and policies on pp. 64-73. The length of lease term depends on the amount of capital investment and required amortization period; the more investment required for a project, the longer the required lease term. Hotels are prohibited on piers under Proposition H, approved by SF voters in 1990. The Waterfront Plan Working Group public meetings included focused discussion about whether to recommend reconsideration of this use by SF voters and did not reach agreement. Accordingly,

	the Draft Plan continues the Prop H prohibition of hotels on piers within 100 feet of the Bay shoreline.
Community meeting spaces are needed for nonprofit organizations so would be a wonderful addition.	Diverse Use Policy # 21 (page 38) proposes that new developments include public space for community meetings when possible.
It has to be balanced - commercial interests can't dominate - healthy ecosystems are most important	The Draft Plan recognizes the importance of protecting natural habitat areas and wildlife in Environmental Sustainability Policy 4a-h which focus on biodiversity (page 99).
Not sure that the waterfront requires "entertainment" facilities	Entertainment is part of a category of uses (Assembly and Entertainment) that ranges from children's entertainment to public markets and performances. Throughout the planning process, many residents asked for more diverse activities along the waterfront.
In the midst of all this activity, please let us preserve enough quiet corners to preserve wildlife and birds. SF is having a unique responsibility RE birds, because of its geography. We are home to millions of permanent and migratory birds.	The Draft Plan recognizes the importance of the protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.a-h (page 99).

<p>On pp 14 and 28, the goal language should be slightly expanded to include cultural activities since these were part of the public discussions and adopted recommendations. On p 28, the last sentence of the intro text (beneath photo) should be expanded to include 'abilities'; i.e. "...opportunities to people of all ages, abilities, races....". Same edit for last sentence in paragraph on p 32 under Public-Oriented Uses at top of page. Again, per public discussion.</p> <p>Additionally, on p 33, both in sidebar and in paragraph under Commercial and Industrial uses, listing of general office use should be qualified to alert readers that in bulkhead/pier structures or other properties to which the Public Trust doctrine applies, this use is only allowed to support operations of acceptable trust uses, and/or as part of a mixed use plan to make rehabilitation of a Port asset financially feasible, or to help subsidize a trust use.</p> <p>Doing so in Ch 2B is hyper-critical since all the land use charts in sub-areas refer back to this chapter in their #4 footnotes. Always including this qualifying language also bridges the rationale for the use when it would otherwise seem to be unacceptable per Section 5, #1 of the Prop H language (p 186).</p>	<p>Thank you for your comments. The "Diversity of Activities and People goal statement on p. 14 and 28 will be revised to include <u>cultural</u> activities, and the narrative discussion on p. 28 and under Public-oriented uses on p. 32 will be revised to read: "... welcomes people of all ages, <u>abilities</u>, races, and economic backgrounds" (new text underlined).</p> <p>Port staff will provide additional revisions to the Draft Plan to clarify that Embarcadero Historic District pier rehabilitation projects allow the inclusion of high revenue uses, such as General Office and Production, Distribution, and Repair (PDR) uses, to meet project financial feasibility requirements only if needed to finance or subsidize public trust objectives and benefits that must be provided in the project, as described in the Embarcadero Historic District policies #27 and #29 on p. 39 of the Draft Plan. The Draft Plan revisions are proposed on the following pages: 1) p. 33 sidebar on Commercial and Industrial Uses: add an asterisk next to the "General Office" and "PDR" headings, and a footnote within the sidebar to read: "<u>See Embarcadero Historic District discussion on pp. 34-36 which include conditions for allowing General Office and PDR uses.</u>" 2) p. 35, 2nd paragraph, add the following sentence before the final sentence: "... and dynamic real estate markets. <u>Piers must be seismically retrofitted to support public uses in these historic properties. Seismic retrofits, together with other public trust improvements, are very costly. Because maritime, public access and public-oriented uses typically produce modest or no revenues, historic pier rehabilitation projects must include a financially feasible development program which may require the inclusion of high revenue generating General Office and/or certain types of high revenue Production Repair and Distribution (PDR) uses. To the extent development partners can commit other outside funding or financing resources to offset or subsidize public-oriented uses and public trust benefits provided in the project, this is strongly supported and encouraged. In addition,</u> the success of such projects is reliant upon lease terms that are sufficient to amortize the investment...."</p>
<p>For the eastern neighborhoods and their residents this is the primary recreational space, absent large parks. waterfront vitality is paramount, and presently endangered by encampments and garbage along the Embarcadero.</p>	<p>Thank you for your comment. The Port works closely with other City agencies, including the Departments of Homeless and Supportive Housing and Public Works, to manage these conditions along the waterfront.</p>
<p>That's€™s the waterfront we wanted after removing the freeway</p>	<p>Thank you for your comment.</p>

Again, most important is preserving natural habitat as well as providing a waterfront children and families can enjoy	The Draft Plan's Environmental Sustainability Policies 4.a-h focus on the importance of protecting natural shorelines and habitat areas, supporting public engagement and equitable access to natural areas, and implementing wildlife- and Bay-friendly practices (p.99). The Plan's Diverse Use Policies promote the attraction of all types of people, including children. The list of Public Oriented Uses on page 32 includes Assembly and Entertainment, including for children.
A balance that allows use of interior seawall lots for revenue generating (e.g. housing and commercial projects) is critical given the urgent need for revenues to repair and reuse pier facilities. NIMBY resistance to these efforts is unfortunate and a stumbling block to helping fund other urgent waterfront projects.	See Policies 34-43 on p. 41 of the Draft Plan, which include provisions for non-trust uses to be developed on some seawall lots, to complement surrounding neighborhood land use character and generate revenue to support waterfront improvements. These policies include provisions to seek State legislation to allow non trust uses on a case-by-case basis.
My grandfather was a longshoreman on the SF waterfront. I worked for a decade at a video games company at 3rd & Townsend ate often ate lunch on a public bench looking out over the waterfront and walked off workplace stress. I worked down there during the America's Cup and that was a fantastic time to be on the waterfront, with NZ and Australian accents (AC crews/teams) livening up my commute home most nights, for months, followed by a ton of transpacific business and tourism during the event itself. The waterfront is our crown jewel and needs to be protected and supported across recreational, tourism, economic, educational and environmental concerns. Balance!	Thank you for your comment. The Draft Plan goals and policies reflect the diverse needs and functions which must be balanced and managed to maintain and enhance a unique urban waterfront.
We need to drive Access to the public and bring back locals to the wharf. This can be accomplished with a team effort including support from the city on homelessness, crime and Put forth an incentive program for investment	Thank you for your comment. The Diverse Waterfront goal promotes a broad mix of uses that appeal to locals as well as visitors, people of all ages, races, and abilities. The Port works closely with other City agencies, including the Departments of Homeless and Supportive Housing and Public Works, to manage these conditions along the waterfront.
A good balance will allow the City to flex as need with the needs of the citizens and economic changes.	Thank you for your comment. The Draft Plan goals and policies reflect the diverse needs and functions which must be balanced and managed to maintain and enhance a unique urban waterfront.
The Port is an undeniable, unique treasure. But we all know that maritime activities alone cannot sustain it, so we have to be open to a wide array of revenue-generating and public access activities.	Thank you for your comment. The Draft Plan goals and policies reflect the diverse needs and functions which must be balanced and managed to maintain and enhance a unique urban waterfront.
This must be done in an environmentally protective and INTELLIGENT way.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).

The waterfront is a tremendous resource for the public and the City.	Thank you for your comment.
An equivalent to Marina Green would be ideal.	Thank you for your comment.
A navigation center will adversely disrupt all these outdoor activities! Stop this construction. Will not enhance and liven waterfront parks and public access.	The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.
Comments from Responders who Disagree	Port Response
The Port has done nothing to stimulate a thriving waterfront. Two examples are driving out SB40 and putting an unsafe Navigation center on the waterfront.	The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.
This array of activities poses more threats to the flora, fauna, avian and aquatic life and must be very closely monitored	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policies 4.a-h (page 99).
Nature and health of the Bay should be foremost.	The health of the Bay is prioritized in Environmental Sustainability Policies which address Water Quality and Conservation (2a-g., page 98) and Biodiversity (4a-h., page 99). These Policies are focused on the improvement of water quality and the protection and enhancement of the biodiversity of the Port's natural resources.
The focus should be on restoring natural habitat.	Restoration of natural habitat is addressed in the Biodiversity section of the Environmental Sustainability Policies (4a-h., beginning on page 99). The Policies focus on the protection and enhancement of the Port's natural resources. Policy 4e. is established to stimulate the building of natural infrastructure and habitat.
need more open space, less commercial	Thank you for your comment. The Draft Plan Open Space goal and policies (pp. 43-52) support completing a parks and public access network along the entire waterfront, including a new public Ferry Building public plaza, and increased programming and activation to increase public use and enjoyment of existing waterfront open spaces.
We have enough places for this in SF already! We don't need more traffic and noise.	Thank you for your comment. The Transportation goal and policies (pp. 75-88) describe Port coordination with transportation agencies and policies to reduce automobile use and traffic and promote green transportation.
The Goals and Policies are grift for well-connected cronies in a nonprofit-industrial complex lead by Rachel Norton.	Thank you for your comment.

<p>"Rich" is the key word alright. And that is who the Port is working towards: Rich people. But what about the historic culture, the cultural diversity and bringing back the biological diversity that the port has degraded for decades? Open space, where is that on the plan? When there are an extra hundred thousand people in this area, where will they experience nature? Those few acres the port has reluctantly set aside? We need a Presidio sized open space in this area.</p>	<p>The Draft Plan includes goals and policies that support a diverse mix of maritime, industrial, commercial, public, recreational and ecological uses (See Chapter 2B), maritime historic architecture and cultural history (See Chapter 2 D), waterfront parks and public access (See Chapter 2C), natural habitat, resources and biodiversity (see Chapter 2G and 2H). The Draft Plan's diversity and equity content is embedded in policies in all 9 Port-wide goals and related policies throughout Chapter 2.</p>
<p>Again, I am concerned about the impact on birds and habitat of these activities.</p>	<p>The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).</p>
<p>This means that there will be major development which increases impact in the area. It doesn't need this.</p>	<p>Most major development has been approved by the Port and City at Seawall Lot 337 in Mission Bay (Mission Rock project) and Pier 70. Much of the development opportunity is focused on rehabilitation of piers in the Embarcadero Historic District, and a few remaining lots currently used for surface parking. Development of these sites offer improvement and public benefit opportunities, as described in Diverse Waterfront goal and policies on pp.27-42. Any Port development projects must undergo public review of impacts, benefits, and tradeoffs.</p>
Additional Comments	Port Response
<p>This policy does not define "native plants". Every plant is native to some place. The policy would be much clearer if it specified "San Francisco native plants".</p>	<p>Your point is well-taken. In revising the Draft Plan to reflect public comment, we will add "Native Plant" to the glossary to clarify the intended meaning to be "plants native to the San Francisco Bay area, preferably native to San Francisco". The term "drought-tolerant", where used with respect to plants, will be replaced with "native". Biodiversity policy 4.b. will be revised to read: "Implement City biodiversity goals and best sustainable practices (e.g. LEED standards, wildlife and Bay-friendly practices, and native plantings, prioritizing San Francisco native plants to greatest extent feasible) in new and redevelopment projects, open spaces, ...</p>
<p>Lighting should be kept indoors as much as possible. Windows should be made bird safe. Signs should educate the general public to do the same. Removing artificial lights from the Bay Bridge should be a priority goal.</p>	<p>Policy number 5.e of The Public Realm section of The Draft Plan's Urban Design and Historic Preservation Policies (page 60) establishes guidelines for waterfront lighting, which includes sensitivity to wildlife. Environmental Sustainability Policy 4.h (page 99) promotes the expansion of environmental education programs and placement of educational signage along the waterfront.</p>
<p>Preserve nature important</p>	<p>The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas, supporting public engagement and equitable access to natural areas, and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.a-h (p.99).</p>

Preserving natural areas and access is most important to me.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas, supporting public engagement and equitable access to natural areas, and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.a-h (p.99).
I think that any "working waterfront" goals need to be equally balanced with passive uses and habitat restoration for wildlife and people alike to enjoy. I want to see a waterfront where the public participates in cleanup efforts and enjoys the waterfront for its own sake not for how it can entertain them.	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) promote waterfront developments that address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100). There are also policies addressing public education, public engagement in environmental stewardship, and equitable access to nature in the Port's Biodiversity Policy and Draft Plan Policy #4.h. (p. 99).

Table 3: Question 7A-B, Public Access and Open Space (Chapter 2C)

7A- The Open Space Goals and Policies support completing, enhancing, and enlivening the network of waterfront parks, public access, and natural areas along the Bay shoreline; it is mostly complete north of the Ballpark, and well underway south of the Ballpark to the City's southern border.

7B- Tell us more about your thoughts on the Open Space Goals and Policies.

Comments from Responders who Agree	Port Response
<p>I'm impressed with your biodiversity policies. To strengthen them, plant native plants exclusively, except when it isn't feasible to do so. Why? Native plants are the very foundation of biodiversity. Without the local native plants, the fabric of life would not exist. That's because wildlife has co-evolved with the local plants over thousands of years. Use exotic ornamentals only as a last resort.</p>	<p>Your point is well-taken. In revising the Draft Plan to reflect public comment, we will add "Native Plant" to the glossary to clarify the intended meaning to be "plants native to the San Francisco Bay area, preferably native to San Francisco". The term "drought-tolerant", where used with respect to plants, will be replaced with "native". Biodiversity policy 4.b. will be revised to read: "Implement City biodiversity goals and best sustainable practices (e.g. LEED standards, wildlife and Bay-friendly practices, and native plantings, prioritizing San Francisco native plants to greatest extent feasible) in new and redevelopment projects, open spaces, ...</p>
<p>walking path, nature trail, public access</p>	<p>Open Space Policy number 1 (<i>Open Space Continuity</i>, page 49) prioritizes the maintenance of a continuous waterfront walkway. The path is to be located as close to the water as possible, while yielding to maritime uses and sensitive habitat (1.a, page 49). The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay and nature wherever feasible and complementary.</p>

<p>People need to connect with nature now more than ever and they enjoy the waterfront as a place for a variety of forms of recreation and relaxation. The Port has done a great job of engaging nonprofit and other City partners and the community in stewardship. Highlight the success of what Herons Head Park was to what it is today and ensure that this park continues to provide habitat for a variety of wildlife species and a place for the community to connect with and learn more about San Francisco's unique nature. More places to see the bay and enjoy the birds and marine mammals and other native plants and wildlife are needed as the population and number of visitors increase. Support the State's biodiversity initiative and the City's biodiversity resolution in future Port design and landscaping. Evaluate and consider living shorelines where feasible. If possible, consider a wildlife connection for Heron's Head Park. Please keep this area safe for people and wildlife through design (bird safe buildings, dark skies approved lighting design and only where needed, lights off during migration, designated dog play areas, wildlife proof trash/recycle/compost containers). While events are great to bring people together consider new environmentally friendly ways. Consider silent fireworks (with audio channel for music) or a light show instead of explosions on the 4th of July and for summer events at the baseball park. Support the Caspian Tern nesting platform at Agua Vista to provide safe nesting habitat for Black Oystercatchers offshore from Heron's Head Park. Discourage diesel generators at food truck and other activities which increase air pollution.</p>	<p>The Open Space Policies of the Draft Plan contains a section on Variety of Open Spaces (pp. 49-50). This section's policies reflect intention to complete a variety of public access and open spaces that offer many recreational opportunities. The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay and nature wherever feasible and complementary. The Draft Plan's Environmental Sustainability Policies contain a section on biodiversity which includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c , p. 99) and promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, p. 99), and support public engagement in environmental stewardship and equitable access to natural areas.. The Environmental Sustainability Policies also contain a section on greenhouse gas emissions (p. 98). Policy number 5.e (p. 60) of the Public Realm section of the Urban Design and Historic Preservation Policies promotes the development of standards for waterfront lighting that is pedestrian scaled, provides safety, is sensitive to wildlife, is environmentally efficient, and enhances the quality of public space.</p>
<p>There are NO natural areas between the ballpark and fisherman's wharf. What are you talking about?</p>	<p>The northern waterfront, from Fisherman's Wharf and Oracle Park is supported by the Embarcadero Seawall, which is not a natural shoreline edge. South of China Basin Channel, from Mission Bay to India Basin, most of the waterfront is on fill that reaches out to the water. Natural shoreline areas, including wetlands and wildlife habitat area, are concentrated at Heron's Head Park adjacent to the Pier 94-96 cargo terminal, and Pier 94 wetlands.</p>
<p>It would be great to restore some natural shoreline for native birds and other wildlife.</p>	<p>The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the opportunity to build natural infrastructure such as wetlands and living shorelines in Environmental Sustainability Policy 4.3 (page 99). The Plan also calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).</p>

Educate the public with signage explaining the importance of habitat for local native plants, which pollinator insects like native bees and butterflies rely on, and for birds, which rely on insects as a major source of protein. Native plant, insect and bird species and populations are on the decline and desperately need help (not bird feeders, which are a vector for disease).	Environmental Sustainability Policy 4.h (p. 99) calls for the Port to seek locations and opportunities for new and expanded environmental education programs and signage along the waterfront to engage and educate local residents and visitors.
Preserving natural areas and access is most important to me.	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.a-g (p. 99).
See above. Access for recreational fishing and boating pleases.	The Draft Plan supports such use. Urban Design and Historic Preservation Policy #7 (p. 61) states: "Provide waterfront views, shoreline public access, or direct access to and from the Bay for visitors' enjoyment of the natural environment". Also, Open Space policies #18a - g (p. 51) address Water Recreation Access in greater detail.
Public access is of course vital. But please keep in mind wild and protected areas for birds and wildlife.	The Draft Plan recognizes the importance of the protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
The Bay shoreline is an important ecosystem that should be preserved, protected, and promoted. I am an avid birder and Heron's Head is an important local birding spot that is visited daily by birders. As birding grows in popularity, I'd love to see more messaging and prioritization around Bay shoreline birding. Science meets aesthetics meets modern technology meets hiking meets social - what's not to love about admiring and tracking our local bird populations?	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and calls for implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99). Environmental Sustainability Policy 4.h (page 99) calls for the Port to seek locations and opportunities for new and expanded environmental education programs and signage along the waterfront to engage and educate local residents and visitors.
These plans COULD help if truly San Francisco native habitat plants are used. If it is just a bunch of European style lawn and ball fields, it might as well be plastic. Yes, it's too late to unbury Mission Bay but mini marshes with appropriate uplands plants will give a flavor of the uniqueness that once flourished in this portion of San Francisco.	Your point is well-taken. In revising the Draft Plan to reflect public comment, we will add "Native Plant" to the glossary to clarify the intended meaning to be "plants native to the San Francisco Bay area, preferably native to San Francisco". The term "drought-tolerant", where used with respect to plants, will be replaced with "native". Biodiversity policy 4.b. will be revised to read: "Implement City biodiversity goals and best sustainable practices (e.g. LEED standards, wildlife and Bay-friendly practices, and native plantings, prioritizing San Francisco native plants to greatest extent feasible) in new and redevelopment projects, open spaces, ...
I wish we had a more open waterfront like downtown Chicago with so much public open space with views of the water	Thank you for your comment.

<p>I am a birder, so I especially support goals aim at enhancing bird habitat (which is also good for other wildlife) and invite diverse people to enjoy the waterfront.</p>	<p>The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay, inclusion of native, habitat, and pollinator plants (17.a), and the improvement of marine habitat environments in shoreline, open space, and infrastructure projects.</p>
<p>It is important to maintain natural waterfront areas to provide habitat for migratory and resident birds and the enjoyment of nature by people. Note that bay marshes help to absorb sea level rise.</p>	<p>The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay, inclusion of native, habitat, and pollinator plants (17.a), and the improvement of marine habitat environments in shoreline, open space, and infrastructure projects. The Draft Plan also includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c , p. 99), promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99), and require new projects to include flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109).</p>
<p>We especially need natural areas for wildlife and wetlands to mitigate sea level rise.</p>	<p>The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c , p. 99), promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99), and require new projects to include flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109).</p>
<p>public access and a natural and organic vision are vital. be aware of homeless and littering issues.</p>	<p>Thank you for your comment. The Port works closely with other City agencies, including the Departments of Homeless and Supportive Housing and Public Works, to manage these conditions along the waterfront.</p>
<p>We are in a period of rapid development and open space is quickly disappearing in this city. TAKE NOTE FROM NEW YORK CITY: A city cannot be a healthy, vibrant, and economically viable area if the people who live IN it, and work in it have no place to be outside. We must preserve and support our natural environment as much as possible through the development and maintenance of public, outdoor GREEN space - GREEN does NOT mean Astroturf... 1) PLANT. TREES. EVERYWHERE; 2) **EVERY NEW BUILDING IN S.F. SHOULD BE MANDATED TO INCLUDE BOTH ROOFTOP AND WALL/HANGING GARDENS** - TO IMPROVE AIR QUALITY, CREATE POLLINATOR FRIENDLY SPACE, GATHER & UTILIZE WATER RUNOFF AND TO CREATE BEAUTY. 3) **EVERY PARK IN S.F SHOULD BE MANDATED TO ALLOT 5-7% OF ITS SPACE</p>	<p>The Biodiversity section of the Draft Plan's Environmental Sustainability Policies (page 99) promotes the installation of drought-tolerant plantings (which will be revised to "native plantings, prioritizing San Francisco native plants to the greatest extent feasible") in new developments (4.b), the incorporation of green infrastructure in stormwater management and flood control (4.d), and the construction of wetlands and living shorelines. The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay, inclusion of native, habitat, and pollinator plants (17.a), and the improvement of marine habitat environments in shoreline, open space, and infrastructure projects. These policies aim to preserve the natural environment and create new public outdoor green space. Policy number 5.d in the Green Building section of the Environmental</p>

TO P-PATCH/NEIGHBORHOOD KITCHEN GARDENS** FOR CULTIVATION OF MEDICINAL AND EDIBLE PLANTS.	Sustainability Policies (page 99) promotes implementation of the City's Better Roofs Ordinance, which requires new buildings to install either rooftop solar systems or living roofs.
Emphasis on green space is important.	Thank you for your comment. See response above.
I like the emphasis on open space, parks, public access, enhancing ecosystems	Thank you for your comment. See response above.
this is hugely important. It will set the tone for the quality of all the other goals. Public access is crucial!!! the natural areas will be a draw to all the human activities and are absolutely essential for your long-term health, especially in the face of climate change!!!!	Thank you for your comment
I love the Mission Rock project with the park that the Giants will build.	Thank you for your comment
Open Space goals help support a shoreline resilient to climate change, and also support the survival of wild species who also use it.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c , p. 99), promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99), and require new projects to include flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109).
The nature of the Bay is the only think truly unique to San Francisco. It's protection and restoration should be the top priority.	The health of the Bay is prioritized in Environmental Sustainability Policies which address Water Quality and Conservation (2a-g., page 98) and Biodiversity (4a-h., page 99). These Policies are focused on the improvement of water quality and the protection and enhancement of the biodiversity of the Port's natural resources.

More ecological preservation/focus, public education re healthy ecosystems of historic and (pitifully) current bits of remaining ecosystems.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99). Environmental Sustainability Policy 4.h (page 99) indicates that the Port will seek locations and opportunities for new and expanded environmental education programs and signage along the waterfront to engage and educate local residents and visitors.
Natural areas along the city's eastern shores including Herons Head, India Basin, Warm Water Cove, Yosemite Slough, and Candlestick Point are vital sanctuaries for many species of waterfowl, shorebirds, and other birds, as well as other native fauna and plants. They also serve as areas to learn about and enjoy nature in the city. Creating as much connectivity among these and other natural areas, as well as actively enhancing and expanding such areas, should be a high priority.	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99). Environmental Sustainability Policy 4.h (page 99) indicates that the Port will seek locations and opportunities for new and expanded environmental education programs and signage along the waterfront to engage and educate local residents and visitors.
not enough	Thank you for your comment.
I love the natural habitat of the southeastern waterfront such as Heron's Head Park. I've volunteered at Pier 94 with Golden Gate Audubon.	Thank you for your comment
Preserving open access public space in this crowded area is key not just for the humans but for the ecology.	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
more nature is key!	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Yes, I strongly support a "network of waterfront parks, public access, and natural areas along the Bay shoreline".	Thank you for your comment.
Leave room for nature and birds	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99) and calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Optimize for pedestrian access	Open Space Policy number 1 (<i>Open Space Continuity</i> , page 49) prioritizes the maintenance of a continuous waterfront walkway. The walkway is to be separate from auto traffic and cycling paths wherever possible (1.b-c).

Providing access to the waterfront for all is an important aspect of keeping the city accessible to all regardless of income, etc. There is a great sense of serenity being able to walk along the water, observing the passing maritime throng, birds and people.	Diverse Use Policy number 1 (page 37) supports a diversity of public-oriented uses that equitably serve and attract a variety of people.
Most important	Thank you for your comment.
The waterfront should be accessible and safe for families, should preserve and protect its natural state as well as the marine environment for marine animals and plants. It would be nice if canoeing were available for families, or kayaking to explore the bay shores	The Draft Plan's Environmental Sustainability Policies on Biodiversity (page 99) include a policy that focuses on the protection of shorelines and habitat areas (4.c). There are also policies addressing public education, public engagement in environmental stewardship, and equitable access to nature in the Port's Biodiversity Policy and Draft Plan Policy #4.h. (p. 99). The Plan's Diverse Use Policies promote the attraction of all types of people, including children. The list of Public Oriented Uses on page 32 includes Assembly and Entertainment, which children's entertainment is a part of.
Who is responsible for maintaining/financing waterfront parks as described in the plan, particularly those being created in the Mission Bay and Dogpatch areas?	Funding for parks and public access on Port property comes from multiple sources, but the greatest amount of funding has come through general obligation bond funding approved by SF voters (thank you very much!). The Port's development partners create major parks and open space in the Mission Rock (China Basin Park and Mission Rock Square) and Pier 70 (Slipway Park) projects. All waterfront development projects also provide public access improvements. Maintenance costs of parks created by the Port are borne by the Port; public access created in development projects are supported by the developer and/or through Community Finance Districts for Mission Rock and Pier 70 projects.
I strongly support fully protecting the existing natural areas like Yosemite Slough, and any other remaining mudflats, both for ecological and climate change issues.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c , p. 99), promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99), and require new projects to include flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109).
We need to bring some of the natural features that have been paved over back to the waterfront.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c, p. 99) and promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99).

This southern part of this area is surprisingly little-known.	Comment noted. The Open Space policies have been amended to recognize natural areas, alongside new Environmental Sustainability goal and policies in the Plan. The Blue Greenway (p.45) should help bring more residents and visitors to the southern waterfront over time.
We should preserve our natural resources in the urban environment.	The Draft Plan includes policies which protect natural shorelines and habitat areas and promote biodiversity within the built environment as well as in open spaces (Environmental Sustainability Policy 4.a-g, p. 99).
parks on the southern SF waterfront haven't received the attention that parks in the wealthier neighborhoods have received. Bayview/Hunter's Point/Candlestick need more attention, and not just from non-profits.	Thank you for your comment. The Port has directed significant funding to create the Blue Greenway network of parks, public access, and water recreation improvements in the Southern Waterfront, in recognition of the need to provide shoreline clean-up and a variety of public open space experiences in the Potrero and Bayview Hunters Point areas. The description of the Port's parks, natural habitat shoreline, and Blue Greenway network is presented on pp. 43- 52 of the Draft Plan's open space goal and open space policies.
I support protecting and increasing habitat for all birds and wildlife.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c, p. 99) and promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, page 99).
This is a better goal. There has been so much research about needing open, natural areas for mental health. This plan would serve a greater good.	Thank you for your comment.
I spend a lot of time observing and enjoying the birds and wildlife on the waterfront as well as the plant life. It is an important part of what makes living in this city so wonderful, knowing that we have a healthy and diverse animal and plant population along the shores.	The Connections with Nature section of the Draft Plan's Open Space Policies (page 51) promotes the incorporation of connections to the Bay, inclusion of native, habitat, and pollinator plants (17.a), and the improvement of marine habitat environments in shoreline, open space, and infrastructure projects. The Draft Plan also recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the opportunity to build natural infrastructure such as wetlands and living shorelines in Environmental Sustainability Policy 4.3 (page 99). The Plan also calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Comments from Responders who Disagree	Port Response
The goals are only achieved north of the Bay bridge. The stadium is an oasis south of the bridge.	Please see the public open space map and Draft Plan goal and policy discussion on pp. 43-52, which describe the open space network that extends along the Port's 7 1/2-mile waterfront.

More emphasis on this relatively underserved area of use is need	Thank you for your comment.
Need to be stronger and more expansive.	Thank you for your comment.
Relocate the navigation center!	The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.
Open Spaces are fake advertising on those sites that are too toxic to redevelop, so they call them Parklands.	Thank you for your comment.
Additional Comments	Port Response
Paved lots and sidewalks are NOT parks. For public recreation *and* sea-rise resilience the waterfront should have grass/landscaping and unpaved paths (crushed granite) along the entire length from pier 39 to Heron's Head Park.	Thank you for your comment. The Draft Plan goals and policies support a diverse urban waterfront with many needs and functions. The Resilience goal and policies (pp. 101-110) reflect the many uses and management considerations that are being factored into the Port's Waterfront Resilience Program (https://www.sfportresilience.com/), which will determine priorities and investments to seismically strengthen the Embarcadero Seawall and adapt the waterfront for mid and long-range improvements in response to climate change and rising tides.
I wish there were more spaces that created protected and accessible habitat for birds and wildlife. I frequently visit Heron's Head Park and wish there were more places like this on our side of the Bay!	The Draft Plan recognizes the importance of the protection of natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the opportunity to build natural infrastructure such as wetlands and living shorelines in Environmental Sustainability Policy 4.3 (page 99). The Plan also calls for the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Bay trail should be available all along the waterfront.	Open Space Policy number 1 (<i>Open Space Continuity</i> , page 49) prioritizes the maintenance of a continuous waterfront walkway. The path is to be located as close to the water as possible, while yielding to maritime uses and sensitive habitat (1.a, page 49).

Table 4: Question 8A-B, Urban Design and Historic Preservation (Chapter 2D)

8A- The Urban Design and Historic Preservation Goals and Policies support promoting new developments of exemplary quality, highlighting visual and physical connections to the City and the Bay, preserving the waterfront's rich history, and respecting the character of adjacent neighborhoods.

8B- Tell us more about your thoughts on the Urban Design and Historic Preservation Goals and Policies.

Comments from Responders who Agree	Port Response
Remember that our natural history should be a part of historic preservation. The Ohlone people and the plants in animals they relied on is a remarkable part of our history on the Bay.	The section of the Urban Design and Historic Preservation Policies on Historic Preservation (page 59) includes policies calling for interpretive information that communicates the waterfront's cultural history (4.e, p. 60), and working with local preservation agencies and advocates to identify additional resources that should be considered for recognition (4.c, p. 59).
Biodiversity, living shorelines, dark skies and bird safe buildings compliance should be part of any changes. History of Mission Bay and the under grounding of waterways like Islais Creek is a part of the history.	The Draft Plan includes policies which protect natural shorelines and habitat areas (Environmental Sustainability Policy 4.c, p. 99) and promote the construction of natural infrastructure such as wetlands and living shorelines (Environmental Sustainability Policy 4.e, p. 99). The Historic Preservation Policies include a policy to work with local preservation agencies and advocates to identify additional resources that should be considered for recognition (4.c, p. 59).
The Urban design of Mission bay is a disaster. It does not reflect the character of its former self or of adjacent neighborhoods	While adjacent to the waterfront, the vast majority of projects in the Mission Bay area are outside of Port jurisdiction.
The operative word here is "Preservation." An example of where special interests ran roughshod over historically natural and iconic area is the Beach Chalet Soccer Industrial Complex.	Thank you for your comment.

<p>I'm frankly more concerned about preserving the social history and wildlife of the area. The character of the adjacent neighborhoods is in flux - Mission Bay literally materialized overnight. Bayview Hunters-Point, Dogpatch and Potrero Hill neighbors all deserve to be heard, as historical communities that predate waterfront development. That's not news. Engage the neighbors as you plan and build, and don't let some voices be heard disproportionately because they are attached to more technologically savvy and PR savvy demographic groups.</p>	<p>The Urban Design and Historic Preservation Policies include policies to provide interpretive information that communicates the waterfront's cultural history (4.e, p. 60), and to work with local preservation agencies and advocates to identify additional resources that should be considered for recognition (4.c, p. 59). The Environmental Sustainability Policies include items which protect natural shorelines and habitat areas (4.c , p. 99) and support the implementation of wildlife- and Bay-friendly practices (4.b, p. 99) .The Community Engagement Policies (pp. 116-119) contain sections on Public Engagement and Participation (p. 116), Community Engagement for Competitive Leasing and Development Solicitations (p.117), Community Engagement for Unsolicited Proposals (p.118), and Southern Waterfront Leases (p.119). The policies in these sections describe the Port's methods for engaging neighbors during leasing and development.</p>
<p>We should preserve the history, but we need to bring the area into the 21st century and have a blend of old with the new. For example, people's taste change and to stay competitive, you have to adjust.</p>	<p>The Draft Plan supports new uses and activities along the waterfront for all to enjoy, most notably in Chapter 2B, Diversity of Activities and People (p. 28-42). In Historic Districts, the Port must comply with Secretary Standards for the Treatment of Historic Properties (see Historic Preservation policy #4, p. 59). Nevertheless, there are many opportunities along the waterfront where new design is appropriate and even encouraged. For example, South Beach subarea objective 4 states: "Create opportunity for the design of new development in south Beach to create a new architectural identity while respecting the Embarcadero Historic District."</p>
<p>I care less about keeping things the way they look now than I do about activation and creating more spaces for people to use (and live). Housing is the number one issue in SF, and I see little about encouraging residential development or temporary homeless shelter in this proposal.</p>	<p>The City Pattern section of the Urban Design and Historic Preservation Policies (p. 59) includes a policy calling for development and improvement of the Port's public open spaces (2.b). Residential uses are not permitted on Port land without the passage of voter approved state legislation. In instances where residential development has been approved, a substantial number of units have been reserved for low to moderate income individuals or families. 88 Broadway is 100% affordable, 40% of the housing developed as a component of the Mission Rock project will be affordable or for low to middle income individuals and families, and 30% of the housing produced as part of the Pier 70 project will be affordable. There is a functioning homeless navigation center on Port property on at the eastern end of 25th street in the Dogpatch neighborhood, and another under development at Seawall Lot 330.</p>

But that doesn't mean excluding poor and working people from housing and services they need.	Residential uses are not permitted on Port land without the passage of voter approved state legislation. In instances where residential development has been approved, a substantial number of units have been reserved for low to moderate income individuals or families. 88 Broadway is 100% affordable, 40% of the housing developed as a component of the Mission Rock project will be affordable or for low to middle income individuals and families, and 30% of the housing produced as part of the Pier 70 project will be affordable.
No harm to nature	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
Agree - but today's needs over historic preservation, especially for buildings that no longer make sense	Many Port historic structures, particularly within the Embarcadero Historic District, have proven to be versatile and adaptable to many modern uses, as described in the Diverse Waterfront goal and policies on pp. 27-42.
Respecting adjacent neighborhoods is necessary for building successful communities,	The City Pattern section of the Draft Plan's Urban Design and Preservation Policies (page 59) recognizes the importance of preserving the character of adjacent neighborhoods.
The goals and policies of this entire plan must support a healthy natural ecosystem otherwise we will be walking by a dead bay.	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pp. 98-100) require that waterfront uses and developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
I would not like to see urban development, am opposed to navigation centers on the bay because I see the bay as our greatest treasure, worthy of protection, both of its shorelines and its marine environment. Walkways, yes; hotels, no. It is important that the port and the bay shoreline be accessible and safe for everyone and that we be able to see the waters of the bay easily. I hope uninterrupted shoreline walks would be possible for anyone.	While there will be new development, the Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99). Hotels are a use consistent because they help facilitate the use of the waterfront by all types of visitors. However, the Draft Plan allows hotel use only on specific Port seawalls. Open Space Policy 1 (Open Space Continuity, p. 49) prioritizes the maintenance of a continuous waterfront walkway. The path is to be located as close to the water as possible, while yielding to maritime uses and sensitive habitat (1.a, p. 49).

no more development please. save the space for the birds and wildlife	While there will be new development, the Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99).
I think you are not keeping with your goals by allowing a navigation center to be built on port property. That is not a good idea!	Port properties that are not ready for long-term development may be leased for a wide variety of interim uses. The Draft Plan Financial goal and policies provide more discussion (pp. 64-73).
Please don't turn it into another glitzy Ghirardelli Square.	While adjacent to the waterfront, Ghirardelli Square is outside of Port jurisdiction.
landscaping/sitting and public art for beautification and clean air plus being mindful of SF skyline. be aware of homeless and littering issues.	Urban Design Public Realm policies 5.a-h (p.60) address the design of public open spaces, including public art and furnishings, and Environmental Sustainability policies address improving water quality, including by reducing the spread of garbage that could end up in the Bay. (Policy 2.c, p. 98)
very important to respect old neighborhoods, too much gentrification in SF	The City Pattern section of the Draft Plan's Urban Design and Preservation Policies (page 59) recognize the importance of preserving the character of adjacent neighborhoods. There are also policies supporting inclusive and equitable access to Port economic opportunities (policy 4.a-h, pp.72-73) and affordable housing on Port seawall lots (policy 42, p.41).
I am pro development if thoughtfully conceived.	Thank you for your comment.
Less focus on gaudy tourist traps. More education, less buying, buying, buying focus.	Thank you for your comment. The Diverse Waterfront goal and policies promote a wide range of uses and water experiences, including education and public access.
p 37 Commercial and Industrial Uses, policy 12: amplify 'as permitted' to include "...to support public trust uses and objectives." I am wondering if the other ballot measure passed that restrains Port developments to existing height limits needs to be referenced in the running text in this plan, and included in appendix.	Thank you for your comment. Page 29-30 includes a discussion of zoning and land use controls for Port property. This includes building height limits and description of Proposition B requirements for SF voter approval for Port projects that include a change to building height limit.
Strongly agree that this should be the goal but question the designs of the buildings that have sprouted along the waterfront, particularly the Mission Bay area.	While adjacent to the waterfront, most projects in the Mission Bay area are outside of Port jurisdiction.
That's good urban design and policy. Broad public benefits trump narrow neighborhood concerns.	Thank you for your comment.

A great goal that sounds lofty and perhaps self-cancelling given the conflicting opinions of stakeholders to agree on what new developments should be allowed, how they should look, and where they should be located. Perhaps this goal needs to be rethought or split into two or three sub goals to reflect the reality of conflicting stakeholder design, land use, and preservation priorities.	Thank you for your comment. The Draft Plan provides policies in Chapter 2B, Diverse Waterfront, as well as urban design and historic preservation policies on pp. 59-61 intended to provide guidance and direction for different types of projects and developments. To be sure, there are many viewpoints and opinions, so the Draft Plan also includes Community Engagement goal and policies (pp.111-120) which require public review and comment input procedures to be included as part of creating development opportunities.
Hold on to it! ¹	Thank You for your comment.
There need to be more historical learning opportunities, and underutilized assets such as the ferry arch at Pier 43 need viable plans to be brought back to life.	Urban Design and Historic Preservation Policy 4.e (p. 60) calls for more interpretive information that communicates the waterfront's history. Policy 4.i (p. 60) requires the Port to further consider how best to share the Port's history with residents and visitors. Policy 4.a (p. 59) addresses rehabilitation and enhancement of the Port's significant historic resources generally. And the Pier 43 Historic Arch is discussed under Fisherman's Wharf subarea objective 3 (p. 129)
Comments from Responders who Disagree	Port Response
I don't want new developments. If you have to allow development, then it should be with the goals that you describe.	The Chapter 2E (p.64-74) discusses the critical role that development plays in the revitalization of the waterfront. The goals and policies in Chapter 2 describe use, design, environmental and other requirements and attributes for development projects. Thank you for your comment.
Need to be clearer and stronger regarding integration of latest sustainable/regenerative building design and landscaping	Environmental Sustainability Policies 5.a-g. (<i>Green Building</i> , pages 99-100) focus on promotion of the highest feasible level of "green building" in Port leasing and development.
We need less development.	Thank you for your comment. Please see response 30, above.
Less development is preferred	Thank you for your comment. Please see response 30, above.
All for historic preservation. "new developments of exemplary quality" -- well, sometimes quality is in the pocket of the beholder. what about bird safe policies?	The Draft Plan recognizes the importance of the protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (p. 99) and implementing wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (p. 99). It includes policies that promote biodiversity within the built environment as well as in open spaces (Environmental Sustainability Policy 4.a-g, p. 99). Policy number 5.e of the Public Realm section of The Draft Plan's Urban Design and Historic Preservation Policies (p. 60) establishes guidelines for waterfront lighting, which includes sensitivity to wildlife.

<p>European historic preservation (e.g., Gold Rush, shipping, buildings) often hamstrings improvements politically and financially. We need bold new visions and financial resources to focus on resilience to climate change. The only historic preservation I'm interested in is of our natural heritage.</p>	<p>The Draft Plan includes a new section on Resilience (p. 101-110). The goals stated in this section include strengthening Port resilience to hazards and climate change effects. The Plan also includes a new section on Environmental Sustainability (pp.90-100), which acknowledges the use of living shorelines as an approach to coastal resilience. The Urban Design and Historic Preservation Policies (p. 59) include policies in favor of providing interpretive information that communicates the waterfront's cultural history (4.e, p. 60).</p>
<p>The Navigation Center is just a homeless camp that will draw hundreds or thousands of homeless drug users to the waterfront. Temporary structures surrounded by a chain link fence in no way respect the character of the surrounding neighborhood.</p>	<p>Port properties that are not ready for long-term development may be leased for a wide variety of interim uses to generate revenues to support waterfront repairs and capital improvements. The Draft Plan Financial goal and policies provide more discussion (pp. 64-73).</p>
<p>Disagree with the strong emphasis on historic preservation and respecting the character, and instead focus on good design period. Under the current guidelines the glass pyramid in front of the Louvre museum would never get approved.</p>	<p>Thank you for your comment.</p>
<p>Much of south of Market is cold and impersonal; the buildings are generic steel and glass. We need to preserve and encourage human-scale buildings, natural materials, historic character, and local neighborhoods.</p>	<p>There is a strong emphasis throughout the Draft Plan on ensuring that new development is compatible with the Port's unique waterfront setting, historic character, and adjacent neighborhoods. See, for example, City Pattern policies 1.a-g (p.59), Historic Preservation policies 4.a-i (p.59-60), and Sewall Lot policies 34 and 35 (p.41).</p>
<p>The whole process is designed by Michael Cohen to radioactively contaminate black people and cull the surplus population.</p>	<p>Comment noted.</p>
Additional Comments	Port Response
<p>many older developments were done with little regard for environmental impact.</p>	<p>The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).</p>
<p>I disagree with this if it means large touristy buildings will be all over the waterfront. We already have that at Pier 39.</p>	<p>In general, Draft Plan goals and policies encourage new uses that are of interest to San Francisco's diverse residents and visitors. This is most apparent in Chapter 2B, Diversity of Activities and People (pp. 28-420, but is carried forward into the Subarea Plans (pp125-183) as well.</p>
<p>Not sure if commercial interests will hold sway over your group, to the detriment of most citizens.</p>	<p>Please see response above, as well as the detailed community engagement policies in Chapter 2I - Partnering for Success (p. 111-119).</p>

New developments should not push existing residents out by pricing them out. Affordable housing and low to moderate income housing need to be prioritized as well.	Residential uses are not permitted on Port land without the passage of voter approved state legislation. In instances where residential development has been approved, a substantial number of units have been reserved for low to moderate income individuals or families. 88 Broadway is 100% affordable, 40% of the housing developed as a component of the Mission Rock project will be affordable or for low to middle income individuals and families, and 30% of the housing produced as part of the Pier 70 project will be affordable.
It sounds okay but I am skeptical about the sincerity and comprehension of developers, and the will of the City to keep them in line.	Thank you for your comment
This depends on the visual impact ~	Urban Design and Historic Preservation Policies 8.a-d (p. 61) support the recognition, preservation, and enhancement of public views of the Bay, maritime uses, and historic structures.
No need to preserve the old pier if we can build better spaces.	Thank you for your comment.

Table 5: Question 9A-B, A Financially Strong Port (Chapter 2E)

9A- The Finance Goals and Policies support ensuring that new investment stimulates waterfront revitalization, supporting a financially secure Port that equitably provides equitable jobs, revenues, public amenities, and other benefits for all to enjoy.

9B- Tell us more about your thoughts on the Finance Goals and Policies.

Comments from Responders who Agree	Port Response
The operative word here is "investment". See above.	Thank you for your comment.
Jobs for locals, jobs for locals, jobs for locals. Also, training for locals, so that they get the jobs for locals.	Chapter 2E of the Draft Plan addresses the Port's finances. Policies in that chapter promote inclusive and equitable economic opportunity including: Local Business Enterprise participation in Port contracts (4.a, p.73) and partnering with tenants and other institutions to support apprenticeships and job training programs that support upward mobility (4.d, p. 73).
I am not sure what "revitalization" means for the Bayshore and port. I would not like see it further commercialized at all.	The Port has improved many properties for maritime uses, new parks and open space, historic rehabilitation, and public activities. But there are still many unimproved facilities that are deteriorating, and the cost to repair them far exceeds the Port's own funding resources. The Port relies on multiple funding and financing tools and partnerships with the community, tenants, and developers to revitalize these facilities and achieve other waterfront plan goals. Chapter 2E of the Draft Plan addresses the Port's finances in more detail (p. 64-73).
"equitable jobs" should mean more of the higher paying jobs for the waterfront communities. The people there need access to better jobs than service workers and warehouse workers.	Chapter 2E of the Draft Plan addresses the Port's finances. Policies in that chapter promote inclusive and equitable economic opportunity including: Local Business Enterprise participation in Port contracts (4.a, p.73) and partnering with tenants and other institutions to support apprenticeships and job training programs that support upward mobility for communities in and around the Port, including historically disadvantaged communities. (4.d, p. 73).
Job creation should be valued no higher than preservation of nature and wildlife habitat	The Draft Plan does not value jobs over nature. Instead, the plan's many policies allow the Port to consider how best to balance and meet both objectives along the waterfront over the course of many years.
Create enterprise zones or Long term leases where it's a win win.	Draft Plan Finance Policies 1 and 2 (page 72) highlight the public benefit investments and leasing practices needed to support waterfront improvements, and the Port's Capital planning process defines fund and financing tools and investments. Enterprise zones may provide an additional tool, which will be further considered.

have regulation policies and accountability in place for working wages, equitable jobs, public amenities, and other benefits. Work with tech, banking, sports and other corporate companies for funding the goals of the waterfront plan. be aware of homeless and littering issues.	Thank you for your comment. Draft Plan Finance Policies 4.a-h (p. 72-73) promote inclusive and equitable economic measures to provide jobs that serve the diversity of the city, as well as contracting and local business opportunities. Finance Policy 3 (p. 72) includes many of the funding ideas in your comment, which are promoted in the Draft Plan.
Things have to be done in balanced ways - too much money saturation usually has too many adverse and frequently unexpected impacts	Thank you for your comment. The Finance policies on pp. 72-73 are intended to achieve that balance.
I'm not too familiar with terminology. I don't know what equitable means in this case. It should create jobs needed for a financially secure port primarily. The kind of jobs should be in line with the needs. The port should not be a job creation engine.	The Draft Plan's Finance Policies include a section on Inclusive and Equitable Economic Opportunity (pages 72-73). The policies in this section are meant to leverage the Port's economic activity to advance equity, inclusion, and public benefit for communities in and neighboring the Port, including the historically disadvantaged. The policies are in line with the Port's current activities, including contracting, leasing and development, and Port employment.
p 72, item 2 c under Diverse Leasing Portfolio: provide link to SB 815 (and possibly other similar or related legislation) and include in appendices for lay readers to inform themselves. [If this could provide a short-hand qualifier for office use (per comments above), simply include SB 815 instead of long-winded explanation.]	Thank you for your comment. Port staff will consider if there are improved ways to succinctly describe effects/purpose of State legislation that is referenced in the Draft Plan.
AS long as the goals truly stimulate equity.	The Draft Plan's Finance Policies include a section on Inclusive and Equitable Economic Opportunity (pp. 72-73). The policies in this section are meant to leverage the Port's economic activity to advance equity, inclusion, and public benefit for communities in and neighboring the Port, including the historically disadvantaged.
Actively pursuing diverse revenue sources in addition to new investment should be emphasized.	The Diverse Fund and Financing Tools section (p. 72) of The Draft Plan's Finance Policies focuses on strengthening existing funding and financing resources, as well as the development of new ones.
SF is becoming too hard a location for small or medium businesses.	Finance Policy number 4.g (<i>Affordable Space</i> , p. 73) promotes more affordable rental options than are typically available to small businesses in the private sector.
The waterfront activities should include revenue generation.	The Diverse Fund and Financing Tools section (p. 72) of the Draft Plan's Finance policies focuses on strengthening existing and developing new funding and financing resources.
Hotels and restaurants should be included.	Policy number 2.c (p. 72) of the Diverse Leasing Portfolio section of the Draft Plan's Finance policies supports generating revenue from a broad range of uses, including non-trust uses where permitted by state legislation.

Comments from Responders who Disagree	Port Response
This would most likely destroy the current character of the bay front.	Thank you for your comment.
Waterfront areas should be public spaces with only enough commercial to serve public use.	Thank you for your comment. Waterfront public spaces and public uses are among the Port's many priority considerations, and the Port is responsible for providing these improvements in a self-financing manner without ongoing funding support by the State or City. The Finance goal and policies are presented to inform the public of the Port's funding tools and strategies and capital and budgeting processes. This information helps to support continued public discussions and ideas on best practices to support waterfront improvements.
This sounds like a way to make money without giving jobs to locals, while also raising rents.	The Draft Plan's Finance policies include a section on Inclusive and Equitable Economic Opportunity (p. 72-73). The policies in this section promote Local Business Enterprise participation in Port contracts (4.a, p. 73) and partnering with tenants and other institutions to support apprenticeships and job training programs which support upward mobility (4.d, p. 73).
I am concerned about what this means in terms of development calling the shorts and ruining the historic character and openness of the waterfront.	The Draft Plan's Finance policies include a section on Public Trust Benefit Investments (1.a-e, page 72). These policies support investments in Port lands and facilities to advance public aspirations and trust objectives for historic rehabilitation, public access and open space, and natural resource protection, among other objectives.
This is commercial development which usually means major impact on the area.	Much of the development opportunity is focused on rehabilitation of piers in the Embarcadero Historic District, and a few remaining lots currently used for surface parking. Development of these sites offer improvement and public benefit opportunities, as described in Diverse Waterfront goal and policies on pp.27-42. Any Port development projects must undergo public review of the impacts, benefits, and tradeoffs.
The Port has not leased out desirable properties. The Navigation center will hurt existing nearby businesses such as Reds Java House, Hi-Dive, and Cento.	The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.

The Port of San Francisco fails to meet its obligations under the 1968 Burton act and is running a huge Ponzi scheme. Port officials risk massive SEC liability in their insufficient IFD bond disclosures about toxic waste.	Thank you for your comment. The Finance goal and policies on pp. 64-73 support public understanding and input to support waterfront improvements.
Additional Comments	Port Response
Yes, the waterfront needs money for restoration due to decades of neglect and abandonment. Reviving the historic buildings has been very successful in the Presidio without the need to cover all the vegetated lands. Use the work there as a model.	The Draft Plan's Finance policies include a section on Public Trust Benefit Investments (1.a-e, p. 72). These policies support investments in Port lands and facilities to advance public aspirations and trust objectives for, among other things, historic rehabilitation, public access and open space, and natural resource protection.
I would promote anything that is for the environment of the bay	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
Don't sell out the environment to "new investment."	Please see response above.
The port should make money on the properties.	Thank you for your comment.

**Table 6: Question 10A-B, Transportation and Mobility
(Chapter 2F)**

10A- The Transportation Goals and Policies support ensuring that the waterfront is accessible and safe for all users through sustainable transportation for workers, neighbors, visitors, and Port maritime and tenant operations.

10B- Tell us more about your thoughts on the Transportation Goals and Policies.

Comments from Responders who Agree	Port Response
Should a ferry terminal to BART ped subway be provided to min conflicts and weather protect?	Transportation policy #10 (p.84) supports intermodal transportation connections.
I hope Muni is ready for the Warriors' arrival	Comment noted.
One important correction - Caltrain has a station at 22nd and Pennsylvania that is key for regional access to the Pier 70 and Dogpatch vicinity. The Caltrain station and the line should be shown on the map on Page 78.	Thank you for your comment. We will add the station and the line to the Transportation Map before printing the Final Waterfront Plan.
repair existing roadways; that has been underfunded for generations	The Efficient Street Operations and Maintenance section of the Draft Plan's Transportation Policies (page 88) includes policies supporting the upgrade of substandard Port streets to City "Better Streets" and "Complete Streets" (policy 48), transferring street maintenance responsibility to San Francisco Public Works where feasible (policy 49), and ensuring long term financing for maintenance of new streets (policy 50).
I would appreciate clearer demarcation for bike lanes along the Embarcadero -- can we or can we not ride bikes on the promenade in addition to the scary bike lane?	Transportation Policy number 17 (page 85) requires the Port to support SFMTA in developing the Embarcadero Enhancement Project, which is to include a protected bicycle facility along the Embarcadero from King St to Fisherman's Wharf. As noted on page 81, a mix of pedestrians and bicyclists is allowed on the Embarcadero Promenade because it is not a designated sidewalk, but motorized bikes, scooters, and other devices are not allowed.
clean and efficient public transportation to, from, and within SF is vital. be aware of homeless and littering issues.	Transportation Policy number 3 (page 84) supports funding for local and regional transit providers to improve and expand service between the waterfront and the rest of the city and region.
The Embarcadero needs more public transportation- the current F-line trolleys are inadequate for even current needs. Buses along the Embarcadero or Sansome/Battery would be a big improvement for both residents and visitors.	Transportation Policy number 3 (page 84) supports funding for local and regional transit providers to improve and expand service between the waterfront and the rest of the city and region, with focus on service along the Embarcadero along with other areas and corridors.

Need options that encourage public transportation, biking and walking and discourage private vehicles.	Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) are included in the plan to, among other objectives, reduce parking and promote sustainable transportation modes. Policies 12 through 22 (A Safe Pedestrian and Bicycle Environment) support a safer environment for cyclists and walkers.
Not cars	Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) are included in the plan to, among other objectives, reduce parking and promote sustainable transportation modes.
Making the Embarcadero more bike and ped oriented	Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) are included in the plan to, among other objectives, reduce parking and promote sustainable transportation modes. Policies 12 through 22 (A Safe Pedestrian and Bicycle Environment) support a safer environment for cyclists and walkers.
Again, we must have access for all while minimizing air pollution.	The transportation policies will help reduce greenhouse gas emissions to minimize contribution to climate change. See Chapter 2G - Environmental Sustainability page 92 for further discussion.
More public transportation and less cars	Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) are included in the plan to, among other objectives, reduce parking and promote sustainable transportation modes.
More ferries!	Transportation Policies 8-11 (<i>Smart Ferry and Water Transportation Service</i> , pages 84-85) focus on the establishment of an accessible local and regional water transit network.
We have been completely overrun by Lyft and Uber - this is NOT sustainable or sane, and certainly not environmentally sound. We need a fee-per-drive zone in downtown like what is being done in London, UK [Congestion Charge Zone (CCZ)]. And we need GOOD, consistent, safe, affordable public transit so that even the trendiest millennial will consider riding a train or bus rather than a \$5-\$25 pay-per-ride.	Thank you for your comment. The Port does not have direct control over most transportation service and investments along the waterfront and relies on strong working partnerships with SFMTA and other transportation agencies. Chapter 2F includes a description of these transportation agency partnerships, and the policies to support increase public transit service, transportation controls and new technologies to reduce single automobile traffic and greenhouse gas emissions.
Yes, walkability and bikability for people of all ages is a must.	Transportation Policy number 1 (page 84) requires the Port to work with transportation agencies to ensure that access to all transportation services is made available to waterfront users regardless of income level, age, or individual abilities.
Car traffic is already a hideous problem here. Other alternatives need to be supported. Small example: the historic F cars (great idea!) are very often too full to take more passengers.	Transportation Policy number 3 (page 84) supports funding for local and regional transit providers to improve and expand service between the waterfront and the rest of the city and region, with focus on service along the Embarcadero and other areas and corridors.

Homeless and crime are a deterrent for tourist and locals to go to the wharf. More enterprise zones, further address the homeless problem.	Thank you for your comment.
I like emphasis on ALL users	Transportation Policy number 1 (page 84) requires the Port is to work with transportation agencies to ensure that access to all transportation services is made available to waterfront visitors of all income levels, ages, and abilities.
In priority order: pedestrians, cyclists, public transit, goods movement, private vehicles	Transportation Policy number 1 (page 84) requires the Port to work with transportation agencies to ensure that access to all transportation services is affordable, inclusive and equitable, and accessible to waterfront visitors of all income levels, ages, and abilities.
More ferries!	Transportation Policies 8-11 (<i>Smart Ferry and Water Transportation Service</i> , pages 84-85) focus on the establishment of an accessible local and regional water transit network.
Keep the bikes/scooters/mono-wheels/cars separate from pedestrian traffic. I've nearly been run over by a high-speed cyclist on many occasions.	Transportation Policies 12 through 22 (A Safe Pedestrian and Bicycle Environment, page 85) are intended to reduce conflicts between vehicles, pedestrians, and cyclists (policies 13 and 15) and promote coordination with SFMTA to improve safety through the Embarcadero Enhancement Project (policy number 17).
There are many opportunities to restore historical transportation routes, which the Port should undertake with an eye towards abating climate change.	Thank you for your comment. The Port does not have direct control over most transportation service and investments along the waterfront and relies on strong working partnerships with SFMTA and other transportation agencies. Chapter 2F includes a description of these transportation agency partnerships, and the policies to support increase public transit service, transportation controls and new technologies to reduce single automobile traffic and greenhouse gas emissions.
More specific information about the rebuilding and expansion of Ferry services at the Ferry Building, the Cove, and Mission Bay might be helpful for the public to understand exactly what the Port and WETA intend to do and on what timeline. Which agency is responsible for publishing this information?	The Port of San Francisco's website hosts information on the Mission Bay Ferry Landing and Downtown Ferry Terminal Expansion projects. Information on the Downtown Ferry Terminal Expansion Project can also be found on WETA's website.
Too much congestion will be disaster!	Thank you for your comment.
Comments from Responders who Disagree	Port Response
The Navigation Center will negatively impact pedestrian safety	Thank you for your comment. The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.

The T line is a joke.	Thank you for your comment
Additional Comments	Port Response
I don't see any urgency in fixing the Embarcadero/Port's dangerous streets for people walking and biking. The plans you mention for protected cycle lanes have been in the works for YEARS and there is nothing to show for it. The Embarcadero Promenade is not a good place for cyclists, and we need to do everything we can to slow speeds for vehicles / remove parking and car lanes to provide for folks walking, biking, and taking transit. The Embarcadero/Port should not be a nice place to drive--it should be difficult and slow to ensure that visitors will NOT drive there as much as possible. I'd like to see the Port show a sense of true urgency for the amount of injuries happening on its property (especially caused by rampant illegal behavior by employees/tenants like Water Bar & its ridiculous valet policy).	Transportation Policy number 17 (page 85) supports SFMTA in the development of the Embarcadero Enhancement Project, which will include a protected bicycle facility along the Embarcadero from King St to Fisherman's Wharf. Transportation Policies 12 through 22 (pages 85-86) support the improvement of safety for pedestrians and cyclists on Port streets, including the elimination of conflicts between vehicles, bicycles, motorized personal vehicles, and pedestrians (policy number 13, page 85). Transportation Policy number 2 (page 84) promotes public transit, walking, bicycling, and new forms of "last mile" devices as the primary modes for moving people along the waterfront and within San Francisco and the region.
Need more clear and frequent public transportation and biking/walking options. Need for more car free zones and assure less parking and car lanes.	Transportation Policy number 3 (page 84) supports funding for local and regional transit providers to improve and expand service between the waterfront and the rest of the city and region. Transportation Policies 31 through 47 (Managed Parking and Transportation Demand Management (TDM) Plans, pages 86-87) are included in the plan to, among other objectives, reduce parking and promote sustainable transportation modes.
Very vague.	Comment noted.
See above. This question not specific enough.	Comment noted.
I don't know enough about it - sustainable transport is positive, port maritime is questionable.	San Francisco's waterfront is seeing record cargo growth, driven by electric cars and dry bulk goods, such as sand and aggregates used in construction. The Port is committed to expanding cargo services and supporting local jobs and a working waterfront.

Public transit and pedestrians.	Transportation Policy number 17 (page 85) supports SFMTA in the development of the Embarcadero Enhancement Project, which will include a protected bicycle facility along the Embarcadero from King St to Fisherman's Wharf. Transportation Policies 12 through 22 (pages 85-86) support the improvement of safety for pedestrians and cyclists on Port streets, including the elimination of conflicts between vehicles, bicycles, motorized personal vehicles, and pedestrians (policy number 13, page 85). Transportation Policy number 2 (page 84) promotes public transit, walking, bicycling, and new forms of "last mile" devices as the primary modes for moving people along the waterfront and within San Francisco and the region.
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Table 7: Question 11A-B, An Environmentally Sustainable Port (Chapter 2G)

11A- The Environmental Sustainability Goals and Policies support limiting the impacts of climate change, improving the ecology of the Bay and its environs, and ensuring healthy waterfront neighborhoods by meeting the highest standards for environmental sustainability, stewardship, and justice.

11B- Tell us more about your thoughts on the Environmental Sustainability Goals and Policies.

Comments from Responders who Agree	Port Response
Protect our bay! In every way possible.	The Environmental Sustainability Policies (pages 98 to 100) protect the bay with policies meant to reduce greenhouse gas emissions (number 1.a-d), improve water quality (number 2.a-g), protect and enhance the biodiversity of the Port's natural resources (number 4.a-h), promote the highest feasible level of "green building" in Port leasing and development (5.a-g), and reduce environmental health risks from Port operations (6.a-c).
I believe this should be the city's number one priority.	Thank you for your comment.
Be sure to note that the region is not continually 'upgraded' and expanded.	Thank you for your comment.
Again, MUCH more of the waterfront should be converted to sustainable green space to mitigate sea level rise and high tides rather than paved/concrete. I don't see much attention to this in your plan.	The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can improve shoreline resilience and ecological function. As stated in Environmental Sustainability Policy 4.e (page 99), the Port will seek opportunities to build natural infrastructure, including wetlands, horizontal levees, and living shorelines.
The most sustainable use is as park land without commercial development.	The Draft Plan recognizes that it will be necessary to prioritize development of natural infrastructure such as wetlands, horizontal levees and living shorelines (see Environmental Sustainability Policy 4.e, p. 99) and incorporation of an adaptive management approach to sea level rise, including adaptation to sea level rise by planning and designing shorelines for increasingly frequent inundation (see Resilience Policy 4.f-g.). Major new development projects at the Port already incorporate this approach by planning and designing shoreline parks and open spaces to be resilient to tidal inundation. Resilience Policy 5.d (p. 109) is to evaluate the use of nature-based infrastructure to reduce risk. The Environmental

	Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can contribute to biodiversity and ecological function as well as resilience.
We should not build where the water will be soon.	The Draft Plan recognizes that it will be necessary to prioritize development of natural infrastructure such as wetlands, horizontal levees and living shorelines (see Environmental Sustainability Policy 4.e, p. 99) and incorporation of an adaptive management approach to sea level rise, including adaptation to sea level rise by planning and designing shorelines for increasingly frequent inundation (see Resilience Policy 4.f-g.). Major new development projects at the Port already incorporate this approach by planning and designing shoreline parks and open spaces to be resilient to tidal inundation. Resilience Policy 5.d (p. 109) is to evaluate the use of nature-based infrastructure to reduce risk. The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can contribute to biodiversity and ecological function as well as resilience.
Environmental justice competes with sustainability goals. It's unfortunate that no one is willing to discuss the fact that the underlying problem to many of our environmental and human crises is that there are too many people. We have exceeded Earth's carrying capacity; our population numbers and human activities are degrading our environment faster than it can ever heal. In fact, every activity, from turning on a light or tap to building a building has negative environmental impacts--except for habitat restoration.	Although not able to address your underlying concern about over-population, the Port's Draft Plan for its land and operations includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100). These policies include protection and enhancement of habitat and public engagement in habitat stewardship.
Support for living shorelines, the State and City's biodiversity, clean water, and air are important today and into the future. The Port could help get the message out that wetlands are cleaning the water that flows into the Bay, creating oxygen, sequestering carbon, providing habitat for a variety of native wildlife and a place for residents and visitors to learn and connect with nature.	The Draft Plan's Environmental Sustainability Policies (pages 97-100) are concerned with the reduction of greenhouse gas emissions (1.a-d), the improvement of water quality (2.a-g), and the protection and enhancement of biodiversity, including the construction of living shorelines (4.a-h). Environmental Sustainability Policy 4.h promotes the expansion of environmental education programs.

Reintroducing wetlands seems to be an effective and feasible way to mitigate rising sea levels.	The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can also improve biodiversity and ecological function. As stated in Environmental Sustainability Policy 4.e (page 99), the Port will seek opportunities to build natural infrastructure, including wetlands, horizontal levees, and living shorelines.
have policies and accountability in place. be aware of homeless and littering issues.	Thank you for your comment.
Protecting the environment should be our primary goal.	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) promote waterfront developments that address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100). There are also policies addressing public education, public engagement in environmental stewardship, and equitable access to nature in the Port's Biodiversity Policy and Draft Plan Policy #4.h. (p. 99).
Foresight in planning.	Thank you for your comment.
Goals to improve the ecology of the bay and make the shoreline more resilient to climate change can be interconnected and mutually supportive.	The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can also improve biodiversity and ecological function. As stated in Environmental Sustainability Policy 4.e (page 99), the Port will seek opportunities to build natural infrastructure, including wetlands, horizontal levees, and living shorelines.
Protect the coastline for all	Please see Ch.2H – A Resilient Port for a detailed discussion of how the Port is partnering with city and regional agencies and organization to make the Port more resilient to sea level rise and other climate change impacts. (pp.102-110)
Your goals should be applauded. Thank you for leading the way. I wish you could convince RPD and SFPUC to adopt similar goals. But please examine putting up barriers near Pier 94 to contain the dust and dirt blowing into the wetlands from the industrial-size piles of dirt and concrete.	Thank you for your comment. We will consider whether barriers or other measures can be accommodated in a way that does not inhibit dry bulk cargo off-loading and management operations.
I would like to see nature-based strategies prioritized where possible *over* other more traditional strategies.	Agreed. Environmental Sustainability Policy #4.e will be revised as follows: “ <u>Seek opportunities to build natural infrastructure</u> <u>Prioritize development of natural infrastructure</u> ... Please also see Resilience policy 5.d (pp.109) which promotes nature-based infrastructure to reduce risks, preserving and enhancing natural shorelines, and

	using materials that foster a rich marine habitat, among other resilience strategies
this is the foundation upon which the entire plan should be based. it makes economic as well as ecological sense. If this is not address as the part of the basic approach, the other plans will not be viable in the long-term/	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
It will be difficult to do this if there is increased cruise ship traffic.	One of the Port's core public trust responsibilities is to promote maritime commerce, navigation and water-dependent uses. This is reinforced by Proposition H, the measure approved by SF voters which requires first priority consideration for maritime uses in the Waterfront Plan. The Draft Plan also includes policies that address the environmental impacts of Port operations in Chapter 2G - An Environmentally Sustainable Port (p 89-100).
This is the most important part of the plan. For reasons stated above. Climate resilience and support of wild species to prevent extinction.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Bird safe building is important.	The Port complies with the City's Standards for Bird-Safe buildings ordinance .
The nature of the Bay is the only think truly unique to San Francisco. It's protection and restoration should be the top priority.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Again, allowing a navigation center to be on port property is a slap in the face to the whole Embarcadero!	The Navigation Center at Seawall Lot 330 is a short-term interim use which addresses urgent social and economic equity needs confronting the City and Bay Area. The Port is working with multiple City departments and a citizens advisory committee to address community and operational concerns to maintain public use and enjoyment of the waterfront.
Environmental sustainability is essential in our dangerously warming and increasingly crowded metropolitan area. Bayshore management must squarely acknowledge and respond to sea-level rise.	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) promote waterfront developments that address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100). The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can also enhance biodiversity and ecological function. As stated in

	Environmental Sustainability Policy 4.e (page 99), the Port will seek opportunities to build natural infrastructure, including wetlands, horizontal levees, and living shorelines.
This is critical now more than ever.	Thank you for your comment.
Strongly agree. Once the area's been wrecked by over-development itâ€™ll be hard to fix	The Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
this should be the most important goal	Thank you for your comment.
This is an absolutely crucial focus.	Thank you for your comment.
Vitally important focus for true sustainability, public education.	Environmental Sustainability Policy 4.h (page 99) promotes the creation and expansion of environmental education programs and signage along the waterfront to engage and educate local residents and visitors and to connect the public of all ages with nature.
Keep our lovely shorebirds and waterbirdsâ€™ health and safety in mind as you develop this area. Birding is very popular.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Yes, as the sea and bay levels rise, we need healthy wetland buffers to protect us from storm surge.	The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (<i>Living Shorelines</i> , page 96) which acknowledges that the use of living shorelines as an approach to resilience can also enhance biodiversity and ecological function. As stated in Environmental Sustainability Policy 4.e (page 99), the Port will seek opportunities to build natural infrastructure, including wetlands, horizontal levees, and living shorelines.
I am especially interested in eelgrass and native oyster restoration, and in putting in native plants.	The Port supports the implementation of innovative habitat restoration methods with Environmental Sustainability Policy number 4.g (page 99). Open Space Policy 17.a (page 51) supports the inclusion of native, habitat, and pollinator plants where feasible in open space and infrastructure projects.
This seems to be endangered by bridge-bound traffic in neighborhoods adjacent to bridge-bound traffic.	Thank you for your comment. The Port does not have direct control over most transportation service and investments along the waterfront and

	relies on strong working partnerships with SFMTA and other transportation agencies. Chapter 2F includes a description of these transportation agency partnerships, and the policies to support increase public transit service, transportation controls and new technologies to reduce single automobile traffic and greenhouse gas emissions.
This is one of the most key aspects of the entire project - all depends on healthy environment	For this reason, the Draft Plan includes an entirely new section on environmental sustainability. The Environmental Sustainability Policies (pages 98-100) require that waterfront developments address Greenhouse Gas Emissions (p. 98), Water Quality and Conservation (p. 98), Biodiversity (p. 99), Green Building (p. 99-100), and Environmental Health (p. 100).
Same response as #7	Thank you for your comment.
More of the Port's operations and the transit that plies the waters need to be electrified to reduce the carbon footprint of the Port.	Environmental Sustainability Policy numbers 1.a-d (page 98) reflect the Port's awareness of the need to reduce greenhouse gas emissions to minimize contribution to climate change. Among other things, these policies acknowledge the impact of Port tenants, developments, and transportation.
We'll need to protect the waterfront and City from the impacts of climate change.	Yes, this is acknowledged throughout the Draft Plan. Examples include the Draft Plan's Environmental Sustainability (pp. 90-100) and Resilience (pp. 101-110) sections and policies, which are concerned with limiting the impacts of climate change and strengthening Port resilience to hazards and climate change effects.
Heathy bay is vital to our future.	The Draft Plan recognizes the importance of protecting natural shorelines and habitat areas in Environmental Sustainability Policy 4.c (page 99), and the implementation of wildlife- and Bay-friendly practices in Environmental Sustainability Policy 4.b (page 99).
Comments from Responders who Disagree	Port Response
They don't care about the environment, sustainability etc. Ask one of these people what sustainability even means, and they'll reach for a dictionary - or, rather, their Iphones	Thank you for your comment.
Need to be clearer and stronger. See aforementioned comments.	Thank you for your comment.
Not doing enough	Thank you for your comment. Please feel free to provide additional suggestions to improve our efforts.

<p>Again, the policy would be clearer if it specified "San Francisco native plants". Even landscape architects think plants from other parts of California should be planted in San Francisco. But the intention should be to plant more of what is locally native. Scientific findings tell us bee, butterfly and bird species have declined sharply in recent decades; and an important solution is to fill our landscapes with a minimum of 70% local native plants, in order to support entire food webs.</p> <p>The policy defines biodiversity well enough. But the policy ought to express the goal of protecting and enhancing habitat for "native biodiversity". Too many people think exotic and non-native invasive species deserve protection.</p>	<p>Your point is well-taken. In revising the Draft Plan to reflect public comment, we will add "Native Plant" to the glossary to clarify the intended meaning to be "plants native to the San Francisco Bay area, preferably native to San Francisco". The term "drought-tolerant", where used with respect to plants, will be replaced with "native". Biodiversity policy 4.b. will be revised to read: "Implement City biodiversity goals and best sustainable practices (e.g. LEED standards, wildlife and Bay-friendly practices, and native plantings, prioritizing San Francisco native plants to greatest extent feasible) in new and redevelopment projects, open spaces, ...</p>
You don't care.	Thank you for your comment.
Additional Comments	Port Response
Again, a loaded question. Spending money on the sea wall should not be a city taxpayer expense.	Thank you for your comment.
We need to limit the development completely.	Thank you for your comment. The Waterfront Plan goals and policies are intended to describe and direct public priorities and values to secure for waterfront development that is allowed to be implemented. All waterfront development projects undergo extensive public review and comment.

Table 8: Question 12A-B, A Resilient Port (Chapter 2H)

12A- The Resilience Goals and Policies support strengthening 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.

12B- Tell us more about your thoughts on the Resilience Goals and Policies.

Comments from Responders who Agree	Port Response
Resilience does not mean attempting to defy mother nature to accommodate commercial interests.	Thank you for your comment. As discussed in Chapter 2I - A Resilient Port, 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. See Draft Plan pages 101-110 for more information.
I'm concerned about sea level rise and what our plan is to address that. I also wish this included a focus on protecting existing residential assets in adjacent areas.	The Draft Plan addresses sea level rise in several places. For example, Diverse Use Policy 27.f (p.39) requires the inclusion of flood protection measures for pier rehabilitation projects and strategies to protect against sea level rise as conditions of master tenant leases or development agreements. The Plan also requires the inclusion of appropriate flood protection and sea level rise adaptations in new projects (Resilience Policy 4.c, p. 109) and the incorporation of sea level rise and flood protection in new and improved public access and open spaces (Open Space Policy 25, p. 52). Part of Environmental Sustainability Policy 2.b (p. 98) is focused on making wastewater infrastructure more resilient to sea level rise and extreme weather. Many of the Resilience Policies address sea level rise (see 1.e, p. 108, 2.c, p. 108, 4.c, p. 109, and 5.d, p. 109-110). As for residential assets, the Plan states that resilience means protecting the physical features that people and businesses rely upon to live, work, and recreate, including buildings, utilities, transportation infrastructure, employment centers, housing, and environmental, historic, community, and cultural resources. Resilience Policy 6.a (<i>Social Cohesion and Equity</i> , p.110) requires the Port to 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.
The reason I keep selecting "agree" is because I think the Goals and Policies DO say these things, I just do not believe any of them.	Comment noted.
Living shorelines and biodiversity are needed to protect San Francisco into the future where climate change and erosion from storm surge is projected. Evaluate the Resilient by Design proposal for Islais Creek. Not just green but biodiverse is needed for landscaped areas, rooftops and walls.	The Draft Plan recognizes that it will be necessary to prioritize development of natural infrastructure such as wetlands, horizontal levees and living shorelines (see Environmental Sustainability Policy 4.e, p. 99) and incorporation of an adaptive management approach to sea level rise, including adaptation to sea level rise by planning and designing shorelines for increasingly frequent inundation (see Resilience Policy 4.f-g.). The Resilient by Design proposal for Islais Creek is consistent with this approach. Major new development projects at the Port already incorporate this approach by planning and designing shoreline parks and open spaces to be resilient to tidal inundation. Resilience Policy 5.d (p. 109) is to evaluate the use of nature-based infrastructure to reduce risk. The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (Living Shorelines, page 96) which acknowledges that the use of living shorelines as an approach to resilience can contribute to biodiversity and ecological function as well as resilience.

Less wall more resilience by using the waterfront areas to buffer sea level rise: marshes and graceful retreat from the watershed areas.	The Draft Plan recognizes that it will be necessary to identify and act upon opportunities to build natural infrastructure such as wetlands, horizontal levees and living shorelines. See, for example, Environmental Sustainability Policy 4.e (p. 99). Resilience Policy 5.d (p. 109) is to evaluate the use of nature-based infrastructure to reduce risk. The Environmental Sustainability section of the Draft Plan includes a segment on living shorelines (Living Shorelines, page 96) which acknowledges that the use of living shorelines as an approach to resilience can contribute to biodiversity and ecological function as well as resilience. The Port supports the protection and enhancement of biodiversity and the construction of living shorelines with Environmental Sustainability Policies 4.a-h (page 99).
Important for the port and waterfront to be sustainable in view of climate change	Yes, this is acknowledged throughout the Draft Plan. Examples include the Draft Plan's Environmental Sustainability (pp. 90-100) and Resilience (pp. 101-110) sections and policies, which are concerned with limiting the impacts of climate change and strengthening Port resilience to hazards and climate change effects. The Draft Plan also acknowledges the importance of securing funding to address the impacts of climate change in the Finance section (pp. 64-73), as well as the need to develop guidelines for the improvement of historic structures for resilience in the Urban Design and Historic Preservation section (pp. 53-61). Note to self: check all responses against the changes to resilience in Staff Report,
Please see above.	Thank you for your comment.
be aware of homeless and littering issues.	Thank you for your comment.
My takeaway is the Port "gets it". Please build more wetlands and give the Bay space to expand and be filtered by shoreline plantings.	The Draft Plan recognizes that it will be necessary to identify and act upon opportunities to build natural infrastructure such as wetlands, horizontal levees and living shorelines. See, for example, Environmental Sustainability Policy 4.e (p. 99)
I would like to see nature-based adaptation strategies prioritized where possible over other more traditional strategies. Instead of " Seek opportunities to build natural infrastructure" it should be "prioritize."	Agreed. Environmental Sustainability Policy #4.e will be revised as follows: " <u>Seek opportunities to build natural infrastructure</u> <u>Prioritize development of natural infrastructure...</u> "
See 11B, above.	Previous comment noted.
Again, an important focus.	Thank you for your comment.
extremely important to protect ecosystems	The Draft Plan's Environmental Sustainability Policies includes a section on biodiversity (policies 4.a-h, page 99), which are focused on topics such as the protection and enhancement of the biodiversity of the Port's natural resources, protection of existing natural habitat, and the implementation of innovative habitat restoration methods.

<p>From Page 106:</p> <p>Federal Partnerships</p> <p>The federal government is also a strong resilience partner for the Port. In 2018, the United States Army Corps of Engineers (USACE) selected the San Francisco waterfront as one of several New Start programs to study flood risk management. This effort, known as the USACE/Port of San Francisco Flood Study, will result in a robust assessment of flood risks from Aquatic Park to Herons™s Head Park and identification of strategies to reduce them. It also brings expertise, resources, and funding opportunities to help reduce risks to the Port and the City.</p> <p>Emphasis is on strengthening the seawall along the Embarcadero. From the passage above, the need for resilience planning exists along the entire Waterfront. Mission Bay seems to be particularly vulnerable to flooding. Are there more specific plans to address vulnerable areas other than the Embarcadero?</p>	<p>As the passage that you've referred to indicates, the emphasis in the Draft Plan is on the entire waterfront, not just the Embarcadero. Beyond strengthening the seawall and protecting historic assets from sea level rise, the Draft Plan supports the requirement that new projects include appropriate flood protection and sea level rise adaptations (Resilience Policy 4.c, p. 109) and incorporate sea level rise and flood protection in new and improved public access and open spaces (Open Space Policy 25, p. 52). The Mission Rock and Pier 70 developments, which are underway south of the Ballpark in the Mission Bay and Southern Waterfront subareas, include adaptation for year 2100 sea level. For further information on the Port's Waterfront Resilience Program, please visit https://www.sfportresilience.com/.</p>
Comments from Responders who Disagree	Port Response
Should use results and design from the yearlong projects recently completed	The Draft Plan's Resilience Planning policies 4.a-h (p.109) support an agile, adaptive management approach to resilience plans and projects so that each future project reflects best practices, responds to changing conditions, and considers the unique circumstances of each site. This would include building upon knowledge gained over time at the Port and other cities grappling with similar challenges along their waterfronts.
Not doing enough	The Draft Plan provides the Port's resilience-related goals and policies which provide a framework to support a substantial body of work in the Port's resilience plans and projects. More details about the Port Resilience Program, including the San Francisco Flood Study and Embarcadero Seawall Program are available at www.sfportresilience.com .
I am not in favor of protecting 'economic' assets over protecting the community and the environment. A healthy community and environment benefit everyone. But should everyone pay for protection of these specific economic assets, unless we are given ownership in them?	The Draft Plan provides 9 goals (and related policies) that, as applied over time, are intended to result in a balancing of the needs, values, and aspirations that the public expressed during the Waterfront Plan update public process. These values include a healthy community and environment, as indicated most directly in Ch. 2G - An Environmentally Sustainable Port (pp. 89-100.) The lands which the Port oversees are public trust lands and, as such, are managed consistent with the Public Trust Doctrine which requires that their use benefit the public. The Public Trust doctrine is discussed in the Draft plan on page 11.

<p>The focus should be resilience to climate change, regardless of community and the Port's economic assets and services. Work with Nature, not against it in order to save piers and buildings. Make contingencies for the next 200 years.</p> <p>Linking ecological with other assets is tricky. People may want both ecological and economic protections, but I don't. I hope the Port will be doing more for Nature with resilience goals.</p>	<p>The Draft Plan acknowledges the important relationship between Environmental Sustainability and resilience to climate Change in Chapter 2G-An Environmentally sustainable Port. Please see the Background Discussion beginning on page 91.</p>
This is fake market not free market development.	Comment noted.
Additional Comments	Port Response
See previous answer.	Comment noted.
Question too general.	Comment noted.
Don't know enough	Comment noted.
I like the resilience part but from "focus" onwards it seems to be focused on ticking terminological boxes.	Thank you for your comment.

Table 9: Question 13A-B, Partnering for Success (Chapter 2I)

13A- The Partnership Goals and Policies support strengthening Port partnerships and community engagement to increase public understanding of Port and community needs and opportunities for waterfront improvements that achieve Waterfront Plan goals.

13B- Tell us more about your thoughts on the Partnership Goals and Policies.

Comments from Responders who Agree	Port Response
As noted above, seek out all voices, not just the loudest or easiest to locate ones	Community Engagement Polices 4-10 (pages 116-119) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities.
Communicate all the changes, and upgrades with the whole community; continually.	Community Engagement Polices 4-10 (pages 116-118) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities.
Port does a great job reaching out	Thank you for your comment
Not sure of the plans, but community is vital to the health of the waterfront	Community Engagement Polices 4-10 (pages 116-118) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities. The importance of community and neighborhood partnerships is also emphasized in policies addressing resilience, Port finances and diversity of uses, as well as in the subarea plans.
Keep me in the loop - I would like to be involved.	We have added your email address to the Port's Waterfront Land Use Plan Interested Citizens mailing list.
have open meetings and public postings of agendas and meeting notes in friendly accessible sites--internet/public libraries, etc.	Agendas and meeting notes for Port Commission and all Port advisory groups can be found on the Port's website, along with digital slide show, reports and documents for public review. In addition, SFGovTV regularly records and posts videos all Port Commission meetings and recorded all major Waterfront Plan working group meetings as well. Additional environmental, planning, and other documents also are available on request.

Engaging with communities and strengthening partnerships as well as making grant funding available for habitat restoration and passive open space uses such as nature walks is very valuable to creating thriving, strong open spaces that people will enjoy.	In addition to community engagement policies in Chapter 2I - Partnering for Success, Finance Policies 1.d and 3.a-f (p. 72) recognize the importance of seeking general obligation bonds and other public, philanthropic, and public-private partnership funding to complete the Port's network of open spaces including at Islais Creek, Warm Water Cove, and along the Blue Greenway. Biodiversity Policy 4.e (p.99) promotes new and expanded environmental education programs and signage to engage, educate, and connect the public to nature.
Encourage projects that enhance the waterfront and support them as long as they make economic sense.	The Draft Plan seeks to do just that, as described most directly in Chapter 2E - A Financially Strong Port (p.63-73).
community involvement also very important, continue to reach out to all neighborhoods	Community Engagement Policies 4-10 (pages 116-119) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities.
This goal underpins the success of accomplishing the other plan goals. Too bad it's the last goal on the list.	This goal is last, but by no means least. It was placed last in the document because it is, in one sense, the first and most important means of carrying out all the many goals and policies which precede it. A better way to think about it might be that it's also the first step in implementing the public's vision for the future waterfront.
Stay in contact with neighborhood groups.	Agreed. The Port is growing its outreach and communications staff to help ensure that we continue to improve our connections with neighborhood and other stakeholders going forward.
Comments from Responders who Disagree	Port Response
"Community" involvement often means involvement of people with narrow and monetary interests. Waterfront should be designed to serve the broader community, not just those with the time and financial incentives to attend meetings.	Community Engagement Policies 4-10 (pages 116-119) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities. Please also note the response to the comment above.
Too much power is given to the various neighborhood associations which for the most part is against most things.	The Port is growing its outreach and communications staff to help ensure that we continue to improve our connections with neighborhood and other stakeholders going forward.
The Navigation Center clearly did not have community support.	Thank you for your comment.
The port went through the piers and used the America's cup to kick out rent paying tenants and then never re-leased the space. It's economic sabotage on behalf of a hostile third party seeking	Thank you for your comment.

to erode the social fabric and economy from within.	
Additional Comments	Port Response
I hope that this more than lip service. "increase public understanding" is not the same as giving the community a way in what actually happens.	Community Engagement Policies 4-10 (pages 116-119) reflect the Port's commitment to ensuring that its public engagement processes and strategies capture all voices affected by Port land use planning, development, leasing, environmental, resilience, and business activities. Please also note the response to the comment above.
The equity part of your goal appears to be a backdoor through which decisions are justified that are obviously opposed by the members of the community who speak out.	This is certainly not the intent. Please see Chapter 2H - A Resilient Port for a discussion of the relationship between resilience and equity (p. 107) and Chapter 2I - Partnering for Success for a discussion of why equity matters to the Port (p. 115). Equity is also discussed in Chapter 2E - A Financially Strong Port with Economic Access for All (p.71).
I thank the Port for asking my opinion. While the Port is concerned mostly about the Port, I am thinking about the City. As a native of SF and taxpayer, I think we need to focus our climate change efforts elsewhere. Sea level rise is likely to eventually overwhelm any new sea wall.	Thank you for your comment. Please rest assured that, as a department of the City, the Port works extremely closely with other City departments on a variety of resilience projects that inure to the benefit of the whole city. Please see Chapter 2H - A Resilience Port (p. 106-107) for details about the Port's many resilience partnerships.

Attachment B-2: Comments and Responses from Public Meetings and Events

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received

Port Staff Response

Waterfront Plan Working Group and Port Advisory Committee Meeting (Draft Minutes) - June 26, 2019	
Linda Fadeke Richardson: Best plan in the country. Lays out important guidance for the future. Encourage Port staff to inform the Commission that Working Groups would like to see some of the policies identified here implemented immediately. It's great for the Port; it's great for the City.	Comments noted
Rudy Nothenberg: We have to hope that staff will push to make sure all 161 recommendations are heard and honored. It's important that Elaine Forbes and the staff remind the Port Commission that there is a set of expectations that should guide their work.	Comments noted
Ellen Johnck: MCAC sent a letter to the Port Commission on the historic piers RFP expressing support for efforts to increase resilience and integrity of historic piers and investing in engineering and renovations and understanding that innovations will far exceed the Port's budget. Maritime uses alone will not achieve the maritime goals. Given the Port's past successful mixed-use projects, such as the Exploratorium and Cruise Terminal, the MCAC supports more mixed-use projects that allow the flexibility and capacity for maritime operations. MCAC reported to Port Commission that Piers 30-32 provides deep draft and ample space for a cruise terminal; suggested that the Port Commission allow for such a use. MCAC recognizes the future of the maritime commitment of the Port and hopes there will be development partners who will invest in the development of thriving maritime use of the port.	Comments noted
Carol Parlette: The Barbary Coast Neighborhood Association is concerned about the seawall lots near their neighborhood and possibly lifting the public trust restrictions on these sites.	<p>Response from Brad Benson: When the Port worked on SB815 to lift the public trust use restrictions on most seawall lots, there was a great deal of controversy around including seawall lots north of Market Street. Much of that concern stemmed from the potential for increasing building heights. Now, in this post Proposition B context, there has been less concern around that. Without lifting the public trust restrictions, there are very few economic uses that can be developed on those seawall lots. There is a hotel development approved for the Broadway seawall lot, but current building height restrictions likely would limit future uses.</p> <p>Response from Alice Rogers: During the Working Group's Land Use Subcommittee discussions, there was an initial suggestion that we might want to do a blanket authorization to lift the public trust from all seawall lots to allow uses that complement the neighborhood. However, the subcommittee ultimately was very certain that they did not want to issue a blanket authorization. The subcommittee instead recommended that legislation should only be considered on a case by case basis - seawall lot by seawall lot. Draft Plan revisions have been included to recognize this point.</p>

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
Alice Rogers: I think staff did an amazing job on the design and layout of the Plan, making it accessible to people who didn't sit through the entire process. The color coding of the goals and the layout of the recommendations minimize confusion. I also really appreciate having the links on the website and the appendix at the back. I, for one, feel quite comfortable that the Draft Plan is consistent with the Land Use Subcommittee's work and recommendations.	Comments noted
Pia Hinckle: I want to echo that as well. On the Resilience Subcommittee, we started from zero and it really came out very lovely. I feel very comfortable with the Draft Plan. One comment I have and have been sharing with people: there seems to be a fair amount of confusion about what exactly the Plan is. People ask, "what about this project, this plan?" I tell them that this is a filter or a guideline for what's going to happen. I would encourage the Port staff to share that this is not a plan but a filter.	Comments noted
San Francisco Dolphin Club - July 11, 2019	
Port staff overview on the Waterfront Plan goals and policies and, per request by the Dolphin Club, a presentation on the Port Resilience Program and Embarcadero Seawall Program. The Q& A provided education about the Embarcadero Seawall analysis, schedule, the San Francisco Flood Study that will inform adaptation of existing Port properties, coordination with citywide resilience planning efforts, and the Port's near, mid- and long-term planning for a resilient waterfront. No changes requested.	Comments noted.
WETA/Port Public Boat Tour - July 13, 2019	
Port and WETA staff provided brief presentations and mingled with over 200 attendees to provide information on the Draft Waterfront Plan, Port Resilience Program, Embarcadero Historic Piers Public Trust Objectives and future RFP efforts, Embarcadero Seawall, WETA Downtown Ferry Terminal Phase 2, WETA small ferry program, and water transportation information. WETA provided the ferry boat tour which extended to the Southern Waterfront and provided discussion opportunity for the Mission Rock and Pier 70 projects. The tour turned around and headed to the northern waterfront before returning to the Ferry Building. No changes requested.	Comments noted.
Fisherman's Wharf Advisory Group – July 16, 2019	
Port staff provided overview on the Waterfront Plan goals and policies, including resilience goals, programs and changes in water and fisheries observed by fishing boat operators. There is an ongoing interest in future updates on the Port's Resilience Program. No changes requested.	Comments noted.
U.S. Army Corps of Engineers - July 16, 2019	
Port staff provided a presentation on the Waterfront Plan, the 3 year public process led by the Waterfront Plan	Comments noted.

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
<p>Working Group, and the public recommendations that have informed the updated Plan goals and policies, including the public values and priorities applicable to planning and implementing adaptation improvements to Port properties, and planning for long-term waterfront future concepts that are coordinated with City and regional efforts.</p> <p>The presentation also included discussion of Embarcadero Historic Piers Public Trust Objectives and future RFP efforts, and Embarcadero Seawall Program. The information was also to support joint USACE and Port resilience planning efforts to integrate the Embarcadero Seawall and San Francisco Flood Study efforts of the two agencies. No changes requested.</p>	
Joint Meeting of the Northern and Central Waterfront Advisory Groups – July 17, 2019	
What does Q3 mean in the PowerPoint?	It means the third quarter, from June through September to solicit public comments, and have a publicly vetted plan prior to initiating the CEQA environmental review process. The Port also will be working on development RFP opportunities for some of the historic piers in the Embarcadero Historic District, while also advancing the seawall program. The Port is trying to track these projects in a logical way that helps the public understand the coordinated steps and relationships between the Waterfront Plan, resilience planning, and public-private historic rehabilitation development efforts.
Can you provide additional resources that outlines what is different from the old plan?	Yes, this updated Plan has a lot of new content (e.g., Transportation, Environmental Sustainability, Resilience). The urban design and public access goals and policies in the 1997 Waterfront Design & Access Element have been updated and integrated with the Plan's other goals and policies under one cover.
From my initial read, there are two things that are different. I am concerned because Proposition H was to create a plan, not a vision. It wasn't a micromanaged attempt, but something in between. Does use belong in the Waterfront Plan? There is a complete deletion of specific narratives of what belongs on each pier. The current plan says mixed use for a pier, but it hasn't happened. The proposed objectives are good, but they are not precise and do not identify specific piers.	Proposition H is legally binding element for this document and requires the Plan to identify acceptable land uses for Port properties. The Plan provides an Acceptable Use table for each waterfront subarea, which identifies the menu of allowable uses for each Port property. The Plan describes desired objectives for each waterfront subarea but does not dictate the type of specific developments or use for a given site. The Plan's Community Engagement goal and policies define the steps for Port Commission, Port advisory committee, and public stakeholder review and comment to define land use and development details for specific sites.
Does the RFP allow office uses to finance historic pier rehabilitation?	Yes. The old Waterfront Plan predates the Embarcadero Historic District and successful rehabilitation projects. The Waterfront Plan Update public process included financial economic modelling that demonstrated the need for high revenue uses to finance historic preservation, seismic retrofit, trust and public-oriented uses in the development program to support a full package of public benefits. The Embarcadero Historic District Public Trust Objectives

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
	recommended by the Working Group include allowance of high revenue uses for this purpose.
Will the RFP involve microzoning, where public oriented uses are up front, and offices are in the middle?	The ground floor area within bulkhead buildings have been identified as the highest priority space for public-oriented uses. Each historic pier development opportunity must be examined during the pre-RFP community engagement process to identify the most desirable configuration for public-oriented uses. This is the time when public desires and needs are identified.
The Northeast Waterfront section of the plan starts with a photo of Rincon Park which is more a part of South Beach...was this intentional?	Proposed Revision to Draft Plan: Photo will be replaced.
If one were to envision a continuous ribbon from north to south and work out perfectly, where you can walk and run and bike and take water transit, the waterfront would be a magnet for the city with a dynamic mix of uses – an urban mixture of cafés next to shops. Maritime would also contribute to this dynamic mixture.	Comments noted
Lamenting the fact that the Chelsea Piers sports complex proposal disappeared, a successful sporting facility, that concept is a very wise way to go to incorporate enthusiastic people who are athletic.	Comments noted
There is a constant safety concern due to the shared use of the Embarcadero Promenade. We need to figure out how to protect people with carriages and strollers and allow bikes and scooters to have the right of way with conscious organization. The lack of safety makes the promenade dangerous for pedestrians.	Comments noted
We have had a similar previous discussion. Are scooters and electric vehicles prohibited and is it written into the plan?	Motorized vehicles are not allowed on the Promenade. This is an enforcement problem and capacity issue because the bike lane is narrow, causing cyclists and scooters move onto the promenade
What does the Embarcadero Enhancement Plan entail?	SFMTA conducted a public process that identified a desirable design concept for a 2 way bicycle track for the Embarcadero Enhancement project. SFMTA is looking for funding sources and working with the Port to coordinate any implementation efforts with the phasing of the seawall. In the meantime, SFMTA and the Port are coordinating on short term improvements focused on safety (e.g., increased green bike lanes along The Embarcadero), but this falls short of a full solution.
Maritime Commerce Advisory Committee – July 18, 2019	
General discussion of the Draft Plan. No changes requested.	
Southern Waterfront Advisory Committee – July 24, 2019	
Overview presentation of Draft Plan goals and policies, with a discussion about how Pier 80-96 Maritime Eco-industrial strategy is included in the Draft Plan policies, new Blue Greenway open space policies, and how Draft Plan incorporates social and economic equity through all nine Plan goal categories. SWAC chair, Karen Pierce was a Working Group member, and described the Working Group process. The public process provided a good	Comments noted.

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
opportunity to educate other waterfront members about the need to maintain industrial businesses in SF, and incorporating ecologically sensitive operations and management to support community health and nature. The process informed stakeholders who are totally unfamiliar with maritime cargo and industrial activities. No Plan changes were requested.	
SPUR Lunch Presentation – August 6, 2019	
Port staff presentation of the Draft Waterfront Plan overview, and how the goals and policies provided the foundation for Embarcadero Historic District Piers RFP efforts, and the Port's Seawall and Resilience Program. Audience Q&A provided exchange and education about the details and reasons for the Port's approach, which received general public support. One critical comment was aimed at lack of urgency and action to implement the Embarcadero Enhancement 2way bicycle track. Port staff described that the Port is working in close partnership with SFMTA to support their planning and efforts to secure funding to implement improvements.	Comments noted.
Exploratorium – August 7, 2019	
Port staff presentation of the Draft Plan overview, and answer questions about public-oriented uses, financial feasibility requirements for rehabilitating and maintaining Embarcadero Historic District piers and facilities, and staying in compliance with regulatory permitting requirements. No Plan changes were requested.	
District 6 Community Planners – August 14, 2019	
Port staff presentation of the Draft Plan overview of goals and policies. Q&A focused on whether housing is allowed on Port property, and how it addresses SF's affordable housing crisis. Port staff provided information on affordable housing included in Mission Rock, Pier 70 and 88 Broadway, and how each project required state legislation. No Plan changes were requested.	Comments noted.
ABAG Bay Water Trail – September 4, 2019	
Port staff presentation of the Draft Plan overview of goals and policies. Q&A focused on San Francisco Bay Water Trail and water recreation policies and discussions in the Plan. The ABAG staff was pleased with the maps and policy address in the Plan, and ongoing partnership between our agencies. ABAG staff planned to review the Plan in more detail, and did not request any Plan changes.	Comments noted.
South Beach/Rincon/Mission Bay Neighborhood Assn. – September 9, 2019	
Port staff presentation of the Draft Plan overview of goals and policies. Q&A focused on Port Resilience Program, and its relationship with the Waterfront Plan recommendations, and future development opportunities for Piers 30-32 and SWL 330, and Embarcadero Historic District piers. The discussion provided exchange and education about the policy setting work in the Waterfront Plan process and how it is informing the Port Commission	Comments noted.

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
efforts and approach to boost efforts to repair and rehabilitation Port properties, as part of a larger resilience and capital program effort. There were no requests for Plan changes.	
Telegraph Hill Dwellers – September 10, 2019 Port staff presentation of the Draft Plan overview of goals and policies. Q&A focused particularly on the Embarcadero Historic District Public Trust Objectives analysis and recommendations produced by the Working Group, and Port Commission direction to advance them in the Embarcadero Historic Piers RFP process. Information was provided regarding the first RFP phase to invite development partners for Piers 38 and 40 first, with a second RFP offering for Piers 19-28/Pier 31 option later in 2019 or 2020. Q&A also focused on Port's Seawall and Resilience Program, and Port's coordination efforts with the historic piers RFPs. Meeting attendees were collecting this information to support more detailed review and public comments to be provided later.	Comments noted.
Bay Planning Coalition – September 11, 2019 Port staff presentation of the Draft Plan goals and policies, the public process which produced recommendations that drive much of the content for the Plan update, and how the Port is incorporating those public values and priorities in the Port Resilience Program and Embarcadero Seawall efforts, and the Embarcadero Historic District Piers RFPs. Q&A discussion also addressed Port coordination efforts with SF Planning and BCDC to align planning policies in SF General Plan and BCDC Special Area Plan. No Plan changes were requested; members were encouraged to review the Plan and provide additional public comments.	Comments noted.
Port Commission Meeting– September 10, 2019 I'm here today to speak on behalf of the Fisherman's Wharf area, particularly the restaurants and the port side for the elimination of the BCDC 50 percent rule. Reducing Pier 45 by half for the seismic upgrades would be a detractor to the area. The holistic approach that the planning department and the Port has taken towards the entire waterfront is the modern way of looking at development as well as space activation, which is one of the things that we're trying to do at the wharf and in the public space. (Randall Scott, Executive Director, Fisherman's Wharf CBD)	Comments noted
The Fisherman's Wharf Restaurant Association also supports the removal of the 50 percent rule in the Fisherman's Wharf area as it is not financially feasible. Due to the removed fill and new public access which has been created through the promenade renovation at Pier 43 as well as the Jefferson Street Project, in partnership with the Port and the Community Benefit District, we feel	Comments noted

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
that there's ample justification for the lifting of this rule.(Zach Frenette)	
At the South Beach/Rincon/Mission Bay Neighborhood Association meeting, staff focused on the goals and the values of the plan as well as the expected Port RFPs, the first of which is going to be in the South Beach subarea. The presentations brought the plan home to the community so that they could understand what all those hundreds of recommendations actually meant on the ground to them. This was incredibly valuable for the community. For the first time, they really registered what you have to juggle and what the staff has to juggle. Having the goals and the values as the drivers rather than specific uses is valuable in moving us forward. (Alice Rogers, President of the South Beach/Rincon/Mission Bay Neighborhood Assn.)	Comments noted
Office use really needs to be clearly called out as an accessory use as a financial driver to make possible all of the vitality and the public-oriented uses and public benefits, that they're not a stand-alone use. They also can add vitality. (Alice Rogers, Chair of the Land Use Subcommittee, Waterfront Plan Working Group)	Proposed Revisions to pp.33 and 35 of the Draft Plan, presented in Attachment A of the December 10, 2019 Port Commission Staff Report on Draft Waterfront Plan public comments.
At the South Beach/Rincon/Mission Bay Neighborhood Association meeting there was strong sentiment against a blanket lifting of the public trust on, not that there are that many seawall lots left. But they really wanted it to be site specific, as Diane said, to warrant the lifting of the trust for some community benefit or good. (Alice Rogers, Chair of the Land Use Subcommittee, Waterfront Plan Working Group)	Proposed Revision to Draft Plan to p. 41 of the Draft Plan, presented in Attachment A of the December 10, 2019 Port Commission Staff Report on Draft Waterfront Plan public comments.
Waterfront Design Advisory Committee - September 16, 2019	
Port staff provided an overview of the Draft Plan goals and policies, and a focused discussion of how the Draft Waterfront Plan incorporates current and updated policies from the 1997 Waterfront Design & Access Element, the planned work to develop additional design guidelines, and the design review process for Port projects across the 7 ½ mile waterfront. WDAC members are supportive of, and requested future updates on, these efforts. No Plan changes were requested.	Comments noted.
SPUR Waterfront Committee – August 6, 2019	
Port staff presentation of the Draft Plan overview of goals and policies included discussion about how the public process that informed these updated policies create a base for more detailed discussion and outreach for the Embarcadero Seawall and Port Resilience Program. The presentation included briefing on Embarcadero Historic District piers RFP efforts, in response to public desires to move quickly to maximize time and investment opportunities to open additional historic piers for public use. One comment was critical of the Port and SFMTA for lack of priority attention to implement the Embarcadero Enhancement project. Other comments were supportive of the efforts to integrate Waterfront Plan Working Group	Comments noted.

ATTACHMENT B-2: Draft Waterfront Plan Comments & Responses from Public Meetings

Comment Received	Port Staff Response
recommendations into further waterfront resilience and historic pier rehabilitation efforts. Port staff encouraged people to review and comment on the Draft Plan.	
Potrero Boosters - October 29, 2019	
Port staff presentation of the Draft Plan overview of goals and policies and engaged focused discussion about open space policies, and progress to complete Crane Cove Park, Bayfront Park and other Blue Greenway open space improvements. Comments reflected on the amount of new development in the Central Waterfront, including at Pier 70, which drives the need for providing more public open space. No Plan changes were requested.	Comments noted.
East Cut Community Benefit District – December 9, 2019	

Attachment B-3: Comments and Responses from Letters and Emails



November 18, 2019

Jon Golinger
[REDACTED]
[REDACTED]

RE: Responses to Comments on the Draft Waterfront Plan

Dear Jon

Thank you for your September 9, 2019 comment letter on the Draft Waterfront Plan and, importantly, for your many years of dedication as a member of the Waterfront Plan Working Group, its Land Use Subcommittee, and the Northeast Waterfront Advisory Group. We appreciate your passion and interest in the stewardship and improvement of the Port's waterfront and write to respond to the concerns described in your comment letter.

In your letter, your comments describe concerns expressing 1) opposition to allowing non-maritime general office as one of the acceptable uses for Embarcadero Historic District pier facilities, and that this reverses policies in the 1997 Waterfront Plan; 2) that office use would privatize piers and discourage public use and access; 3) opposition to revisions to pier use objectives; and 4) the need for front-loading public benefits. In this letter, Port staff responds to each of these concerns. We welcome the opportunity to discuss these issues further in person.

Concern #1- Allowing General Office Use in Historic Piers

Port staff are sensitive to the concern about balancing the need for revenue-generating uses like general office with the Port's public trust mandate.

For this reason, Port staff and the Waterfront Plan Working Group spent a great deal of time and attention to build public understanding and solicit ideas for the Embarcadero Historic District. Waterfront Plan briefings included the Public Trust Doctrine, Port historic resources, seismic and sea level rise resilience needs, and financial feasibility requirements. These briefings informed Working Group and Land Use Committee discussions and recommendations to promote public-oriented uses, and develop defined Embarcadero Historic District Public Trust Objectives, including financing strategies to implement seismic, flood and sea level rise adaptation necessary to open more historic piers for public use and increased productivity.

It is in this context that the Working Group developed and recommended the Embarcadero Historic District Public Trust Objectives that recognize and allow for the inclusion of high revenue-generating uses, including general office, as a means to achieve feasible historic rehabilitation development projects. As discussed in the Draft Waterfront Plan and during the public process, the cost of seismic reinforcement, structural repairs, historic preservation design requirements, and alterations to address sea level rise are very high and cannot be supported solely by revenues from maritime and traditional public trust uses. Other funding and financing support is needed, which is why the Port has pursued the formation of Infrastructure Financing Districts and supported the recently approved California Historic Rehabilitation Tax Credit program (SB 451).

Fortunately, the historic bulkhead and pier structures have proven to be versatile to support a wide range of activities while maintaining their historic character. Prior to their improvement, the Ferry Building, Pier 1, Piers 1½ - 5, and Pier 15 did not offer maritime use or public access and were largely closed to the public. Today, these projects provide maritime access and extensive public access over the water, and public-oriented activities within historic structures that have been preserved and seismically retrofitted. Except for Pier 15 Exploratorium, each project required inclusion of general office use to help finance these improvements, with a design focus to create and enhance a public waterfront setting. These projects changed the face of the San Francisco waterfront and enjoy broad public support; as a result, the Working Group identified historic pier rehabilitation as a guiding principle and priority in the planning process. This led to developing Embarcadero Public Trust Objective recommendations have been incorporated in the 2019 Draft Waterfront Plan policies.

It is important to note, however, that these policies *allow but do not require* high revenue-generating uses in historic pier development projects, but do require projects to include maritime, public access, and uses to attract the public. To the extent development partners, such as the Exploratorium, have access to philanthropic or other outside financing resources to meet financial feasibility requirements of a project, this is strongly encouraged in the Waterfront Plan's Embarcadero Historic District policies, as well as to maximize public-oriented uses within historic pier projects.

Without action, the remaining unimproved piers along The Embarcadero cannot support public use or access. Absent major financial investment, these historic resources will continue to deteriorate, further increasing the cost and scope of basic repairs and reducing revenue needed to maintain the waterfront. This, along with the need to adapt to sea level rise, built public understanding of the need to act as quickly as possible and motivated the Historic Piers Request for Proposals (RFP) process now underway, building on the Embarcadero Public Trust objectives and recommendations from the Working Group.

Work currently underway in the Embarcadero Seawall Program is confirming significant seismic risk exposure to the Port's unimproved historic resources. We know more now about lateral spreading and risk exposure to the marginal wharves and bulkhead buildings than we did during prior rehabilitation projects. In some areas of the waterfront, the costs to seismically strengthen facilities will likely be higher than in prior projects. These new rehabilitation

and future flood risk to the piers – they are important from both a life safety perspective and to preserve the integrity of the Embarcadero Historic District. High revenue generating uses such as general office are an important way to achieve financially feasible projects that can finance these improvements.

It is worth noting that the 1997 Waterfront Plan included many historic piers in “Waterfront Mixed Use Areas” and also promoted a flexible, mixed use development program. Similar to the 2019 Plan, the 1997 Plan provides a menu of Acceptable Uses, allowing maritime, public access, waterside attractions, recreation and commercial uses on most of the historic piers including, in fact, general office on specified properties. Those acceptable use policies supported the Ferry Building and other historic pier rehabilitation projects completed to date.

Concern #2 – Revisions to Pier Uses

In your letter, you oppose proposed updates to Chapter 3 Waterfront Subarea objectives in the 2019 Draft Plan, and assert that the 2019 Draft Plan does not provide direction about the types of uses that can be provided on piers.

The 1997 and 2019 Waterfront Plans both segment the Port waterfront into five waterfront subareas and describe objectives for each of these subareas (see Chapter 4 in the 1997 Plan, and Chapter 3 in the 2019 Draft Plan). In both plans, the subarea chapters provide a map and description of key setting, issues and desired objectives, and an Acceptable Land Use Table listing the menu of allowable uses for each Port property within the subarea. While the subarea chapters describe desirable land use, urban design, maritime open space, environmental and other priorities and public values, neither Plan is designed to assign or prescribe specific uses to individual sites.

Land use determinations for specific sites must be developed through development feasibility analysis for specific properties (based on their condition and required improvements) and a thoughtful community engagement process. The 1997 Plan includes public process procedures, and the Working Group invested significant time updating them, which are incorporated in the 2019 Draft Plan. Community Engagement has been elevated to one of the nine Port-wide goals in the 2019 Plan, to highlight the essential importance of close and accountable engagement by the Port Commission, Port Advisory Groups, public agency partners, developers and waterfront stakeholders. The 161 Working Group policy recommendations that informed the expanded goals and policies in the 2019 Plan, together with the subarea objectives and Acceptable Land Use Tables, provide a strong foundation and framework for defining appropriate leasing and development opportunities for Port property. And, the Plan’s community engagement goal and policies promote active guidance and exchange between the public, Port Commission and staff to define development objectives and details for individual projects, when such development opportunities are directed by the Port Commission. The Embarcadero Piers RFP process for Piers 38 and 40, and Piers 30-32 & Seawall Lot 330 developer solicitation opportunities are following these new community engagement procedures recommended by the Working Group.

Concern #3 – Front-loading Public Benefits

You express the concern that the 2019 Draft Plan does not require “front-loaded” public benefits in private development projects.

Most projects initiated by the Port are for defined public trust and public benefit objectives. As reflected in the discussion under Concern #1, the approach to successfully achieve public objectives in waterfront development is often very complex and requires a balance among multiple public benefits, such as historic preservation, public access, maritime berthing and operations, and public oriented uses, activities, transportation and resiliency. The Working Group understood the interdependencies and that delivering public benefits relies on an implementable development program and design that also meets engineering, environmental, financial and market requirements and realities. In the end, all elements of development projects must work in harmony to deliver benefits to the public, developer and the Port. This includes clear and transparent communications to build public understanding and trust, especially if problems or changes arise and generate a need for project modifications. The Port Commission and staff strive to maintain strong communications and engagement through its many partnerships, including Port advisory committees, to support successful additions to the waterfront.

In this context, we recognize and thank you for your personal dedication and insights about what makes the San Francisco waterfront a special public resource. We would be happy to meet and discuss these issues with you.

You have devoted many years to the Port and we appreciate your comments and dedicated efforts to the Waterfront Plan, and promoting public awareness and support for a diverse, vibrant and truly public waterfront.

Sincerely,



Diane Oshima

Deputy Director, Planning & Environment

Cc: President Kimberly Brandon and all members of Port Commission
Elaine Forbes, Port Executive Director
Aaron Peskin and all members of the San Francisco Board of Supervisors
Rudy Nothenberg & Janice Li, Co-Chairs, Waterfront Plan Working Group
Larry Goldzband, Executive Director, San Francisco Bay Conservation and Development Commission

From: [Jon Golinger](#)
To: [Quesada, Amy \(PRT\)](#)
Cc: [Forbes, Elaine \(PRT\)](#); [Aaron Peskin](#); [Board of Supervisors, \(BOS\)](#); [RUDOLF NOTHENBERG](#); [Janice Li](#); [Oshima, Diane \(PRT\)](#); [Benassini, Rebecca \(PRT\)](#)
Subject: Comments on Draft Amendments to the San Francisco Waterfront Land Use Plan
Date: Monday, September 9, 2019 2:14:33 PM
Attachments: [WLUPCommentLetter_JonGolinger_9.9.19.pdf](#)
[VoterWaterfrontPollResults.pdf](#)
[NEWaterfrontAcceptableLandUseTable_1997WLUP.pdf](#)
[NEWaterfrontLandUseTable_June2019Draft.pdf](#)
[Piers27-31Narrative_1997WLUP.pdf](#)

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September 9, 2019

President Kimberly Brandon and Members
San Francisco Port Commission
Pier 1, The Embarcadero
San Francisco, CA 94111

Re: *Comments on Draft Amendments to the San Francisco Waterfront Land Use Plan*

Dear President Brandon & Members of the San Francisco Port Commission:

I have been honored to serve over the last four years as an appointed Member of the San Francisco Waterfront Land Use Plan Working Group. I agreed to serve in that capacity and participate in dozens of public meetings and robust substantive discussions in order to carry out the direction of San Francisco voters who, in passing 1990's Proposition H in reaction to a series of ill-fated private waterfront development schemes, created an official city policy stating that primarily "the waterfront be reserved for maritime uses, public access, and projects which aid in the preservation and restoration [1] of the environment."

Prop. H required the Port to immediately pause all new development until after it had engaged in a public process to create a Waterfront Land Use Plan. The Port

Commission adopted the Plan in June 1997. [2] Prop. H also required that the Port engage in a public process to review it "at a minimum of every five years, with a view

toward making any necessary amendments consistent with this initiative." [3] While piecemeal amendments to the Waterfront Land Use Plan were made over the years, there has never been a public process to comprehensively review and update it until now, in the wake of several failed waterfront development schemes such as the Mills Mall at Piers 27-31 and 8 Washington. I am glad to be a part of this process and offer my

comments on the Draft Amendments here.

In addition to prohibiting hotels from being built on piers, the heart of Proposition H is the requirement that the Port create and abide by a comprehensive Waterfront Land Use Plan rather than pursue waterfront development based primarily [4] on the interests and needs of private developers or politicians. The Waterfront Land Use Plan articulated in Prop. H is not designed to be a merely aspirational, non-binding vision document that collects dust on a shelf but a substantive and detailed pier-by-pier blueprint that gives specific guidance to the Port so that it can move forward with development proposals knowing which uses to seek for which piers. This is Prop. H's direction to ensure a diverse, inclusive, and public-oriented waterfront rather than just a series of the same kind of uses.

I am glad to see the new emphasis in the Draft Amendments on bringing museums and educational uses, arts and culture, entertainment, and recreational activities to the waterfront through the designation of a brand new category of "Public-Oriented Uses" in the Land Use Tables for each pier. [5] This new emphasis reflects the consensus of the Waterfront Land Use Plan Working Group that there is a gaping hole on San Francisco's waterfront where these uses should be in order to give families, youth, and residents from every neighborhood across San Francisco – along with visitors to the city – a reason to spend time on San Francisco's waterfront. This also reflects the long-overdue need for the Port to not just rely on profits from private development for new revenue but to develop new sources of funding to bring public-oriented uses to the waterfront such as creative public financing or the philanthropy and fundraising that made the Exploratorium possible.

However, in three fundamental ways the staff's proposed Draft Amendments to the Waterfront Land Use Plan would gut the core intent of the original Waterfront Plan, thwart the will of the voters in passing Proposition H, and would likely lead to more – rather than less – divisive battles over private development plans for the public waterfront. While I want to acknowledge the hard work that Port staff put in on the Draft Amendments to the Waterfront Land Use Plan, I have three areas of serious concern. I urge you not to approve the Draft Amendments to the Waterfront Land Use Plan until each of these is resolved.

Concern #1: A comparison of the pier-by-pier Land Use Tables in the existing Waterfront Land Use Plan to the Land Use Tables in the staff's proposed Draft Amendments to the Waterfront Land Use Plan show that the Draft Amendments completely eliminate the current Plan's existing prohibition on non-maritime private office uses being allowed to occupy the most valuable public piers. [6] Of all of the designated "Acceptable" uses for the waterfront outlined in the Waterfront Land Use

Plan, non-maritime, private offices are the most exclusionary. The public is not allowed to enter them either as users or visitors. Further, non-maritime private offices can be as easily built inland as on the waterfront. For these reasons, non-maritime private office uses are not considered “Public Trust-consistent uses” under the state’s Public Trust Doctrine and are presumptively not permitted.

San Francisco voters also oppose putting private office uses on San Francisco’s public waterfront. In a poll of San Francisco voters by David Binder Research conducted during a previous waterfront development fight, San Francisco voters ranked private office space dead last on the list of uses they want to see on our waterfront. In the poll, 50% of voters opposed private offices on the waterfront with just 45% of voters in support.^[7] In contrast, recreational uses such as kayaking, sailing, soccer fields, and skate parks, along with restaurants, all received 80% or higher approval ratings from San Francisco voters.

A waterfront filled with non-maritime private office buildings is one that excludes the public from using the waterfront that belongs to them. It is also a waterfront that is largely “dead” after 5:00 pm and on weekends when private offices are closed rather than a waterfront alive and active with a diversity of uses day and night. One of the places this could impact the most is the set of incredibly valuable and prominent Northeast Waterfront piers along the Embarcadero that the Port is prioritizing for private development beginning in 2020: Pier 19, Pier 23, and Piers 29-31. If the Draft Amendments are approved, these piers would likely be targeted for private office development that excludes the public.

Concern #2: The staff’s proposed Draft Amendments to the Waterfront Land Use

Plan delete the narrative descriptions of what should go on each pier. ^[8] By deleting these narrative descriptions entirely in favor of broad “vision” language, the Draft Amendments create a “wild wild west” where developers decide what they want to put on the piers. Instead, updated versions of the narrative descriptions for the desired uses for each pier or set of piers should remain in the Waterfront Land Use Plan. That would follow the direction of voters to use the Waterfront Land Use Plan to shape a diverse waterfront and ensure we get a variety of uses that prioritize maritime, public access, arts, culture, and recreation rather than mainly uses that serve developers’ interests instead of the public’s.

Concern #3: The staff’s proposed Draft Amendments to the Waterfront Land Use
Plan fail to include a provision to “front-load” public benefits in private development projects as was recommended during the Waterfront Land Use Plan Working Group process. This omission would open the door to more “bait and switch” developments of the kind that has occurred at Pier 70 where promised public benefits never come to fruition after high revenue generating uses in a development are built first. As was

recommended during the Waterfront Land Use Plan Working Group process, all big private development projects should be required by the Waterfront Land Use Plan to “front load” the public benefits such as parks, recreation, and public access to ensure that they actually happen.

When San Francisco voters approved Proposition H in 1990, they chose to require the creation of a detailed waterfront development blueprint to ensure that San Francisco's waterfront remains, “an irreplaceable public resource of the highest

[9] value.” I am pleased to have had the chance over the last two decades as an engaged citizen to advocate for the preservation, beautification, and enhancement of San Francisco's unique waterfront. I have been honored to continue that work as a Member of the San Francisco Waterfront Land Use Plan Working Group. I hope that you will consider my comments and objections to some of the proposed major changes to the Waterfront Land Use Plan in that spirit. I look forward to continuing to work for a waterfront that is diverse, vibrant, and open to everyone.

Sincerely,

Jon Golinger

cc: All Members, San Francisco Port Commission
Elaine Forbes, Executive Director, San Francisco Port Commission
Aaron Peskin, Chair, SF Board of Supervisors Land Use & Transportation Committee
All Members, San Francisco Board of Supervisors
Rudy Nothenberg & Janice Li, Co-Chairs, Waterfront Land Use Plan Working Group

[1] Proposition H, Section 1(a); SF Administrative Code, Chapter 61.1(a)

[2] Port Commission Resolution No. 97-50, June 1997

[3] Proposition H, Section 2(e); SF Administrative Code, Chapter 61.2(e)

[4] For some of the outlandish failed waterfront development schemes prior to Prop. H's passage, see *A Negotiated Landscape* by Jasper Rubin (Univ. of Pittsburgh Press, 2011).

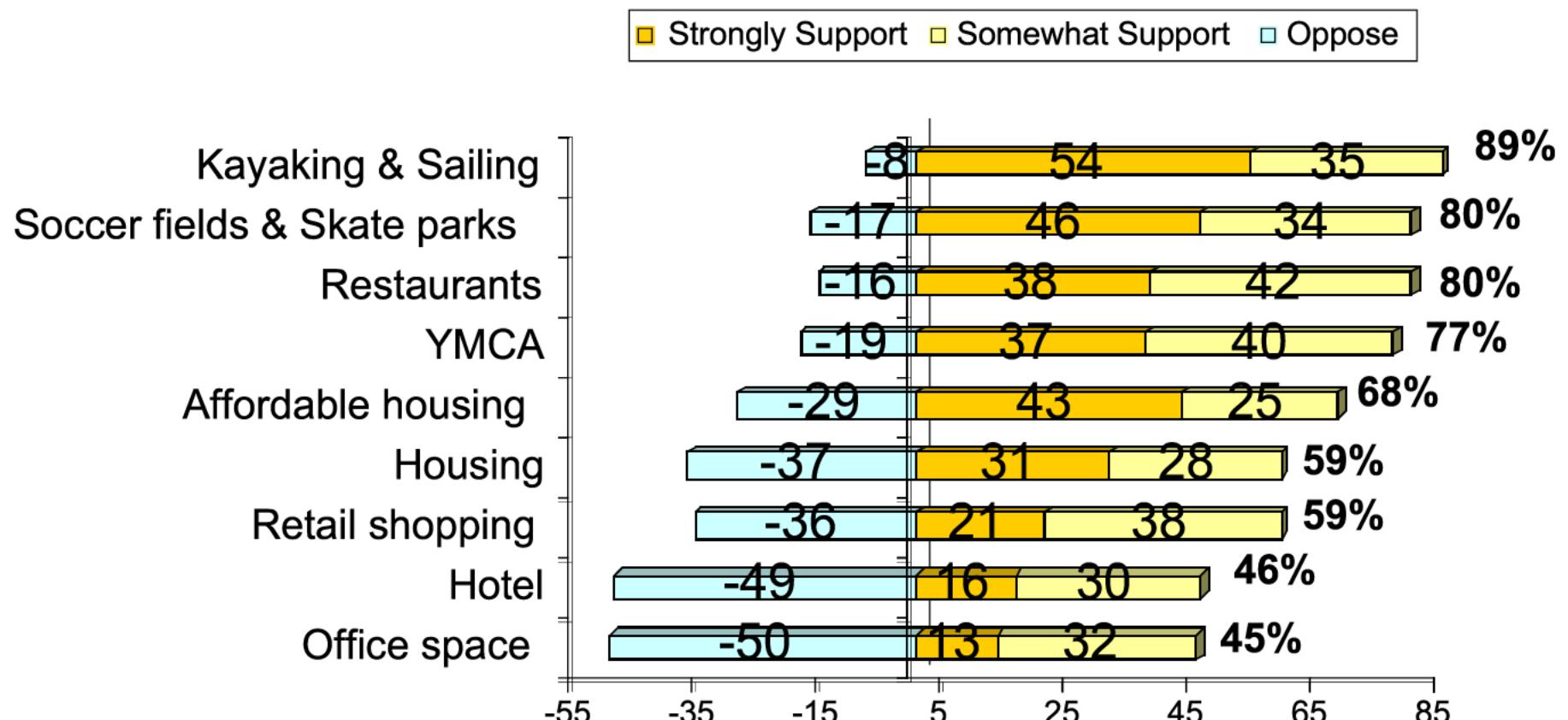
[5] Proposed draft amendments to the Waterfront Land Use Plan (June 2019), pp. 37-38, 134, 148, 158, 168, 182.

[6] Compare the Land Use Tables in the current Waterfront Land Use Plan (June 1997), pp. 92, 108, 126, 140A, 162, to those in the Draft Amendments to the Waterfront Land

Use Plan (June 2019), pp. 134, 148, 158, 168, 182. For example, compare the Land Use Tables for Piers 19, 23, and 31 attached to this letter. “General Office” is not designated in the current Waterfront Plan as an “Acceptable” use for those piers but it is in the Draft Amendments.

- [7] See a summary of the waterfront land use poll results attached to this letter.
- [8] See for example the attached narrative description calling for an “inviting mixed-use recreation project” on Piers 29-31 in the existing Waterfront Land Use Plan, p. 112. This narrative and others are deleted and not replaced in the proposed Draft Amendments.
- [9] Proposition H, Section 1(a); SF Administrative Code, Chapter 61.1(a).

Recreational activities, restaurants and affordable housing top the list of possible uses of the northeast waterfront



“Now I’d like to read you some possible uses for the Port-owned property along the northeast waterfront. For each I read, please tell me if you support or oppose that use for San Francisco’s northeast waterfront.”

The Northeast Waterfront Acceptable Land Use Table (1,2,3,4)

	Maritime Uses (5)					Open Spaces/Public Access					Residential Uses					Commercial Uses					Other													
	Cargo Cranes	Fishing Industry	Ferry and Excursion Boats	Historic Ships	Maritime Office	Maritime Support Services	Passenger Cruise Ships	Recreational Boating and Water Use	Ship Repair	Temporary and Ceremonial Berthing	Water Taxis	Open Space	Public Access	Residential	Residential	Assembly and Entertainment	General Office (6)	Hotels	Museums	Parking	Retail (Includes Restaurants)	Recreational Enterprises	Visitor Services	Warehousing/Storage	Wholesale Trade/Promotion Center	Academic Institutions	Community Facilities	General Industry	Power Plant	Sports Facilities	Transportation Services			
Pier 35	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					
Pier 33, 33½, 31½	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					
Seawall Lot 314																																		
Pier 31							A	A																							E/I			
Sewall Lots 315, 316, 317, 318, 319, 322																															X			
Pier 27-29, 29½	A	A	A ⁷	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A						
Pier 19-23, 23½	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					
Sewall Lot 320																																		
Piers 15 and 17	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					
Seawall Lots 321, 323, 324, 322-I																															X			
Pier 9, 9½							A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					
Pier 7½																																		
Pier 7																																		

* General Office is an acceptable use in both the historic and non-historic buildings on the bulkhead sites of the piers.

Table Notes

- This table focuses primarily on acceptable long-term uses for the sites described. The Plan also allows other interim uses on Port property, which uses are not identified in this table. See Chapter 3 for a description of interim use policies.
- Refer to Chapter 3 and Chapter 4 for General Land Use Policies and specific Development Standards which apply to the acceptable uses and sites identified in the table.
- Definitions of land uses are included in Appendix C, Glossary of Terms.
- Uses are subject to further review for compliance with the Public Trust, BCDC and Planning Commission policies, which will vary depending on factors specific to the use proposal such as the mix of uses, project design, any fill requirements, or whether the use is proposed within a National Register historic resource. (See Chapter 3 and 5 for further discussion of waterfront regulations).

5 The table identifies acceptable maritime and maritime support activities best suited for the sites in this area. 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 and Other Open Water Areas, pp. 24 and 26.

6 Unless otherwise indicated, "E/I" indicates existing general office uses in structures on the pier deck, which are allowed as interim uses pursuant to the interim use policies in Chapter 3.

7 Historic ships are not allowed at Pier 27, consistent with BCDC Special Area Plan policies.

The Northeast Acceptable Land Use Table¹

Key:

A = Acceptable Use

X = Accessory Use

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

Table Notes:

¹ See Append x 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.

Chestnut/Lombard Street Piers Mixed-Use Opportunity Area

The Chestnut/Lombard Street Piers Mixed-Use Opportunity Area includes Piers 31 and 27-29. Pier 27 was built relatively recently, in the 1970s, and along with the adjoining large valley area between the Pier 27 and 29 sheds, is in very sound condition. The 175-foot clear-span width within Pier 27 makes it a very valuable resource.

The neighboring mix of residential, office, athletic club and small-scale retail activities suggests a broad range of use opportunities. In addition, the Northeast Wharf plaza to be developed within a portion of the Pier 27 shed and adjoining valley, and the adjacent Northeast Wharf Open Water Basin, provide a tremendous public open space amenity and bay views which will further enhance the character of new development.

Development should provide an integrated mix of maritime, commercial, open space and public access uses, which help to unite the waterfront with the rest of the City. There is opportunity for a unique and inviting waterfront mixed-use recreation project, integrating a varied mix of maritime and commercial uses and open space, including the Northeast Wharf plaza, oriented around active recreational pursuits. This mixed-use recreation could provide a venue for all San Franciscans and Bay Area residents to actively participate, individually or as groups, in diverse amateur recreational sports, physical fitness and related activities while enjoying the scenic waterfront setting. The Northeast Wharf plaza and the other open spaces included in such a development project would create opportunities for engaging in and viewing active recreational activities while enjoying expansive Bay views. New opportunities for recreational boating and other water uses may be created, while continuing maritime berthing alongside the remaining portion of Pier 27.

Development Standards

Chestnut/Lombard Street Piers Mixed-Use Opportunity Area

- Consistent with the Waterfront Design & Access Element, design new developments to respect and be authentic to the rich historic maritime industrial character of the Northeast Waterfront.
- Provide a mix of uses that reflect the cultural diversity of the City and the Bay Area, appeal to the local and regional population, and establish a daytime and nighttime presence, thereby providing entertainment and commercial recreation venues distinctly different from the more tourist-oriented activities found at Fisherman's Wharf.
- Include recreational boating, excursion boats, water-taxis, historic and ceremonial ship berthing and other maritime uses to the maximum feasible extent. Provide facilities for a wide variety of active recreational activities; skateboard/rollerblade facilities and swimming and related aquatic sports are encouraged.
- Arrange and design uses on the Site to maximize public appreciation and enjoyment of the waterfront setting by offering new viewing opportunities, and to maximize visual connections and physical contact with the water.

From: [Oshima, Diane \(PRT\)](#)
To: [Jane Connors](#); [Drew Gordon](#)
Cc: [Shawn McGarry](#); [Shelley Orlando](#); [Martin, Michael \(PRT\)](#); [Hodapp, Dan \(PRT\)](#); [Cook, Anne \(PRT\)](#)
Subject: FW: Port of SF - Waterfront Plan - Comments from Hudson Pacific Properties
Date: Wednesday, December 4, 2019 5:23:00 PM
Attachments: [FB HPP_Port Waterfront Plan Letter_10.9.2019.pdf](#)
[Ferry Plaza revisions - Port responses to Hudson proposal_12-3-19.docx](#)

Dear Drew and Jane

Thank you and the entire Hudson Pacific Properties team for your support of the public process to update the Waterfront Plan – and especially to you, Jane, for your service as a member of the Waterfront Plan Working Group. We value your investment and partnership in making the Ferry Building a treasured landmark on the waterfront, and appreciate your comments on the Draft Waterfront Plan.

In response to the comments in your letter (attached), we agree that any efforts to design and create a new Ferry Plaza, as proposed in the Draft Plan, will require a close collaboration, since a significant portion of this area is within the Ferry Plaza Ground Lease held by Hudson Pacific Properties. We support incorporating this important point in the Plan. We have proposed some refinements to your language, as attached, which are intended to support a smooth integration with the Plan's narrative and policy statements.

We are happy to address any further comments and questions you may have before incorporating changes to the Plan on these issues.

In addition, we have reviewed the three general comments in your letter. In response to items 1 and 2, regarding Hudson's desires to make improvements to the Plaza area, including an activation and events program, we are very interested in working with you on these efforts too. Park activation was a topic that received substantial discussion in the Waterfront Plan public process. The Waterfront Plan Working Group produced several recommendations targeted at increasing activation and diversity of recreational activities and events in Port parks, with a focus on creating a diversity of experiences that can be enjoyed by people of all ages, races and income levels. See the discussion under "Expanding Park Uses on page 48 of the Draft Plan. The Working Group recommendations led to the addition of Park Activation policies in the Draft Plan (See Policies 8a-e on page 50).

We recognize that providing a wide variety of public and active uses can create inviting and safe public spaces, enhance the waterfront experience, and help deter vagrancy and anti-social activities that drive up park maintenance costs and requirements. Well-planned and managed programs, which can include occasional private events, can add vitality to plazas and parks. We look forward to learning more about your desired improvements to Ferry Plaza, and open space events and programming. As a designated public access area,

they would be subject to review by BCDC, and we are happy to assist your efforts. New programs and events offer the opportunity to pilot ideas and assess the success of enhancing use and enjoyment of public spaces; this knowledge and experience would be valuable to inform the design development process for a new Ferry Plaza.

We also understand and agree with your comments regarding dangerous conditions created by the mix of travel modes and volumes of people traversing the Embarcadero Promenade. We appreciate your help to work with the Port, SFMTA and stakeholders to manage the competing needs. As you are aware, SFMTA is leading the Embarcadero Enhancement Project to create a protected cycle track for bicycles and motorized scooters and devices, to improve public safety and flow for all travelers. Until that project can be fully funded and implemented, SFMTA is focused on short-term safety improvements. We are happy to work with Hudson Pacific and SFMTA to explore short-term safety measures for the Ferry Building area.

Please let me know if you have any questions. Thank you again for your time and care to support San Francisco's vibrant urban waterfront, and the Waterfront Plan efforts.

Best wishes,
Diane

Diane Oshima
Deputy Director, Planning & Environment
Port of San Francisco / Pier 1 / San Francisco / 94111
(415) 274-0553

From: Jane Connors [REDACTED]
Sent: Wednesday, October 9, 2019 10:38 AM
To: Oshima, Diane (PRT) <diane.oshima@sfport.com>; Martin, Michael (PRT) <michael.martin@sfport.com>; Hodapp, Dan (PRT) <dan.hodapp@sfport.com>
Cc: Drew Gordon [REDACTED]; Shawn McGarry [REDACTED]; Shelley Orlando [REDACTED] >
Subject: Port of SF - Waterfront Plan - Comments from Hudson Pacific Properties

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

—

Dear Port Team, on behalf of Hudson Pacific Properties, I am submitting our comments to the Port of San Francisco's Draft Waterfront Land Use Plan. We welcome the opportunity to sit down with your team in person to discuss our concerns.

Sincerely,

JANE CONNORS

General Manager

—

HUDSON PACIFIC PROPERTIES

[REDACTED]

hudsonpacificproperties.com

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PRELIMINARY DRAFT FOR REVIEW: PORT REDLINED REVISIONS TO HUDSON'S PROPOSED CHANGES (12/3/19)

Jane, please review our suggested alternative revisions, which are intended to incorporate desired points as proposed. Please let us know if these work for you.
Regarding the note about GO bonds in p. 72 comments, we are happy to discuss this issue further.

Page 46:

There is one major project remaining to complete the Port's park network: the creation of a Ferry Plaza on the Bay side of the Ferry Building. ~~The bayside Ferry Plaza, while publicly accessible pursuant to BCDC requirements, is controlled by the Port's tenant under the Ferry Building Ground Lease. Given the Ferry Building's civic and regional significance as a major gathering place and a ferry and regional transit hub, transforming the existing public access area into development of a beautiful and iconic Ferry Plaza is an obvious opportunity to would~~ create a great public space ~~that~~ welcomes residents and visitors from around the world. Unlike any other Port park, Ferry Plaza has the potential to be a true piazza, framed by built structures and active uses of the Ferry Building, the ferry terminals, and the adjoining restaurant/utility structure, while also providing spectacular views of the Bay Bridge and Yerba Buena Island. The design and improvement of the plaza will require a collaborative partnership with Hudson Pacific Properties, which holds the Ferry Plaza ground lease, and must need to complement Ferry Building and otherthese adjacent uses, as well as and host a dynamic program of activities and gatherings, including the popular Saturday farmers market. This effort also will need to include a strategy for adapting to rising tides and providing flood protection at this important regional facility. The Port will require funding for this project. Sources may include the Parks General Obligation Bond program and private funders.

Page 49:

Sequence of Open Spaces 4. Complete and enhance a sequence of major open spaces that occur regularly 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. Support efforts by Collaborate with the Ferry Plaza Ground Lessee to create a Ferry Plaza on the Bay side of the Ferry Building, ~~designed to that complements~~ ferry terminal and passenger activities, farmers markets, and public gatherings and events. ~~Incorporate-enjoy~~ expansive views of the Bay Bridge, and resilience design features to adapt to rising tides.

Page 72:

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 Plan and Strategic Plan. d. Seek General Obligation Bond funds to complete waterfront open space improvements, including a new Ferry Plaza east of the Ferry Building, and Islais Creek and Warm Water Cove improvements along the Blue Greenway. *(NOTE: Port to provide information to Ferry Building Tenant how GO Bond money can be applied to plaza improvements)* e. Expediently deliver funded capital projects and implement development agreements.

Page 80:

Water Transportation — ~~With the continued increase in ferry ridership, the Port & Ferry Operators should invest in Ferry Building area public restrooms.~~

Modify the 4th sentence of paragraph 1, under Water Recreation:

~~“...the Port and WETA identify where water transportation needs are greatest, in San Francisco, including where new passenger facilities and services such as public restrooms are needed, and then determine how to serve them meet these needs most cost effectively, in San Francisco, and where new facilities are needed.”~~

Page 123:

The Northern Waterfront Subareas Fisherman's Wharf: Aquatic Park to PIER 39 Northeast Waterfront: Pier 35 to Pier 14 South Beach: Rincon Park to The Ballpark As discussed throughout Chapter 2, the three Northern Waterfront subareas—Fisherman's Wharf, Northeast Waterfront, and South Beach—share a similar architectural character and land use history. The historic finger piers and bulkhead buildings of the Embarcadero Historic District are defining elements that span all three subareas. The subareas are further united by key features of the Northern Waterfront public realm—an active transportation network and a pedestrian promenade that begins along Jefferson Street in Fisherman's Wharf and ends at the San Francisco Giants ballpark. The roadways and promenade connect a well-used necklace of parks and plazas envisioned in the 1997 Waterfront Plan, but the necklace is not quite complete. Of particular note, this Waterfront Plan calls for a new Ferry Plaza on the Bay side of the Ferry Building to create a major civic gathering place for the throngs of ferry passengers, market shoppers, and visitors that use this area every day. ~~Because this public access area Ferry Plaza, while publicly accessible, is part of the leased premises under the Ferry Building Ground Lease, the Ferry Building tenant must be integrally involved with this Ferry Plaza design and development process.~~ This Waterfront Plan also promotes further improvements to enrich the public realm along the Northern Waterfront, particularly along the west side of the Embarcadero to serve more neighborhood users and relieve overcrowding along the Embarcadero Promenade.

Page 144:

Given the active mix of ferry operations and public gatherings in this area, a redesigned Ferry Plaza is proposed on the Bay side of the Ferry Building to provide a welcoming public space designed for fun and enjoyment of the spectacular Bay and Bay Bridge views, and with the flexibility to support the weekly farmers' markets, public gatherings, and events. An improved plaza will require an adaptation design to protect the area from flooding and sea level rise. This protection is needed to support the critical transportation and emergency response functions of the Ferry Building area. The design will also need to be integrated with improvements to the Downtown Ferry Terminal developed by WETA, and coordinated with seismic investments that will be determined through the Embarcadero Seawall Program. ~~Because Ferry Plaza, while this publicly accessible, area is part of leased premises under and part of the Ferry Building Ground Lease, the Ferry Building tenant must be integrally involved with the Ferry Plaza design and development this process.~~

October 8, 2019

Diane Oshima
Director of Development
Port of San Francisco
Pier 1
San Francisco, CA 94111

RE: Ferry Building – Public Comments – June 2019 DRAFT Waterfront Plan

Dear Diane,

This letter is submitted as public comment on behalf of the Ferry Building in response to the Port of San Francisco's June 2019 DRAFT Waterfront Plan. We do have a concern that we outline below.

Hudson One Ferry Operating ("Hudson") is the steward of the Ferry Building, as it holds a long-term lease from the City and County of San Francisco for this incredible landmark. Hudson is honored to play this leading role in providing a gathering place for thousands of San Franciscans and visitors.

In April 8, 2003, Ferry Building Associates, Hudson's predecessor under the Ferry Building, exercised its option under the Ferry Building lease to include the majority of the adjacent Ferry Plaza within its leasehold, including the assumption of restrictions and obligations under applicable BCDC permits. Because most of Ferry Plaza is under lease to Hudson, any discussion of improvements or programming of Ferry Plaza must consider Hudson's rights and obligations under the Ferry Building lease and take into account the effects that such improvements might have on the Ferry Building.

Hudson has a strong interest in the economic vitality of the downtown waterfront and supports responsible development that would sustain and enhance San Francisco's iconic Ferry Building. This includes many of the proposed improvements in the Waterfront Plan to transportation and developments along the waterfront. However, as we read the DRAFT Waterfront Plan, we become concerned with references to the redevelopment of Ferry Plaza as a public park for development, without acknowledging Hudson's existing leasehold rights. We support the vision set forth in the DRAFT Waterfront Plan that Ferry Plaza provides an opportunity to create a great public space that welcomes residents and visitors from around the world. However, as the tenant responsible for programming, repair and maintenance over Ferry Plaza, the DRAFT Waterfront Plan must recognize that proposed changes to Ferry Plaza are subject to Hudson's rights as the existing tenant. Of course, we fully intend to work closely with the Port and those stakeholders directly involved in developing a proposed program of uses and improvements for Ferry Plaza, with the understanding that the public process for approvals will afford all stakeholders the opportunity for meaningful participation in that process.

It is our every intention to have an outstanding working relationship with the Port for the betterment of the Ferry Building and San Francisco well into the future. To that end, we are providing our comments to the attached sections of the DRAFT Waterfront Plan for your consideration that we believe will serve to properly define our long-term interest and partnership on the bayside Ferry Plaza.

Please contact me if you have any questions.



Sincerely,

A handwritten signature in black ink, appearing to read "Drew Gordon".

Drew Gordon
Senior Vice President
Northern California

CC:

- Jane Connors, Hudson Pacific Properties, Ferry Building General Manager
- Shawn McGarry, Hudson Pacific Properties, Vice President, Portfolio Management
- **Michael Martin, Port of San Francisco Deputy Director, Real Estate & Development**
- Dan Hodapp, Port of San Francisco, Waterfront Planner

Hudson One Ferry Operating Public Comments

Page 46:

There is one major project remaining to complete the Port's park network: the creation of a Ferry Plaza on the Bay side of the Ferry Building. **The bayside Ferry Plaza, while publicly accessible pursuant to BCDC requirements, is controlled by the Port's tenant under the Ferry Building Ground Lease.** Given the Ferry Building's civic and regional significance as a major gathering place and a ferry and regional transit hub, development of a beautiful and iconic Ferry Plaza is an obvious opportunity to create a great public space that welcomes residents and visitors from around the world. Unlike any other Port park, Ferry Plaza has the potential to be a true piazza, framed by built structures and active uses of the Ferry Building, the ferry terminals, and the adjoining restaurant/utility structure, while also providing spectacular views of the Bay Bridge and Yerba Buena Island. The design and improvement of the plaza will need to complement these adjacent uses, as well as a dynamic program of activities and gatherings, including the popular Saturday farmers market. This effort also will need to include a strategy for adapting to rising tides and providing flood protection at this important regional facility. The Port will require funding for this project. Sources may include the Parks General Obligation Bond program and private funders.

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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 Plan and Strategic Plan. **d. Seek General Obligation Bond**

funds to complete waterfront open space improvements, including a new Ferry Plaza east of the Ferry Building, and Islais Creek and Warm Water Cove improvements along the Blue Greenway. (*NOTE: Port to provide information to Ferry Building Tenant how GO Bond money can be applied to plaza improvements*) e. Expediently deliver funded capital projects and implement development agreements.

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Given the active mix of ferry operations and public gatherings in this area, a redesigned Ferry Plaza is proposed on the Bay side of the Ferry Building to provide a welcoming public space designed for fun and enjoyment of the spectacular Bay and Bay Bridge views, and with the flexibility to support the weekly farmers' markets, public gatherings, and events. An improved plaza will require an adaptation design to protect the area from flooding and sea level rise. This protection is needed to support the critical transportation and emergency response functions of the Ferry Building area. The design will also need to be integrated with improvements to the Downtown Ferry Terminal developed by WETA, and coordinated with seismic investments that will be determined through the Embarcadero Seawall Program. *Because Ferry Plaza, while publicly accessible, is leased premises and part of the Ferry Building Ground Lease, the Ferry Building tenant must be integrally involved with this process.*

General Comments:

1. Hudson Pacific is contemplating improvements to the Ferry Plaza that will both encourage events and programming that will be available free to the public as well as for private uses. Private uses will allow for funding of the free to the public events and the associated maintenance of the Ferry Plaza.
2. The Waterfront Plan for Ferry Plaza should consider programming and events that work to discourage vagrancy, crime and enhance general public safety.
3. The Embarcadero promenade has become a dangerous confluence of pedestrian, vehicle, scooter, and bicycle uses, especially at the Ferry Building. We encourage a continued thoughtful approach and collaboration amongst Port, SFMTA and affected property owners and tenants to manage this area.

From: [Oshima, Diane \(PRT\)](#)
To: [REDACTED]
Cc: [Forbes, Elaine \(PRT\)](#); [Martin, Michael \(PRT\)](#); [Peskin, Aaron \(BOS\)](#); [Angulo, Sunny \(BOS\)](#); [Albert, Peter \(PRT\)](#); [Cook, Anne \(PRT\)](#); [Rhett, Byron \(PRT\)](#)
Subject: Waterfront Plan Comments: Waterfront, Chinatown and people of color low income community
Date: Tuesday, December 3, 2019 1:17:00 PM
Attachments: [Tan Chow response attachment, 12-3-19.pdf](#)

Dear Tan

Thank you for your time and comments to improve social equity and inclusion along the waterfront. We are following up on your email exchange with Port Director Elaine Forbes to further respond to your comments on the Draft Waterfront Plan.

We appreciate you sharing the details below about the Exploratorium's XTech program and need for improved east-west transit services. They provide specifics to help us understand the types of efforts that would be beneficial to Chinatown and similar communities. As noted in Elaine's response and in further communications with the Exploratorium, the Port supported XTech and it is unfortunate that this program was cancelled. We respect the Exploratorium's need to balance many competing needs and programs. While XTech is no longer offered, we should continue discussions about possible types of education programs and participation ideas for that we could collaborate on together.

We have attached our response with more details to address concerns raised in your email, and consulted with Peter Albert regarding your comments about the need for more east-west transit service. Based on your comments, we propose to include revisions to the Draft Waterfront Plan, as presented in the attachment, which we plan to present to the Port Commission on December 10th. Additionally, the attachment includes equity efforts now underway at the Port, and excerpts from the Draft Waterfront discussing equity issues, needs and policies.

Many thanks again, we appreciate your time to share your comments and would welcome the opportunity to discuss further questions. We look forward to building stronger, ongoing communications and engagement with Chinatown and other communities with residents of color and limited income.

Diane

Diane Oshima
Deputy Director, Planning & Environment
Port of San Francisco / Pier 1 / San Francisco / 94111
(415) 274-0553

12/3/19 Email Attachment: Responses to Draft Waterfront Plan Comments from Tan Chow

Thank you for your review of the Draft Waterfront Plan. We can understand that the Draft Plan's diversity and equity content can be hard to find, because we felt this issue should not be contained within a single chapter/section of the Plan. Instead, we felt it was critical that the Port view all its planning and development actions through a lens that includes equity, and therefore we embedded policies supporting equity and diversity in all 9 Port-wide goals and related policies in Chapter 2. For your convenience, we have provided a list at the end of this attachment which contains Plan excerpts of background discussion and policies that reflect this theme through the document. Broadly speaking, these draft policies require the Port to consider how Port activities affect the groups that you rightfully point out have not consistently benefitted from waterfront plans, projects, and activities, including communities like Chinatown that are adjacent to the Port. Through the Draft Plan we are, in effect, requiring ourselves to do a much better job going forward.

Chapter 3 of the Draft Plan segments the Port waterfront into five subareas and presents objectives and land use information that applied to each of these geographies. The Northeast Waterfront subarea extends from Pier 35/Bay Street south through the Ferry Building area, adjacent to Chinatown. Your comments highlight that great urban planning and design do not provide practical benefits to communities of color and low income residents. Further, your comments call for recognition of the need for more east-west transit connections between the waterfront and inland neighborhoods, which could include those planned by Muni and yet not implemented.

We agree that these points should be recognized in the Draft Waterfront Plan. To that end, we will propose that the following revisions be made to the various sections described below. These revisions (highlighted in underlined italicized text) will be included in a report we intend to present at the December 10, 2019 Port Commission meeting, and we will send you a copy of that staff report when it is available prior to the meeting.

Revision to statement under "Waterfront Transportation-A Delicate Balancing Act", 2nd paragraph, modifying last sentence on p. 77:

"... Coordinating and managing this transportation system is a delicate balancing act that involves accommodating heavy maritime industrial and cargo uses while also providing equitable access to safe and convenient for public transit, automobile, pedestrian, and bicycle access that is safe and convenient for all San Franciscans and visitors."

We also will work with SFMTA staff to incorporate revisions to the Transportation Map on page 79 of the Plan, to incorporate east-west transit routes, including 1 California, and the Central Subway due to open in 2021. The 1 California is one of Muni's major routes and a key public transit link between Chinatown and the waterfront. This route is slated for critical improvements that will increase its reliability and capacity to relieve overcrowding and improve rider experience. The Central Subway is much more than a rapid transit service linking Chinatown to Mission Bay and Southern Waterfront, it will serve many other communities of color as well, such as Central SoMa, Bayview-Hunters Point and Visitacion Valley.

Revision to the Fisherman's Wharf Objective 6 on p. 132

Add to the last sentence in the paragraph as follows:

"... While these improvements are targeted to improve transportation access for visitors, residents and employees, the Port will..."

Revision to Northeast Waterfront Objective 3 on p. 141

Insert a new 2nd paragraph midway through the existing paragraph after "... create new ways to enjoy the waterfront and generate revenue.":

These new activities should include affordable events and programs that can be enjoyed by people with low income and communities of color, including from the adjacent Chinatown neighborhood. Within the Embarcadero Historic District

Revision to Northeast Waterfront Objective 4 on p. 142

Revision to second to last sentence in paragraph 1:

... This unique attraction will enliven the waterfront, enhance the public realm along the west side of The Embarcadero, and provide a fitting gateway at Broadway that highlights a major street leading to Chinatown and North Beach to the west. Both projects....

Revision to Northeast Waterfront Objective 7 on p. 145

Add new last sentence:

... Promenade into the piers wherever possible. Additionally, the Port should work with SFMTA to expedite implementation of planned east-west public transit improvements between inland neighborhoods, including Chinatown and North Beach, and the waterfront.

Additional Efforts Already Underway at the Port

The Port is not waiting until the Draft Plan is approved (after the CEQA environmental review is complete) to begin this important work. For the last two years, the Port has been working to more explicitly advance equity in both our internal practices and our external work at the direction and with the support of the Port Commission. Creating greater equity is at the core of the Port's values and is reflected in the [Port's Strategic Plan](#).

Last year, the Port began working on an Economic Impact Policy to ensure that Port activities positively benefit disadvantaged neighborhoods adjacent to our property. Port staff also participated in the Government Alliance on Race and Equity (GARE) along with staff from over a dozen other City departments.

A new Ordinance passed by the Board of Supervisors and signed into law by Mayor London Breed will create a new Office of Racial Equity (ORE) within the Human Rights Commission. ORE will oversee and assist City Departments in the crafting of Racial Equity Action Plans by the end of 2020. Here at the Port, considerations of how to increase racial equity must be woven into how we contract, lease, hire, and

make investments in Port property and public open space, and the culture we foster here in our workspace. We have already begun this important work.

Finally, to help bring coherence to the Port's many efforts, in December, Deirdre Hussey, will join the Port as the new Director of External Affairs. Deirdre is currently the Director of Policy and Public Affairs for the San Francisco Police Department. Prior to joining the San Francisco Police Department, she served as Communications Director for San Francisco Mayor Edwin M. Lee and Deputy Chief of Staff to then California Lt. Governor Gavin Newsom.

At the Port, Dierdre will be laser focused on strategy and coordination of all external affairs and will continue to propel and support the Port's portfolio advancing our goals and objectives. This increased coordination will ensure that the Port is meeting the needs and demands from our San Francisco residents, visitors, local agencies, community organizations, businesses and all our stakeholders and partners. The Port is also adding a new Social Responsibility and Workforce Development manager who will be dedicated to our ongoing work outreach to local small businesses, expanding opportunities for minority and women owned businesses, and engaging diverse communities at the Port.

The Port has an important mission to ensure that the Port's programs and activities connect to San Francisco communities, with an emphasis on equity and social responsibility. The Port must provide a waterfront that is accessible and welcomes all communities, and the economic impact of our work should positively impact our surrounding communities, especially those who have historically been left out and left behind.

Please do not hesitate to contact either of us (diane.oshima@sfport.com or Michael.Martin@sfport.com) if you would like to discuss these many efforts or have other comments or concerns. And thank you for your long-standing interest in the Port and your work on behalf of Chinatown and the waterfront.

[SEE BELOW DRAFT WATERFRONT PLAN EXCERPTS REGARDING EQUITY]

Port of San Francisco WATERFRONT PLAN

Draft for Public Review and Comment
June 2019

Equity Excerpts

Chapter 2 - WATERFRONT GOALS AND POLICIES

A Maritime Port

Preserve and enhance the Port of San Francisco's diverse maritime portfolio by providing for the current and future needs of cargo shipping, cruise, ferry and water taxis, excursion boats, fishing, ship repair, berthing, harbor services, recreational boating, and other water-dependent activities.

Diversity of Activities and People

Host a diverse and rich array of commercial, entertainment, civic, 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 users 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.

CHAPTER 2A - A Maritime Port

Maritime Policies

- 2. Maximize opportunities for maritime activities by simplifying and aligning applicable permitting, design review, and other regulatory requirements.**

- 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.**

- 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 and jobs, revenues for Port capital investment, and to improve properties in the Bayview-Hunters Point community.**

- 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 water recreation programs and provide information about water landing facilities and activities (e.g., University of California, San Francisco [UCSF] Mission Creek kayak programs, Bay Area Association of Disabled Sailors).**

- 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.**

CHAPTER 2B – Diversity of Activities & People

Background

.... The waterfront also continues to be an important workplace that supports many different types of businesses and jobs on piers and upland seawall lot properties. Today, the Port is the largest industrial landlord in San Francisco, with facilities that are vital to retaining production, distribution and repair (PDR), storage, technology innovation, and light industrial activities, in addition to maritime operations. This wide-ranging property portfolio provides a stable revenue base for the Port Harbor Fund to support Port operations and capital needs, and helps the city to maintain a diverse economy and broad range of job opportunities.

.... Public plazas and visitor-serving retail, including restaurants, have long been recognized as trust uses that promote public enjoyment of the waterfront. There is strong public demand for more diverse public-oriented use offerings along the waterfront, including cultural, educational, entertainment, and recreational activities. Public-oriented uses are fundamental to a lively urban waterfront that welcomes people of all ages, races, and economic backgrounds.

.... Together, commercial and industrial uses support a workplace that, in addition to maritime employment, offers a diverse mix of non-maritime jobs.

.... Short-term interim uses also allow the Port to “start small” and pilot new business ideas, as well as promote temporary activities to increase vitality along the waterfront. These short-term businesses, programs, and activities build a base of experience and support that can evolve into long-term projects to bring more diverse jobs, residents, and visitors to the waterfront.

Diverse Use Policies

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

- 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).
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.
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.
13. Consistent with Chapter 2A, Maritime Policies 14 & 15, pursue development of new warehouses on the Pier 90-94 Backlands to maintain industrial facilities in San Francisco that protect the viability of Port cargo and maritime support businesses at Piers 80, 92 and 94-96, generate economic activity and jobs for the city, Port revenues for capital investment, and improved properties in the Bayview-Hunters Point community.
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.
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 activate the waterfront.
26. Encourage temporary public-oriented uses in the Embarcadero Historic District to promote a dynamic waterfront. Allow pilot projects and small business opportunities.

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 2I.

31. Ensure active community engagement in review and comment on leasing and development solicitations and proposals, as set forth in policies in Chapter 2I.

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.

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.**

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.**

48. 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.

49. 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.

CHAPTER 2C – Public Access and Open Space

Background

.... The new parks that the Port has constructed have complemented maritime industry and pier rehabilitation development projects, creating a variety of waterfront views and experiences that enhance the appeal and walkability of The Embarcadero.

The Port has expanded this open space network to the south in concert with a City initiative to create the [Blue Greenway](#)—a planned series of parks, public access, and Bay water recreation facilities. The Blue Greenway picks up from the south end of the Embarcadero Promenade at China Basin Channel and extends to the southern border of San Francisco. Heron’s Head Park is the southernmost park the Port manages along the Blue Greenway.

The Port has a number of water recreation facilities, including the City’s only trailerable public boat launch at Pier 52 along the Mission Bay waterfront, kayak landings along Islais Creek, and several other landings north of China Basin, as shown on Map C. Water recreation access and facilities are integral components of the Blue Greenway, so named to reflect the objective of creating access from water (“blue”) and access from land (“green”) through the Southern Waterfront. The Blue Greenway is the City’s contribution to improving the portions of the Bay Trail and Water Trail that extend through the southern part of San Francisco.

....While the physical improvements to the Port’s network of open spaces are almost complete, there is growing public desire for a broader offering of recreational uses, events, and activities in Port parks. These parks are subject to public trust requirements intended to ensure that recreational enjoyment

extends to visitors from throughout the region and state as well as local residents and workers. Thus, most parks have been designed for passive use, with landscape designs, furnishings, and amenities for seating, informal gatherings, and public viewing areas and features to welcome anyone to visit and enjoy the spectacular Bay setting. Even with substantial growth in waterfront visitors, however, many of the Port waterfront parks are underused.

People socialize and interact with the waterfront in many different ways, driving a need for new, innovative park designs and programs that attract people of all ages, races, and economic means, include youth and families, visitors and locals. Increasingly, people are looking for recreational play activities, children's playgrounds, pop-up events and activities, and accessory food service. The Port has a strong working relationship with the State Lands Commission and BCDC for consulting on and developing park design criteria that increase recreational use, activities, and enjoyment in Port parks in ways that align with agency objectives.

Open Space Policies

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.
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, 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).

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

- 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. Provide public access in natural areas, where feasible, that supports ecological and community health and environmental education.

18. Promote, expand, and enhance water recreation facilities and access into the Bay as additions to the San Francisco Bay Area Water Trail.

- b. Complete the Blue Greenway to bring more waterfront recreation opportunities to the Southern Waterfront.
- c. Provide low/no cost water recreation access to the Bay, a form of public access benefit to be recognized by the Port and BCDC.
- d. Seek and maintain inter-agency and community partnerships with organizations that promote safe water-oriented recreation opportunities for people of all abilities and economic circumstances.
- e. Promote water-dependent recreation in landside open spaces where feasible. Support active water recreation programs (e.g., Kayaks Unlimited; University of California, San Francisco [UCSF] on Mission Creek). ...
- a. Recognize that maritime operations maintain an authentic working waterfront and are a use that may prohibit public access in some locations. Use guidelines in Maritime Policies (Chapter 2A) 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.

CHAPTER 2D – Urban Design and Historic Preservation Background

...A well-designed public realm balances the mobility and access needs of everyone—residents, workers, and visitors—and contributes to the efficient function and enjoyment of a city and its sense of place....

Urban Design & Historic Preservation Policies

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

CHAPTER 2E – A Financially Strong Port with Economic Access for All

Background

....The Port's activities have impacts—both positive and negative—on its stakeholders and neighbors. Over time, the Port has worked to reduce negative environmental impacts (see Chapter 2G) and transportation impacts (see Chapter 2F) on neighboring communities. The Port Commission highlighted its ongoing commitment to diversity and equity by including a new equity goal, to “ensure

Port activities advance equity and public benefit and attract a diversity of people to the waterfront,” in its Strategic Plan. During the Waterfront Plan update process, public meeting and workshop participants likewise called for more diverse and equitable opportunities to work, live, and play along the waterfront.

The Port is working to implement this goal through a number of initiatives. It has adopted the Southern Waterfront Community Benefits and Beautification Policy and provides substantial financial support to the environmental education and public engagement programs offered at Heron’s Head Park. These types of programs extend jobs, recreational opportunities, and environmental improvements to the historically under-served Southern Waterfront. Port staff are also beginning a public process to build upon the lessons learned from the Southern Waterfront Community Benefits and Beautification Policy. This process will develop ways of targeting the Port’s economic activity, including Port contracting, leasing, Port and tenant hiring, and parks and open space, so that it benefits the communities neighboring the Port, including historically disadvantaged communities. These efforts will be informed by community and Port Commission participation and will include clear goals and measures for the success of these efforts.

Finance Policies

4. Leverage the Port’s economic activity to advance equity, inclusion, and public benefit for communities in and neighboring the Port, including historically disadvantaged communities.
 - a. *Contracts* - Continue to meet and, whenever feasible, exceed mandates for Local Business Enterprise (LBE) and MicroLBE participation on Port construction and professional services contracts.
 - b. *Port Employment* - Develop a workforce development strategy to ensure that Port staff better reflects the diversity of the city and that Port internships and fellowships help train a diverse workforce for the future.
 - c. *Diverse Jobs* - Attract and retain a diverse mix of businesses and industries that can provide jobs for residents of all skill and education levels.
 - d. *Job Training* - Seek opportunities to partner with tenants and educational, civic, labor, and business institutions to support apprenticeships and job training programs that enable the unemployed, under-employed, or economically or socially disadvantaged to enter or move up in the labor force.
 - e. *Leasing and Development* - Increase outreach to, training for, and partnerships with under-served communities and local businesses for lease and economic development opportunities.

- f. *Industry* - Promote use of Port industrial facilities for local manufacturing and other businesses that keep light industrial jobs and business opportunities in San Francisco.
- g. *Affordable Space* - Limit vacancy and market underimproved spaces to non-profit entities and local and small businesses at fair market rent to provide more affordable options than are typically available in the private sector.
- h. *Southern Waterfront* - Continue to implement the Southern Waterfront Community Benefits and Beautification Policy as part of the Port's Strategic Plan.

CHAPTER 2F – Transportation & Mobility

Background

....The Port works closely with the City and County of San Francisco (City), and other transit providers to ensure that all forms of transportation to and along the waterfront are safe, efficient, and accessible to everyone, regardless of age, income, or ability.

....Parking priority is provided to maritime industries and businesses, and out-of-area visitors and families who come to enjoy the waterfront; transit options for these uses often are not available or viable.

Transportation Policies

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.
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 reliability, resiliency, and flexibility. Encourage and, where feasible, provide areas for transit providers to locate transit stops and stations, with pedestrian and disabled access, within ¼ mile of major Port destinations.

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.

20. 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.

32. Provide on- and off-street disabled accessible parking near major destinations along the waterfront.

33. Manage paid on-street parking to encourage parking turnover, customer access, and parking for diverse users.

37. Prohibit residential permit parking, consistent with public trust objectives to promote waterfront visitors from throughout California.

39. 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 disabled parking.

43. Tailor new mixed-use development and major leasing projects to promote sustainable transportation modes (e.g., walking, biking, and public transit) that are universally accessible, and minimize single-occupant (or single-passenger Transportation Network Companies) vehicle trips.

CHAPTER 2G – An Environmentally Sustainable Port Background

....The environment is not the only consideration in resilience and sustainability planning. Social and economic sustainability—a society's ability to maintain social well-being and economic stability indefinitely—are also essential components of resilience. For example, the degree of social cohesion in city neighborhoods correlates directly to how well those neighborhoods respond to and recover from emergencies. A sustainable society that protects natural resources while ensuring social justice and economic well-being is a resilient society.

....Today, the Port works to restore the health of Port lands and the Bay, and to protect the health of the many Port employees, tenants, visitors, and neighbors who frequent the area.

.... The Port, its tenants, development partners, visitors, and neighbors can protect and improve biodiversity in parks, open spaces, and the built environment through ecologically sound design and stewardship. These efforts include continuing youth and environmental education programs that support equitable access to nature and habitat, as provided at Heron's Head Park and the Pier 94 wetlands in the Southern Waterfront. The [Port's Biodiversity Work Program](#) summarizes all of the Port's initiatives to promote biodiversity and progress toward meeting city-wide biodiversity goals. Because access to nature is a health equity issue in San Francisco, over 30 City departments, and environmental justice, youth-serving, health, education, and nature-focused organizations have launched the SF Children in Nature Collaborative, which works to ensure all children have the opportunity to play, learn, and grow in the outdoors.

....Environmental health is the branch of public health that focuses on how both the natural environment (e.g., air, water, and soil) and the built environment (e.g., homes, workplaces, and transportation systems) affect people's health. The environmental health field also encompasses social environments and the effects of societal factors like diet, exercise, access to health care, and socioeconomic status on human health. Effective environmental health management reduces people's exposure to physical, chemical, and biological health hazards and fosters healthy and safe communities.

The Port's diverse facilities and operations present a wide range of potential environmental health risks, from tiny particles of dust emitted by diesel engines to decisions about the type and location of facilities that operate on Port land. The Port implements the many regulations and proactive policies that the City has adopted to promote environmental health for San Francisco's residents, workers, and visitors, including practices for reducing discharge of pollutants to air and water from Port and tenant operations, cleaning up contaminated land, and promoting transportation systems that encourage safe, zero-emissions travel. The Port is also continuing to work with its partners to build environmental health into new development, from individual buildings to parks and natural areas to entirely new neighborhoods.

Environmental Sustainability Policies

4. Protect and enhance the biodiversity of the Port's natural resources.

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

- 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.**

CHAPTER 2H – A Resilient Port

Background

Resilient SF describes resilience as the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow, no matter what kinds of chronic stresses and acute shocks they experience. Resilience is of critical importance to the Port as it defines the issues that will need to be addressed in the near, middle, and long term to ensure a safe and vibrant waterfront. Building resilience requires understanding what could happen (hazards and their impacts), when it might happen (urgency and timing), and what can be done to reduce risks and increase safety while also accounting for environmental, community, economic, and equity considerations.

Building resilience means protecting important assets—the physical features that people and businesses rely upon to live, work, and recreate, including buildings, utilities, transportation infrastructure, employment centers, housing, and environmental, historic, community, and cultural resources. ...

What is Social Cohesion?

Although definitions of social cohesion vary, most focus on the bonds among people that make communities stable and help them prosper. For example, communities with strong social cohesion may:

- Have many neighbors who know each other, support each other, and share resources and responsibilities.*
- Work toward the well-being of all community members.*
- Work against exclusion and marginalization.*
- Create a sense of belonging.*

- Promote trust.

Social cohesion contributes to a wide variety of positive social outcomes such as health and economic prosperity. It also helps people prepare for and more quickly recover from disasters.

What is Equity?

Although definitions of equity vary, most definitions focus on ideals of justice and fairness. Equity represents a belief that:

- *There are some things all people should have;*
- *There are basic needs that should be fulfilled;*
- *Burdens and rewards should not be spread too differently across the community; and*
- *Policy should be directed with impartiality, fairness, and justice toward these ends.*

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

Other Partnerships

Additionally, the Port is advancing partnerships with Port tenants, community members, adjacent businesses, and neighbors to ensure that resilience is built together and in consideration of all of these key stakeholders. All of the Port and City resilience efforts offer opportunities for public engagement, in which the community can help determine a project's scope, identify and evaluate alternatives, and participate in selecting and implementing the project. For example, several City departments are partnering on the [Islais Creek Adaptation Strategy](#). The project has a broad engagement plan designed to ensure that community members, local businesses, and other stakeholders are able to provide input throughout the project and can provide clear guidance and preference on priorities and alternatives.

Resilience and Equity

Research shows that the ability of a community to withstand and recover from disasters and other challenges is linked to its access to jobs, transportation, education, and other resources, including participation in planning, as well as to the strength of the community's cultural life and sense of identity and meaning. Communities that exhibit these and other attributes of social cohesion and equity more quickly respond to and recover from hazards such as earthquakes, flooding, extreme heat, and fire, and to societal events such as economic downturns, homelessness, and high housing costs.

Developing strategies that allow people to stay healthy in their homes and neighborhoods and return quickly to work and school is the most important factor in how a city recovers from a crisis. Focusing on people means assessing not just the vulnerabilities of physical assets, but also functional and social vulnerabilities as well.

- *Functional vulnerabilities* refer to the functions that assets provide. For example, the Embarcadero roadway is a physical asset. Its function is a corridor that people use for transportation purposes—by foot, bike, transit, and automobile. By considering both physical and functional assets, it is possible to set priorities for action based on preserving the function—mobility—even if the physical asset is compromised.
- *Social vulnerabilities* are those characteristics—such as age, income, disability, or language barriers—that make some people or communities more vulnerable to a hazard.

The strong relationship between demographic characteristics and outcomes during and after a disaster means it is critical to measure social vulnerabilities and develop actions to reduce them. City and regional agencies have taken significant steps toward mapping and identifying social vulnerabilities to flood and seismic risks around the Bay. For example, the City's Department of Public Health leads a [Climate and Health Program](#) that provides data, mapping, and information that can help assess the vulnerability of San Francisco's people and neighborhoods. These and other helpful tools are most effective when City agencies use them to engage local communities in the process of identifying vulnerabilities and reducing risks in their neighborhoods. The Port can look to City programs like the [Neighborhood Empowerment Network](#) and groups such as [Resilient Bayview](#) as models for this important work.

Resilience Policies

4. Develop a resilience plan that is transparent and accountable, coordinated with the City's Resilience Framework to support Port, City, regional, community, business, and other stakeholder efforts to adapt to changing risks, conditions, and priorities over time. The resilience plan should:
 - a. Protect and enhance the existing waterfront, critical Port and City utilities and infrastructure, and community, historic, and economic assets for as long as possible, avoiding major changes to the existing form of the waterfront until changing conditions, available resources, and evolving priorities require significant adaptations.
 - f. 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.

- g. Provide for a wide range of strategies for reducing risks, including strategies that reflect the unique character, location, and land uses of adjacent neighborhoods.
- 5. Encourage and design resilience projects that achieve multiple Waterfront Plan urban design, historic preservation, recreation, public access and open space, transportation, maritime, and environmental goals and benefits.
 - a. Avoid major changes to the existing form of the waterfront; instead, design to support future adaptations when needed. Protect and enhance the Port's historic and cultural resources. See Chapter 2D for more information.
- 6. Ensure that the Port's resilience plan makes equity a priority and identifies ways to build 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, 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 and neighbors in order to reduce risks and strengthen response and recovery capabilities.

CHAPTER 2I – Partnering for Success

Background

....Since the Waterfront Plan was first adopted in 1997, the Port, State Lands, and BCDC have worked together to address many complex public trust and regulatory requirements for projects that have transformed the San Francisco waterfront. The knowledge and experience gained from these shared

efforts informed updates to Waterfront Plan policies in 2019 to support additional future improvements to meet the waterfront's evolving needs. A shared challenge for all three agencies is determining how the public trust doctrine should apply to lands at risk from rising tides while the Port also undertakes seismic reinforcement of the Embarcadero Seawall. Another common focus is how best to bring greater equity to everyday operations and planning work so that public trust benefits flow fairly to everyone.

....Ensuring equity means more than just providing equal access to parks and open spaces (see Chapter 2C policies) and economic opportunities (see Chapter 2E policies). It also means welcoming to the table those who have been underrepresented in public discussions about the variety of benefits that should be created along the Port waterfront.

Frequent and meaningful discourse among Port Commissioners, Port staff, and the public is critical, particularly during consideration and review of lease and development proposals. Because the Port's planning and development decisions affect the entire community, it is essential that all members of the community are regularly represented at the planning table and have a voice in the decision-making processes that affect them. Equitable public participation in planning processes that affect land use, environmental sustainability, resilience planning, transportation, access to economic opportunities, and all other topics addressed in this Waterfront Plan will help the Port ensure that all residents of the city and the region will benefit from a vibrant and strong Port.

As part of this process, it is incumbent on everyone to listen to all points of view, including those of stakeholders who historically have not had a voice in public discussions. Doing so will build public understanding and support for projects that provide many public benefits.

Partnering and Engagement Policies

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. Ensure timely Port staff updates to PACs during project design-development processes before final decisions are made.

- d. 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.
 - e. 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, providing outreach materials in different languages, and using facilitation techniques that encourage participation.
9. For intermediate or long-term leases in the Pier 80-96 Maritime Eco-Industrial Strategy Area, follow the community engagement process with the Southern Waterfront Advisory Committee (SWAC):
- a. Encourage community engagement by providing regular updates about maritime marketing lease proposals to the Port Commission and the SWAC.
 - b. Schedule Port Commission informational presentations for intermediate-term or long-term lease opportunities.
 - c. Schedule SWAC meetings to discuss lease opportunities and to solicit community input to report back to the Port Commission.
 - d. Follow the community input process for competitive leasing and development solicitations outlined in Policies 5 and 6 above.

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

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

From: Forbes, Elaine (PRT)
Sent: Tuesday, August 27, 2019 7:43 PM
To: Aaron Peskin [REDACTED]
Cc: Tan Chow [REDACTED]; Sunny <sunny.angulo@gmail.com>; Martin, Michael (PRT) <michael.martin@sfport.com>; Oshima, Diane (PRT) <diane.oshima@sfport.com>
Subject: Re: Waterfront, Chinatown and people of color low income community

Good evening, Tan

I'm sorry I did not acknowledge receipt of this email earlier. I missed it right before vacation so please forgive. You have provided good detail and context for me to contemplate. I'm asking my real estate and development team to consider all of these comments and to talk with you in more detail about your perspective. I'm also forwarding your comments to the planning group managing the CEQA review for the waterfront land-use plan. Connecting the waterfront to Chinatown is a critical goal, and I see your points that the Port has missed the mark. I do think the high cost of facility repair at the Port drives us to high-end tenants that can support significant facility rehabilitation costs. We do struggle with this issue and are trying to find a balance of making a waterfront that truly is for everyone, while attracting private investment to make the historic preservation improvements that we need. I believe there is a way for us to strike a better balance in this regard, since providing a vibrant and diverse public port for everyone is our first and primary mission.

Many thanks for your continued interest in the waterfront. Please expect to hear from my real estate and development team to discuss these comments further.

Very best,
Elaine

Sent from my iPhone

On Aug 27, 2019, at 3:28 AM, Aaron Peskin [REDACTED] wrote:

Spot on!

Aaron

On Aug 12, 2019, at 7:59 AM, Tan Chow [REDACTED] wrote:

Hi Director Forbes,

Thank you again for your help on saving the direct service XTech program at the Exploratorium program. I am disappointed that the new leadership there decided to ax it.

On a separate note, I am aware of the SF Port is doing a draft waterfront plan now. I wanted to share some thought and concerns regards to many of the waterfront development, their uses and projects are more affluent based and unaffordable and there is no SF Port emphasis and framework on social justice and equity in serving people of color low income and adjacent communities like Chinatown. It is a concern reflected that many of our cultural, educational institutions that once were affordable no longer is affordable and one by one gentrified.

For the last two decades, I have seen many projects coming to us and Chinatown regarding the port and waterfront issues and development. There is a disappointing pattern, when private or even non profit project developers, project sponsors and consultants need community support, we received presentations and outreach, but after projects are done, promises and follow up benefit to community are forgotten.

Exploratorium is a good case. Exploratorium team and architect came to us for support for the move from the Palace of Fine Art. Chinatown CDC and CBPRC (Committee for Better Parks and Recreation in Chinatown) drafted support letter for their pier 15-17 move even though they created a new building block at end of the finger pier which we had concern with in closing off the bay view from land side. Two years after opening, I reached out to Jeff Hamilton then government affair for Exploratorium (I think after I ran into him on street car) for follow up programs for Chinatown and adjacent neighborhoods but it never materialized into concrete community benefit. It took another chance encounter by my CBPRC chair Phil Chin meeting an Exploratorium staff at event did we reconnect with Exploratorium and which led us to the wonderful Xtech program and now the new leadership cut this direct service program.

We met with SFMTA hall of fame planner Peter Albert when he was doing the transportation plan for the America's Cup and as part of the conversation. At a meeting with me and then Planning Commissioner Cindy Wu, he acknowledged and agreed of the need and creating a east-west bus line connecting Chinatown and North Beach with the Embarcadero. From the various workshops - America's Cup workshops, the Supervisor David Chiu SF Planning Department led NE waterfront study, the community based/FOGG process - it was founded that after the demo of the embarcadero freeway, there was a strong emphasis on the north-south transportation axis but not much attention put upon a east west connection.

Anne Halsted also had conversation with us for supporting the cup and in getting our youth and sro families jobs for the America's Cup. I know the

event was more hype than substance, but again benefit never materialized. We and Chinatown grassroot engaged with various northeast waterfront studies, but it ended where the studies ended.

Cruise Terminal also promised a lot too from jobs for Chinatown and tourism connection and marketing. There were a lot of solicitation of community support for last year's Prop A Seawall bond and we supported it even though our Portsmouth Square and gathering spot or resilience center for disaster won't get any amount from the bond to design a Chinatown resilience center.

Mr. Jay Wallace and his Teatro Zinzanni asked us for support letter last year, the Teatro Zinzanni is a wonderful gem and I missed their bright colorful landmark tents at their former site at the pier. But I still wondering how and what this new project on Broadway will be bringing any community benefit to low income people of color of Chinatown. If you recall, Chinatown lost the fierce battle for the Embarcadero freeway and our critical transportation lifeline that businesses still feeling the pain as of today. The Draft Waterfront report stated that the Teatro Zinzanni "provides a fitting gateway to Chinatown...", but great urban planning imagery and design language have no day to day practical benefit to the families, children and seniors living in the SROs on Broadway and Chinatown, North Beach.

Crissy Field in the 1990s did the same outreach to Chinatown and the GGNRA or consultant never came back to Chinatown after it gained permits and global success, except last year they outreached to Chinatown after more than a decade due to their apparent lack of racial and income diversity in their users.

The Blue and Greenway, India Basin, Heron Park, Mission Rock Giants, Pier 70 have lots promises and seeking support from people of color community. I grew up in vis valley and have seen these eastern waterfront communities being transformed and also wonder how these will benefit people of color low income community, let alone of the potential gentrification these transformation may bring to the people of color low income residents of the southeast quadrant.

Thank you Supervisor Peskin for the 30 Blue and Gold ferry tickets to Angel Island for sro families from Pier 39's Taylor Safford earlier this year and also for the tickets to the Aquarium by the Bay. But these are outlier, sporadic ask from us and community and not something that is long lasting, sustaining, part of a programmatic commitment from the waterfront development.

I skimmed through the 200 plus pages Draft Waterfront Plan and hard to see much of if anything the port is benefiting adjacent neigboring community like Chinatown, north beach or the people of color low income community.

Thanks for your attention.

Tan

[REDACTED]

From: [Oshima, Diane \(PRT\)](#)
To: [REDACTED]
Cc: [Hodapp, Dan \(PRT\)](#); [Cook, Anne \(PRT\)](#); [Jackson, Jai \(PRT\)](#); [Simon W.R. Snellgrove](#)
Subject: FW: Comments and Suggestions to Waterfront Plan
Date: Monday, December 2, 2019 6:21:00 PM
Attachments: [Comments to Waterfront Plan from Optimal Design Group.pdf](#)

Dear Mr. Rabichev,

Thank you for your September 29, 2019 letter commenting on the Port of San Francisco's Draft Waterfront Plan (Draft Plan). We appreciate your thoughtful comments about greening the waterfront and encouraging education about nature. We agree that these are important goals that should be reflected in the Port's many plans and projects.

The Draft Waterfront Plan is a policy document which describes public values and priorities to incorporate in future waterfront improvement projects and stewardship programs along the Port waterfront, including new goals and policies for an environmentally sustainable and resilient waterfront. This includes policies to promote nature and natural shoreline adaptation, native vegetation and habitat enhancement, education and stewardship efforts. While your comments focus particularly on forest-themed ideas, they express important underlying values in the Draft Plan that support multiple approaches to advance nature-based education and shoreline improvements, as discussed further below.

Murals – These are interesting ideas for non-historic properties at the Port, which provide education and creative expression opportunities for a host of topics, including climate change and nature. The Port has incorporated murals on some properties (e.g., Bayview Rise at Pier 90 grain silos, shoreline birds and wildlife at Herons Head Park entrance). Draft Plan Public Realm policy #5b (p.60) requires the Port to develop a Port Public Art Plan, which could address murals specifically, including procedures for public art proposals and partnerships.

Whole Tree Sheds and Educational Displays– These are interesting and creative concepts that could be considered for new project and open space properties, and are supported in Draft Plan policies, including: Variety of Open Spaces policies #5-6 (p.49-50); Park Activation policy #8 (p.50); City Connections policy #11c (p.50); Design Character policy #12 (p.50); Connections with Nature policy #12 (p.51); and Biodiversity policy #4h (p.99).

Planting Trees – The Draft Plan promotes native, habitat, and pollinator plants in Connections with Nature policy #17 (p.51) and Biodiversity policy #4a-h (p.99).

Boat Excursions to Nature areas – The Draft Plan promotes new and expanded environmental education programs in Biodiversity policy #4h (p.99), and more excursion

boating in Maritime policy #8, (p.24) and Water Recreational Boating policies #19-25 (p. 25-26).

Partnering with other Jurisdictions - A consistent theme throughout the Draft Plan is the importance the Port places on partnering with agencies, non-profits, community and environmental groups, tenants, and other stakeholders to achieve Port, city and community goals. Examples of policies supporting the types of partnerships you suggest include: Recreational Boating policy #21 (p.26), Working with the City and the Public policy #9 (p.50), Public Trust Benefits Investments policy #1a-e (p.72), Biodiversity policy #4a,g (p.99), and Collaborative Government policies #1-2 (p.116). The floating forest concept described in your comments is an example of a type of project in the Bay that would undergo these community and interagency engagement processes, including with the San Francisco Bay Conservation and Development Commission.

The Waterfront Plan will be implemented through projects that also must also be consistent with the Port's design guidelines. I am copying Port Senior Planner Dan Hodapp, who is updating the Port's design guidelines, so he can consider your comments in this ongoing work.

Thank you again for your thoughtful comments and help to improve the San Francisco waterfront.

Diane

Diane Oshima
Deputy Director, Planning & Environment
Port of San Francisco / Pier 1 / San Francisco / 94111
(415) 274-0553

From: Val Rabichev [REDACTED]
Sent: Sunday, September 29, 2019 9:22 PM
To: Oshima, Diane (PRT) <diane.oshima@sfport.com>; Hodapp, Dan (PRT) <dan.hodapp@sfport.com>
Cc: Simon W.R. Snellgrove [REDACTED]; Foster, Patrick (PRT) <patrick.foster@sfport.com>; Yeung, Ming (PRT) <ming.yeung@sfport.com>; Benassini, Rebecca (PRT) <rebecca.benassini@sfport.com>
Subject: Comments and Suggestions to Waterfront Plan

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Dear Ms. Oshima and Mr. Hodapp:

Mr. Simon Snellgrove suggested that I contact your team with comments regarding the Waterfront Plan, specifically sections Public Access and Open Space Along the Waterfront, and An Environmentally Sustainable Port.

Please find attached a collection of ideas/projects in a very rough preliminary form. Even if only a few implemented, it appears they would definitely - enhance, and enliven the network of parks, public access, and natural areas along the San Francisco waterfront and Bay shoreline.

The ideas implemented would do their small part towards – limiting the impacts of climate change, improving the ecology of the Bay and its environs, and ensuring healthy waterfront neighborhoods.

Please let me know if you have any questions or comments and if I could clarify any of the ideas.

Thank you.

Best Regards,

Val A. Rabichev, PE



www.OptimalDesignGroup.com



September 29, 2019

Port of San Francisco
Pier 1
San Francisco, CA 94111

RE: Comments and Suggestions to Waterfront Plan

To Whom it may Concern:

We respectfully submit an outline of Greening Proposal that could enhance public enjoyment at the waterfront areas, promote respect of the space, and complement revenue for Port of San Francisco, as well as encourage nature conservation and education. The projects/ideas proposed could be considered separately or in any combination.

Northern California is famed around the world for its majestic forests. From old growth redwoods to coastal pine and fir stands, to deciduous and mixed forests in the Sierras, the images of our forests are familiar around the world.

Bay Area is a gateway to Northern California for many visitors, as well as people born & raised here, as well as transplants from elsewhere.

It is a fact needing no elaboration that forests are of prime importance to balance in nature, climate change control and, in a larger sense – the very survival of mankind in our environmentally challenging era.

Yet for many people wherever they come from, nature, and in particular forests, are no more than a remote something somewhere out there... Many kids grow up around shopping malls & subdivisions, apartment complexes & inner cities, and other urbanized environments. People tend to relate to things they related to when they were kids.

The more people take their kids to where they can see, touch, smell, feel the forest, the better chance that their kids & grandkids will have forests remaining on this planet.



1 Smaller Projects

1.a Forest Mural

A mural similar to the one below can be painted on one of the walls. The mural can have native California forest and wildlife



The mural location can be selected where it would not interfere with historic industrial waterfront buildings, including new ferry services building walls. This kind of nature art is likely to spark significant interest, especially with visitors and kids, but also with locals like ferry commuters and downtown lunch crowds. The cost for this kind of mural would be modest. Benefits of people's interest can be gaged in planning further projects. Small size mural can be a first step. Fundraising can be explored, see Section 2.d below.

1.b Whole Tree Shed or Canopy

A small exterior shed or canopy with seats can be put up, solar panels on roof would be an enhancement.



A nationwide firm Whole Trees, <https://wholletrees.com/> provides this kind of products. Alternate suppliers can be located.

The small structure can be enhanced with display of real forest material, such as

- branches with lichen & Spanish moss,
- pine cones, bark, twigs, ground moss, small logs,
- young living trees, ferns, underbrush,
- meadow & mountain flowers, berries, mushrooms.

Setup and maintenance cost of this kind of installation would be modest.

1.c Educational Display

A display with informational and educational materials can be put up in the canopy/shed dedicated to forest related issues, such as

- benefits of forest in nature balance,
- forests potential for public enjoyment including eco-tourism
- impact of climate change Northern California and other forests,
- forest fires, safety measures, prevention measures, donations.

Display can be accompanied with a slide show of forest scene and contemplative music. Also, a terrarium can be assembled housing forest insects and amphibians in the miniature environment.

Cost of this kind of display would be relatively small. Fundraising can be explored, see Section 13 below.

1.d Planting Trees near the Mural or Display

Planting a few live grown trees, like redwood, pine, fir, birch, aspen, could enhance the effect of the mural and arouse further interest and public enjoyment. Creative artistic planters can be utilized for each tree or a patch planter for the whole group.

2 Larger Projects

The projects below would require feasibility studies.

2.a Planting a small Forest patch

Building a small patch of trees, including a walk, stand, seat. Include a small meadow with flowers. Possibly a small pond, stream & small waterfall with a pump re-circulating the water.

2.b Boat Excursions to Bay Area Nature Spots

Above described displays would encourage private or ferry operators to launch regular, like weekend & holidays excursions, such as

- nature locales like Muir Woods,
- historic site, such as China Beach,
- man-made forests, such as Berkeley Marina,
- Beaches and parks, such as In Point Richmond,
- developing nature parks, such as Treasure Island.

If such excursions prove popular, this could lead to building smaller-boat piers at corresponding locations. Departure piers at the Port could be outfitted with features and displays described in Part I above.

2.c Pontoon Floating Forest

A mini-forest could be constructed on a floating platform that can be tagged around the Bay for display, enjoyment and education of the public.

2.d Partnering with other Jurisdictions and Entities

The projects proposed, are likely to generate interest in the public, as well as in government and non-government/non-profit organizations.

City & County of San Francisco, State of California, Marin and other counties, National Park Service are examples of jurisdictions that may be interested in partnering for these or other projects. Selected agencies within each jurisdiction may be specifically interested in getting involved, such as Department of Public Works/Urban Forest in SF, Department of Parks in various counties for example.

A variety of existing or new non-profits may become interested in being involved, including assisting in fundraising and volunteering. Art and educational institutions may also be interested in being involved in the projects proposed as well as furthering the ideas presented, such as public schools, art universities and department.

If any of the proposed projects are successful, this pursuit is likely to generate interest in other ports in California and beyond.

Please let me know if you have any questions or comments and if I could clarify any of the ideas.

Thank you.

Best Regards,

Val A. Rabichev, PE
Optimal Design Group
101 The Embarcadero, Suite 208
San Francisco, CA 94105



www.OptimalDesignGroup.com

From: [Alice Rogers](#)
To: [Bob Harrer](#)
Cc: [Diana Taylor](#); [Carol Parlette](#); [Oshima, Diane \(PRT\)](#); [Kilstrom, Kari \(PRT\)](#)
Subject: Re: Draft WLUP language
Date: Wednesday, July 03, 2019 11:35:23 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Thanks for your deep thinking on this, Bob! I'll forward to Diane and Kari by looping her into this email to supplement some notes I'd sent earlier and we'll see how we blend to make the points needed.

Really appreciate your collaborative effort, now and throughout the many meetings.

Cheers and thanks,
Alice

On Jul 3, 2019, at 10:42 AM, JANIS HARRER [REDACTED] wrote:

Alice: Here are my suggestions for new wording for your consideration. I cited page 142 in my original comments because I didn't have time to review the full report and the individual policies. I agree that the more global statement in policy 39 has too much emphasis on lifting the trust. My rewrite of that policy would be:

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.

Of course, some additional language on page 142 is needed as well. For example one could revise the wording by inserting the following (see underlined italicized wording) in the paragraph discussing the seawall lots:

"... These efforts may include securing approval of public trust legislation by the State Legislature after a specific development project has been determined for an individual lot, as was required for the 88 Broadway project and other Port seawall developments. Such legislation would be pursued only if necessary and on a case-by-case basis. The legislation would lift use restrictions and allow development of housing and..."

I am not wedded to this precise wording. You understand the issue and I have total confidence in your judgement in obtaining appropriate

revisions to the current wording. Let me know if you have questions or there is anything further that I can do. Thanks again for your support and enjoy the holiday.

Best regards,
Bob

From: [Cook, Anne \(PRT\)](#)
To: [Jackson, Jai \(PRT\)](#); [Oshima, Diane \(PRT\)](#)
Cc: [Beaupre, David \(PRT\)](#); [Kilstrom, Kari \(PRT\)](#)
Subject: RE: Waterfront Plan Document - June 2019
Date: Thursday, June 20, 2019 2:03:03 PM

Dear Darlene,

Thanks so much for pointing out this error to us. We are sorry to have made it and definitely will correct it in the final. If you would like to send us a sentence or two about the Association, we will try to add that to the Glossary as well!

Thanks so much for your help!

Anne Cook

From: Jackson, Jai (PRT)
Sent: Thursday, June 20, 2019 1:48 PM
To: Oshima, Diane (PRT)
Cc: Beaupre, David (PRT); Kilstrom, Kari (PRT); Cook, Anne (PRT)
Subject: FW: Waterfront Plan Document - June 2019

FYI

From: Darlene Plumtree [REDACTED]
Sent: Thursday, June 20, 2019 11:53 AM
To: Jackson, Jai (PRT) <jai.jackson@sfport.com>
Subject: Waterfront Plan Document - June 2019

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Jai,

I am writing to inform the Port of SF of an error in reference to our submarine, USS Pampanito, located at Pier 45.

On page 128 of the Plan document, the submarine is not part of the San Francisco Maritime National Historical Park. It belongs to us, the partner to the park, the San Francisco Maritime National Park Association.

Please correct this in the final version of the Plan document.

Thank you for your time and consideration.

Sincerely,
Darlene



ATTACHMENT C: CEQA Draft Waterfront Plan Project Description (12/6/19)

Introduction

The Port of San Francisco Waterfront Plan (Plan) is the Port's master plan which sets long-term goals and policies to guide the use, management and improvement of 7½ miles of properties under the Port's jurisdiction, from Fisherman's Wharf to India Basin. The Plan was developed pursuant to Proposition H, approved by San Francisco voters in 1990, and was adopted by the Port Commission in 1997. The goals and policies in the 1997 Plan have guided the development of new parks, maritime facilities, historic rehabilitation and development projects on Port properties.

In 2015, the Port conducted a comprehensive review and identified changes in conditions and the need to update the Plan. This led to a 3-year public planning process led by a 30-member Waterfront Plan Working Group, which produced policy recommendations to be reflected in the updated Plan. In June 2019, the Port published the Draft Waterfront Plan for Public Review and Comment (2019 Plan) which incorporates those policy recommendations along with other updates to recognize and align with City policies, evolving public trust needs, and land use changes at the Port and in adjacent areas. The 2019 Plan provides a long-range policy framework to guide future Port improvement projects, programs and stewardship initiatives for the next 10-20 years.

Summary of Plan's Port-wide Goals and Policies

Attachment 1A excerpts all the 2019 Plan goals, policies, and objectives for five geographic subareas of the waterfront. The Plan proposes nine Port-wide goals, each of which are supported by policies. Four of these goals are new, and many policies in all nine goal categories are new or have been updated. The discussion below provides a summary of each goal, how it has been updated with new policies or information or is completely new to the Plan.

Maritime

The maritime goal remains the same, to recognize and support the current and future needs of the diverse categories of maritime industry and businesses at the Port, which are described. The maritime policies continue to give priority to terminal, facility, berthing and operational needs by allowing the Port to use any of its properties for maritime -related purposes, including Harbor Services and the Port's Maintenance Division facilities, which is consistent with Proposition H requirement to give priority consideration to maritime needs. The 2019 Plan also continues to retain policies that support linking the development of new maritime facilities and improvements with complementary non-maritime mixed use developments and projects. The 2019 Plan includes updated or new maritime policies in the following areas:

- 1) Conduct site and financial feasibility studies to identify viable location(s) to develop a second cruise ship berth that complies with new air emission rules set by the California Air Resources Board (CARB) (Policies 9, 10)
- 2) Increase coordination and partnerships to expand water transportation facilities and services (Policy 13)
- 3) Pursue industrial leasing and warehouse development in the Pier 90-94 Backlands, and industrial transportation access to protect the integrity of Port's Southern Waterfront cargo terminal operations (Policy 15, 16, 17)
- 4) Plan and provide water recreation facilities, partnerships and related commercial services that are appropriately funded, located and managed to be compatible with maritime and deep vessel operations, and sensitive natural habitat areas (Policies 19, 20, 21, 22, 23, 24, 25)
- 5) Promote shared public access on pier aprons where it is safe and compatible with maritime berthing, particularly in the Embarcadero Historic District (Policies 26, 27). Appendix B of the 2019 Plan contains guidelines to address and balance public access and maritime berthing needs along the edge of piers.

Diversity of Activities and People

This goal remains the same, to promote a mix of commercial, industrial, public-oriented, civic, and recreational uses that complement Port maritime activities. New information updates describe state trust legislation that has allowed development of non-trust uses on specified seawall lots, and recognition of Pier 70 and Mission Rock Special Use Districts (SUDs) which are incorporated by reference in the 2019 Plan and supported by Development Agreements and Design for Development Documents which secured City approvals following the completion of earlier CEQA environmental review processes. The 2019 Plan includes updated or new policies in the following areas:

- 1) Promotes diversity of public-oriented uses that equitably serve and attract visitors of all ages, races, income levels, and abilities; increased number of free or low-cost activities; activities that promote connections to nature, maritime features, and public education (Policies 1-10)
- 2) Consistent with Maritime policies, supports industrial warehouse developments in the Pier 90-94 Backlands area to complement and support maritime terminal operations in the Southern Waterfront (Policy 13)
- 3) New policies to promote a greater range of land uses and defined public trust objectives to increase certainty and financial viability of historic pier repair and rehabilitation projects in the Embarcadero Historic District, including requirements that all improvements to be consistent with U.S. Secretary of Interior Standards, and to include flood protection measures (Policies 23-33)
- 4) Updated and new policies to promote development of upland seawall lots to complement surrounding neighborhoods, enhance the public realm and connections to

- the Bay, with provisions that allow the Port under certain conditions to seek state legislation to allow non-trust uses on seawall lots north of Market Street (Policies 34-41)
- 5) Recognizes parking on seawall lots as a trust use by accommodating Port visitors who drive from elsewhere in the region or state, and Port businesses that are underserved by public transit; revenue generated from interim parking lots also are recognized as trust benefits (Policy 44)
 - 6) Updates to definition and provisions for leases for interim uses for up to 10 year terms (Policies 50-52)

Public Access and Open Space

This goal is updated to recognize an expanded network of public access and open space that extends along the Port's entire 7½ mile waterfront, including the Blue Greenway open space system extending from China Basin Channel to Heron's Head Park. This open space network and updated policies support and recognize the ABAG Bay Trail, and includes water recreation facilities which also implement the ABAG Bay Water Trail. The 2019 Plan includes updated or new policies in the following areas:

- 1) New policies that promote and describe ways to create and improve the public realm, and connections between the city, waterfront and the Bay (Policies 2-3, 11)
- 2) Updated policies that focus on improvements to complete and enhance the Port's open space network by increasing the recreational uses, no/low cost activities and events, and connections with nature, and creating an improved Ferry Plaza on the bay side of the Ferry Building (Policy 4-6)
- 3) New park activation policies to support open space programs and improvements to serve a balance of local and state public trust needs, and people of all ages, races and economic means (Policy 8)
- 4) New policies to promote city and community partnerships to increase use, funding opportunities for waterfront parks (Policies 9-10)
- 5) New policy to recognize and describe ways to incorporate Bayside History Walk public access within Embarcadero Historic District pier projects (Policy 12)
- 6) New policies to promote connections with nature, and improvements of natural and marine habitat areas (Policy 17)
- 7) New policies to promote the Bay Water Trail, enhance water recreation facilities, and safe access in areas shared with maritime vessel operations and natural habitat areas (Policy 18)
- 8) New policy to promote compatibility and balance of public access and maritime berthing needs (Policy 19)
- 9) New policy directing development of design guidelines providing location criteria, materials and furnishing design details to enhance public access area, which align with San Francisco Urban Design Guidelines and Better Streets Guidelines (Policy 20)

- 10) New policies to promote resilient landscape designs that adapt to sea level rise, preserve natural shoreline edges, and incorporate open space areas in plans for emergency staging and disaster response (Policies 21-27)

Urban Design and Historic Preservation

This goal and policies describe city pattern, urban design characteristics, public views, architectural and historic resources, and principles and criteria to support new additions that respect and enhance maritime character and form of the Port waterfront. The 2019 Plan includes updated or new policies in the following areas:

- 1) Enhance the Piers 80-96 Maritime Eco-industrial district to allow industrial development while incorporating environmental improvements in the southern waterfront (Policy 3)
- 2) Recognize the Embarcadero Historic District and Pier 70 Union Iron Works Historic District, and requirements for repair or rehabilitation of historic resources to be consistent with Secretary Standards (Policy 4a)
- 3) Promote historic resource stewardship through a variety of partnerships, funding and leasing strategies, and cultural programs that promote public awareness of Port maritime history (Policies 4b-i)
- 4) Describes elements and improvements to enhance the public realm (Policy 5a-g)
- 5) Integrate protection of historic and cultural assets with resilience planning (Policy 6a-d)
- 6) Consistent with Waterfront Plan policies, produce design guidelines and criteria to guide development that strengthens city pattern character, document design precedents and best practices for treatments to historic resources that are consistent with Secretary of Interior Standards, and programs for pedestrian wayfinding and waterfront lighting improvements, and public art installations (Policies 1e, 4f, 5e)

Financially Strong Port

This goal describes the Port's enterprise agency and public trust responsibilities which require the Port to generate revenues to support maintenance and waterfront capital investments, and to conduct leasing and business opportunities that generate job and economic opportunities.

The 2019 Plan includes updated or new policies in the following areas:

- 1) Support public trust benefit investments (Policies 1a-e)
- 2) Support diverse maritime and non-maritime leasing to support a stable source of Harbor Fund income (Policies 2a-d)
- 3) Identify an expanded funding and financing resources to support Port improvements (Policies 3a-f)
- 4) Leverage Port economic activity to advance equity, inclusion and public benefits for disadvantaged communities (Policies 4a-h)

Transportation and Mobility

This goal is new to the Waterfront Plan, focusing on the Port's location and relationship with the city and regional transportation network and transportation agencies, description of the land and water transportation modes and facilities supported on Port property, and support of City policies including San Francisco's Transit-first policy. The 2019 Plan includes new or updated policies in the following areas:

- 1) Strong public transit and agency partnerships to ensure affordable, inclusive and equitable access to all transportation modes, and improvements to Muni transit along The Embarcadero, and between Mission Bay and India Basin (Policies 1,3)
- 2) Coordination with public and private water transportation providers that link Port destinations to one another and to other Bay destinations (Policies 8-10)
- 3) Continue to integrate water transit into emergency response and resilience plans and strategies (Policy 11)
- 4) By 2030, complete the San Francisco Bay Trail as a continuous walking and cycling path from Aquatic Park to India Basin (Policies 12 a-e)
- 5) Coordinate with SFMTA on projects to make bicycling more attractive than driving, working to increase safety and eliminate conflicts between users of all modes (Policies 2, 13-15, 18, 19)
- 6) Coordinate with SFMTA and other stakeholders to implement the City's Vision Zero policy and support the Embarcadero Enhancement Project (a protected bicycle facility along The Embarcadero) (Policies 16, 17)
- 7) Coordinate with City agencies to enhance street connections between The Embarcadero and Blue Greenway, and between the waterfront and adjacent neighborhoods (Policies 20, 21)
- 8) Coordinate with SFMTA to develop and enhance sustainable and reliable goods movement and industrial transportation access within the City and to Port facilities, including designation and management of curb zones for loading and access (Policies 23-30)
- 9) Reduce parking demand and manage parking supply to improve use of pedestrian, bicycle and transit modes; safety; neighborhood and business vitality; reduced vehicle miles traveled and associated air quality impacts; manage parking spaces for shared use and priority for electric vehicles (Policy 31, 39)
- 10) Prioritize parking management to serve disabled accessible parking; high parking turnover and customer access; maritime operations; Port tenants and waterfront visitors (Policies 31-33)
- 11) Limit or prohibit net new automobile parking spaces; residential parking permits; bundling of parking in Port leases (Policies 34, 37,38)
- 12) Work with SFMTA to develop 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 achieving 80% of trips by non-driving modes by 2030 (Policies 44)

- 13) Develop and implement Port-wide and subarea TDM plans (Policy 46)
- 14) Work with City to design and upgrade substandard Port streets to City "Better Streets" and "Complete Streets" standards (Policy 48)
- 15) Transfer street maintenance responsibility to SF Public Works, where feasible; ensure development of new streets provide adequate long-term financing for maintenance, signal and signage operations (Policies 49, 50)

Environmental Sustainability

This goal is new to the Waterfront Plan, which describes natural and environmental resources and management responsibilities along the waterfront, including the Port's regulatory compliance and environmental sustainability stewardship initiatives. The Port's environmental sustainability efforts involve managing activities and resources to protect air quality, water quality, public health and biodiversity, to limit the impact of climate change, improve the Bay ecology, and create healthy waterfront neighborhoods. The 2019 Plan includes new or updated policies in the following areas:

- 1) Reduce greenhouse gas emissions and maximize carbon capture and sequestration, consider incentives for carbon emissions reduction measures, improve energy efficiency (Policy 1a-d)
- 2) Improve water quality through remediation of contaminated sites; repair and construct new wastewater infrastructure; continued stormwater management and new green infrastructure to reduce sewage overflows; remove harmful bay fill; build partnerships and promote education and awareness to improve water quality (Policy 2a-f)
- 3) Implement water conservation measures, including new infrastructure (Policy 3a-b)
- 4) Protect and enhance the biodiversity of Port natural resources, including through LEED standards, wildlife and Bay-friendly practices and drought-tolerant plantings in new projects, natural and multi-benefit green infrastructure (Policy 4a-h)
- 5) Promote green building in Port lease and development projects, including zero waste practices, City Better Roofs Ordinance, and promoting district-level sustainability measures (Policy 5a-g)
- 6) Reduce environmental health risks from Port operations (Policy 6)

Resilient Port

This goal is new to the Waterfront Plan, which describes how the Port defines and addresses the issues that will need to be addressed in the near, middle and long term to support a safe and resilient waterfront. This includes protecting and adapting assets and facilities to maintain city infrastructure systems, business, recreational, cultural and natural resources to address numerous resilience needs and challenges: earthquakes, climate change, security threats and disaster recovery. The 2019 Plan includes new or updated policies in the following areas:

- 1) Improve emergency and disaster response planning to reduce risks, coordinated with City and regional emergency managers, transportation and infrastructure operators (Policy 1a-g)
- 2) Reduce seismic risks to life safety and emergency response capabilities through continued seismic retrofit programs, including the Embarcadero Seawall (Policy 2a-c)
- 3) Partner with City, regional, state, and federal agencies, tenants and the public to address resilience challenges and promote education and awareness (Policy 3a-c)
- 4) Develop a resilience program for Port facilities that is transparent and coordinated with San Francisco's Resilience Program (Policy 4a-h)
- 5) Encourage and design resilience projects that achieve multiple public objectives, consistent with the Waterfront Plan goals and policies (Policy 5a-f)
- 6) Ensure that the Port's resilience plans make equity a priority and identify ways to build social cohesion to help communities withstand and recover from disasters (Policy 6a-e)

Partnering for Success

This goal is new to the Waterfront Plan, which describes public trust and regulatory requirements, and public agency partnerships and collaborations necessary to support improvement projects and programs at the Port. This also requires active engagement and partnerships with Port advisory committees, Port tenants, and regional residents and waterfront stakeholder organizations, including community stakeholders who historically have not had a voice in public discussions about opportunities and benefits that should be provided along the Port waterfront. The 2019 Plan includes new or updated policies in the following areas:

- 1) Strengthen Port advisory committee public engagement and communications, outreach and inclusion of all voices affected by Port land use planning development, leasing, environmental, resilience and business activities (Policy 3-4)
- 2) Conduct a robust community engagement and input process for competitive solicitations of specified types of Port lease and development project opportunities, including consultation with the Port Commission and public about public trust values and objectives to be reflected in the lease/development solicitation opportunity, and procedures for producing developer selection recommendation to the Port Commission (Policy 5-6)
- 3) Review process for consideration of unsolicited (sole source) lease/development proposals (Policy 7)
- 4) Port Commission and Port advisory committee review requirements for Port non-maritime leases that do not otherwise require approval by the San Francisco Board of Supervisors (Policy 8)
- 5) Port Commission and Southern Waterfront Advisory Committee review requirements for intermediate and long-term lease proposal in Pier 80-96 Maritime Eco-industrial Strategy area (Policy 9)

- 6) Use limitations and public notice and review requirements for short-term interim leases in the Southern Waterfront (Policy 10)
- 7) Description of types of Port leases that do not require additional public review beyond that required by applicable City regulations (Policy 11)

Waterfront Subarea Objectives

The nine goals summarized above establish the policy framework that applies Port-wide, across the 7½ mile waterfront. The Waterfront Plan also identifies five waterfront subareas and describes objectives for each of these areas based on the key maritime, environmental, open space, historic preservation or other issues within that geography. The 2019 Plan includes updates to these subarea objectives, as summarized below, which extend from the Port-wide goals and policies. The subarea objectives provide guidance for future lease and waterfront improvement proposals and are accompanied by Acceptable Use Tables which indicate the range of maritime and non-maritime uses allowed for the Port facilities located within the given area. The 2019 Plan includes proposed changes to the Acceptable Land Use Tables in association with the updated subarea objectives and Port-wide goals and policies.

Fisherman's Wharf Objectives (Aquatic Park to Pier 39)

- 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 diverse mix of public, commercial, and maritime 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 visitors to the Wharf.

Northeast Waterfront Objectives (Pier 35 to Pier 14)

- 1) Protect and enhance the historic maritime character of the Northeast Waterfront.
- 2) Maximize opportunities to retain and enhance maritime operations 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 Park, 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 transportation agency partners to expand Northeast Waterfront public transit and alternative transportation services that improve 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 Embarcadero Seawall Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the Northeast Waterfront.

South Beach Objectives (Rincon Park to the Giants Ballpark)

- 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 transportation agency partners to expand Northeast Waterfront public transit and alternative transportation services that improve safety and comfort of travel along The Embarcadero in South Beach.
- 7) Coordinate closely with resilience proposals produced through the Embarcadero Seawall Program to build understanding and support for innovations required to adapt

to the impacts of climate change while respecting the history, character, and authenticity of the South Beach Waterfront.

Mission Bay Objectives (China Basin to Mariposa Street)

- 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 historic use 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.

Southern Waterfront Objectives (Crane Cove park to India Basin)

- 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, which will 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 facility, 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 the utilization 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.

Amendments to Other Planning Documents

The Waterfront Plan provides long-term policy direction to guide Port efforts to manage and improve its facilities consistent with its public trust responsibilities, to provide benefits to residents of San Francisco and California. As part of the 1997 Waterfront Plan, the Port worked with staff of the San Francisco Planning Commission, and the San Francisco Bay Conservation and Development Commission (BCDC) to coordinate planning document amendments to create consistent planning policies for the San Francisco waterfront of the City, Port and BCDC. The Port is working with these agencies and the California State Lands Commission (State Lands) to similarly develop amendments to planning documents to align City, BCDC and state policies and objectives with the 2019 Plan, as further described below.

San Francisco Planning Department

San Francisco General Plan: The San Francisco Planning Department (Planning Department) is responsible for maintaining the San Francisco General Plan. The Port is working with the Planning Department to determine which General Plan elements and area plans should be updated to align with the 2019 Plan, to maintain consistent City and Port policies for the Port waterfront.

San Francisco Planning Code and Zoning Map: The Planning Department also administers the San Francisco Planning Code and San Francisco Zoning Map. The 1997 Waterfront Plan included Planning Code and Zoning Map amendments to create Waterfront Special Use Districts (SUD) 1 and 3 which encompass Port-owned piers (SUD 1) and upland seawall lot properties (SUD 3) located between Fisherman's Wharf and China Basin Channel, and a Waterfront Design Review process and procedures to review major non-maritime development projects within those areas. As part of the 2019 Plan, the Port seeks to amend the Planning Code and Zoning Map to provide a Waterfront Design Review process for all Port properties north and south of China Basin Channel, consistent with urban design goals and policies in the 2019 Plan. This revised Waterfront Design Review process would not apply to the Pier 70 Special Use District (Planning Code Sec. ###) or Mission Rock Special Use District (Planning Code Sec. ###), each of which include design review processes specific to those multi-phase development projects.

BCDC

San Francisco Waterfront Special Area Plan (SAP): The San Francisco Bay Plan establishes BCDC's policies for the San Francisco Bay region; the SAP provides more specific BCDC

policies to the San Francisco waterfront, including Port facilities. The Port has initiated the process to amend the SAP to align Port and BCDC policies. On September 19, 2019, BCDC approved Brief Descriptive Notice which summarizes the policy issues to be addressed in the SAP amendments. The SAP amendments include consultation and coordination with State Lands staff, to achieve the alignment of Port, BCDC and State Lands public trust objectives.

Program CEQA Analysis

In addition to analyzing the environmental effects of the 2019 Plan goals and policies, the Port would like the CEQA environmental document to analyze a Ferry Plaza project concept at a program level, which is supported and consistent with the 2019 Plan. As indicated below, the Port is working to develop a site plan concept for the Ferry Plaza, and seeks further consultation with the Planning Department about requirements and considerations to including program level analysis in the CEQA document.

- 1) *Ferry Plaza:* Evaluate a conceptual design to create a Ferry Plaza on the bay side of the Ferry Building that would be designed to support multiple public open space uses including farmers markets, public gatherings and events, which is designed to respond to sea level rise and provide a functional facility to support City emergency and disaster response needs. The Port is working on site analysis to develop further details about the plaza design concept, which may include improvements or alterations to adjacent tenant lease areas, and will include adaptation strategies to respond to sea level rise and climate change.