EXHIBIT A

PORT OF SAN FRANCISCO
MARITIME INDUSTRY PRESERVATION POLICY

Amended September 8, 2015

“A Working Waterfront - Port lands should continue to be reserved to meet the current and future needs of cargo, shipping, fishing, passenger cruise ships, ship repair, ferries and excursion boats, recreational boating and other water dependent activities”.

Port of San Francisco Waterfront Land Use Plan 1997

The Port of San Francisco is one of the most diverse port jurisdictions in the nation. Port assets include 39 pile-supported pier structures that provide 15 deep-water berths, 145 acres of cargo-handling terminals, 245 commercial buildings, and nine seawall lots. The Port owns assets such as dry-docks, cargo cranes, passenger boarding bridge, three ferry docks, two marinas, railroad bridge, and intermodal rail yard. The diversity of maritime industries along the San Francisco waterfront is extensive; few other port jurisdictions in the world host the variety of inland and ocean maritime commerce including cruise, ferry, and water taxi passenger terminals, cargo terminals, harbor services, ship repair, commercial fishing, and recreational boating facilities.

It was out of concern for the protection of these maritime industries that San Franciscans called for creation of the landmark San Francisco Waterfront Land Use Plan (Waterfront Plan), the official policy document of the San Francisco Port Commission. The Waterfront Plan sets forth goals and policies to guide Port improvements that balance maritime commerce with non-maritime commerce and public access. Since its initial adoption of the Waterfront Plan in 1997, the Port Commission has approved amendments that provide more specific guidance for public access to the waterfront, development of open spaces, and architectural guidelines. The Port Commission also has formally recognized San Francisco’s rich maritime heritage through the approval of the Embarcadero Waterfront National Register Historic District.

A key priority of the Waterfront Land Use Plan is to ensure that sufficient property is reserved for the existing and future land use requirements of the Port’s water-dependent activities. Water-dependent activities are defined in the Waterfront Land Use Plan as “those which require access to water in order to function.” As the demand for non-maritime development of Port assets has grown, the Port has determined a need for the Maritime Industry Preservation Policy. This policy is to compliment the Waterfront Land Use Plan by identifying current and potential maritime assets. It is intended to provide direction for policy actions to ensure financial and planning strategies that the support current and long-term protection of deep-water berths and maritime facilities.
This Maritime Industry Preservation Policy is adopted in recognition of the evolution of maritime commerce at the Port and the need to respond to San Franciscans' desire to engage with its waterfront. In particular, changes along the northern half of the Port waterfront have demonstrated a need for specific protections of deepwater berths for ocean-going vessels. These berths are located at Pier 45, Pier 35 (north and south), Pier 27, Pier 19, Pier 15-17 (east face) and Pier 30-32 (east face). In the southern waterfront, the Port's maritime priorities require maintenance of deep-water berths as well as sufficient upland areas and buffer zones for harbor services, ship repair and traditional cargo shipping.

The Port Maritime Industry Preservation Policy promotes the importance of the allocation of maritime activities throughout Port property in response to ever changing industry demands and community growth. This Policy provides guidance for the current and future of the Port of San Francisco's maritime commerce and history.

To enumerate the goals of this Policy, the Port shall:

1) Encourage development and/or rehabilitation of Port assets that enhance current water-dependent commercial uses or designated Port Priority Areas, as well as private investment in ferry facilities and water tax landings in proposed waterside development or commercial projects in support of these maritime industries and the region's water transportation network.

2) Protect the Port’s remaining natural deep-water berths for maritime uses by requiring that such berths be utilized by vessels which are deemed by the Executive Director, in her or his sole discretion, to be seaworthy, able to leave berth under their own power, approved by the American Bureau of Shipping and certified by the U.S. Coast Guard. The *USS Pampanito*, an iconic & historical attraction, is exempted from this Policy, given its status as a previously existing Port tenant.

3) Promote Port development/historic rehabilitation projects that incorporate physical improvements to maritime deepwater berthing facilities, including associated needed repair or equipment requirements, and/or incorporate new or improved facilities specifically to support maritime industry activities. The Port will seek future development of Port property that includes proportional equitable investment by parties to enhance and protect maritime facilities and uses at development sites that have maritime access. The Port will also seek further development opportunities on seawall lots or other Port property without water access that include a proportionate, equitable contribution for new maritime preservation projects at facilities selected by the Port in its sole discretion.

4) Discourage the location of non-water dependent municipal or commercial uses/facilities, other than parks, on sites with waterfront access.

5) Maintain adequate water depth of current deep water berths to accommodate current and future Port maritime activities by using best efforts to prioritize funding of minimum levels of dredging in the Port’s capital plan. Set an internal goal that 50% of the Port’s annual operating capital expenditures (excluding bond and grant
proceeds) will be expended on dredging, apron and fendering repair, shore side power/utilities upgrades, Fisherman’s Wharf & Hyde Street Harbor pier repair, ferry and water taxi dock maintenance and development, rail infrastructure improvements, and cargo warehouse structural maintenance. Achievement of this goal is subject to compliance with the Port Commission’s Policy on Maintenance of Operating Reserves, current exclusive negotiation agreements, and any financial covenants imposed by outstanding bond obligations and grant awards. Additionally, from time-to-time, this goal may be waived due to significant fluctuations in the Port’s financial conditions or results in operations. This goal also will be subject to budgetary approval by the Port Commission, the Mayor and the Board of Supervisors.

6) When promoting marine recreational uses of the Port, minimize conflicts of current and future developments between ocean-going vessels and said recreational uses.

7) Prioritize water-dependent uses and not allow prescriptive limits to standard operating procedures and docking periods for the purpose of accommodating adjacent non-maritime uses, public access, or view corridors, except as otherwise identified in the Port’s Waterfront Land Use Plan.

The maps attached to this Maritime Industry Preservation Policy illustrate a comprehensive review of the Port’s waterfront, the current use allocation, the location of the Port’s deep-water berths, and identification of piers that, given a financial opportunity, could be returned to maritime commerce.

This Maritime Industry Preservation Policy is meant to guide Port staff, its tenants and developers of the importance of maintaining the Port’s vital maritime assets and acknowledges the Port of San Francisco’s maritime heritage and perpetual maritime mission. Port staff will use this Maritime Industry Preservation Policy to determine whether it is in the best interest of the Port to recommend to the Port Commission to grant a request from a tenant or developer to develop, rehabilitate and/or renew a Port asset.

Attachment:

A. Maps of Port of San Francisco's deep-water berths delineated by location