



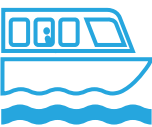
# Port of San Francisco Waterfront Plan Update

## SUMMARY OF WATERFRONT PLAN WORKING GROUP RECOMMENDATIONS

June 2018

The Port of San Francisco Waterfront Land Use Plan (“Waterfront Plan”) sets forth land use and urban design policies for the 7 ½ miles of piers, shoreline, and nearby lands under the jurisdiction of the San Francisco Port Commission, from Fisherman’s Wharf to India Basin. Since adopted in 1997, the Waterfront Plan has guided major maritime, park, and development projects that today attract more than 24 million people each year - to work, play, commute, and relax along San Francisco Bay.

The Port created a Waterfront Plan Working Group to lead a major public process to update the Waterfront Plan to address new challenges and opportunities. Many of the Port’s finger piers have proven far more difficult and expensive to redevelop than anticipated. The popularity of the revitalized Port has exacerbated conflicts among its myriad users. And a growing understanding of the risks associated with sea level rise and the historic seawall that protects Port, City, and regional infrastructure has led the Port to look anew at options for Port lands.



Following public meetings which provided a detailed Port orientation, the Working Group broke into three subcommittees and produced Land Use, Resilience and Transportation recommendations covering a broad array of Port-wide policy issues summarized in this handout. If endorsed by the Port Commission, these recommendations will guide Port staff preparation of amendments to update the Waterfront Plan (Draft Amendments). The Draft Amendments will be published for public review and comment, and environmental review must be completed prior to final approval by the Port Commission.

For more details on the Waterfront Plan Update: [www.sfport.com/wlup](http://www.sfport.com/wlup)

## Part 1: ORIENTATION

## Part 2: WORKING GROUP MEETINGS

### ▷ SUBCOMMITTEE RECOMMENDATIONS



## Part 3: WALKING TOURS & PUBLIC WORKSHOPS

- ▷ PORT COMMISSION ENDORSEMENT
- ▷ DRAFT AMENDMENTS TO UPDATE WATERFRONT PLAN
- ▷ ENVIRONMENTAL REVIEW
- ▷ PORT COMMISSION FINAL APPROVAL OF WATERFRONT PLAN UPDATE

## ENVIRONMENTAL SUSTAINABILITY

- Incorporate new climate change, air quality, water quality/conservation, natural resources, and green building/development policies that promote:
  - Better data collection;
  - More Bay-wide/regional collaborations;
  - Cleaner fuels, greener infrastructure and technology, waste reduction, and multi-benefit projects;
  - Improvements to habitat, biodiversity and ecosystem function;
  - Education and partnerships to expedite action;
  - Pushing beyond minimum requirements.

## RESILIENCE

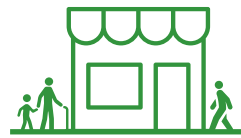
- Incorporate new emergency preparedness/disaster recovery, seismic safety, and sea-level rise/flood protection policies that promote:
  - Flexible areas for staging disaster response and recovery operations;
  - Greater capacity and flexibility of ferry and other vessel landing facilities;
  - Integration of the latest climate change projections into the design of critical facilities;
  - Planning and funding partnerships with tenants, emergency managers, and transportation providers;
  - Earthquake safety of the historic seawall, vulnerable buildings, and historic structures;
  - An agile, adaptive management approach to resilience projects, and area specific, multi-benefit projects;
  - Education and partnerships to expedite resilience planning and projects.

## SOCIAL EQUITY AND COHESION

- Further City-wide efforts to boost community resilience and enhance the ability of waterfront communities to withstand and recover from disasters and other challenges through:
  - Improved participation in resilience planning among the Port, its tenants, stakeholders, and neighbors, especially with more vulnerable communities;
  - Equitable access to Port jobs, business opportunities, and recreational opportunities;
  - Protection of the maritime, historic and cultural assets that are most critical to the waterfront's sense of place and meaning.



Various photos from Part 3 outreach events.



## WATER RECREATION

- Include policies for the Bay Area Water Trail, including related San Francisco water landings and support facilities, and additional transient and overnight berthing for recreational boats.
- Promote water recreation opportunities along the Bay that are diverse, safe, and environmentally sensitive.
- Permitting agencies should recognize water recreation access to the Bay as a public access benefit.

## MARITIME & PUBLIC ACCESS

- Support the Port's diverse maritime industries; they are authentic to the waterfront's character and add visual interest to public access, even if viewed from a safe distance to maintain public and maritime safety.
- Address need for additional berths for ferries, excursions, and water taxis. Where they compete for space on remaining pier aprons in the northern waterfront, balance maritime berthing and public access needs.
- Promote shared public access and maritime berthing where it is compatible and economically feasible; define criteria or site conditions where shared public access and berthing is possible.

## PARKS AND OPEN SPACE

- Pursue new ideas to activate Port parks and open spaces that benefit local and regional visitors of all ages. Try pilot programs and learn from successfully programmed events.
- Consider concessionaires and active water recreation programs that support active enjoyment of parks (e.g. providing equipment, refreshments, restrooms).
- Promote unique designs that include points of interest that attract youth and teens.

## EMBARCADERO HISTORIC DISTRICT

- Adopt Public Trust objectives and a financially feasible development and leasing framework that is tailored to rehabilitating the Embarcadero Historic District's unique pier facilities and expanding the diversity of public-oriented uses along the waterfront.
- In addition to existing short- and long-term leases, allow intermediate-term (10-49 year) leases to amortize high pier construction costs.
- In bulkhead buildings, provide diverse public-oriented uses that enhance the pedestrian experience along The Embarcadero Promenade.

- Within pier sheds, allow high revenue generating uses to achieve financially viable rehabilitation projects, and public-oriented uses which may require private fundraising and other additional funding sources. Encourage public-oriented pilot and pop-up uses.
- Prioritize pier aprons for maritime berthing and public access.
- Enhance public engagement procedures for intermediate and long-term non-maritime leases.

## PUBLIC-ORIENTED USES

- Provide a wider diversity of public-oriented waterfront experiences and uses (e.g. museums, recreation, assembly and entertainment) in Embarcadero Historic District projects; such uses should include Bay-oriented activities, equitably serve and attract visitors, and enhance public enjoyment of historic architecture.

## SEAWALL LOTS

- Along the City-side of The Embarcadero, encourage uses on seawall lots that enliven the pedestrian experience and serve diverse populations.
- New development should reflect existing character and complement the surrounding neighborhoods.
- New development should accommodate visitors from the region, especially families with children, seniors, those with disabilities, and tour buses.
- Allow surface parking for Port waterside businesses and maritime operations. Activate and clean up underutilized areas. Generate short- and long-term revenues from seawall lots that support Port capital repairs and operations.

## PUBLIC ENGAGEMENT

- Provide meaningful public engagement in the public review process, and updated procedures and policies to build and maintain public understanding of Port responsibilities and waterfront improvement efforts.
- Improve the Port Advisory Committee process, including communication between Advisory Groups, Port staff, and the Port Commission.
- Follow clarified steps for public comment and review of proposals, whether they emerge through Competitive Solicitations for developers or unsolicited Sole Source project proposals.
- Follow improved public review guidelines for Southern Waterfront projects.





## INTEGRATED TRANSPORTATION SYSTEMS

- Access to all forms of transportation should consider inclusion, equity, and diversity of access to the waterfront regardless of income level, age, residents, visitors or individual abilities.
- Where feasible, align Port transportation policies with those of SFMTA, including “Complete Streets”, “Transit First” and “Vision Zero”. Promote safe public transit, walking and bicycling for people moving to and along the waterfront.
- Encourage and support a multi-modal transportation system with easy connections between modes to serve the City and waterfront.

## WALKING AND BICYCLING

- Coordinate with City and regional agencies to establish a safe and accessible pedestrian and bicycle environment that encourages and supports increased pedestrian and bicycle use to, from, and along the waterfront.
- Implement the Bay Trail as a continuous walking and cycling path along the entire waterfront, from Aquatic Park to India Basin while recognizing the needs of Port maritime and industrial operations.
- Separate truck and rail routes from walking and cycling routes, where feasible. Reduce conflicts between vehicles, pedestrians, and cyclists along The Embarcadero coordinated with Port/tenant vehicle access needs.
- At major destinations, support Bike Share and secure bike parking.

## PUBLIC TRANSIT

- Partner with the SFMTA and other public transit agencies to increase transit service levels and ridership, and improve capacity to Fisherman’s Wharf, Mission Bay and the Southern Waterfront, including the E and F lines, and E-line extension to Fort Mason.
- Support transit through land use policy by locating high density centers within shortest walk to transit stops.

## WATER TRANSIT

- Coordinate with water transit providers to expand the water transportation system, including improved passenger amenities, landing facilities, intermodal connections, and emergency response and recovery.

## GOODS MOVEMENT AND COMMERCIAL AND INDUSTRIAL ACCESS

- Develop and enhance the freight rail and truck transportation system for safe and efficient movement of goods and access to Port facilities.

## PARKING, CURBS, AND AUTOMOBILE ACCESS

- Manage the Port’s on- and off-street parking supply to reduce single-occupancy vehicle trips and parking demand, encourage turnover, accommodate visitor access, and further the Port’s land use and environmental policies and objectives.
- Improve access and traffic flow by identifying curb use priorities for specific Port areas, encourage appropriate turnover at curbside commercial loading, and consider tour bus and accessibility parking zones in high volume areas.
- Balance the need to accommodate the rise of transportation technologies and methods (ie. Transportation Network Companies, bike, car, scooter share) and popularity of on-line delivery services with other City priorities including transit and safe pedestrian and bicycle facilities.

## TRANSPORTATION DEMAND MANAGEMENT (TDM)

- Develop Port-wide and/or subarea TDM plans and a TDM toolbox for new or expanded developments/leases, including compliance with City TDM Ordinance and program.
- Develop a program of transportation improvements for Port tenants/operations to meet City goal of 50% of all trips by sustainable walking/biking/transit, and 80% of all trips by non-driving modes by 2030.

## PORT STREETS AND MAINTENANCE

- Work with the City to upgrade Port streets to City “Better Streets” standards; transfer maintenance to Public Works if it better ensures access to funding and maintenance.
- Vacate certain paper/water streets for open space/water use; ensure long-term funds to maintain new streets, including signals and signage.
- Evaluate opportunities for transportation improvements in conjunction with the Seawall Resiliency Program.

## MORE INFORMATION

See [www.sfport.com/waterfront-plan-update](http://www.sfport.com/waterfront-plan-update) for more details on meetings and Waterfront Plan Update.

All Waterfront Plan meetings will continue to be open to the public. Please join us!

## PROJECT TEAM

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