

Waterfront Plan Update: Piers 30-32 & Seawall Lot 330 Workshop

Learn about these two Port sites and share your ideas...

South Beach Neighborhood



The South Beach waterfront has transformed into a vibrant mixed use neighborhood. The evolution continues as new, high-density housing and office developments emerge in Eastern SOMA, centered around the new Transbay Terminal. Along the Port waterfront, Piers 30-32 and Seawall Lot 330 are the largest unimproved properties. The Waterfront Plan Update will provide updated information about these sites and policies to guide public review of pier improvement proposals.

Seawall Lot 330



- 2.25 acre surface parking lot

Piers 30-32



- 13 acre pile-supported pier
- Surface parking, deep vessel berth, temporary events

Current policies in the Waterfront Plan identify Piers 30-32 and SWL 330 as a Development Opportunity Site, when at that time (1997) Piers 30-32 were considered in good condition. Subsequent projects have demonstrated that the Piers 30-32 substructure is deteriorated, which dictates the need to revisit policies for these two sites in the Waterfront Plan Update.

Piers 30-32 & SWL 330 Neighborhood Context

Land Use

Piers 30-32 and Seawall Lot 330 are located at the north edge of the South Beach neighborhood. The area has a mix of high-density residential, office and commercial uses on upland properties. On the waterside, South Beach Harbor at Pier 40 provides a marina and water recreation center. Piers 26 and 28 are used as light industrial, maritime support, and warehouse space. Pier 38 is currently vacant.



Brannan Street Mixed-Use



Open Space

The open space network in South Beach includes Brannan Street Wharf and South Beach Park, which connects to AT&T PortWalk on the waterside. Across from The Embarcadero Promenade, several small neighborhood green spaces have been integrated into mixed use developments.

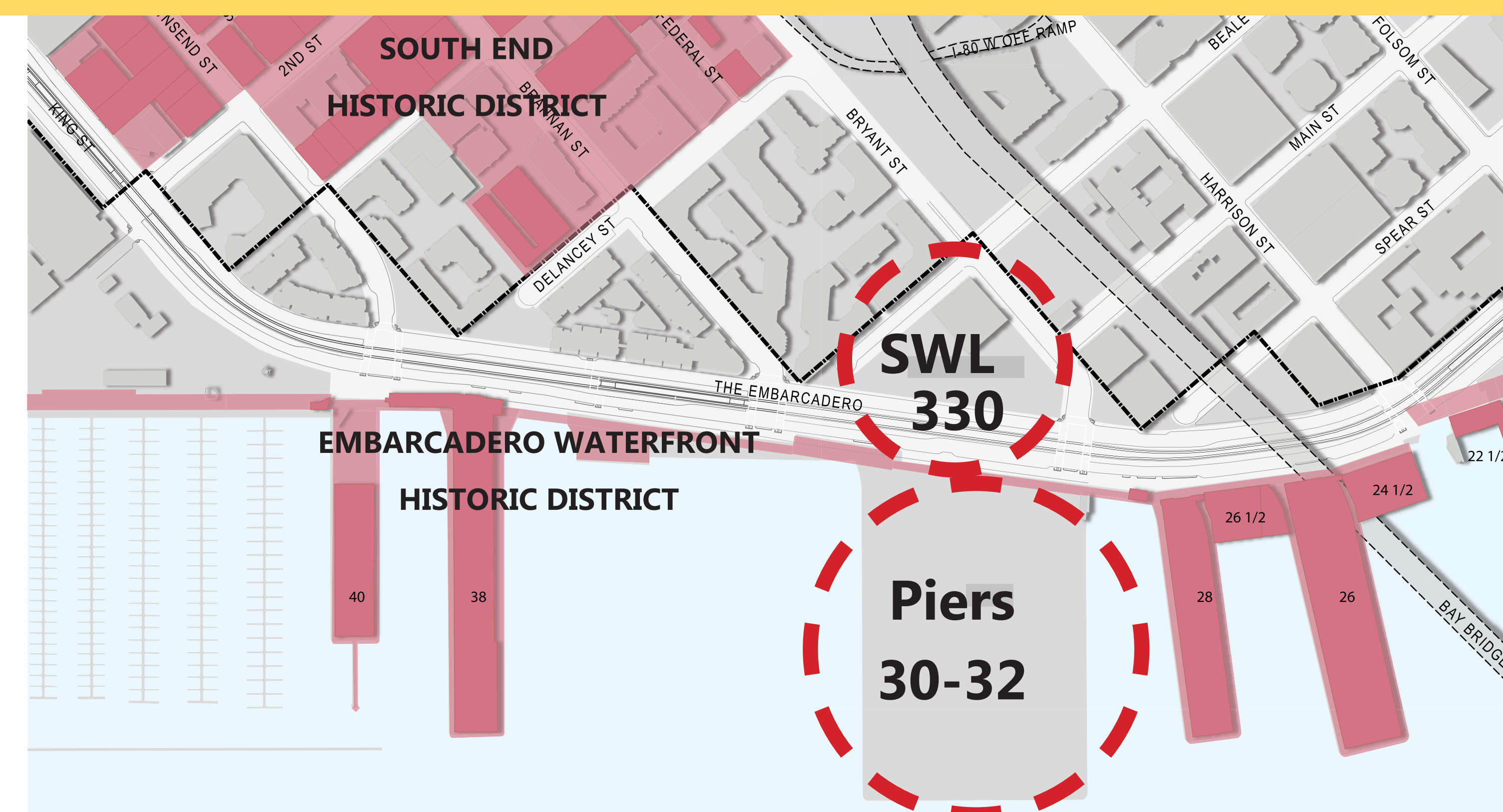


Brannan Street Wharf



Historic Resources

The South Beach neighborhood draws much of its character from its history, reflected in Piers 26, 28, 38, and 40 in the Embarcadero Historic District, and upland South End Historic District. Piers 30-32 are not included in the Embarcadero Waterfront Historic District.



Historic Pier 28



Piers 30-32 Condition

Pier Condition



The structural integrity of the Piers varies by location



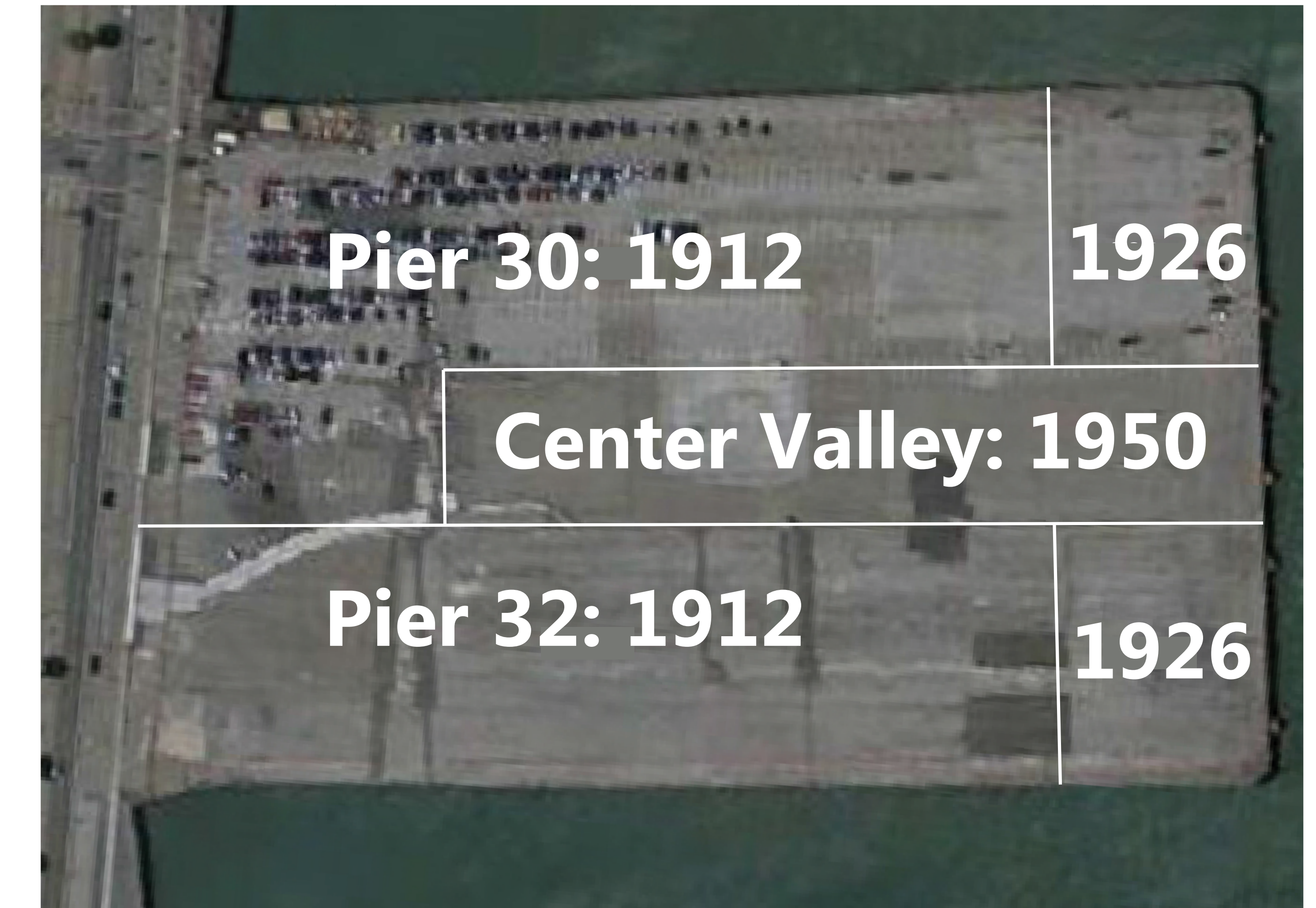
Failing piles



Weight restrictions on Piers

- Size: 13 acres
- Originally built in 1912 as two piers; these piers were extended in 1926.
- Center Valley built in 1950
- Pier sheds burned in 1984 and thus this pier is not included in the Embarcadero Historic District.
- The older Pier 30 and Pier 32 substructure is in deteriorated structural condition, and now require weight limits that prohibit large vehicles
- Seismic retrofit of Piers 30-32 is

When Were The Piers Built?



Questions & Concerns?

Past Development Attempts

Bryant Street Pier (2000)



What was proposed?

The Port and San Francisco Cruise Terminal, Inc. proposed a 100,000 sq. ft. international cruise terminal and mixed use retail commercial/ office, Brannan Street Wharf and public access development on Piers 30-32, and secured State Legislation to determine consistency with the public trust. Seawall Lot 330 was proposed initially for hotel and mixed use, and ultimately a portion of the site was developed for the Watermark condominium project.

Why did these projects fail?

- Pier substructure condition was worse than previously understood, resulting in significantly higher repair and seismic retrofit costs which challenge financial feasibility of new development projects
- More complex in-water construction requirements heightened the regulatory requirements and time required to secure agency permit approvals, and project risk
- Increasing building height limits along the waterfront is a highly sensitive public issue that adds time and risk to development projects

34th America's Cup



What was proposed?

The City and America's Cup Event Authority negotiated long-term development rights at Piers 30-32 and Seawall Lot 330. There was no official proposed development program.

What did we learn?

- The Waterfront Plan anticipated revenues to be generated from new developments to help finance Port capital improvements
- Piers 30-32 condition and seismic upgrade requirements are more expensive and complex than currently assumed in the Waterfront Plan, which should be addressed in Waterfront Plan Update
- Past Piers 30-32 developments have relied on SWL 330 development revenues to help finance seismic retrofit of the pier, which would have precluded consideration of other competing Port capital needs
- "Big Idea" proposals may provide options for improving Piers 30-32 by entities that determine this development location is more important than cost
- Any development project for Piers 30-32 is likely to require State Legislation, and a patient public process to obtain public support and regulatory approvals
- Public process recommendations produced by the Waterfront Plan Working Group are focused on improving public engagement and input on development projects
- Proposition B now establishes requirements for SF voter approval for any Port development project that proposed an increase in building height limits

Warriors Arena (2012)



What was proposed?

The City and the Golden State Warriors partnered on a proposal to build a premiere sports and entertainment pavilion on Piers 30-32, which required State Legislation. A mix of residential, hotel and retail uses was proposed on Seawall Lot 330.

Regulations and Public Trust

Federal & State Regulations

US Army Corps of Engineers

Requirements for fill or construction in navigable Bay waters, compliance with Clean Water Act, Endangered Species Act and other federal regulations.

California State Lands Commission



Reviews projects and provides Public Trust Doctrine consistency determinations.

SF Bay Conservation and Development Commission (BCDC)

Permit authority for development program, Bay fill, public access and Public Trust consistency pursuant to McAteer-Petris Act, and SF Waterfront Special Area Plan.

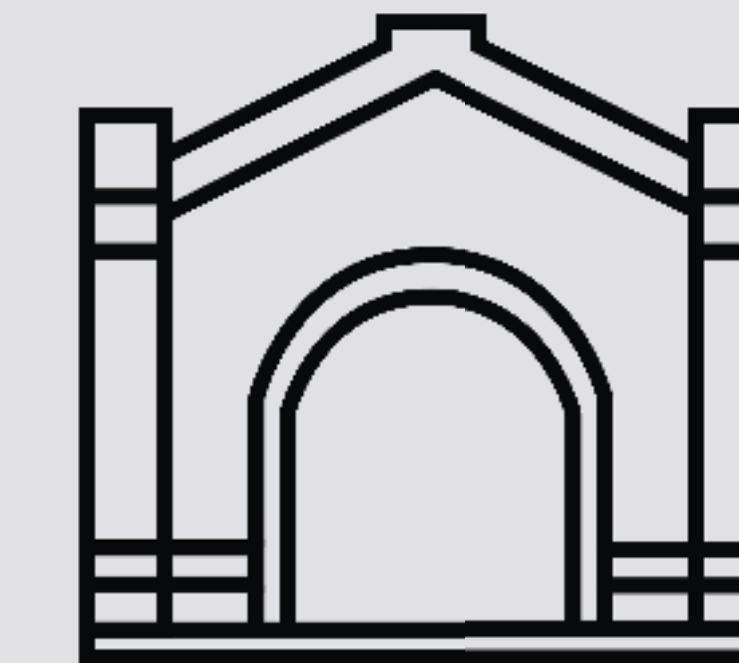


California State Legislature

Development sponsors may seek State Legislation to determine Public Trust consistency for complex projects. The Port secured State Legislation for past Piers 30-32 developments.

Local Regulatory Requirements

Port Waterfront Land Use Plan



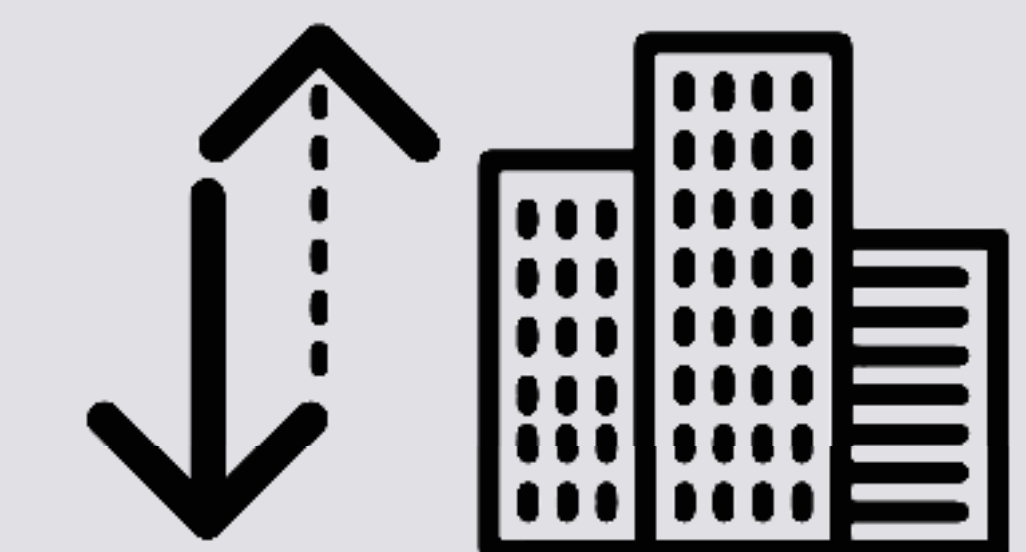
Defines Acceptable Uses, applicable planning, urban design, transportation and environmental policies and criteria, public process requirements, and Secretary of Interior Standards for Historic Preservation requirements in the Embarcadero Historic District and Pier 70 Union Iron Works Historic District.

SF Planning Code and Zoning

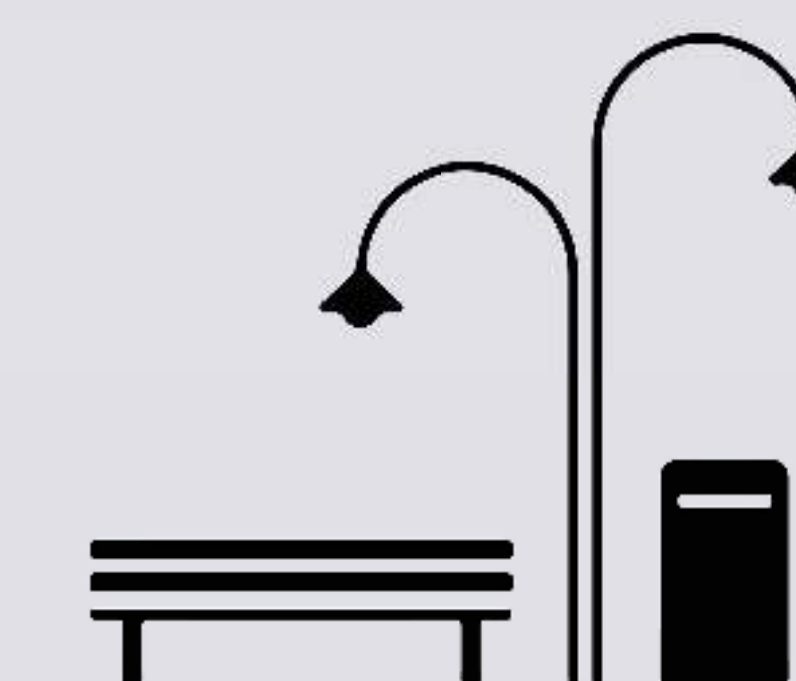
Port projects comply with City use, building and zoning requirements.

San Francisco Proposition B

Any Port project that proposes a change to the City height limit requires approval by SF voters.



Waterfront Design Advisory Committee



Design advisors appointed by Port and Planning Department to review Port development projects for consistency with Waterfront Plan and Urban Design Guidelines, and coordinate with BCDC Design Review Board, as applicable.