

Water Recreation



The Plan Update will include new policies that promote “Water Recreation” facilities, to enable access to the bay for human powered vessels such as kayaks or paddleboards, or small recreational boats.



Over the past 10 years, Port has undertaken significant planning to promote water recreation at the Port – developing the Blue-greenway design guidelines in the Southern Waterfront – and further – developed a PORT-WIDE water trail program. Port worked in close collaboration with ABAG's Bay Water Trail Program, BCDC and a host of community partners and water recreation groups.

Five existing water trail designated launch sites: Islais Creek; Mission Creek; Pier 52; Pier 40; Pier 39. Two additional: Aquatic Park and Pier 1.5

SF Bay Area Water Trail



**SAN FRANCISCO BAY AREA
WATER TRAIL**
sfbaywatertrail.org

Be aware of...

- Tides, winds and currents — avoid getting stuck in the mud or being too tired to get back to shore
- Ferry routes and shipping channels — use caution and stay clear of larger boats
- Cold water temperatures — wear insulating gear and a personal flotation device, and be prepared for emergencies
- Seasonal hunting in specific locations around the Bay, generally October–January. For information, visit www.wildlife.ca.gov

Enjoy viewing wildlife and help protect it

- Prevent the spread of invasive species by rinsing off equipment
- Do not land in marshes, on levees, or at seal haul-out sites
- Keep your distance from birds and harbor seals
- Avoid paddling directly at wildlife

sfbaywatertrail.org

Wildlife Buffer Distances

Feet	100	200	300	400	500	600	700	800
Meters	50	100	150	200	250	300	350	400

To protect sensitive species, maintain these recommended distances from wildlife.
100 feet = six sea kayaks



California Clapper Rail
Livesheets in tidal marshes



Western Burrowing Owl
Nests in grasslands



Western Snowy Plover
Nests on salt pans

Local Wildlife Information

Pacific harbor seals are the only marine mammal that lives in the Bay year-round. Harbor seals tend to use the same sites year after year, called "haul-out sites." Seals use these sites to pup from March through July. **Never land watercraft on a haul-out site (Marine Mammal Protection Act).** Disturbance by humans has been shown to cause declines in the numbers of seals using haul-out sites.

The main objectives are three-fold:

- 1) Maintain and expand the network of water access facilities
- 2) Maintain ongoing communication and coordination with stakeholders and partner-agencies
- 3) Promote safe and sensitive water recreation use – including site-specific signage tailored for San Francisco (as shown)



Waterfront Land Use Plan Update

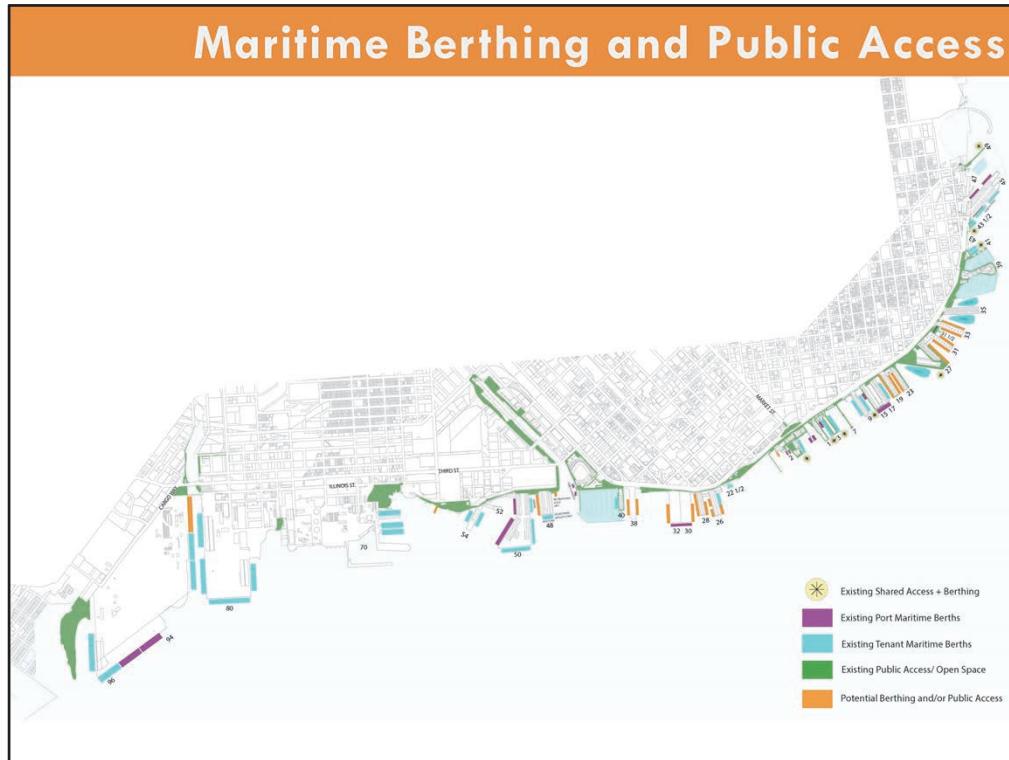
Maritime Berthing and Public Access

Part 2 Land Use Subcommittee Meeting

December 14, 2016

Discussion Outline

- 1. Review existing context for discussion of maritime berthing and public access**
- 2. View examples of existing berthing, and discuss maritime operating requirements and compatibility with access**
- 3. Case study – Considerations for a balanced approach to achieving multiple Plan objectives**
- 4. Comments/discussion of Berth Siting Criteria and other ideas for balancing maritime berthing and public access**



GREEN = Open space network advanced by the Port over past 17 years – interconnected parks and open space network along the 7.5 miles, a core public trust use.

BLUE/PURPLE = Active maritime berths, either under lease to a Tenant, or operated by Port Maritime Division

ORANGE = Berths that may be returned-to-service after pier apron and fendering repairs are made

ASTERISK = Areas where maritime operations and public access utilized shared space

Majority of heavy industrial, deep water berths are located south of China Basin at Pier 50, 70 and the Maritime Eco Industrial area at Pier 80-96. These operations preclude shared public access for safety and homeland security reasons, so public access network is focused on public access at the outskirts of working waterfront, and on natural habitat areas.

North of China Basin, the piers host a mix of shared maritime/public access areas, and exclusive, industrial berthing areas.

Maritime berthing is a character-defining use in Northern Waterfront that reflects the

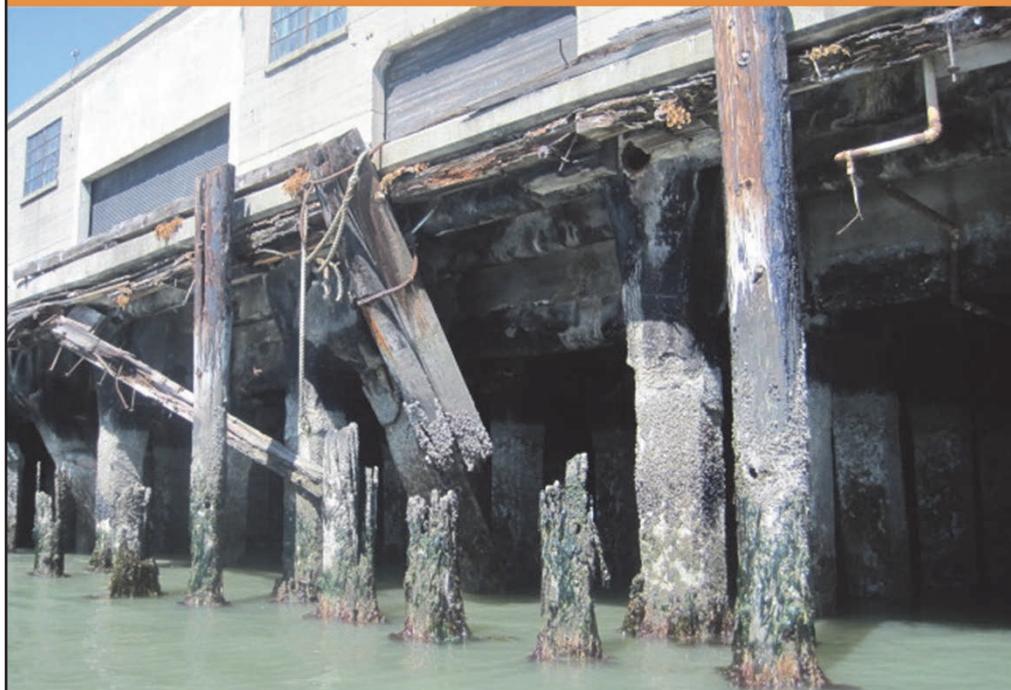
Port's historic purpose, and factors positively toward compliance with Historic Preservation standards.

Berth “out-of-service”
Apron disrepair at Pier 19 north



Piers alone are insufficient for berthing: The pier “aprongs” must be in good, sturdy condition.

Pier 31 South



And pier “fendering” systems must be in place – for boats to lay-up against – something other than the concrete pier deck.

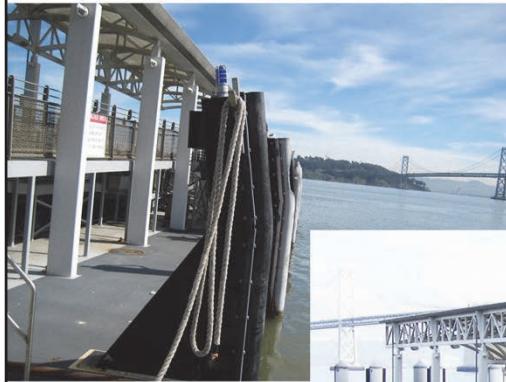
Fendering



Pile Fender was designed for cargo vessels or vessel with high freeboard.

Horizontal Fendering vs vertical – useful for smaller vessels

Fendering for Ferry Vessels



Fendering knees, curve away from vessel

Ferry Float designed for (midsize) inspected passenger vessels (different from uninspected and small passenger vessels)

Fendering



Lay-berth not ADA compliant for passengers. This is a working-berth. Note that windows would be damaged on fender pile – specialized fendering attached to barge is necessary.

Barge is least expensive and most flexible (to install and remove) berth option.

Temporary and Transient Berthing

(may or may not require a gate)

- Historic or international ship
- Guest dock and/or water-taxi dock
- Excursion or ferry vessel, in between runs
- Military or research vessel

- Temporary berthing occurs all along the 7.5 miles – there are important deepwater berths in the Southern Waterfront, but several other locations in Northern Waterfront that are critical to meet the ongoing demand for “transient” berthing
- Transient berthing is a fundamental trust purpose of the Port and an interesting and unique visual experience – the wide variety of ships, local and from all over the world

Pier 15 Water Taxi Berth, Exploratorium

Temporary Berthing



- Example of a Small Vessel Dock @ Pier 15, built with the Exploratorium project
- The pier apron is fully accessible to the public
- Would be more useful if a little bit longer (to allow excursion vessel in support of Exploratorium, and for more transient landings)

**Pier 1.5 Guest Dock, Water Taxi
and Kayak Access**

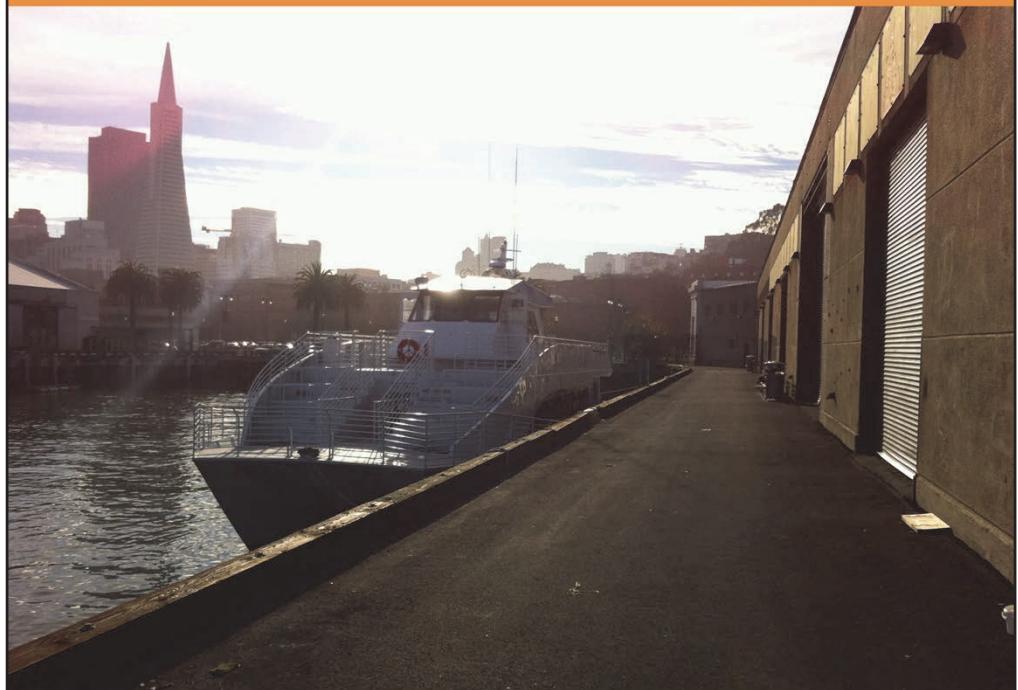


Pier 19 South



Lay-berth, Public Access, Crew required to maintain vessel security

Pier ____ South



Pier 40 North
Temporary Berthing



@ 300' of transient vessels (USCG)
Ongoing need for this type of pier-side berthing

Pier 15-17
Temporary Berth



Temporary berths, varying levels of security; this is a government research vessel
Able to maintain public access around the pier, with limited temporary fencing

Pier 30-32

Security and Safety Area



Some Research Vessels require lots of secure working room on the pier, for a temporary period while at berth

Temporary Fencing, If Needed



Pier 15
Temporary security fence



Pier 30-32
Temporary security US Naval Vessel

Security measures (Temp or Permanent) are not all the same

Vessels Secured by Gate

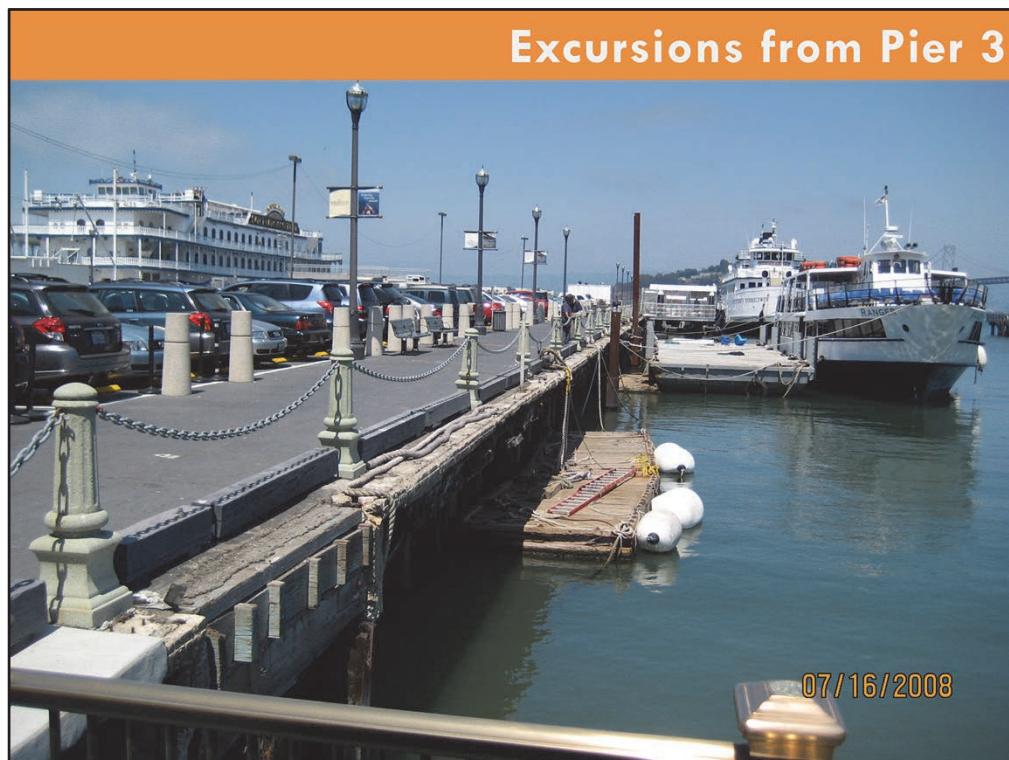
Active Maritime Operations

- **Excursions – Pier 3, Pier 41, Pier 43, Pier 31.5, Pier 39**
- **Passenger Ferries – Downtown, China Basin**

- Some vessel maintenance at the float
- Provisioning, freight loading, storage is desired
- Queuing and ticketing

Most excursion and ferry vessels are secured according to Federal Requirements and/ or to comply with Federal Vessel Security Plan

Excursions from Pier 3



Excursion operations are conducted from float – separated from public access pathway by a gate along the edge of the pier.

Floats or barges are used to provide a “soft” fendering system that is necessary for most vessels.

Floats are more compatible with lower freeboard (compared to Cargo)

Excursions from Pier 41



Secured area starts where public access ends, at the edge of the shoreline
Temporary queuing occurs right before vessel departure

Downtown SF Ferry Terminal



- Specialized fendering, security gate
- Consistent, quality design

Public Access ends at Secured Area, at edge of shoreline.

Passenger Queuing



Temp Queuing in public access area near SF Downtown Ferry Terminal.

James R. Herman Cruise Terminal
Pier 27



Area secured in compliance with Federal Facility Security Plan

James R. Herman Cruise Terminal

Pier 27

Wayfinding Sign
For Public Access



Apron Secured 24/7

**Harbor Services; Maintenance Operations;
and Pier 35 Terminal**



Harbor Services make full use of Apron for ops, safety and security.

Blue and Gold Lay Berth and Maintenance, Pier 9



Ferry/ Excursion Lay-berth and Maintenance: Operations, Safety & Security preclude public access on pier apron.
Operations are visible from the Bay shoreline.

Bar Pilots

24/7 Operations and Maintenance



Harbor Services Apron is secured for Operation, Safety and Security

Harbor Services



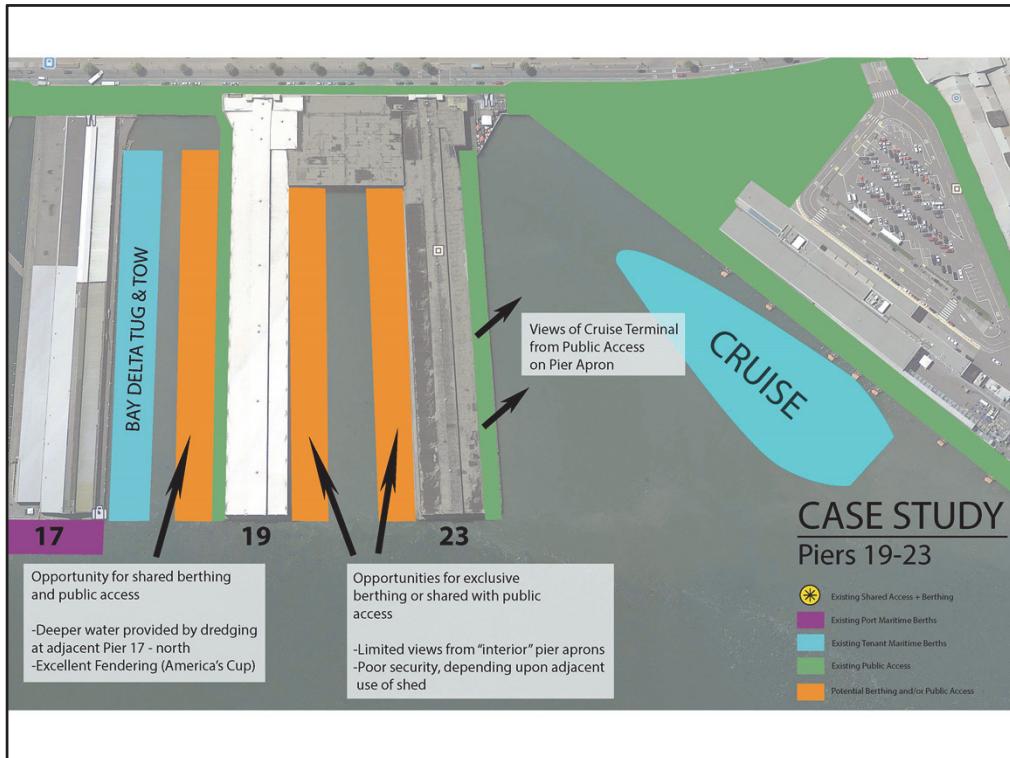
Harbor Services Ops., Safety & Security
Barge loaded with ship stores from adjacent shed



Crane to load the barges on working pier-apron



Public photographing boats (of all types) berthed alongside piers is common.



Harbor Services (Tug and Barge, Pilots) and Ferry/ Excursion Lay-Berth/Maintenance operators all require additional berthing and apron/operating area today for their operations.

Potentially more berthing is needed going forward, to support industry growth.

Some maritime berthing offers opportunities for shared public access on the pier apron. Other maritime berth/operations are maintenance intensive and best suited for exclusive apron use; the aprons themselves may have poor visibility and security, depending upon orientation and the adjacent use of shed. Some pier aprons may be used exclusively for public access.



Attractive vessel, temporarily berthed.