

Ideas & Options for Piers 30-32: Trust Consistent Uses

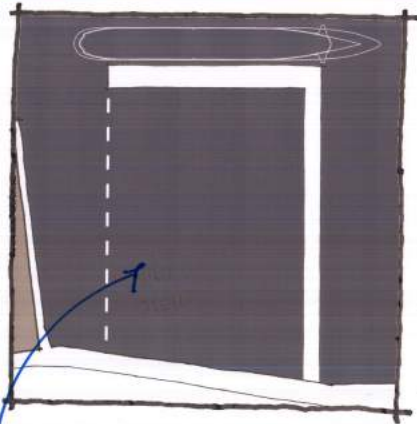
Trust Consistent Uses

Maritime and open space activities are public trust-consistent uses that are currently allowed on Piers 30-32. The "Ideas" below reflect ways in which these public trust uses could be created within the pier footprint. However, all of them are financially infeasible without significant public subsidy. The cost estimates for each Idea below do not include costs associated with either removal (\$40+ million) or seismic retrofit of the Piers 30-32 (\$100+million).

Other Trust-consistent Use Ideas

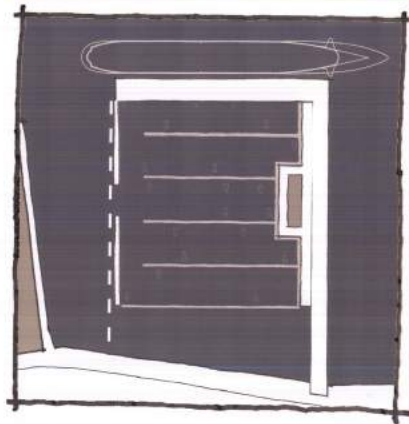
Visitor-oriented commercial uses also can serve public trust purposes. Creating space for an Event Facility or Visitor Retail uses, which could be combined with the Ideas below, would generate some revenue but not at sufficient levels to finance pier improvements, absent other subsidies.

New Ship Berth



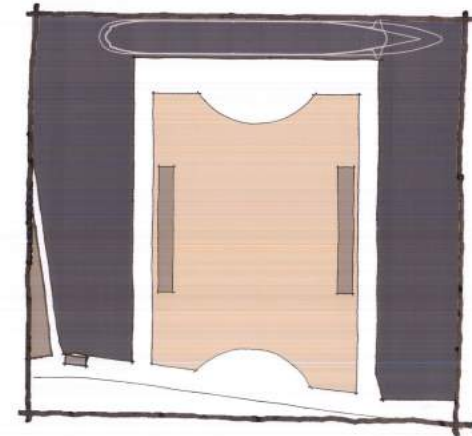
- Build a floating or pile supported access way for vehicles and pedestrians to reach the new ship berth platform. Includes ship berthing infrastructure.
- Estimated cost: \$55 million
- Net lifetime deficit: 88% of cost

Marina w/ New Ship Berth



- Build new 200 berth marina, breakwater, service building, and floating or pile supported access way. Includes ship berthing infrastructure.
- Estimated cost: \$100 million
- Net lifetime deficit: 70% of cost

New Open Space w/ Berth



- Build a floating or pile supported platform for recreation and ship berthing. Includes ship berthing infrastructure.
- Estimated cost: \$200 million
- Net lifetime deficit: 96% of cost

Comments?

this reconfiguration would create interesting condition w/ expanse of open water

THIS USE IS TOO LIMITED - BRING SFS + VISITORS HERE

Like berth but open water but add perimeter big wide walking/bike path for public access

Comments?

Marina is good idea - welcome to local owners to have new opportunities for docking

Could add water swimming be a possibility on one side in a protected area?

♥ MARINA HERE - NOT CLIPPER CAVE!

who would operate?

like marina concept but where will Haggall Park? & trailers? & clubhouse?

Comments?

like marina use; but add landscaping & public big wide open space for bikes, pedestrians.

Ideas & Options for Piers 30-32

Continue Existing Uses

Piers 30-32 is currently used for commuter parking, ship berthing and special events, contributing over \$750,000 in annual revenue. This existing use option assumes that the Port would:

- Continue use primarily for parking, ship berthing, and special events.
- Evaluate Pier condition at 5-year intervals and make targeted structural repairs to retain existing uses
- Cordon off failing areas when discovered
- Anticipate Pier life to end or be substantially restricted in 10 years

NO PARKING! Crossings across Promenade & bike lane & bike & ped safety



Piers 30-32 as a commuter parking lot.



The east end of Piers 30-32 is one of the Port's best naturally deep berths.



Piers 30-32 hosts several special events each year.

Comments?

deep berth = critical asset. prioritize future use that makes use of this condition...

CONTINUING EXISTING USE IS A DEAD END. THINK PROGRESS.

Need secured area to prevent sideshow on pier 30-32 constant illegal. It is a nuisance: noise & for gummy. Sometimes 50-100 autos sideshow taking turns.

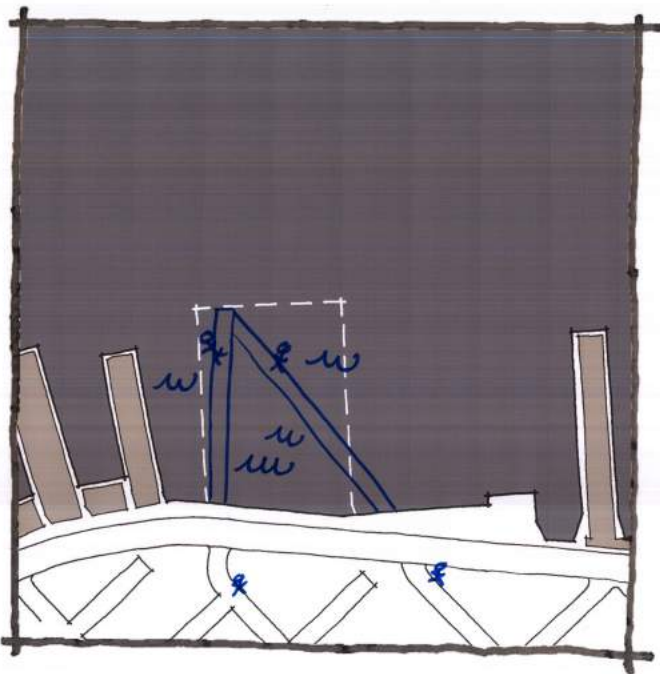
special events are great interim use...

Please do not consider current uses - they are unattractive.

Ideas & Options for Piers 30-32

Pier Removal

Removing Piers 30-32 would add 13 acres of new open water to San Francisco Bay. The removal cost is estimated to be over \$40 million. This would require public funding. The Port would lose revenue capacity.



If pier was removed, the view would be similar to current view from Brannan Street Wharf.



With this option, the fence, parking lot, and Red's Java House would be removed.

Comments?

- REMOVE OLD (1910) SECTIONS, KEEP CENTER (1950) SECTION
- CONVERT OLD AREAS TO MARINAS (OR OTHER WATER USE)
- USE CENTER SECTION FOR MODERATE BLDGS. (1-2 STORIES) FOR COMMERCIAL & OFFICE USE + LIMITED (METERED) PARKING
- REQUIRE HOUSING + HOTEL ON SWL 330 TO GENERATE PATRONAGE OF COMMERCIAL ON PIER

Do not remove — save bayfill until
Big public idea which may involve some portion of this world class site — once it's gone nothing will ever go there.
consider not spending \$ on removal, instead allow to fall into ruin? on exhibit on the ravages of sea level rise?

Take it down!

De-coupling SWL 330 from Piers 30-32 pretty much guarantees the piers will never be developed.
PIER REMOVAL COSTS could be bundled with seawall bonds.

Give it face lift with some landscaping and pruning the Java & Red's Bldgs.
TAKE IT DOWN. NOT STRUCTURALLY SAFE.

Ideas & Options for Piers 30-32: A "Big Idea"?

Piers 30-32's location offers a unique opportunity for distinctive architecture and activity next to Brannan Street Wharf. But the financial feasibility challenges may limit interest to entities with a "Big Idea" that value this location more than the cost and time required for development. The examples below provide food for thought about how Piers 30-32 could provide an opportunity for a unique project to improve this part of the waterfront.



Mixed-Uses. Red Hook Point, Brooklyn, New York City
Good idea.



Pier 45, New York City

Any development proposal will likely require State Legislation, as well as require Port Commission and community review and comment, and multiple regulatory approvals. The Waterfront Plan Working Group has recommended updated new public process procedures to guide public comment and input in the project approval process.



Lucerne Culture and Congress Centre, Switzerland



Oslo Opera House, Norway

What do you think about a "Big Idea" opportunity for Piers 30-32?

Study further w/ potential 2nd Transbay Tube landing/
Recreational greenscape like Pier 45 NYC + transit stop @ SWL 330
(No buildings or structures)

- Maritime corridor w/ low ^{safe} traffic impact uses eg cultural center (museum).
- Lots of open green space (reclaimed dry use areas); green w/ topography features so not flat
- Recreational (eg children playground); restaurants.
- Limit height to prevent 40' height so it doesn't waste a wall/balcony.
- Keep as open as possible to enjoy the water views & bay activities.
- No ^{2nd} tube at this location - should be further South of ball park
- ^{Industrious} perimeter for public use like biking, walking, etc (similar to Artist Park)
- Have finger piers/walk ways like Pier 14 (think this is a wave exposure buffer)
- Minimize ambient light at night so as not to impact residences
- No glass structures as sunlight glare/reflection is blinding in neighborhood
- AVOID LARGE (TALL) STRUCTURES ON PIER
- Limit Height / NO TALL BUILDINGS / STRUCTURES NEED MORE RESTAURANTS / ~~PROPER~~
- Do not use seawall to fund Pier issue
- Could use a parks bond to fund open space development
- Need something like Pier 45

Seawall Lot 330 Neighborhood Context

What new uses on Seawall Lot 330 would best serve the neighborhood?

South Beach is a vibrant neighborhood community with an active mix of uses and engaged neighbors. At 2.2 acres, SWL 330 is the largest undeveloped upland site, that provides opportunity to enhance the west side of The Embarcadero. The Waterfront Plan promotes development of Port seawall lot sites to complement the surrounding neighborhood character and mix of uses. This idea was reinforced in recommendations produced by the Waterfront Plan Working Group, summarized below.



Residential in the adjacent neighborhood



Neighborhood commercial at Brannan & Beale Streets



Waterfront Plan Working Group Recommendations

- Activate underutilized seawall lot sites with new uses and design that enliven pedestrian and ground level experiences, and the public realm on the west side of The Embarcadero
- Provide a pleasing transition between the cityside and the waterfront's historic maritime character, views and access to the Bay
- Generate revenue from a broad range of uses (residential, retail, commercial, office, hotel) to support Port capital projects and investments
- Recognize that parking on Seawall Lots furthers trust objectives by supporting Port businesses and accommodating Port visitors from the Bay Area and beyond, especially families with children, seniors, those with disabilities, and tour buses.

Comments?

Surrounding
Community gathering place; not too garden w/city; low rise
WIDE SIDE WALKS; BUILDING set backs so does not
create a wall against side wall edge;
View Corridors from surrounding streets / Residential developments
Consistency w/ city adopted plans, eg. Rincon Hill; Livable streets, etc.
Open plaza; low rise in front of side
Traffic mitigation; dog park area; restaurants
Add new ingress/egress from Embarcadero
Design all parking to be convertible in future to commercial / housing units
Consider / Follow Transbay Tube planning in conjunction w/ development

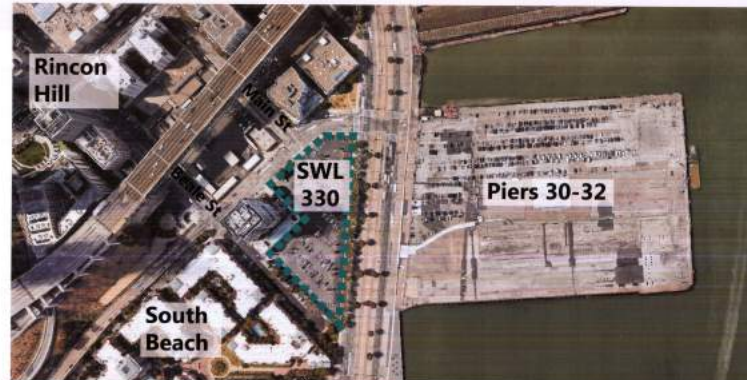
Seawall Lot 330 Building Massing Study

How can new development compliment the neighborhood?

SWL 330 is a 2.2 acre site, currently operated as a parking lot which generates \$ 00,000 in Port revenues annually. The prior Bryant Street Pier development project was partially implemented resulting in construction of the Waterfront condominiums on the adjacent parcel. The Waterfront Plan promotes development of Port seawall lot sites to complement the surrounding neighborhood character and mix of uses. The Port secured State Legislation, SB 815, which lifted the public trust use restrictions from specified seawall lots, including SWL 330. SB815 enables the Port to develop trust and non-trust uses such as housing and office to generate revenue for purposes of investing in historic rehabilitation, public access and other Port capital investments along the shoreline.

The image to the right represents a building mass analysis produced as part of the Golden State Warriors proposal in 2014 that reflects current building bulk and height limits under the City's Planning Code and Zoning Map. This image is not a project proposal. The current City requirements include:

- 105 foot height limit
- Building mass and bulk limits above 65 feet
- Provision of ground floor pedestrian passages from The Embarcadero to Bryant and Beale Streets



Comments?

This proposal does not maintain established historic Main Street View Corridor per existing plans.

PARKING = HIGHEST AND BEST USE?

*Very awkward lot structure -
A Park would be best use*

*- Many outside area don't use nearly as much
about view preservation IF can generate A for better use
improvements
Agree with intent of condos be held in order to provide needed income
for port, especially because it'd like to see the Pier 30-32 be developed to activate
open space*

*Building bulk should be shifted towards
the Watermark, not up against the
Embarcadero - 6 or so stories next to Embo,
sidewalk, and stepping up away from the
water.*

*No parking.
Divide the Embarcadero facade visually
into separate buildings, as was done w. Delaney
Affordable Housing for low income and
middle income homes on portion of site. 65'-85'
building scale. The city needs affordable housing! And
it can integrate well with midrise South Beach n'hood.*

Your Ideas?

Write them Down!

