



# **PUBLIC NOTICE**

## **Availability of Notice of Preparation of an Environmental Impact Report and Notice of a Public Scoping Meeting**

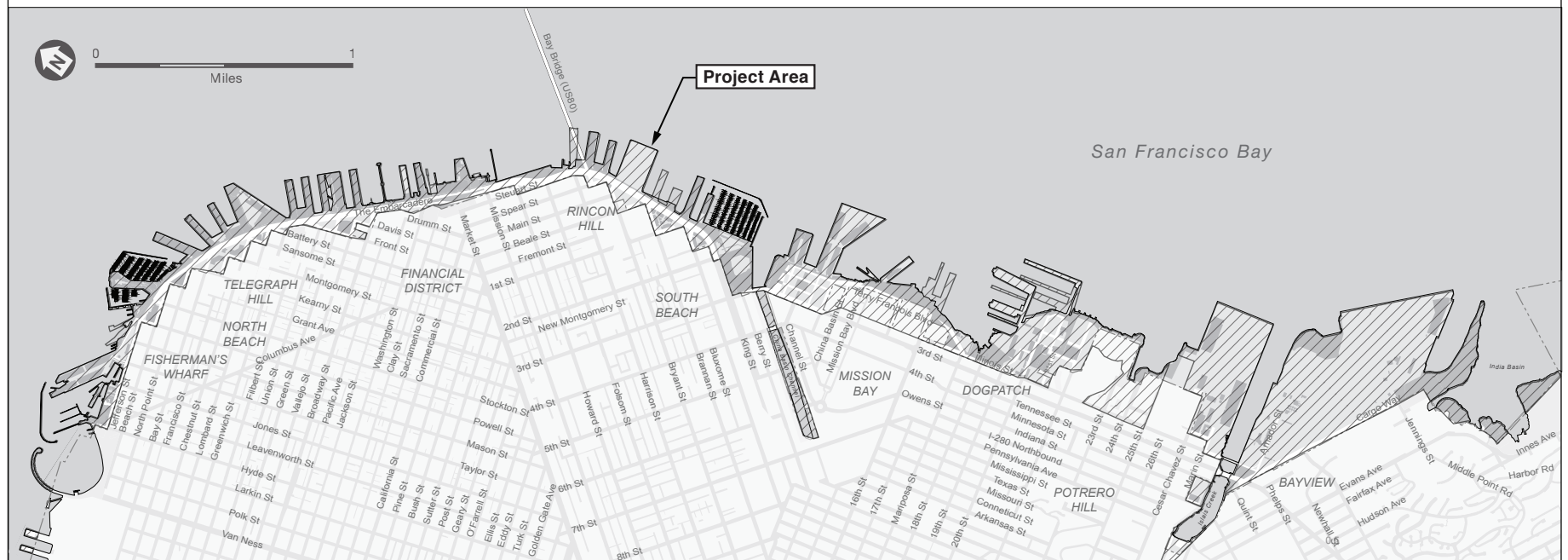
*Date:* August 26, 2020  
*Case No.:* 2019-023037ENV  
*Project Title:* Waterfront Plan Project  
*Block/Lot:* Multiple Piers and Seawall Lots  
*Project Sponsor:* Diane Oshima—Port of San Francisco  
415.274.0553  
[diane.oshima@sfport.com](mailto:diane.oshima@sfport.com)  
*Staff Contact:* Sherie George – 628.652.7558  
[CPC.WaterfrontEIR@sfgov.org](mailto:CPC.WaterfrontEIR@sfgov.org)

The San Francisco Planning Department has prepared this notice of preparation of an environmental impact report (EIR) in connection with the Waterfront Plan Project. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize any potentially significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The planning department is issuing this notice to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR, including a public scoping meeting to solicit comments on the scope of the EIR. The planning department will hold the public scoping meeting on Wednesday September 9, 2020, starting at 5 p.m. The planning department will hold the meeting using an online platform. You can view this notice and join the meeting via the online platform link found on the planning department's webpage, <http://www.sf-planning.org/sfceqadocs>; or via phone, using the following phone number and meeting identification number: 833.548.0282 (Toll Free); meeting ID 831 0306 4931.

### **Project Summary**

The proposed Port of San Francisco 2019 Waterfront Plan Project (2019 Plan or proposed project) would update and amend the 1997 Waterfront Land Use Plan (1997 Plan), which sets long-term goals and policies to guide the use, management, and improvement of 7.5 miles of properties under the Port's jurisdiction, from Fisherman's Wharf to India Basin (see **Figure 1, Project Location Map**). The Port of San Francisco (Port) developed the 1997 Plan pursuant to Proposition H, approved by San Francisco voters in 1990, and the Port Commission adopted it in 1997. The goals and policies in the 1997 Plan have guided the development of new parks, maritime facilities, historic rehabilitation, and development projects on Port properties.

[www.sfplanning.org](http://www.sfplanning.org)



SOURCE: Port of San Francisco, Waterfront Plan, June 2019

Waterfront Plan Update

**Figure 1**  
Project Location Map

In 2015, the Port conducted a comprehensive review and identified changes in conditions and the need to update the 1997 Plan. This led to a three-year public planning process led by a Waterfront Plan Working Group, which produced policy recommendations to be reflected in the updated Plan. In June 2019, the Port published the Draft Waterfront Plan for Public Review and Comment (2019 Plan), which incorporates those policy recommendations along with other updates to recognize and align with City policies, evolving public trust needs, and land use changes on Port property. The 2019 Plan provides a long-range policy framework to guide future Port improvement projects, programs, and stewardship initiatives.

Future improvements along the Port's waterfront would be guided by nine goals and policies that provide direction for managing and improving the waterfront throughout its jurisdiction. Goals and policies include but are not limited to preservation and enhancement of the waterfront's function as a maritime port, hosting a diversity of activities and people, enhancing public access and open space along the waterfront, the design of quality new development and preservation of the waterfront's historic character, strengthening the Port's resilience to climate change impacts, and cultivating an environmentally sustainable port to limit the impacts of climate change.

The IS and EIR will study the 2019 Plan at a programmatic level of review. A programmatic analysis is appropriate for a project that involves a series of actions that are (1) related geographically; (2) logical parts in a chain of contemplated actions; (3) connected as part of a continuing program; and (4) carried out under the same authorizing statute or regulatory authority, with similar environmental impacts that can be mitigated in similar ways (California Environmental Quality Act [CEQA] Guidelines section 15168). CEQA Guidelines section 15168 notes that the use of a programmatic analysis can "ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; avoid duplicative reconsideration of basic policy considerations; allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time, when the agency has greater flexibility to deal with basic problems or cumulative impacts; and allow for a reduction in paperwork."

## **Project Location and Site Characteristics**

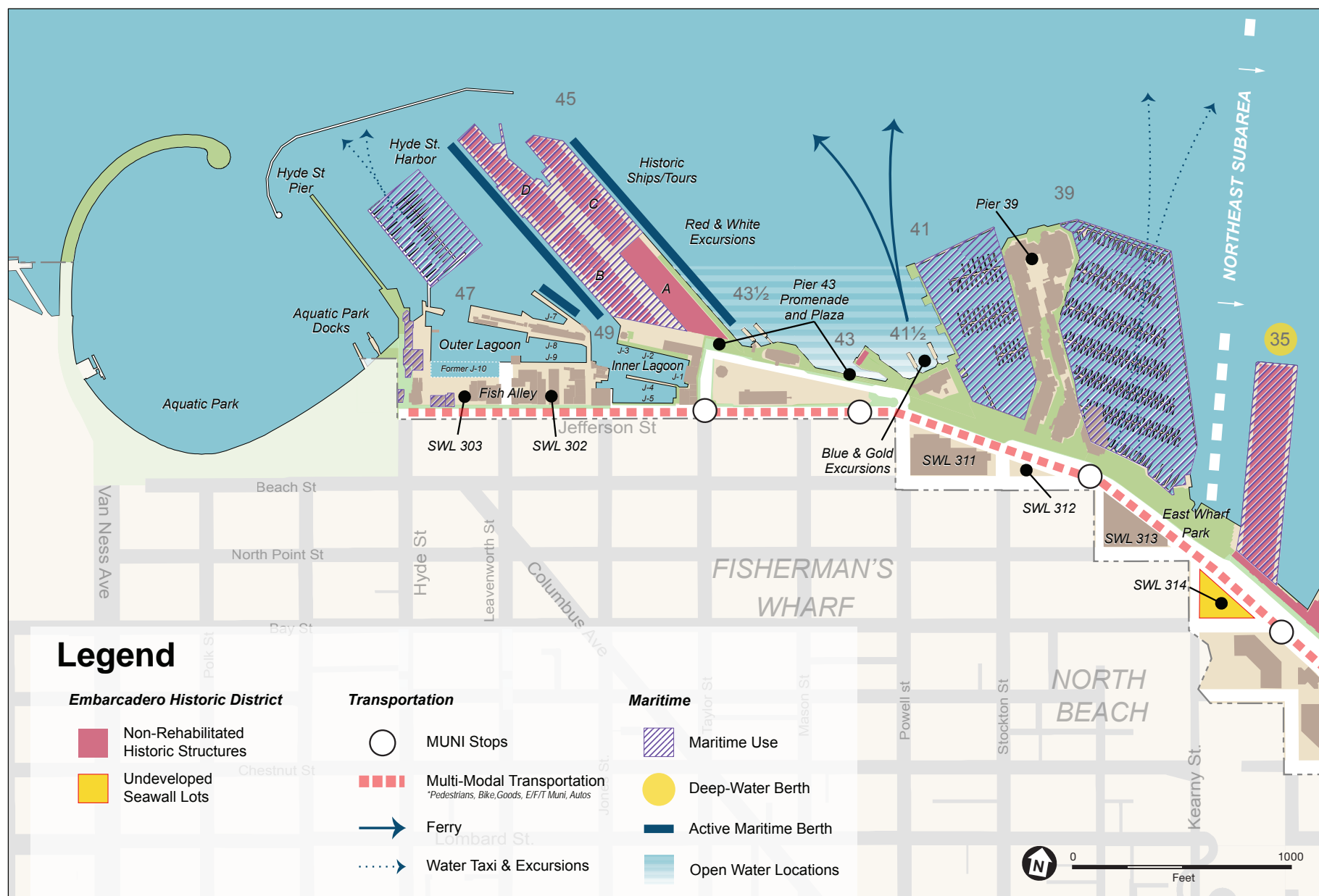
The Port of San Francisco's waterfront lies within the Port's 7.5-mile jurisdiction, a continuous shoreline from the curved, northeast shore adjacent to Aquatic Park in Fisherman's Wharf to Heron's Head Park near India Basin in the southeast (see Figure 1). The waterfront is bounded to the north by the Russian Hill and North Beach neighborhoods and to the south by the Bayview and India Basin neighborhoods. The 2019 Plan divides the waterfront into the northern waterfront and southern waterfront with five subareas described below.

### ***The Northern Waterfront Subareas***

The three Northern Waterfront subareas: Fisherman's Wharf, Northeast Waterfront, and South Beach share a similar architectural character and land use history. The historic finger piers and bulkhead buildings of the Embarcadero Historic District are defining elements that span all three subareas. The subareas in the Northern Waterfront are made up of a transportation network and a pedestrian walkway that begins along Jefferson Street in Fisherman's Wharf and ends at the San Francisco Giants ballpark in South Beach.

### **Fisherman's Wharf**

Fisherman's Wharf extends from the east end of Aquatic Park to the east side of Pier 39, an area of shoreline located roughly between Hyde and Kearny streets (see **Figure 2, Fisherman's Wharf Subarea**). Roadways in the vicinity that provide access to Aquatic Park, include north-south roadways, Van Ness Avenue and Hyde Street,



SOURCE: Port of San Francisco, Waterfront Plan, 2019

Waterfront Plan Update

**Figure 2**  
Fisherman's Wharf Subarea

and the east–west Jefferson Street. Pier 39 is accessible via the north–south roadways, Powell and Stockton streets, and along The Embarcadero. There are a number of public transit lines that provide access to the subarea, including the San Francisco Municipal Railway (Muni) E/F Embarcadero and Market & Wharves line along The Embarcadero and Jefferson Street, the Muni Powell/Hyde Cable Car line, and bus routes 19 Polk, 30 Marina, 47 Van Ness, and 39 Coit. Water transportation is provided to Fisherman's Wharf by water taxi service at Hyde Street Fishing Harbor and 39, and by ferry service at Piers 41 and 43½.

The types of uses in Fisherman's Wharf include commercial and industrial fishing and fish processing, commercial uses, and recreational uses including recreational boating. This section of the waterfront supports the largest fishing industry center along the west coast as well as a tourist and recreational destination that has significant pedestrian activity because of the historical ships, ferry and water taxis providing transportation, and restaurants and other historical attractions along the Wharf.

The Port's piers and seawall lots in the Fisherman's Wharf subarea are located within two zoning districts, Public (P) and Community Business (C-2), and some seawall lots in C-2 that are also within the Waterfront Special Use Districts (SUD) 1 and 2.

## **Northeast Waterfront**

The Northeast Waterfront extends from Pier 35 to Pier 14 along The Embarcadero, an area located roughly between Kearny Street to the north of The Embarcadero and Howard Street to the south (see **Figure 3, Northeast Waterfront Subarea**). Major roadways that provide access to the subarea include Bay, Broadway and Market streets, all of which intersect The Embarcadero. Public transit in the subarea is served by Muni E/F Embarcadero and Market & Wharves line along The Embarcadero; light rail lines J, K, L, M, N, and T; and bus routes 1 California, 6 Haight/Parnassus, 8 Bayshore, 7X Noriega Express, 14 Mission, 14X Mission Express, 21 Hayes, 31 Balboa, 39 Coit, and 82X Levi Plaza Express. Water transportation is provided to the Northeast Waterfront by water taxi service between Piers 9 and 15, and by ferry service at the Ferry Building.

The Northeast Waterfront is part of a former maritime and industrial district that has evolved into an urban neighborhood. Though cargo activities continue to consolidate in the Southern Waterfront, the Northeast subarea still maintains the Port's cruise operations at the Pier 27 James R. Herman Cruise Terminal and at Pier 35, layberths (temporary berths). It supports a wide variety of vessels, supports harbor services including bar pilots and tug and tow operations, as well as the Downtown Ferry Terminal and Water Taxi transportation services. The Ferry Building, Piers 1 to 5 and Pier 15 are Embarcadero Historic District resources that have been rehabilitated

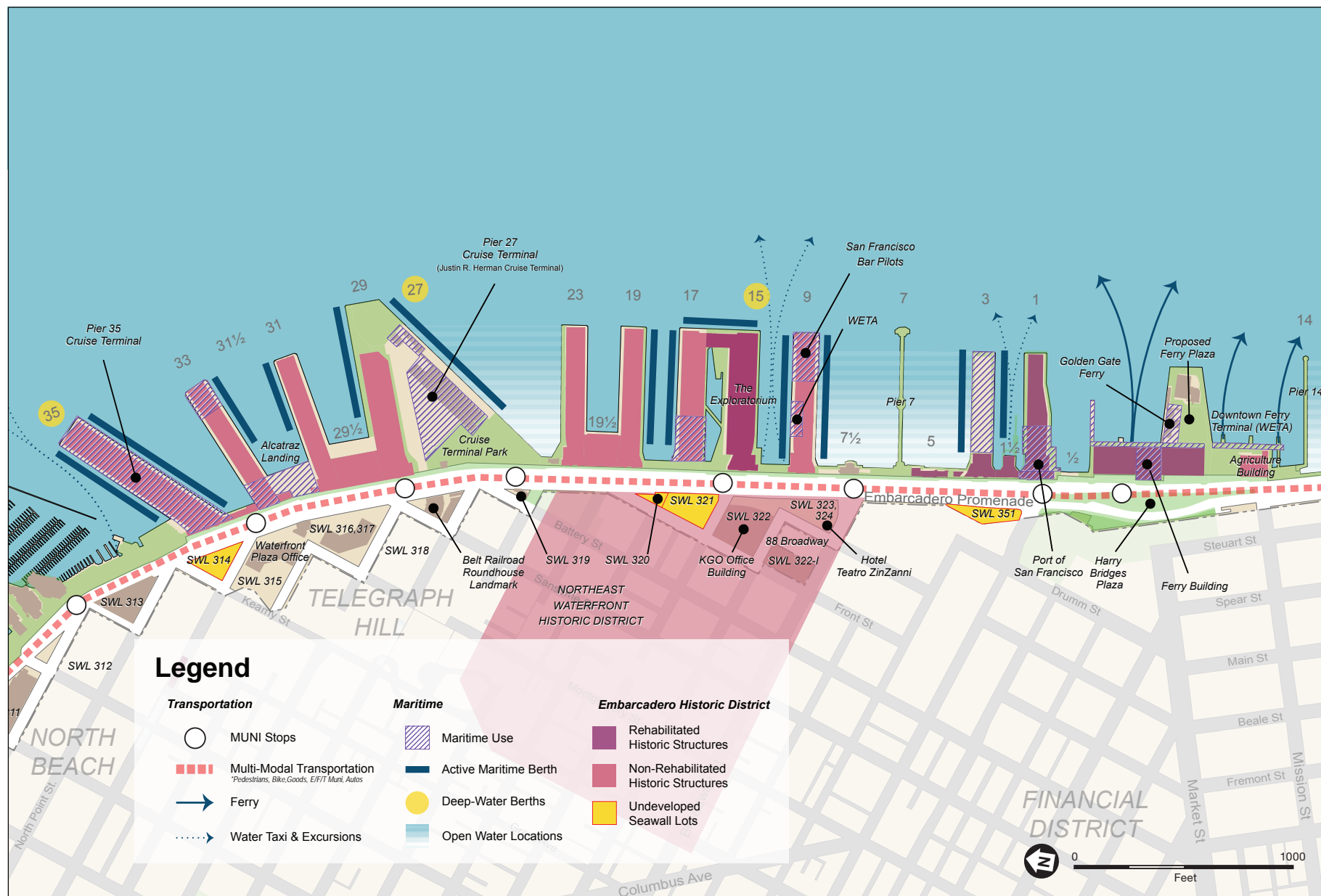
for commercial, recreational, and maritime uses. Parks and open spaces in this subarea include Pier 27 Cruise Terminal Park and public Piers 7 and 14.

The Port's piers and seawall lots in the Northeast Waterfront are located within three zoning districts—Public (P), Light Industrial (M-1), and Community Business (C-2). In addition, pier facilities in this subarea are within Waterfront SUD 1, and Port-owned seawall lots are within Waterfront SUD 3.

## **South Beach**

The South Beach subarea extends from Rincon Park to the Giants ballpark. South Beach is an area of the Port that is located roughly between Howard Street to the north and Third Street to the south (see **Figure 4, South Beach Subarea**). Major roadways in the subarea include Howard, Harrison, Bryant, and Brannan streets, which intersect

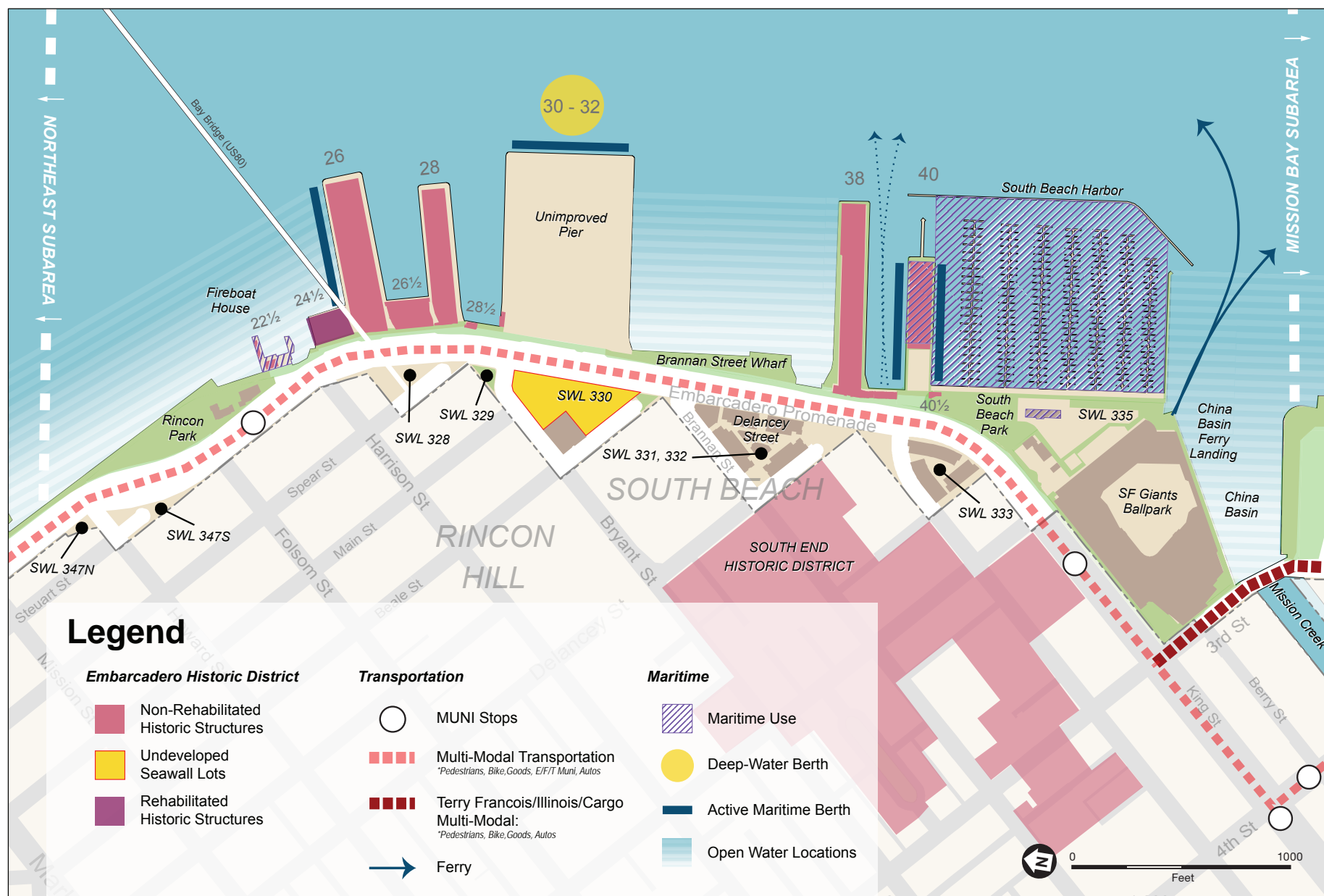




SOURCE: Port of San Francisco, Waterfront Plan, 2019

Waterfront Plan Update

**Figure 3**  
Northeast Waterfront Subarea



SOURCE: Port of San Francisco, Waterfront Plan, 2019

Waterfront Plan Update

**Figure 4**  
South Beach Subarea

with The Embarcadero, and Second and Third streets, which intersect with King Street by the ballpark. Public transit in the subarea is served by Muni light rail lines N and T, along with bus routes 10 Townsend, 30 Stockton, 30X Marina Express, 45 Union/Stockton, and 82X Levi Plaza Express. Water transportation is provided to South Beach by water taxi service between Piers 28 and 40, and by ferry service at the China Basin Ferry Landing.

A formerly industrial district, the South Beach section of the Port's waterfront is dominated by mixed-use residential and commercial neighborhoods, but it still functions as a site for maritime support uses. Fire boats and emergency service operations are located at Pier 22½; other piers support vessel layberthing; and South Beach Harbor supports a 700-berth marina, water recreation, and water transportation services. A section of waterfront much like the Northeast Waterfront and Fisherman's Wharf, it is a destination for excursion and recreational boating and water recreation. Parks and open spaces in this subarea include Rincon Park, Brannan Street Wharf, South Beach Park, and Ballpark PortWalk along the San Francisco Giants ballpark.

The Port piers and seawall lots in South Beach are located within three zoning districts—Public (P), Light Industrial (M-1), and Community Business (C-2). Pier facilities are within Waterfront SUD 1, and Port-owned seawall lots in this subarea are within Waterfront SUD 3.

## ***The Southern Waterfront Subareas***

The two Southern Waterfront subareas, Mission Bay and Southern Waterfront, are within the Blue Greenway network of public access, habitat restoration, and water recreation facilities, which begins at the foot of the Lefty O'Doul Third Street Bridge and extends through the Mission Bay and Southern Waterfront subareas to India Basin. The Southern Waterfront subareas include waterfront parks; direct shoreline access to the Bay; new mixed-use neighborhoods; commercial, residential, and recreational uses; and light-industrial activities including the Port's cargo shipping and industrial maritime uses.

### **Mission Bay**

Mission Bay extends from China Basin Channel to the north to Mariposa Street at the southern end of the subarea (see **Figure 5, Mission Bay Subarea**). The Mission Bay South Redevelopment Plan area has been developed by the City, converting former railyards and industrial lands into a new neighborhood with the University of California, San Francisco (UCSF) Mission Bay campus, hospital, biotechnology, commercial, and residential developments, and the Chase Center and Warriors basketball arena complex. Port properties in the Mission Bay subarea adjacent to this redevelopment area include China Basin and Bayfront parks, Pier 52 Public Boat Launch,

and the Terry Francois Boulevard public realm, all planned in concert with Mission Bay redevelopment and the Mission Rock SUD on Port-owned Seawall Lot 337.<sup>1</sup> The Mission Bay subarea also includes Pier 48 and Pier 50, which includes the Port's Maintenance Center, and supports harbor service and light-industrial tenants, and layberthing of U.S. Maritime Administration vessels. Park, commercial and maritime boatyard uses occupy Port properties at the south end of the Mission Bay subarea.

---

<sup>1</sup> The Mission Rock SUD includes a multi-phase, mixed-use development approved by the City that was analyzed in the Seawall Lot 337 and Pier 48 Mixed-Use Project FEIR, certified on October 5, 2017 (Case No. 2013.0208E). This document (and all other documents cited in this NOP, unless otherwise noted) is available for review on the following website: <https://sfplanning.org/resource/permits-my-neighborhood>. Individual files related to environmental review can be accessed by entering project address into the search box, clicking on the blue dot on the project site, and clicking on the "Documents" button under the ENV application number on the right side of the screen. Project application materials can be viewed by clicking on the "Documents" button under the PRJ case number. The "Filters" function can be used to search by case number.





SOURCE: Port of San Francisco, Waterfront Plan, 2019

Waterfront Plan Update

**Figure 5**  
Mission Bay Subarea

Major roadways in the subarea include Terry Francois Boulevard along the waterfront and Third, 16th, and Mariposa streets. Public transit in the subarea is served by Muni light rail T line, along with bus routes 8BX Bayshore B Express, 14X Mission Express, and 55 16th Street.

The Port piers and seawall lots in Mission Bay are located within four zoning districts—Public (P), Mission Bay Redevelopment (MB-RA), Mission Rock SUD and Mixed Use (MR-MU), and Heavy Industrial (M-2). Seawall Lot 337 is located within the Mission Bay Redevelopment (MB-RA), Mission Rock SUD, and Mixed Use (MB-MU) zoning districts.

## **Southern Waterfront**

The Southern Waterfront extends from Pier 70 to India Basin, and is located roughly between Mariposa Street and Hunters Point Boulevard (see **Figure 6, Southern Waterfront Subarea**). The Southern Waterfront subarea includes a mix of activities, including the Pier 70 SUD and 20th Street Historic Core rehabilitation project to support commercial, residential, and industrial/Production, Distribution and Repair (PDR) uses, Blue Greenway parks, and the Port's cargo and industrial operations.<sup>2</sup> Other maritime support uses, including harbor services and layberths, are sited in this subarea. Industrial activity in this area is also interspersed with natural habitat, habitat restoration, public access, and water recreation areas.

Major roadways in the subarea include Third, Mariposa, Illinois, 20th, 22nd, 24th, 25th, and Cesar Chavez streets, Cargo Way, and Evans Avenue. Public transit in the subarea is served by Muni light rail T line, along with bus routes 19 Polk, 22 Fillmore, 44 O'Shaughnessy, 48 Quintara/24th Street, and 54 Felton. Parks and open spaces in this subarea include China Basin and Bayfront parks, and the Terry Francois Boulevard public realm, Crane Cove Park, Warm Water Cove, Bayview Gateway, and Herons Head Park and EcoCenter.

The Port piers and seawall lots in the Southern Waterfront are located within the Heavy Industrial (M-2) zoning district, and Pier 70 and associated seawall lots are within the Pier 70 SUD.

## **Project Description**

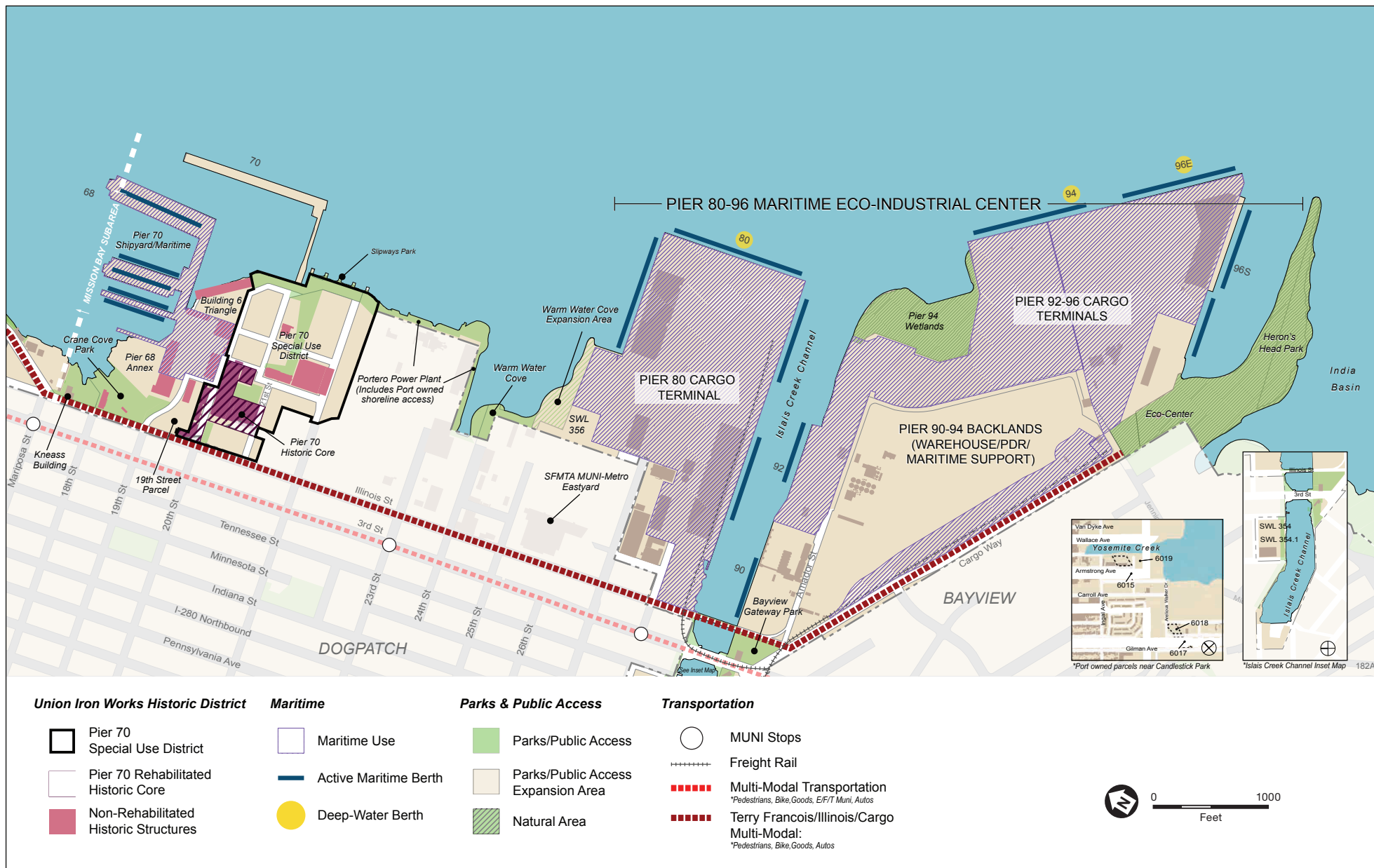
### ***The 2019 Waterfront Plan Update***

The 2019 Plan provides goals, policies, and objectives for the five geographic subareas of the waterfront. The Plan proposes nine Port-wide goals, each of which is supported by policies. Four of these goals are new, and many policies in all nine goal categories are new or have been updated from the 1997 Plan.

Under the proposed project, the Port would expand the Waterfront SUD 1 (piers) and Waterfront SUD 3 (landside) districts, which establish design review procedures for major non-maritime Port development projects, to apply to Port piers and seawall lots located south of China Basin Channel that are not included in the Mission Rock or Pier 70 SUDs; currently, Waterfront SUDs 1 and 3 design review procedures apply only to Port properties north of China Basin Channel. The underlying zoning of allowable uses for those piers and seawall lots would remain the same.

---

<sup>2</sup> The Pier 70 SUD includes a multi-phase, mixed-use development approved by the City that was analyzed in the Pier 70 Mixed-Use District Project FEIR, certified on August 24, 2017 (Case No. 2014.001272ENV).



SOURCE: Port of San Francisco, Waterfront Plan, 2019

Waterfront Plan Update

**Figure 6**  
Southern Waterfront Subarea

## Waterfront Goals and Policies

### *Maritime*

The maritime goal remains the same in the 2019 Plan—to recognize and support the current and future needs of the diverse categories of maritime industry and businesses at the Port. The updated or new maritime policies would continue to give priority to terminal, facility, berthing, and operational needs by allowing the Port to use any of its properties for maritime -related purposes, including Harbor Services and the Port’s Maintenance Division facilities, which is consistent with the Proposition H requirement to give priority consideration to maritime needs. The 2019 Plan also continues to retain policies that support linking the development of new maritime facilities and improvements with complementary non-maritime mixed use developments and projects.

The 2019 Plan includes updated or new maritime policies in the following areas:<sup>3</sup>

1. Conducting site and financial feasibility studies to identify viable location(s) to develop a second cruise ship berth that complies with new air emission rules set by the California Air Resources Board (CARB) (Policies 9, 10);
2. Increasing coordination and partnerships to expand water transportation facilities and services (Policy 13);
3. Pursuing industrial leasing and warehouse development in the Piers 90–94 Backlands, and industrial transportation access to protect the integrity of the Port’s Southern Waterfront cargo terminal operations (Policies 15, 16, 17);
4. Planning and providing water recreation facilities, partnerships, and related commercial services that are appropriately funded, located, and managed to be compatible with maritime and deep vessel operations, and sensitive natural habitat areas (Policies 19, 20, 21, 22, 23, 24, 25); and
5. Promoting shared public access on pier aprons where it is safe and compatible with maritime berthing, particularly in The Embarcadero Historic District (Policies 26, 27).

### *Diversity of Activities and People*

This goal remains the same in the 2019 Plan—to promote a mix of commercial, industrial, public-oriented, civic, cultural, open space, and recreational uses that complement Port maritime activities. New information updates describe state trust legislation that has allowed development of non-trust uses on specified seawall lots, and recognition of the Pier 70 and Mission Rock SUDs, which are incorporated by reference in the 2019 Plan and supported by Development Agreements and Design for Development Documents, which secured City approvals following the completion of earlier CEQA environmental review processes.

The 2019 Plan includes updated or new policies in the following areas:

1. Promoting diversity of public-oriented uses that equitably serve and attract visitors of all ages, races, income levels, and abilities; increased number of free or low-cost activities; activities that promote connections to nature, maritime features, and public education (Policies 1–10);
2. Consistent with Maritime policies, supporting industrial warehouse developments in the Piers 90–94 Backlands area to complement and support maritime terminal operations in the Southern Waterfront (Policy 13);

---

<sup>3</sup> The citations shown in parentheses after the stated policy correspond to the policies identified in the Waterfront Plan listed under each goal.

3. Promoting a greater range of land uses and defined public trust objectives to increase certainty and financial viability of historic pier repair and rehabilitation projects in The Embarcadero Historic District, including requirements that all improvements be consistent with the Secretary of the Interior's Standards for Rehabilitation, and to include flood protection measures (Policies 23–33);
4. Promoting development of upland seawall lots to complement surrounding neighborhoods, enhance the public realm and connections to the Bay, with provisions that allow the Port under certain conditions to seek state legislation to allow non-trust uses on seawall lots north of Market Street (Policies 34–41);
5. Recognizing parking on seawall lots as a trust use by accommodating Port visitors who drive from elsewhere in the region or state, and Port businesses that are underserved by public transit; revenue generated from interim parking lots also are recognized as trust benefits (Policy 44); and
6. Updates to definitions and provisions for leases for interim uses for up to 10-year terms (Policies 50–52).

### ***Public Access and Open Space***

This goal is updated in the 2019 Plan to recognize an expanded network of public access and open space that extends along the Port's entire 7.5-mile waterfront, including the Blue Greenway open space system extending from China Basin Channel to Heron's Head Park. This open space network and updated policies support and recognize the Association of Bay Area Governments (ABAG) Bay Trail, and includes water recreation facilities which also implement the ABAG Bay Water Trail.

The 2019 Plan includes updated or new policies in the following areas:

1. Promoting ways to create and improve the public realm, and connections between the city, waterfront, and the Bay (Policies 2–3, 11);
2. Improvements to complete and enhance the Port's open space network by increasing the recreational uses, no/low cost activities and events, and connections with nature; and creating an improved Ferry Plaza on the bay side of the Ferry Building (Policies 4–6);
3. New park activation policies to support open space programs and improvements to serve a balance of local and state public trust needs, as well as people of all ages, races and economic means (Policy 8);
4. New policies to promote city and community partnerships to increase use and funding opportunities for waterfront parks (Policies 9–10);
5. New policy to recognize and describe ways to incorporate Bayside History Walk public access within Embarcadero Historic District pier projects (Policy 12);
6. Promoting connections with nature, and improvements of natural and marine habitat areas (Policy 17);
7. Promoting the Bay Water Trail, enhance water recreation facilities, and safe access in areas shared with maritime vessel operations and natural habitat areas (Policy 18);
8. Promoting compatibility and balance of public access and maritime berthing needs (Policy 19);
9. Directing development of design guidelines providing location criteria, materials, and furnishing design details to the enhance public access area, which aligns with San Francisco Urban Design Guidelines and Better Streets Guidelines (Policy 20); and
10. Promoting resilient landscape designs that adapt to sea level rise, preserve natural shoreline edges, and incorporate open space areas in plans for emergency staging and disaster response (Policies 21–27).



### ***Urban Design and Historic Preservation***

This goal and policies in the 2019 Plan describe city pattern, urban design characteristics, public views, architectural and historic resources, and principles and criteria to support new additions that respect and enhance maritime character and form along the Port waterfront.

The 2019 Plan includes updated or new policies in the following areas:

1. Enhancing the Piers 80–96 Maritime Eco-industrial district to allow industrial development while incorporating environmental improvements in the southern waterfront (Policy 3);
2. Recognizing the Embarcadero Historic District and Pier 70 Union Iron Works Historic District, and requirements for repair or rehabilitation of historic resources to be consistent with the Secretary of the Interior’s Standards for Rehabilitation (Policy 4a);
3. Promoting historic resource stewardship through a variety of partnerships, funding and leasing strategies, and cultural programs that promote public awareness of Port maritime history (Policies 4b–4i);
4. Provide unifying elements to the length of Port property that strengthen the identity of the Port and enhance the public realm (Policies 5a–5g);
5. Integrating protection of historic and cultural assets with resilience planning (Policies 6a–6d); and
6. Producing design guidelines and criteria to guide development that strengthens city pattern character, document design precedents and best practices for treatments to historic resources that are consistent with the Secretary of the Interior’s Standards for Rehabilitation, and programs for pedestrian wayfinding and waterfront lighting improvements, and public art installations (Policies 1e, 4f, 5e).

### ***Financially Strong Port***

This goal is new to the 2019 Plan, and describes the Port’s enterprise agency and public trust responsibilities, which require the Port to generate revenues to support maintenance and waterfront capital investments, and to conduct leasing and business opportunities that generate job and economic opportunities.

The 2019 Plan includes new policies in the following areas:

1. Support investments in Port lands and facilities to advance public aspirations and trust objectives for historic rehabilitation, maritime use, public access and open space, recreation, and natural resource protection (Policy 1);
2. Grow and diversify the Port’s maritime and non-maritime portfolio to support a stable source of income to the Harbor Fund through economic cycles (Policy 2);
3. Strengthen existing and develop new funding and financing resources, as identified and tracked in the Port’s Capital Plan and Capital Budget, to support waterfront improvements and programs promoted in the Waterfront Plan (Policy 3); and
4. Leverage the Port’s economic activity to advance equity, inclusion, and public benefit for communities in and neighboring the Port, including historically disadvantaged communities (Policy 4).

### ***Transportation and Mobility***

This goal is new to the 2019 Plan, focusing on the Port’s location and relationship with the city and regional transportation network and transportation agencies, description of the land and water transportation modes and facilities supported on Port property, and support of City policies including San Francisco’s Transit-First Policy.

The 2019 Plan includes new policies in the following areas:

1. Developing public transit and agency partnerships to ensure affordable, inclusive, and equitable access to all transportation modes, and improvements to Muni transit along The Embarcadero, and between Mission Bay and India Basin (Policies 1, 3);
2. Coordination with public and private water transportation providers that link Port destinations to one another and to other Bay destinations (Policies 8–10);
3. Continuing to integrate water transit into emergency response and resilience plans and strategies (Policy 11);
4. Complete the San Francisco Bay Trail, by 2030, as a continuous walking and cycling path from Aquatic Park to India Basin (Policies 12a–12e);
5. Coordinating with San Francisco Municipal Transportation Agency (SFMTA) on projects to make bicycling more attractive than driving, working to increase safety and eliminate conflicts between users of all modes (Policies 2, 13–15, 18, 19);
6. Coordinating with SFMTA and other stakeholders to implement the City’s Vision Zero policy and support the Embarcadero Enhancement Project (a protected bicycle facility along The Embarcadero) (Policies 16, 17);
7. Coordinating with City agencies to enhance street connections between The Embarcadero and Blue Greenway, and between the waterfront and adjacent neighborhoods (Policies 20, 21);
8. Coordinating with SFMTA to develop and enhance sustainable and reliable goods movement and industrial transportation access within the City and to Port facilities, including designation and management of curb zones for loading and access (Policies 23–30);
9. Reducing parking demand and manage parking supply to improve use of pedestrian, bicycle, and transit modes; safety; neighborhood and business vitality; reduced vehicle miles traveled and associated air quality impacts; manage parking spaces for shared use and priority for electric vehicles (Policies 31, 39);
10. Prioritizing parking management to serve disabled accessible parking, high parking turnover and customer access, maritime operations, Port tenants, and waterfront visitors (Policies 31–33);
11. Limiting or prohibiting net new automobile parking spaces, residential parking permits, and bundling of parking in Port leases (Policies 34, 37, 38);
12. Working with SFMTA to develop transportation improvements and implementation timeframes for Port tenant operations and projects consistent with the City’s Climate Action Plan to work toward a goal of achieving 80 percent of trips by non-driving modes by 2030 (Policy 44);
13. Developing and implementing Port-wide and subarea Transportation Demand Management plans (Policy 46);
14. Working with the City to design and upgrade substandard Port streets to City “Better Streets” and “Complete Streets” standards (Policy 48); and
15. Transferring street maintenance responsibility to SF Public Works, where feasible; and ensure development of new streets provide adequate long-term financing for maintenance, signal, and signage operations (Policies 49, 50).

### ***Environmental Sustainability***

This goal is new in the 2019 Plan, and describes natural and environmental resources and management responsibilities along the waterfront, including the Port's regulatory compliance and environmental sustainability stewardship initiatives. The Port's environmental sustainability efforts involve managing activities and resources to protect air quality, water quality, public health, and biodiversity; and to limit the impact of climate change, improve the Bay ecology, and create healthy waterfront neighborhoods.

The 2019 Plan includes new policies in the following areas:

1. Reducing greenhouse gas emissions and maximize carbon capture and sequestration; consider incentives for carbon emissions reduction measures and improve energy efficiency (Policies 1a–1d);
2. Improving water quality through remediation of contaminated sites; repair and construct new wastewater infrastructure; continued stormwater management and new green infrastructure to reduce sewage overflows; remove harmful bay fill; build partnerships and promote education and awareness to improve water quality (Policies 2a–2f);
3. Implementing water conservation measures, including new infrastructure (Policies 3a–3b);
4. Protecting and enhancing the biodiversity of Port natural resources, including through LEED standards, wildlife and Bay-friendly practices and native plants in new projects, and natural and multi-benefit green infrastructure (Policies 4a–4h);
5. Promoting green building in Port lease and development projects, including zero waste practices, City Better Roofs Ordinance, and promoting district-level sustainability measures (Policies 5a–5g); and
6. Reducing environmental health risks from Port operations (Policy 6).

### ***Resilient Port***

This goal is new in the 2019 Plan, and describes how the Port defines and addresses the issues that would need to be addressed in the near-, middle- and long-term to support a safe and resilient waterfront. This includes protecting and adapting assets and facilities to maintain city infrastructure systems, business, recreational, cultural, and natural resources to address numerous resilience needs and challenges, such as: earthquakes, climate change, security threats, and disaster recovery.

The 2019 Plan includes new policies in the following areas:

1. Improving emergency and disaster response planning to reduce risks, coordinated with City and regional emergency managers, transportation, and infrastructure operators (Policies 1a–1g);
2. Reducing seismic risks to life safety and emergency response capabilities through continued seismic retrofit programs, including the Embarcadero Seawall (Policies 2a–2c);
3. Partnering with City, regional, state, and federal agencies, tenants, and the public to address resilience challenges and promote education and awareness (Policies 3a–3c);
4. Developing a resilience program for Port facilities that is transparent and coordinated with San Francisco's Resilience Program (Policies 4a–4h);
5. Encouraging and designing resilience projects that achieve multiple public objectives, consistent with the Waterfront Plan goals and policies (Policies 5a–5f); and
6. Ensuring that the Port's resilience plans make equity a priority and identify ways to build community capacity, participation, and social cohesion to help communities withstand and recover from disasters (Policies 6a–6e).

### ***Partnering for Success***

This goal is new in the 2019 Plan, and describes public trust and regulatory requirements, as well as public agency partnerships and collaborations necessary to support improvement projects and programs at the Port. This also requires active engagement and partnerships with Port advisory committees, Port tenants, and regional residents and waterfront stakeholder organizations, including community stakeholders who historically have not had a voice in public discussions about opportunities and benefits that should be provided along the Port waterfront.

The 2019 Plan includes new policies in the following areas:

1. Strengthen Port advisory committee public engagement and communications, including outreach and inclusion of all voices affected by Port land use planning development, leasing, environmental, resilience, and business activities (Policies 3–4);
2. Conduct a robust community input process for competitive solicitations of specified types of Port lease and development project opportunities, including consultation with the Port Commission and public about public trust values and objectives to inform the lease/development solicitation opportunity, and developing procedures for producing developer selection recommendations to the Port Commission (Policies 5–6);
3. Review process for consideration of unsolicited (sole source) lease/development proposals (Policy 7);
4. Develop Port Commission and Port advisory committee review requirements for Port non-maritime leases that do not otherwise require approval by the San Francisco Board of Supervisors (Policy 8);
5. Develop Port Commission and Southern Waterfront Advisory Committee review requirements for intermediate and long-term lease proposals in the Piers 80–96 Maritime Eco-industrial Strategy area (Policy 9);
6. Develop use limitations and public notice and review requirements for short-term interim leases in the Southern Waterfront (Policy 10); and
7. Identify and exempt certain types of Port leases – such as short-term leases for maritime; light-industrial; and existing office, retail, and restaurant uses, and intermediate-term lease renewals of bulkhead buildings for existing public-oriented uses – from additional public review beyond that required by applicable City regulations (Policy 11).

### **Waterfront Subarea Objectives**

The nine goals summarized above establish the policy framework that applies Port-wide, across the 7.5-mile waterfront. The 2019 Plan also identifies five waterfront subareas and describes objectives for each of these areas based on the key maritime, environmental, open space, historic preservation or other issues within that geography. The 2019 Plan includes updates to these subarea objectives, which extend from the Port-wide goals and policies. The subarea objectives provide guidance for future lease and waterfront improvement proposals and are accompanied by Acceptable Use Tables that indicate the range of maritime and non-maritime uses allowed for the Port facilities located within the given area. The 2019 Plan includes proposed changes to the Acceptable Land Use Tables in association with the updated subarea objectives and Port-wide goals and policies. The subarea objectives are noted below, and the proposed changes to the Acceptable Land Use Tables will be discussed in the IS and the EIR.

### ***Fisherman's Wharf***

1. Protect and maintain Fisherman's Wharf as a working fishing port;
2. Maintain a colorful mix of maritime and water-dependent activities at Fisherman's Wharf, in addition to fishing;
3. Enhance the public access experience and open space programming in Fisherman's Wharf;
4. Maintain the Wharf's diverse mix of public, commercial, and maritime activities, and include activities that attract local residents and dispel the Wharf's image as a tourist-only attraction;
5. Work closely with longstanding Fisherman's Wharf restaurants and businesses to coordinate investments in infrastructure improvements that maintain public safety and economic vitality and adapt to sea level rise; and
6. Manage transportation flow to and through Fisherman's Wharf to maintain viable industrial and loading access for the fishing industry and commercial businesses, reduce single-occupant vehicle use, increase public transit service levels, provide continuing enhancements of the pedestrian and bicycle experience, and support efficient parking operations for waterfront visitors to the Wharf.

### ***Northeast Waterfront***

1. Protect and enhance the historic maritime character of the Northeast Waterfront;
2. Maximize opportunities to retain and enhance maritime operations in the Northeast Waterfront;
3. Activate the Northeast Waterfront with an array of uses that establish a daytime and nighttime presence but are not primarily tourist-oriented;
4. On Northeast Waterfront seawall lots, create new developments that complement the surrounding neighborhood and highlight connections between upland neighborhoods and the waterfront;
5. Provide public access amenities that highlight newly created points of interest, more diverse recreational options and events to activate the Pier 27 Cruise Terminal Park, and wayfinding systems to enhance public enjoyment of the Northeast Waterfront open space and public access network;
6. Provide a mix of uses in the Northeast Waterfront that emphasizes the civic importance of the Ferry Building area, generates waterfront activity, and serves San Franciscans and visitors alike;
7. Maintain close working relationships with the San Francisco Municipal Transportation Agency and transportation agency partners to expand Northeast Waterfront public transit and alternative transportation services that improve the safety and comfort of travel along the Embarcadero;
8. Provide efficiently planned parking and loading facilities to serve new activities in the Northeast Waterfront; and
9. Coordinate closely with resilience proposals produced through the Embarcadero Seawall Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the Northeast Waterfront.

### ***South Beach***

1. Preserve and improve existing maritime uses and provide focal points for public enjoyment of maritime and water-dependent activities in South Beach;
2. Maintain and activate an integrated series of parks and public access improvements that extend through South Beach, and provide a unifying pedestrian connection to Mission Bay at China Basin Channel;



3. Promote activities and public access in South Beach pier projects within the Embarcadero Historic District;
4. Create opportunity for the design of new development in South Beach to create a new architectural identity while respecting the Embarcadero Historic District;
5. Take advantage of proximity to downtown San Francisco by providing attractions for the general public while respecting the living environment of the Rincon Hill and South Beach neighborhoods;
6. Maintain close working relationships with the San Francisco Municipal Transportation Agency and transportation agency partners to expand public transit and alternative transportation services that improve the safety and comfort of travel along the Embarcadero in South Beach; and
7. Coordinate closely with resilience proposals produced through the Embarcadero Seawall Program to build understanding and support for innovations required to adapt to the impacts of climate change while respecting the history, character, and authenticity of the South Beach waterfront.

### ***Mission Bay***

1. Complete the Blue Greenway public access and open space improvements through the Mission Bay waterfront;
2. Preserve berthing for maritime and deep-water vessels at piers along the Mission Bay waterfront, and give first priority to maritime needs at Pier 50;
3. Maintain and, where possible, increase services and amenities to enhance businesses, recreational boating uses, and public use, safety, and enjoyments of water recreation along the Mission Bay waterfront;
4. Preserve and restore Pier 48 to recall the Mission Bay waterfront's historic use and to accommodate new uses; and
5. Maintain close working relationships with the San Francisco Municipal Transportation Agency and transportation agency partners to support the expansion of public transit and alternative transportation services that serve new development along the Mission Bay waterfront and Central Waterfront while maintaining viable access for Port maritime and maintenance services.

### ***Southern Waterfront***

1. Continue inter-agency coordination to align maritime, industrial, and development priorities and investments in the Southern Waterfront;
2. Throughout the Southern Waterfront, improve and enhance Blue Greenway open space and public access areas that do not compromise maritime operations or sensitive environmental habitat areas, and provide education to promote public safety among maritime, small boating, and recreational water users;
3. Implement approved development plans for the Pier 70 Special Use District, Historic Core, and Crane Cove Park projects to connect and integrate all areas within Pier 70, which will give new life to the Union Iron Works Historic District and create a unique waterfront neighborhood addition in the Dogpatch area;
4. Explore new business partnerships to operate the Pier 70 ship repair and dry-dock facility, as part of a broader maritime strategy that evaluates additional maritime opportunities for the shipyard site and facilities;
5. Increase marketing efforts to support maritime business partnerships to maximize the utilization of existing cargo terminal facilities in a dynamic urban environment;

6. In the Piers 90–94 Backlands, pursue development of industrial warehouse facilities that are compatible with cargo terminal operations and provide space for maritime support uses, generate economic value and benefits to the Port and community, and productively improve land to support a stable industrial base in San Francisco;
7. Protect wildlife habitat and shoreline areas; and
8. Work with the community to assess vulnerabilities, consequences, and community priorities to build resilience, reduce risks, and advance benefits in the Southern Waterfront.

## **Growth Assumptions**

The 2019 Plan goals and policies guide the type and mix of land uses and improvement projects that could be constructed or implemented along the 7.5-mile waterfront and adjacent properties within the Port’s jurisdiction. Under the 2019 Plan, the Port may pursue leases; development agreements; and shoreline restoration and improvement projects for maritime, industrial, commercial, recreational, environmental sustainability, and other purposes. In order to analyze the environmental impacts as a result of changes that could occur, the San Francisco Planning Department will develop land use growth assumptions in coordination with the Port, based on the amended goals and policies proposed for the 2019 Plan. These growth assumptions will form the basis of the analysis of impacts on environmental resources considered in the IS and the EIR.

## **Required Project Approvals**

### ***State and Regional Agencies***

#### **San Francisco Bay Conservation and Development Commission**

- Approval of amendments to the San Francisco Waterfront Special Area Plan

### ***Local Agencies***

#### **San Francisco Port Commission**

- Adoption of CEQA findings
- Approval of amendments to the Waterfront Plan

#### **San Francisco Planning Commission**

- Adoption of CEQA findings
- Recommendation to the Board of Supervisors to approve amendments to the general plan, planning code, and zoning map, including updates to the waterfront design review procedures

#### **San Francisco Board of Supervisors**

- Approval of amendments to the general plan, planning code, and zoning map, including updates to the waterfront design review procedures

## Summary of Potential Environmental Issues

The proposed project could result in potentially significant environmental impacts. The San Francisco Planning Department will prepare an IS and an EIR to evaluate the physical environmental effects of the 2019 Plan goals and policies, including the growth assumptions and conceptual subsequent development projects. The IS will assess both project-specific and cumulative impacts for all topics required under CEQA and will identify which environmental topic areas may be significantly impacted by the project. As required by CEQA, an EIR will further examine those issues identified in the IS to have potentially significant impacts, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce potentially significant environmental impacts to a less-than-significant level. The IS will be published as an appendix to the Draft EIR and will be considered part of the EIR.

The EIR (including the IS) will evaluate the environmental impacts of the proposed project resulting from construction and operation activities, and will propose mitigation measures for impacts determined to be significant. The EIR will also identify potential cumulative impacts that consider impacts of the project in combination with impacts of other past, present, and reasonably foreseeable future projects. The EIR will address all environmental topics in the San Francisco Planning Department's CEQA environmental checklist, including the following environmental topics:

- Land Use and Planning
- Aesthetics
- Population and Housing
- Cultural Resources
- Tribal Cultural Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral Resources
- Energy
- Agriculture and Forestry Resources
- Wildfire

In addition, the EIR will include an analysis of the comparative environmental impacts of feasible alternatives to the proposed project that would reduce or avoid one or more of the significant impacts of the project while still meeting most of the project objectives. Alternatives to be considered include a No Project Alternative, as described in CEQA Guidelines section 15126.6, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented. Other alternatives will be evaluated as necessary, depending on the results of the impact analyses of the various environmental topics listed above. The EIR will also include a discussion of topics required by CEQA, including the project's growth-inducing impacts, significant unavoidable impacts, significant irreversible impacts, any known controversy associated with the project and its environmental effects, and issues to be resolved by decision-makers.

## Finding

This project may have a significant effect on the environment and an EIR is required. This determination is based upon the criteria of the state CEQA Guidelines, sections 15064 (Determining Significant Effects) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize any potentially significant adverse effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## Public Scoping Process

Pursuant to California Public Resources Code section 21083.9 and CEQA Guidelines section 15206, the planning department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. You may participate in the first public process concerning the project's environmental effects by attending a video or teleconference public scoping meeting on Wednesday, September 9, 2020, at 5 p.m. The planning department will hold the meeting using an online platform. You can join the meeting via the online platform link found on the Department's webpage, [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs); or via phone, using the following phone number: 833.548.0282 (Toll Free); meeting ID 831 0306 4931. To request assistance in additional languages, please contact [candace.sooahoo@sfgov.org](mailto:candace.sooahoo@sfgov.org) or (628) 652-7550 at least 72 hours in advance of the meeting to ensure availability. Written comments will also be accepted at this meeting and until 5 p.m. on September 25, 2020. Written comments should be sent to Sherie George, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California 94103 (Attn: Sherie George); or emailed to [sherie.george@sfgov.org](mailto:sherie.george@sfgov.org). If you have questions or comments concerning this notice, contact Sherie George at [CPC.WaterfrontEIR@sfgov.org](mailto:CPC.WaterfrontEIR@sfgov.org) or 628.652.7558 by September 25, 2020.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, contact Sherie George at 628.652.7558.

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

Anyone receiving this notice is encouraged to pass on this information to others who may have an interest in the project.

August 26, 2020

Date



Lisa Gibson

Environmental Review Officer