

Seawall Lot 337 Evaluation Criteria, Senate Bill 815, Section 6 September 25, 2008

Senate Bill 815, Chapter 660, was approved by Governor Schwarzenegger in October 2007, which provides for the development of non-trust uses on SWL 337 under specified conditions. This law recognizes the need to generate significant economic use and revenue to invest in historic preservation and open space public trust improvements elsewhere at the Port of San Francisco. As part of that effort, SB 815, Section 6 provides that a study must be prepared which analyzes the need to retain trust uses in the SWL 337 as part of an overall development program that also includes non-trust uses. The study will require approval by the Port and California State Lands Commission. Staff of these agencies have worked together to address the scope of that study which include the criteria below for review of SWL 337 development proposals.

Ensuring SWL 337 Development Design Reflects Public Trust Needs

The public trust character and value of development of SWL 337 is as much affected by the site design, arrangement of and interaction between uses and public spaces as it is by the particular uses involved. Thus, the SB 815 public trust review will not only evaluate the type and amount of trust land uses included in the development program, but how the development program overall (including non-trust use uses) incorporates the natural public trust features and setting of this particular site and creates an environment within the project which promotes awareness and reflects its relationship with the waterfront (as differentiated from other development in the adjacent Mission Bay Plan area), and is attractive and inviting to visitors other than those that may live or work at the site.

In addition to the public trust use priority objectives and criteria presented in the RFP, the Port and State Lands have developed the below criteria for purposes of evaluating the strength of SWL 337 development proposals in responding to and promoting the public trust even though the program includes trust and non-trust uses:

- Major (at least 5 ac) waterfront public open space at the northeastern end of SWL 337
- Other public and pedestrian spaces created on the site (e.g. pedestrian and bicycle pathways through the project that are open to public access and that connect the public with the water) which also serve trust objectives
- High quality of inter-connected open space network internal to the development and open to public access, which also connects with and enhances the Bay Trail and Blue Greenway open space networks
- Development program which actively promotes public use and enjoyment of the Bay, water recreation, public open space and that has strong connections and interactions with surrounding uses, creating active and passive uses that attract frequent and ongoing use of the open space; attractive to visitors as well as locals
- Site improvements and sustainability program that responds to environmental restoration and habitat improvement objectives of the trust
- Positively interacts with, and/or fosters creation of an enlivening and attractive trust-consistent use program of Pier 48, which must be improved consistent with Secretary of the Interior Standards
- Does not interfere or inhibit continued light industrial maritime uses at Pier 50, including industrial truck access and operational needs
- Incorporates a strong, understandable/implementable Transportation Demand Management Program (TDMP) which defines how parking and any transportation

service resources would be shared or managed to also be available to meet Giants ballpark transportation needs

- Development phase program which defines acceptable timeframe for delivery of public open space and public trust benefits relative to development of economic uses.

Transportation Needs Analysis

- SB 815 also requires that the trust study for SWL 337 address the transportation needs of the Giants Ballpark and other trust uses on Port property in the vicinity. The RFP defines detailed requirements for submittal of proposed Transportation Demand Management Program, which will address these issues. The information developed for the TDMP will be incorporated into the study.