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SUBJECT: Proposed Public Access Plan for the 34th America's Cup

1. Temporary Improvements

The America's Cup is a temporary event that would occur in August and September 2012 and July through September 2013. Daily visitorship for landside spectators in 2012 is estimated at 15,480 to 20,640 on an average peak race weekday and at 69,900 to 93,200 on a peak race weekend day. In 2013, daily landside visitorship to areas near the Bay shoreline is estimated at 26,280 to 35,040 on an average peak race weekday and 162,600 to 216,800 on a peak race weekend day (AECOM 2011). The use of shoreline areas by spectators, as well as race teams, support staff, volunteers, and media personnel during the America's Cup races and events would have a temporary impact on public access to the Bay and its shoreline. In addition, construction and setup of event venues may have temporary impacts on public access to and along the shoreline. All temporary facilities and improvements would be removed shortly after the Final Match in mid-September 2013. Other than the permanent public access improvements described in Section 2 below, no permanent improvements associated with the America's Cup would remain after the events. As such, the America's Cup as proposed would have a beneficial long-term effect on public access to the Bay and its shoreline.

Consistent with the temporary nature of the America's Cup events, the applicants propose to implement the temporary improvements described below to provide maximum feasible public access to the Bay and its shoreline during the America's Cup.

1.1 People Plan

The primary means through which the applicants proposed to provide for maximum feasible public access to the Bay and shoreline during the America's Cup include pedestrian, bicyclist, and transportation improvements as provided in the America's Cup People Plan. The People Plan, which is required to be developed and implemented under the America's Cup Host and Venue Agreement, would provide the following improvements that would enhance public access to the Bay and shoreline during the America's Cup events:

Pedestrian Improvements

- Temporary or permanent wayfinding signage;
- Partial and temporary street closures or restricted automobile access enhancements to facilitate pedestrian safety in key locations, such as proposed for the northbound lane of the Embarcadero, which also accommodates increased bicycle capacity, emergency vehicle access and Event-urgent vehicle circulation;
- Where pedestrian volumes are expected to be high, special consideration will be given to siting of vendor facilities and other Event-related structures, to avoid interference with the flow and circulation of the large volume of pedestrians expected to navigate on foot and in wheelchair.
- Select and expedited capital improvements and signal phasing/timing modifications already programmed, where large volumes of pedestrians will be expected to cross busy streets, major arterials and freeway access points, such as along Market Street, in South of Market, Chinatown, South Beach and in the Tenderloin, in conjunction with SFMTA's Livable Streets program;
- Measures to secure universal access to Crissy Field from the Presidio Main Post during the construction of the Doyle Drive project throughout summers of 2012 and 2013, as feasible and in coordination with Caltrans, the National Park Service, and the San Francisco County Transportation Authority;
- Evaluation of and, as needed to ensure high visibility and clarity, the repainting through SFMTA coordination of the Marina Boulevard crosswalks at Baker, Broderick and Mason Streets in advance of the 2012 Events;
- Coordination with traffic calming projects in conjunction with the Doyle Drive construction project at Mason Street and Marina Boulevard near Crissy Field and the parking lots used to serve the Exploratorium in advance of the 2012 Events;
- Evaluation of and, as selected and prioritized, key Embarcadero crossings to foster the safe coordination of pedestrian traffic with other modes of traffic moving through this area, such as the pedestrian capacity and safety enhancement proposed at Green Street and the Embarcadero in conjunction with both the opening of the new home to the Exploratorium in Spring 2013 and the 34th America's Cup Events;
- In light of the possible increased demand for pedestrian access, ongoing coordination is required with the Golden Gate Bridge, Highway and Transit District, the Presidio Trust and Marin County to anticipate and prepare for possible changes to the multi-modal traffic functions of the Golden Gate Bridge to ensure safety for all Bridge users.
- In the event that the East Span of the San Francisco Oakland Bay Bridge is opened for pedestrian access before the 2013 Events, walking to Treasure Island as a sustainable transportation option from the East Bay and would be promoted as an alternative to the automobile; and
- Detailed pedestrian crossing safety planning.

Bicycling Improvements

- Secured bicycle parking at locations along the San Francisco waterfront from Piers 30-32 to Crissy Field;
- Bicycle sharing and rental options;
- Improved support for bicycle-to-transit connections; and
- Partial lane closures along The Embarcadero during weekend race events for bicycle use.

Transit Improvements

- Increased frequency of service, route modifications, and increased limited stop service on existing key SF Muni routes;
- Augmentation of regional transit services including BART, CalTrain, Golden Gate Transit, AC Transit and SamTrans;
- Increased ferry services;
- A communications plan to provide information to visitors, residents, workers, and race personnel about transit options; and
- Fare simplification based on the Clipper Card for use on all major transit providers for the events.

Please see the People Plan for a full description of these and other proposed measures to improve public access to and along the Bay shoreline.

1.2 Pier 43 Promenade

An approximately 24,000-square foot area between Piers 43 and 45 fronting on the Embarcadero and the Bay Trail would be provided to accommodate high volumes of spectators. On peak race days, the Embarcadero roadway adjacent to Pier 43 promenade would be closed to vehicles for public gathering and viewing of race events.

1.3 Piers 27–29

Approximately 580,000 square feet (13.3 acres) of Piers 27-29 would be open and available for public access during the 2013 event times, from approximately 10 a.m. to 10 p.m. from early July through late September 2013. Some areas would be closed to public access, including the cruise terminal building, a ticketed event seating area, and a tented area (the “Foredeck Club”) located near the tip of Piers 27 – 29, closest to the Bay. In addition, an approximately 25-foot-wide area around the Foredeck Club would be closed to public access on limited occasions to provide for security for visitors attending private events at the Foredeck Club. These times have not yet been identified.

1.4 Pier 9 South Apron

The approximately 800-foot-long, 14-foot-wide apron would be open and available for public access, generally from the hours of 10 a.m. to 4 p.m. during race events in 2013, from early July to late September 2013.

1.5 Piers 30-32

An approximately 17,600-square-foot (0.40 acres) southwest plaza area adjacent to the proposed Brannan Street Wharf (200 feet long by 80 feet wide) would be provided to view team base operations and would be open at all times. Limited public access along the full length of Piers 30-32 (675 feet long and 25 feet wide) and along the eastern end of the pier (555 feet long and 25 feet wide) would be provided when the area is not needed to lift racing boats in and out of the water from early-March to late-September. It is anticipated that public access along this corridor would be allowed during race days between 10 a.m. and 4 p.m.

1.6 Parklets

San Francisco's Pavement to Parks projects are inspired by the recent success of similar projects in New York City – where plazas and seating areas have been created in excess roadway simply by painting or treating the asphalt, placing protective barriers along the periphery, and installing moveable tables and chairs. Streets such as Broadway have been transformed into much more inviting and pedestrian-friendly spaces through New York's efforts.

Each Pavement to Parks project is intended to be a public laboratory where the City can work with the community to test the potential of the selected location to be permanently reclaimed as public open space. Materials and design interventions are meant to be temporary and easily moveable should design changes be desired during the trial-run. Seating, landscaping, and treatment of the asphalt will be common features of all projects.

Approximately five parklets are proposed along the Embarcadero promenade to supplement existing waterfront parks and plazas, and provide places to rest and enjoy views of the Bay out of the stream of pedestrians and cyclists that will be flowing along the Promenade. These areas would be improved similar to the existing parklets around the City with seating, landscaping and other amenities. It is proposed that food carts, restrooms and other improvements could be organized and located specifically in these areas, tucked against pier sheds, out of key view corridor areas, and off the main Embarcadero Promenade. Parklets would typically be about 30 to 40 feet deep from the Embarcadero Promenade, and would run parallel to the Promenade varying in length from 60 to 120 feet. Proposed Parklet locations adjacent to the Promenade from south to north are:

- Between Piers 26 and 28;
- In front of the Pier 24 Annex Building;
- Between Pier 7 and Pier 9;
- Between Piers 9 and 15; and
- Between Piers 17 and 19

1.7 Crissy Field Sailboard Storage

Crissy Field is a popular board sailing site. Spectator crowds, traffic delays, lane closures, and parking restrictions may impact the ability of sailboarders and kiteboarders to transport their

equipment to Crissy Field during certain America's Cup races and events. The City is working with the Presidio Trust to provide temporary secure sailboard storage near Crissy Field to enable board sailors to access Crissy Field by foot, bicycle, or public transportation during the America's Cup races and events. The preferred options are to either use an existing available building or one or two 40-foot shipping containers provided by the America's Cup Event Authority. This proposal is conditioned in identifying a suitable location.

2. Permanent Improvements

In addition to the temporary improvements described above, the applicants propose to provide the following permanent legacy public access improvements.

2.1 Vista Point Road Bay Trail

Vista Point Road is a gravel roadway from the Vista Point parking lot on the northeast side of the Golden Gate Bridge to Fort Baker. It does not currently provide through bicycle or pedestrian access for security reasons, and is closed to vehicles. By providing an alternative route from the Golden Gate Bridge to Sausalito, opening this trail would reduce the intensity of use of Alexander Avenue by tourists and bicyclists and improve pedestrian and bicyclist safety in this congested area. The Vista Point Road Bay Trail is part of GGNRA's overall trail plan for the area, and ABAG's Bay Trail Project has identified it as a high priority project for the America's Cup.

The proposed improvements would include paving, railings, signage, security fencing and cameras, and possible grading and retaining walls. The City is working with ABAG's Bay Trail Project to secure funding and approvals needed to complete these improvements prior to the 2013 America's Cup events.

2.2 Jefferson Street Redesign

The City proposes to construct the improvements described in the Fishermen's Wharf Public Realm Plan for the two-block section of Jefferson Street between Jones and Hyde Streets during the period between the conclusion of the AC34 2012 events and the start of the AC34 2013 events. The goals for this project are to:

- Strengthen a regional destination that San Franciscans will be proud of;
- Strengthen the imageability of Fisherman's Wharf;
- Create a slow, safe place accessible to everyone;
- Provide comfortable, safe space for bikes in both directions;
- Maintain vehicle access, but greatly calm it; and
- Allow for future flexibility.

The City is currently undertaking updates and refinements to the plans for this project in response to the ongoing community planning process. A revised project description and plans will be provided prior to the January 9, 2012 Design Review Board-Waterfront Design Advisory Board meeting.

2.3 Third and Cargo Park

The Third and Cargo Park is bordered by Third Street, Cargo Way, Illinois Street and Islais Creek. The site is 71,000 square feet in area of which about 12,500 is removal of a deteriorated wharf. These measurements exclude the firehouse property that the project surrounds. It was a previous maritime industrial support site that would be converted into a new park at a pivot point on the Blue-Greenway, and also be a prominent gateway feature to the Bayview District. The concept is to create an attractive landscaped site when viewed from any of its four sides, and allow the features of the park to tell the site's rich history of food and agriculture in the Islais Creek area.

2.4 Marina West Basin Kayak Launch

The San Francisco Recreation and Parks Department proposes to install an ADA accessible low float at the existing public non-motorized boat launch facility at the Marina West Basin.

2.5 Pier 52 Kayak Launch

The Port of San Francisco proposes to install an ADA accessible low float at the existing public non-motorized boat launch facility at Pier 52. Improvements would include adding an extension to the existing floating dock with a landing dock that has a lower freeboard to accommodate kayaks and other human powered boaters.

2.6 Pier 23 North Apron

An approximately 515-foot-long, 18-foot wide portion of the Pier 23 north apron would be open and available for public access, generally from the hours of 10 a.m. to 4 p.m. during the race events in 2013, from early July to late September 2013. A 165-foot-long portion of the easternmost apron would be closed to public access to accommodate use by media operations. In addition, a 345-foot long by 12-foot-wide dock adjacent to the pier apron would be available to provide viewing access to America's Cup historic boats that would be docked alongside. Permanent improvements would include four pairs of benches, two litter receptacles, a railing along the apron, and a security gate at their west end where the apron meets the Embarcadero Promenade. The apron would be open during daytime and evening hours and closed at nighttime via a security gate.

2.7 Pier 19 South Apron

The approximately 850-foot-long, 17-foot-wide apron would be open and available for public access, generally from the hours of 10 a.m. to 4 p.m. during race events in 2013, from early July to late September 2013. The project sponsors have indicated that occasional closures of the apron area may be needed to accommodate craning out boats or for emergency boat work but have not indicated how often these would occur. Permanent improvements would include four pairs of benches, two litter receptacles, a bullrail edge along the apron, and a security gate at their west end where the apron meets the Embarcadero Promenade. The apron would be open during daytime and evening hours and closed at nighttime via a security gate.

2.8 Marina Green

The San Francisco Recreation and Parks Department proposes to replace approximately 15 benches along the Marina Green northern seawall. The Recreation and Parks Department also

proposes to extend the 300-foot-long by 12-foot-wide bio-swale/rain garden being constructed as part of the San Francisco Marina West Harbor Renovation project another 900 feet to the east.