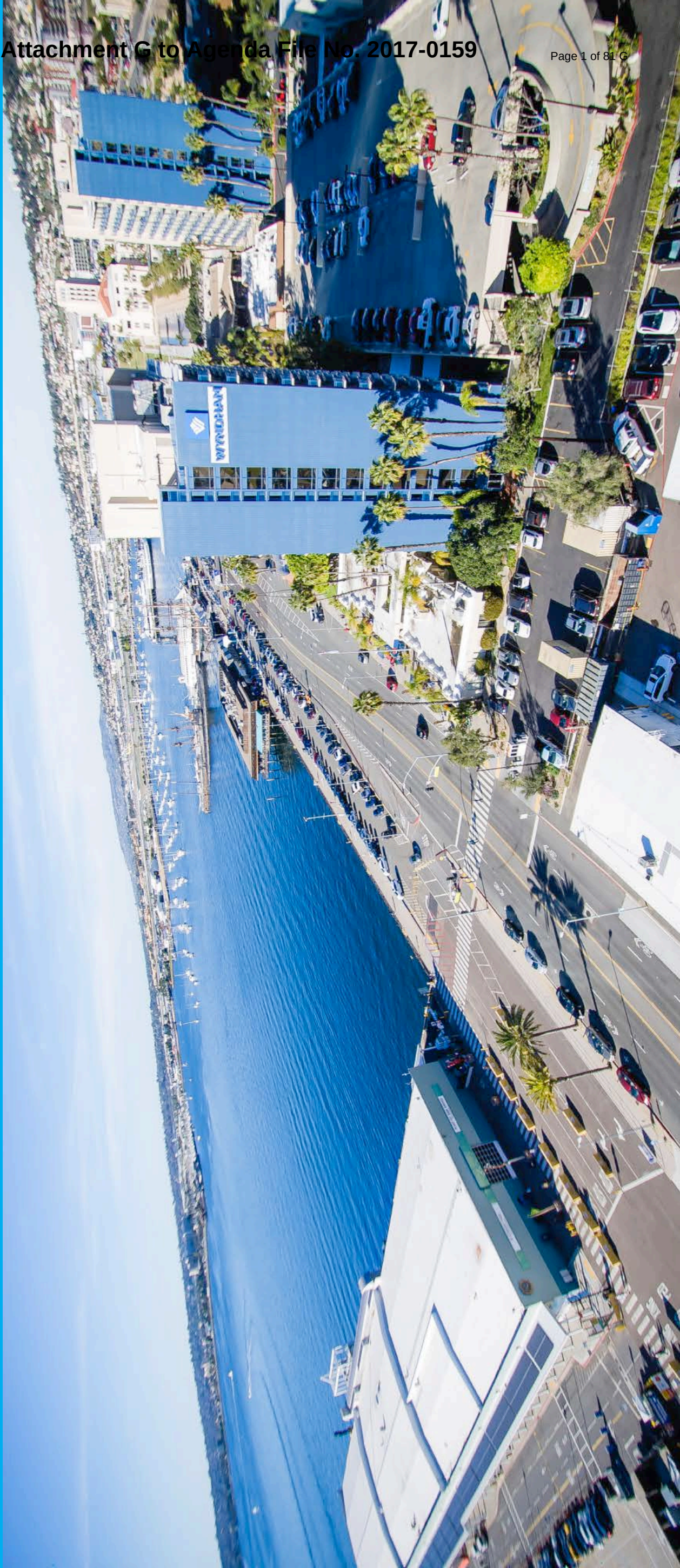
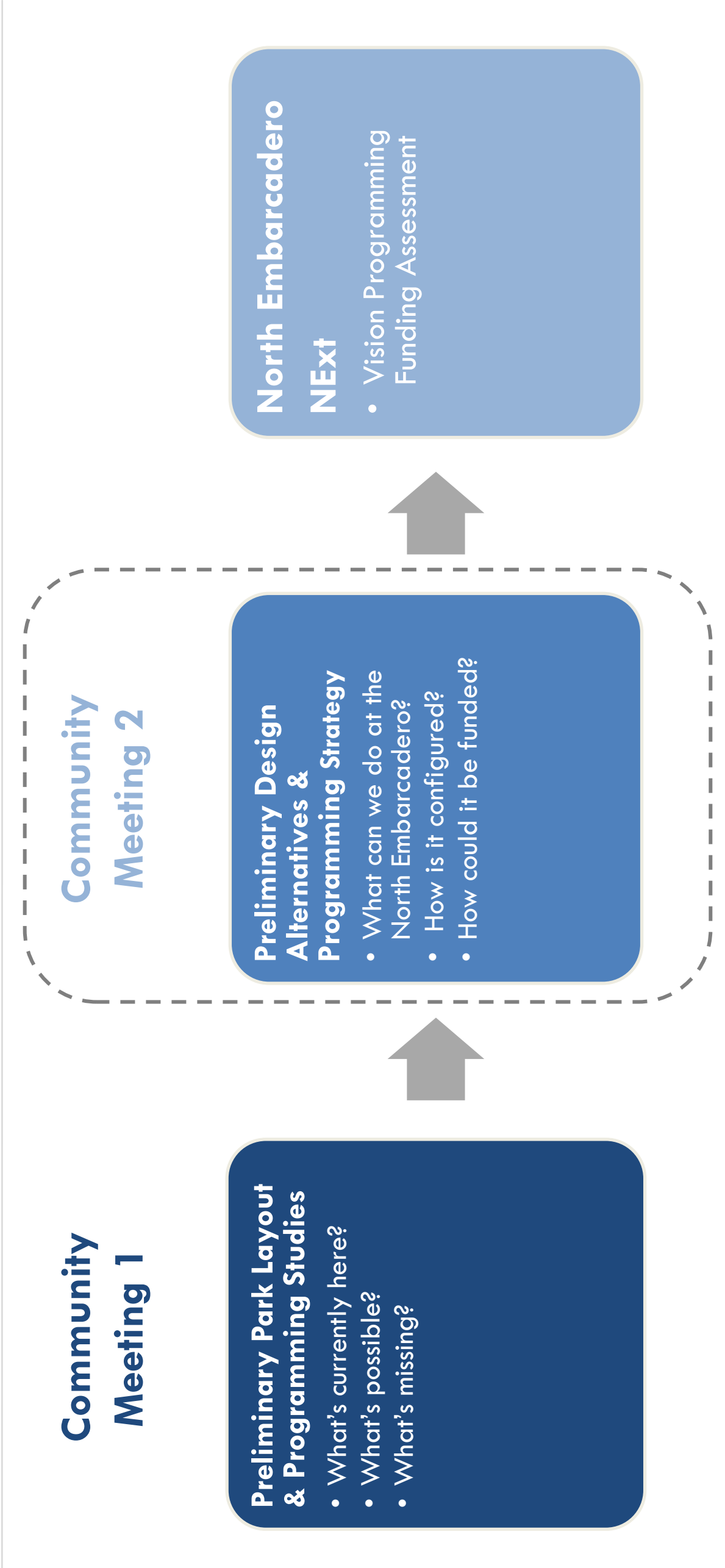


WHAT'S **NEXT** FOR NORTH **EMBARCADERO**



At tonight’s meeting, we are looking for community input to help evaluate the preferred park conceptual designs and proposed programming.



REVIEW OF PREVIOUS MEETING

The following objectives were established through a series of agreements prior to the implementation of phase 1

Expand Park Space by a min. of 1.25 acres

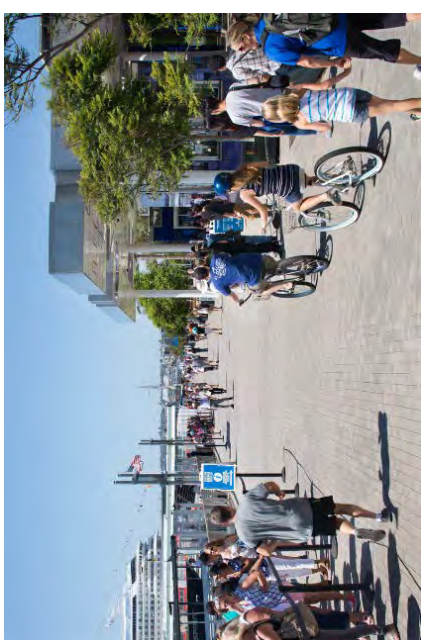
Identify a location for the Waterfront Destination Park

Evaluate parks and open space holistically

Make Harbor Drive pedestrian-friendly but replace lost parking

Identify future uses of the Grape Street Piers

Explore up to a 205' setback park east of Harbor Dr.
(between B and Hawthorne Streets)



Centrally located the Embarcadero can become the community’s living room and the city’s front door for visitors arriving via air or cruise ship.



The following design principles were presented at the last community meeting. These principles establish a common language that will be used to evaluate the proposed design concepts.

Create a central gathering place for the city

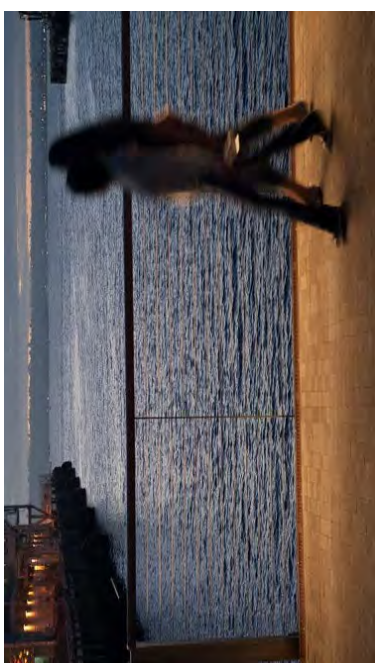
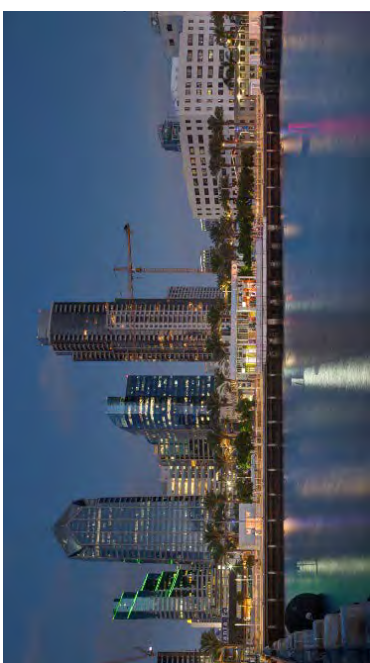
Create a place that has more meaning to more people

Emphasize the waterfront as a pedestrian experience

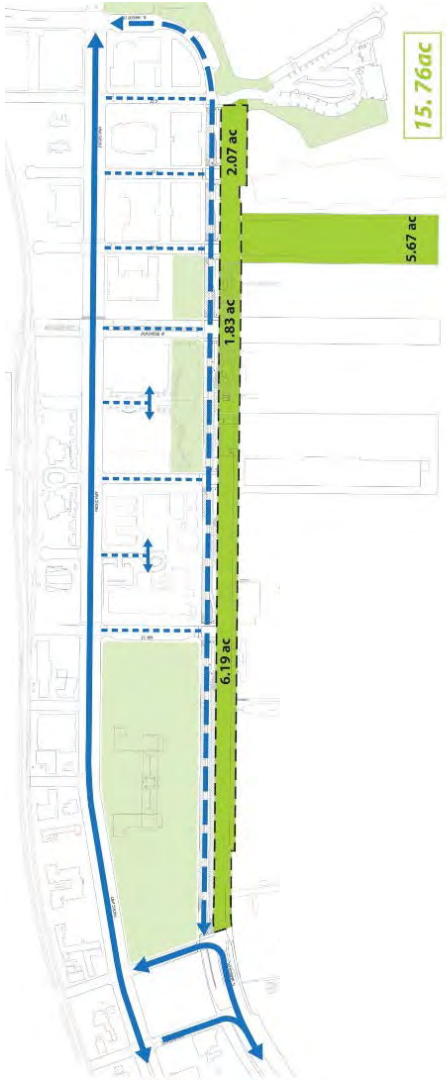
Celebrate the Bay

Uniquely San Diego

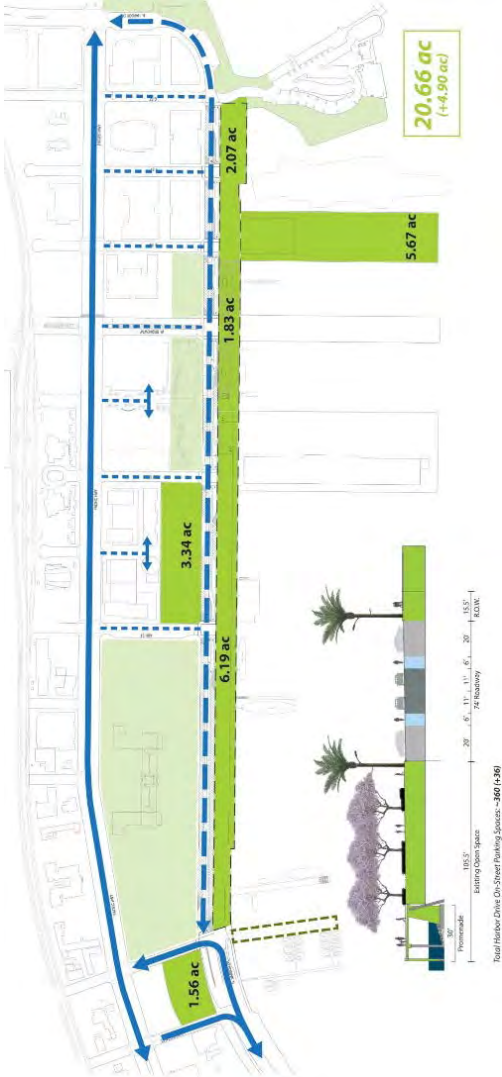
Emphasize multiple modes of circulation



The following park configuration alternatives were presented at the first community meeting



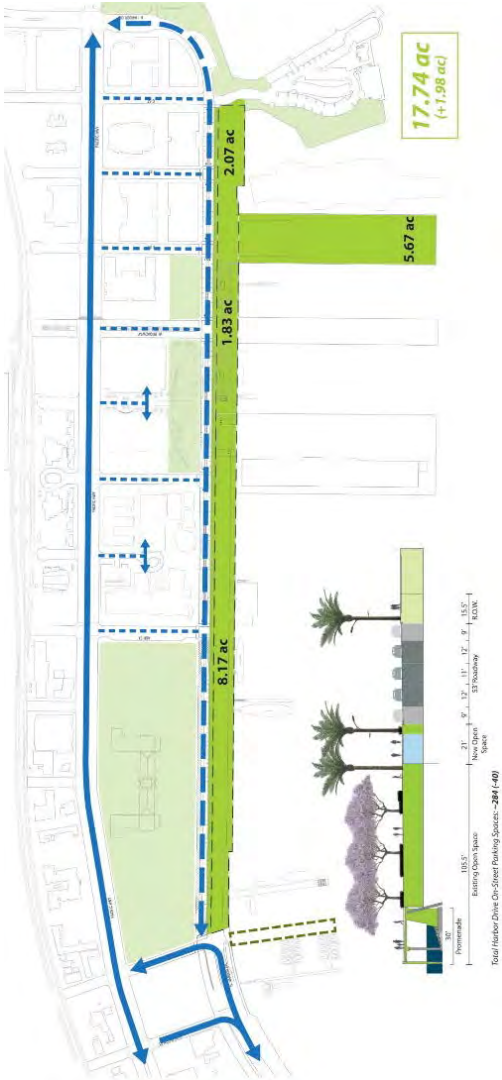
Base Configuration – 2002 Schematic Design



Alt. 2 74' street section w/ 205' setback park

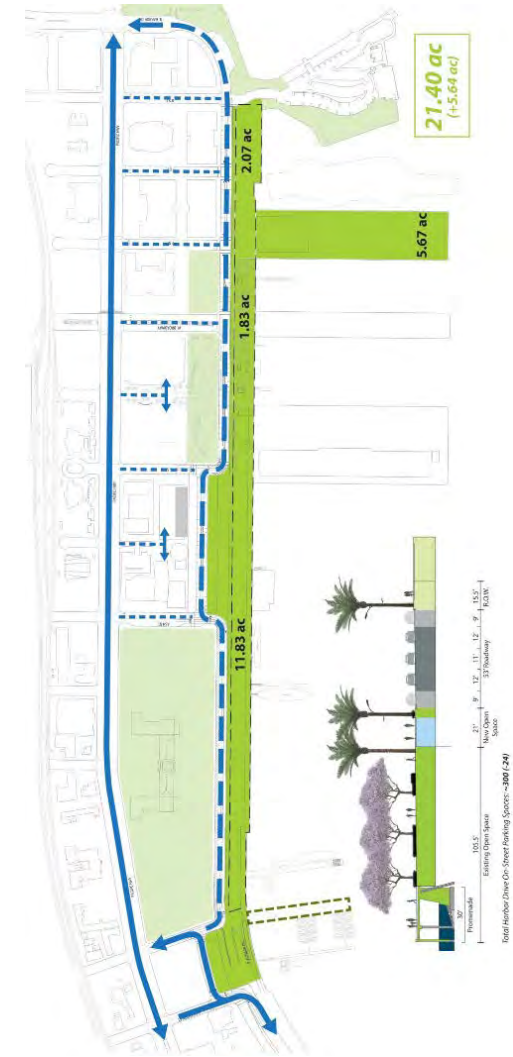


Alt. 1 74' street section w/ 150' setback park

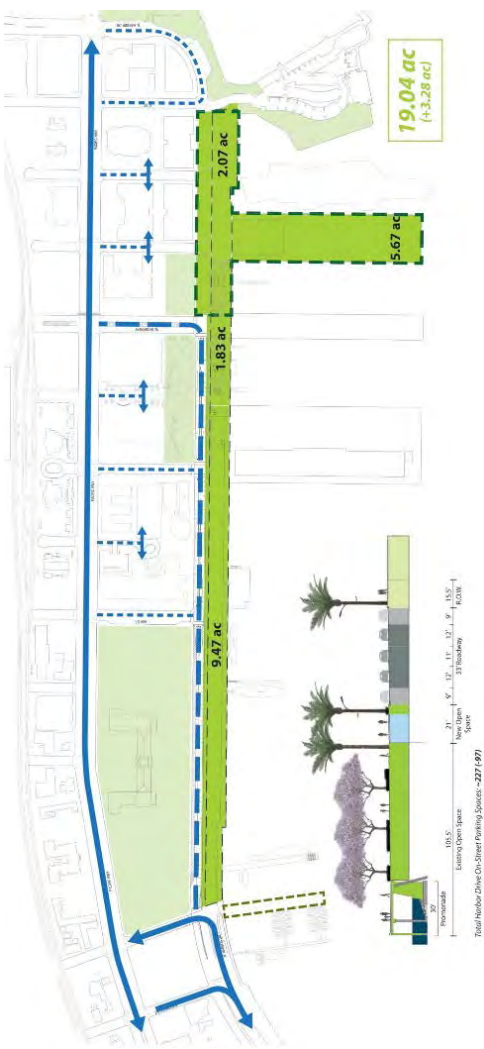


Alt. 3 53' street section

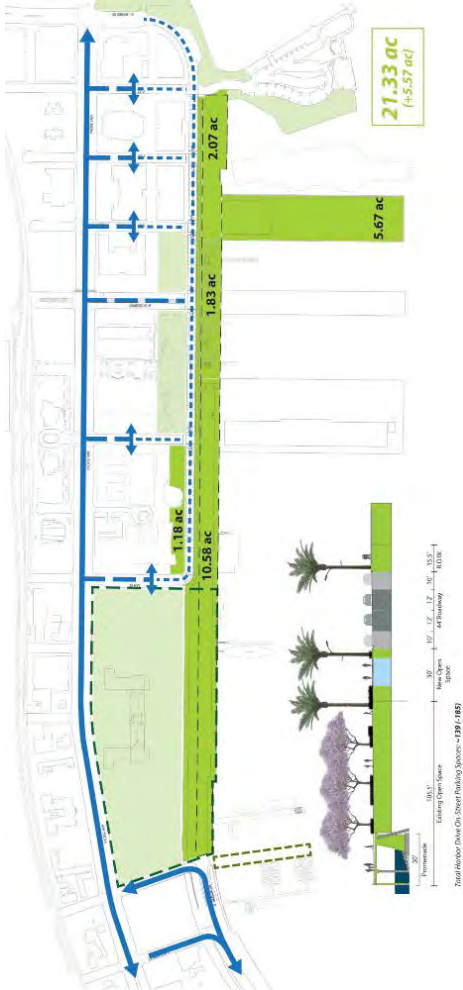
The following park configuration alternatives were presented at the first community meeting



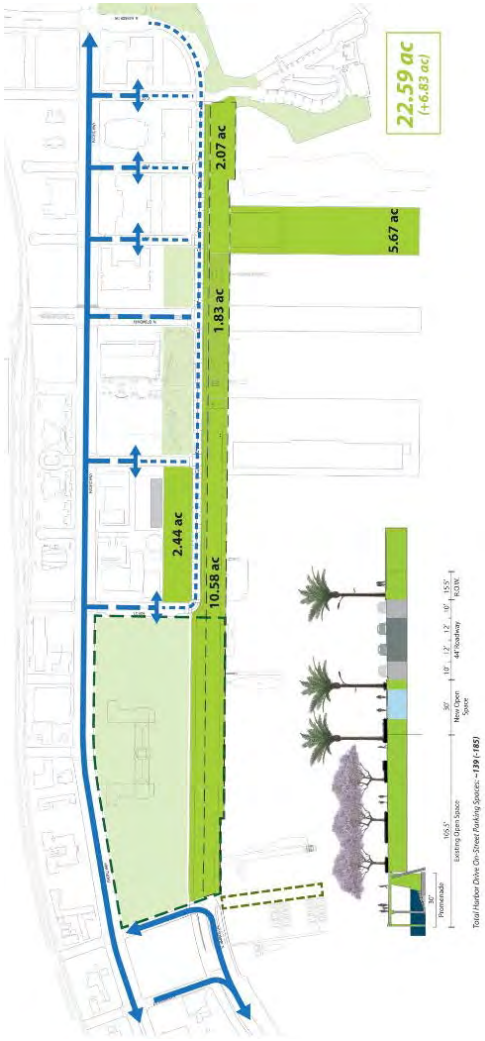
Alt. 4 realigned Harbor Drive



Alt. 5 South Waterfront Park



Alt. 6 County Waterfront Park



Alt. 7 County Waterfront Park w/ 150' Setback



FLEXIBLE OPEN SPACE



FOOD AND DRINK



SUN DECK



SEATED WATERFRONT



HAMMOCK GROVE



LEISURE



MOVIES IN THE PARK



SCULPTURE GARDEN



FISHING



LEANING RAILS



MULTI-USE PATHS



BIKE PATHS



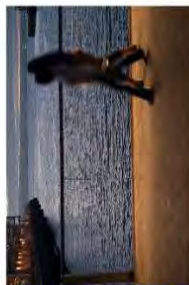
WATER PLAY



ACTIVE PLAY



CHILDREN'S PLAY



ILLUMINATED PATH



SOFT JOGGING PATH



COMMUNITY SPACE



BOCCE BALL



VOLLEYBALL



LOUNGE AND RELAX



PEDESTRIAN LIGHTING



GREAT LAWN



PASSIVE GARDEN



TABLE TENNIS



MANY PLACES TO SIT



COMMUNITY MARKET



FOOD TRUCK FIESTA



TERRACED SEATING



RETAIL PAVILIONS



SHADED SEATING



PARK GATEWAY



YOGA IN THE PARK



ACCESSIBLE PATHS



WATER ACCESS



OUTDOOR GYM



COMMUNITY TABLES



DOG WALKING



OPEN ESPLANADE



ELEVATED VIEWS



GROUP EXERCISE



SLACK LINE



SHADE CANOPY



PARK PLAY



VIEWING PLATFORM



OPEN VIEWS



PARK RESTROOMS



PASSIVE SEATING

At the last community meeting we asked participants to evaluate each potential park configuration against the following criteria

1. Creates a central gathering place for the City
2. Provides for proximate parking
3. Balances park needs with parking needs
4. Celebrates the waterfront experience
5. Provides an opportunity for a diversity of uses
6. Provides sufficient open space
7. Provides too much open space
8. Emphasizes the pedestrian experience

Criteria	Alternatives						
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Creates a central gathering place for the City	☐ yes ☒ no ☐ partially	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☐ partially	☒ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☒ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides for proximate parking	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Balances park needs with parking needs	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Celebrates the waterfront experience	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides an opportunity for a diversity of uses and programs	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides sufficient open space	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides too much open space	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Emphasizes the pedestrian experience over the use of vehicles	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Rank each alternative from 1 to 7 (1 being your favorite and 7 being your least favorite)	5	4	3	2	2	1	4

Criteria	Alternatives						
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Creates a central gathering place for the City	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially
Provides for proximate parking	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Balances park needs with parking needs	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Celebrates the waterfront experience	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides an opportunity for a diversity of uses and programs	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides sufficient open space	☐ yes ☒ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Provides too much open space	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Emphasizes the pedestrian experience over the use of vehicles	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☒ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially	☐ yes ☐ no ☐ partially
Rank each alternative from 1 to 7 (1 being your favorite and 7 being your least favorite)	5	6	3	4	2	1	7

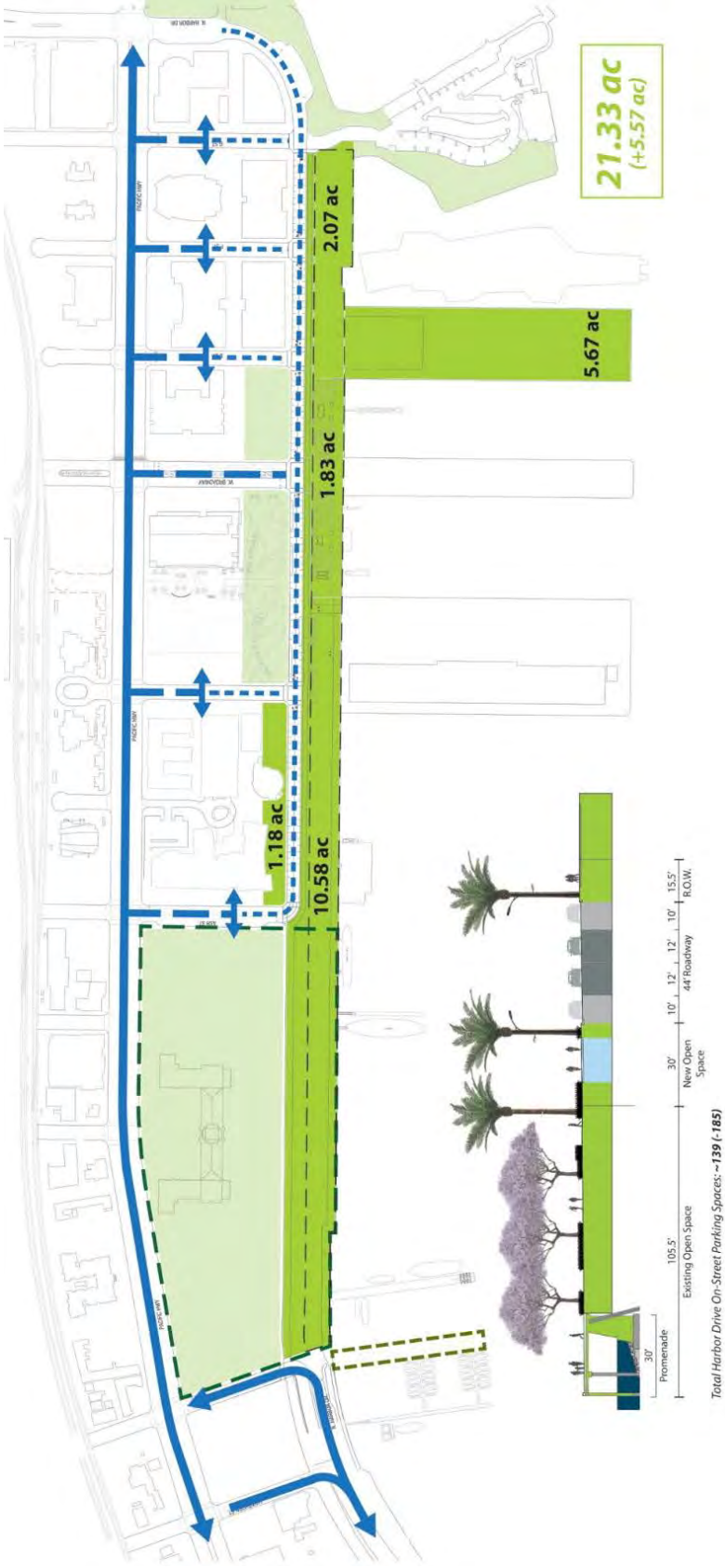
Based on the evaluation reports completed by members of the community, an evaluation matrix was created where the plans were ranked as follows.

Base Configuration – 2002 Schematic Design	Alt. 1 74' street section w/ 150' setback park	Alt. 2 74' street section w/ 205' setback park	Alt. 3 53' street section
Alt. 4 realigned Harbor Drive	Alt. 5 South Waterfront Park	Alt. 6 County Waterfront Park	Alt. 7 County Waterfront Park w/ 150' Setback

Alt. 6 – Waterfront Park at County

Overall Ranking

1 out of 7



Creates a central gathering place for the City



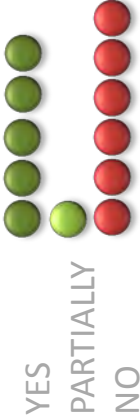
Balances park needs with parking needs



Provides an opportunity for a diversity of uses and programs



Provides too much open space



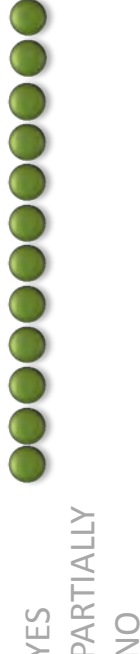
Provides for proximate parking



Celebrates the waterfront experience



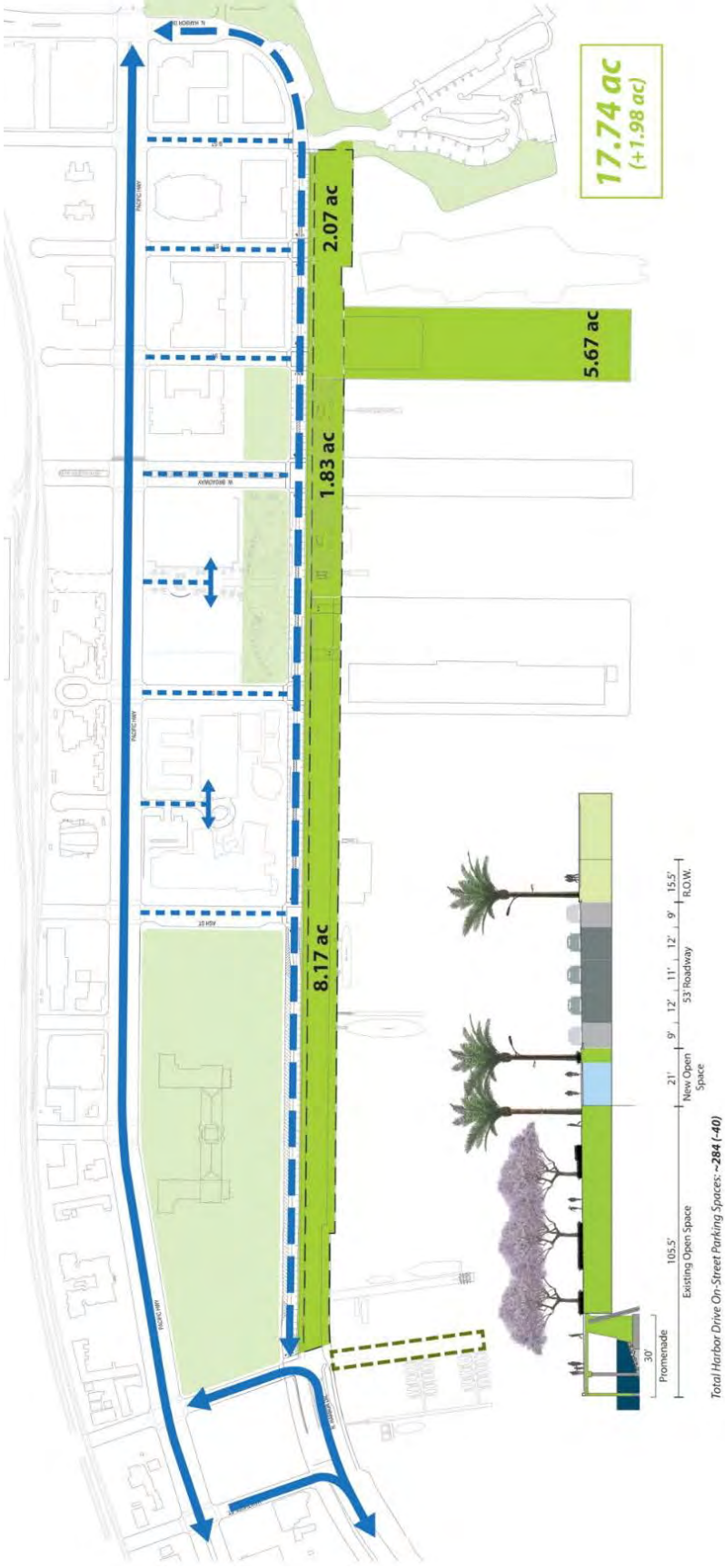
Provides sufficient open space



Emphasizes the pedestrian experience



Alt. 3 – 53’ Street Section



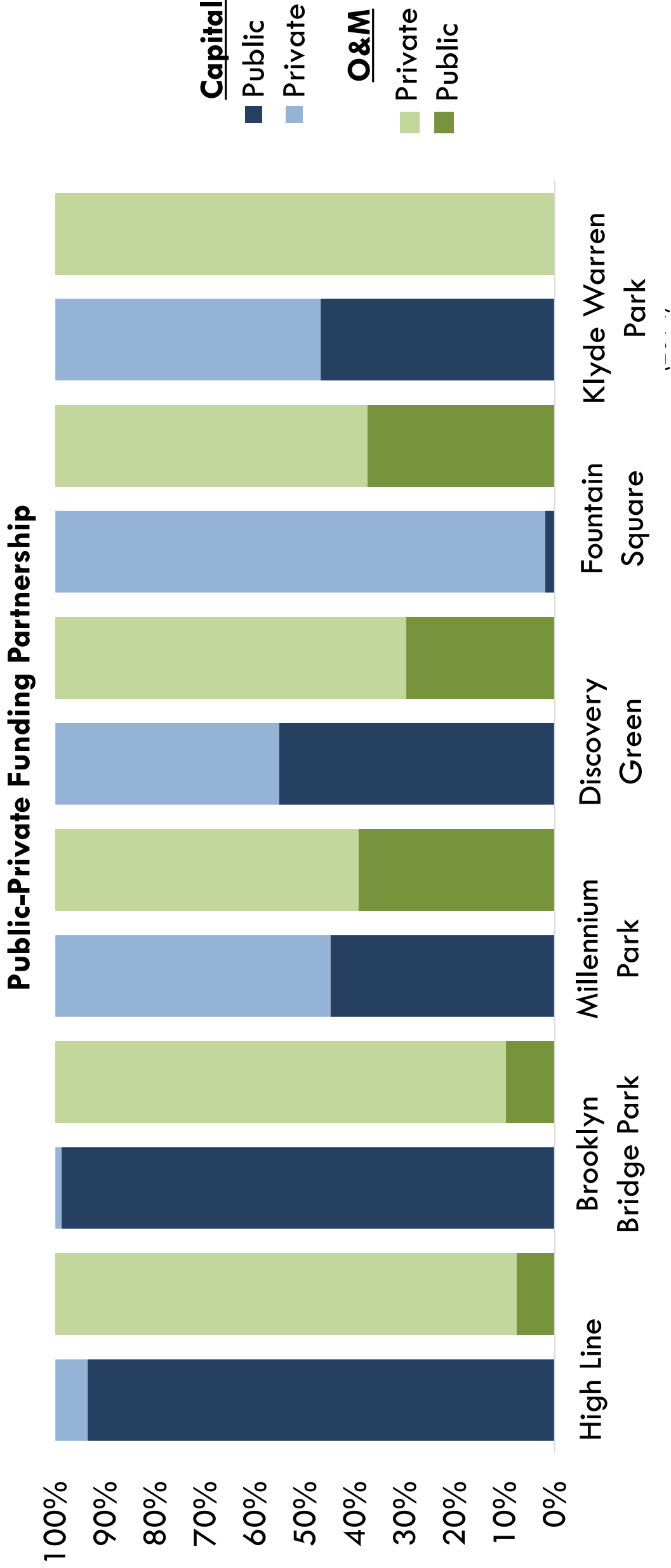
Overall Ranking

2 out of 7

Creates a central gathering place for the City	YES PARTIALLY NO	Balances park needs with parking needs	YES PARTIALLY NO	Provides an opportunity for a diversity of uses and programs	YES PARTIALLY NO	Provides too much open space	YES PARTIALLY NO
Provides for proximate parking	YES PARTIALLY NO	Celebrates the waterfront experience	YES PARTIALLY NO	Provides sufficient open space	YES PARTIALLY NO	Emphasizes the pedestrian experience	YES PARTIALLY NO

PRELIMINARY FUNDING APPROACH

Transformative signature parks comparable to the North Embarcadero rely on different mixes of private and public funds, highly dependent on local context.



The North Embarcadero will need to rely on a spectrum of sources for both capital and operating funding.



PUBLIC/
PORT
FUNDS



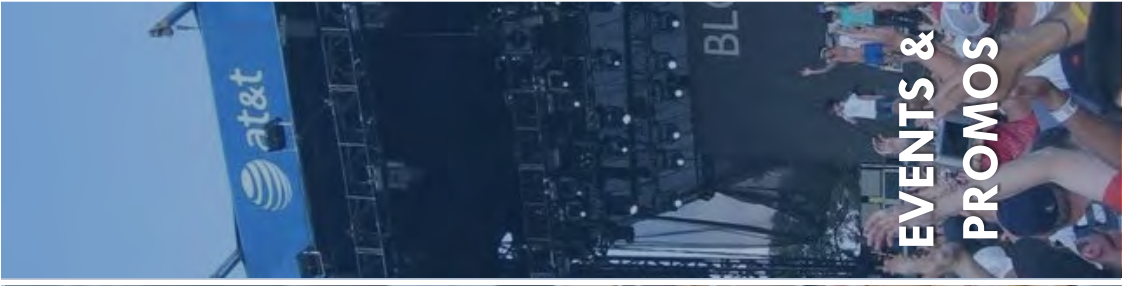
SPECIAL
LEVY



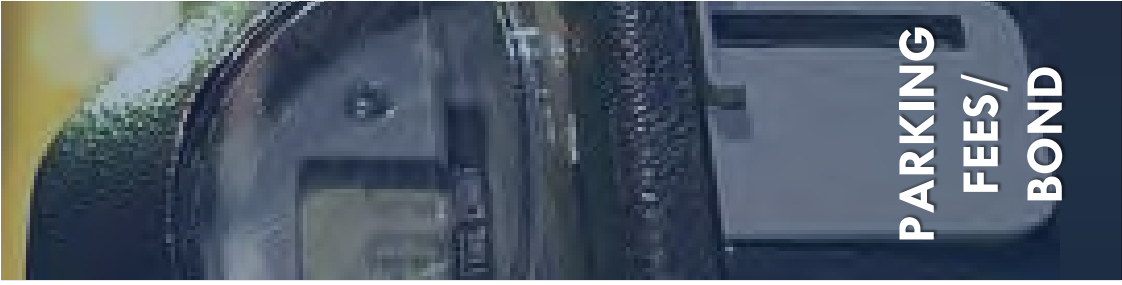
PARK
DISTRICT/
BID BOND



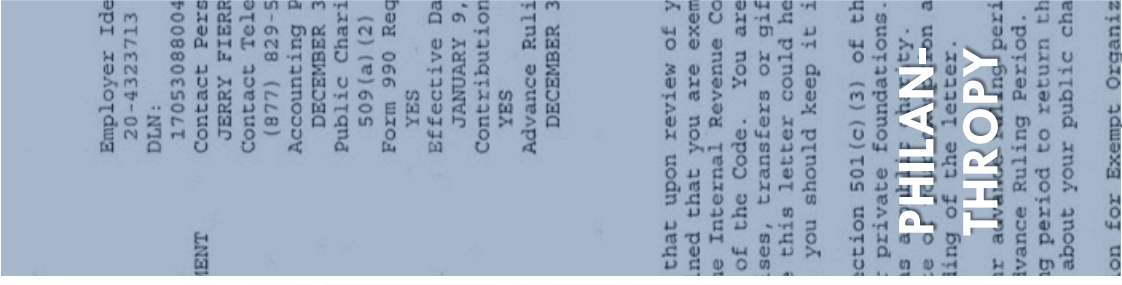
FOOD &
BEVERAGE



EVENTS &
PROMOS



PARKING
FEES/
BOND



PHILANTHROPY



CORP.
SPONSOR



REAL
ESTATE
PROCEEDS

CAPITAL FUNDING

OPERATIONS & MAINTENANCE FUNDING

Initial capital costs for signature parks vary widely depending on quality of design; required infrastructure; and the type, provision, and intensity of amenity use.



County Waterfront Park, San Diego

\$4M

Capital cost per acre (12 acres)



Grand Park, Los Angeles

\$5M

Capital cost per acre (12 acres)



Millennium Park, Chicago

\$20M

Capital cost per acre (25 acres)



Discovery Green, Houston

\$9M

Capital cost per acre (12 acres)



Brooklyn Bridge Park

\$13M

Capital cost per acre (21 acres)



Tongva Park, Santa Monica

\$7M

Capital cost per acre (6 acres)

Initial capital cost estimates will be established with a selected design alternatives, based on Port and community feedback and adjusted for the elements of the final plan.



Initial capital cost estimates will be established with a selected design alternatives, based on Port and community feedback and adjusted for the elements of the final plan.



The capital budget will likely rely on a combination of sources from the Port (immediate and long-term), a variety of other public sources, and private contributions.

The Port	Other Public Sources	Private Contributions
Long-Term Debt Financing (Bonds)	Federal (Grants, loans)	Philanthropy (Donations, naming rights)
	State of California (Grants, loans)	Corporate Sponsorship (Naming rights)
	City/County (Taxes, fees, bonds)	

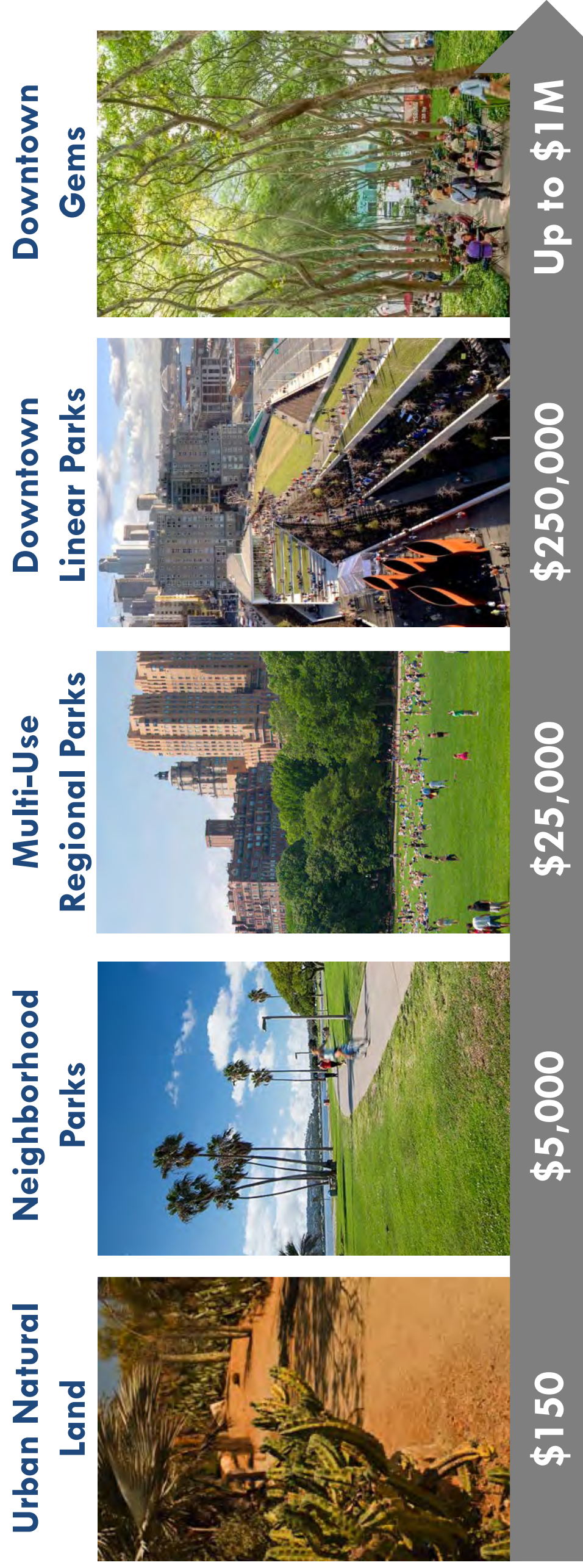
Different funding sources will require careful assessment of feasibility, accessibility, and potential scale of financial impact.

The Port	Other Public Sources	Private Contributions
- Assess long-term bonding capacity and cash reserves, given existing debt obligations - Evaluate role of existing or new Joint Powers Authority	- Identify applicable programs or initiatives - Evaluate feasibility - Determine appropriate conduit jurisdiction (if not Port) - Estimate potential outcomes - Engage local officials and residents to build support	- Assess opportunities for philanthropic or corporate participation - Identify key philanthropic stakeholders - Develop fundraising outreach and marketing approach

CAPITAL FUNDING

OPERATIONS & MAINTENANCE FUNDING

Operating costs will be higher for a more ambitious and actively programmed park.



Source: HR&A Advisors

Initial capital costs for signature parks vary widely depending on quality of design; required infrastructure; and the type, provision, and intensity of amenity use.



Piers 62 and 63, Seattle

\$400K (projected)

Operating cost per acre (12 acres)

This image shows a waterfront park in Seattle at dusk. In the background, the city skyline is illuminated, and a large Ferris wheel is visible. People are walking along a boardwalk in the foreground.



Yerba Buena Garden, San Francisco

\$590K

Operating cost per acre (12 acres)

This image shows a large, open green space in San Francisco. People are walking and sitting on the grass. In the background, the city skyline is visible under a cloudy sky.



Millennium Park, Chicago

\$680K

Operating cost per acre (25 acres)

This image shows a park area in Chicago with a large, red, abstract sculpture in the background. People are walking on a path in the foreground, and a fountain is visible on the left.



Discovery Green, Houston

\$300K

Operating cost per acre (12 acres)

This image shows a park area in Houston at night. The park is illuminated with lights, and there are trees and a building in the background.



Brooklyn Bridge Park

\$460K

Operating cost per acre (21 acres)

This image shows a park area in Brooklyn, New York. People are walking and sitting on the grass. In the background, the city skyline is visible under a cloudy sky.



Rose Kennedy Greenway, Boston

\$300K

Operating cost per acre (6 acres)

This image shows a park area in Boston. People are walking on a path, and there are trees and a building in the background.

Parks rely on different funding sources to varying degrees to fund park operations.

89% **LEVERAGE PHILANTHROPY**
from donations, grants & member fees

68% **RECEIVE PUBLIC FUNDS**
from local, state & federal sources

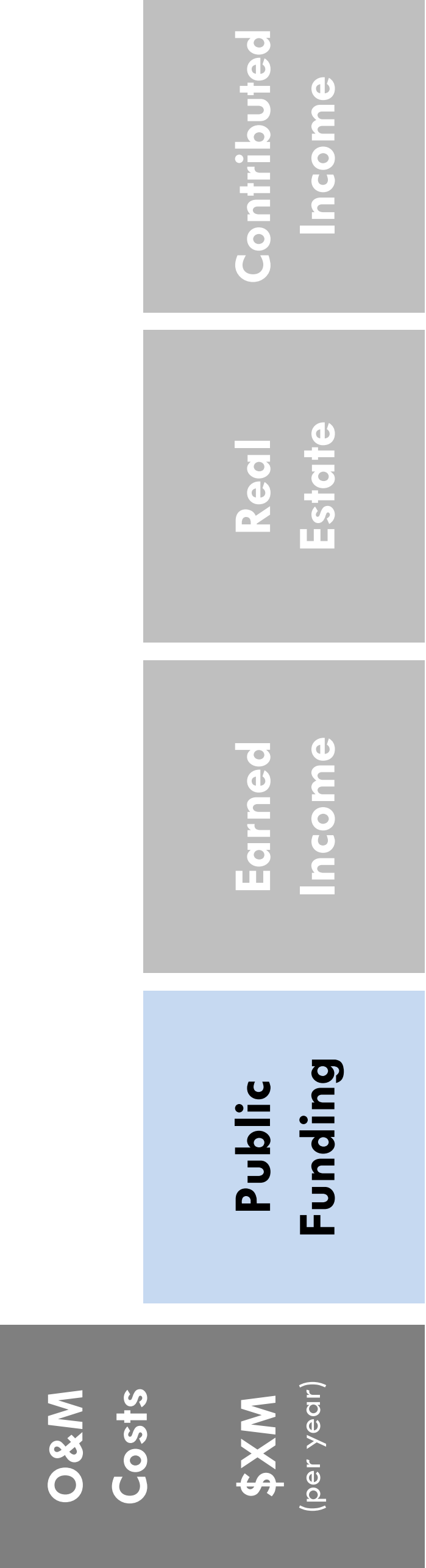
74% **ATTRACT CORPORATE SPONSORSHIP**

21% **ACCESS INFRASTRUCTURE REVENUES**
from parking, communications & green infrastructure

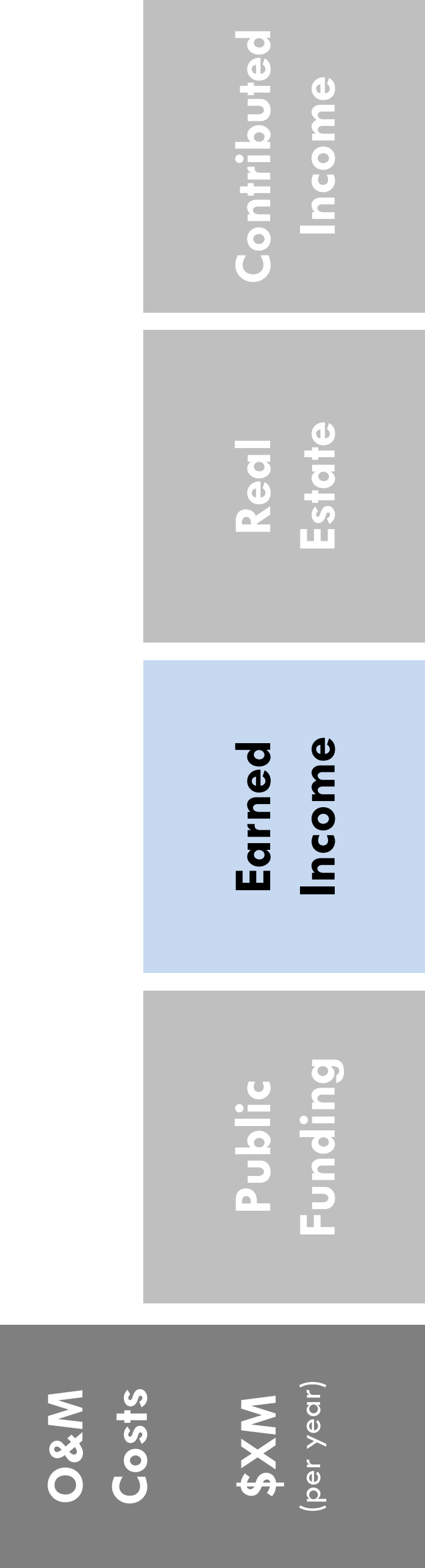
68% **BENEFIT FROM EARNED INCOME**
from concessions, events, fees & permits

16% **CAPTURE VALUE FROM REAL ESTATE**
from land transactions & special assessments

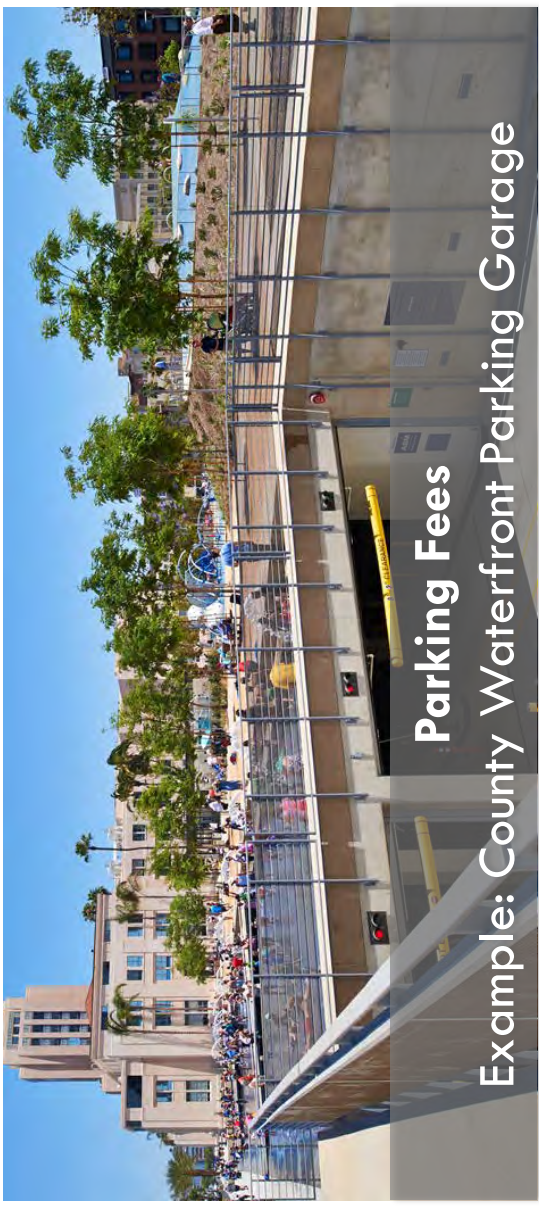
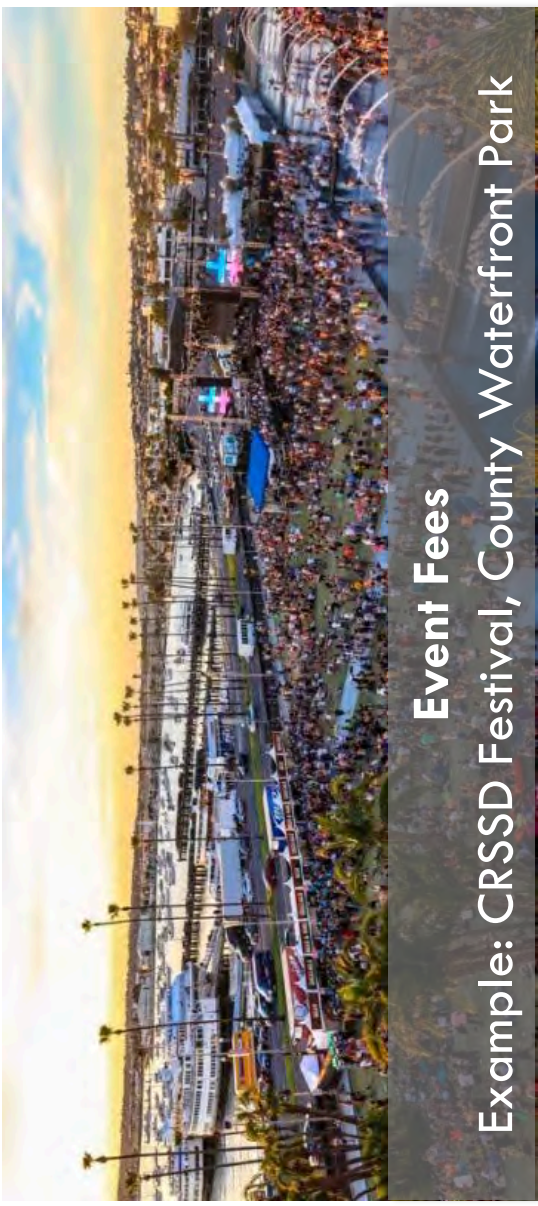
The North Embarcadero will need to draw upon a combination of funding sources for its operations and maintenance, beginning with a base of public funding from the Port and other local entities.



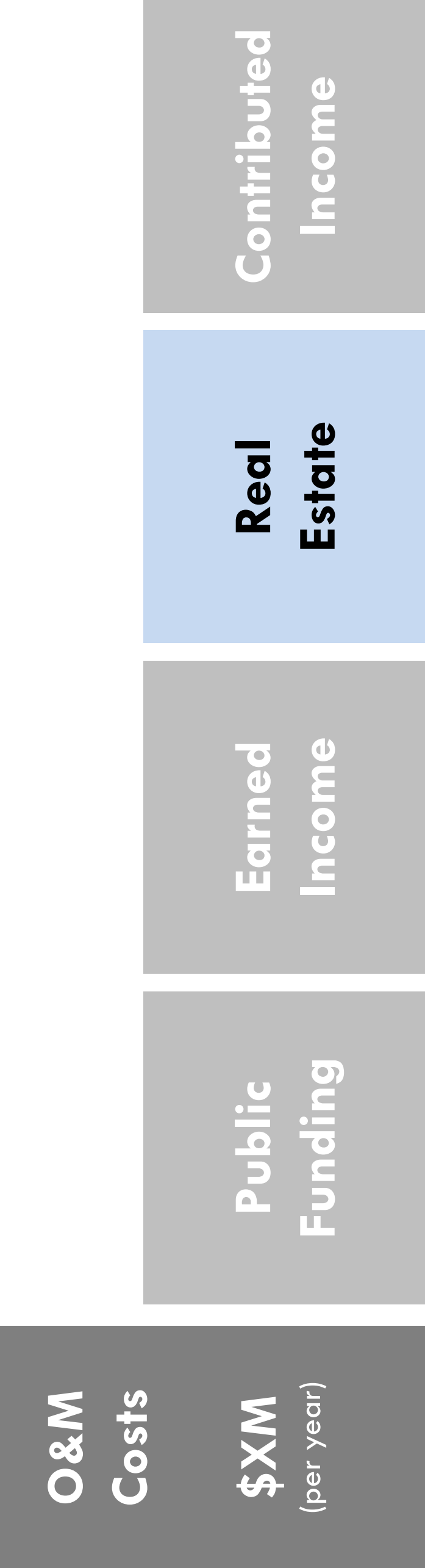
Earned income to support operations can be derived from a number of sources along the North Embarcadero, while also ensuring amenities for park visitors.



The signature waterfront location of the North Embarcadero drives potential for income generation through signature concessions, events programming, and parking.



The investments made along Harbor Drive and in open spaces along the North Embarcadero will benefit real estate uses in the area, justifying potential contributions from real estate to O&M.



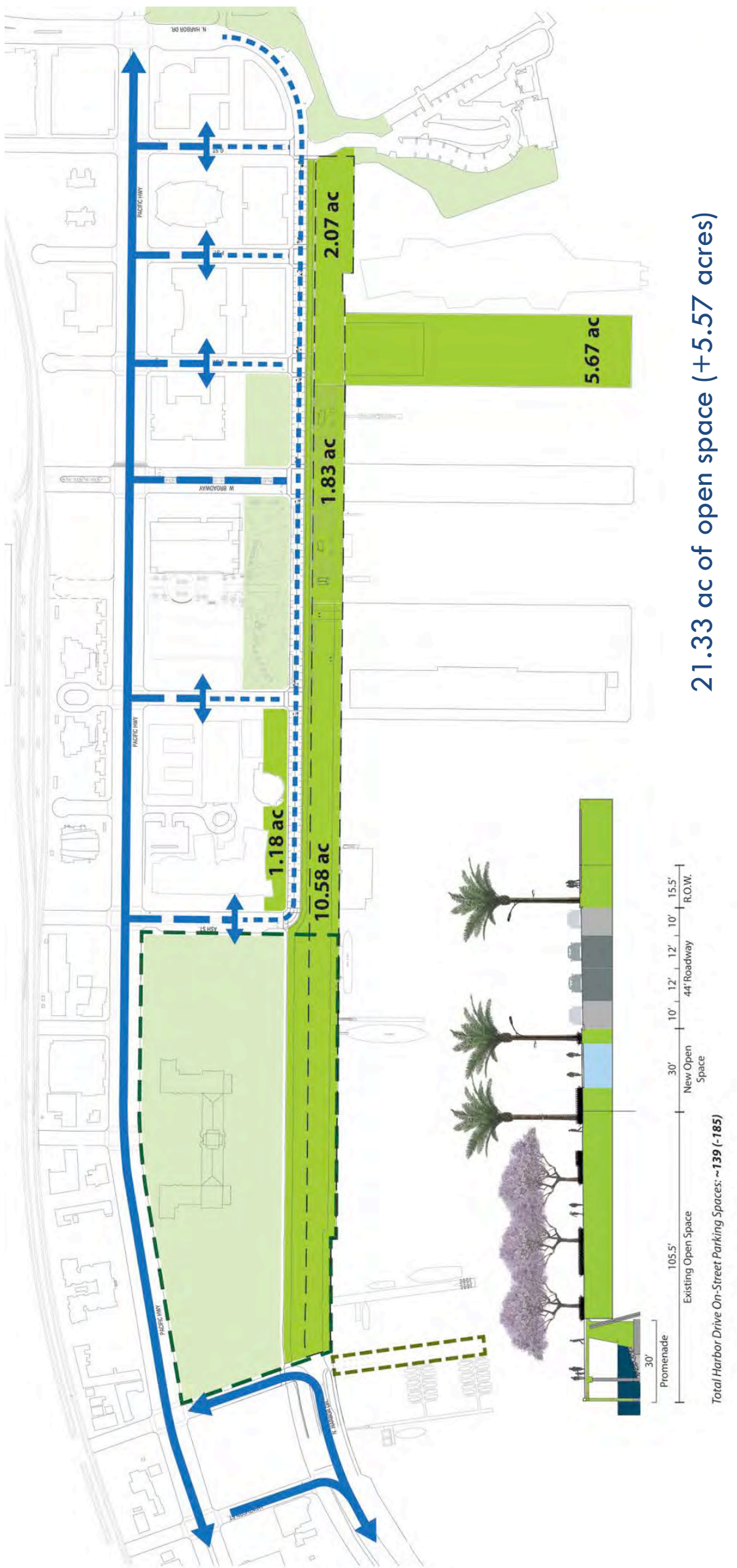
Philanthropy — through individual and corporate giving — can support annual operations or provide in-kind support, through sponsored programs and other means.



CONCEPTUAL DESIGN

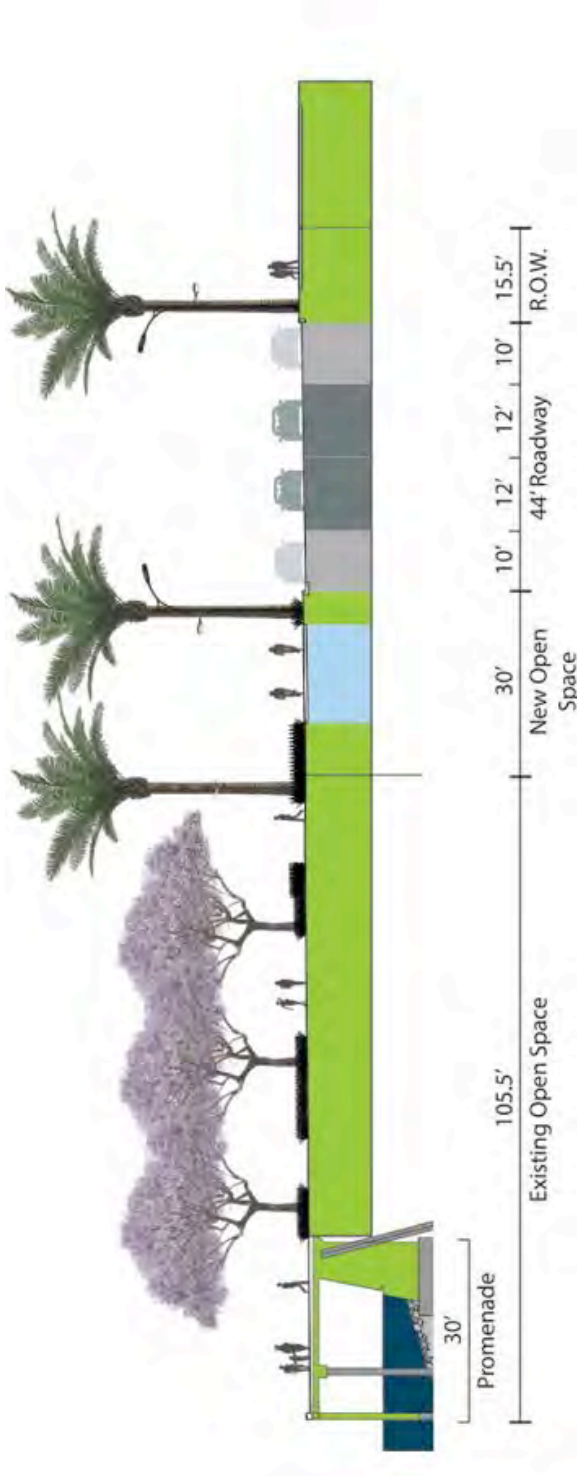
DESIGN ALTERNATIVES

Preferred Plan Option 1 - 44' Harbor Drive Street section, with Harbor Drive vacated between Ash and Grape Street, connecting the County Waterfront Park to the Bay.

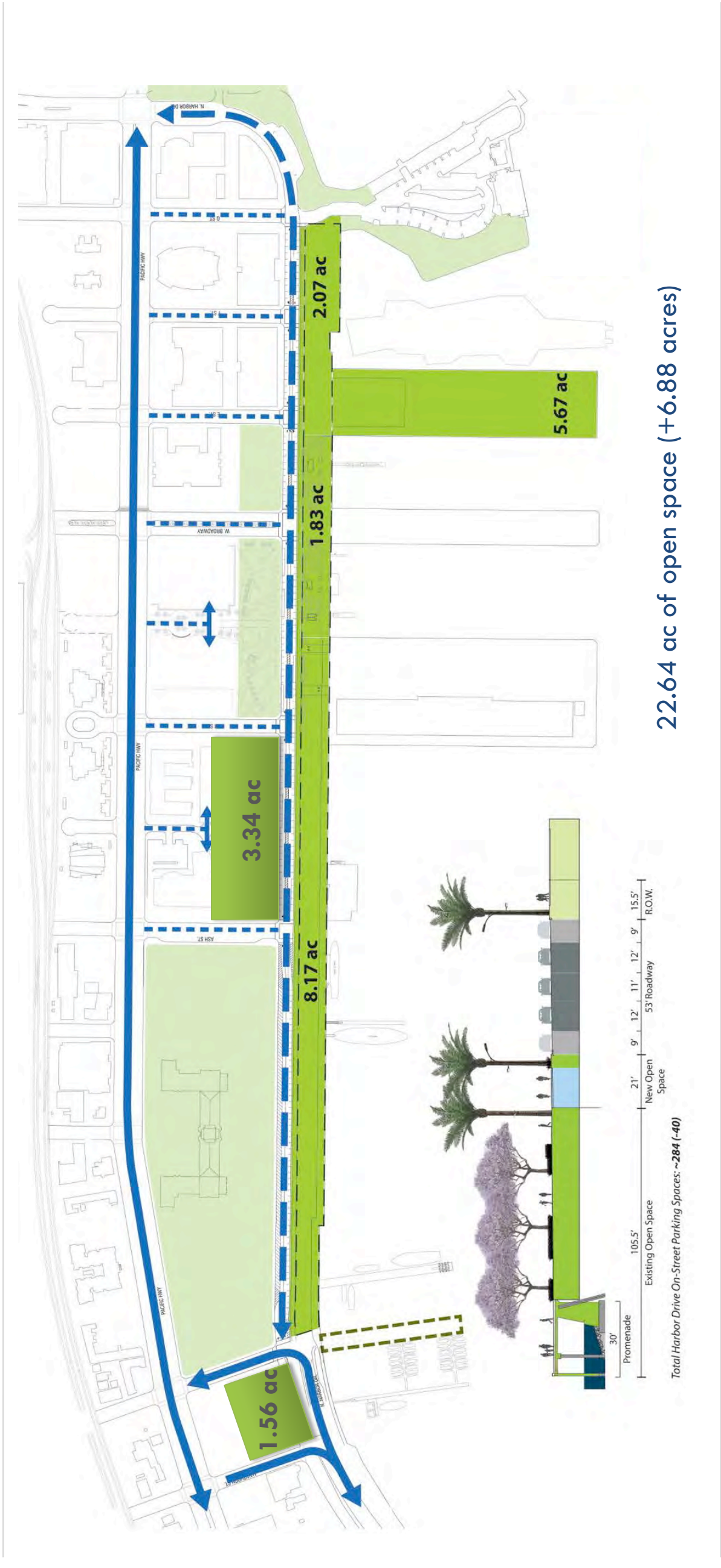


Option 1 effects traffic by closing Harbor Dr. between Grape and Ash, and reduces Harbor Drive to single lane of travel in each direction and a parallel parking lane on both sides of the street.

The added park space, provides for a dedicated off-street bikeway and additional usable park space.

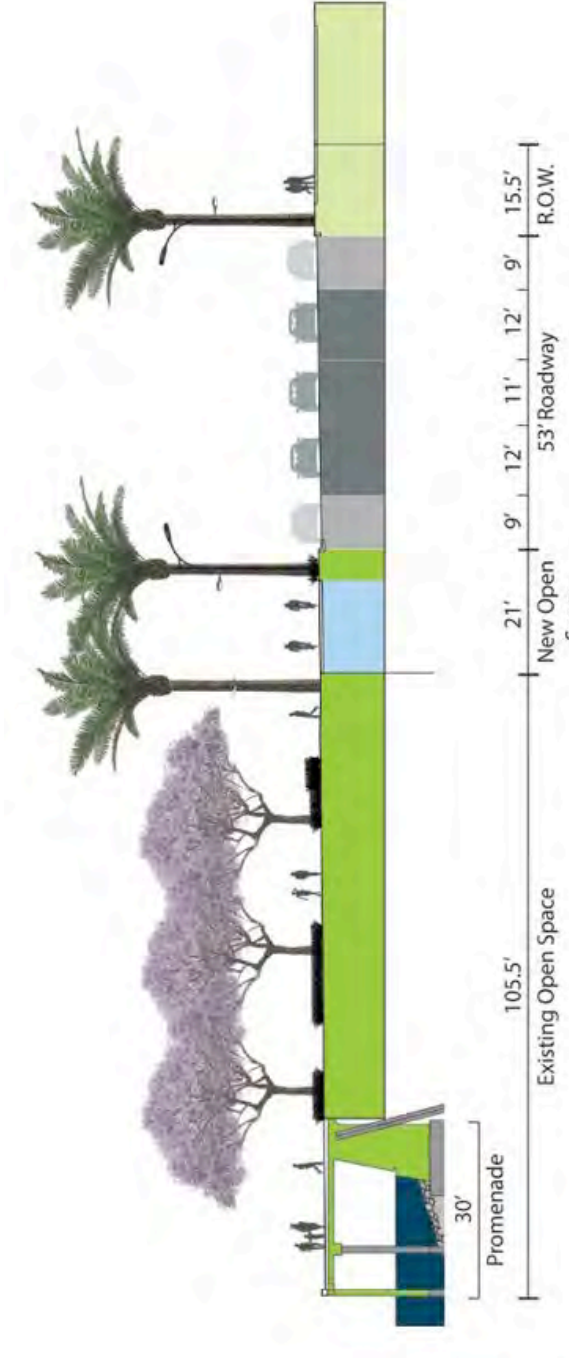


Preferred Plan Option 2 - 53' Harbor Drive Street section, with a 205' setback between B & Ash Streets and Grape & Hawthorne Streets.



Option 2 effects traffic by reducing Harbor Dr. to a single lane of travel in each direction, a center turn lane and providing parallel parking/loading lane on both sides of the street.

The added park space, provides for a dedicated off-street bikeway.



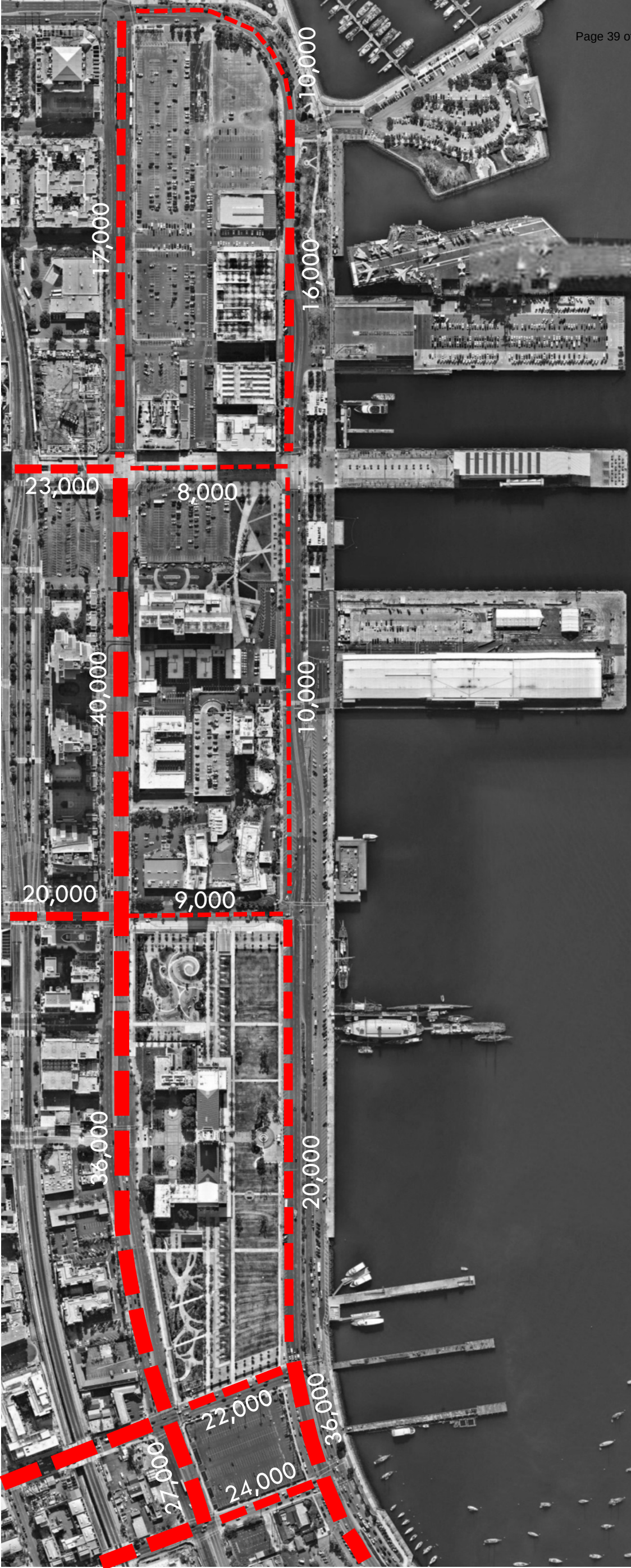
CONCEPTUAL DESIGN

TRAFFIC IMPACTS

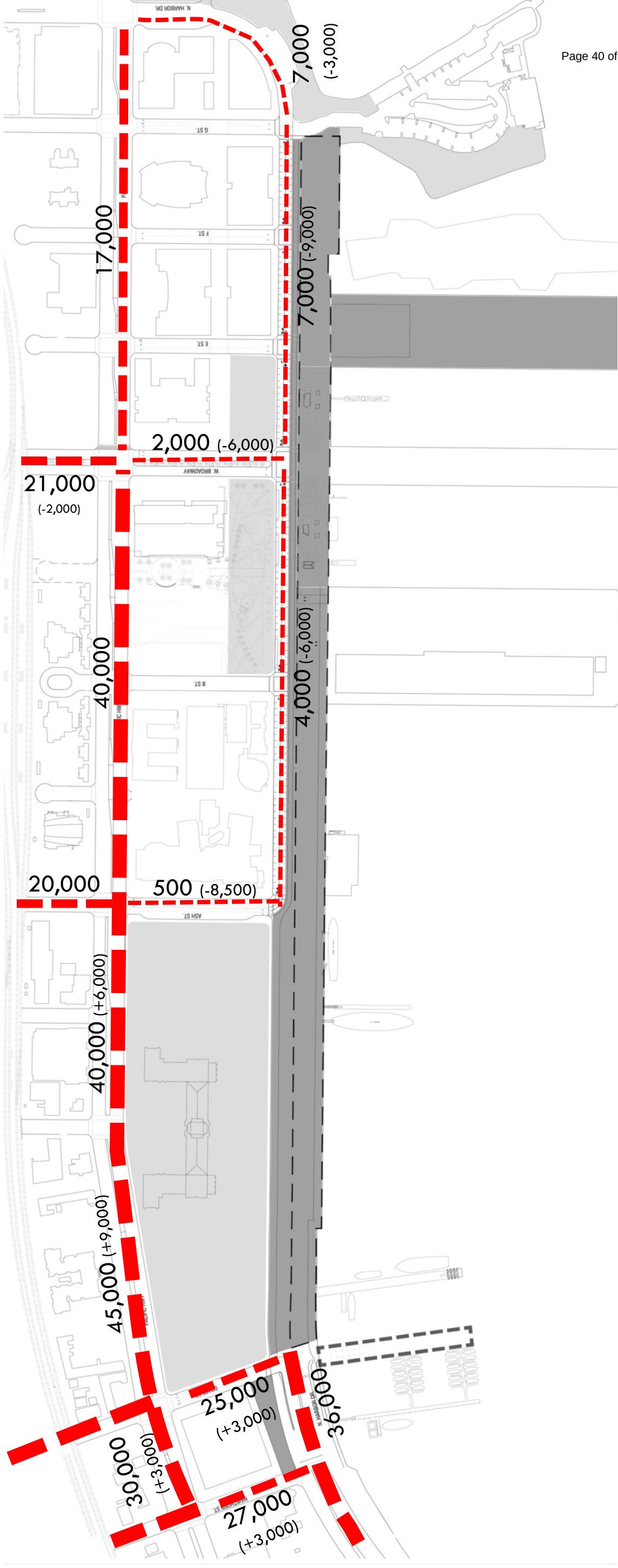
As the proposed Harbor Drive alignments are implemented, traffic patterns will shift. Forecasting and minimizing what the potential impacts will be on adjacent roadways is critical.



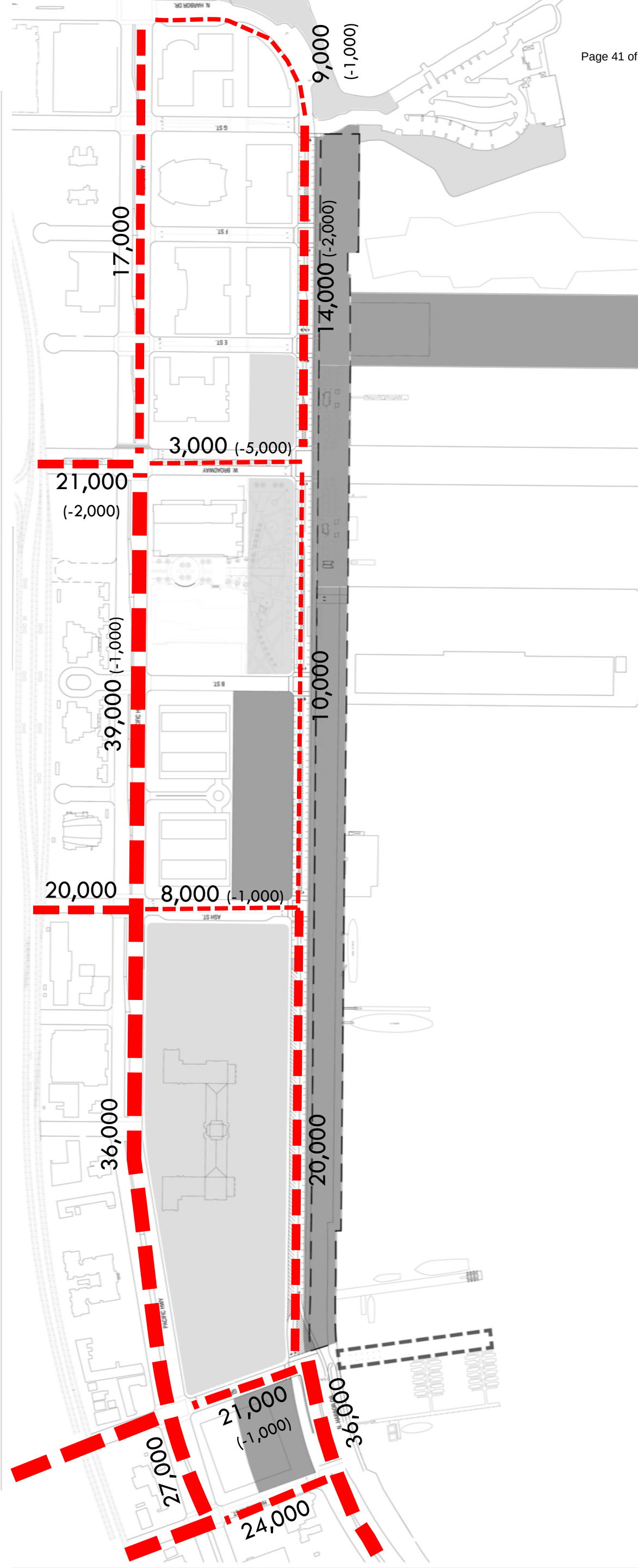
Existing Conditions - This graphic depicts the forecasted Average Daily Trips (ADT) in 2035 assuming no additional changes are completed on the North Embarcadero. (5 Lane Harbor Dr.)



Preferred Plan Option 1 - 44' Harbor Drive Street section, with Harbor Drive vacated between Ash and Grape Street, connecting the County Waterfront Park to the Bay. (2 Lane Harbor Dr.)



Preferred Plan Option 2 - 53' Harbor Drive Street section, with a 205' setback between B & Ash Streets and Grape & Hawthorne Streets. (3 Lane Harbor Dr.)



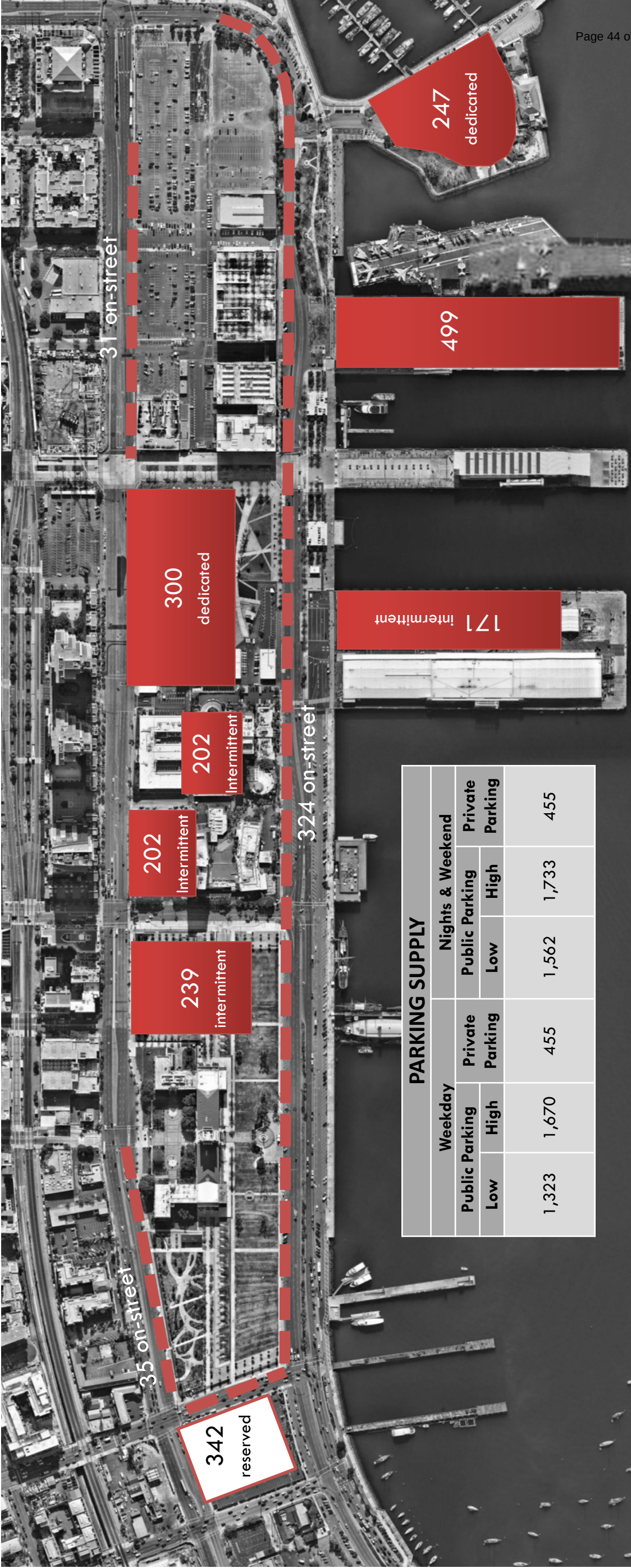
CONCEPTUAL DESIGN

PARKING IMPACTS

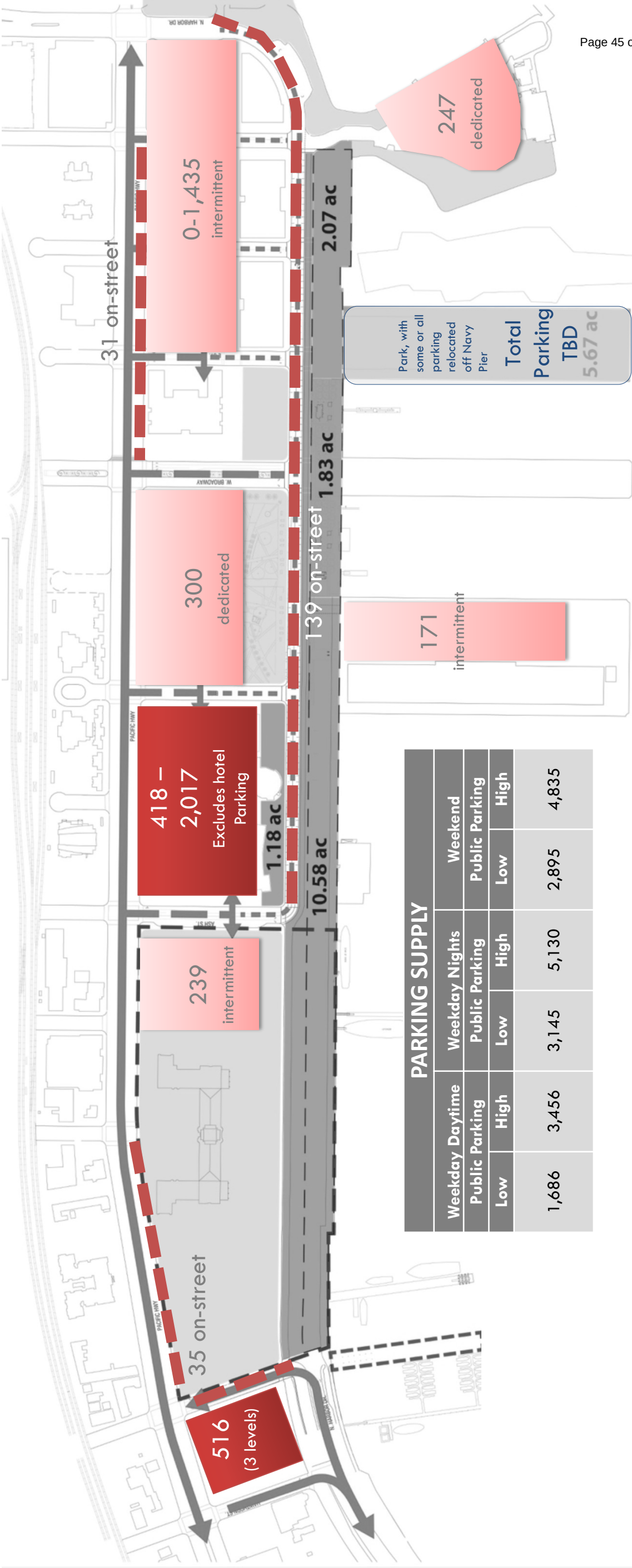
As the North Embarcadero and the adjacent development is completed, it is critical that users are provided with proximate parking to ensure the success of the waterfront.



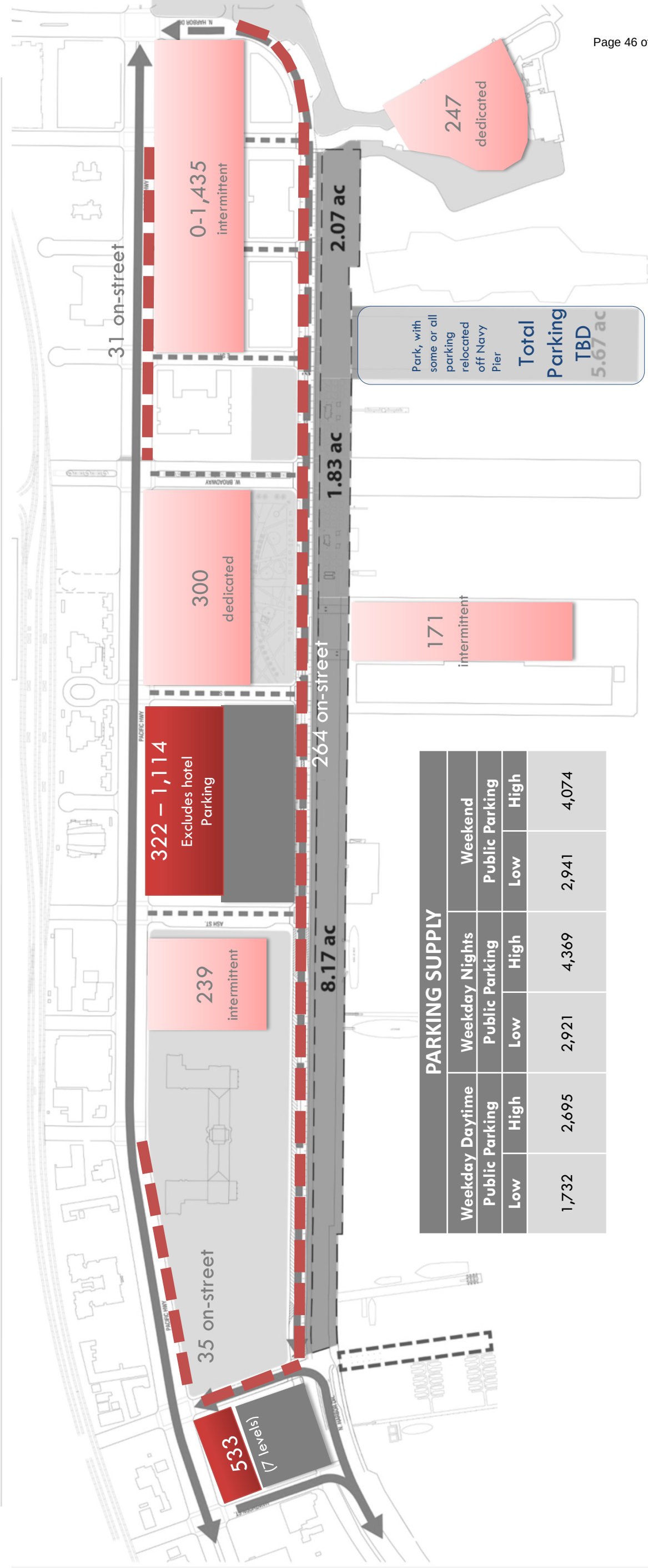
Existing Conditions- This graphic depicts the parking that is available on the waterfront today, including the 300 dedicated public parking spaces that are part of the Lane Field development.



Preferred Plan Option 1 - 44’ Harbor Drive Street section, with Harbor Drive vacated between Ash and Grape Street, connecting the County Waterfront Park to the Bay.



Preferred Plan Option 2 - 53’ Harbor Drive Street section, with a 205’ setback between B & Ash Streets and Grape & Hawthorne Streets.



Parking Analysis – The tables below depict the total estimated parking available based on the proposed park configurations and roadway alignments.

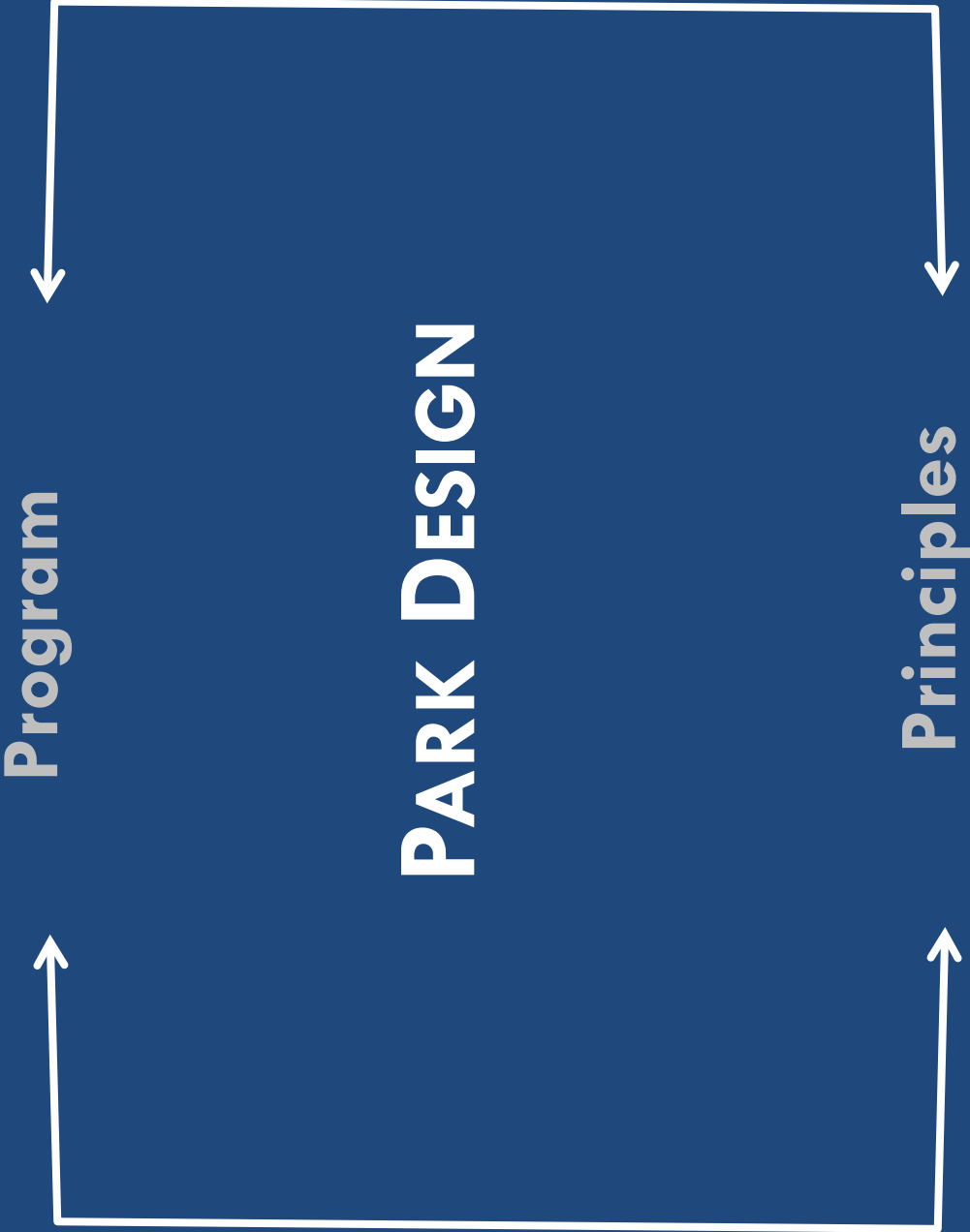
PARKING DEMAND					
Weekday Daytime		Weekday Nights		Weekend	
Public Parking		Public Parking		Public Parking	
Low	High	Low	High	Low	High
2,670	3,030	1,884	2,105	2,900	3,283

OPTION 1 – County Waterfront Park					
Weekday Daytime		Weekday Nights		Weekend	
Public Parking		Public Parking		Public Parking	
Low	High	Low	High	Low	High
1,686	3,456	3,145	5,130	2,895	4,835
Net Surplus or Deficit Based on Parking Demand					
-984	+426	+1,261	+3,025	-5	+1,552

OPTION 2 – 53’ Harbor Dr. w/ 205’ Setback					
Weekday Daytime		Weekday Nights		Weekend	
Public Parking		Public Parking		Public Parking	
Low	High	Low	High	Low	High
1,732	2,695	2,921	4,369	2,941	4,074
Net Surplus or Deficit Based on Parking Demand					
-938	-335	+937	+2,264	+41	+791

As depicted the opportunity to provide public parking is greatest in Option 1, and would result in the parking structures with the least height and most integrated into open spaces and buildings

Navy Pier to be primarily park, some or all parking relocated off of it.
Calculations exclude parking on Navy Pier



Building Upon phase 1, and decisions made during this phase the following elements should be included as part of all future areas of the North Embarcadero.



Promenade

Water Quality Band

Soft Surface Trail

Pedestrian Lighting

Signage and Wayfinding



Preferred Plan Option 1 – The conceptual programming and design creates a rhythm of passive garden type spaces, and highly active and programmed spaces.



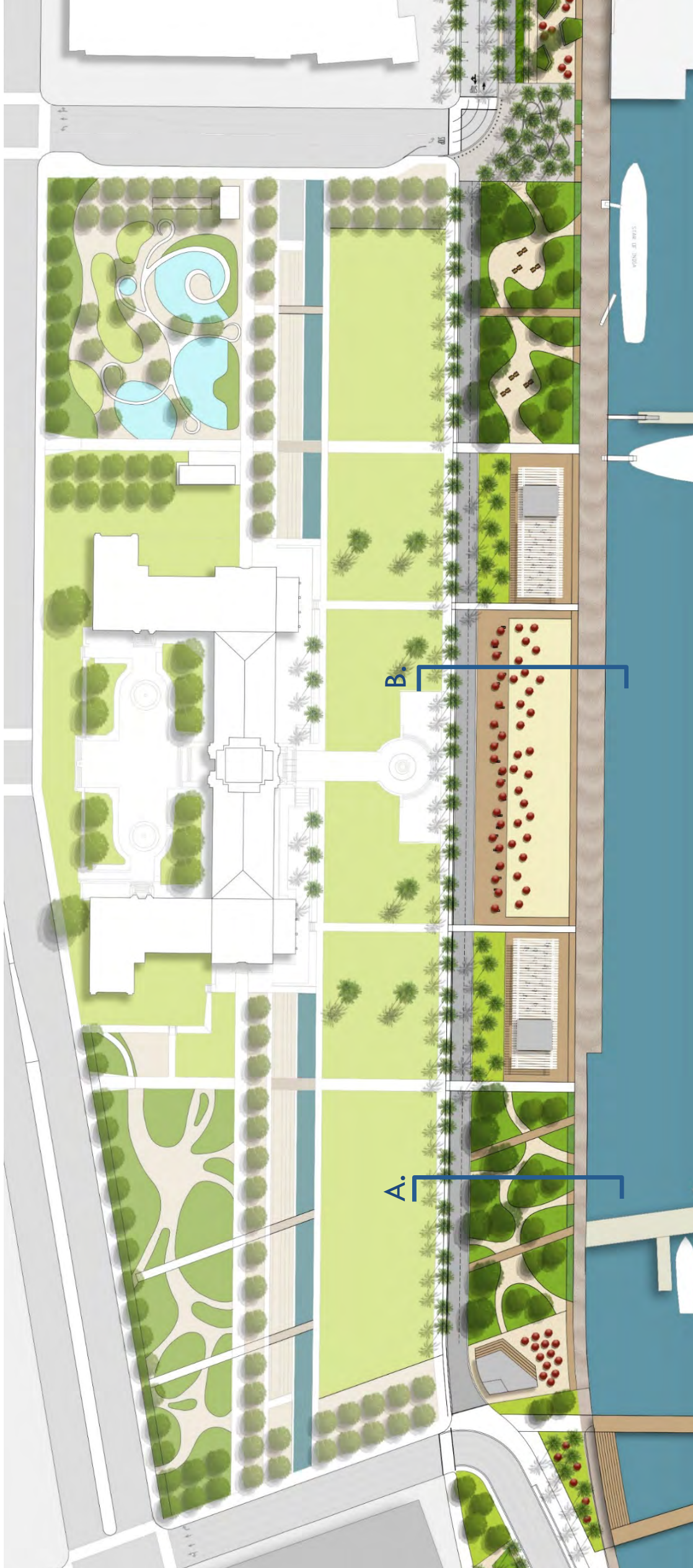
A completed County Waterfront Park, introduces new uses and celebrates the bay experience through a series of highly programmed and active spaces on the waters edge.



A reimagined Grape St. Pier offers a chance to experience the Bay in a new way by creating a place on the waterfront for visitors to get down and touch the water.



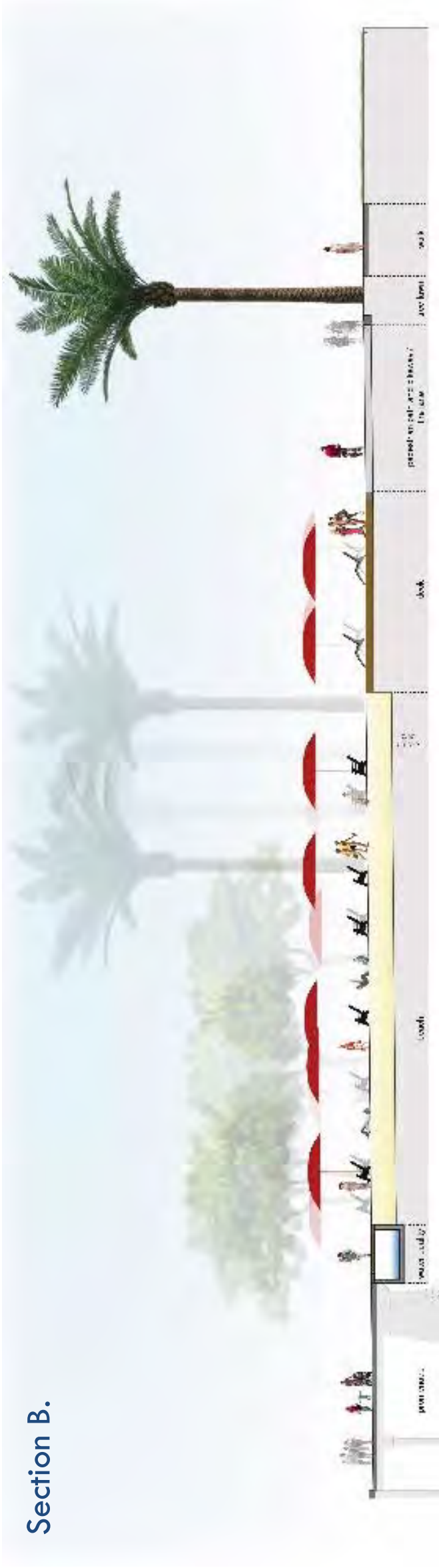
An expansive beach deck offers a new way to experience the waterfront, with many shaded seating areas and expansive views of the bay.



The gardens rooms to the north/south of the sun deck extend the patterning of the County Waterfront Park gardens to the waters edge, creating passive spaces to enjoy the Bay.



An expansive beach deck offers a new way to experience the waterfront, with shaded seating areas and expansive views of the bay.



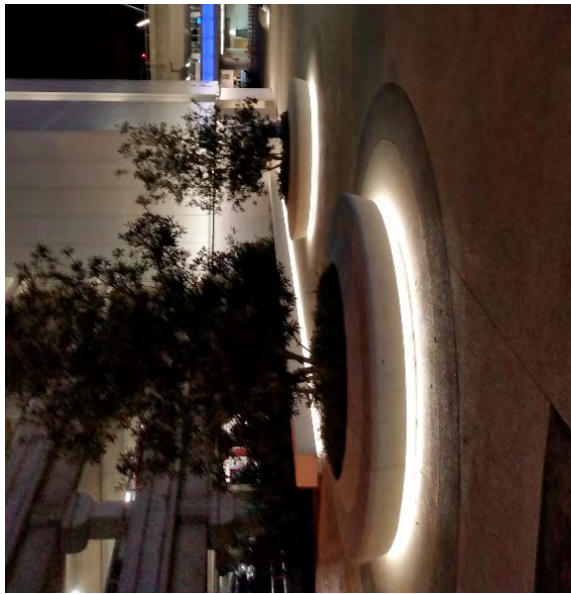
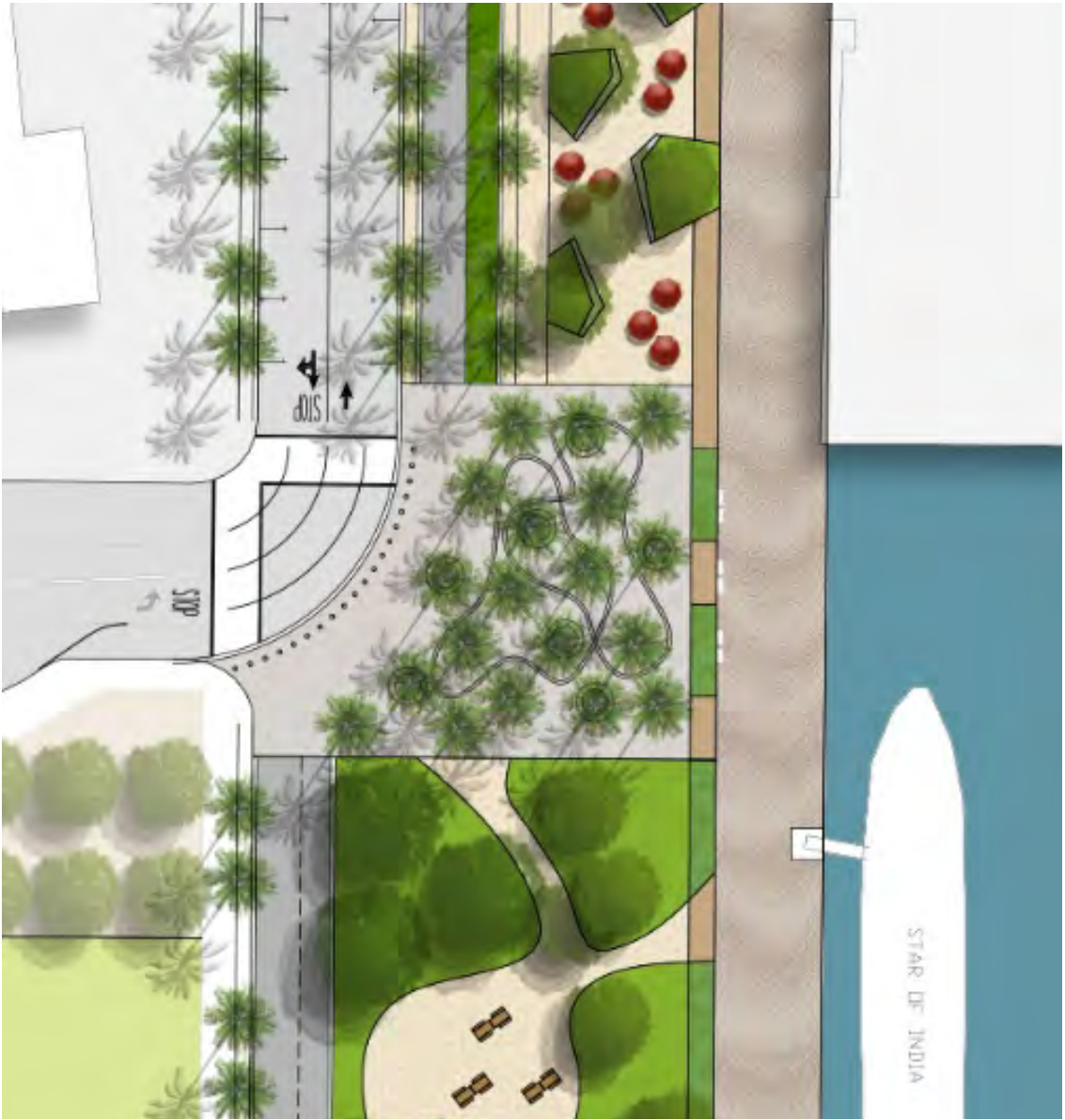
A place for the community to gather...



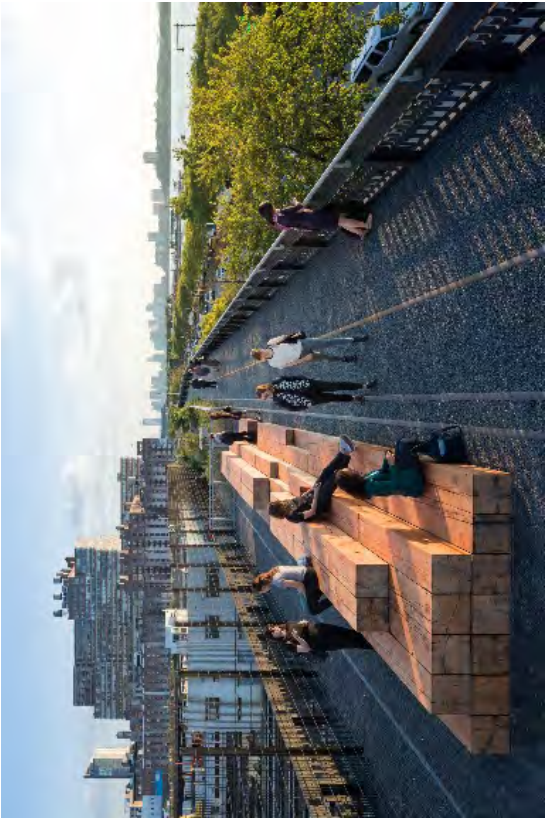
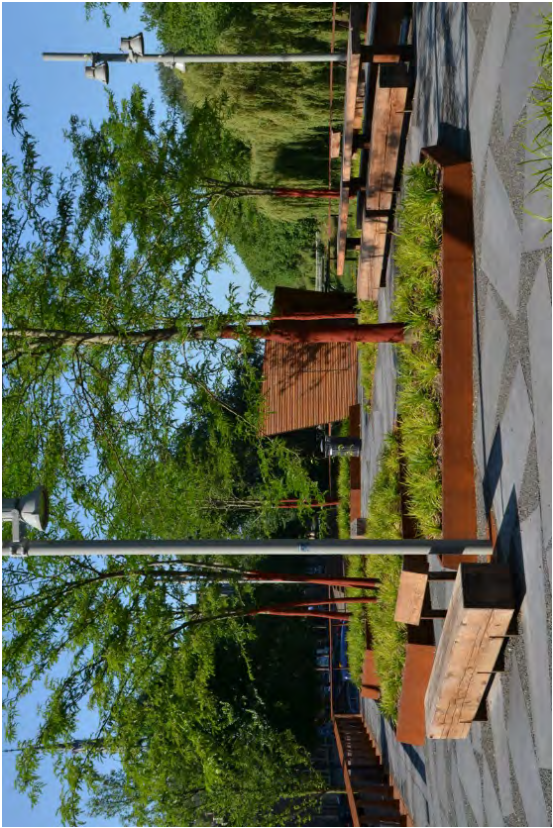
South of the expanded County Waterfront Park, a series of linear garden rooms introduce new programs, shaded seating areas, and interactive features.



The Ash Street palm glade terminates the expanded county waterfront park, and the Ash Street view corridor.



The linear gardens include outdoor dining areas, family friendly games, and bleacher seating to support new and existing uses such as the Brigantine and the Maritime Museum.



The linear gardens include outdoor dining areas, family friendly games, and bleacher seating to support new and existing uses such as the Brigantine and the Maritime Museum.



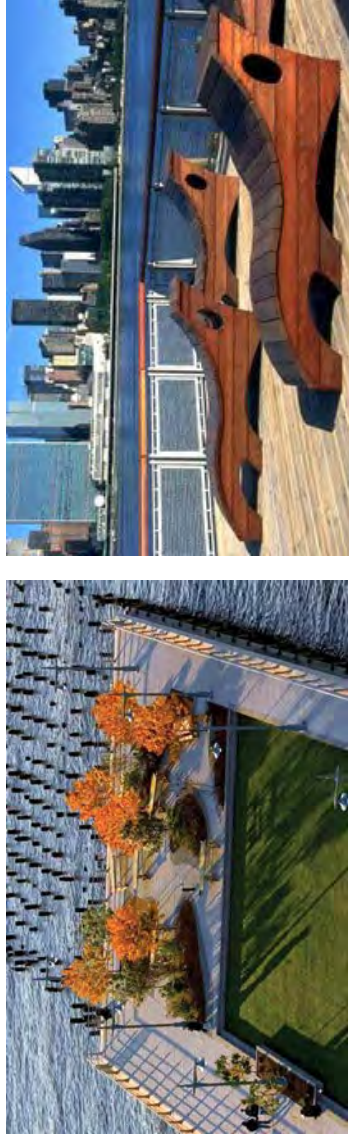
The B-Street Pier Plaza, creates a highly interactive scrim of water that creates a reason to occupy the space during non-cruise days and a flexible plaza for servicing during cruise days.



While maintaining service to the Midway Museum, the proposed design of the Navy Pier is inspired by the coastal dune landscapes of San Diego county.



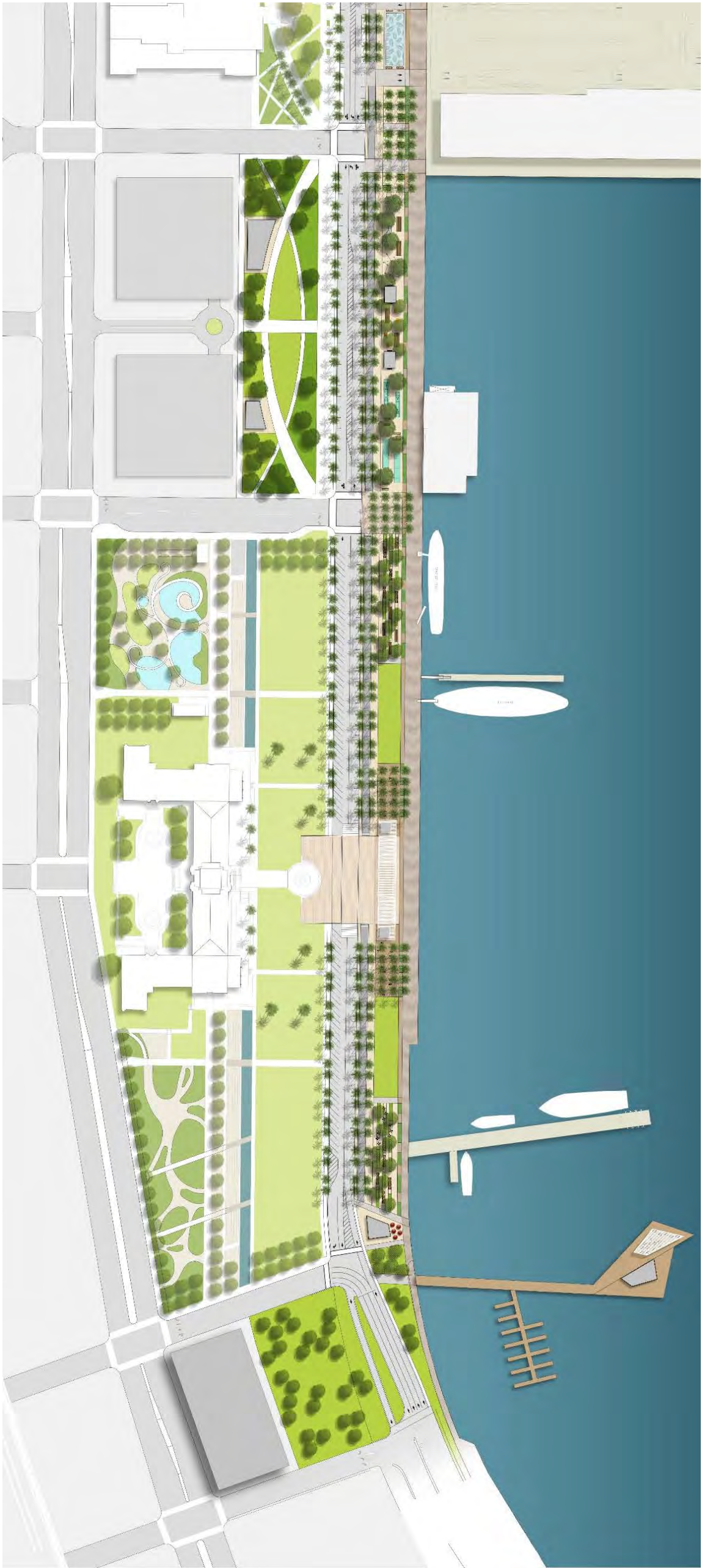
The Navy Pier landscape includes a memorial grove honoring the military history of San Diego, passive lawn spaces, and wood sun decks with bay-centric orientations.



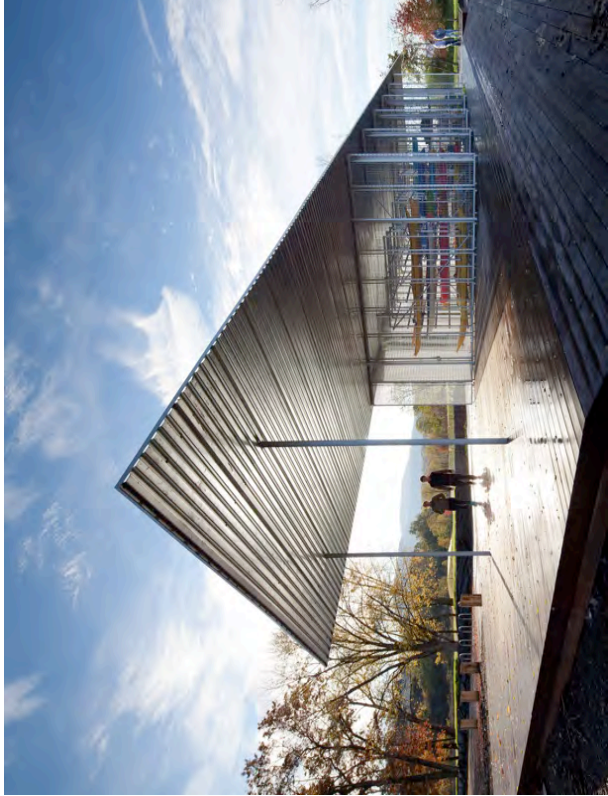
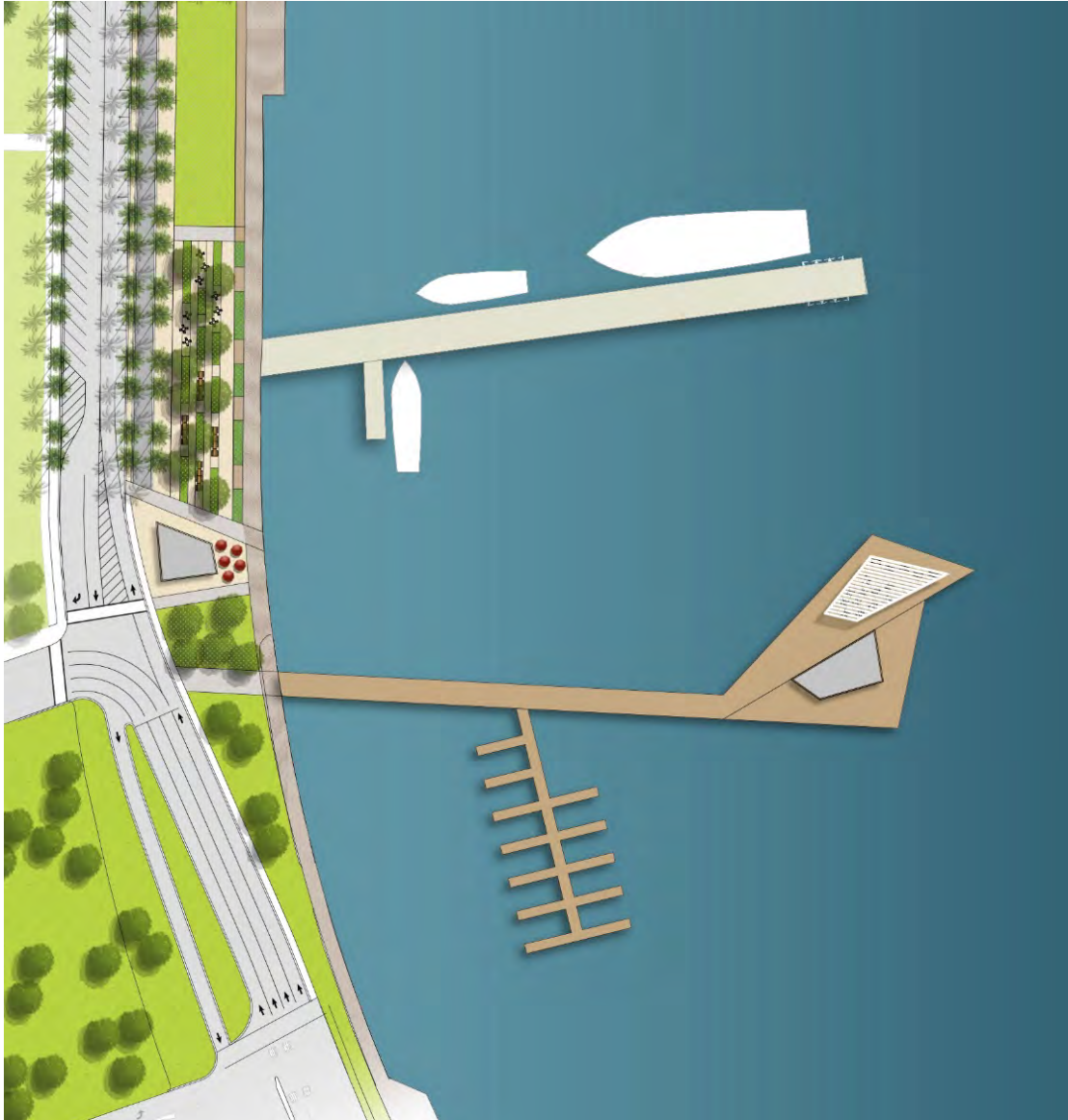
Preferred Plan Option 2 - 53' Harbor Drive Street section, with a 205' setback between B & Ash Streets and Grape & Hawthorne Streets.



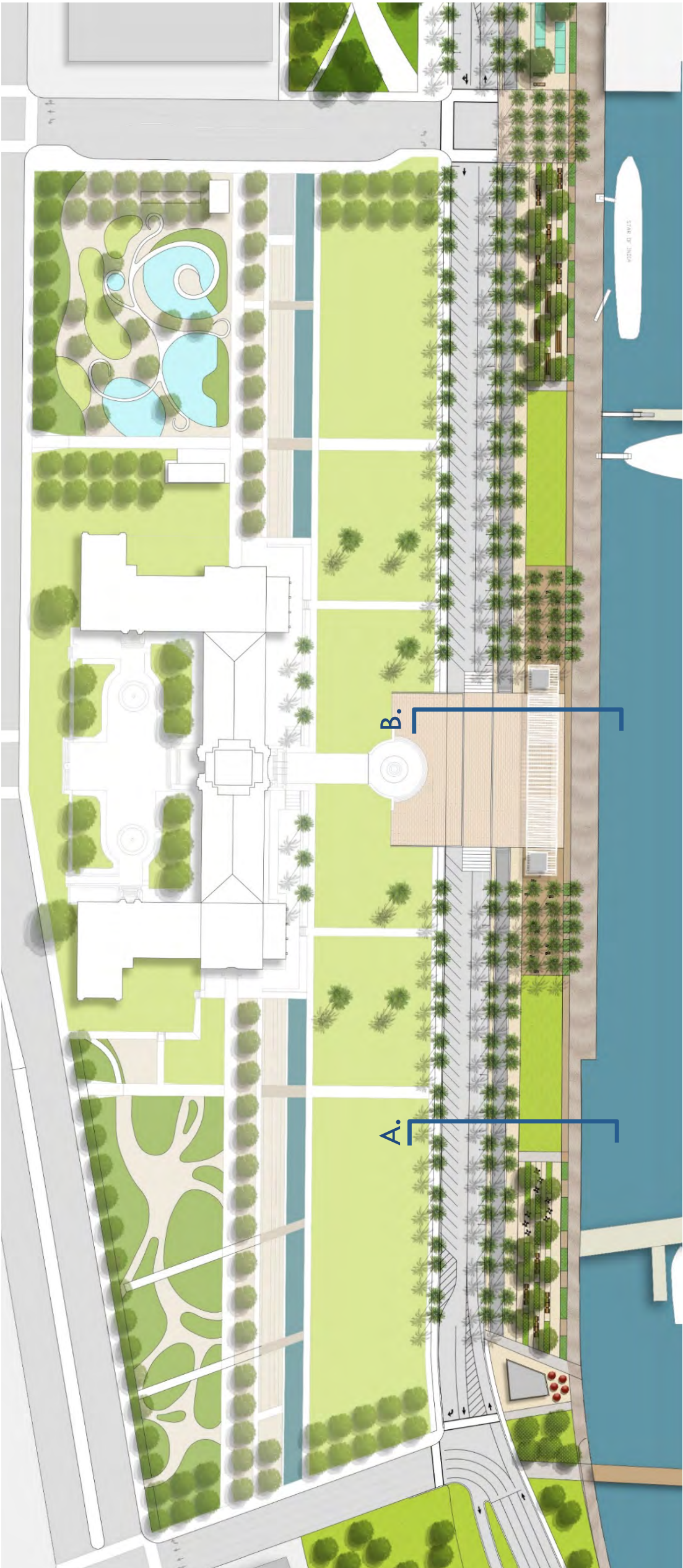
A series of active and passive spaces offer a range of experiences, accommodating all different types of visitors, drawing people through the waterfront.



A new Grape St. Pier anchors the northern end with a small retail facility offering prepared food and beverage service or water-sport rentals.

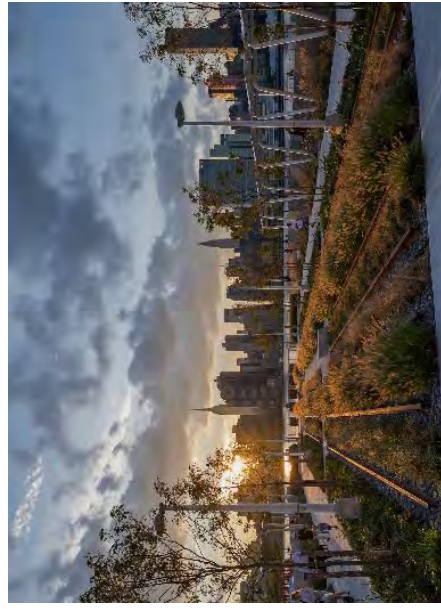


A large raised plaza establishes a direct connection between the existing County Waterfront Park and the water, creating a new front porch for people to celebrate the Bay.



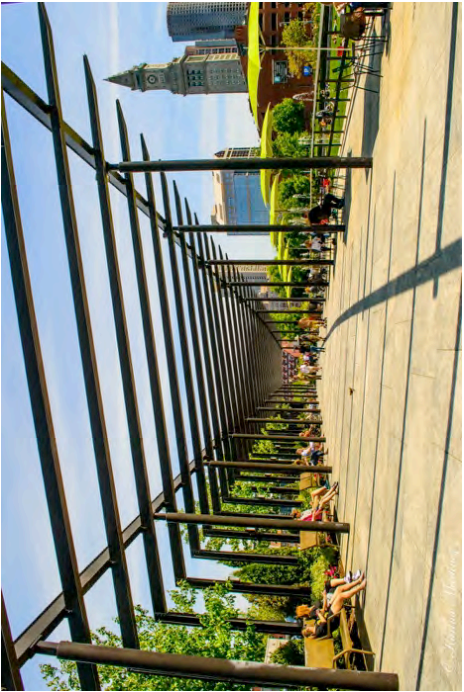
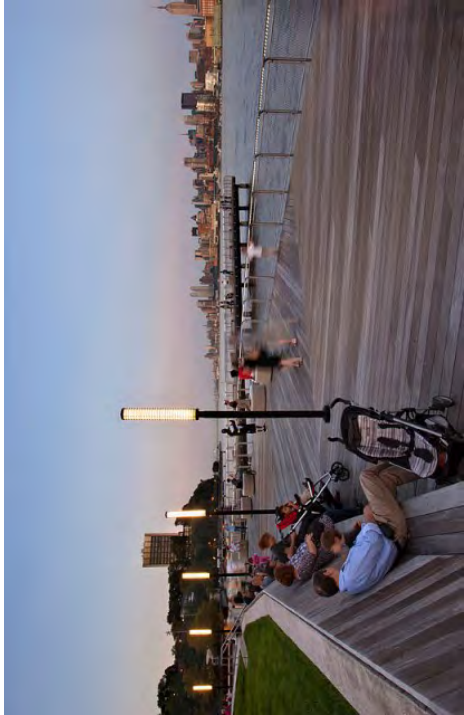
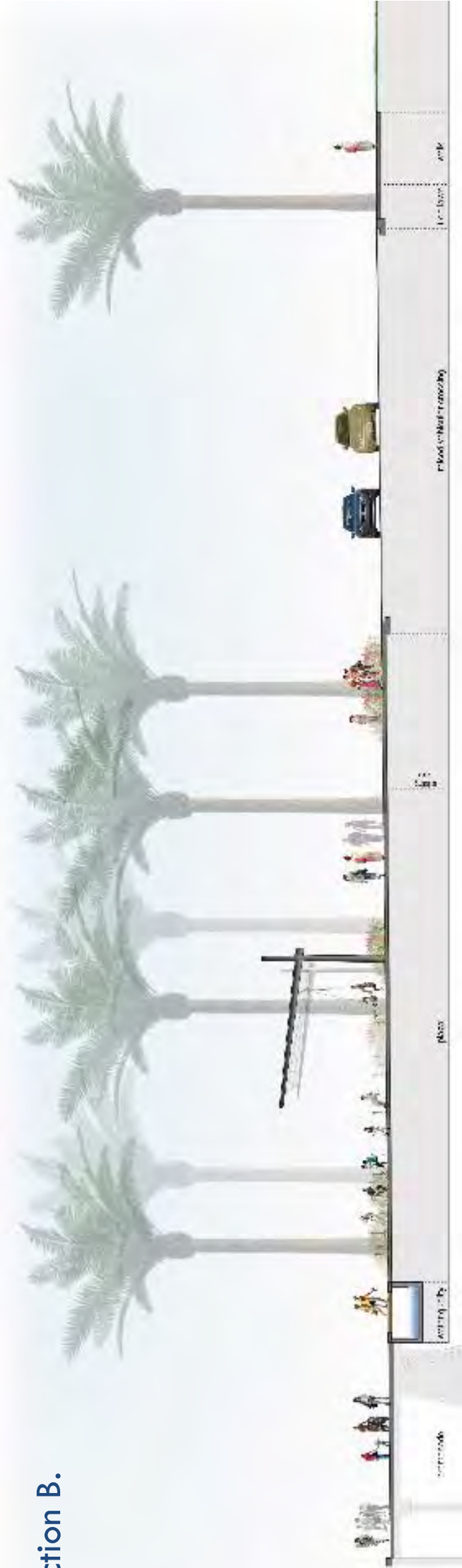
A series of tilted lawn panels and linear gardens with a grove of palm trees provide an ideal place to enjoy a sunset, or watch the theatre of the bay.

Section A.



A large plaza establishes a direct connection between the existing County Waterfront Park and the water, with a large shade structure creating a new front porch to the Bay.

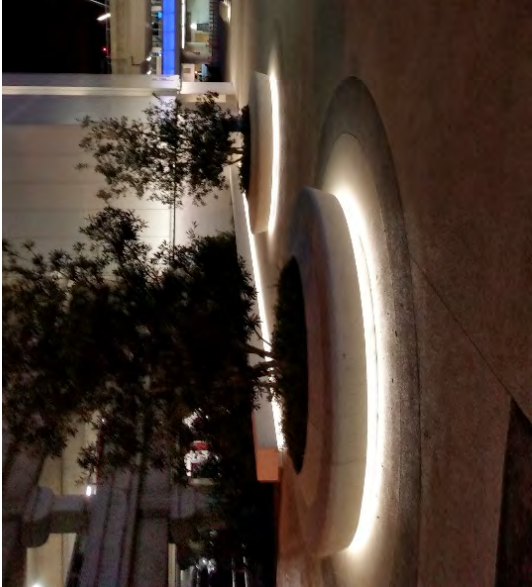
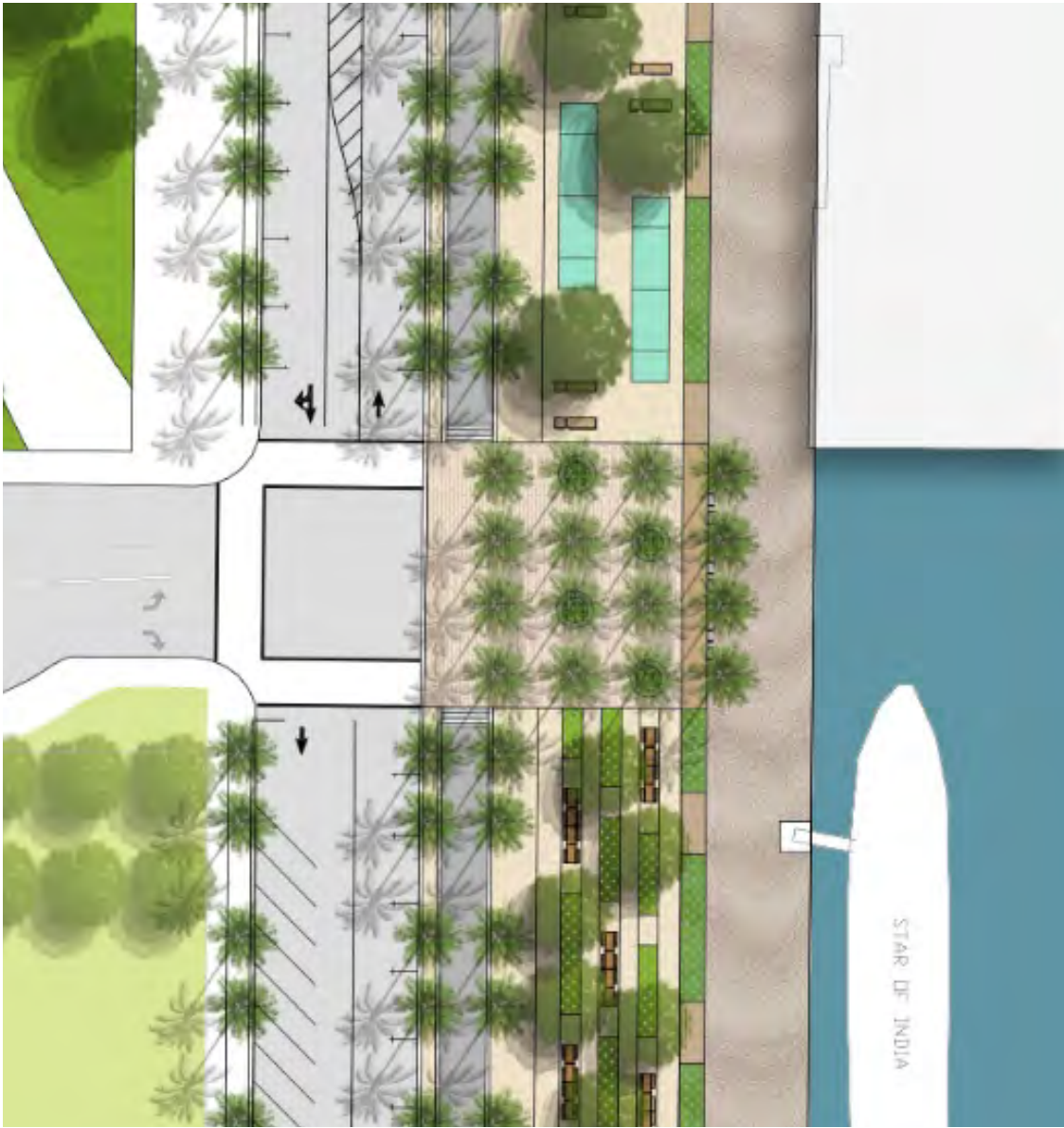
Section B.



South of Ash Street, a series of linear garden rooms introduce new programs, shaded seating areas, and interactive features.



The Ash Street palm glade terminates linear gardens, and the Ash Street view corridor, while site furnishings provide a place to gather before | after exploring the Maritime Museum.



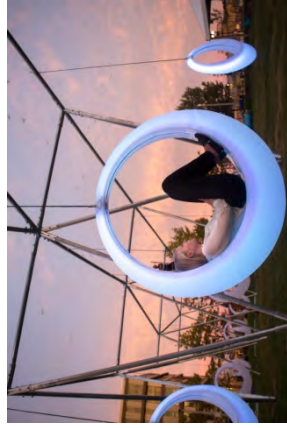
South of the expanded County Waterfront Park, a series of linear garden rooms introduce new programs, shaded seating areas, and interactive features.



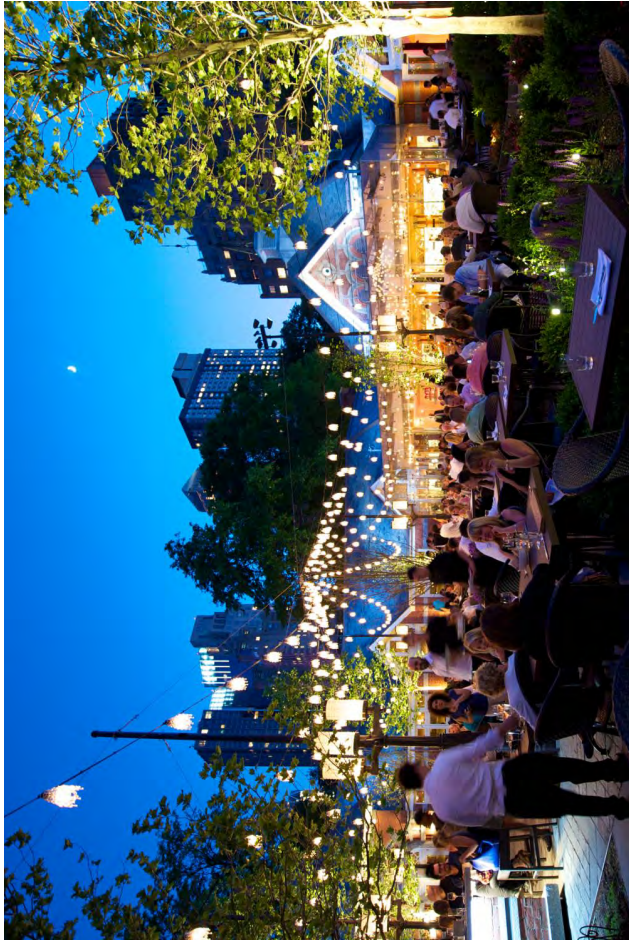
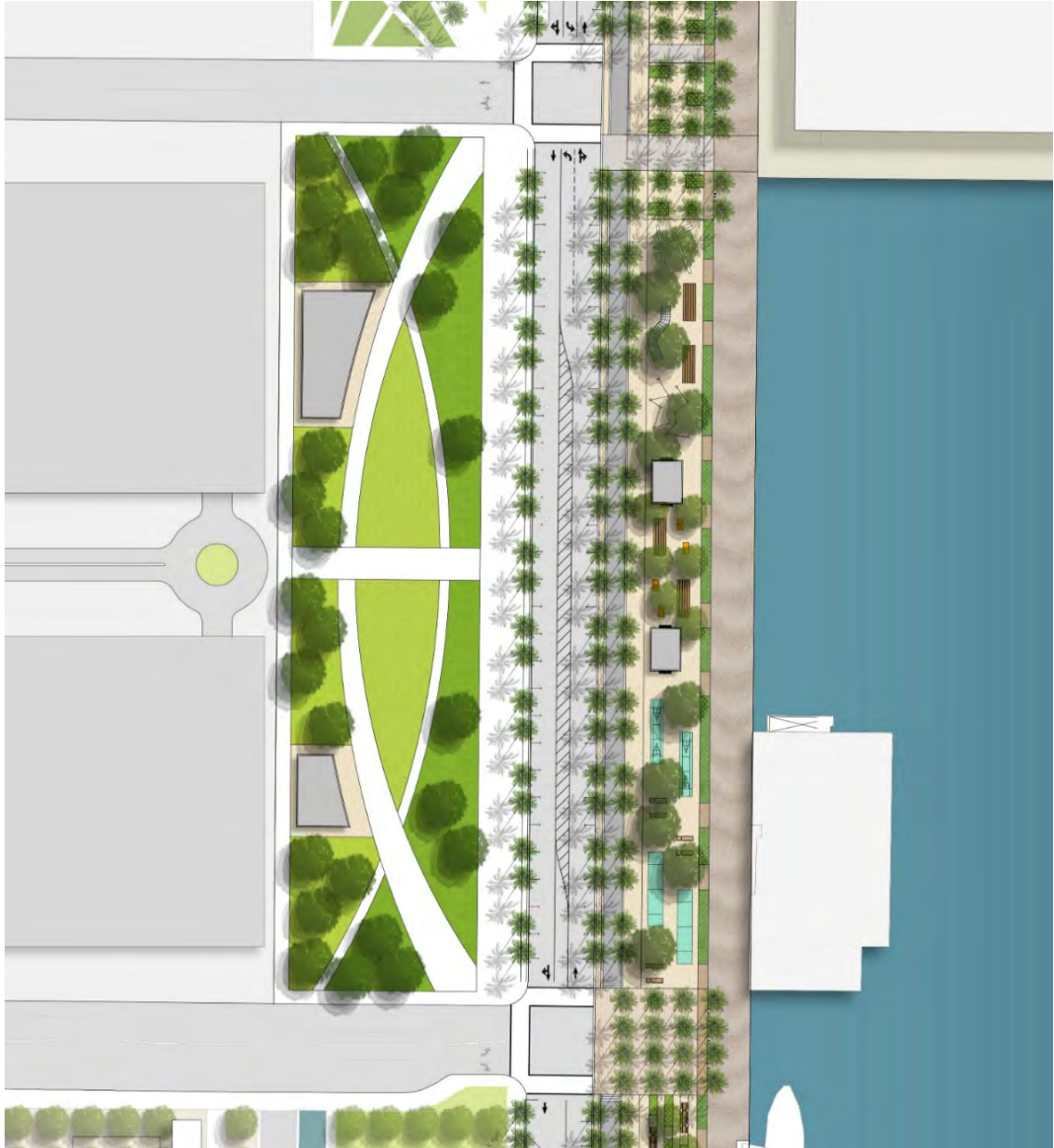
Many places to sit and grab a bite to eat

A broad range of activating uses for everyone

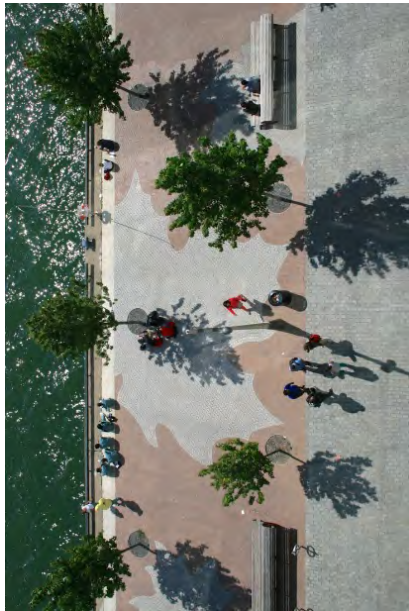
Opportunities to incorporate interactive art and sculpture



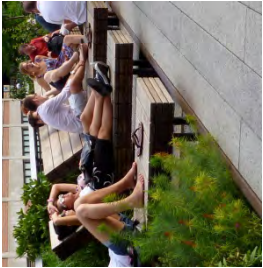
A 205' Setback Park between Ash St. and B St. offers a place to enjoy a meal under a shaded tree canopy, relax on the lawn, and stroll through the native gardens.



An interactive scrim of water and a unique shade structure creates a distinctive and recognizable B St. Pier Plaza, providing users with a new experience on the waterfront.



The Navy Pier landscape includes a memorial plaza honoring the military history of San Diego, wood sun decks, and terraced lawn oriented towards the bay.



BREAKOUT SESSION

HOW CAN YOU HELP?

When you signed in, you were provided a number, these numbers correspond with the working group you will be asked to join to review the proposed design alternatives.

Group 1

Team Leader – Scott | Penny

located in conference room 1

Group 2

Team Leader – Connie | Lucy

located in conference room 2

Group 3

Team Leader – David | Joseph

located in conference room 3

Each group will spend 10 minutes asking questions and discussing the merits, opportunities and constraints of each alternative.

At each table there will be a member of the Port taking notes and summarizing what was discussed. After the two alternatives are discussed, the group will spend 5 minutes preparing a summary that will be shared with the other groups.

Each team will have 5 minutes to present the major themes of their discussion.

NEXT STEPS

In the following weeks, based on feedback from today’s meeting, we will advance design and funding sources for the North Embarcadero.

Design



Programming



Funding Approach

Identify preferred alternative based on Port and community feedback

Refine programming strategy that incorporates preferred alternative

Advance potential funding sources for further evaluation and discussion with stakeholders

The design team will present the refined design and funding approaches to the Board of Port Commissioners at May 16th, meeting.

THANK YOU