

# SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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March 2, 2012

## Application Summary

(For Commission consideration on March 15, 2012)

**Number:** BCDC Permit Application No. 2012.002.00  
**Date Filed:** February 14, 2012  
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**Staff Assigned:** Ming Yeung (415/352-3616 mingy@bcdc.ca.gov)

### Summary

**Applicant:** The Port of San Francisco ("Port").

**Location:** Piers 27-29, along the San Francisco waterfront, near the intersection of Lombard Street and the Embarcadero, within the City and County of San Francisco (Exhibit A).



Making San Francisco Bay Be

**Project:** The proposed project involves constructing a new international cruise ship terminal, a public park known as the Northeast Wharf Plaza at Piers 27-29, and other related public access near the site. The project and its associated public access areas and improvements would be constructed in three phases.

**Phase 1:** The Port proposes to construct an approximately 91,200-square-foot (2.09 acre) two-story “core and shell” of the new cruise terminal building at the site of the former Pier 27 shed for possible use by the 34<sup>th</sup> America’s Cup event (AC34) in 2013, and repave approximately 11,000 square feet (0.25 acres) of the existing deck surface. Substructure repairs at Pier 29 would include repairs to spalled concrete in selected areas and sealing of cracks. At Pier 29, up to 20 piles would be repaired using a one-inch thick wrap or 6-inch thick pile jacket (Exhibit B).

In addition, the Port is developing plans to demolish up to approximately 35,000 square feet (0.80 acres) of the eastern end of the Pier 29 pier shed, which details would be reviewed and approved by BCDC as a subsequent permit amendment. Most of the area that would be uncovered by the removal of portions of the Pier 29 shed would be used for public access.

**Phase 2:** If the piers are used for the America’s Cup races in 2013, then following the event, the Port would construct additional improvements to the core and shell of the cruise terminal building, including constructing interior spaces and exterior gangways, bollards and fendering work at Pier 27, constructing a 2.7-acre Ground Transportation Area (GTA) within the valley between Piers 27-29 for passenger loading, and constructing a ship provisioning area at the tip of Pier 27 (Exhibit C). At Pier 27, up to 52, 18-inch-square concrete piles would be repaired using pile wraps or jackets, and eight 18-inch octagonal concrete piles would be installed to repair and strengthen the Pier 27 apron. Fendering work would involve installing up to 60, 14-inch steel H-beam piles and three, 14-foot by 7-foot foam filled fenders along the edge of Pier 27, and installing three, 48-inch-in-diameter pipe piles to support three new cone fenders at the seaward corner of Pier 27 (see Exhibit D). Fencing and lighting would be installed to separate cruise ship provisioning from public access areas and to separate public

access along the Pier 29 apron from ship loading and security. Public access would be provided at the Pier 29 tip, and the Bayside History Walk within Pier 29 (see Exhibit E). If funding is available, the approximately 119,270-square-foot (2.7-acre) “Northeast Wharf Plaza” would be constructed along the Embarcadero edge as part of Phase 2. If funding is not available, the area of the Northeast Wharf Plaza would be repaved and outfitted with “interim” public access improvements including benches, lighting, and railings, until funds are secured for full build-out of the Northeast Wharf Plaza.

**Phase 3:** As soon as funding is available and no later than 11 years after the issuance of the certificate of occupancy of the cruise terminal building, the Port would complete additional public access both on-site and off-site, including completing the Northeast Wharf Plaza (if not done in Phase 2), constructing a Northeast Wharf Plaza restroom, and public access improvements along the Pier 23 south apron, Pier 19 north apron, and at Pier 19½ (see Exhibit G). Additional public access and open water areas and implementation requirements would be identified based on planning studies undertaken between July 2012 – July 2015, within the Northeastern Waterfront (Pier 35 to China Basin) and possibly within the Fisherman’s Wharf area. These improvements will require amendments to the SAP and further permitting approvals.

**Issues  
Raised:**

The staff believes that the application raises four primary issues: (1) whether the project is consistent with the *San Francisco Waterfront Special Area Plan*; (2) whether the project is consistent with the Commission’s fill policies; (3) whether the project is consistent with the Commission’s public access and scenic views policies; and (4) whether the project is consistent with the Bay Plan policies on natural resources, including fish, other aquatic organisms and wildlife, and water quality.

### Background

Piers 27-29 are located along The Embarcadero at the intersection of Lombard Street within the City’s Northeast Waterfront neighborhood (see Exhibit A). This 14.8-acre, triangular-shaped facility is the largest pier north of the Ferry Building. At 1,300 feet long and an apron width of 48 feet, Pier 27 includes the longest functional wharf for vessel berthing at the Port of San

Francisco north of China Basin Channel (see Exhibit G). Pier 27 has been in continuous maritime use for berthing deep-draft vessels and is currently an important secondary berth used for passenger cruise ships when more than one cruise ship is in port. Pier 27 is also used for berthing military ships, large research vessels and ceremonial ships. The berth at Pier 27 is maintained at a depth of -35 feet mean lower low water (MLLW) under the Port's existing permitted maintenance dredging program.

Piers 27 and 29 were originally constructed as separate piers. In 1967, the Port undertook major construction at Pier 27 to build a pile-supported platform and 220,000-square-foot (5.05 acre) cargo shed along a remodeled axis that created the piers' current triangular shape, replacing the former Pier 27 deck and cargo shed. This construction terminated at the eastern end by altering the historic Pier 29, built in 1915, to integrate the connection with the new Pier 27 shed. In 1994, following the Loma Prieta earthquake, the Pier 27 substructure was seismically retrofitted and repaired. The Pier 29 shed is a contributing historic resource in the Embarcadero Historic District. The Pier 27 shed is a non-contributing resource, but is located within the historic district boundaries. Besides the Piers 27-29 sheds, there are two additional structures along the Embarcadero - an approximately 12,000-square-foot (0.28 acre) Pier 27 Annex office building that would be removed, and the historic Pier 29 Belt Line office building, which is designated as a contributing resource in the Embarcadero Historic District.

On December 27, 2011, the Commission staff authorized an abbreviated regionwide permit (ANOI 2011.003) for the demolition of the Pier 27 cargo shed, the Pier 27 Annex building, and a portion of the non-historic, easternmost section of the Pier 29 cargo shed, and relocation of the shoreside power transformer for storage elsewhere along the waterfront. Demolition work at the site began on January 31, 2012 and is currently underway.

Planning for the cruise terminal and Northeast Wharf at Pier 27 has been conducted in coordination with preparations by the City and County of San Francisco, which has been selected as Host City for the 34<sup>th</sup> America's Cup (AC34) by the America's Cup Event Authority (ACEA). Under the City's Host City proposal, Pier 27 is planned as the America's Cup Village, where the main entertainment, hospitality and programmed spectator activities would take place. This also includes mooring of large spectator yachts, cranes for lifting team race boats onto the pier for public exhibition and the many support boats and operations to support this international sailing competition. The Port is responsible for constructing the "core and shell" of

the cruise terminal building to allow it to be used by the ACEA for Host Village hospitality activities during the race events, which will run from July to September 2013. The core and shell building is proposed as Phase 1 of the Pier 27 project. After the America's Cup events conclude, the Port will undertake Phase 2 construction to complete the cruise terminal project and make it operational for supporting cruise ship calls to San Francisco.

The America's Cup project is undergoing review by the City, and requires BCDC approval of amendments to BCDC's San Francisco Waterfront Special Area Plan, and a Major Permit, separate from the Pier 27 cruise terminal and Northeast Wharf Major Permit.

### Project Description

#### Project

#### Details:

The applicant, the Port of San Francisco (the "Port") describes the project as follows:

#### Phase I:

#### In the Bay:

1. **Piers 27-29 Substructure Work.** Repair and strengthen damaged substructure components by: (1) removing and replacing deteriorated concrete and reinforcing steel in spalled concrete areas with new cast-in-place material or shotcrete marine concrete; (2) cleaning, sealing, and grouting cracked areas and recoating corroded steel elements; and (3) at Pier 29, repairing up to 20 piles, with 1-inch thick wrap or 6-inch thick pile jackets.

#### Within the 100-foot Shoreline Band:

1. **James R. Herman International Cruise Terminal Building – Core and Shell.** Construct an approximately 91,200-square-foot (2.09 acre), 40-foot-tall two-story core and shell of the new cruise terminal building with an approximately 46,100-square-foot (1.06 acre) footprint on top of the existing Pier 27 concrete deck for special events, including possibly the AC34 event in 2013;
2. **Pier 27 Deck.** Repair areas of the Pier 27 deck damaged during demolition of existing structures by repaving up to a total of 11,000 square feet (0.25 acre) of the existing deck surface;
3. **Pier 29 Shed Building.** Review applicant plans for demolition and removal of up to a 35,000-square-foot (0.80 acre) section of the easternmost portion of the existing Pier 29 cargo shed building (subject to a permit amendment), including construction of a permanent 160-foot-wide by 35-foot-high end wall to enclose the building, prior to Phase 2;
4. **Stormwater Control Plan.** Collect and treat stormwater runoff by: (a) constructing, using and maintaining a rainwater harvesting system to collect rainwater from the roof of the proposed cruise terminal building in three 12,800-gallon tanks (approximately 3,000-square-foot total footprint) located on the northwest side of the cruise terminal building for indoor uses

such as toilet flushing and two 1,300-gallon tanks located on the southwest side of the cruise terminal building (approximately 225-square-foot total footprint) for irrigation use; and (b) installing, using and maintaining 17 two-foot square catch basin media filters; and

5. **Temporary Public Safety and Security Improvements.** Construct and maintain 780 linear feet of temporary safety railing along the edge of the Pier 27 loading dock and temporary lighting to promote public safety and security.

**Phase 2:**

**In the Bay:**

1. **Pier 27 Fenders.** Repair and strengthen fenders along Pier 27 by: (a) installing, using and maintaining up to 60, 14-inch steel H-beam piles and three new, 14-foot by 7-foot foam filled fenders along the edge of Pier 27 (there are nine existing foam filled fenders); and (b) installing, using and maintaining three, 48-inch-in-diameter pipe piles to support three new cone fenders at the seaward corner of Pier 27; and

2. **Pier 27 Water Basin.** Use and maintain the Pier 27 water basin for berthing passenger cruise ships, military vessels, tall ships, research and other vessels managed by the Port of San Francisco for temporary and ceremonial berthing.

**Within the 100-foot Shoreline Band:**

1. **James R. Herman International Cruise Terminal Building – Interior Finishes.**
  - (a) Complete construction of the cruise terminal building for cruise terminal use by constructing, using and maintaining passenger embarkation spaces, debarkation spaces, Customs and Border Patrol offices, vessel provisioning and stevedore services and utilities; and (b) allow use of the cruise terminal building for special events such as conferences, ceremonies, festivals and parties, when not in use for cruise ship or other maritime berthing operations;
2. **Pier 27 Apron.**
  - (a) Repair and strengthen the Pier 27 apron by installing, using and maintaining up to eight, 18-inch octagonal concrete piles, repairing up to 52, 18-inch square concrete piles with 6-inch thick pile sleeves and repairing approximately 5,000 square feet (0.11 acre) of asphalt paving; (b) construct, use and maintain up to two mobile gangways along the Pier 27 apron for passenger cruise ship embarkation and disembarkation; (c) refurbish 15 of the existing 22 mooring bollards to increase vessel mooring load capacity; (d) install three gates across the Pier 27 apron (one adjacent to The Embarcadero, one at the west side of the cruise terminal building, and one near the baggage area east of the cruise terminal building) to close apron areas as required to comply with U.S. Department of Homeland Security requirements, scaled to varying vessel sizes, and (e) construct, use and maintain approximately 75,000 square feet (1.72 acre) of public access when not precluded by maritime security requirements;
3. **Pier 27 Tip.**
  - (a) Install, use and maintain approximately 380 linear feet of moveable fencing to secure an approximately 73,825-square-foot (1.69 acres) area for cruise ship provisioning, baggage drop off and laydown, truck loading and support space as needed for other maritime vessels berthed at Pier 27 consistent with applicable U.S. Department of Homeland Security requirements; (b) construct, use and maintain the 73,825-square-foot (1.69 acres) ship provisioning area for public access use when not precluded by maritime security requirements; and (c) install, use and maintain lighting;
4. **Shoreside Power Reinstallation.** Reinstall, use and maintain an approximately 1,200-square-foot shoreside power control transformer at the eastern end of the cruise terminal building and the two power connection cable davits on the apron edge;
5. **Ground Transportation Area (GTA).** Construct, use and maintain an approximately 2.7-acre GTA within the “valley” of Piers 27-29 for: (a) vehicle staging, drop-off, pick-up, and parking by trucks, taxis, buses and passenger cars for ship passenger loading needs of the cruise terminal, including parking for U.S. Customs and Border Protection and cruise terminal operations staff, and staging or support use as may be required to support other maritime vessel

berthing operations by paving, striping, and installing and maintaining signage, planters, landscaping and lighting; (b) special events when not in use for cruise ship or other maritime berthing operations ; and (c) special event support space for visitor parking, staging and working areas for caterers, event and entertainment managers when not in use for cruise ship or other maritime berthing operations;

6. **Pier 29 Storage and Operation Support Space.** Construct, use and maintain an approximately 3,000-square-foot (0.07 acre) facility operations areas within the southeast corner of the Pier 29 cargo shed building for a battery recharging area for electric fork lifts and an operations area for cruise terminal workers;
7. **Pier 29 Tip.** Construct, use and maintain up to an approximately 23,297-square-foot (1.22 acre) public access area (depending on how much of the Pier 29 shed is removed) north of the Pier 29 shed to remain open at all times, even when Pier 27 is being used for maritime activities, and connecting with public access at the Pier 27 tip when this space is not in maritime use by installing and maintaining 490 linear feet of moveable fencing and public access improvements such as benches, litter receptacles and lighting.;
8. **Pier 29 Public Access.** Construct, use and maintain an approximately 30,000-square-foot (0.68 acre), 30-foot-wide public access walkway along the Pier 29 apron, a 3,360-square-foot (0.08 acre), 20 foot-wide interior walkway inside and around the Pier 29 operation and storage space, and a 15,593-square-foot (0.36 acre), 20-foot-wide public access walkway along the southwest side of the Pier 29 shed, and install public access improvements such as benches, litter receptacles, and lighting;
9. **Stormwater Control Plan.** Install, use and maintain a bio-retention system, additional storm drains and additional two-foot square catch basin media filters;
10. **Northeast Wharf Plaza.** If funds are available in time for Phase 2, construct, use and maintain a 2.7-acre public park that includes approximately 84,270 square feet (1.93 acres) of improved walkways, special paving and gathering areas; a 35,000-square-foot (0.80 acre) lawn with three large specimen trees for passive recreation; a climbable public art installation; a landscaped planting and seating area between the plaza and the GTA; 800 linear feet of concrete walls, steps and ramps; preservation and reuse of the Beltline Railroad Building for commercial use; signs; and public access improvements such as benches, trash receptacles, and lighting; and
11. **Bayside History Walk.** Improve, use and maintain a 15-foot-wide public access walkway through the Pier 29 shed connecting the Pier 29 apron and public access walkway created along the southwest exterior of the Pier 29 shed.

### **Phase 3:**

#### **Within the 100-foot-shoreline band:**

1. **Northeast Wharf Plaza.** If necessary grants or other funding are not available to include in Phase 2, within 11 years of the issuance of occupancy of the

Cruise Terminal Building, construct, use and maintain a 2.7 acre public park that includes approximately 89,270 square feet (1.93 acres) of improved walkways, special paving and gathering areas; a 35,000-square-foot (0.80 acre) lawn with three large specimen trees for passive recreation; a climbable public art installation; a landscaped planting and seating area between the plaza and the GTA; 800 linear feet of concrete walls, steps and ramps; preservation and reuse of the Beltline Railroad Building for commercial use; signs; and public access improvements such as benches, trash receptacles, and lighting; and

2. **Northeast Wharf Plaza Restroom.** Construct, use and maintain an accessible public restroom facility within 11 years of issuance of certificate of occupancy of the cruise terminal building, or sooner if grants or other funding are secured.
3. **Off-site Public Access.** Construct, use and maintain off-site public access on: (a) Pier 23 south and east aprons; (b) Pier 19 north and east aprons; (c) Pier 19½ and 29½ east aprons; and (d) connections through the Pier 19½ and 29½ connector buildings. Improvements to the public access areas include benches, lighting, signage, railings and/or bullrails, and trash containers.

**Bay Fill:**

The proposed project would place a total of 984 square feet (0.022 acres) of fill in the Bay in Phases 1 and 2 of the project. During Phase 1, a total of 330 square feet (0.0076 acres) of new fill would be placed, consisting of approximately 920 cubic yards of solid fill to repair 20 piles to strengthen the Pier 29 substructure. During Phase 2, an additional 654 square feet (0.015 acres) of new Bay fill would be placed, consisting of approximately 310 cubic yards of solid fill for repairing up to 52 piles to strengthen the Pier 27 substructure and marginal wharf, approximately 50 cubic yards of new solid fill for eight, 18-inch-in-diameter piles to repair the Pier 27 apron, 130 cubic yards of new solid fill for 60, 14-inch-in-diameter and three 48-inch-in-diameter fender piles, 294 square feet (0.0067 acres) of new floating fill for three new foam filled fenders, and 30 square feet (0.00069 acres) of pile-supported fill for three new cone fenders.

The project would increase the amount of solid and floating fill in the Bay, but only the proposed fenders and fender piles would be placed beyond the existing footprint of Piers 27-29. The proposed project would result in a net reduction of 416 square feet (0.0095 acres) of Bay surface water.

Type of Fill	Removed	New	Total Net Fill
<b>Phase 1</b>			
Solid (sf)	0	330	330
Solid (cy)	0	920	920
<b>Phase 2</b>			
Solid (sf)	0	330	330
Solid (cy)	0	490	490
Floating (sf)	0	294	294
Pile-Supported (sf)	0	30	30
<b>Totals</b>			
Total (sf)	0	984	984
Total (cy)	0	1,410	1,410

**Public Access:**

There is currently 4,000 square feet (0.09 acre) of public access located on the northwest corner of the Pier 27 apron adjacent to The Embarcadero promenade.

The project will create a total of up to (depending on how much of the Pier 29 shed is removed) approximately 419,858 square feet (9.64 acres) of new public access both on-site and off-site. The public access improvements on-site include: the Northeast Wharf Plaza (Phase 2 or Phase 3); the Pier 29 apron and Pier 29 tip (Phase 2); the Pier 29 Bayside History Walk (Phase 2); an internal walkway within Pier 29 (Phase 2); walkways between Pier 27 and the GTA and Pier 29 and the GTA (Phase 2); and limited access along the Pier 27 apron and tip when not needed for maritime activities (Phase 2). Public access off-site include: the Pier 23 south and east aprons (Phase 3); the Pier 19 north and east aprons (Phase 3); the Pier 19½ and 29½ east aprons (Phase 3); and connections through the Pier 19½ and 29½ connector buildings (Phase 3). Improvements to the public access areas include benches, lighting, railings and/or bullrails, signage, and trash containers.

Type of Public Access	Square Feet	Acres	Shoreline Length (miles)
<b>Phase 1</b>			
On-Site (new)	0	0	0
Off-Site (new)	0	0	0
Protected or Maintained	0	0	0
Sub Total	0	0	0
<b>Phase 2</b>			
Non-Maritime (new)	Up to 209,533	4.81	0.45
Maritime (new)	148,825	3.42	0.28
Protected or Maintained	0	0	0
Sub Total	358,358	8.23	0.73
<b>Phase 3</b>			
On-Site (new)	0	0	0
Off-Site (new)	61,500	1.41	0.29
Protected or Maintained	0	0	0
Sub Total	61,500	1.41	
<b>Total</b>	<b>Up to 419,858</b>	<b>9.64</b>	<b>1.06</b>

**Schedule and Cost:**

The applicant plans to begin work on Phase 1 of the project as soon as they receive approval, estimated at the end of March 2012, and complete this phase by March 2013, in time for the 34<sup>th</sup> America’s Cup races. Phases 2 and 3 of the project would begin following the America’s Cup races, depending on funding

but no later than 11 years after issuance of certificate of occupancy for the cruise terminal building. The Port estimates the total project cost to be \$90 million.

### Staff Analysis

A. **Issues Raised:** The staff believes that the application raises four primary issues: (1) whether the project is consistent with the *San Francisco Waterfront Special Area Plan*; (2) whether the project is consistent with the Commission's fill policies; (3) whether the project is consistent with the Commission's public access and scenic views policies; and (4) whether the project is consistent with the Bay Plan policies on natural resources, including fish, other aquatic organisms and wildlife, and water quality.

1. **San Francisco Waterfront Special Area Plan.** The *San Francisco Waterfront Special Area Plan* (Waterfront SAP), as amended in 2000, identified an open water basin (the Northeast Wharf Open Water Basin) between Piers 19 and 27, including removal of a portion of the Pier 23 shed to improve Bay views. On Piers 27-29, the 2000 SAP also required the construction of a "Northeast Wharf Plaza", an approximately two-acre public plaza oriented to the Northeast Wharf Open Water Basin that provides for waterside uses, such as temporary, small craft tie-ups and handheld boat launching, and a number of other amenities identified in the SAP and illustrated on Figure 3 of the SAP. The 2000 SAP recognized the use of the Pier 27 apron and the Northeast Wharf Open Water Basin for the temporary berthing of ceremonial and visiting ships, but required these uses to not extend landward of the Pier 27 shed in order to preserve views to the Bay from the Northeast Wharf Plaza.

On March 1, 2012, the Commission approved an amendment to the SAP to reflect changes to these policies to accommodate a future new international cruise ship terminal at Piers 27-29 that would otherwise conflict with the 2000 SAP. The amendment recognized that, "a number of public benefits identified in the 2000 amendment were predicated on the development of Piers 27-31 in a way that would result in the preservation of an open water basin adjacent to the Northeast Wharf Plaza, public access along the adjoining pier aprons, the removal of a portion of Pier 23 to open up views to the Bay from the plaza and the Embarcadero and boating access from the plaza to the open water basin." Based on a more thorough analysis of the condition of the Port's piers and sheds, it found that, "Pier 27 is the most suitable location for a new, international cruise ship terminal on the San Francisco waterfront due to its size, its apron length and width, structural integrity, and the availability of the infrastructure to easily supply the cruise ships with shoreside power." However, the relocation of the new international cruise ship terminal to Pier 27 and the retention of Pier 23, "compromises many of the public benefits envisioned in 2000 in conjunction with the development of these piers, requiring that new public benefits be identified for this area of the waterfront that are equal to or better than the public benefits required by the 2000 amendment."

The following SAP policies apply to the project and include the March 2012 SAP amendments describing new public benefits and public access to offset those lost from the relocation of the cruise terminal to Piers 27-29:

- a. **Open Water Basin Policies.** The amended SAP deletes the Northeast Wharf open water basin requirement between Piers 19 and 27 and requires that, "the Port must identify and BCDC must approve in a subsequent amendment to this plan, a new

location for the fourth open water basin within the Northeastern Waterfront (Pier 35 to China Basin) by December 31, 2015.” The findings to the policies recognize that “the removal of Pier 31 could create a suitable replacement for the Northeast Wharf Open Water basin between Pier 29 and Pier 33. In combination with the removal of the shed at the tip of Pier 27-29 to create a pier-end public space, providing public access on the north side of Pier 29, opening Pier 29½ public access and providing the Bayside History Walk in Pier 29, the open water basin created here could provide similar benefits as those eliminated by developing the primary cruise terminal at Pier 27, eliminating the Northeast Wharf Open Water Basin and retaining the Pier 23 shed.” However, if siting an open water basin between Piers 29 and 33 is found to be infeasible during the three-year public planning process between July 2012 and July 2015, the SAP policy requiring the removal of at least 315 feet of the easternmost portion of Pier 23 would remain and no development within this portion of Pier 23 may be authorized until BCDC has approved the replacement open water basin in an amendment to the SAP.

In addition to four open water basins within the Northeastern Waterfront, the amended SAP policies require the creation of a “Fisherman’s Wharf Open Water Basin” and public plaza within the Fisherman’s Wharf area that includes a small craft launch to allow for water recreation and transient boating opportunities. The amended policies require a similar three-year planning process (July 2012-July 2015) to be initiated to develop a plan that includes the open water basin and plaza design and financing.

The Port has agreed to undertake both of these public planning processes to identify the location of a fourth open water basin within the Northeastern Waterfront by December 31, 2015, to develop a plan and implementation requirements for a public plaza and open water basin within the Fisherman’s Wharf area by July 1, 2015, and to amend the SAP to reflect the conclusions of the planning process. These requirements will be reflected in the special conditions to any permit granted for the construction of the cruise ship terminal project at Piers 27-29 to ensure that an appropriate fourth open water basin is created within the Northeastern Waterfront and a public plaza and open water basin is created within Fisherman’s Wharf, as required by the amended SAP (see Exhibit F).

- b. **Northeast Wharf Plaza Policies.** The amended SAP deletes certain policy language for the Northeast Wharf Plaza to reflect its possible siting adjacent to the cruise ship terminal. The new applicable policies state that the plaza design should in part, “consider minor grade changes to create a transition from Herb Caen Way to the Plaza and within the Plaza as a means of adding interest and accommodating different activities”, “be designed to create zones or activity areas”, “support both active and passive recreation uses” and “include a variety of appropriate plaza features, such as landscaping, fountains, a small amphitheater, public art, small kiosks, sheltered areas for activities such as chess and checkers, food carts and temporary seating within the café zones that are clearly incidental to the plaza and that would enliven public recreation and enjoyment of the plaza.” Adjacent commercial uses may spill into and activate the plaza and adjoining public access areas to provide interest and enjoyment for users. The new policies require the plaza to be designed for permanence, the rigors of the marine environment, for high-levels

of public use and reasonable maintenance. The new policies also allow for periodic high-intensity uses and events in the plaza and reasonable provision of vehicle access within the Piers 27-29 portion of the project site if the piers are redeveloped. According to the amended plan implementation policies, the Northeast Wharf Plaza is required to be completed “upon issuance of a certificate of occupancy for the cruise ship terminal at Pier 27 if necessary grants or other funding are available, or within 11 years if necessary grants or other funding are not available.”

The Northeast Wharf Plaza has been designed as an approximately 2.7-acre open space at the south end of Pier 27, fronting along the Embarcadero (see Exhibits I and J). Pursuant to the amended SAP policies, the plaza would serve as a major waterfront park resource to support passive recreational enjoyment and provide expansive public views of San Francisco Bay when ships are not in berth along Pier 27. The plaza has been designed with four distinct features: (1) the Waterfront Edge; (2) the Bay Lawn; (3) the Entry Plaza; and (4) the Embarcadero Edge.

**Waterfront Edge.** The Waterfront Edge allows for both casual and secure pedestrian access to the Bay. The Plaza is designed to integrate approximately 20,500 square feet (0.47 acre) of the adjacent Pier 27 apron except during periods when this apron area must be closed to meet maritime berthing and/or cruise ship berthing security requirements. When this apron area must be closed to meet maritime berthing and/or cruise ship berthing security requirements, a folding fencing system would be rolled into place and the public access experience would be that of viewing large cruise and maritime vessels. The fencing system has been designed to maximize transparency consistent with U.S. Homeland Security requirements, and maximum permeability when opened for public access (see Exhibit J).

**Bay Lawn.** The Bay Lawn is a large grass lawn available for unprogrammed recreation use. According to the applicant, it would be used for informal lunch and picnicking, frisbee, kite flying, ball playing, and many types of spontaneous recreation. The lawn would be constructed in a planter on top of the pier deck and have concrete seatwalls or stairs around its perimeter. Three large specimen trees would be located over an area with greater soil depth and a climbable art element would also be incorporated in this space (see Exhibits H and I).

**Entry Plaza.** The Entry Plaza would serve as the forecourt to the new cruise ship terminal. It is aligned with the Embarcadero crosswalk at Lombard Street and allows space for outdoor tables and seating that could spill out from the historic Beltline Railway building. The belt line building is an historic structure which would be preserved and rehabilitated in the future for restaurant or commercial use that is compatible with the Northeast Wharf Plaza. Plans for the building have not been developed at this time, however, the entry plaza has been designed to incorporate a potential commercial use of this site, and possible outdoor café uses adjacent to the building. The plaza space slopes gently up to the front door of the cruise terminal, where its generous dimensions could accommodate civic gatherings, festivals and welcoming events. A special paving pattern of bold swatches of colored concrete ties in with the cruise terminal building and pile spacing below the deck and directs entry views to the water’s edge (see Exhibits H and I).

**Embarcadero Edge.** The Embarcadero Edge would be finished with a concrete wall

with seating. The height of the wall would be as low as possible but will likely be about 42 inches at its north and south ends bowing up gently to a 60 inch height in the middle. The height is necessary to accommodate the existing pier deck and a minimal depth soil zone for growing the lawn (see Exhibit K).

According to the applicant, the Northeast Wharf Plaza has been designed to be consistent with the amended SAP policies. The plaza incorporates minor grade changes to transition from the Embarcadero to the cruise ship terminal and bay lawn, and to add interest and accommodate different activities. Various activity zones or areas have been created (as described above) to support both active and passive recreation uses at the site. Appropriate plaza features may include landscaping, public art, seating, lighting, and possible commercial uses, such as an outdoor café integrated with the Beltline Building to enliven public recreation and enjoyment of the plaza and allow commercial uses to spill onto the adjoining areas, consistent with the SAP policies for the plaza.

The Port hopes to secure the funding needed to construct the Northeast Wharf Plaza during Phase 2 when the cruise ship terminal building is completed and is being used for maritime use. Funding however is dependent on several factors including voter approval on several bond measures. If funding cannot be secured in time, the Port would construct a level of improvements at the Northeast Wharf Plaza during Phase 2 so that it serves as a usable and attractive public access space until sufficient funding can be obtained. The plaza would be required to provide a smooth paved surface area that is barrier-free, and include railing protection where needed for grade changes at the site, a minimum of 20 benches, sculptural or art elements to enliven the area in the interim, lighting and other means to create a more aesthetically pleasing site, and to provide some form of programming that could include cultural events, limited food cart vendors, or other free and accessible events to draw the public to the space. The final design of a possible “interim” Northeast Wharf Plaza during Phase 2, including the exact number and placement of benches and other improvements at the site, would be reviewed by the Design Review Board and subject to final plan review.

In Phase 3, additional improvements at the Northeast Wharf Plaza would include construction of a Northeast Wharf Plaza restroom, and, if funding has not been obtained in Phase 2, final build-out of the Northeast Wharf Plaza improvements (to be completed no later than 11 years from the issuance of a certificate of occupancy for the cruise terminal building).

- c. **Public Access and Plan Implementation Policies.** The SAP includes public access policies for the development of “large piers” which includes the redevelopment of Piers 27-29 that would result in the substantial increase of the intensity of development at the site. The policies require public access to consist of: perimeter public access; significant park(s)/plaza(s) on the pier perimeter; additional areas such as small parks or plazas integrated into the perimeter access; significant view corridors to the Bay from points on the pier which by their location have more of a relationship to the water than to the project; and the Bayside History Walk (on Pier 29).

The SAP amendments approved by the Commission on March 1, 2012, include

alternative public benefits and public access associated with the siting of the cruise ship terminal at Pier 27. The policies state that, “if the cruise ship terminal or other maritime use is developed at Pier 27, provide pier perimeter public access to the north apron of Pier 29, a Bayside History Walk through Pier 29 or Pier 29½ connecting the Embarcadero Promenade to the north apron of Pier 29 and Phase 1 of the pier end open space at Pier 27-29. Within five years of certificate of occupancy for the cruise ship terminal at Pier 27, or 11 years if funding is not available, provide public access on the north apron of Pier 19, the south apron of Pier 23, the Pier 19½ apron, the Pier 29½ apron and provide public access through the Pier 19½ and Pier 29½ connector buildings.”

Exhibit E illustrates the proposed public access that would be provided on the Piers 27-29 site and Exhibit F illustrates the additional off-site public access areas that would be provided, consistent with the SAP policies.

**Pier 27 Apron and Pier 27 Tip.** At Piers 27-29, the approximately 148,825-square-foot (3.42 acre) Pier 27 apron area and Pier 27 tip would be closed off to public access for much of the year (up to 240 days if 80 ship calls occur in a year) to meet cruise and other maritime berthing needs. The approximately 1,320-foot-long Pier 27 apron is the Port’s longest berth north of China Basin Channel, which was a key consideration in selecting Pier 27 for the cruise terminal. Cruise ships and large U.S. Navy vessels will require use of the entire apron and U.S. Homeland Security regulations impose requirements that would preclude public access on the apron when these ships are in berth. The Pier 27 tip would be used for provisioning of cruise ships and as needed to support other maritime vessels that call at Pier 27 and would need to be closed off from public access during these uses. The project includes a modular, foldable fencing system to secure these maritime areas. The proposed fence is 10 feet tall and would have vertical pickets to maximize transparency and allow the public to view maritime and cruise provisioning operations from a safe distance. The fence would fold open or closed from posts stationed at the light poles, and be further secured at intermediate bollards (see Exhibit J). When the apron is open for public access, the retractable, segmented fencing would be folded open, accordion-style, to allow full access to the Pier 27 apron and tip.

Along the Pier 27 apron, there are two points where fences could be secured. During cruise or U.S. Navy vessel calls, when regulations require the entire apron to be closed to public access, the fence would close off the Pier 27 apron from the Northeast Wharf Plaza, approximately 120 feet from the Embarcadero (see Exhibit C). When smaller ships berth at this location however, the fence could be secured at the edge of the cruise terminal building, approximately 480-feet further north from the Embarcadero edge to allow for approximately 20,500 square feet (0.47 acre) of the Pier 27 apron for public access use, directly from the Northeast Wharf Plaza (see Exhibit C).

**Walkways Along Piers 27 and 29 Adjacent to GTA and Pier 29 Bayside History Walk.** The Port would provide an approximately 20-foot-wide and 525-foot-long public access walkway along the Pier 29 shed adjacent to the GTA and a 20-foot-wide and 500-foot-long public access walkway along the Pier 27 cruise terminal adjacent to the GTA and would allow access out to the Piers 27-29 tip when the area is open

and not needed for maritime. During maritime use when the Pier 27 tip is closed, the Pier 29 apron and tip would be accessible through the Bayside History Walk through the Pier 29 shed and through a public access corridor through the eastern portion of the Pier 29 shed (see Exhibit C). As discussed further below (see “**Pier 29 Apron and Pier 29 Tip**”), the Port is exploring the opportunity to relocate maritime storage/forklift activities currently planned for the northeast end of the Pier 29 shed and to extend the walkway between the Pier 29 shed and the GTA out to the end of the Pier 29 tip at all times. This change would eliminate the need for the internal public access corridor within Pier 29 to the pier tip. Connections to the Piers 27-29 tip could be further enhanced with future development of the Pier 29 shed and development of the Pier 29 ½ shed for public access.

**Pier 29 Apron and Pier 29 Tip.** At Pier 29, an approximately 53,297-square-foot area of the north apron and the Pier 29 Tip is currently proposed for year-round public access. The fence system between the Pier 27 tip and the Pier 29 tip, when used for cruise ship provisioning, would provide transparency when in the closed position and, when there is no maritime use, would open to allow access to the entire tip of Piers 27-29. According to the applicant, whether in public access or maritime use, the public access features would be interconnected and provide for the public to get out to the end of the pier for open water and maritime views.

The amount of the Pier 29 shed to be demolished is still under study and could result in up to 35,000 square feet of shed area being removed, or result in some public access being provided through the shed to provide a route to the Pier 29 tip during maritime use. The final amount of shed removal and construction of a permanent endwall to enclose the shed would require further review and approval by BCDC prior to Phase 2. The Port also is exploring an opportunity to possibly relocate maritime storage/forklift activities that are currently programmed to occur at the back of the Pier 29 shed and to incorporate these uses closer to the Pier 27 tip. If this were to occur, the security fencing dividing the Pier 27 and Pier 29 tip during maritime activities could be moved further east closer to Pier 27 and could allow

full access to the Pier 29 tip at all times through the walkway between Pier 29 and the GTA. The Port is still conducting a cost estimate of such a change but may propose this at a later date. This change would increase public access along the Pier 29 GTA pathway and the Pier 29 tip by approximately 2,000 square feet.

The Piers 27-29 tip would be programmed and designed for an array of different activities and uses, including special events, concerts, art installations, etc. The Design Review Board expressed interest in learning about the types of public access amenities and activities that would attract and appeal to the public and draw people out to the end when the Pier 27 tip is not needed for maritime function. The Port proposes to use the experience over the next three years to gather information on the use of the Pier 27 tip. This three-year period would also allow the Port to assess its experience in managing the Port's vessel berth assignments elsewhere along the waterfront and inform the Port on how best to manage maritime operations at this site and uphold its commitment to meeting the Port and BCDC's shared public access goals at Pier 27.

**Piers 19 and 23 Aprons and Piers 19½ and 29½ Connector Buildings.** (See Exhibit F). Within five years of certificate of occupancy of the cruise terminal building or 11 years if funding is unavailable, the north and east aprons of Pier 19, the south and east aprons of Pier 23, the aprons of Piers 19½ and 29½, and connections through the Piers 19½ and 29½ connector buildings would be provided for public access (see Exhibit F). These areas are estimated to be approximately 61,500-square feet (1.75 acre) in size. These areas will be further developed and improved by the Port for BCDC's consideration and review.

Both the on-site public access areas and off-site public access areas would be provided as part of the cruise ship terminal project and required in the permit, consistent with the SAP policies.

- d. **Waterfront Design, Bay Views, and Transportation and Parking Policies.** The SAP states that, "development should take advantage of its location on the Bay and reflect and recognize the unique identity of the waterfront districts established by street pattern, building scale, materials, landscaping, land uses and public access areas", should "encourag[e] transparent buildings and other design treatments", "include a regularly spaced series of architectural treatments" to visually emphasize the length of the pier, "...enclose all servicing facilities within structures and shield them from public view" and "prohibit exterior storage of a temporary or permanent nature except for maritime uses." The SAP policies on Bay views state that, "public overlooks and viewing areas with convenient pedestrian access should be provided on piers, including in areas of maritime...where safety and use considerations permit" and that minor encroachments into view corridors may be permitted, "where the encroaching element has a distinct maritime character..." "where essential maritime facilities cannot reasonably be located and designed to avoid view blockage" and that "views of the water should be maximized by designing handrails, fences...and other shoreline accessory structures with maximum practicable transparency."

The policies for the Northeast Wharf Plaza state, "reasonable provision for vehicle access to the Pier 27-29 portion of the project site should be included in any BCDC

permit issued for the redevelopment of Piers 27-31". The policies on Transportation and Parking state, "preserve the Embarcadero as a continuous automobile, transit and bicycle access corridor with pedestrian promenade improvements along Herb Caen Way" and "parking on piers will be planned to minimize adverse impacts on public access through such measures as avoiding queuing that extends

over Herb Caen Way or other public access areas...and using special paving, signing and other design treatments at crosswalks and other pedestrian-vehicle interfaces to identify the joint use and ensure a pedestrian-friendly environment.”

**Cruise Terminal Building.** (See Exhibits L, M and N). The proposed cruise ship terminal is sized to handle vessels up to 1,200 feet long and carrying 2,600 passengers and is designed with additional capacity at key areas to allow it to service vessels carrying as many as 4,000 passengers. The cruise terminal is comprised of various spaces in roughly four categories: embarkation spaces; debarkation spaces; customs and border patrol offices; and utility or support spaces. The second floor of the terminal is dedicated to passenger processing and waiting areas for both the embarkation and debarkation processes, while the ground floor houses a large warehouse-like baggage lay-down area, an office suite for the Customs and Border Patrol operations, and various building support spaces such as electrical and mechanical rooms. The cruise terminal building would be constructed on top of the existing Pier 27 concrete deck. The building would use a steel structural column grid design that would align with the existing concrete pier piles beneath the pier deck, along with a lateral force resisting system consisting of steel moment frames. The building’s second-floor structure would consist of concrete fill over a steel metal deck supported by steel beams and girder framing. The building roof structure would consist of a steel metal deck supported by steel beams and girder framing.

The two-story configuration would separate passenger embarkation/disembarkation areas from provisioning and baggage handling areas. The building’s first floor would contain the building entrance/lobby; elevators and escalators, and stairs to provide access to and from the second floor for embarking/disembarking passengers; a large baggage claim area; a Customs and Border Protection (CBP) office suite; restrooms; and various utility and storage rooms. The CBP office suite would contain CBP-associated office space, interrogation rooms, holding facilities, and storage. A secure outdoor area located east of and adjacent to the cruise terminal building would serve as an additional area for baggage laydown.

The second floor would contain the cruise terminal check-in and waiting/seating area, primary CBP processing area, a concourse walkway providing passenger access to/from the gangway, security screening facilities, additional CBP space and other security offices, restrooms, and utility space. The concourse would be located parallel to the cruise ship and would allow access to the cruise ship’s passenger doors. Since the location of passenger doors varies for different cruise ships, the concourse would be several hundred feet long. Similarly, an automated self-propelled gangway would be used to move along the Pier 27 apron to provide easy alignment with the cruise ship passenger doors.

The height of most of the building would be 40 feet above the Pier 27 deck, although some roof core elements would be as high as 46 feet. The exterior materials used for the building would consist of corrugated metal panels (including much of the building west wall facing the proposed ground transportation area), and glazed windows (including large portions of the building south end in the vicinity of the lobby, and the east-facing second floor). The building roof would be installed with skylights to provide additional natural

lighting. The roof would also be constructed to accommodate the potential for installation of solar panels in the future. According to the applicant, the terminal has a strong connection to the site and its greater surroundings both in terms of physical access and views. The eastern edge of the building provides working apron access as well as views of berthed maritime vessels, or of the San Francisco Bay when the terminal is used for special events. The south end of the terminal opens directly onto the Northeast Wharf Plaza allowing the terminal and plaza to activate and strengthen each other. The embarkation lobby at the south end of the terminal also offers views of the City, including iconic structures such as the Transamerica Pyramid and Coit Tower. The goal of the Port is to provide a project that will earn a Silver or better Certification under the Leadership in Energy and Environmental Design (LEED) guidelines.

<b>Cruise Terminal Building Summary</b>	
Number of Stories	2
Floor Area	Level 1: 46,061 square feet Level 2: 45,135 square feet Total 91,196 square feet
Building Height (above grade plane)	40 feet to roof 46 feet to core elements
Building Length (enclosed space) Roof length (with overhangs)	504 feet 520 feet
Building Width (variable)	35-116 feet
Construction	Steel Frame with Concrete Fill
Exterior	Glazing / Modular Metal Panels

**Cruise Terminal Utilities.** The Cruise Terminal project site would require a number of utility improvements to serve the cruise terminal. The cruise terminal building would be served by new domestic water distribution lines, emergency fire, water distribution lines, wastewater collection lines, electricity and natural gas utilities, and communications. These proposed utilities would connect to existing utility infrastructure within The Embarcadero.

Rainwater that falls on the cruise terminal roof would be collected and may be harvested for re-use on site. The reclaimed water could be distributed via reclaimed water distribution lines to building reclaimed water fixtures, landscaping, and other potential uses. The cruise terminal building would also be equipped for connection to a future reclaimed water line in The Embarcadero, when such service becomes available. Other outdoor areas on the site, such as the GTA and/or pier apron, would be served by stormwater improvements (e.g., catch basins and stormwater filters) and electrical lines (e.g., for night lighting).

Shoreside power infrastructure would power cruise ships while berthed at the

pier. The shoreside power substation would be relocated to an open air electrical yard just east of the cruise terminal building. The shoreside power system would be upgraded from 12 MW to 20 MW to support the larger cruise ships. This would require installation of larger cables through the switchboard in Pier 29 to draw more power from PG&E, and could also require new conduits, cables and utility work in portions of adjacent Embarcadero promenade and street areas.

**Landscaping and Architectural Treatments.** (See Exhibit N). The cruise terminal would contain a combination of hardscape and softscape improvements that serve passenger access to the terminal and public access. Hardscape improvements would include the installation of a system of ground pavers within the area adjacent to the length of the west and south sides of the cruise terminal building, including the taxi pickup/drop-off area. Public art would be incorporated in the final site planning details, including possibly within the entry plaza area and the lawn area. Other vehicular circulation areas within the GTA would be paved with asphalt using thermoplastic paint for ground markings/stripping. The public access improvements include tree planting along the vehicular entrance aisle to the GTA, and planting areas installed between the GTA bus parking areas and the adjacent taxi pickup/drop-off area and the Northwest Wharf Plaza. As described briefly above, the fencing system needed to separate the public access areas from maritime areas for security has been designed with maximum transparency. The fence would be 10 feet tall with vertical pickets and would fold open or closed from posts stationed at the light poles that are spaced 48 feet on center. Lighting fixtures, illumination specifications and layout have been planned to meet the needs of cruise operations and security, as well as provide for an attractive pedestrian setting in public access areas. The lightpoles have been sited and distributed throughout the site to delineate the path from the Embarcadero to the furthest point out on the tip. Benches, litter receptacles and other improvements, including possible windscreens at the Pier 29 tip would be provided and subject to final plan review.

**Ground Transportation Area (GTA).** Within the Piers 27-29 valley area, a 2.7-acre Ground Transportation Area (GTA) is proposed to provide sufficient space to support access, drop-off, and exiting by trucks, taxis, buses and passenger vehicles to meet both cruise ship provisioning and passenger loading needs of the cruise terminal. The siting of the GTA within this area would be consistent with the SAP policies allowing the “reasonable provision of vehicle access” within this space. The GTA circulation and operation plan would include vehicle queuing, and is designed to remedy traffic congestion and transportation conflicts currently experienced along the Embarcadero roadway and promenade related to existing operations at the Pier 35 cruise terminal. The GTA would be striped to provide separated access and circulation for buses, taxis and vehicles dropping off and picking up passengers, with management provided by transportation control personnel. The managed operation of the GTA would also include schedules and designated areas to accommodate provisioning trucks that deliver supplies and services for the cruise ships before and after passenger embark/debark periods. As part of cruise ship operations planning, the cruise terminal would use a number of staff to ensure efficient and safe vehicular, bicycle, and pedestrian circulation at and adjacent to the cruise terminal. This would include the use of traffic monitors at the cruise terminal entrance at the Embarcadero to monitor vehicular, bicycle and pedestrian ingress and egress, serve as safety crossing guards, and provide way-finding assistance for provisioning trucks to designated pick-up/drop-off areas. Within the GTA, cruise terminal ground staff would direct passengers to their connecting transportation or terminal arrival area. In addition, porters-baggage staff would attend to passenger baggage and ship provision handling.

Finally, security personnel would monitor terminal access and screen passengers, baggage, provisions and vehicles.

The GTA also is proposed to be used for special events when it is not needed to support cruise or other maritime berthing operations, and/or as special event support space for visitor parking, staging and work areas for caterers,

entertainment and event managers. Special events may be held for both public and private purposes. In both situations, special event space would be designed so as to not adversely affect the public's ability to use required public access areas.

The Commission should determine whether the project would be consistent with the *San Francisco Waterfront Special Area Plan*.

2. **Fill.** The Commission may allow fill only when it meets the requirements identified in Section 66605 of the McAteer-Petris Act, which states, in part, that: (a) fill "should be limited to water-oriented uses (such as water-oriented recreation or public assembly) or "minor fill for improving shoreline appearance and public access"; (b) fill in the Bay should be approved only when "no alternative upland location" is available; (c) fill should be "the minimum amount necessary to achieve the purpose of the fill"; (d) "the nature, location, and extent of any fill should be such that it will minimize harmful effects to the Bay area, such as, the reduction or impairment of the volume, surface area or circulation of water, water quality, fertility of marshes or fish or wildlife resources, or other conditions impacting the environment..."; and (e) "fill should be authorized when the applicant has such valid title to the properties in question that he or she may fill them in the manner and for the uses to be approved."

- a. **Water-Oriented Use.** In 2000, the Bay Plan and the Waterfront SAP were amended to alter BCDC's policies on fill removal and permitted uses on piers between China Basin and Pier 35, by setting aside the McAteer-Petris Act requirement that uses on piers in these areas must be water-oriented so long as projects in these areas are consistent with the SAP and their use is consistent with the public trust. Although the SAP sets aside the water-oriented test requirement in this location, all of the project's proposed fill in the Bay is necessary to use the site primarily as a cruise ship terminal, a maritime and water-oriented use, and for public access.

When the cruise terminal is not being used for vessel calls, the Port proposes to use the cruise terminal and GTA for other special event purposes. According to the applicant, "the architectural design and layout of the cruise terminal building has been designed to create an inviting, attractive venue for special events and activities that can support active, publicly-oriented uses during the cruise off-season." Uses proposed include conferences and public or private gatherings, and maritime-oriented events such as Fleet Week and diplomatic visits by foreign government vessels. The Port estimates that up to 100 shared-use events could occur at the cruise terminal site annually and could use both the approximately 46,000 square feet of interior space within the cruise terminal and the GTA area for temporary installation such as tents, stands, and stages, and outdoor public gatherings. Although the SAP sets aside the water-oriented test requirement in this location as explained above, these additional special event uses could satisfy the water-oriented criteria of the McAteer-Petris Act in that the fill would be used for water-oriented recreation or public assembly.

- b. **Alternative Upland Location.** All of the proposed fill in the Bay would be to strengthen the Piers 27-29 substructure and fendering for vessel berthing, a use that must be located on or directly adjacent to Bay waters with sufficient water depth to accommodate vessel drafts. Thus, there is no alternative upland location for the project.

- c. **Minimum Amount Necessary.** The project would result in a total of 984 square feet and 1,410 cubic yards of Bay fill. This fill includes new piles, pile jackets and fenders needed to support the pier deck and strengthen the fendering system along the Pier 27 apron. The applicant states that the proposed solid fill would be the minimum

amount necessary to repair the piers' substructure and fendering system to a level of safety necessary to support the cruise ship terminal, public access, and allow for ships to berth alongside Pier 27.

- d. **Effects on Bay Resources** (See also discussions below on "**Natural Resources**"). The Bay Plan policies on water surface area and volume state that, "the surface area and volume of the Bay should be kept as large as possible in order to maximize active oxygen interchange, vigorous circulation, and effective tidal action" and that "water circulation in the Bay should be maintained, and improved as much as possible." These policies also state that "any proposed fills, dikes or piers should be thoroughly evaluated to determine their effects on water circulation and then modified as necessary to improve circulation or at least to minimize any harmful effects."

The proposed new fill would be primarily located within the footprint of the existing piers structure and would have minimal effect on existing Bay surface area, the circulation of Bay waters, and tidal marsh habitat.

- e. **Valid Title.** The City of San Francisco has legal ownership of the area where the proposed work would occur.

The Commission should determine whether the project is consistent with its law and policies regarding Bay fill.

### 3. **Public Access**

- a. **Maximum Feasible Public Access.** Section 66602 of the McAteer-Petris Act states, in part, that "...existing public access to the shoreline and waters of the...[Bay] is inadequate and that maximum feasible public access, consistent with a proposed project, should be provided." In addition, the Bay Plan policies on public access state, in part, that "a proposed fill project should increase public access to the Bay to the maximum extent feasible..." and that "access to and along the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available." According to the Waterfront SAP public access policies, "for a major development project occupying all or most of a pier(s), a project that provides 35% of the project pier area for public access should be deemed to provide maximum feasible public access" and public access should not include any area dedicated to the Northeast Wharf Plaza required in the SAP. (See also, discussion in "**San Francisco Waterfront Special Area Plan**" section above).

Piers 27-29 occupy considerable frontage along the Embarcadero between Sansome and Battery Streets (cross streets are Lombard and Chestnut) within the Northeast Waterfront neighborhood. The primary uses within Piers 27-29 were previously parking fleet operations for a transportation services company, and storage. Pier 27 has long been in continuous maritime use for berthing deep-draft vessels. In addition to providing a secondary berth for passenger cruise ships, Pier 27 provides berthing for military, large research vessels and ceremonial ships. There is currently a 400-foot-long by 10-foot-wide required public access pathway along the south apron of Pier 27, pursuant to BCDC Permit No. M09-19, issued for the installation of shoreside power equipment in 2010. As described above, the Port would provide approximately 209,533 square feet (4.81 acres) of public access on-site at all times of

the year, which would be available when cruise ships or other vessels are berthed at Pier 27. This would include the Northeast Wharf Plaza, the Pier 29 tip, the north apron of Pier 29, pathways between Piers 27 and 29 and the GTA area, and the Bayside History Walk within the Pier 29 shed (see Exhibit F). When security requirements are not in place for cruise ships and maritime activity, the Pier 27 apron and the Pier 27 tip would provide an additional 148,825 square feet (3.42 acres) of public access. The gate system between the public access (Pier 29 tip) and provisioning area (Pier 27 tip) would provide transparency in the closed position and when there is no maritime use, would open to allow access to the tip of Piers 27-29 in its entirety, east of the cruise terminal building. To protect public safety and provide security for the cruise terminal facility, including gangway and shoreside power installation, the Port proposes to close the Piers 27 and 29 aprons and the tip at night, approximately 10 p.m. to 8 a.m. The Northeast Wharf Plaza would remain open at all times. If the Port is able to relocate storage/forklift operations from the end of the Pier 29 shed and move the security fencing separating the Pier 27 and Pier 29 tip further east, an additional 2,000 square feet of year-round public access would be provided in a larger Pier 29 tip and the extension of the walkway between the Pier 29 shed and the GTA.

As stated above, the Port is developing plans to demolish up to approximately 35,000 square feet (0.80 acres) of the eastern end of the Pier 29 pier shed. The public access quantities described in this report are based on the assumption that the entire 35,000 square feet would be removed and that square footage would be provided for public access. Therefore, if all or a portion of the shed is retained, the public access quantities described in this document would be revised downward by an amount equal to the square footage of shed retention.

The number of cruise ships and maritime vessel calls vary from year to year in San Francisco but the Port estimates that cruise ship calls have ranged between 40 and 80 each season, a trend that is expected to continue. Depending on arrival and departure times, cruise ships may require use of the secured areas one day before and one day after the cruise call to provision the ships. In addition, the Port expects to host a variety of other visiting vessels at the Pier 27 apron, including tall ships, research vessels, military vessels from other countries and U.S. Navy vessels that may require security closures that could preclude or restrict use of the public access areas. In the past, the Port has estimated that the secured areas would be unavailable for public access approximately half the year. However, this number is likely to fluctuate from year to year. When the cruise terminal facilities are not scheduled for maritime use, the Port has committed to opening this area to public access. By December of each year, the Port has a substantially complete (85-90%) schedule of cruise calls, and other ceremonial and visiting vessels, for the upcoming year. The Port has proposed to share the vessel call schedule with BCDC each year so that both agencies have a consistent understanding of the shared maritime and public access use of the Pier 27 facilities each year.

Although the secured public access/maritime areas of the site would be unavailable for public access for much of the year, with these areas included and excluding the Northeast Wharf Plaza, the project would provide approximately 37% of the project site (Piers 27-29, excluding the Northeast Wharf Plaza) for public access. If these

public access/maritime areas are excluded completely from the calculation, the project would provide 14% of the project site for public access. Because these secured areas (Pier 27 apron and Pier 27 tip) are expected to be available for public access certain times of the year when not needed for maritime activity, the percent of on-site public access provided at the site could be reasonably estimated to be between 14% and 37%. In addition, to offset the loss of year-round public access within the maritime areas on-site, off-site public access would be provided, pursuant to the amended Waterfront SAP policies. Approximately 61,500 square feet (1.41 acres) of additional public access would be provided along the north and east aprons of Pier 19, the south and east aprons of Pier 23, the aprons of Piers 19½ and 29½, and

connections through the Piers 19½ and 29½ connector buildings. These areas would be added to the total public access provided on-site, although not until Phase 3 of the project (11 years after a certificate of occupancy is issued for the cruise terminal).

- b. **Barrier Free Access.** The Bay Plan policies state that public access improvements “should permit barrier free access for the physically handicapped to the maximum extent.”

All proposed public access areas would be accessible, as defined by the Americans with Disabilities Act (ADA). Based on feedback from the Design Review Board, the Northeast Wharf Plaza was redesigned to ensure a smoother transition from the Embarcadero to the plaza, and up to the plaza from other points on the site. The Northeast Wharf plaza contains several ramps and other features to ensure that the site is barrier-free both in the interim (if funding is not secured to complete the full build-out of the Northeast Wharf Plaza) and upon full build-out.

- c. **Appearance, Design, and Scenic Views.** The Bay Plan policies on appearance, design, and scenic views state, in part, that “...maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore” and that “local government should be encouraged to eliminate inappropriate shoreline uses and poor quality shoreline conditions.”

The proposed project would convert the parking, storage, office, sporting and theatrical uses at Piers 27-29 into the primary cruise terminal facility for San Francisco. Existing facilities associated with tenants on Piers 27-29, including the Teatro Zinzanni tent facility and the soccer field, have been removed as part of this project. In addition, the entire Pier 27 shed, a portion of the Pier 29 shed, and the Pier 27 Annex office building would also be demolished, greatly opening up views of the Bay, both from the Embarcadero and from the Pier tip. Removal of the monolithic Pier 27 shed that currently imposes on the Embarcadero would reveal the new cruise terminal, smaller and set back behind the Northeast Wharf Plaza. The new building would be constructed with corrugated metal panels and glazed windows with a wavy roofline that corresponds to the Bay environment. When a ship is in port, views from the Embarcadero would be of the cruise ships. When ships are not in Port, views would be of the Bay and the adjacent Pier 23 shed from the Embarcadero.

The Commission should determine whether the proposed project is consistent with the Bay Plan policies regarding public access and appearance, design and scenic views.

#### 4. **Natural Resources Policies**

- a. **Fish, Other Aquatic Organisms and Wildlife.** The Bay Plan policies on fish, other aquatic organisms and wildlife state, in part, that “the Commission should consult with the California Department of Fish and Game and the U.S. Fish and Wildlife Service or the National Marine Fisheries Service whenever a proposed project may adversely affect an endangered or threatened plant, fish, other aquatic organism or wildlife species...and give appropriate consideration of (their) recommendations in order to avoid possible adverse impacts of a proposed project on fish, other aquatic organisms and wildlife habitat.”

The Final Environmental Impact Report (FEIR) for the proposed project, which was certified by the City and County of San Francisco's Planning Department on December 15, 2011, found that impacts to threatened, endangered or protected species, either directly or through habitat modifications would be less than significant with mitigation. There are no known eelgrass beds or other scarce or biologically significant habitats that occur within the project footprint that would be affected by the project. Pier 27 has been periodically dredged as part of the Port's maintenance dredging program since the mid-1980s to provide the necessary depth for commercial vessel docking and maneuvering. Based on this dredging activity, sediments in the vicinity of Pier 27 consist of clays and silts. According to the applicant, the predominant seafloor habitat in the project area is unconsolidated soft sediment composed of a combination of mud/silt/clay, sand and pebble/cobble, with varying amounts of intermixed shell fragments. The concrete, wood, and composite pier and wharf pilings provide intertidal and subtidal habitat for marine biota including barnacles, hybrid bay mussel, green algae, and the native Olympia oyster.

Biological Assessments were prepared for the California Department Fish and Game (CDFG), the U.S. Fish and Wildlife Service (USFWS) and NOAA's National Marine Fisheries Service (NMFS), and cover the entire 34<sup>th</sup> America's Cup project and James R. Hermann Cruise Terminal project. The Biological Assessments include the following mitigation measures and BMPs with respect to pile-driving and pile-wrapping activities. The applicant proposes to use a vibratory hammer rather than an impact hammer to install the proposed steel piles to the maximum extent practicable to minimize the effects associated with elevated under-water sound levels during pile driving. However, it is anticipated that an impact hammer will be needed to drive the last 15 to 25 feet of the steel piles, and an impact hammer will be required to drive the proposed concrete piles. The applicant would limit impact pile driving to between June 1 and November 30 to avoid potential impacts on fish species, and would use a wood cushion block between the pile and either a bubble curtain or air barrier to attenuate sound levels. In addition, the applicant will use a "soft start" during pile driving to give marine mammals an opportunity to vacate the area. The applicant also proposes to implement a NMFS-approved sound attenuation monitoring plan, to have a NMFS-approved biological monitor present before and during pile driving, to halt pile driving if marine mammals are observed within 500 meters of the project site, and to maintain air sound levels below 90 dBA when seals or sea lions are present.

The Biological Assessment for CDFG concluded that due in large part to the project location in an area generally devoid of sensitive habitat, and with implementation of the identified avoidance and minimization measures, the project would not cause a take of any state listed species.

The Biological Assessment for USFWS which also covers the entire proposed America's Cup event (not just the work proposed at Piers 27-29 for the cruise terminal project) identifies potential effects on longfin smelt from noise related to pile driving. The longfin smelt is a State-listed endangered species and is currently under consideration as a special status species by the USFWS. The BA concluded

that with implementation of the pile-driving impact avoidance measures discussed above, the project was not likely to adversely affect the longfin smelt.

The Biological Assessment for NMFS identified four ESA-listed species and critical habitats that may be affected by the cruise terminal project as well as the entire America's Cup event, including green sturgeon, Central California Coast steelhead, California Central Valley steelhead, and Central Valley Chinook salmon. It also identified critical habitat for green sturgeon, Central California Coast steelhead, California Central Valley steelhead, Central Valley Chinook salmon, and Sacramento River winter-run Chinook salmon and essential fish habitat for 20 species of commercially important fish and sharks managed under three federal fisheries management plans. The BA concludes that the avoidance and minimization measures discussed above for pile driving will ensure that pile-driving noise remains below levels known to result in acute barotraumas and limit the extent of impacts, but that the proposed pile driving activities can be expected to result in minimal, short term loss of access to foraging habitat as fish avoid the affected area during pile driving activities.

The NMFS BA also states that no marine mammals listed as endangered or threatened under the federal Endangered Species Act, nor as having depleted populations under the Marine Mammal Protection Act (MMPA), occur within San Francisco Bay and that potential effects of the proposed project on marine mammals will be addressed in an Incidental Harassment Authorization (IHA) permit under the MMPA as discussed below.

On January 19, 2012, the applicant submitted an IHA permit application to NMFS for both the cruise terminal project as well as the entire America's Cup event. The IHA permit application evaluates the potential effects of both the cruise terminal project and the America's Cup on the Pacific harbor seals, California sea lions, elephant seals and harbor porpoises. As stated in the IHA permit application, the cruise terminal project is likely to result in temporary disturbance or "Level B" harassment of Pacific harbor seals, California sea lions, elephant seals and harbor porpoises, as a result of acoustic disturbance associated with the pile-driving activities. "Level B" harassment is defined as behavioral harassment and is below the threshold for physical injury ("Level A"). The applicant has requested an authorization from NMFS for incidental take by "Level B" harassment due to pile driving during a maximum of 33 days for: 2 harbor seals per a pile driving day, 1 California sea lion per a pile driving day, 1 harbor porpoise per a pile driving day, and 2 elephant seals (to be extremely conservative the applicant is requesting take for elephant seals based on recent occasional sightings). An incidental harassment authorization would be obtained from NMFS within 60 days of the date that the pile-driving activities would occur.

- b. **Water Quality Policies.** The Bay Plan policies on Water Quality state, in part that "Bay water pollution should be prevented to the greatest extent feasible. The Bay's tidal marshes, tidal flats, and water surface area and volume should be conserved and, whenever possible, restored and increased to protect and improve water quality." The policies also state that "[w]ater quality in all parts of the Bay should be maintained at a level that will support and promote the beneficial uses of the Bay as identified in the San Francisco Bay Regional Water Quality Control Board's (RWQCB)

Basin Plan and should be protected from all harmful or potentially harmful pollutants." The policies, recommendations, decisions, advice, and authority of the State Water Resources Control Board and the Regional Board should be the basis for carrying out the Commission's water quality responsibilities." Finally, the Bay Plan policies on Water Quality state that "new projects should be sited, designed, constructed, and maintained to prevent or, if prevention is infeasible, to minimize the discharge of pollutants into the Bay by: (a) controlling pollutant sources at the project site; (b) using construction materials that contain nonpolluting materials; and (c) applying appropriate, accepted, and effective best management practices; especially where water dispersion is poor and near shellfish beds and other significant biotic resources."

The FEIR for the project found that with mitigation measures requiring implementation of best management practices related to equipment fueling and materials storage and handling, and a spill prevention control and countermeasure plan, the impact of the project on water quality would be reduced to less than significant.

The project is required to be undertaken in accordance with the State Water Resources Control Board General Construction Permit, which requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes project-specific water quality protection best management practices (BMPs) designed to prevent pollutants from contacting stormwater and to keep all products of erosion from moving offsite into receiving waters. The SWPPP will identify pollutant sources within the construction area and recommend site-specific BMPs regarding control of sediments in runoff and storage and use of hazardous materials to prevent discharge of pollutants into stormwater. Routine inspection of all BMPs is required under the General Construction Permit.

On February 13, 2012, the RWQCB issued a Conditional Water Quality Certification (WQC) for the 34<sup>th</sup> America's Cup Races and James R. Herman Cruise Terminal projects, in accordance with Section 401 of the federal Clean Water Act. The WQC requires the applicant to prepare several plans including a Spill Prevention Control and Countermeasure Plan (SPCCP) and Materials Management Disposal Plan (MMDP) that include BMPs that address how the project would prevent and clean up accidental discharges of debris into the Bay and handle and dispose of waste materials. The materials management program is required to include measures to prevent any debris from falling into the Bay during construction to the maximum extent practicable. Such measures include mooring barges in a position to capture and contain debris generated during substructure or in-water work, storing all hazardous materials in upland storage trailers, and covering construction materials every night and during any rainfall events. In the event that debris does reach the Bay, personnel in workboats within the work area would be required to immediately retrieve the debris for proper handling and disposal. These measures will be identified in the SWPPP. In addition, the applicant is required to prepare an Invasive Species Control Plan (ISCP) that addresses protocols for preventing the introduction of new invasive species to the Bay.

As mitigation for pollutant loads in post-construction stormwater from replaced impervious surfaces at Piers 27-29, the WQC requires the applicant to implement post-construction stormwater BMPs that include a rainwater harvesting and

distribution system, biofiltration planters, impervious surface replacement with pervious landscaping, and media filters containing dual media cartridges designed to remove metals, hydrocarbons, and sediment. The project would also implement a post-construction storm water control plan in accordance with the requirements of the San Francisco Stormwater Management Ordinance and the Port's Stormwater Design Guidelines. The Stormwater Control Plan will specify how the project will comply with San Francisco's stormwater design performance measures.

The RWQCB found that because the project is water dependent, the impacts could not be avoided entirely but that the applicant minimized impacts to the maximum extent practicable and impacts would be further minimized with implementation of the required mitigation measures and reporting requirements in the WQC.

The Commission should determine whether the project is consistent with its laws and policies regarding natural resources.

## B. Review Boards

1. **Design Review Board.** The Commission's Design Review Board (Board) and the Port's Waterfront Design Advisory Committee (Committee) jointly reviewed the proposed Cruise Terminal and NE Wharf Plaza at three meetings which occurred on May 9, 2011, October 17, 2011, and January 9, 2012.

At the first meeting on May 9, 2011, the Board and Committee members expressed high regard for the design of the terminal building while also stating that the plaza design and public spaces needed to be more fully developed. Specifically, they felt that the complex grade changes should be further refined and simplified, that more attention should be given to the fence proposed along the apron, that a stronger link should be made between the plaza and pier tip (through the GTA and past the proposed sallyport), and that the proposed commercial gatehouse buildings near Pier 23 should be removed. The Board and Committee also expressed concern about the use of the GTA as a parking lot on non-cruise days.

Prior to the second review, the applicant made several changes to the proposed design. The Port prepared two alternative ramp designs for accessing the lawn area (one zig-zagging up from the Embarcadero and one long, curved ramp). They revised the apron fence design to maximize transparency and provided more information on how the sallyport would function. The commercial gatehouse buildings were removed from the plan. A public restroom and a large piece of climbable art were added. The Port also proposed that the tip of the pier would be closed for public access for approximately half of the year.

Also, during this time a design team called Hyphae Design was selected to explore uses and designs for the tip of Pier 27 for the Good Design Competition sponsored through San Francisco's AIA Chapter. The ideas developed included lifting up the pier deck to expose the Bay below and to create a sloped vegetated amphitheater above. Hyphae Design also suggested tucking the truck provisioning area and sallyport against the side of the cruise terminal in order to open up more of the tip for public access. Other ideas for public use of the tip have included an observation tower, wind shades with seating, a bandstand structure, skateboard facility, and climbing wall.

At the second meeting on October 17, 2011, the Board and Committee members stated that the location of the sallyport and the space needed for provisioning should be re-evaluated in order to make a portion of the tip available for public access at all times. By moving the sallyport closer to the terminal and limiting the provisioning area, the public would be able to access the tip to enjoy the expansive Bay views and the opportunity to observe a working waterfront. They again stated that the design of the plaza and public spaces needed further development. Specifically, universal access (access for those with physical disabilities) should be addressed on all sides of the plaza and the steps at the southern entry from the Embarcadero should be removed. They preferred the arcing path option to access the lawn area and they were satisfied with the revised design of the folding gates and fencing along the apron. They also asked that the seating along the Embarcadero sidewalk be further explored and that the planter dividing the plaza and the GTA should provide a bold division while also allowing for intimate spaces within. They generally liked the use of lawn, the specimen trees and the climbable art piece. They stated that pavement markings to make the GTA function smoothly should be employed while keeping in mind that pavement colors/textures/ treatments should consider the use of the space as a plaza when not in use for parking needs.

Following the second review, the applicant re-evaluated the sallyport and provisioning space. The Port determined that the sallyport structure could be eliminated and that the area devoted for truck provisioning needs could be further reduced. This reduction in provisioning space allowed for an area along the western edge of the pier tip to be allotted for public access which would be accessed through a corridor at the end of Pier 29 when the provisioning space is in use and closed to public access. The applicant addressed universal design further and provided alternatives for the planter dividing the GTA and the plaza and also seating alternatives along the Embarcadero.

At their final project review on January 9, 2012, the Board and Committee members expressed appreciation to the applicant for taking a closer look at the provisioning needs in order to provide an area that would be accessible to the public at all times. They also stated that it is important that the landscape elements work closely with the building and that plaza materials and patterns should match or blend with the building. Concern was expressed regarding the wall height along the Embarcadero sidewalk and also the steps at the southern entry into the plaza which will serve as a barrier to some users. They stated that once construction begins, efforts to lower the wall height and remove the steps should be explored. There was also general agreement that the large planter between the plaza and GTA should be designed as a unified element, although broken up into smaller elements in order to create more intimate spaces for people to cluster. They also provided comments regarding seating along the Embarcadero, lighting, plant materials, signage and site furniture.

In response to the Board and Committee comments, the applicant has worked with and will continue to work with Commission staff to develop a final design with improvements that provide the most attractive, accessible, and usable public space. The final design would be subject to plan review approval pursuant to a BCDC permit.

2. **Engineering Criteria Review Board.** Based on the minor amount of Bay fill and substructure repairs proposed, the work was not reviewed by the Commission's Engineering Criteria Review Board (ECRB). According to the applicant, in 1994, following the Loma Prieta earthquake, the Pier 27 substructure was seismically

retrofitted and repaired. The work included batter-pile connection repair/retrofit, and installation of shear plates connecting Piers 27 and 29 to enable these two structures to respond as a single unit, thereby eliminating the need for seismic retrofit of the Pier 29 substructure. The Port proposes to do minor substructure repairs under Piers 27 and 29, in order to prevent further deterioration of damaged substructure components in selected areas.

C. **Environmental Review.** The City and County of San Francisco, the lead agency for the 34<sup>th</sup> America's Cup project, prepared, circulated, and, on January 24, 2012, certified a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) for the both the 34<sup>th</sup> America's Cup and the James R. Herman Cruise Terminal projects.

D. **Relevant Portions of the McAteer-Petris Act**

1. Section 66602
2. Section 66605
3. Section 66632

E. **Relevant Portions of the San Francisco Waterfront Special Area Plan**

1. Geographic-Specific Policies, Northeastern Waterfront (Pier 35 to China Basin), Findings (page 18)
2. Geographic-Specific Policies, Open Water Basins (page 24)
3. Geographic-Specific Policies, Public Plazas (page 29)
4. Plan Implementation Requirements (page 47)

F. **Relevant Portions of the San Francisco Bay Plan**

1. *San Francisco Bay Plan* Policies on Fish, Other Aquatic Organisms, and Wildlife (page 15)
2. *San Francisco Bay Plan* Policies on Water Quality (page 17)
3. *San Francisco Bay Plan* Policies on Water Surface Area and Volume (page 20)
4. *San Francisco Bay Plan* Policies on Safety of Fills (page 31)
5. *San Francisco Bay Plan* Policies on Public Access (page 57)

6. *San Francisco Bay Plan* Policies on Appearance, Design and Scenic Views (page 61)
7. *San Francisco Bay Plan* Policies on Fill for Bay-Oriented Commercial Recreation and Bay-Oriented Public Assembly on Privately-Owned or Publicly-Owned Property (page 73)
8. *San Francisco Bay Plan* Policies on Filling for Public Trust Uses on Publicly-Owned Property Granted in Trust to a Public Agency by the Legislature (page 75)

#### **Exhibits**

- A. **Project Vicinity Map**
- B. **Phase 1 Improvements**
- C. **Phase 2 Improvements**
- D. **Proposed Fender and Bollard Improvements**
- E. **Piers 27-29 Public Access Site Plan**
- F. **On-Site and Off-Site Public Access and Public Benefits**
- G. **Existing Site Conditions and Photos**
- H. **Northeast Wharf Plaza Site Plan**
- I. **Northeast Wharf Plaza Views**
- J. **Security Fence**
- K. **Embarcadero Edge**
- L. **Cruise Terminal Material Concepts**
- M. **Cruise Terminal Floor Plan**
- N. **Cruise Terminal Renderings**