

PROPOSED BPA 1-20: MOORING AN HISTORIC SHIP AT PIER 9, SAN FRANCISCO

SHANNON FIALA, PLANNING MANAGER

SEPTEMBER 3, 2020

PLAN AMENDMENT APPLICATION

- Bay Area Council (BAC) has requested an amendment to the San Francisco Waterfront Special Area Plan (SAP)
- BAC will apply for a BCDC permit to moor a historic ship, Klamath, at Pier 9 in San Francisco

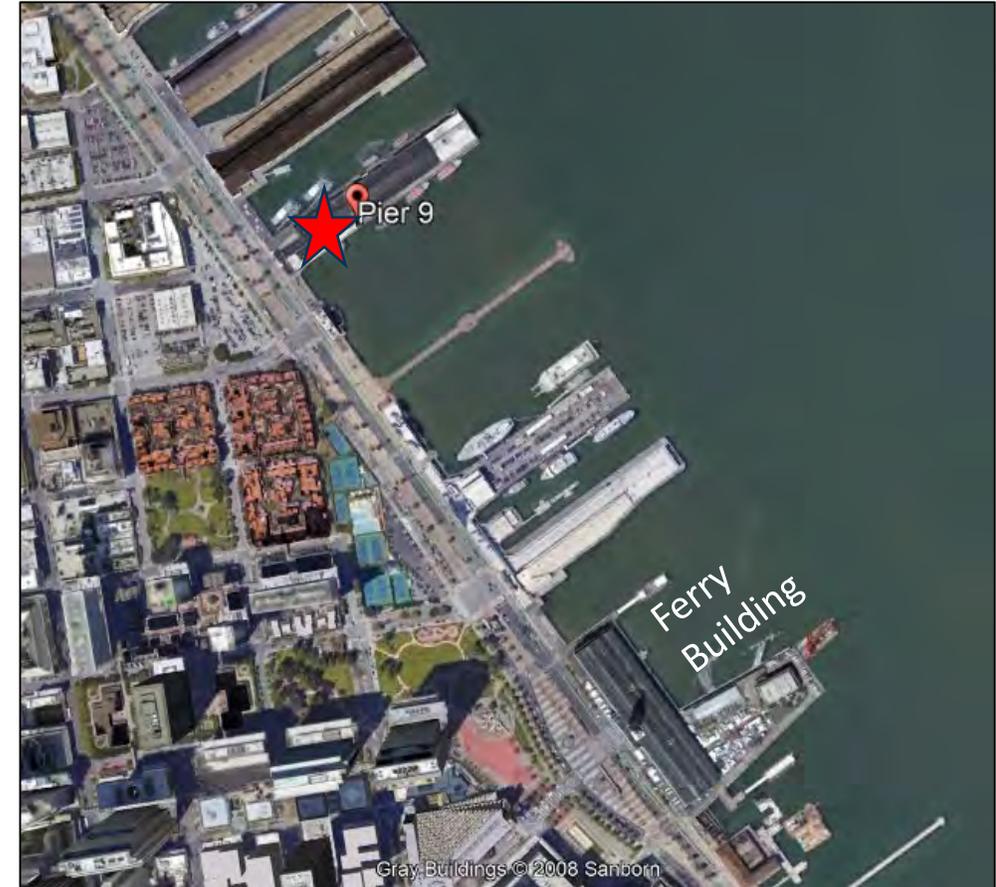


Project Location (shown with red star). Source: Google Earth.

APPLICANT'S REASON FOR THE PROPOSED AMENDMENT



Rendering showing the Klamath moored at Pier 9.
Source: BAC.



Project Location (shown with red star). Source: Google Earth.

BACKGROUND ON THE SAP – FIRST APPROVED IN 1975



BACKGROUND ON THE SAP – HISTORIC SHIPS



San Francisco Belle (left) and Ferryboat *Santa Rosa* (right) moored at Pier 3 in the Broadway Open Water Basin.
Source: Wikimapia.

BACKGROUND ON THE SAP – BPA 7-99

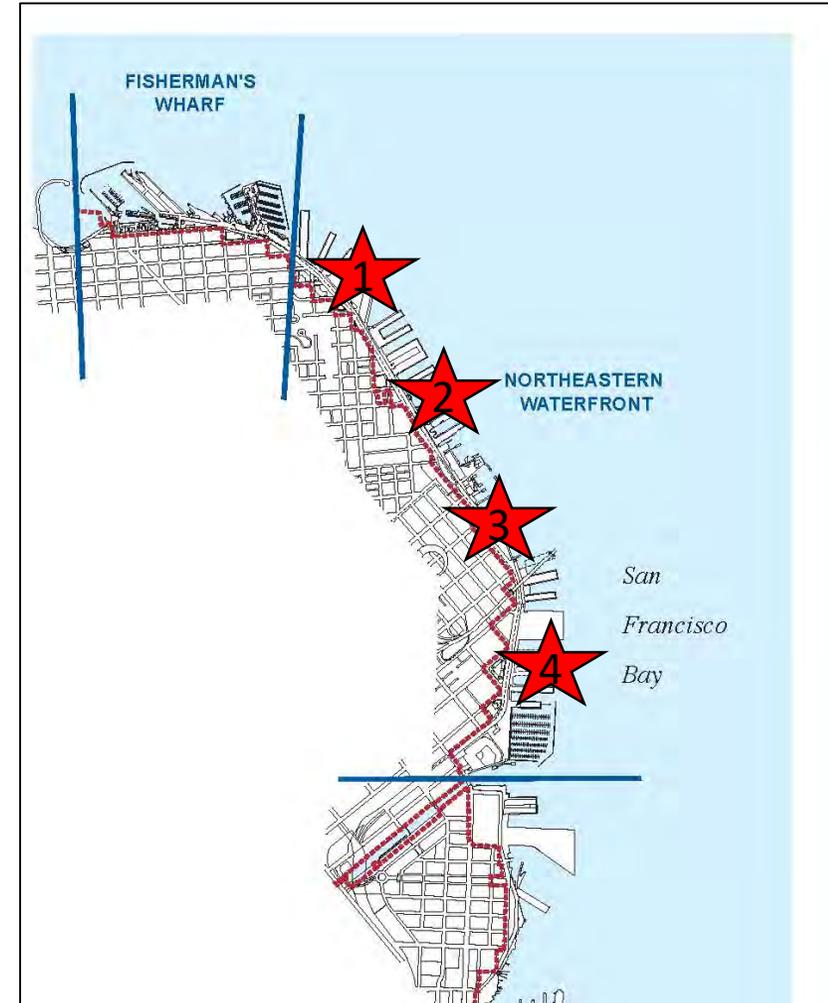


Northeast Wharf Plaza. Source: Bermello Ajamil & Partners.

Brannan Street Wharf. Source: Forms+Surfaces.

BACKGROUND ON THE SAP – OPEN WATER BASINS

1. Northeast Wharf
2. Broadway
3. Rincon
4. Brannan Street Wharf



SAP Figure 1 (location of open water basins shown with red stars). Source: BCDC.

BACKGROUND ON THE SAP – AMENDMENT HISTORY



BPA 1-09 for the Exploratorium.
Source: Bruce Damonte Photography.



BPA 3-11 for the Piers 27 and 23.
Source: SF Public Works.



BPA 4-11 for America's Cup.
Source: The Economist.

SUMMARY OF THE PROPOSED AMENDMENT

- General Policy 10
- Open Water Basin Policy 3
- Open Water Areas Policy 2

SUMMARY OF THE PROPOSED AMENDMENT (1)

General Policy 10 - Mooring of Historic Ships

A minor amount of fill created by the mooring of an historic ship may be authorized pursuant to Commission Regulations ~~Section 10704. Up to four new~~ Historic ships in addition to historic ships authorized as of July 20, 2000 may be permitted in Open Water Areas and Open Water Basins on the Northeastern Waterfront.



Klamath, an historic ferry. Source: National Park Service.

STAFF ANALYSIS—GENERAL POLICY 10 AND BCDC REGULATIONS

California Code of Regulations

- Title 14. Natural Resources
 - Division 5. San Francisco Bay Conservation and Development Commission
 - Chapter 7. Special Rules
 - Article 1. Special Rules for Non-Water-Oriented Fills
 - § 10700. Minor Fill for Improving Shoreline Appearance.
 - § 10701. Minor Fill for Improving Public Access.
 - § 10703. Historic Ship.
 - § 10704. Fill Necessary to the Welfare of the Public to Protect Historic Structures.

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SUMMARY OF THE PROPOSED AMENDMENT (2)

Open Water Basin Policy 2

3. Within Open Water Basins, limit new fill to:

c) Berthing facilities...:

i) In the Broadway Open Water Basin, existing berthing facilities for the historic Ferry Boat Santa Rosa and Bar Pilots should continue to be allowed. One additional historic ship at Pier 9 should be allowed. Limited lay berthing of public transportation and excursion vessels, up to about 300 feet in length, and temporary berthing of ceremonial and visiting ships should be allowed as long as the berthing of moored vessels is balanced with the preservation of views and the need to provide pier frontage for transient berthing;

g) Historic ships:

~~i)~~ permitted as of July 20, 2000; and

~~ii)~~ one additional historic ship at Pier 9.

STAFF ANALYSIS – DEFINITION OF AN HISTORIC SHIP

§ 10703. Historic Ship.

An “historic ship,” as used in Sections 10700 and 10701, means one of the following:

(a) a ship or boat, other than a replica, that:

(1) was designed and built to move in the water under its own power,

(2) is berthed to float at all stages of the tide,

(3) was originally built before 1932, and has no restorative or other modifications that substantially altered its historic character, and

(4) had a specific role as a prototype or participant in a significant event or events in the maritime history of San Francisco Bay.

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STAFF ANALYSIS – FILL IN OPEN WATER BASINS (1)

Purpose of Open Water Basins

- Preserving or opening up views of the Bay
- Connecting public access and public plazas with the Bay
- Providing areas for temporary and transient berthing and mooring
- Creating opportunities to develop recreational access to the water

Open Water Basin Policy 1

- Focal points of public use and enjoyment
- Opportunities for physical access between the Bay and piers
- New and substantial Bay views from the boundary piers

STAFF ANALYSIS – FILL IN OPEN WATER BASINS (2)



Rendering showing the Klamath moored at Pier 9.
Source: BAC.

STAFF ANALYSIS – FILL IN OPEN WATER BASINS (3)

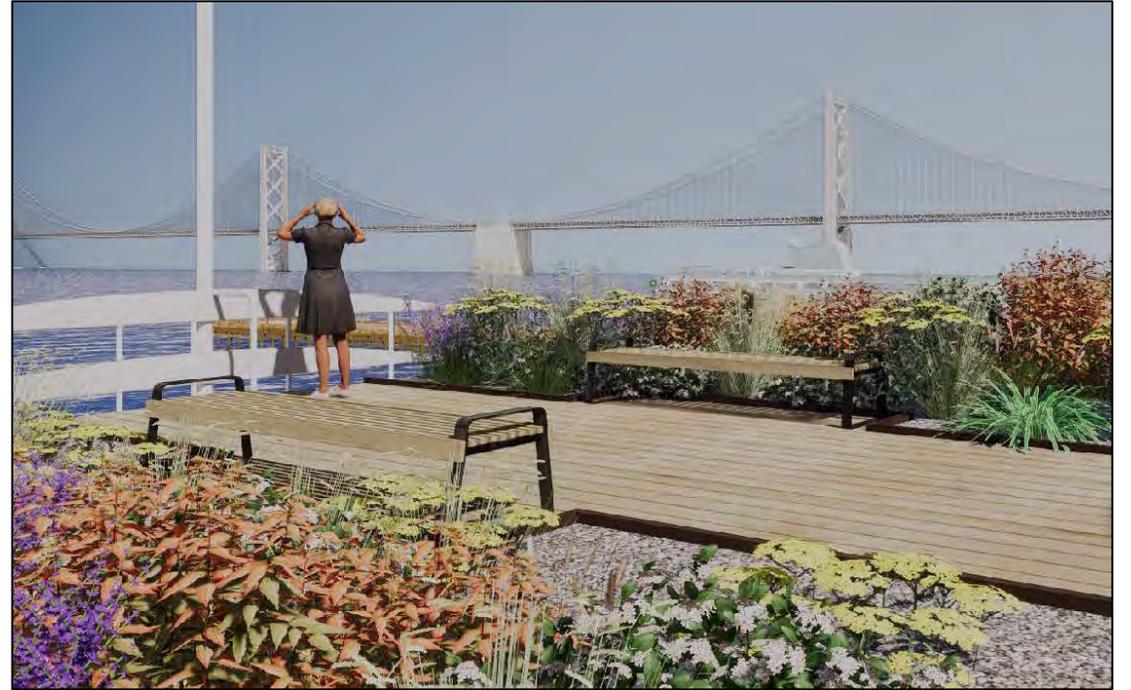


Rendering showing the existing gate on Pier 9.
Source: BAC.

STAFF ANALYSIS – FILL IN OPEN WATER BASINS (4)



Rendering showing the Klamath roof deck.
Source: BAC.



Rendering showing the Klamath roof deck.
Source: BAC.

STAFF ANALYSIS – FILL IN OPEN WATER BASINS (5)



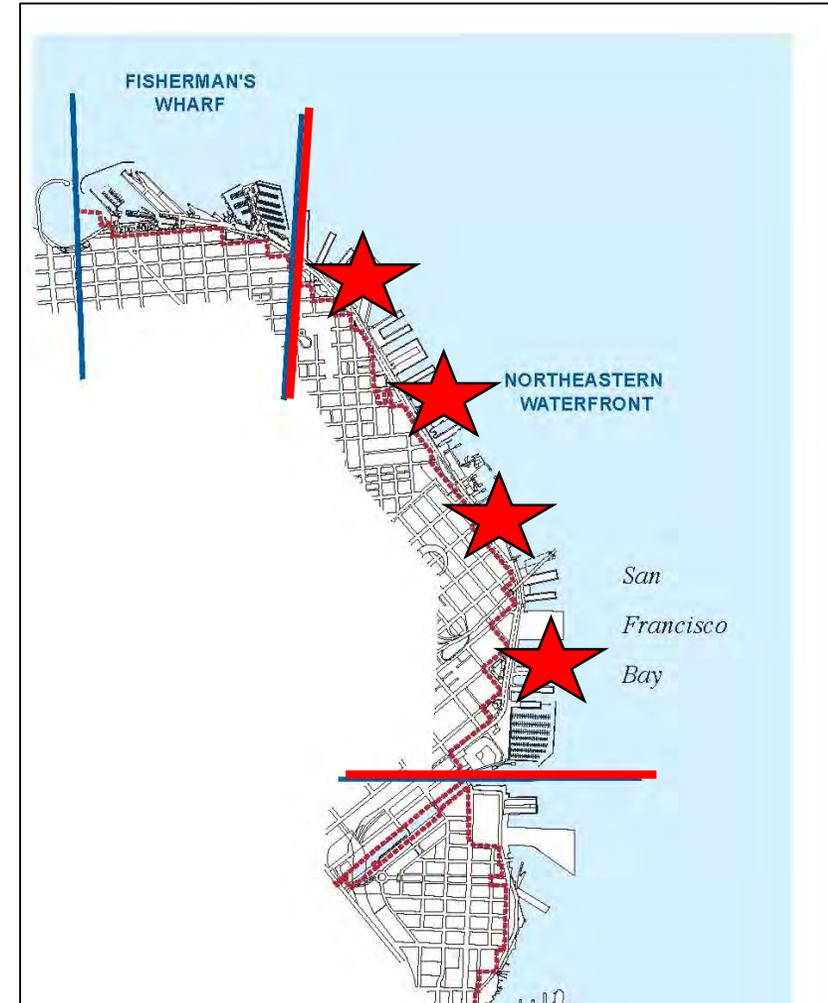
Rendering showing the Klamath moored at Pier 9.
Source: BAC.

SUMMARY OF THE PROPOSED AMENDMENT (3)

Open Water Areas Policy 2

Within Open Water Areas, new fill should be limited only to the following:

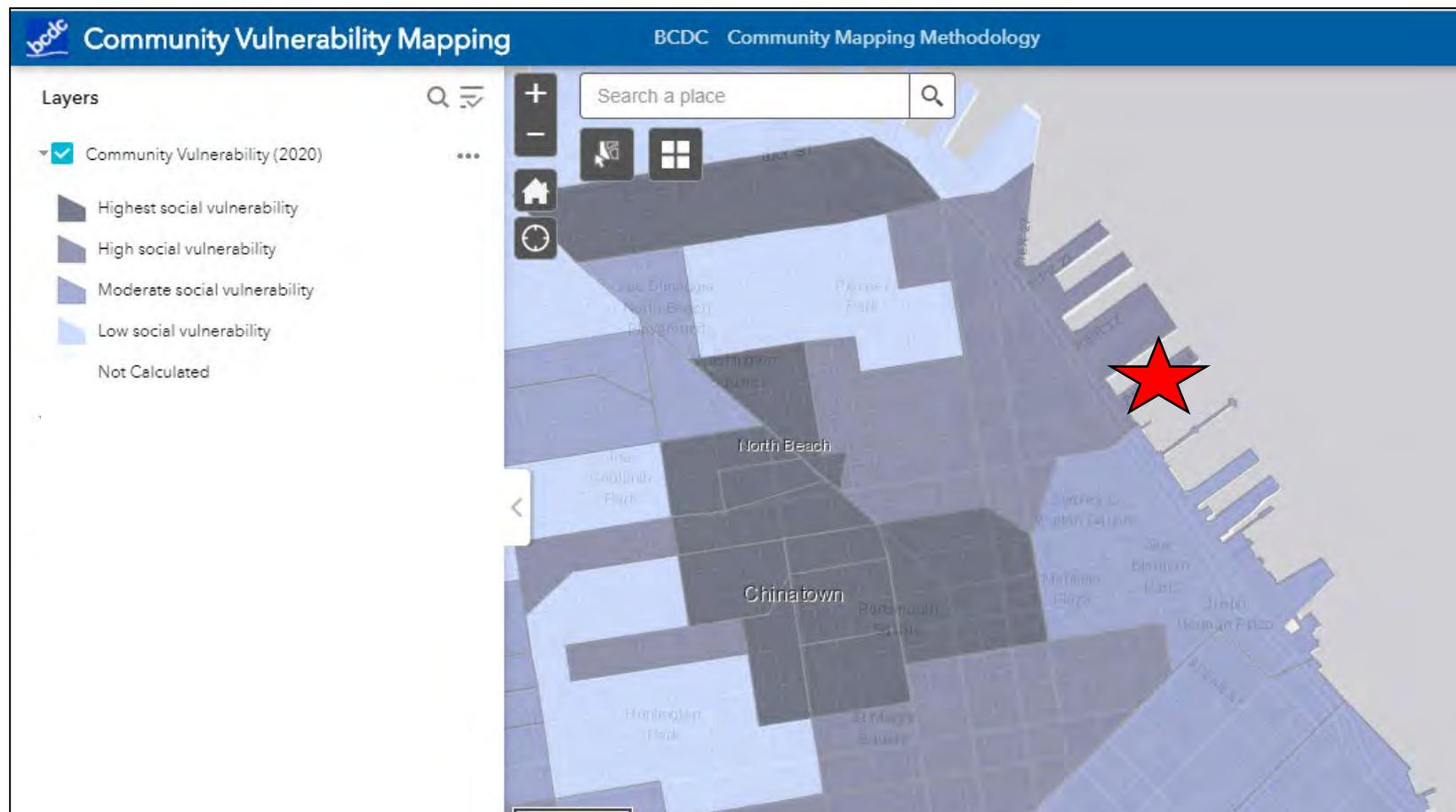
- d. Up to ~~four (4)~~ three (3) new historic ships in addition to any authorized as of July 20, 2000;



SAP Figure 1 (location of open water basins shown with red stars). Source: BCDC.

STAFF ANALYSIS-ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

- Assessment of Community Vulnerability
- Community Engagement and Outcomes
- Disproportionate Impacts



Community Vulnerability Mapping. Source: BCDC.

CONSISTENCY WITH THE MCATEER- PETRIS ACT



The Klamath, moored in Stockton.
Source: BAC.

ENVIRONMENTAL ASSESSMENT

- Environmental Review background
- Public benefits of Proposed BPA 1-20
- Environmental effects and mitigation measures
- Alternatives Analysis

ENVIRONMENTAL REVIEW BACKGROUND



BPA 3-11 for the Pier 27 and Pier 23.
Source: SF Public Works.



BPA 4-11 for America's Cup.
Source: The Economist.

PUBLIC BENEFITS OF PROPOSED BPA 1-20



Renderings showing the proposed museum within the Klamath.
Source: BAC.

ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

- Land Use Implications
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

ENVIRONMENTAL EFFECTS – LAND USE

- **Land Use Implications**
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

ENVIRONMENTAL EFFECTS – CONSTRUCTION IMPACTS

- Land Use Implications
- **Construction and noise**
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

ENVIRONMENTAL EFFECTS – BIOLOGICAL RESOURCES

- Land Use Implications
- Construction and noise
- **Fish, Other Aquatic Organisms and Wildlife**
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

ENVIRONMENTAL EFFECTS – WATER QUALITY

- Land Use Implications
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- **Water Quality and Dredging**
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
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ENVIRONMENTAL EFFECTS – CLIMATE CHANGE

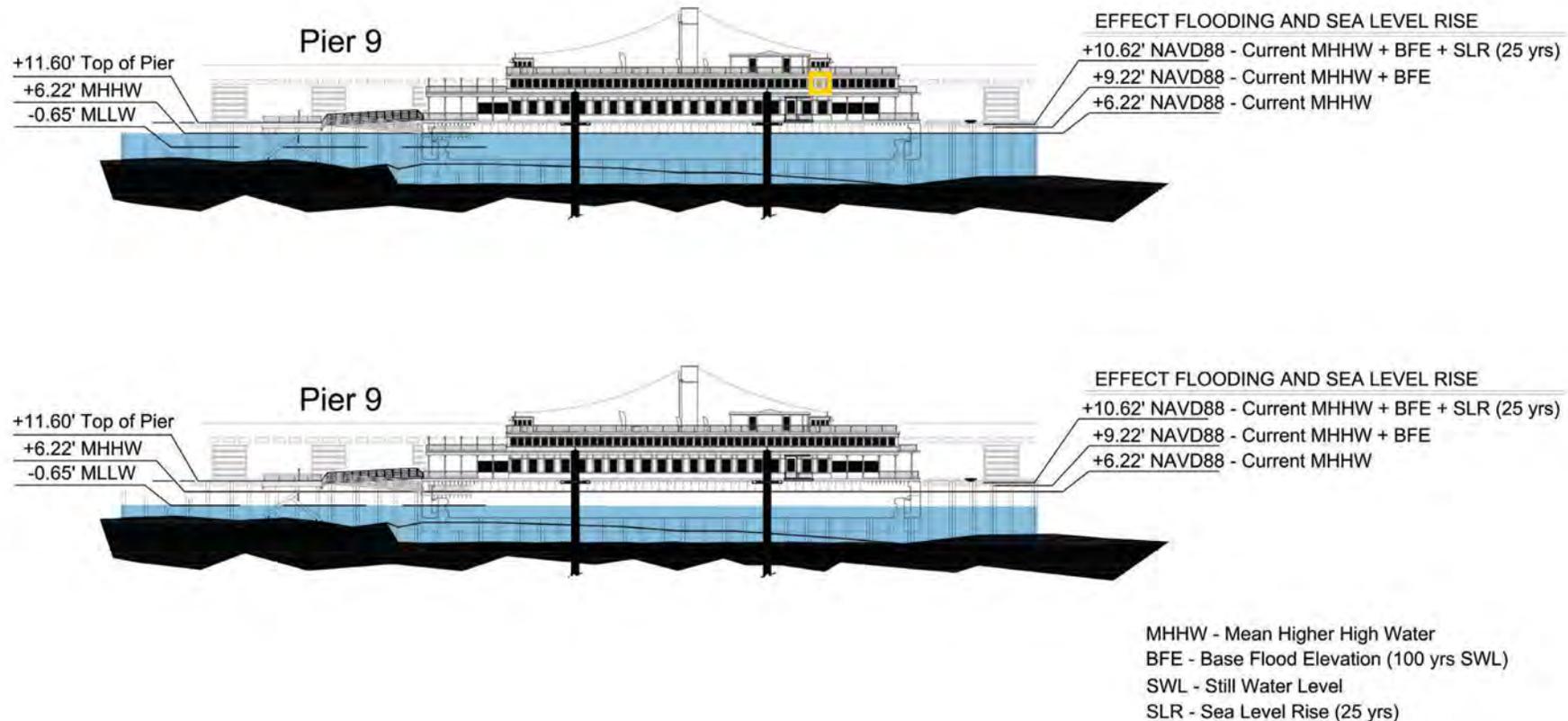


Diagram showing the Klamath's adaptability to RSL.
 Source: BAC.

ENVIRONMENTAL EFFECTS – CIRCULATION IMPACTS

- Land Use Implications
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- **Transportation and Circulation**
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

ENVIRONMENTAL EFFECTS – HISTORIC RESOURCES



Aerial view of Embarcadero Historic District.
Source: Port.

ENVIRONMENTAL EFFECTS – AIR QUALITY

- Land Use Implications
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- **Air Quality**

ALTERNATIVES ANALYSIS

- Land Use Implications
- Construction and noise
- Fish, Other Aquatic Organisms and Wildlife
- Water Quality and Dredging
- Climate Change and Sea Level Rise
- Transportation and Circulation
- Appearance, Design and Scenic Views and Historic Resource
- Air Quality

Alternatives analysis

SUMMARY OF PUBLIC COMMENT RECEIVED

- Peter Romanowsky
- Alice Rogers

PROJECT TIMELINE

- May 7, 2020: Public Hearing and vote to Initiate BPA 1-20
- May 12: Published the Brief Descriptive Notice
- August 3: Published staff report, incl. preliminary recommendation
- September 3: Public hearing
- September 25: Publish staff recommendation, incl. response to comments (tentative)
- October 1: Vote (tentative)
- TBD: Submission to and approval by the amendment by OAL
- TBD: Public hearing and vote on BCDC permit

PUBLIC COMMENT



shannon.fiala@bccdc.ca.gov



https://www.bccdc.ca.gov/BPA/BPA-1-20_Staff-Report_FINAL.pdf