

PROPOSED BPA 1-20: MOORING KLAMATH AT PIER 9, SAN FRANCISCO

SHANNON FIALA, PLANNING MANAGER

MAY 7, 2020

PROPOSED BPA 1-20

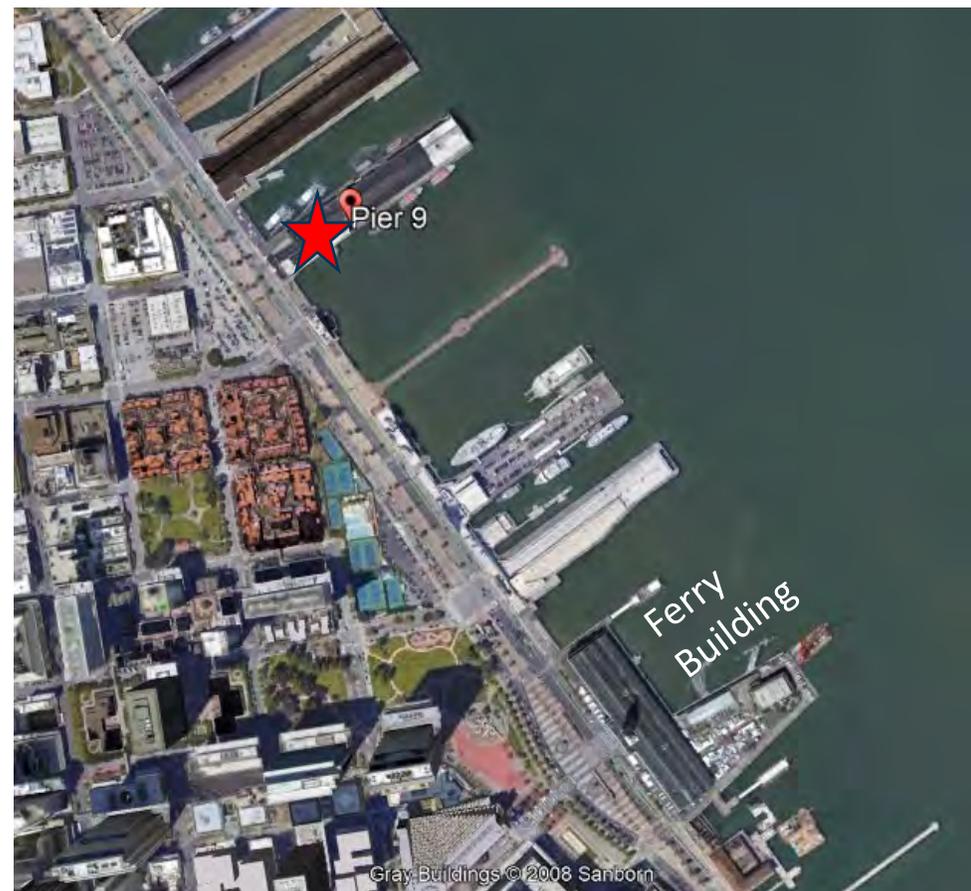
- Bay Area Council (BAC) has requested an amendment to the San Francisco Waterfront Special Area Plan (SAP)
- BAC will apply for a BCDC permit to moor a historic ship, Klamath, at Pier 9 in San Francisco



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

PROPOSED BPA 1-20 (2)

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

SPECIAL AREA PLANS



SAP BACKGROUND

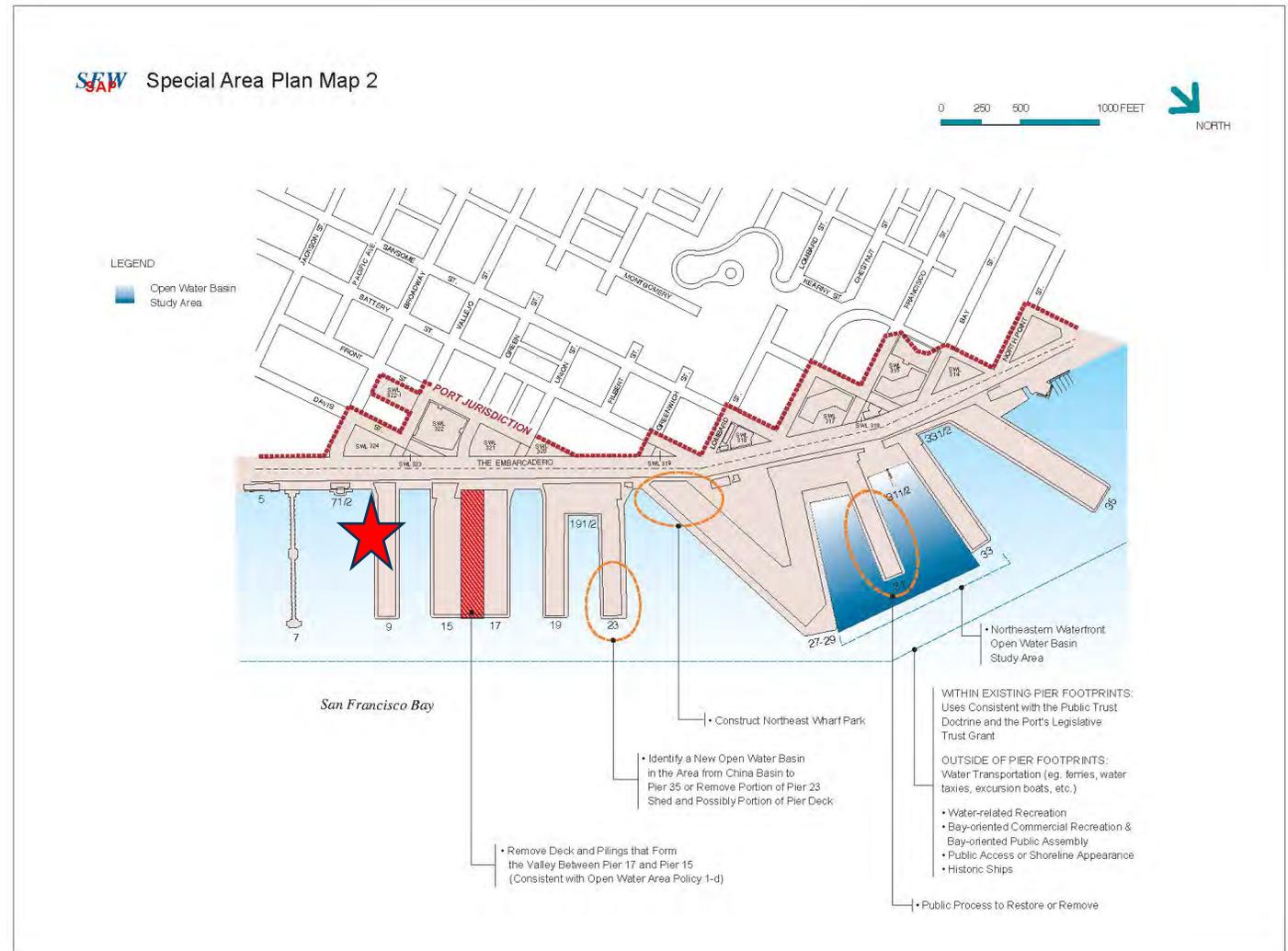


The view from the end of Pier 9 toward the Broadway Open Water Basin. Source: Flickr user Mark Gunn.

GENERAL POLICIES

10. Mooring of Historic Ships.

A minor amount of fill created by the mooring of an historic ship may be authorized pursuant to Commission Regulation 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 on the Northeastern Waterfront.



SAP Map 2 showing the proposed project location with a red star.
Source: BCDC.

GEOGRAPHIC-SPECIFIC POLICIES

Northeastern Waterfront - Open Water Basins

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

c) Berthing facilities, such as mooring dolphins and buoys, pile-supported or floating platforms, etc., for berthing of commercial vessels (vessels up to approximately 300 feet in length) and temporary ceremonial and visiting ships at the boundary of the Open Water Basins, as provided below:

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. 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.

GEOGRAPHIC-SPECIFIC POLICIES (2)

Northeastern Waterfront - Plan Implementation Requirements

4(n). Future amendments of the SAP, as adopted on July 20, 2000, affecting the Northeastern Waterfront Area (Pier 35 to China Basin), may only be approved if the Commission finds that the revised public benefits and revised development entitlement would be in balance and the public benefits would be sufficient to warrant the Commission finding that the revised balance of public and private benefits would be necessary to the health, safety and welfare of the public in the entire Bay Area.

SUMMARY OF THE PROPOSED AMENDMENT

General Policies

10. Mooring of Historic Ships. A minor amount of fill created by the mooring of an historic ship may be authorized pursuant to Commission Regulation Section 10704. In addition to historic ships permitted as of July 20, 2000, one historic ship consistent with the language under Commission Regulation Section 10703(a) may be placed within the Broadway Open Water Basin at Pier 9. In addition to historic ships authorized as of July 20, 2000 ~~Up to four new historic ships in addition to historic ships authorized as of July 20, 2000~~ may be permitted in Open Water Areas on the Northeastern Waterfront.



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

SUMMARY OF THE PROPOSED AMENDMENT (2)

Open Water Basins

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. Limited lay berthing of public transportation and excursion vessels, up to about 300 feet in length, one historic ship consistent with the language of Commission Regulation Section 10703(a) at Pier 9, 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; or

ii) one historic ship consistent with the language of Commission Regulation Section 10703(a) at Pier 9;

POTENTIAL ISSUES THAT MAY BE RAISED

- Environmental assessment
 - Bay resource impacts
 - Climate change
 - Dredging
 - Appearance, design and scenic views
 - Public access
- Public trust consistency
- McAteer-Petris Act consistency
 - Health, safety or welfare

PROJECT TIMELINE

May 8, 2020	Publish the Brief Descriptive Notice
June 16, 2020	Publish staff report, incl. preliminary recommendation
July 16, 2020	Public hearing
July 31, 2020	Publish staff recommendation, incl. response to comments (tentative)
August 6, 2020	Vote (tentative)
TBD	Submission of the amendment to the State Office of Administrative Law
TBD	Public hearing and vote on BCDC permit

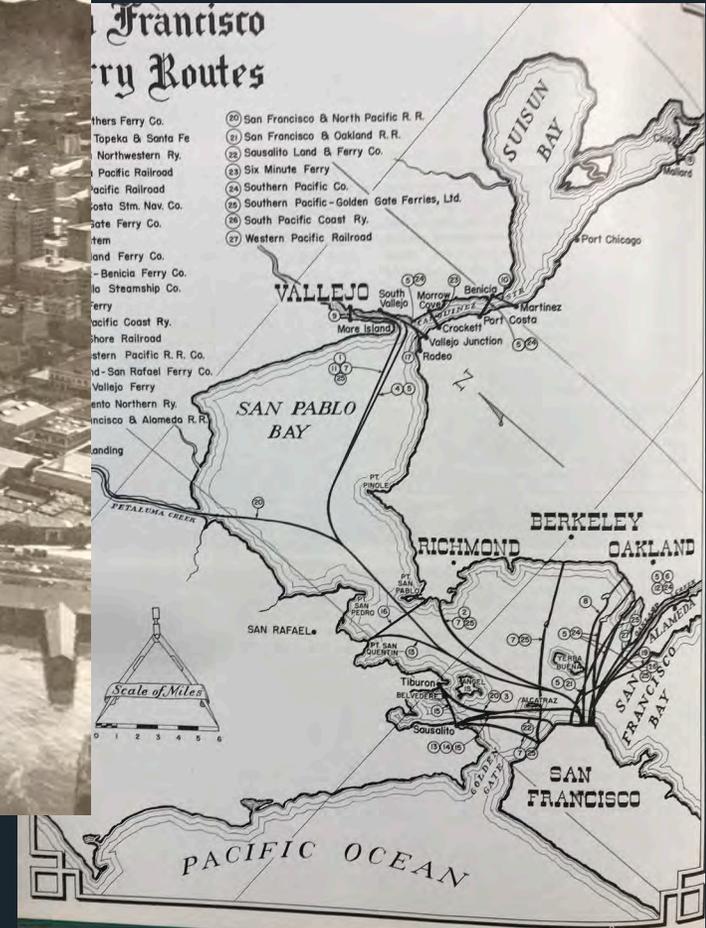
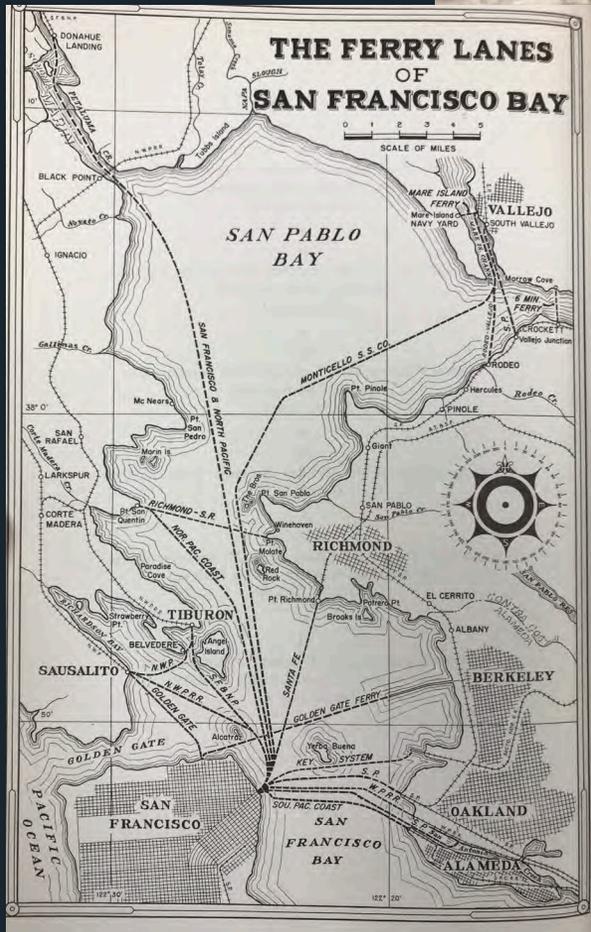
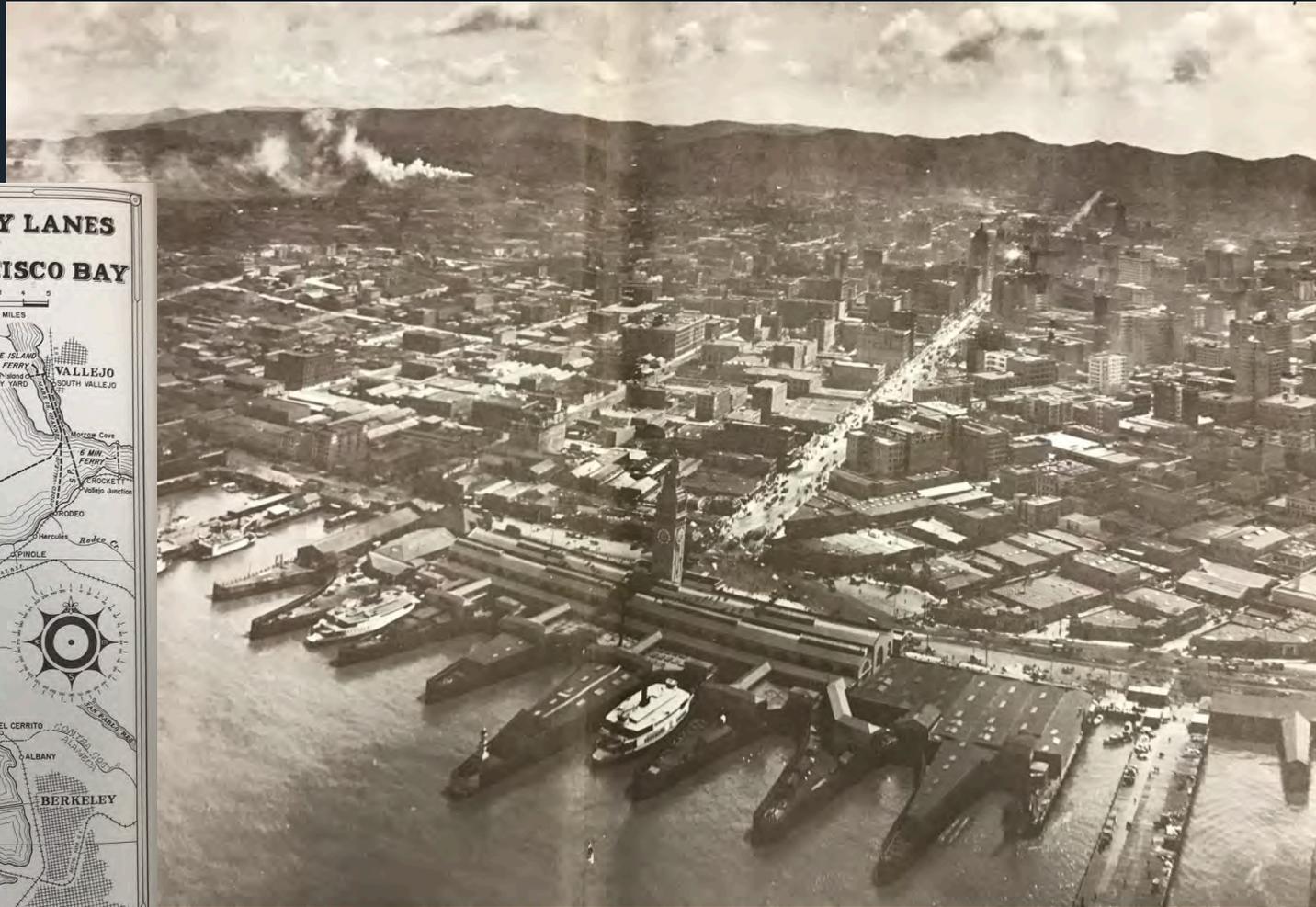


Applicant Presentation

**Restoration of the
Historic Ferryboat
Klamath**



Between 1850 and 1939 there were 120 ferryboats in operation on San Francisco Bay



The boats came in many shapes and sizes and carried:

- passengers
- cars
- trains
- horses
- livestock
- agriculture
- and all manners of other items

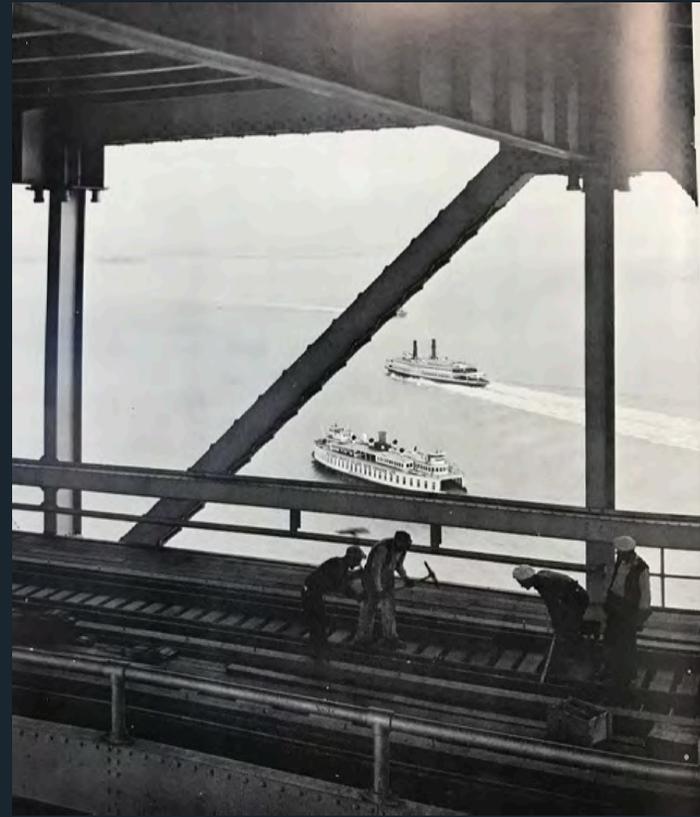


They hosted:

- marathon card games,
- live music
- dining halls
- well-stocked bars and saloons
- had room for running and exercise
- barbershops
- pinball machines
- and of course children "with noses pressed close to the glass panes ... often entertained for the entire voyage."



The completion of the Golden Gate Bridge and Oakland Bay Bridges, and later the Richmond-San Rafael Bridge, initiated the eventual demise of ferryboats on the Bay.



One by one, the stately boats left the Bay Area, were scrapped, destroyed or otherwise lost.





FOR SALE

6 Automobile and Passenger Ferry Boats, now on San Francisco Bay





STEEL HULL—OIL BURNING

Ferry Steamers	Auto Capacity	Passenger Capacity	Vehicle Clearance	Length		Width		Brake Horse Power	Tonnage	
				Keel	Deck	Beam	Guards		Gross	Net
City of Sacramento	103	2,027	11' 6"	298' 0"	308' 0"	50' 0"	67' 4"	2,600	3,016	1,820
Calistoga	103	1,526	9' 6"	208' 0"	308' 5"	45' 0"	65' 0"	2,600	2,680	1,516
Napa Valley (1)	85	1,528	11' 6"	231' 2"	242' 0"	48' 7"	62' 5"	2,600	2,189	1,289
Shasta (2)	62	2,200	11' 6"	206' 0"	230' 0"	42' 0"	63' 6"	1,330	1,782	1,120
Yosemite (2)	62	1,400	11' 4"	206' 0"	230' 0"	42' 0"	63' 6"	1,330	1,782	1,120
San Mateo (2)	62	1,175	11' 6"	206' 0"	230' 0"	42' 0"	63' 6"	1,330	1,782	1,120

(1) Similar in type to Calistoga (2) Sisterships.

For Further Information Write:
Southern Pacific Golden Gate Ferries, Ltd.
65 Market Street, San Francisco, California

In 1979, only 14 could be accounted for in various locations in the United States.

Since then, 9 more have been destroyed or scrapped, leaving just five historic ferryboats today.



Bay Area Council proposes to save the historic Klamath Ferry



Klamath History

- Built in San Francisco by the Bethlehem Shipbuilding Corporation in 1924
- Carried as many as 1,000 people and 78 cars
- Powered by 1,400 horsepower triple-expansion steam engine that drove two cast iron propellers, 10 feet in diameter, one on each end
- Served the Southern Pacific auto routes between the San Francisco Ferry Building and Oakland/Alameda of the East Bay 1925-1929
- Ran the San Francisco to Sausalito line for 9 years
- Ran the Richmond-San Rafael line for 18 years (1938-1956)
- Last major boat to operate on the Bay



Klamath 224461 Screw
Built 1925, Bethlehem Steel Co. Union Yard,
San Francisco
Operated by Southern Pacific, Southern Pacific-Golden
Gate Ferries, Ltd., Richmond-San Rafael Ferry
Steel hull, 234' x 45' x 17' 1952 tons
Triple expansion engine, 19" x 32" x 56" x 36" 1400 hp
Retired, 1956; rebuilt, 1964, as floating office and
studio. Moored at Embarcadero, San Francisco

Klamath History (2)



Klamath History – The Landor Years

- 1964 became the headquarters of Landor and Associates
- Iconic branding firm – Levi's, MUNI, Coca Cola, TWA and many many more
- Hosted legendary gatherings with actors and actresses, writers and artists including Andy Warhol, Tom Wolfe, Issey Miyake, Marshall McLuhan
- Became a cultural gathering spot



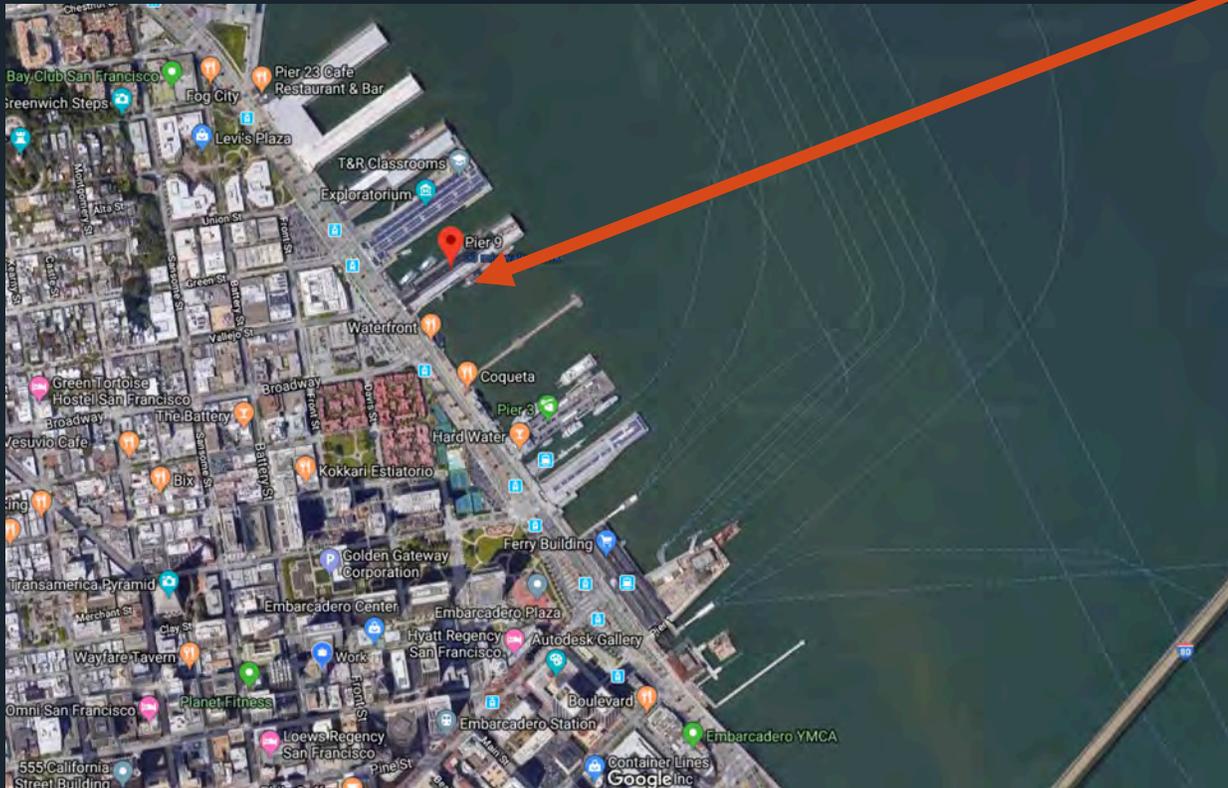
Klamath History – The Duraflame Years

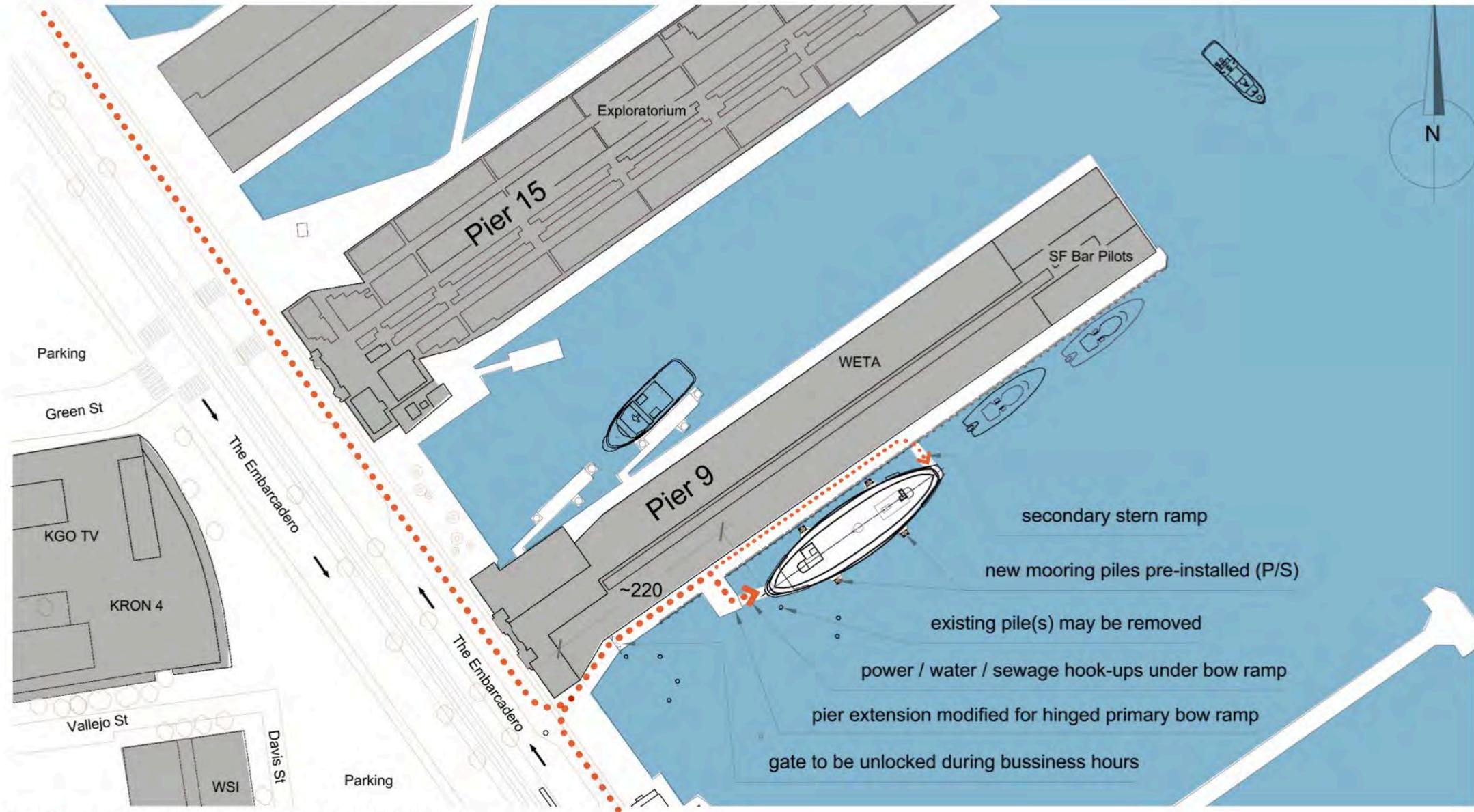
- 1992 became the headquarters of Duraflame
- Hosted all number of Stockton civic events
- Became a cultural gathering spot
- For sale last year – no buyers – in danger of following fate of the the other 115 that have been lost



Klamath Now – A Return to Her Home

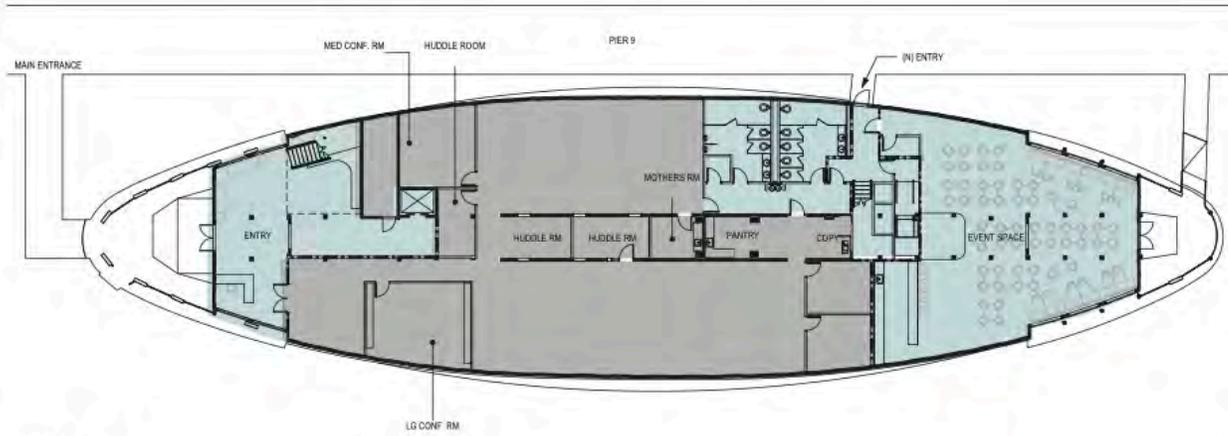
- Docked at Pier 9
- Propose to use it as our headquarters
- Conference center
- Open to the public



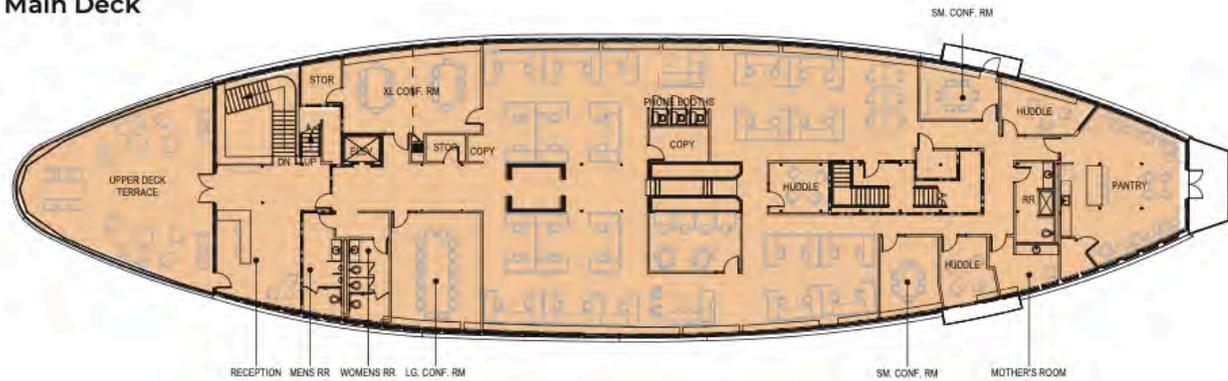


PUBLIC ACCESS POINTS DIAGRAM FROM PIER

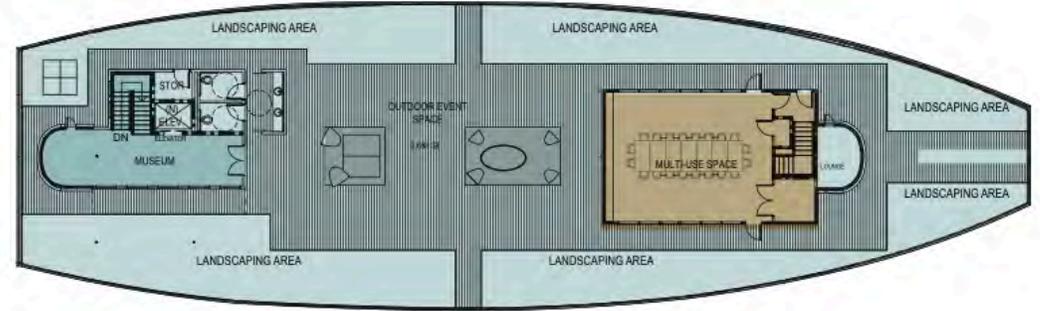
Floor Plan | Experience Map



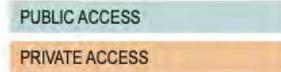
Main Deck



Upper Deck



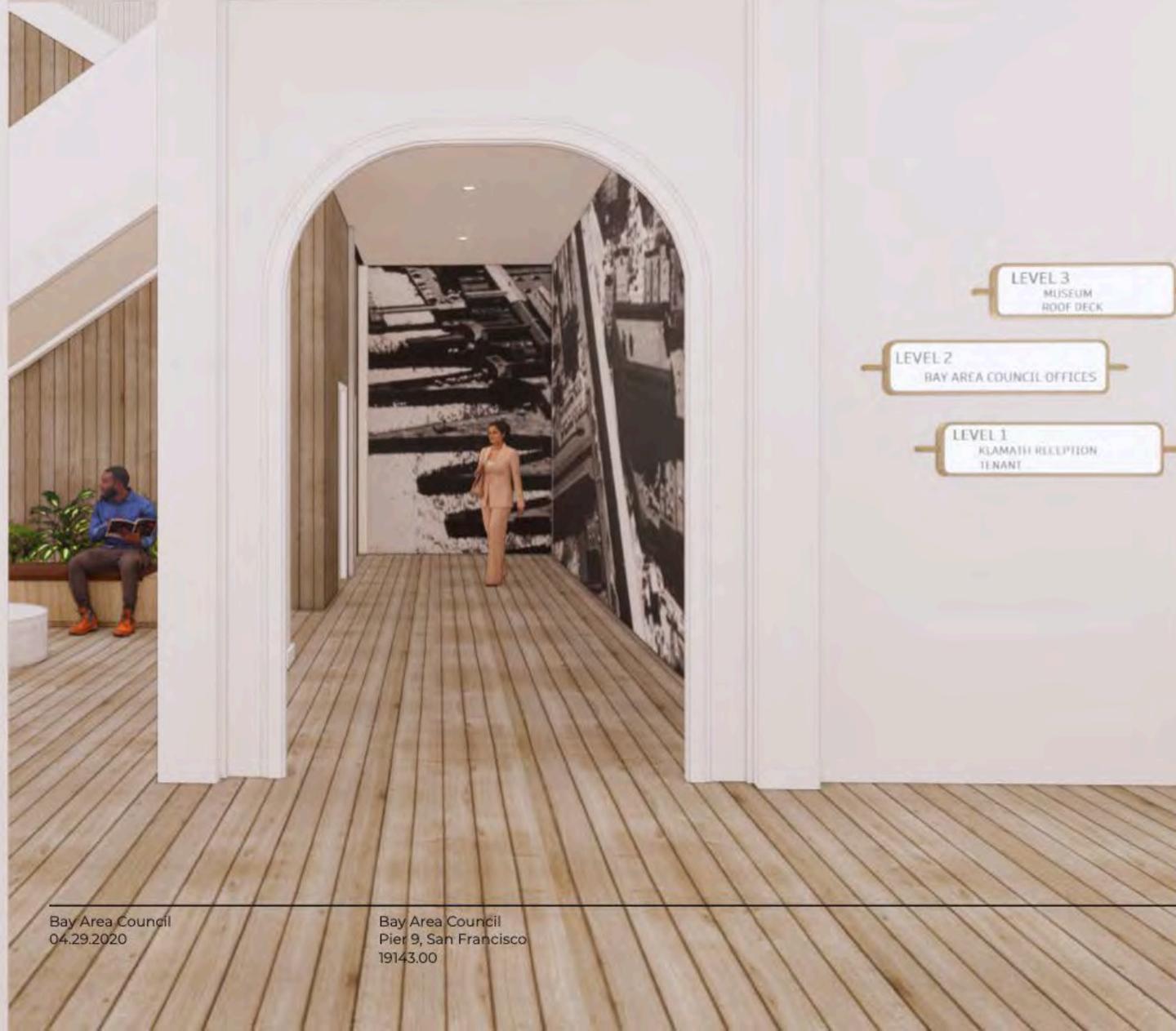
Roof Deck



Main Deck Entrance



RAW



LEVEL 3
MUSEUM
ROOF DECK

LEVEL 2
BAY AREA COUNCIL OFFICES

LEVEL 1
KLAMATH RECEPTION
TENANT

Main Deck Entrance



Main Deck Reception

- LEVEL 3
MUSEUM
ROOF DECK
- LEVEL 2
BAY AREA COUNCIL OFFICES
- LEVEL 1
KLAMATH RECEPTION
TENANT

Tenant
Signage



Main Deck Lobby



LEVEL 3
MUSEUM
ROOF DECK

LEVEL 2
BAY AREA COUNCIL OFFICES

LEVEL 1
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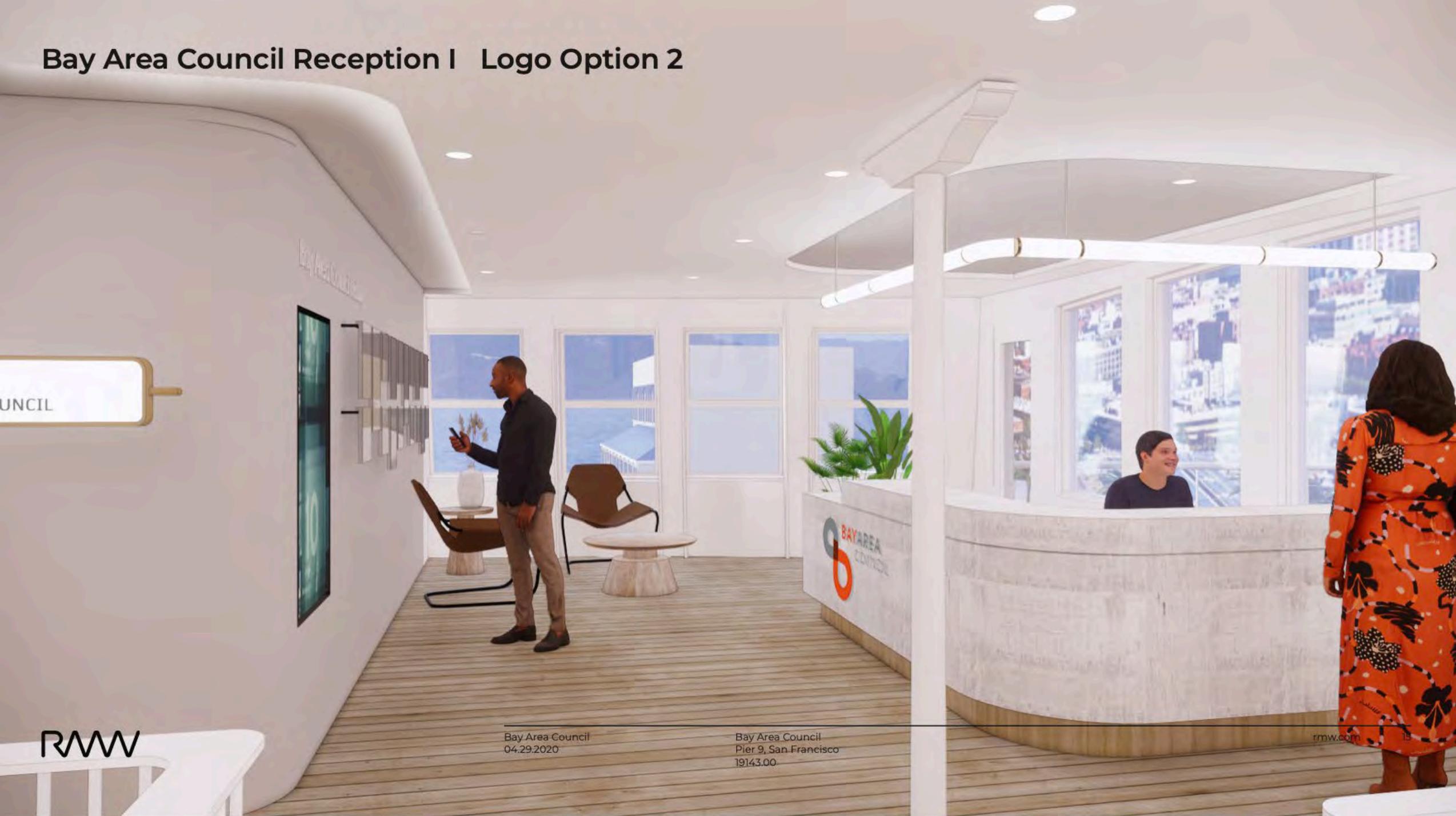
Stair View



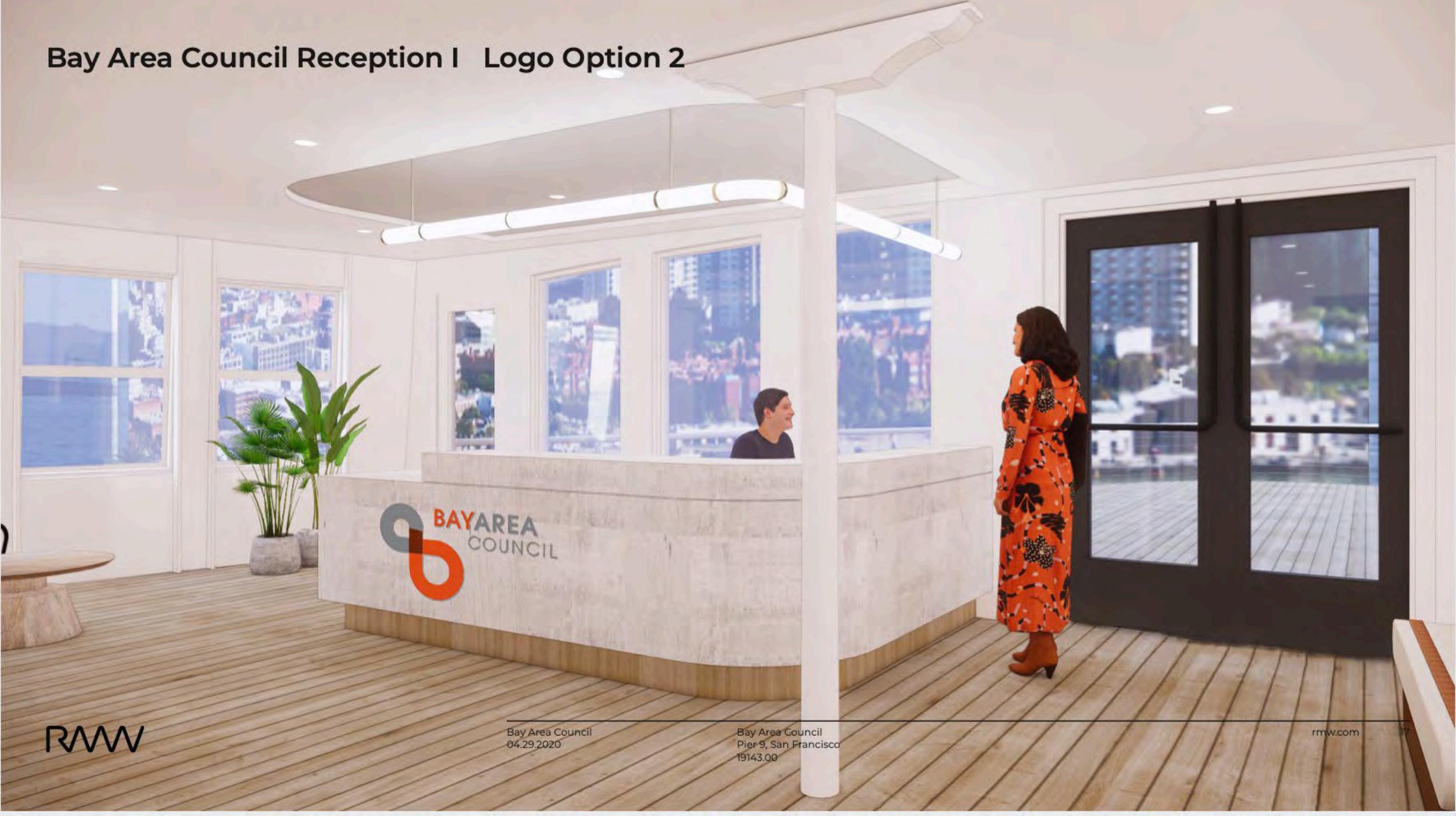
Stair View to Upper Deck



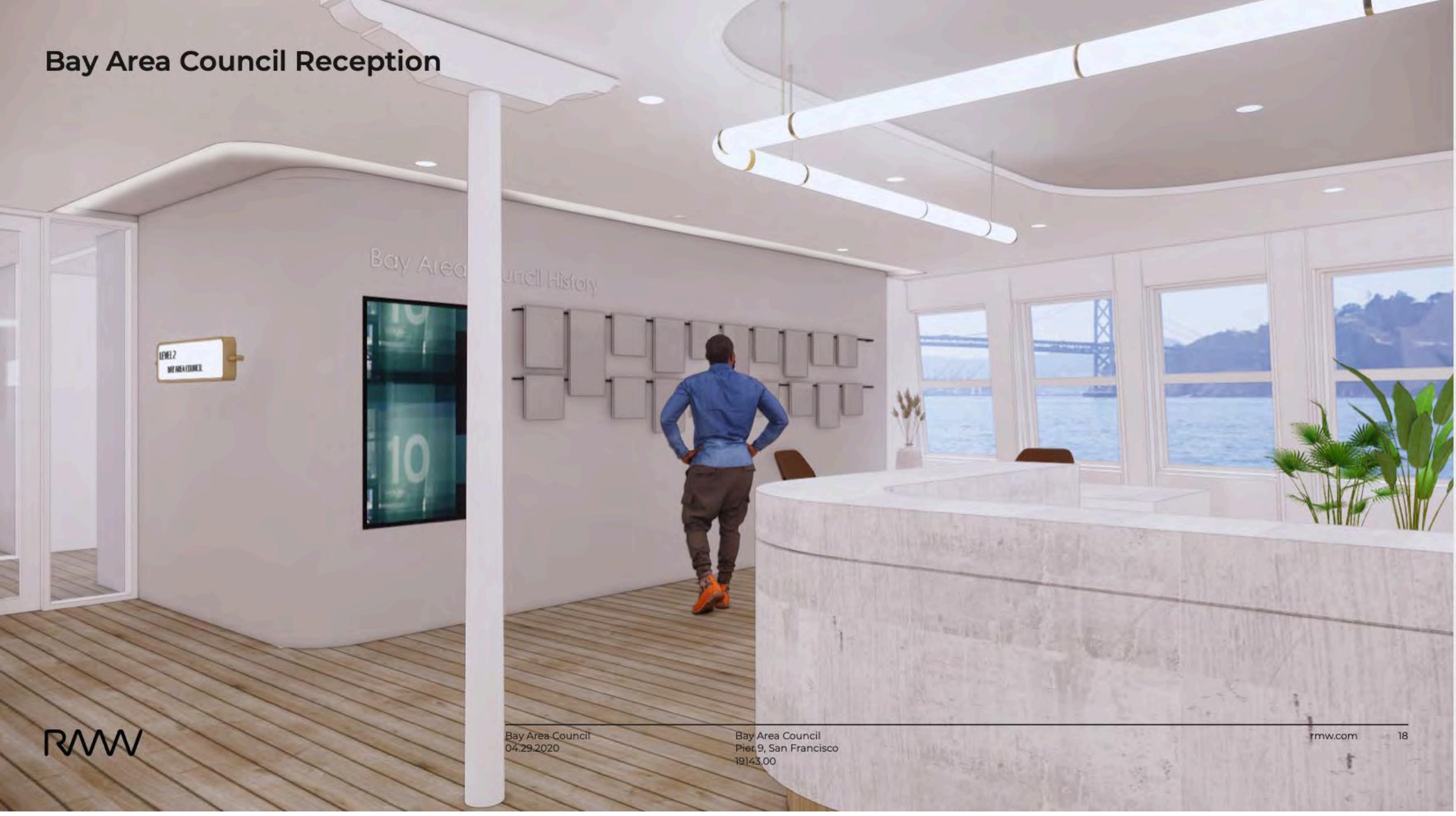
Bay Area Council Reception I Logo Option 2



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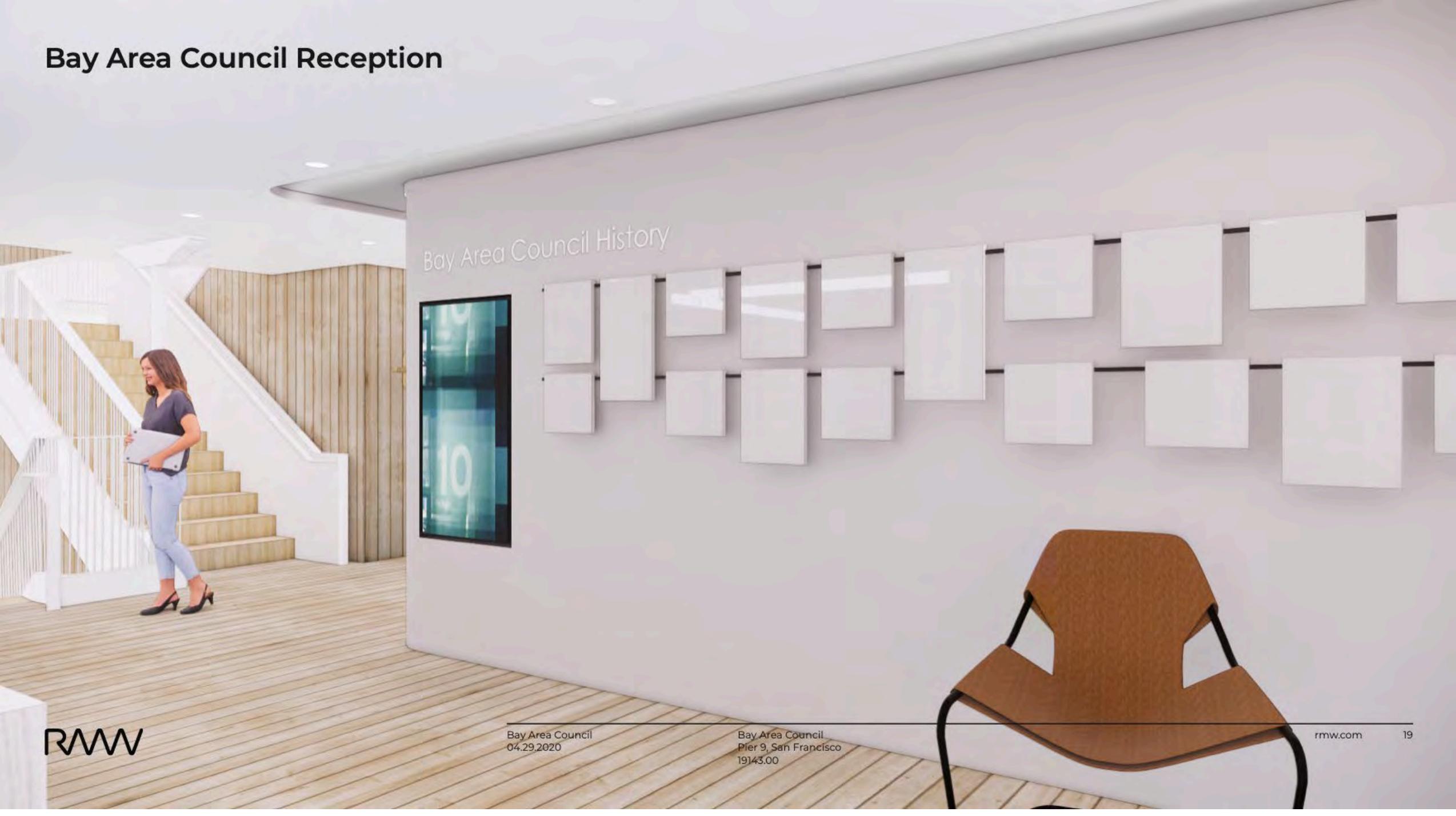
Bay Area Council Reception



LEVEL 2
BAY AREA COUNCIL

Bay Area Council History

Bay Area Council Reception



Bay Area Council History



Bay Area Council
04.29.2020

Bay Area Council
Pier 9, San Francisco
19143.00

rmw.com

19

Stair to Museum



Museum

LEVEL 3
MUSEUM
ROOF DECK

THE BAY HISTORY and its FUTURE

Sea Level Rise in Bay Area

Floating Megachies

The World's Largest Electric Ferry

HISTORY and its FUTURE

Unusual Boats and Ships Use

- Floating Megacities
- Fastest Ferries
- Biggest Ferry
- Hovercraft



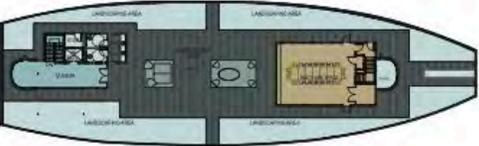

Sea Level Rise in Bay Area

The global ocean level in the San Francisco Bay is rising to meet the rising sea. A new report suggests that rising land, known as land subsidence, will increase the potential reach and damage of flooding in the Bay Area, submerging a larger percentage of the region by the year 2100 than previously estimated.




Roof Deck I Exterior Deck and Planting

connected | native | gather



Key Plan



Existing



Roof Deck



Roof Deck



Roof Deck



Event Space



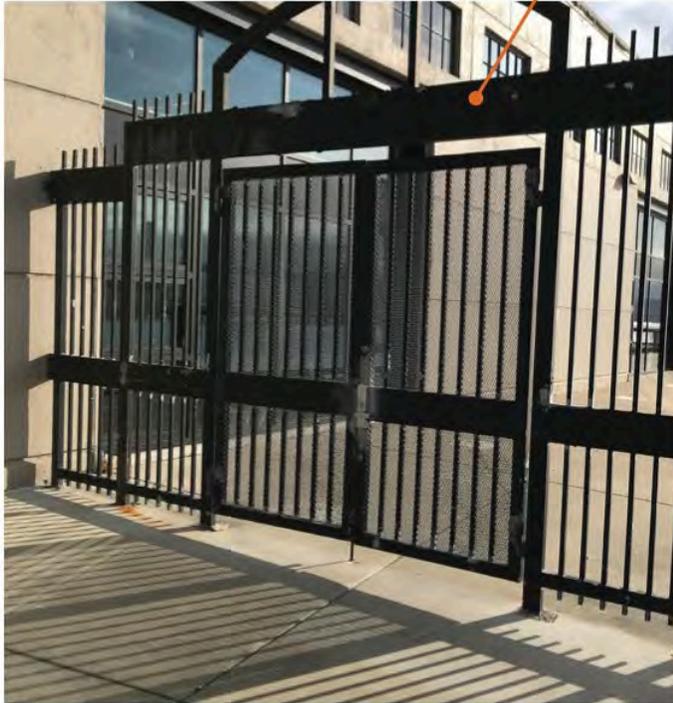
Event Space



Event Space

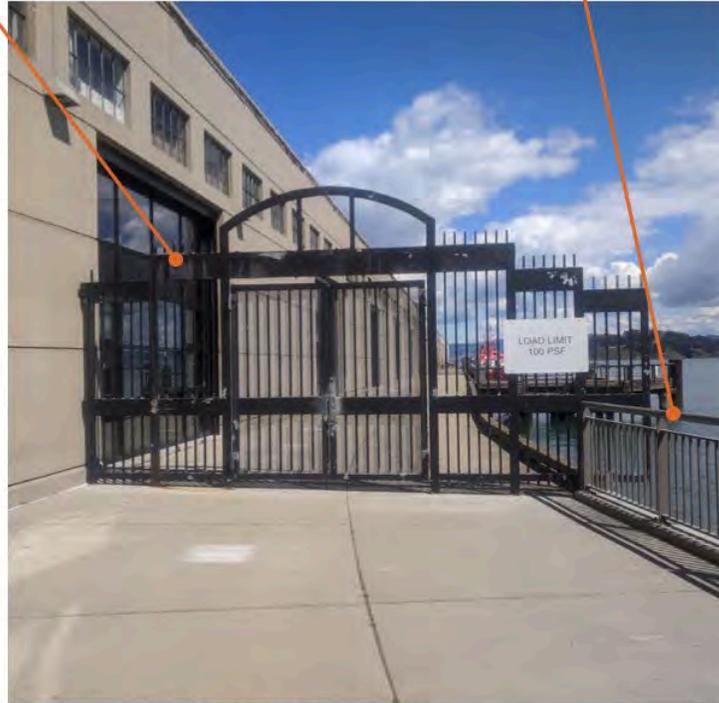


EXISTING GATE TO REMAIN,
TO BE CLEANED & PAINTED.



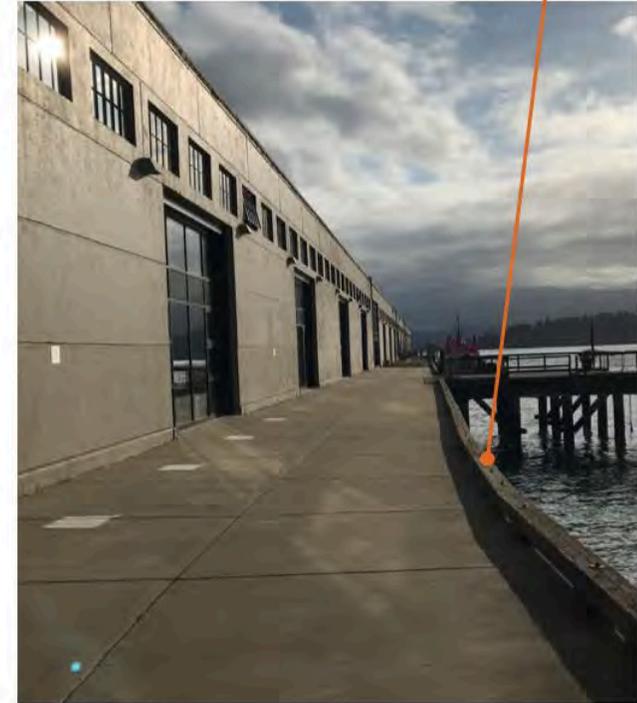
Pier 9 - Exterior Public Gate Access to Pier

EXISTING GUARDRAIL
TO REMAIN, TO BE
CLEANED AND PAINTED.



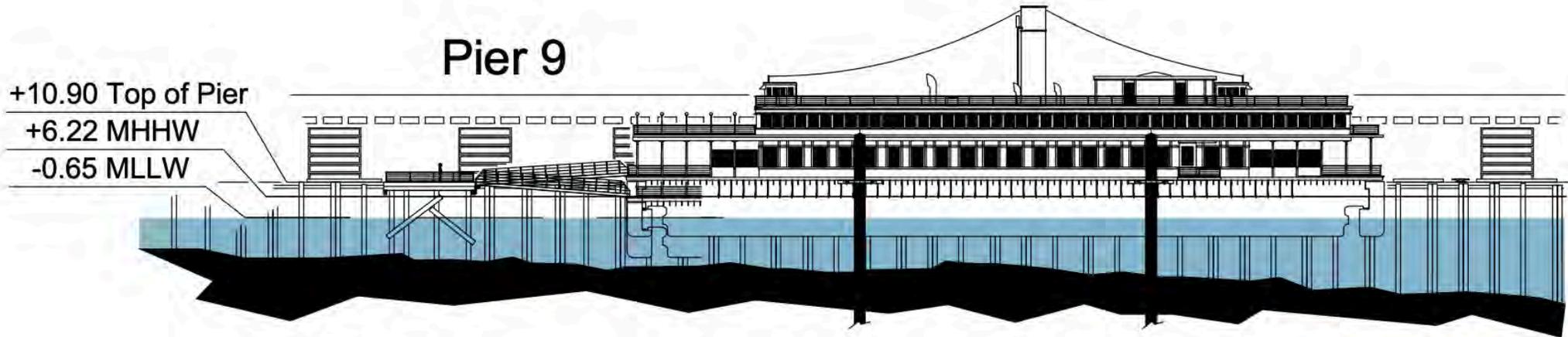
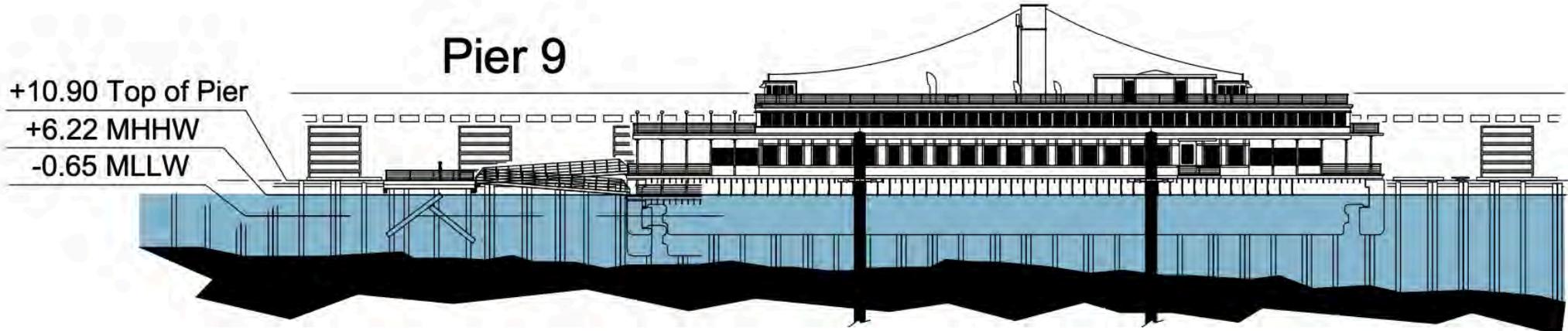
Pier 9 - Exterior Public Gate Access to Pier

NEW GUARDRAIL TO
EXTEND DOWN THE PIER,
TO MATCH EXISTING.



Pier 9 - Exterior

EXISTING GATE & GUARDRAIL UPGRADES



SEA LEVEL RISE DIAGRAMS AT PIER 9

Planning Process

- * Outreach and Stakeholder Engagement
- * Port - Lease & Building Permits
- * SF Planning Department - CEQA
- * DMMO - Dredging Permits
- * BCDC Permit Staff - Pre-Application Meetings



BAYAREA
COUNCIL

Thank you!

PUBLIC COMMENT



shannon.fiala@bccdc.ca.gov



<https://www.bccdc.ca.gov/BPA/1-20-San-Francisco-Waterfront-Special-Area-Plan.pdf>

STAFF RECOMMENDATION

The staff recommends that the Commission:

- (1) Adopt the attached proposed descriptive notice to initiate the process of considering a possible amendment to the *San Francisco Waterfront Special Area Plan* (BPA 1-20);
- (2) Schedule a public hearing for July 16, 2020 to consider the proposed amendment; and
- (3) Authorize the Executive Director to enter into a contract not to exceed \$30,000 to recover the Commission's costs for reviewing and acting on the proposed amendment application.