



Image credit: Port of Redwood City

# **SAN FRANCISCO BAY AREA SEAPORT PLAN UPDATE**

## **Bay Plan Amendment 1-19 Public Hearing**

November 2, 2023  
Cory Mann, Principal Waterfront Planner



# PRESENTATION OVERVIEW

- Background
- Draft Plan
  - Proposed Policy Changes (Part I)
  - Proposed Map Changes (Part II)
- Next Steps



Image credit: Port of Richmond

# BACKGROUND: THE BAY PLAN

- Bay Plan Port findings state that in the absence of a central agency to coordinate the planning and development of Bay Area seaport terminals, there is a risk of unnecessary Bay fill.
- A Seaport Plan is needed to minimize these risks.





# BAY AREA SEAPORT PLAN

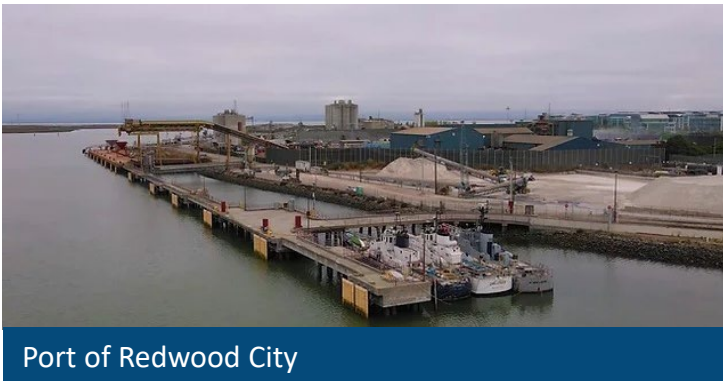
- First released in 1982.
- Purpose is to coordinate the planning and development of Bay port terminals to minimize Bay fill.
- Existing plan was published in 1996. Needs a comprehensive update.



1982 Technical Report

# PORT PRIORITY USE AREAS (PPUAs)

- Areas determined necessary for future port development are designated as PPUAs and are reserved for port-related and other uses that will not impede development of the sites for port purposes.
- Informed by the regional Cargo Forecast.





# THE CARGO FORECAST

- Includes cargo forecasts for three major cargo types until 2050.
- Contains a high-level overview of capacity within BCDC's existing port priority use areas.
- Provides underlying data to evaluate requests based on the *Seaport Plan* policies.



# SEAPORT PLANNING ADVISORY COMMITTEE (SPAC)



- Advisory body to the Commission to provide expert advice on seaport related matters.
- Composed of representatives from the five Bay Area Ports, BCDC, MTC/ABAG, the San Francisco Marine Exchange, Caltrans, and Save the Bay.

# REASONS FOR UPDATING THE SEAPORT PLAN

- Update the regional *Cargo Forecast*
- Remove outdated information and update findings and policies.
- Introduce new topic areas, including climate change and EJ
- Amend the Port Priority Use Area boundaries to reflect shifts in cargo activity.
- Realign the *Seaport Plan* to better reflect the scope of BCDC's authority and encourage regional coordination.





# KEY POLICY GOALS

- Clear, streamlined guidance for ports.
- More flexibility for how ports develop while minimizing Bay fill.
- Policies rooted in BCDC's authority.
- Simple to understand.



# TIMELINE



# NOTE ON HOWARD TERMINAL

- The Commission voted to remove the Port Priority Use Designation from Howard Terminal in June 2022.

- Howard Terminal remains subject to the requirements of AB 1191, which states:

If the port and the Oakland Athletics have not entered into a binding agreement by January 1, 2025, that allows for the construction of the Oakland Sports and Mixed-Use Project, the port priority use designation shall be automatically reinstated on the Howard Terminal property as if it had not been deleted pursuant to BCDC's Seaport Plan and Bay Plan amendment process.

- BCDC staff does not propose making any changes to the current status of Howard Terminal as part of this general update to the Seaport Plan.
- In response to public comment, staff revised the Draft Seaport Plan to include Howard Terminal in a relevant table of Bay Area marine terminal sites, with a footnote to describe its unique status.



# OVERVIEW OF PROPOSED POLICY CHANGES





# NEW INTRODUCTION

- Rewritten for readability and clarity.
- Topic Areas
  - Seaport Plan Goals
  - Authority
  - Approach to Updating the Plan
  - The Bay Area Ports
  - The Cargo Forecast



# CHANGES TO TOPIC AREAS (1996 PLAN TO 2023 PLAN)

## New Topic Areas

- The Seaport Planning Advisory Committee
- Climate Change
- Environmental Justice and Social Equity
- Regional Coordination and Future Seaport Plan Updates

## Revised Topic Areas

- Preserving and Enhancing Port Priority Use Areas
- Cargo Forecast

## Removed Topic Areas

- Dredging and Navigation
- Ground Transportation



# SEAPORT PLANNING ADVISORY COMMITTEE (NEW TOPIC AREA)

- **Policy 1** SPAC Composition and Assignment

- **Policy 2** Responsibilities of the SPAC

## Recommended SPAC Composition

(2) members appointed by BCDC; (1) member appointed by MTC/ABAG

(1) member appointed by Caltrans District 4

(1) member appointed by the U.S. Army Corps of Engineers- San Francisco District

(1) member appointed by the Port of Benicia, the Port of Oakland, the Port of San Francisco, the Port of Redwood City, and the Port of Richmond

(1) member appointed by BCDC from an environmental interest group

(1) member appointed by BCDC from a maritime service organization

(2) members appointed by BCDC from community-based and/or environmental justice organizations

(1) member appointed by BCDC from a maritime industry stakeholder

# CARGO FORECAST (REVISED TOPIC AREA)

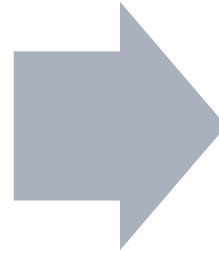
- New set of findings provides an overview of the Cargo Forecast.
- **Policy 1** Monitoring and updating the forecast.
- **Policy 2** Implementing the forecast.



# PORT PRIORITY USE AREAS (REVISED TOPIC AREA)

## 1996 Plan

Port Priority Use Areas  
Marine Terminals  
Container Terminals  
Bulk Terminals



## Draft Plan

Preserving and  
Enhancing Port Priority  
Use Areas



# PORT PRIORITY USE AREA POLICIES

- Policy 1 Preserving Port Priority Use Areas
- Policy 2 Role of Local Government
- Policy 3 Adding or Removing Port Priority Use Areas
- Policy 4 Bay Fill to Develop Existing Designated Marine Terminal Sites
- Policy 5 Bay Fill for New Marine Terminals
- Policy 6 Changes to Marine Terminal Use
- Policy 7 Layberthing
- Policy 8 Commercial Recreation and Other Interim Uses
- Policy 9 Public Access
- Policy 10 Passenger Ferries
- Policy 11 Historic Uses

# CLIMATE CHANGE (NEW TOPIC AREA)

- **Policy 1** Adaptation to Rising Sea Levels.
- **Policy 2** Seaport Plan and Cargo Forecast Updates.
- **Policy 3** Disaster Response.



# ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY (NEW TOPIC AREA)

- **Policy 1** Bay Plan Policies.
- **Policy 2** Projects to Reduce Air Emissions.
- **Policy 3** Regional Collaboration and Seaport Plan Updates.





# DREDGING AND NAVIGATION (DELETED TOPIC AREA)

- Policies were written prior to the completion of the Bay Area Long Term Management Strategy (LTMS) for dredging in 2001.
- Bay Plan contains policies on dredging.



# REGIONAL COORDINATION AND FUTURE SEAPORT PLAN UPDATES (NEW TOPIC AREA)

- **Policy 1** Preserving Ground Transportation Access to Marine Terminal Sites.
- **Policy 2** Ground transportation and Circulation.
- **Policy 3** MTC and BCDC Coordination.
- **Policy 4** Updating the Seaport Plan.



Image credit: Port of Richmond



# OVERVIEW OF PROPOSED REVISIONS

Marine Terminal designations  
and Port Priority Use Area map  
boundaries



# MARINE TERMINAL DESIGNATIONS: EXISTING POLICY

- The Seaport Plan applies policies to the Port Priority Use Areas.
- Existing plan allocates projected cargo volumes to every marine terminal in BCDP's jurisdiction.
- Projections become outdated quickly; unlikely to be useful when a specific project arises.
- Proposal: remove the Marine Terminal designations to provide better flexibility for the ports.

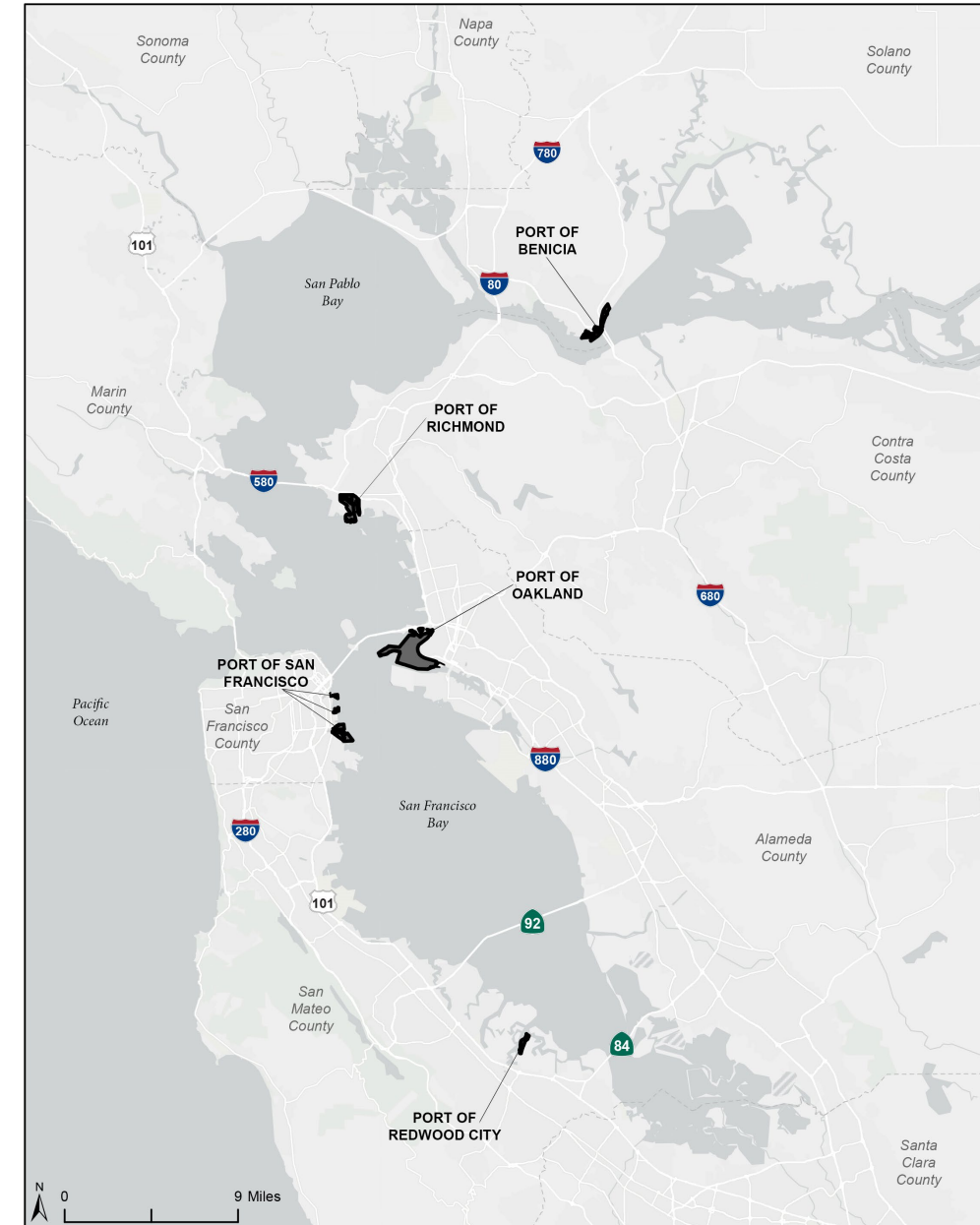
Table 11: Port of Oakland Future Facilities

TERMINAL	DESIGNATION	TERMINAL ACRES	CARGO TYPE	EFFECTIVE NO. OF BERTHS	AVERAGE PER BERTH THROUGHPUT CAPACITY*	TOTAL THROUGHPUT*
Outer Harbor Terminal Area	Active (assumes 29 acres of fill)	295	Container	5	1,446,975	7,234,875
Seventh Street Harbor Terminal Area	Active	205	Container	5	1,005,525	5,027,625
Middle Harbor Terminal Area						
FISCO	Future (under construction)	330	Container	5	1,618,650	8,093,250
APL	Active	121	Container	2	1,483,763	2,967,525
Inner Harbor Area	Active	49	Container	2	600,863	1,201,725
Schnitzer Steel	Active	60	Dry Bulk	2	1,037,000	2,074,000
TOTALS		1,060		21		N/A
Container		1,000		19		24,525,000
Dry Bulk		60		2		2,074,000



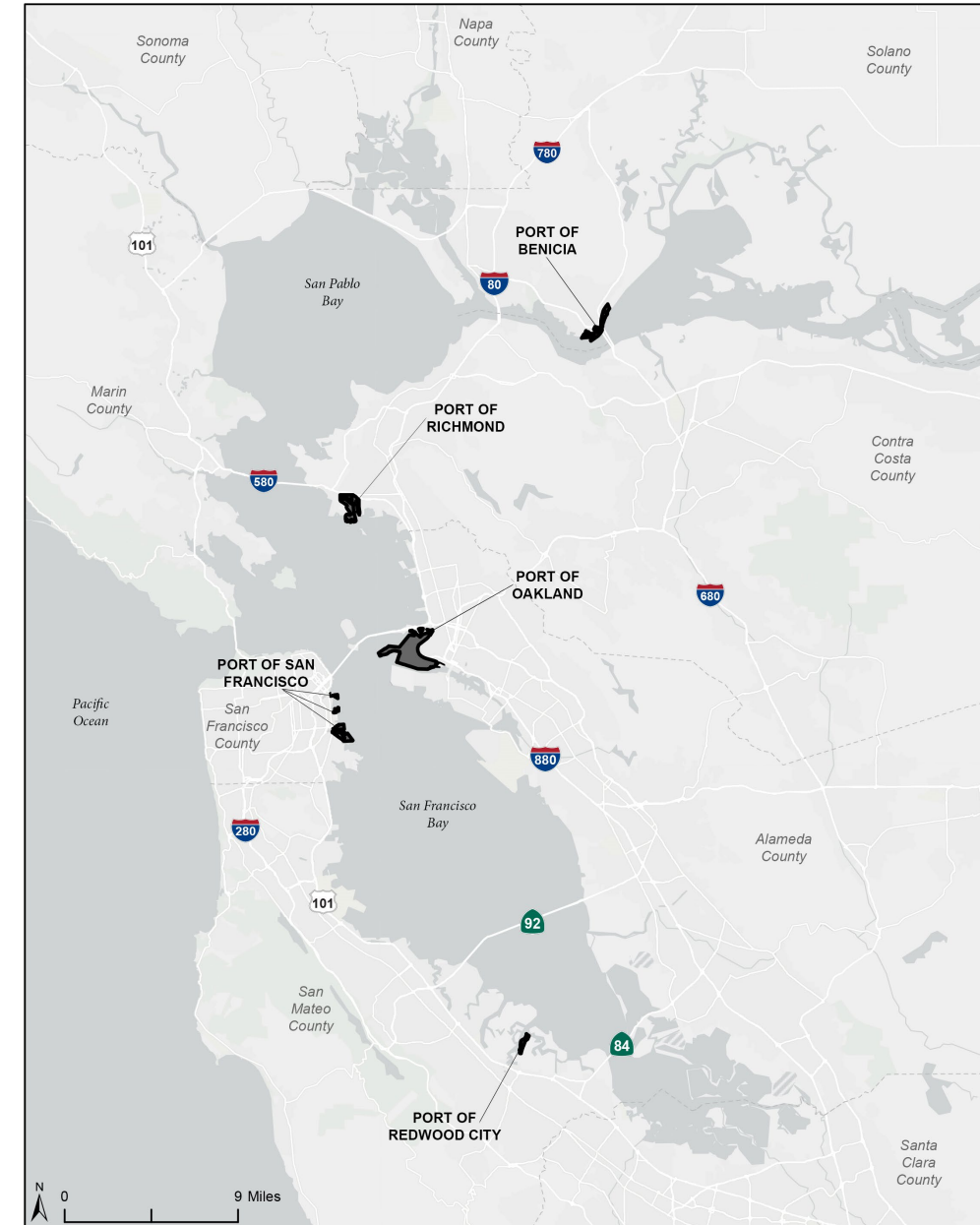
# PORT PRIORITY USE AREA MAPS

- In 2021, BCDc received requests to modify Port Priority Use Area boundaries.
- Why it matters- only uses allowed in Port Priority Use Areas are for cargo or related uses.
- Adding Port Priority Use designation protects an area for port use.
- Removing Port Priority Use designation does not prevent ports from using an area for cargo purposes, but it frees the site up to be potentially used for non-port use.



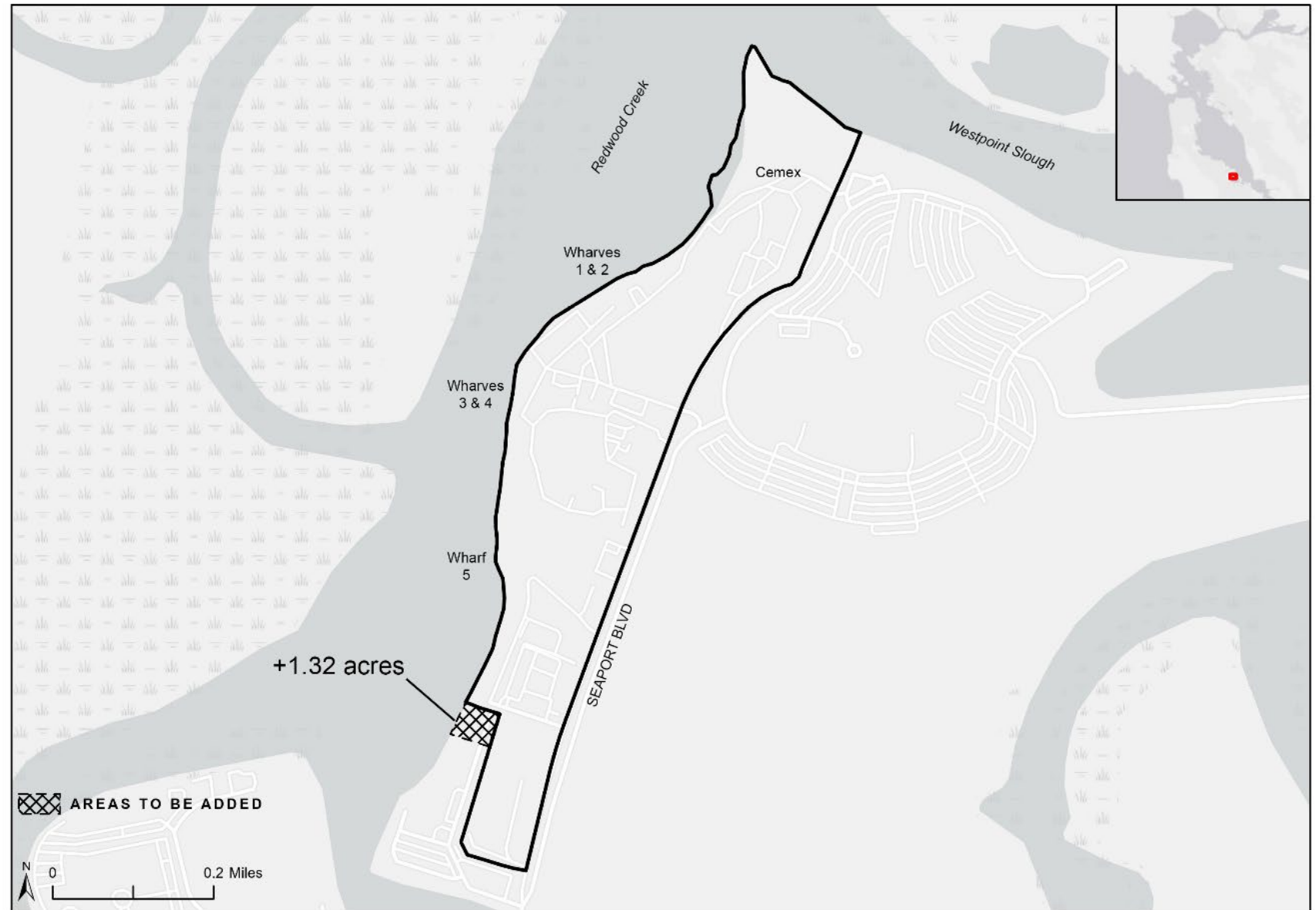
# STAFF ANALYSIS

- Proposed deletions must be consistent with BCDC's policy for removing Port Priority Use Area, General Policy 4.
- Other topics analyzed: port planning and operations, land use consistency and compatibility, public access, sea level rise, environmental justice, and Bay fill.
- The Cargo Forecast did not identify any of the areas being requested for removal from Port Priority Use as being feasible sites for cargo handling.
- Ports undertook community engagement commensurate with the nature of the requests.
- The SPAC voted in favor of the proposed changes.



# PORT OF REDWOOD CITY

- Adding 1.3 acres of Port Priority Use Area for potential Omni-Terminal.



## PORT OF REDWOOD CITY

Total Area: 96.56 acres

SEAPORT PLAN

PORT PRIORITY USE AREA



# PORT OF RICHMOND

- Removing 9 acres in total due to historic status and non-port uses.



## PORT OF RICHMOND

Total Area: 428.77 acres

SEAPORT PLAN

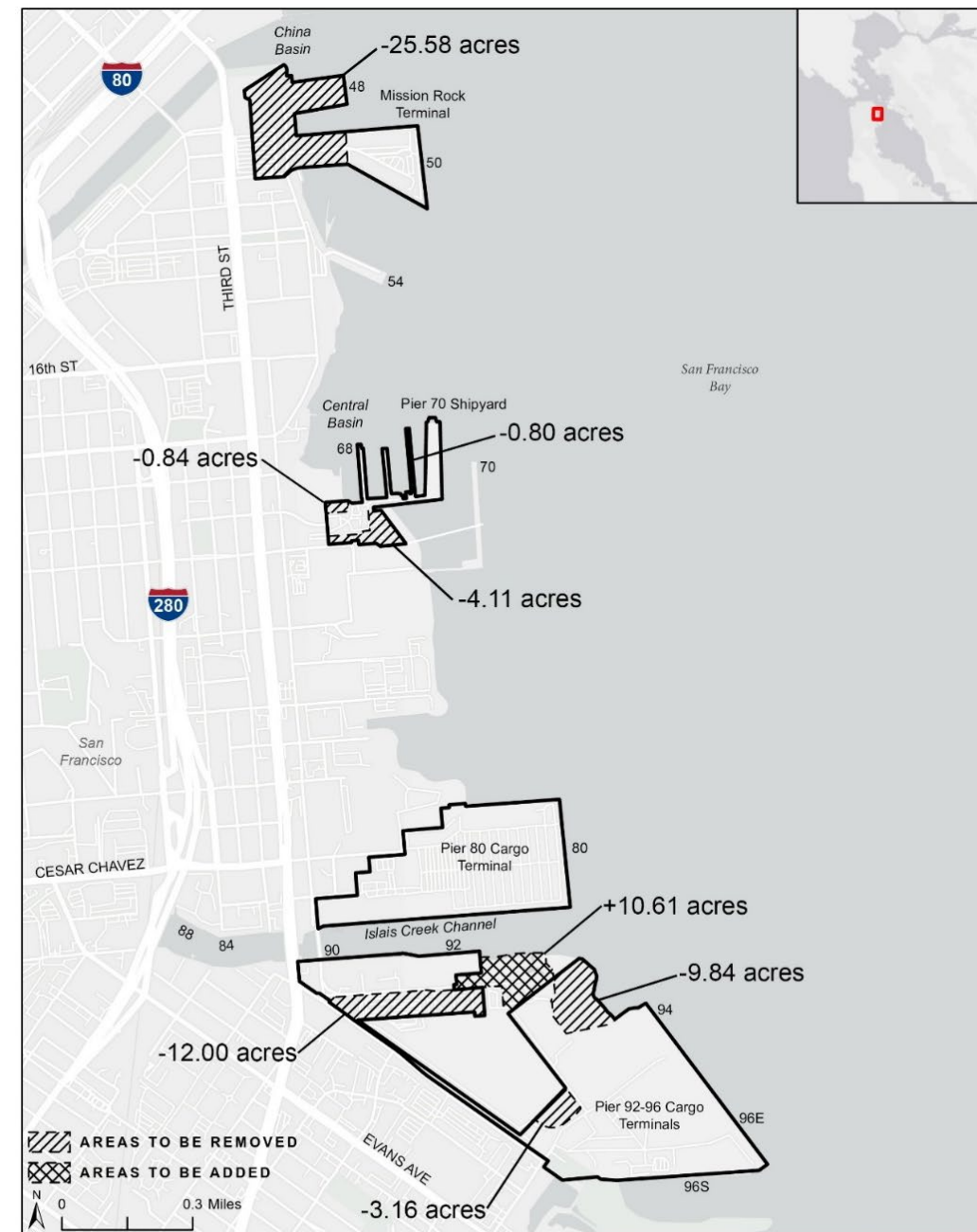
▣ PORT PRIORITY USE AREA





# PORT OF SAN FRANCISCO

- **Piers 48 and 50.** Pier 48 removed per Assembly Bill 2797. Pier 50 reduced to 14 acres on the eastern portion of the pier.
- **Pier 70.** Removing 5.7 acres of Port Priority Use Area, which includes a pier that was removed, as well as an area encompassing 10 historic buildings and adjacent parking.
- **Piers 90-96.** Removing 9.8 acres due to presence of a wetland and 15.2 acres of upland sites. Adding 10.6 acres between Piers 92 and 94 to reflect current dry bulk operations.



**PORT OF  
SAN FRANCISCO**

Total Area: 223.20 acres

SEAPORT PLAN  
PORT PRIORITY  
USE AREA

# CITY OF OAKLAND

- Swapping 15.5 acres for 16.7 acres, resulting in a net addition of about 1.2 acres.



## PORT OF OAKLAND

Total Area: 1573.22 acres

### SEAPORT PLAN

PORT PRIORITY USE AREA

# RESERVE AREAS: SELBY AND THE CONCORD NAVAL WEAPONS STATION

- Both sites designated since 1982, but no plans to develop either site for port use have emerged in 40 years.
- Staff recommend removing the sites from Port Priority Use.

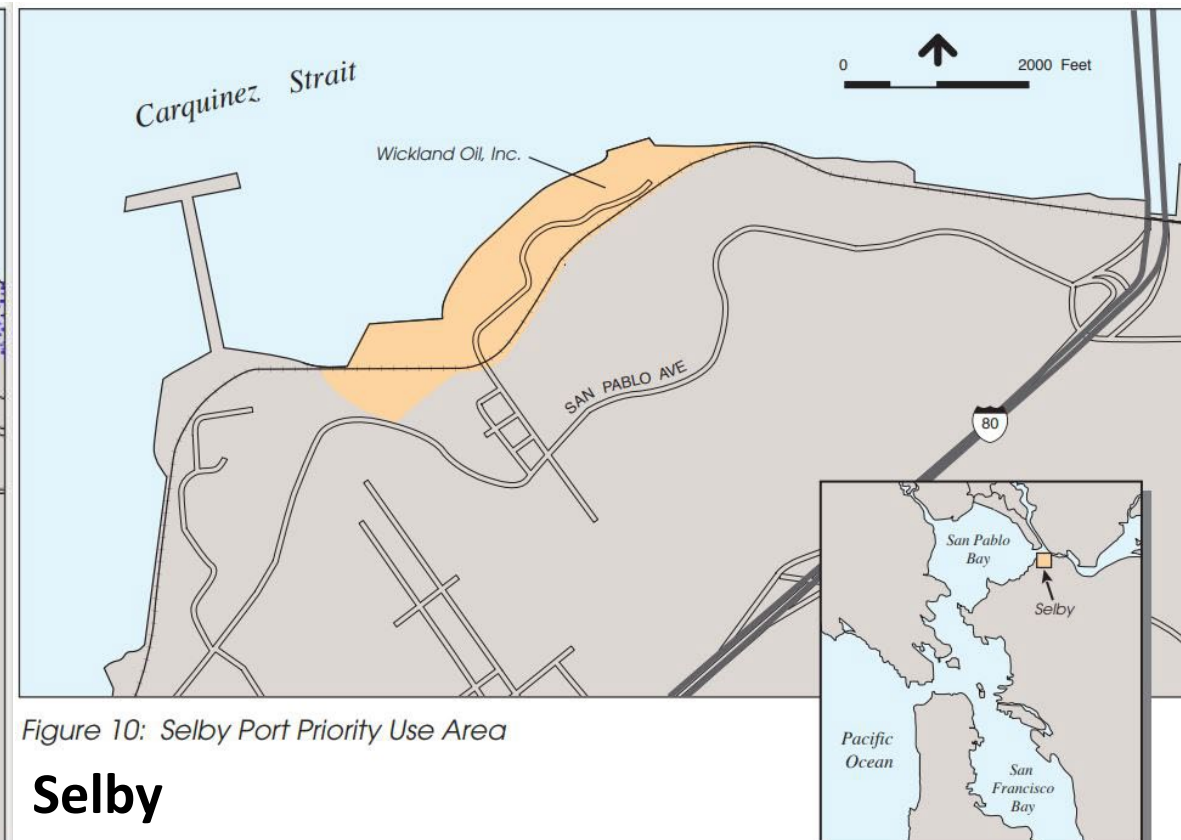
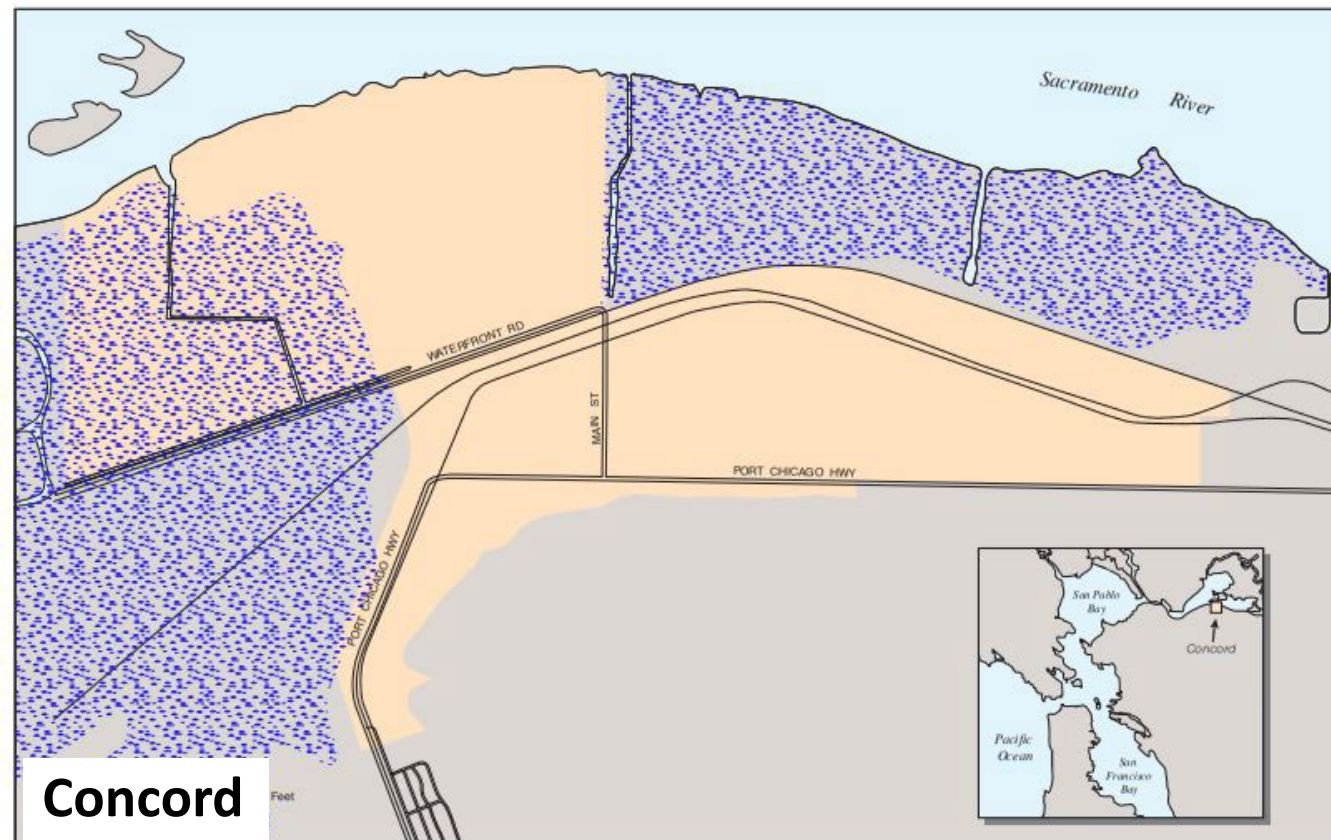


Figure 10: Selby Port Priority Use Area



# NEXT STEPS

**November 2**

Public Hearing



**November 10 (tentative)**

Final Draft and final  
Environmental  
Assessment



**November 16 (tentative)**

Commission Vote  
to adopt new  
Seaport Plan

# THANK YOU

Cory Mann, Principal Waterfront Planner  
[cory.mann@bcd.ca.gov](mailto:cory.mann@bcd.ca.gov)

