



# SAN FRANCISCO PLANNING DEPARTMENT

To Responsible Agencies, Trustee Agencies, and Interested Parties:

February 9, 2011

RE: CASE NO 2010.0493E: The 34<sup>th</sup> America's Cup Races and James R. Herman Cruise  
Terminal and Northeast Wharf Plaza

## NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT NOTICE OF PUBLIC SCOPING MEETINGS

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the San Francisco Planning Department. The NOP/Notice of Public Scoping Meeting is either attached or is available upon request from Joy Navarrete, whom you may reach at (415) 575-9040, voice; (415) 558-6409, fax; [joy.navarrete@sfgov.org](mailto:joy.navarrete@sfgov.org), email; or at the above address. The NOP is also available online at <http://tinyurl.com/meacases>. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

**Project Description:** The 34<sup>th</sup> America's Cup sailing races are proposed to be held in San Francisco Bay in Summer-Fall 2012, and Summer-Fall 2013. Several of the sites proposed for the America's Cup races are piers, water areas, and facilities managed by the San Francisco Port Commission including: Pier 80, Piers 32-36 water basin, Piers 30-32, Seawall Lot 330, Pier 26, Pier 28, Pier 19, Pier 19½, Pier 23, and Piers 27-29½.

Various spectator activities would occur in locations including China Basin Channel, Herb Caen Way from AT&T Ballpark to Fisherman's Wharf, Aquatic Park, Marina Green, and sites in the Golden Gate National Recreation Area including (but not necessarily limited to) Fort Mason, Crissy Field, Alcatraz Island, Cavallo Point, and Treasure Island. Spectator areas would be managed to protect parklands and sensitive habitats in coordination with and authorization from the agencies having jurisdiction over these areas.

Pier 27 is also the site proposed by the San Francisco Port Commission for the development of the James R. Herman Cruise Terminal and Northeast Wharf Plaza. The cruise terminal project is proposed to be phased to allow initial construction to allow America's Cup Village uses at Pier 27-29 for the 2013 America's Cup races. The proposed improvements to complete the cruise terminal and the Northeast Wharf Plaza at Pier 27 would be built out after the America's Cup races are concluded. The proposed new cruise terminal would be designed to meet modern ship and operational requirements of the cruise industry and to meet LEED-equivalent standards for a maritime facility.

The San Francisco Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a final decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The San Francisco Planning Department will hold two **PUBLIC SCOPING MEETINGS** on Wednesday, February 23rd, 2011, at 6:30-8:30 pm at the San Francisco Board of Supervisors Chamber, Room 250, City Hall, 1 Dr. Carlton B. Goodlett Place; and Thursday February 24th, 2011, at

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

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6:30-8:30 pm at the Port of San Francisco, Pier 1, The Embarcadero at Washington Street. The purpose of these meetings is to receive oral comments to assist the San Francisco Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the proposed project. Written comments will also be accepted until 5:00 p.m. on **March 11, 2011**. Written comments should be sent to Bill Wycko, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact Joy Navarrete at (415) 575-9040.



# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report

*Date:* February 9, 2011  
*Case No.:* 2010.0493E  
*Project Title:* **The 34<sup>th</sup> America's Cup Races and James R. Herman Cruise Terminal and Northeast Wharf Plaza**  
*Locations:* South of Ferry Building: Pier 80, Piers 32-36 water basin, Piers 30-32, Seawall Lot 330, Pier 26, and Pier 28  
North of Ferry Building: Piers 19, 23, 27-29½  
For various spectator-related and/or temporary berthing activities, locations including China Basin Channel, Herb Caen Way from AT&T Ballpark to Fisherman's Wharf, Aquatic Park, Marina Green, and sites in the Golden Gate National Recreation Area including (but not necessarily limited to) Fort Mason, Crissy Field, Alcatraz Island, Cavallo Point, and Treasure Island.  
*Zoning:* M-1, M-2, Northeast Waterfront Special Use District and Various  
*Project Sponsors:* (America's Cup) City and County of San Francisco, America's Cup Event Authority, America's Cup Organizing Committee (Cruise Terminal and Northeast Wharf Plaza) Port of San Francisco  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Joy Navarrete – (415) 575-9040 joy.navarrete@sfgov.org

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## PROJECT DESCRIPTION

### INTRODUCTION

On December 31, 2010, the City of San Francisco was chosen as the location to host the 34<sup>th</sup> America's Cup sailing races. Mayor Gavin Newsom and the San Francisco Board of Supervisors (City) approved a 34<sup>th</sup> America's Cup Host and Venue Agreement (Host Agreement) with the America's Cup Event Authority (Event Authority) and America's Cup Organizing Committee (ACOC)<sup>1</sup>, which approval was subject to review under the California Environmental Quality Act (CEQA) and subsequent city, state and federal approvals of the 34<sup>th</sup> America's Cup Event (AC34) and associated facilities. Pursuant to provisions of the Host Agreement, the City, Event Authority and ACOC propose improvements and services to several facilities and locations, described below, to support a series of international sailing races in San Francisco Bay that comprise AC34.

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<sup>1</sup> Host and Venue Agreement among the City and County of San Francisco, the America's Cup Event Authority, LLC, and the San Francisco America's Cup Organizing Committee. For a copy, please go to: [http://www.oewd.org/Development/Projects-Americas\\_Cup.aspx](http://www.oewd.org/Development/Projects-Americas_Cup.aspx). The Golden Gate Yacht Club, which holds the America's Cup, delegated to the Event Authority the right to select the venue for AC34. Capitalized, event-related terms used in this document are defined in the Host Agreement.

The America's Cup race events are proposed to take place in Summer-Fall 2013, with one or more preliminary "World Series" races in Summer-Fall 2012. Several of the sites proposed for AC34 are piers and facilities managed by the San Francisco Port Commission. One of these, Pier 27-29, is proposed as part of the America's Cup Village complex. Pier 27 also is the site proposed by the Port Commission for the development of the James R. Herman Cruise Terminal and Northeast Wharf Plaza (Cruise Terminal). The proposed new Cruise Terminal would be designed to meet modern ship and operational requirements of the cruise industry, to meet LEED-equivalent standards for a maritime facility and to provide an appropriate, welcoming gateway to the City for the cruising public.

These elements, in combination, make up the proposed project to be studied in an Environmental Impact Report (EIR), and are described in more detail below. The EIR will analyze the environmental effects of these improvements, which are being planned in phased sequence. The first phase would allow the Event Authority to use Port waterfront property from Pier 80 to Pier 27-29 for purposes of staging AC34 on San Francisco Bay, including the first phase of the Pier 27 cruise terminal. After AC34 is concluded, the second phase would build out the final improvements for the cruise terminal and the Northeast Wharf Plaza at Pier 27.

If Golden Gate Yacht Club (GGYC) wins the 34<sup>th</sup> America's Cup and the City enters a new Host Agreement with the Event Authority, one or more subsequent America's Cup matches could be staged in San Francisco. Given the speculative nature of such events, the EIR will not analyze future potential America's Cup matches.

The California Environmental Quality Act (CEQA) requires the lead agency with the primary responsibility over the approval of the project to prepare an EIR to assess the potentially significant environmental impacts of the proposed project. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development, where feasible, and have the obligation to balance economic, environmental, and social factors.

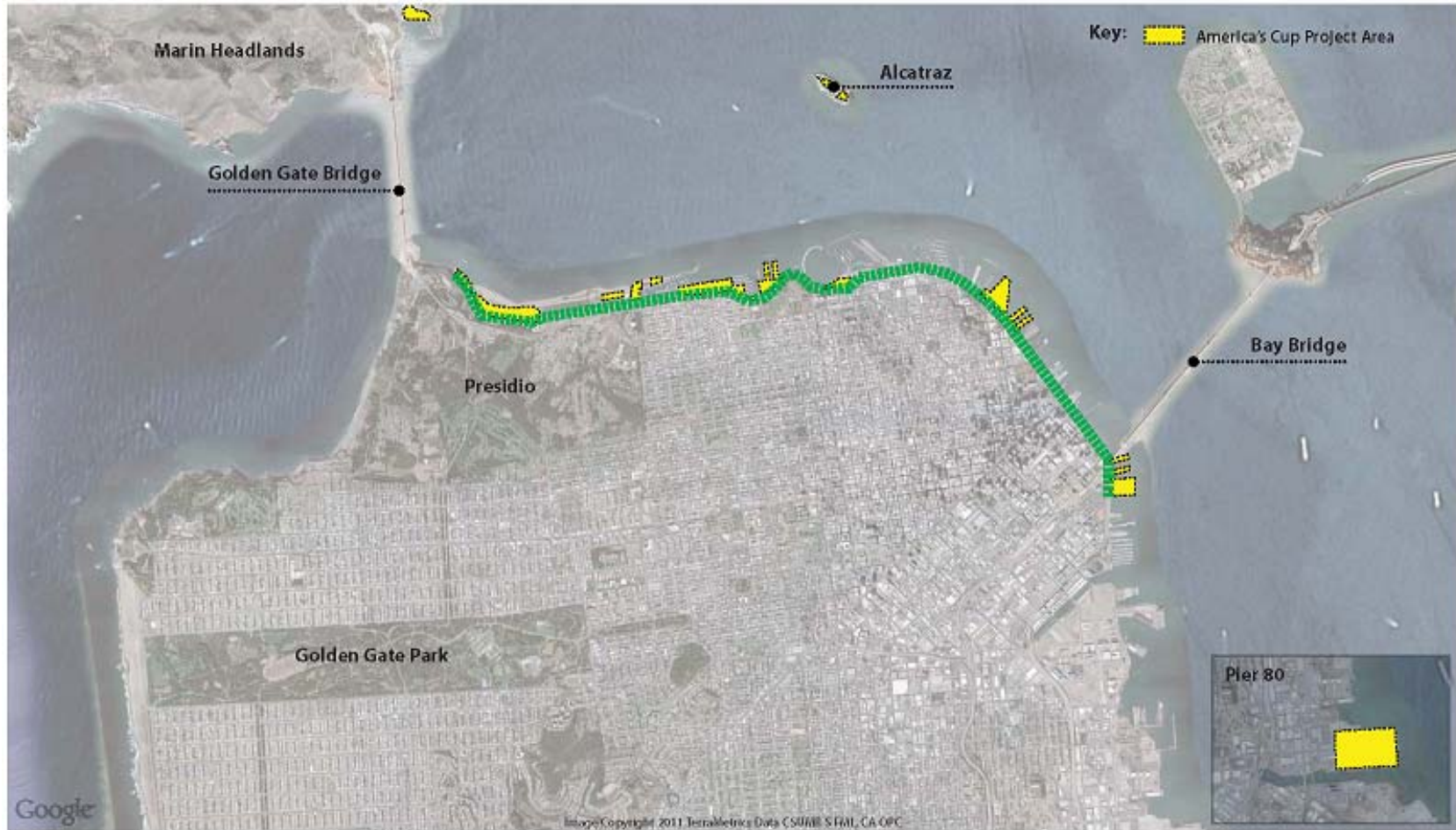
In addition to the provisions for AC34, the Host Agreement provides the Event Authority with certain long-term development rights and directs that any such future development would be required to undergo separate environmental review to comply with CEQA, when site-specific development program details are proposed. Thus, with respect to the AC34, this EIR will focus on the race events and associated race-related waterfront improvements, and will not analyze long-term development possibilities addressed in the Host Agreement at a project level.

## PROJECT LOCATION AND SETTING

The AC34 races would require facility improvements, programs and viewing opportunities proposed for numerous sites along the San Francisco waterfront, and at the north end of the Golden Gate Bridge near Sausalito (Cavallo Point), and within the San Francisco Bay (Alcatraz) Figure 1 provides an overview of the proposed sites. Most of the piers and associated facilities affected are under the jurisdiction of the San Francisco Port Commission (Port), described further below. There are other key park and recreation areas under the jurisdiction of other public agencies proposed as locations to support 2012 race events, and/or major spectator venues for races in both 2012 and 2013. See Figures 2-5 for an overview of the proposed AC34 uses for the race events in 2012 and 2013.

Fort Mason, Crissy Field, Cavallo Point, and Alcatraz Island, are all located within the Golden Gate National Recreation Area (GGNRA); Aquatic Park is located in the San Francisco Maritime National Historic Park (SAFR); and all are under the jurisdiction of the National Park Service. The paved portion of Crissy Field west of the tidal marsh is under the jurisdiction of the Presidio Trust. Together they provide a broad array of public beaches and open space for diverse recreational activities on land and in the water, manage valuable environment and habitat resources, and preserve and rehabilitate historic resources for public benefit.

- Aquatic Park is located at the west end of Fisherman's Wharf, starting west of Hyde Street and extending to Fort Mason just west of Van Ness Avenue. The National Park Service Pacific West Information Center is currently located in the SAFR visitor center on the corner of Hyde and Jefferson Streets. Aquatic Park Historic District is a National Historic Landmark and is listed on the National Register of Historic Places. It includes a beach, concrete stadia, grassy lawns and the horseshoe-shaped Municipal Pier extending into the Bay. It connects to Fort Mason, a former U.S. Army post and another National Register listed district that includes Lower Fort Mason, aka the San Francisco Port of Embarkation, another National Historic Landmark. The SAFR headquarters is located at Building E in Fort Mason Center, and GGNRA's headquarters is located in Building 201 in Upper Fort Mason. Within Fort Mason, there are many historic buildings, public open spaces, and the Fort Mason Center which include piers and warehouses, which host a variety of environmental, cultural and arts organizations.
- Crissy Field is a former U.S. Presidio Army Base Airfield, which underwent a major habitat restoration transformation that included converting 22 acres into a tidal marsh. There are over 1,000 paved and unpaved parking spaces in the Presidio Areas A and B, including Crissy Field.
- Alcatraz Island, a former Civil War outpost and later an infamous federal prison, which is currently a major museum exhibit attraction located offshore of Fisherman's Wharf is accessible only by ferry operators under contract with the National Park Service.
- Cavallo Point is located at the base of the north end of the Golden Gate Bridge, in the Marin Headlands, occupying a section of the Fort Baker Historic District. Historic buildings at Cavallo Point have recently been rehabilitated to house the Cavallo Point Lodge.
- Marina Green is a public park under the jurisdiction of the San Francisco Recreation and Parks Department, located in San Francisco's Marina district, north of Marina Boulevard between Fort Mason on the east, and the San Francisco Marina and St. Francis Yacht Club on the west. Marina Green includes an approximately 5.6-acre open grass field, encircled by wide, paved sidewalks on all sides and parking areas to the north, south and west.



**Figure 1 – Project Location Map**  
Source: AECOM, February 2011



**Figure 2 – 2012 Proposed Race Event Uses**  
Source: AECOM, February 2011



Figure 3 – 2013 Proposed Race Event Uses  
Source: AECOM, February 2011



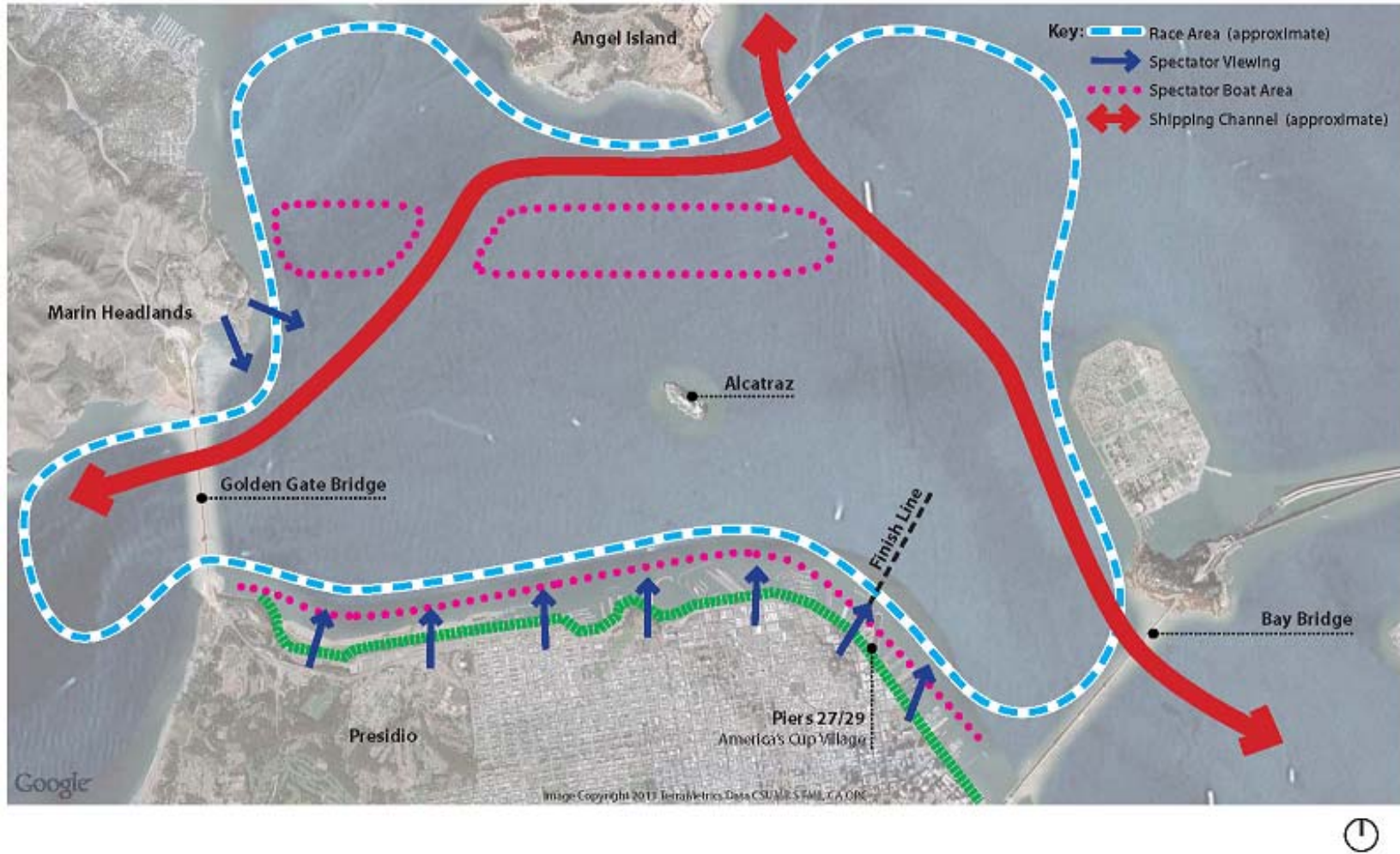


Figure 4 – Proposed Sailing Race Area  
Source: AECOM, February 2011

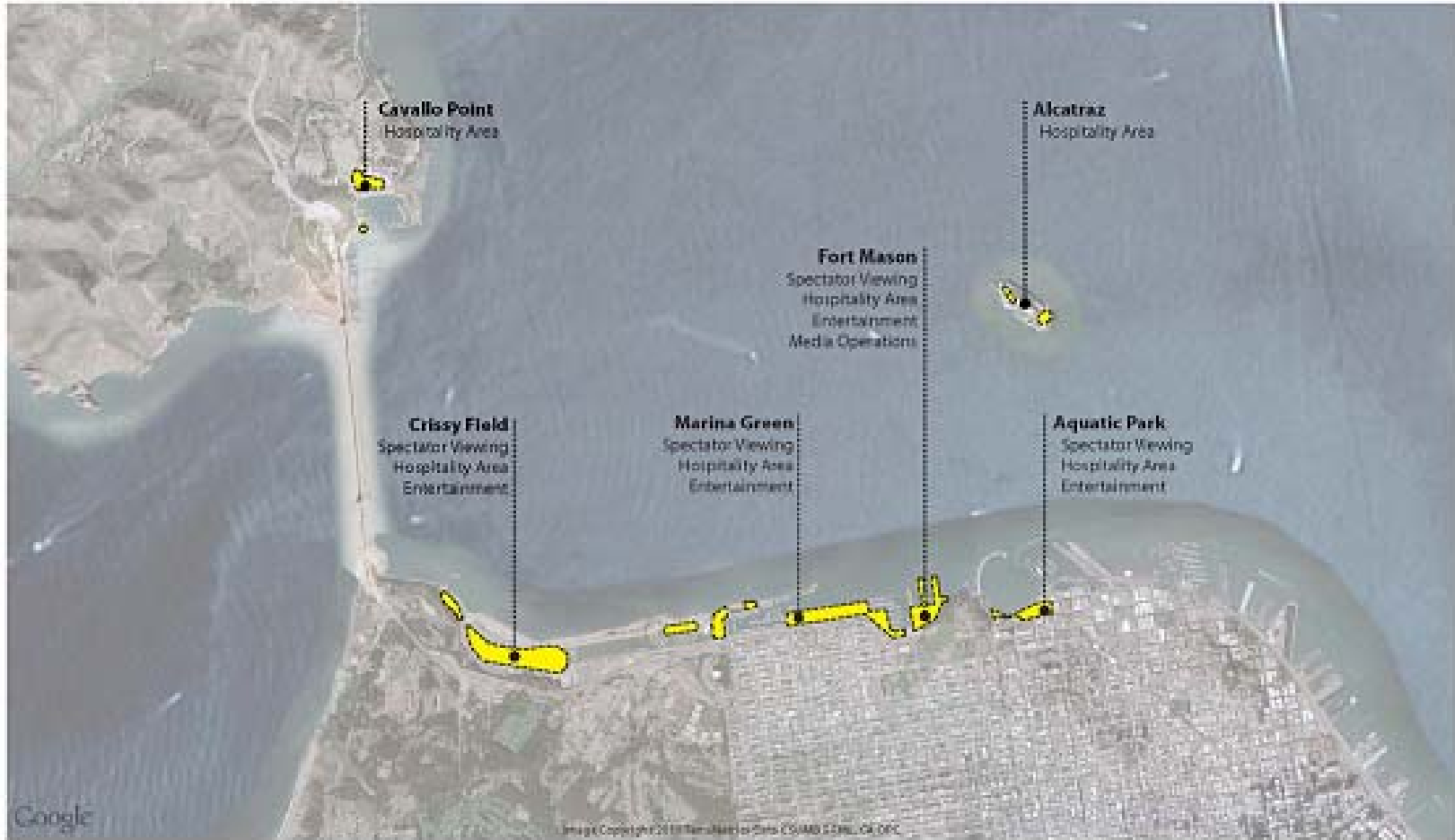


Figure 5 – Proposed Northern Waterfront Spectator Areas  
Source: AECOM, February 2011

For this EIR, the National Park Service (NPS) is considered a Responsible Agency under CEQA. As a Federal Agency with discretionary approval authority over a portion of this project, the NPS will adopt the EIR and conduct appropriate National Environmental Policy Act (NEPA) analysis as it considers use of their lands for this event. There may be other public areas where spectators may be expected to congregate to watch AC34 races. The EIR will provide information about those areas and will analyze all potential impacts associated with public viewing activities at those sites.

All but one of the affected Port facilities is located north of China Basin Channel, as shown in Figure 3. The only Port facility proposed for AC34 use in the area designated as the Port's southern waterfront is Pier 80, located on the north side of Islais Creek at the foot of Cesar Chavez Street, adjacent to the Potrero Hill/Dogpatch and Bayview Hunters Point neighborhoods. Pier 80 is one of the Port's primary cargo terminals, a 69-acre facility, operated by Metropolitan Stevedore Company dba Metro Ports. Pier 80 handles multiple types of breakbulk and project cargoes, and includes on-deck and enclosed warehouse storage. See Figure 6.

The other proposed piers and property north of Pier 80 (from south to north) and current uses as of January 2011 are described below:

Pier 30-32 and Seawall Lot (SWL) 330 (see Figure 7) is located in the South Beach/Rincon Hill neighborhood, near the intersection of Bryant and The Embarcadero. Pier 30-32 is an approximately 13-acre facility, which has no on-deck structures, except for Red's Java House, a restaurant occupying a small historic structure which is a contributing resource in the Embarcadero Waterfront Historic District. Pier 30-32 is used for off-street parking, managed by parking operator, and occasional special events. The facility is in deteriorating structural condition, which precludes industrial truck access. SWL 330 is an approximately two-acre paved, inland site, located across The Embarcadero from Pier 30-32. It is operated as a parking lot, managed by a parking operator.

The Piers 32-36 water basin is located immediately south of Pier 30-32, along The Embarcadero between Delancey Street and Beale Street. The area is designated as an Open Water Basin in the Port's *Waterfront Land Use Plan* (WLUP) and the San Francisco Bay Conservation and Development Commission's (BCDC) *Special Area Plan for the San Francisco Waterfront* (Special Area Plan) fronting the planned Brannan Street Wharf public open space.<sup>2</sup>

Pier 28 (see Figure 7) is located immediately north of Pier 30-32, a 100,000-square-foot facility with 80,000 square feet of space within a pier shed. Pier 28 is a contributing resource in the Embarcadero Waterfront Historic District. There are 15 leases for space in Pier 28 for warehouse storage, office and parking uses.

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<sup>2</sup> The Brannan Street Wharf also is designated in Port and BCDC plans as a major, strategic public open space. The Port is working jointly with the U.S. Army Corps of Engineers to design and construct this project, which is undergoing separate, concurrent environmental review and permitting. The Brannan Street Wharf Draft EIR (Case File 2009.0418E) is scheduled to be published for public comment in February 2011. Chelsea Fordham is the EIR Coordinator for this project at the San Francisco Planning Department, [Chelsea.Fordham@sfgov.org](mailto:Chelsea.Fordham@sfgov.org).

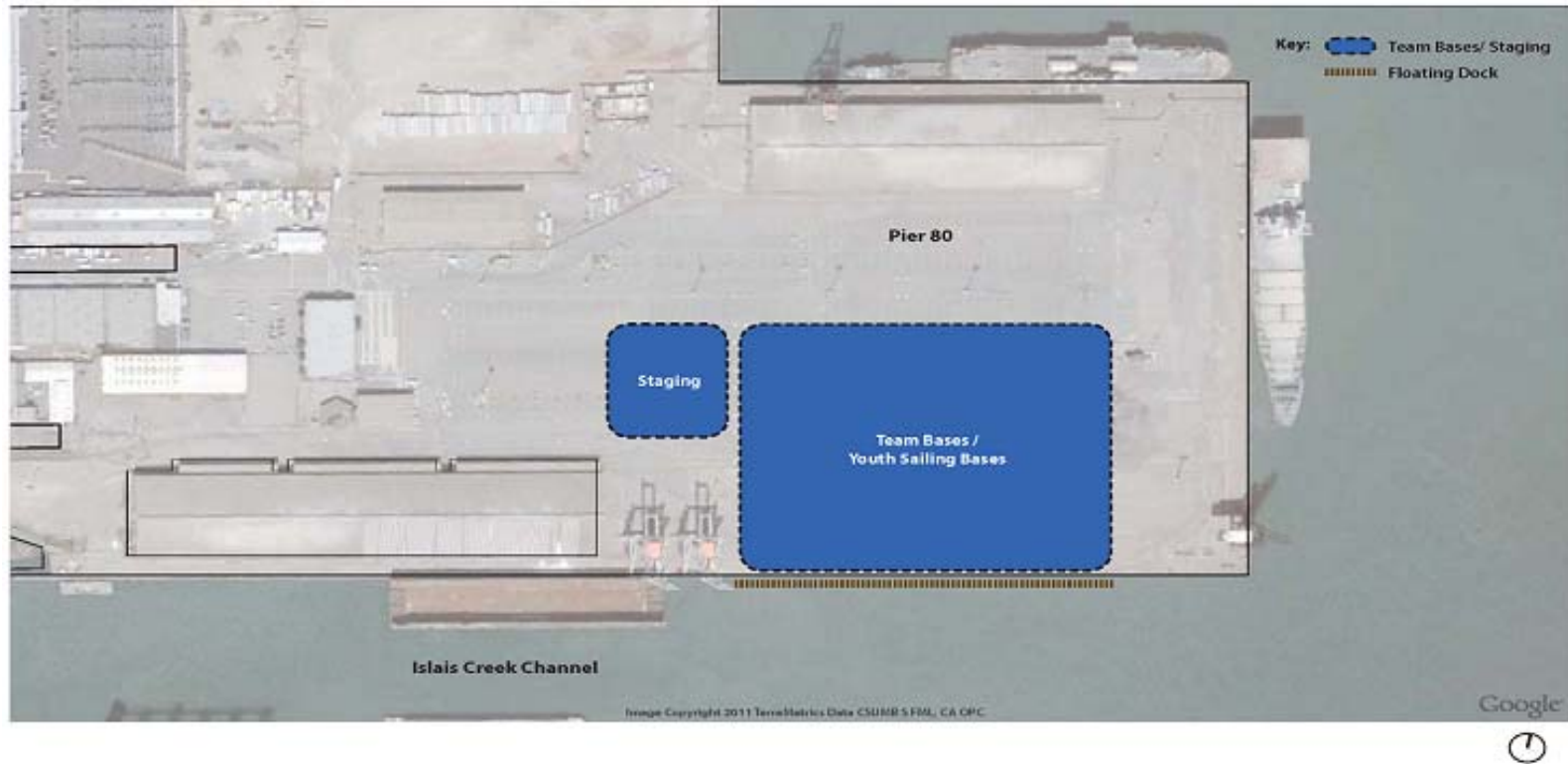


Figure 6 – Proposed Pier 80 Venue Program  
Source: AECOM, February 2011

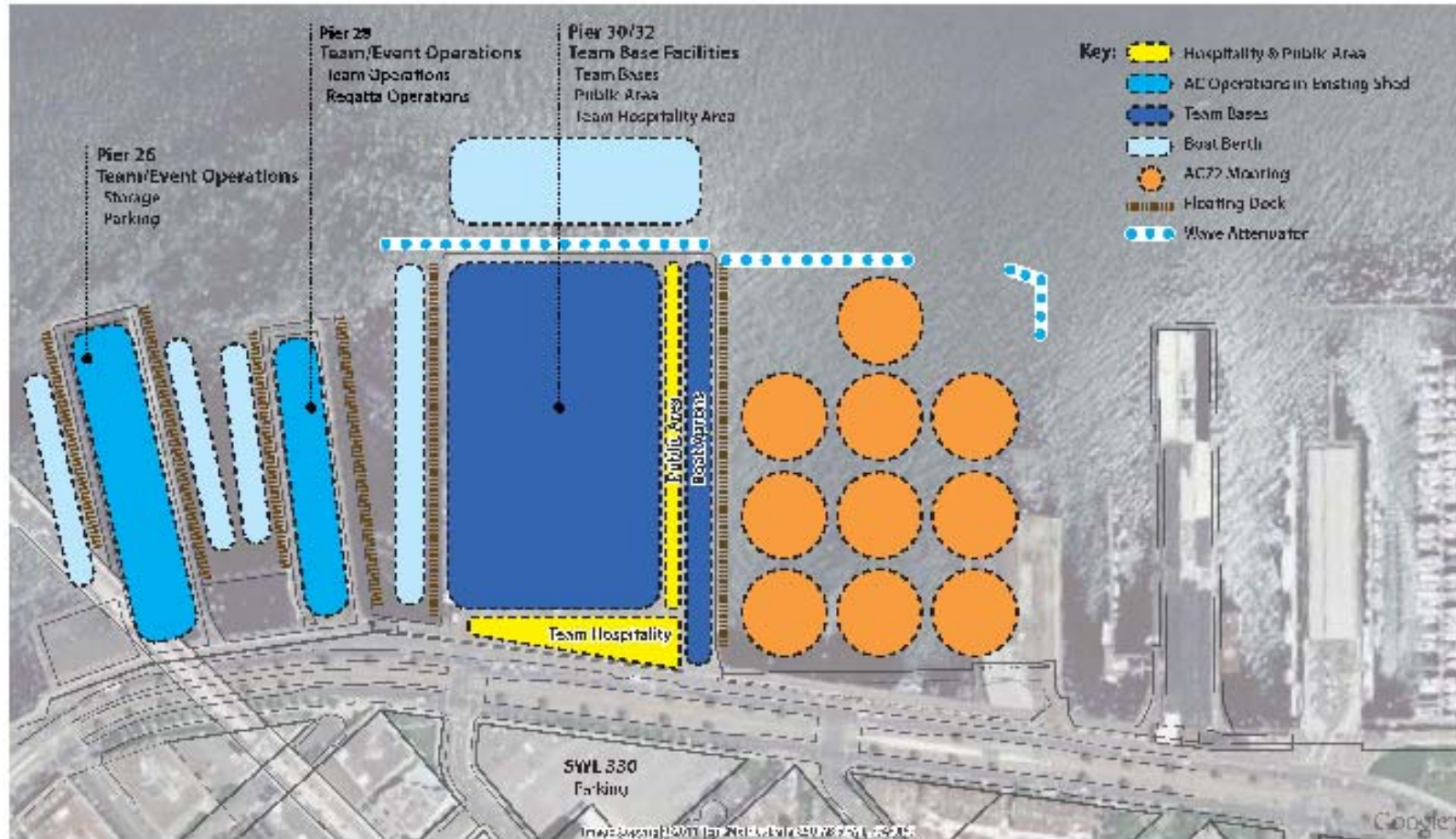


Figure 7 – Proposed Piers 26-32 Venue Program  
Source: AECOM, February 2011

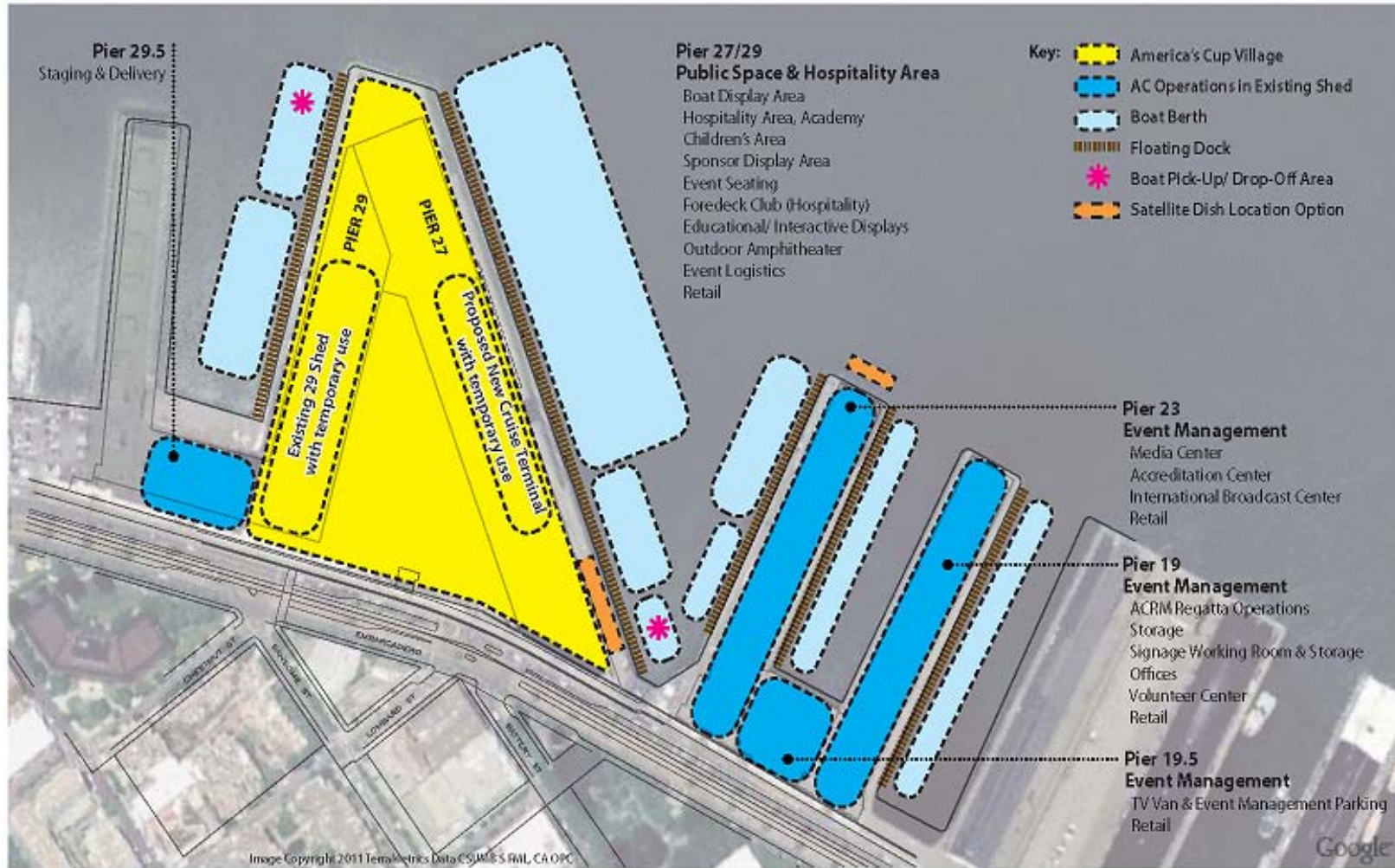


Figure 8 – Proposed Piers 19-29 Venue Program  
Source: AECOM, February 2011

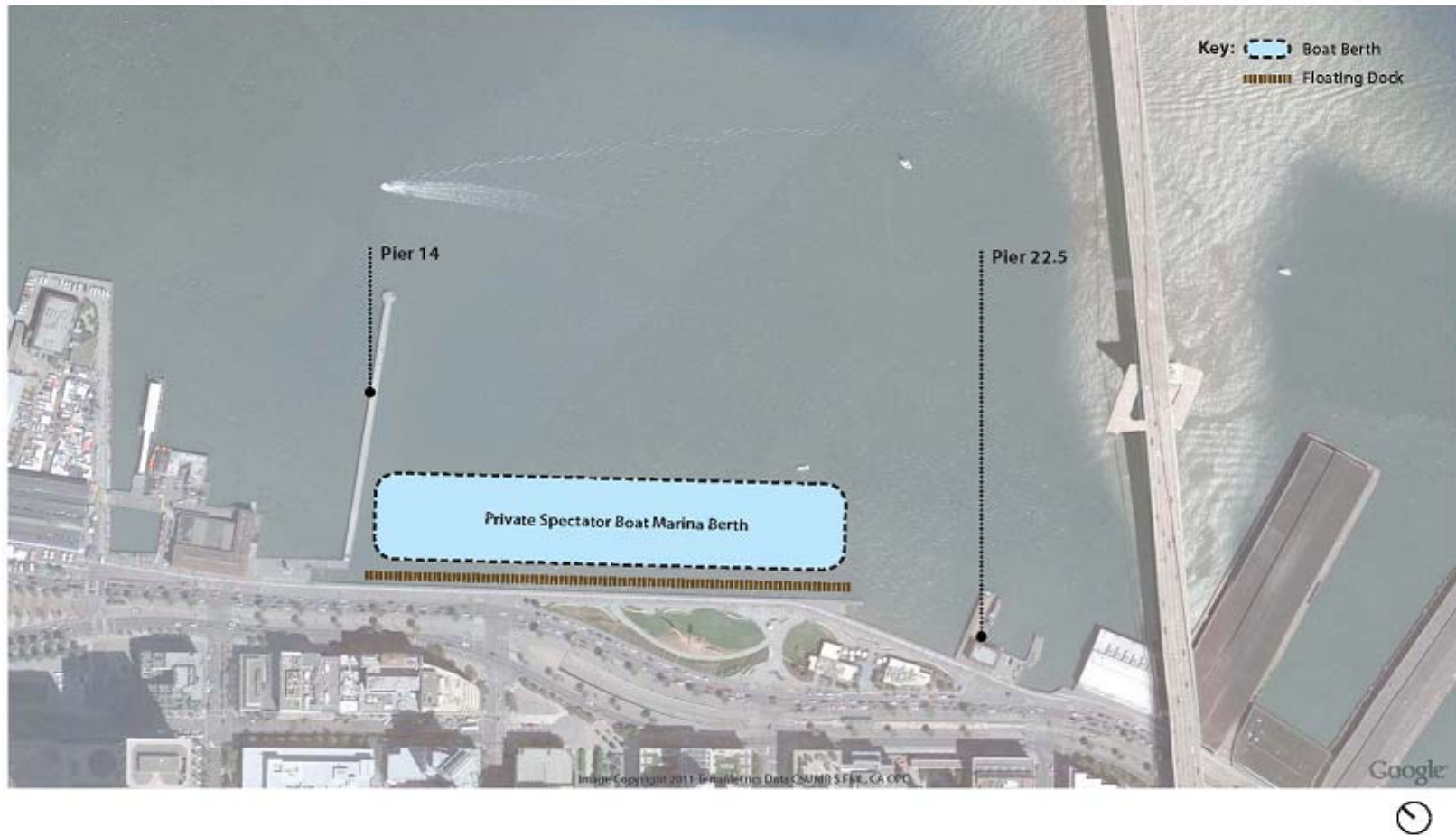


Figure 9 – Proposed Piers 14-22 ½ Venue Program  
Source: AECOM, February 2011

Pier 26 (see Figure 7) is located immediately north of Pier 28, along The Embarcadero, under the San Francisco-Oakland Bay Bridge. Pier 26 is a contributing resource in the Embarcadero Waterfront Historic District. There are 21 leases for space in Pier 26 for warehouse storage (including commercial fishing equipment), office and parking uses.

Piers 19 and 23 (see Figure 8) are located north of the Ferry Building, in the northeast waterfront, near the intersection of Front Street and The Embarcadero. Each of the two piers and associated pier sheds are contributing resources in the Embarcadero Waterfront Historic District. They are joined by a non-historic shed building, Pier 19½, which runs parallel to The Embarcadero. There are 28 leases for space in Piers 19-23, mostly for warehouse purposes with ancillary parking, with parking in Pier 19½ and office in Pier 23.

Pier 27-29 (see Figure 8) is a 14.8 acre, triangular shaped, pile-supported pier located adjacent to the intersection of The Embarcadero and Lombard Street. It is the project site for the proposed James R. Herman Cruise Terminal and Northeast Wharf Plaza and AC34 race events. Pier 27 is the largest pier in the northern half of the Port waterfront, and includes the longest functional wharf face for vessel berthing, approximately 1,300 feet long with an apron width of 48 feet.

Pier 27 has been in continuous maritime usage for berthing deep-draft vessels, previously supporting cargo ship, military, and government research vessel berthing. Pier 27 is an important secondary berth for passenger cruise ships in addition to berthing for military, large research vessels and ceremonial ships. The berth at Pier 27 is maintained at a depth of -35 ft mean lower low water (MLLW) under the Port's fully permitted maintenance dredging program. Adjacent to Pier 27, the Pier 23-27 basin is designated as an Open Water Basin fronting the planned Northeast Wharf Plaza in the Port's WLUP and the BCDC Special Area Plan.

In 1967, the Port undertook major construction to build a new, pile-supported platform and 220,000-square-foot cargo shed along a new axis that created the pier's current triangular shape, replacing the former Pier 27 deck and cargo shed. This Pier 27 construction terminated at the eastern end by connecting with Pier 29. This construction included a new substructure and seismic engineering that strengthened the stability of the entire combined facility, including historic Pier 29, built in 1915. The work required the eastern end of the Pier 29 cargo shed and associated deck to be removed or altered. The Pier 29 shed and associated bulkhead that fronts on The Embarcadero contains approximately 119,000 square feet of warehouse space. Pier 29 is a contributing historic resource in the Embarcadero Waterfront Historic District. Pier 27 is a non-contributing resource but located within the Historic District boundaries.

Together, the Pier 27 and 29 sheds line the entire outboard perimeter of the pier facility. This creates an approximately 170,000-square-foot triangular open "valley" in the middle of the pier. Along the western edge of Pier 27-29, fronting The Embarcadero, there are two small ancillary structures: the approximately 12,000-square-foot Pier 27 Annex office building, and the Pier 29 Beltline office building, which is designated as a contributing resource in the Embarcadero Waterfront Historic District. These two buildings are leased to multiple tenants for office use.

Current uses at Pier 27-29 are varied. Approximately 25 percent of the Pier 27 shed is currently leased and supports preparations for San Francisco's Chinese New Year Parade and a transportation services company. The remainder is used for parking operated under a Port



parking management agreement. The parking operator vacates the area to allow the Port to accommodate back-up cruise terminal berthing when there are multiple cruise ship calls in San Francisco and the existing Pier 35 cruise terminal is fully utilized. In 2010, in partnership with the San Francisco Bay Area Air Quality Management District, the Port completed installation at Pier 27-29 of a shoreside power system for cruise ships. The shoreside power system enables cruise ships to plug into the City's electrical grid while in port, instead of relying on the vessel's diesel generators for power, thereby significantly reducing diesel emissions. Pursuant to State regulation, the Port has scheduled all shoreside-power-capable cruise ships to be berthed at Pier 27 beginning in 2011. The Port expects 20 to 22 cruise ships to use Pier 27 in the 2011 cruise season.

There are 12 leases in Pier 29 and Pier 29½ with warehouse and parking tenants. As part of the shoreside power project, the electrical utilities within the Pier 29 shed were improved. The Pier 27-29 valley is leased for parking, an artificial turf soccer field, and the Teatro Zinzanni dinner and entertainment club, which is housed in a tenant-owned tent structure, plus other ancillary support structures. The Pier 27 Annex office building and the Historic Belt Line Rail Building are currently leased to office tenants.

## MAJOR PROJECT COMPONENTS

The components of the proposed AC34 race events and Pier 27 cruise terminal/Northeast Wharf Plaza improvements would use the project site locations in varying ways over time. As described below, these components would be phased, beginning with demolition of some existing structures on Pier 27 and construction of the core and shell of a new cruise terminal building. The AC34 race events would occur first, with construction activities to prepare various sites prior to 2013, followed by the completion of the Pier 27 cruise terminal and plaza improvements after conclusion of the race events. The proposed improvements presented below focus first on AC34 improvements. Many of the proposed improvements would be temporary, to be in place only for the duration of the race activities, after which time they would be removed. These installations would differ between the 2012 and 2013 race events. Some facilities would undergo permanent improvements that would remain after conclusion of race events, including significant improvements to Piers 30-32 and the construction of the Pier 27 cruise terminal to a level of improvement commonly referred to as "cold shell." The project description information below is therefore presented in these different timeframes.

### America's Cup Races

The America's Cup races encompass a multi-year circuit of "World Series" regattas and sailing competitions starting in 2011 in cities around the world, progressively building up to the World Series races proposed in San Francisco Bay in 2012. The World Series races would be followed in 2013 by Challenger Selection Series (CSS) races, where teams compete to determine which would race in the final America's Cup Match against the Defender. The Host City Agreement allows for the Golden Gate Yacht Club to schedule Defender Selection Series races around the CSS races in 2013, at their option. Whereas past America's Cup races have been held

in open ocean waters away from population areas, staging the AC34 races in San Francisco Bay would enable throngs of spectators to view the races from the surrounding shore.

The proposed San Francisco Bay race areas are depicted in Figure 4. While details are subject to change, the proposed race area within which the races would occur would cover an area generally bounded by the San Francisco waterfront on the west, Bay waters beyond the Golden Gate Bridge to the north, Alcatraz Island, Treasure Island and Angel Island on the east, and Bay Bridge at the south. The race finish is proposed in the waters off Pier 27-29. It is expected that races would be completed in approximately 1-1.5 hours. During each race, and for a period before and after, restrictions on maritime traffic and airspace would be required. Detailed consultation with the U.S. Coast Guard and Federal Aviation Administration would be required, and thus the race area details are subject to change. For the 2012 and 2013 races in San Francisco, the teams would use AC72 catamarans which are 72 feet long, 45 feet wide, with a mast height of 130 feet, and have a draft of approximately 14 feet.

While the races are the focal event of all America's Cup activities, AC34 would include a full program of exhibits, entertainment, commercial attractions and services that surround the entire experience. The hub of these activities would take place in the America's Cup Village. The Event Authority is in charge of creating the AC Village. Table 1 outlines a typical day of programs and events envisioned on AC34 race days at the America's Cup Village. These activities and timelines are provided as examples only and would be subject to change as plans for the AC34 develop and evolve.

The races and America's Cup Village events would be major attractions for local and Bay Area residents, and visitors from around the world. The Event Authority has preliminary visitor projections that the America's Cup Village could attract 50,000 to 100,000 visitors over the course of a weekend or final race event day, and slightly lower projections for weekday race event days. Preliminary projections for visitors attracted to The Embarcadero waterfront, and designated spectator areas managed by the Event Authority would range from 100,000-250,000 on weekday race event days, to 250,000 – 500,000 on weekend and final race event days. Spectators also would be drawn to other public shoreline areas with views of the race course area, including the Golden Gate Bridge, Treasure Island, Angel Island, areas in Marin County, and other lands within the GGNRA and SAFR.

The event would include licensing for a variety of temporary retail sites, distributed at locations on Herb Caen Way from AT&T Ballpark to Fisherman's Wharf, to serve visitor retail demand and provide managed sites for composting and recycling, with security services to discourage non-permitted and unlicensed commercial activities.

**Table 1: Typical Activity Program at America's Cup Village on 34<sup>th</sup> America's Cup Race Days**  
(subject to revision)

9:30 am	<b>America's Cup Village opens</b>
10:00 – 11:00	<b>Live Entertainment on stage; boat activities/animations</b>
11:00 – 12:00	<b>"The America's Cup Dock-out Show"</b> <ul style="list-style-type: none"> <li>• Introduction of all teams via presenter and giant screens</li> <li>• Crew getting the catamarans ready</li> <li>• Boat parade to the race course</li> <li>• Interviews, games, interaction (e.g. lucky winners of sweep stakes would board chase boat to go out to race course)</li> </ul>
12:00 pm	<b>Event Live Site open</b>
1:00 – 5:00	<b>Racing</b> <ul style="list-style-type: none"> <li>• Live commentary, interviews and animations to the broadcast of racing on the giant screens in Village and at Event Live sites</li> <li>• Visitors on grand stands following the racing at America's Cup Village and at Live Sites</li> </ul>
5:00 – 8:00	<b>After Race Show</b> <ul style="list-style-type: none"> <li>• AC72 return to Event Village</li> <li>• Press Conferences, TV Interviews</li> <li>• Music, demonstrations</li> </ul>
8:00 – 12:00 am	<b>Event Action and Entertainment</b>
12:00 am	<b>America's Cup Village closes</b>

### The 2012 America’s Cup World Series Races

In San Francisco, one or two “World Series” Pre-regatta(s) would occur in 2012, currently scheduled for July, August and September. Each World Series event would run for nine days, from Saturday of one weekend, through Sunday of the following weekend. There would be multiple races per day, with fleet racing on the final Sunday. Subject to scheduling changes, races would occur on eight days, with one non-race day. The EIR will assume two AC34 World Series events. The World Series would have a circuit winner, but the outcomes of the World Series would not affect the Challenger Selection Series or the America's Cup Match in 2013.

The venue sites for the 2012 races would be limited in number, because there would be insufficient time to improve and/or construct facilities before that time. Figure 2 provides a site overview of the locations to be programmed by the Event Authority and ACOC for assembly, hospitality and spectator areas. There would be no permanent installations or construction for the 2012 races; all installations would be removed after the 2012 races, except at Pier 80. Pier 80 would be the location of team bases if improvements for team bases at Piers 30-32 were not completed in 2012. Table 2 below identifies the project components that will be assumed in the EIR, associated with the 2012 World Series Events, by location.

**Table 2: 2012 Event – America’s Cup World Series Project Components**

Project Area	Temporary Project Components
<b>Pier 80</b>	<ul style="list-style-type: none"> <li>• Team bases for up to 12 teams, including boat work, storage and maintenance, office space in temporary structures (up to 40 feet), and team catering facilities;</li> <li>• Boat lifts (mobile cranes);</li> <li>• A 200 foot floating dock; and</li> <li>• A 750 foot floating dock.</li> </ul>
<b>Barge Helipad&amp; Regional Airports</b>	Floating barge for purposes of refueling helicopters that serve broadcasting and media operations, with overnight landing and storage at regional airports.
<b>America’s Cup Village: Marina Green</b>	<ul style="list-style-type: none"> <li>• One or more tents housing:               <ul style="list-style-type: none"> <li>◦ AC 34 Operations Center(offices, media center, volunteers room, storage); and</li> <li>◦ Hospitality area for corporate and private functions, estimated workers/visitors: 500-2,000;</li> </ul> </li> <li>• Public and corporate entertainment/spectator area, food and beverage, retail, interactive displays, info booths, branding and advertising: 50,000-100,000 square feet;</li> </ul>

**Table 2: 2012 Event – America's Cup World Series Project Components**

Project Area	Temporary Project Components
	<ul style="list-style-type: none"> <li>• Bleachers for public viewing, estimated workers/visitors: 5,000-10,000;</li> <li>• Approximately 1,000 linear feet of temporary floating boat slips for tender boats and race official boats with retaining pilings and gangways, anchored using piles, gravity anchors or screw anchors;</li> <li>• Ancillary on and off-street parking</li> </ul>
<p><b>Spectator Areas</b></p>	<p><i>Aquatic Park</i></p> <ul style="list-style-type: none"> <li>• Possible mooring for USA 17 and AC 45 race boats</li> <li>• Possible corporate identity, concession stands, and viewing areas</li> </ul> <p><i>Alcatraz</i></p> <ul style="list-style-type: none"> <li>• Hospitality area for corporate and private functions, estimated workers/visitors: 500-2,000</li> <li>• Viewing area (bleachers) for 500-2,000</li> <li>• Satellite dish(es) for television signal transmission</li> </ul> <p><i>Crissy Field, Cavallo Point, Fort Mason</i></p> <ul style="list-style-type: none"> <li>• Hospitality area for corporate and private functions, estimated 500-2,000 workers/visitors</li> <li>• Public and corporate entertainment/spectators with food and beverage, retail, interactive displays, info booths, estimated workers/visitors: 50,000-100,000</li> <li>• Bleachers for public viewing for 5,000-10,000</li> <li>• Berthing for up to 15 large spectator vessels with a draft of up to 21 feet (likely at Fort Mason)</li> <li>• International Broadcast Center</li> <li>• Television studio</li> </ul> <p><i>AC34 Live Sites</i></p> <ul style="list-style-type: none"> <li>• Public viewing locations at Union Square, The Embarcadero, Justin Herman Plaza and other locations in San Francisco to be determined, where the public can watch races on large outdoor television screens.</li> </ul>

## The 2013 America's Cup Challenger Series and Match Races

In 2013, there would be a "Challenger Selection Series" (CSS) to determine the winner of the Louis Vuitton Cup, where the teams compete in several rounds of races, until the winner advances to compete against the GGYC team, the Defender, in the AC34 Match. Table 3 provides a summary of how the CSS races start with a round robin competition, advancing through quarter and semi-finals, and up to the final CSS race, the Louis Vuitton Cup. The overall timeframe for the CSS races would be approximately 45 days, from about mid-July to early September. Races would not occur every day. Table 3 provides a possible schedule of the race days which would occur over three- or four-day weekends; these schedules are illustrative and dates would be subject to further change although would maintain the overall 45 day event period.

The Host Agreement provides for possible "Defender Selection Series" (DSS) races, which GGYC could sponsor, at their option. If such DSS races occurred, they would be scheduled during non-race days or at different hours between the CSS races.

Racing would culminate with the 34<sup>th</sup> America's Cup Match (Match) between the Defender and the winner of the Louis Vuitton Cup, a best of nine Matches, currently planned from September 7<sup>th</sup> to September 22<sup>nd</sup>, 2013, drawing the most substantial spectator crowds to the Event.

The improvements proposed for the 2013 race events would involve substantial capital investment and construction for some facilities, which would undergo permanent upgrades that would stay in place after AC34, and temporary improvements that are removed after the AC34 concludes.

Pier 27-29 is proposed as the America's Cup Village in 2013, the hub of hospitality, entertainment and spectator viewing of the sailing races. The improvements required to support this use would be coordinated with the phased development of the cruise terminal. AC34 would start with demolition of Pier 27 shed in its entirety, and a portion of the Pier 29 shed, to create an expansive public viewing platform at the eastern end of Pier 27-29 to accommodate up to 10,000 spectators. Then, the cruise terminal building shell would be constructed for AC34 team hospitality suites and associated uses. After the conclusion of the AC34 race events, the Port would follow with further construction and improvements to complete the cruise terminal and public plaza.

<b>Table 3: 2013 Race Event – The Louis Vuitton Cup – Challenger Selection Series (CSS) Conceptual Race Schedule (subject to revision)</b>				
	<b>Round Robin</b>	<b>Quarter Finals</b>	<b>Semi Finals</b>	<b>Challenger Finals</b>
<b>Format assumptions</b>		Best of Three	Best of Five	Best of Seven
<b>Number of races (from – to)</b>	45	(8-12)	(6-10)	(4-7)
<b>Number of races per day</b>	3	3	3	1
<b>Duration of one race</b>	45 min	45 min	45 min	60 min
<b>Time of racing each race day</b>	From 1pm to 5pm			
<b>Number of race days (min – max)</b>	15	(3-4)	(2-4)	(4-7)
<b>Possible Race Schedule</b>	July 13, Sat	Aug 8, Thu	Aug 16, Fri	Aug 23, Fri
	July 14, Sun	Aug 9, Fri	Aug 17, Sat	Aug 24, Sat
	July 15, Mon	Aug 10, Sat	Aug 18, Sun	Aug 25, Sun
	July 19, Fri	Aug 11, Sun	Aug 19, Mon	Aug 29, Thu
	July 20, Sat			Aug 30, Fri
	July 21, Sun			Aug 31, Sat
	July 24, Wed			Sep 1, Sun
	July 25, Thu			
	July 26, Fri			
	July 27, Sat			
	July 28, Sun			
	Aug 1, Thu			
	Aug 2, Fri			
	Aug 3, Sat			
	Aug 4, Sun			
<b>Note:</b>				
1) This concept schedule assumes 10 teams participating				
2) Races for the Defender Selection Series, if required, would be programmed around the dates for the CSS (same time period, same course)				

The 2013 analysis assumes the completion of the Brannan Street Wharf public open space, located immediately south of Pier 30-32 in the South Beach/Rincon Park neighborhood. Brannan Street Wharf would provide public access and viewing of AC34 team bases and moored racing yachts. The Brannan Street Wharf is the subject of a separate EIR process currently underway. The Draft EIR will be published and available for public comment in February 2011; the Final EIR is expected to be completed in summer 2011.

Table 4 below identifies the project components that would be associated with the 2013 Challenger Selection Series and America’s Cup Match Events, by location.

Table 4: 2013 America’s Cup Challenger Series and Match Project Components		
Project Area	Temporary Project Components	Permanent Project Components
<b>Pier 80</b>	Ancillary team base support. See Table 2 for description of 2012 uses and improvements.	
<b>Pier 32-36 Open Water Basin</b>	Temporary floating wave attenuators along the east end of Pier 30/32 and extending north 100 feet and south 1400 feet in one or more sections, anchored using piles, gravity anchors or screw anchors.  Temporary mooring for AC72 racing yachts, anchored to concrete blocks on the Bay floor.	Dredge to a depth of 16.5 feet the approximate triangular area between the southeast corner of Pier 32, proceeding south to the intersection of a line extending east from the southeast corner of Pier 36 and then proceeding northwest to a point on the southwesterly corner of Pier 32.
<b>Brannan Street Wharf</b>	Race yacht viewing.	None.
<b>Piers 30-32</b>	Improvements to provide up to 10 team bases, for boat working and maintenance, deliveries, storage and ancillary team parking, and controlled public access. Temporary uses and related improvements proposed to support AC34 events at Pier 30-32 would include: <ul style="list-style-type: none"> <li>• Temporary structures including areas for boat lift, boat maintenance, boat storage, offices, and support spaces;</li> <li>• Boat lifts for lifting racing yachts in and out of the water;</li> <li>• Team hospitality;</li> <li>• 850 linear feet of temporary floating boat slips on both the south and north face of Piers 30-32 with retaining pilings and gangways from pier deck. The floating docks would be anchored using piles, gravity anchors or screw anchors;</li> <li>• Controlled public access to active boat launch and work areas on the pier to protect public safety.</li> </ul>	Seismically upgrade and repair Pier 30-32 in 2012 to support full public access and team base operations, which would include: <ul style="list-style-type: none"> <li>• Installing large diameter steel piles and pile caps at numerous locations tied to the structure and/or constructing shear panels which would involve driving smaller diameter piles, with connecting steel or concrete panels, to increase lateral capacity;</li> <li>• Removing spalled concrete on deck and soffit, and replace with new concrete patch;</li> <li>• Removing rusted and broken reinforcing steel and replace with new reinforcing steel;</li> <li>• Replacing portions of deck and piles as needed;</li> <li>• Installing a structure to raise the depressed valley between Piers 30 and 32;</li> <li>• Installing stormwater management</li> </ul>



**Table 4: 2013 America’s Cup Challenger Series and Match Project Components**

Project Area	Temporary Project Components	Permanent Project Components
		features, consistent with the San Francisco Stormwater Management Guidelines.
<b>Seawall Lot 330</b>	Parking spaces (up to the current capacity of the lot) for team staff and the public.	None.
<b>Piers 26 and 28</b>	Uses would include storage, parking, and regatta and team operations. Either Pier 26 or Pier 28 could be dedicated exclusively to parking use for workers of team support staff working at Piers 30-32, and signage and traffic management improvements necessary to minimize vehicle/pedestrian conflicts along Herb Caen Way.	Improvements to meet fire safety and exiting requirements, consistent with Secretary’s Standards.
<b>Pier 19 and 19½</b>	Temporary structures/installations, consistent with Secretary’s Standards for: <ul style="list-style-type: none"> <li>• Regatta operations;</li> <li>• Event storage;</li> <li>• Temporary cafeteria for AC34 staff, media and volunteers;</li> <li>• Volunteer center;</li> <li>• Retail, exhibition and merchandising area;</li> <li>• Truck loading and delivery zone in bulkhead; and</li> <li>• Ancillary office and parking.</li> </ul>	Optional improvements including build out of a new north bulkhead wall between Pier 19 and Pier 19½, ADA-accessible ancillary bulkhead office space, a seismic joint between the bulkhead and pier, marginal wharf and pile repairs, and fire safety and access improvements, complying with Secretary’s Standards.
<b>Pier 23</b>	Temporary structures/installations, consistent with Secretary’s Standards: <ul style="list-style-type: none"> <li>• Media center;</li> <li>• International Broadcast Center;</li> <li>• TV production and studios;</li> <li>• Staff, media and volunteer credential center;</li> <li>• Retail, exhibition and merchandising area;</li> <li>• Truck loading and delivery zone;</li> <li>• Approximately 4,000-square-foot barge set on piles at the east end of Pier 23 for up to 10 satellite dishes; and</li> </ul>	Optional improvements including build out of ADA-accessible ancillary bulkhead office space, a seismic joint between the bulkhead and pier, marginal wharf and pile repairs, and fire safety and access improvements, complying with Secretary’s Standards.

**Table 4: 2013 America's Cup Challenger Series and Match Project Components**

Project Area	Temporary Project Components	Permanent Project Components
	<ul style="list-style-type: none"> <li>Approximately 200-square-foot temporary broadcast booth on the Pier 23 apron.</li> </ul>	
<p><b>Piers 27-29 and Pier 29½</b></p>	<p>America's Cup Village, which may draw approximately 25,000-50,000 visitors per day, including up to 600 workers. Access to Pier 27-29, both vehicular and pedestrian, would be controlled. Temporary uses and related improvements for AC Village would include:</p> <ul style="list-style-type: none"> <li>Food and beverage, and hospitality in the Pier 27 terminal building;</li> <li>Outdoor amphitheater and event seating;</li> <li>VIP hospitality area;</li> <li>Boat display area;</li> <li>AC34 interactive displays;</li> <li>Children's area;</li> <li>Sponsor display areas;</li> <li>Food and beverage vendors;</li> <li>Retail, exhibition and merchandising area; and</li> <li>Pier 29½ – Event staging/back of house.</li> </ul>	<p>Improvements would include:</p> <ul style="list-style-type: none"> <li>Demolishing Pier 27 shed and a portion of Pier 29 shed, and construct Pier 29 new east and corner wall, consistent with Secretary of Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)</li> <li>Constructing Pier 27 Cruise Terminal core and shell building, including required utilities;</li> <li>Repairing surface and provide ADA access;</li> <li>Strengthening and seismically upgrading the Pier 29 superstructure, if needed;</li> <li>Repairing Pier 29 apron and fendering, if needed;</li> <li>Relocating shoreside power;</li> <li>Installing stormwater management features consistent with San Francisco Stormwater Design Standards; and</li> <li>Repairing Pier 29 marginal wharf, and repair Piers 27-29 substructure, if needed.</li> </ul>
<p><b>Barge Helipad &amp; Regional Airports</b></p>	<p>Floating barge for purposes of refueling helicopters that serve broadcasting and media operations, with overnight landing and storage at regional airports.</p>	<p>None</p>
<p><b>Water Areas:</b></p>	<p>Distributed berthing for private spectator boats, race support boats, tender boats and media boats, including temporary floating docks, and/or gangways anchored by pilings,</p>	<p>Possible apron repairs at one or more of these locations.</p>

**Table 4: 2013 America's Cup Challenger Series and Match Project Components**

Project Area	Temporary Project Components	Permanent Project Components
	<p>gravity anchors or screw anchors at one or more of the following locations, subject to consent from Port tenants where required (estimated number of vessels shown in parenthesis):</p> <ul style="list-style-type: none"> <li>• Pier 48 south and China Basin (between Pier 48 and AT&amp;T Ballpark) (0-5)</li> <li>• Pier 1 (0-5)</li> <li>• Pier 9-15 water basin (0-5)</li> <li>• Piers 17-19 water basin (0-5)</li> <li>• Piers 23-27 water basin (0-100)</li> <li>• Pier 29-31 water basin (0-15)</li> <li>• Piers 26-28 water areas (0-60)</li> <li>• Piers 41-45 water basin (0-5)</li> <li>• Fort Mason (0-10)</li> </ul>	
<b>Spectator Areas</b>	<p><b>Alcatraz</b></p> <ul style="list-style-type: none"> <li>• Hospitality area for corporate and private functions, including food and beverage, Workers/visitors: 500-2,000</li> <li>• Viewing area (bleachers)500-2,000</li> <li>• Midpoint for television signal</li> </ul> <p><b>Crissy Field, Alcatraz, Cavallo Point, Fort Mason</b></p> <ul style="list-style-type: none"> <li>• Hospitality areas for corporate and private functions, including food and beverage. Workers/visitors: 500-2,000</li> <li>• Public and Corporate entertainment/spectators with food and beverage, retail, interactive displays, info booths Workers/visitors: 50,000-100,000</li> <li>• Bleachers for public viewing Workers/visitors: 5000-10,000</li> <li>• International Broadcast Center</li> <li>• Television studio</li> </ul>	None

**Table 4: 2013 America’s Cup Challenger Series and Match Project Components**

Project Area	Temporary Project Components	Permanent Project Components
	<p><b>Aquatic Park</b></p> <ul style="list-style-type: none"> <li>• Possible mooring for USA 17and AC 45 race boats</li> <li>• Potential for corporate identity, concession stands, and viewing areas</li> </ul> <p><b>Marina Green</b></p> <ul style="list-style-type: none"> <li>• Hospitality area for corporate and private functions, including food and beverage. Workers/visitors: 500-2,000</li> <li>• Public and corporate entertainment/spectator area, food and beverage, retail, interactive displays, information booths. Workers/visitors,: 50,000-100,000</li> <li>• Bleachers for public viewing, workers/visitors: 5,000-10,000</li> </ul> <p><b>AC34 Live Sites</b></p> <ul style="list-style-type: none"> <li>• Public viewing locations at Union Square, The Embarcadero, Civic Center Plaza, Justin Herman Plaza and other locations in San Francisco to be determined, where the public can watch races on large outdoor television screens.</li> </ul>	

**Sustainability Features and Operations**

The Host Agreement provides that the City, in consultation with the Event Authority, would develop the following Event-related implementation plans to support the race events and activities defined as the “Space Plan” in the Host City Agreement:

*People Plan*

Consistent with the provisions of the Host Agreement, the City will develop a People Plan, which would set forth provisions for planning and managing support services, including a transportation management plan, to allow race sponsors and spectators to attend the 2012 and 2013 races. The People Plan would include:

- Access to the Event venues for the Event Authority, the Authority Affiliates, Competitors, Event Sponsors, the media and others together with their equipment;
- A set up and operations plan to organize and manage spectator crowds to ensure protection of parklands and natural habitat resources, and to ensure public open spaces are appropriately returned to their original use.
- Effective public transportation service to the public areas including the on-shore Venue and the on-the-water Spectator Areas during the Event;
- A program and managing parking spaces in and around the Venue as provided in the Space Plan for the Authority, the Authority Affiliates, Competitors, the media, the Event Sponsors and hospitality guests;
- A program for managing public parking lots and facilities as provided in the Space Plan which may also include, if public transportation alternatives are deemed inadequate to transport spectators from the parking facilities to the on shore spectator areas, the additional operation of a shuttle service; and
- An appropriate information and sign-posting system in and around the City and, in particular, on main accesses from highways, main entrance roads, airports and public transit stations.

The People Plan would examine alternatives for transportation to Event venues using multiple modes, including temporary transit enhancements along the F-Line Embarcadero corridor, and temporary transit service to locations including Fort Mason and Crissy Field. The People Plan would also examine the need for possible partial street closures to encourage pedestrian and bicycle access. Major Event areas would include secure bicycle parking facilities. The People Plan would also examine water-oriented transportation service, including ferry and excursion access to potential Event viewing locations such as Treasure Island and Angel Island.

### *Waste Management Plan*

Consistent with the provisions of the Host Agreement, the Department of the Environment, in consultation with the Event Authority, the Port, GGNRA, and SAFR would develop a Waste Management Plan to examine options for recycling, composting and waste reduction to exceed the City's goals for landfill diversion. Elements of the Waste Management Plan would include requirements for food and beverage vendors to use compostable and/or recyclable to-go food utensils and packaging; requirements for vendors to maintain adequate composting and recycling receptacles and service levels to meet demand for expected crowds; coordination with local recycling and composting collection forms to ensure adequate collection service; and prohibitions on the use of non-recyclable or non-compostable food service materials in Event areas.

### *LEED or LEED-Equivalent Plan*

Consistent with the provisions of the Host Agreement, the Event Authority, in consultation with the Department of the Environment, would develop a LEED-Equivalent Plan that would

describe the means by which: (a) consistent with Chapter 13C of the Port of San Francisco Building Code, the Event Authority will endeavor to meet or exceed LEED or LEED-equivalent ratings for Event-related infrastructure improvements; (b) the Event Authority's activities for the Event will be carbon neutral and zero waste; and (c) the Event Authority will promote resource sustainability and environmental stewardship.

The Event Authority, the Department of the Environment and the Port would also examine means of sustainable provisioning and supporting spectator vessels.

## THE JAMES R. HERMAN CRUISE TERMINAL AND NORTHEAST WHARF PLAZA

The San Francisco Port Commission proposes the development of a new passenger cruise terminal at Pier 27<sup>3</sup>, and is proposed to be named in honor of James R. Herman, former Port Commissioner and President of the International Longshore and Warehouse Union. The James R. Herman cruise terminal would be designed to meet modern ship and operational requirements of the cruise industry and to provide an appropriate, welcoming gateway to the City for the cruising public.

The Port's current cruise terminal is located at Pier 35, four piers north of Pier 27. Pier 35 is one of the Port's historic finger piers and is in deteriorated structural condition. It has become increasingly constrained for modern cruise operations, as cruise ship size, servicing and security requirements have grown, and tax the physical limitations of Pier 35's shed, its narrow apron width needed for provisioning, ground transportation access and passenger service capability. The Port Commission's efforts to plan for a new facility at Pier 27 anticipates retaining Pier 35 as a secondary terminal when there are multiple cruise calls.

In concert with the cruise terminal facility, the Port proposes to create and construct the Northeast Wharf Plaza, an approximately 2½ acre public open space to be located along the west end of Pier 27, fronting The Embarcadero Promenade. The Northeast Wharf Plaza is a planned public open space in the Port's Waterfront Land Use Plan and the San Francisco Bay Conservation and Development Commission's (BCDC) San Francisco Waterfront Special Area Plan.

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<sup>3</sup> In September 2006, Mayor Gavin Newsom appointed a Blue Ribbon Cruise Terminal Advisory Panel to provide recommendations to the San Francisco Port Commission regarding improvements to retain and support San Francisco's cruise ship industry, in light of major business, operational and regulatory changes affecting the industry. The Panel recommended Pier 27 as the location for a new cruise terminal. Following completion of a Pier 27 feasibility analysis, the Port Commission entered into a Memorandum of Understanding with the City's Department of Public Works to secure design services and cruise terminal consultants to analyze and produce conceptual proposals for a Pier 27 cruise terminal, and integrated public open space, the Northeast Wharf Plaza. More information is available on the Port's website at <http://www.sfport.com/index.aspx?page=282>.

The Port has contracted with San Francisco Department of Public Works (DPW), Bureau of Architecture, which is working with the joint venture design team of KMD/Pfau Long consultant team, including cruise industry experts (Design Team) to prepare integrated concept designs for the cruise terminal and public plaza. On December 14, 2010, the Port Commission selected Design Concept B2 as its preferred proposed design for the cruise terminal, and directed staff to work with DPW and the Design Team to produce schematic design plans for the project, which would undergo design and regulatory review by public and permitting agencies.

### Cruise Terminal

Design Concept B2 proposes the demolition of most of the existing Pier 27 cargo shed, to open up site area for construction of a new, approximately 96,000-square-foot structure to house a two-story cruise terminal, and Northeast Wharf Plaza. The footprint of the new cruise terminal structure would occupy approximately 57,000 square feet, and would be positioned along an axis adjacent and parallel to the Pier 27 berth (See Figures 9-11). The proposed size of the terminal facility was defined by the Design Team as optimal to serve current and anticipated ship berthing requirements, and associated passenger flows.

Passengers departing from and arriving in San Francisco would pass through the terminal, which would house ticketing, baggage, and Customs and Border Protection area and security operations. The cruise terminal improvements would include installation of new equipment, including an overhead gangway for boarding passengers on and off ships berthed along the Pier 27 apron. The cruise ship shoreside power infrastructure would be in place to provide electricity to power the cruise ships.

The valley between Pier 27 and 29 is proposed as the Ground Transportation Area (GTA) for the cruise terminal. The GTA would be approximately three acres providing sufficient space to support access, drop-off and exiting by trucks, taxis, buses and passenger vehicles to meet ship provisioning and passenger loading needs of the cruise terminal. The GTA circulation and operation plan includes vehicle queuing space, and is proposed to meet all transportation needs off-street, in an effort to remedy traffic congestion and transportation conflicts currently generated from Pier 35 cruise terminal operations impacting The Embarcadero Roadway and Promenade. As shown in Figure 10 the GTA would be striped to provide separated access and circulation by buses, taxis and vehicles serving passenger drop-off and pick up needs, with management provided by transportation control personnel. The managed operation of the GTA also would 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.

In recent years, the Port has received cruise ship calls that have fluctuated between 40 and 80 calls a year, which is expected to continue for the foreseeable future. If constructed, the relationship of the cruise facilities at Pier 27 and Pier 35 would be reversed from current conditions; Pier 27 would become the Port's primary cruise terminal, and Pier 35 would serve as a secondary facility in the event that two cruise ships require berthing at the same time. While the annual number of ship calls is expected to remain the same in the future, cruise ship size is growing, holding larger numbers of passengers. The level of improvements and equipment proposed in the Pier 27 cruise terminal would be designed to optimally handle vessels carrying

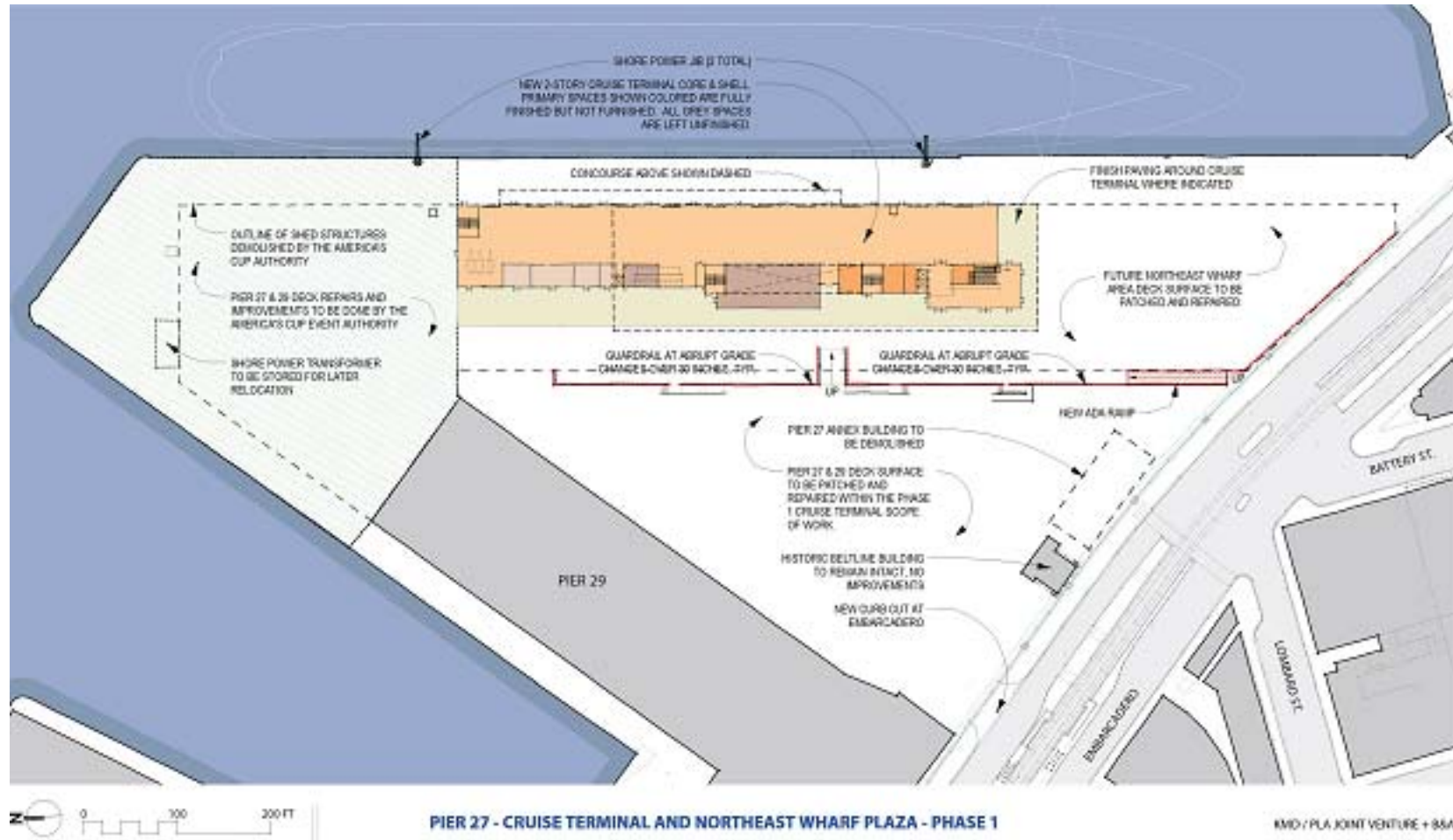


Figure 10 – Proposed Pier 27 Cruise Terminal  
and Northeast Wharf Plaza - Phase I  
Source: KMD/PLA Joint Venture + B&A, February 2011



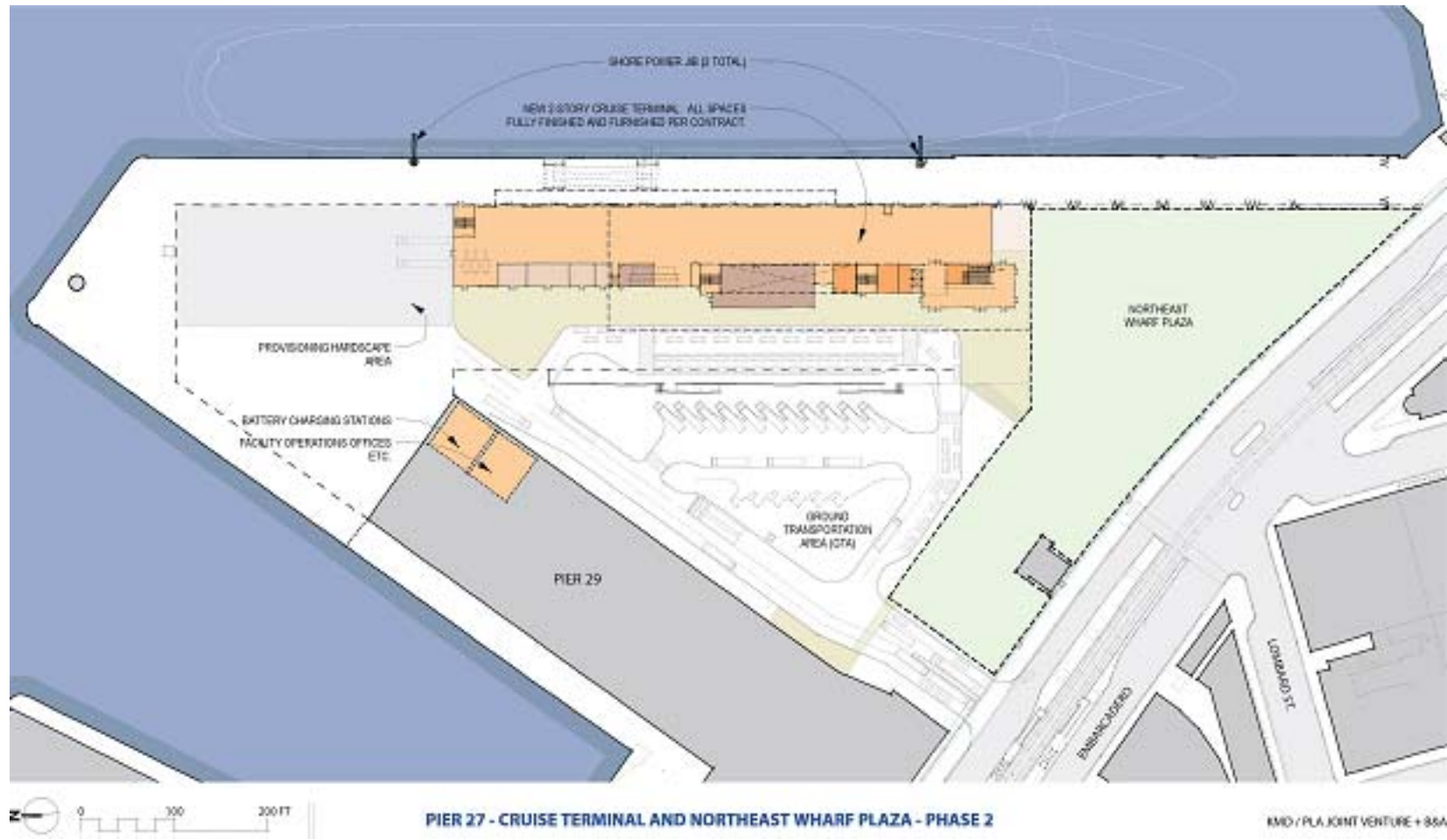


Figure 11 – Proposed Pier 27 Cruise Terminal and Northeast Wharf Plaza – Phase 2  
Source: KMD/PLA Joint Venture + B&A, February 2011



**Figure 12 – Proposed Pier 27 Cruise Terminal and  
Northeast Wharf Plaza Conceptual Rendering – Phase 2**  
Source: KMD/PLA Joint Venture + B&A, February 2011

2,600 passengers (base design load), and would provide some additional capacity at key areas to serve vessels carrying up to 4,000 passengers (peak design load). Additionally, the facility would continue to be used for maritime events, such as Fleet Week, foreign naval diplomatic calls, Tall Ships Festivals and visits by oceanic research vessels.

The Pier 27 site plan also may be designed to include ancillary commercial revenue-producing uses, such as food and beverage, to serve passengers and visitors to Pier 27. Up to 20,000 square feet of space could be provided for these uses, which are being considered for the west end of the cruise terminal, to provide a visible, active use adjacent to the Northeast Wharf Plaza open space.

The Port would initiate a request to amend the BCDC Special Area Plan (an element of the San Francisco Bay Plan) proposing the following modifications to the Special Area Plan, subject to public review and comment:

- Removal of the northeast portions of the Pier 27 and Pier 29 sheds, complying with Secretary's Standards, instead of the existing requirement to remove the northeast half of the Pier 23 shed;
- Phased park improvements at the Northeast Wharf Plaza and the northeast portion of the Pier 27-29 pier deck, with provisions to allow cruise ship provisioning on cruise days;
- Phased public access improvements to the Pier 27 and Pier 23 aprons, along the Embarcadero, and through the Pier 29 shed to the Pier 29 apron; and
- Augmenting the Pier 23-27 Open Water Basin with phased, potential new Open Water Areas at Pier 54 (fronting Mission Bay Shoreline Park).

### Northeast Wharf Plaza

The proposed Northeast Wharf Plaza would provide an approximately 2 1/2 acre open space at the western end of Pier 27, fronting along The Embarcadero Promenade. Pursuant to the planning policies and objectives in the Port and BCDC's plans, Northeast Wharf Plaza would be designed to serve as a major waterfront park resource to support passive recreational enjoyment and expansive public views of San Francisco Bay.

The cruise terminal Design Team has developed various design concepts for the Plaza, integrated with the cruise terminal facility. They consider various topographical, material and landscaping treatments and characteristics. The open space plans include a "piazza" feature along the western edge of the valley, which would require the demolition of the Pier 27 Annex office building. The historic Pier 29 Beltline Office building would be preserved and integrated into the park/piazza design. Pending review by the BCDC and City waterfront design committees, there is no preferred improvement plan for the Plaza defined at time.

The Northeast Wharf Plaza would provide a gathering area for passengers and non-passengers to view cruise ships when in port, although physical access to the ships would be restricted to passengers and personnel. Federal Homeland Security rules would require temporary fencing or other structure along the Pier 27 apron extending into the Northeast Wharf Plaza to maintain

separation between the general public and ships in port; when there are no cruise ships, fences would be opened to restore public access to the extent practicable.

### Coordinating America's Cup and Cruise Terminal Construction Phasing

As discussed above, Pier 27-29 is proposed as the America's Cup Village, the hub of hospitality, entertainment and spectator viewing of the sailing races. The improvements required to support this use are being coordinated with those for the cruise terminal. Initially, the Port proposed to demolish about 900 feet of the Pier 27 shed to open up site area for the new cruise terminal structure and the Northeast Wharf Plaza. The AC34 proposal to demolish the entirety of Pier 27 shed and a portion of the Pier 29 shed to create the spectator viewing platform at the eastern end of Pier 27-29 also would require relocation of the cruise ship shoreside power system to accommodate AC34 sailboats and vessel mooring along Pier 27. The proposed cruise terminal would be phased to start with construction of the building shell, which would be used to house proposed team hospitality suites for AC34. After the conclusion of AC34 sailing events, the building would be further improved and equipped to serve cruise terminal functions. The AC34 spectator area would open up approximately 160,000 square feet at the end of Pier 27-29. The smaller footprint of the proposed cruise terminal building (as compared to the existing Pier 27 shed) also would result in larger expanses of open deck area in the valley. In combination, these changes would create substantial new opportunities for public access and viewing from The Embarcadero to the end of Pier 27-29. The Design Team is evaluating an expanded range of public access options for the cruise terminal project in response to these changes that also meet terminal operations, ship provisioning requirements, and Federal Homeland Security requirements when cruise ships are in port.

### Shared Uses

While the cruise terminal would be a permanent facility, there are down times between cruise ship calls that allow for shared uses. The design for the new cruise terminal building provides for approximately 60,000 square feet of space for shared uses, to generate revenues when cruise ships are not berthed. The shared use area, which may extend to the GTA, would accommodate events, conferences and public or private gatherings. While the James R. Herman cruise terminal and Northeast Wharf Plaza are the primary project objectives for Pier 27, the event and commercial components are intended to both complement the cruise terminal and thrive independently to maintain an active presence. This also supports recreational enjoyment of the Northeast Wharf Plaza and public open spaces on Pier 27.

### APPROVALS REQUIRED

The Project would require a host of local, state, and federal permits and approvals. The City has initiated contacts with several agencies to determine information and analysis requirements which may result in refinements to the Project. The coordination efforts would continue through

the pre-development process and would inform the contents of the EIR. A preliminary list of permits and approvals that would be required for the proposed project includes:

- U.S. Coast Guard – Determination of race area requirements
- Federal Aviation Administration – Determination of flight area requirements
- U.S. Army Corps of Engineers – Clean Water Act, Section 404 permit (and NEPA compliance as appropriate) for the discharge of dredged or fill material into waters of the U.S.
- U.S. Fish and Wildlife Service – Consultation under Section 7 of the Federal Endangered Species Act, in conjunction with the Army Corps Section 404 permit.
- National Marine Fisheries Service – Consultation under Section 7 of the Federal Endangered Species Act, in conjunction with the Army Corps Section 404 permit.
- National Historic Preservation Act Section 106 Compliance - State Historic Preservation Officer Consultation, in conjunction with the Army Corps Section 404 permit.
- National Park Service – Permits to use GGNRA and SAFR lands.
- Presidio Trust – Permits to use Crissy Field.
- San Francisco Bay Conservation and Development Commission – Bay Plan Amendment and one or more Major Permits for fill and uses over the Bay or on the shoreline, including maximum feasible public access.
- California State Lands Commission – Consult regarding use plan, permit dredging.
- Regional Water Quality Control Board, San Francisco Bay Region – Section 401 Water Quality Certification; Waste Discharge Requirements; National Pollutant Discharge Elimination System, Construction General Permit coverage and preparation of a Stormwater Pollution Prevention Plan.
- California Department of Fish and Game – California Endangered Species Act Section 2080.1 consistency determination or California Endangered Species Act Section 2081 incidental take permit.
- Bay Area Air Quality Management District – Authority to construct permit and Permit to Operate.
- San Francisco Planning Commission certification of the Final EIR.
- San Francisco Port Commission approval of venue leases; adoption of CEQA findings and a Mitigation Monitoring and Reporting Program.
- San Francisco Board of Supervisors consideration of any appeals of the Planning Commission's certification of the Final EIR.

## ENVIRONMENTAL REVIEW TOPICS

The proposed project could result in potentially significant environmental effects. As required by CEQA, the EIR will examine those effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce the environmental effects to a less than significant level. The EIR will analyze the environmental issues listed below. The EIR will also present an alternatives analysis that may reduce or eliminate one of more potential impacts of the proposed project.

- Land Use
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology, Soils, and Mineral Resources
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Agriculture and Forest

## FINDING

**This project may have a significant effect on the environment and an Environmental Impact Report is required.** This determination is based upon the criteria of the California Environmental Quality Act (CEQA) Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

## PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, two public scoping meetings will be held at the following locations, dates, and times:

1. **Wednesday, February 23<sup>rd</sup>, 2011, at 6:30-8:30 pm at San Francisco Board of Supervisors Chamber, Room 250, City Hall, 1 Dr. Carlton B. Goodlett Place**
2. **Thursday February 24<sup>th</sup>, 2011, at 6:30-8:30 pm at the Port of San Francisco, Pier 1, the Embarcadero**

Notice of Preparation of an EIR  
February 9, 2011

Case No. 2010.0493E  
The 34<sup>th</sup> America's Cup Races and James R. Herman  
Cruise Terminal and Northeast Wharf Plaza

The purpose of the public scoping meetings is to receive oral comments to assist the San Francisco Planning Department in reviewing the scope and focus of the EIR. The public will have the opportunity to comment and offer testimony for consideration. The San Francisco Planning Department will also accept written comments at this meeting or by mail, email, or fax until 5:00 p.m. on Friday, March 11, 2011. Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or sent by email to Joy Navarrete, the CEQA coordinator for this project, at joy.navarrete@sfgov.org.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

February 8, 2011  
Date

  
Bill Wycko  
Environmental Review Officer