



Image credit: Port of Redwood City

SEAPORT PLAN UPDATE BAY PLAN AMENDMENT 1-19

Seaport Planning Advisory Committee Meeting
July 25, 2023

Cory Mann, Principal Waterfront Planner



PRESENTATION OVERVIEW

Background

Planning Process

Overview of Proposed
Revisions

Introduction

Part I: Policies

Part II: Designations

Next Steps



Image credit: Port of Richmond

DISCUSSION QUESTIONS

1. Are the policies clear and appropriate?
2. Will the simplification of the Marine Terminal designations provide flexibility for the ports while ensuring that we reserve adequate capacity as a region to accommodate future cargo growth?
3. Do the SPAC members concur with the staff analysis that the proposed changes to the Port Priority Use Areas will not detract from the regional capability to meet the projected growth in cargo?
4. Does the SPAC recommend that the Commission approve the Draft Seaport Plan?

BCDC AND THE SAN FRANCISCO BAY PLAN

BCDC

- Minimize fill in San Francisco Bay.
- Ensure fill is for water-oriented uses.
- Maximize public access.

San Francisco Bay Plan

- Incorporated into the McAteer-Petris Act. Law of the state of California.



BAY AREA SEAPORT PLAN

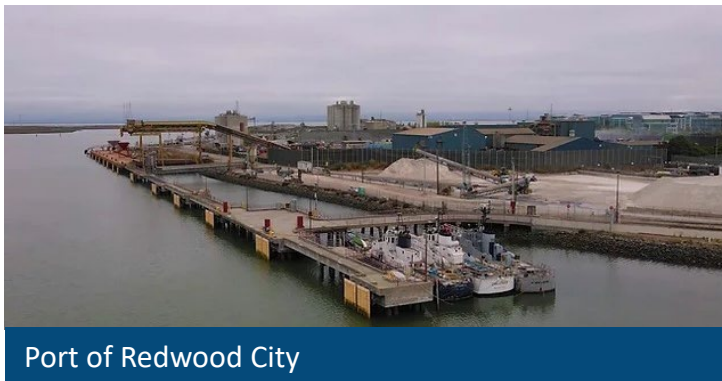
- A specific application of the San Francisco Bay Plan.
- Purpose is to coordinate planning across the region's five ports.
- First released in 1982; needs a comprehensive update.
- Originally a cooperative effort between BCDC and MTC.



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.



PLANNING PROCESS

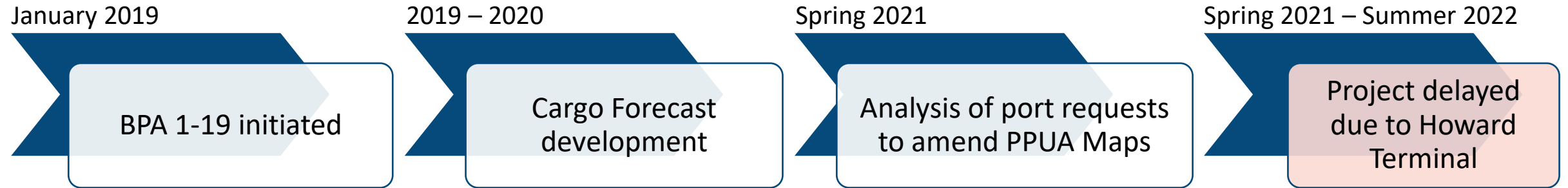


REASONS FOR UPDATING THE SEAPORT PLAN

- Update the regional *Cargo Forecast*
- Remove outdated information and updating findings and policies.
- Introduce new topic areas.
- 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.



PROCESS TO DATE



PROCESS TO DATE

Fall 2022 – Spring 2023

Port requests to
amend PPUA Maps

Fall 2022 – Spring 2023

New Findings and
Policies

Summer 2023

SPAC meeting

Fall 2023

Commission
Public Hearing
and Vote

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.

- In part due to ongoing litigation relating to the Commission's action on BPA 2-19, 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.

OVERVIEW OF PROPOSED REVISIONS

Introduction and Part I: Policies



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



Image credit: Port of Redwood City

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.



CHANGES TO TOPIC AREAS

2012 Plan	2023 Draft Plan
-	The Seaport Planning Advisory Committee
The Cargo Forecast	The Cargo Forecast
Port Priority Use Areas	Preserving and Enhancing Port Priority Use Areas
Marine Terminals	
Container Terminals	
Bulk Terminals	
-	Climate Change
-	Environmental Justice and Social Equity
Dredging and Navigation	-
Ground Transportation	Regional Coordination and Future Seaport Plan Updates



SEAPORT PLANNING ADVISORY COMMITTEE (NEW TOPIC AREA)

1978 MOU Language	BCDC Staff Recommendation
Two (2) members each appointed by BCDC, MTC, and ABAG	Two (2) members appointed by BCDC; (1) member each appointed by MTC and ABAG
One (1) member appointed by the California Department of Transportation- District 04	One (1) member appointed by Caltrans District 4
One (1) member appointed by the U.S. Army Corps of Engineers- San Francisco District	One (1) member appointed by the U.S. Army Corps of Engineers- San Francisco District
One (1) member appointed by the U.S. Maritime Administration- Western Region	[delete]
One (1) member appointed by the Port of Benicia, the Port of Oakland, the Port of San Francisco, the Port of Redwood City, the Port of Richmond, and Encinal Terminals	One (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 [delete Encinal Terminals]
One (1) member appointed jointly by the Chairmen of BCDC and MTC from an appropriate Bay Area environmental interest group	One (1) member appointed by BCDC from an environmental interest group
One (1) member appointed jointly by the Chairmen of BCDC and MTC from a Bay Area economic development interest group	One (1) member appointed by BCDC from a maritime service organization
-	Two (s) members appointed by BCDC from community-based and/or environmental justice organizations
-	One (1) member appointed by BCDC from a maritime industry stakeholder

CARGO FORECAST (REVISED TOPIC AREA)

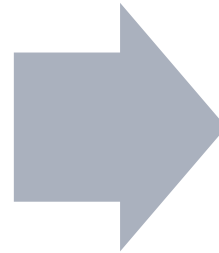
- New set of findings provides an overview of the Cargo Forecast.
- **Policy 1** Monitoring and updating the forecast.
- **Policy 2** Implementing the forecast.



PORT PRIORITY USE AREAS (REVISED TOPIC AREA)

2012 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.
- Staff did not identify any specific issues not already covered by existing efforts.



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

Part II: Marine Terminal Designations



MARINE TERMINAL DESIGNATIONS: EXISTING POLICY

“Policy 1. By the year 2020, the Port of Oakland should have the annual cargo throughput capabilities shown in Table 11.”

Table 11: Port of Oakland Future Facilities

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

MARINE TERMINAL DESIGNATIONS: SUGGESTED APPROACH

Policy Proposal:

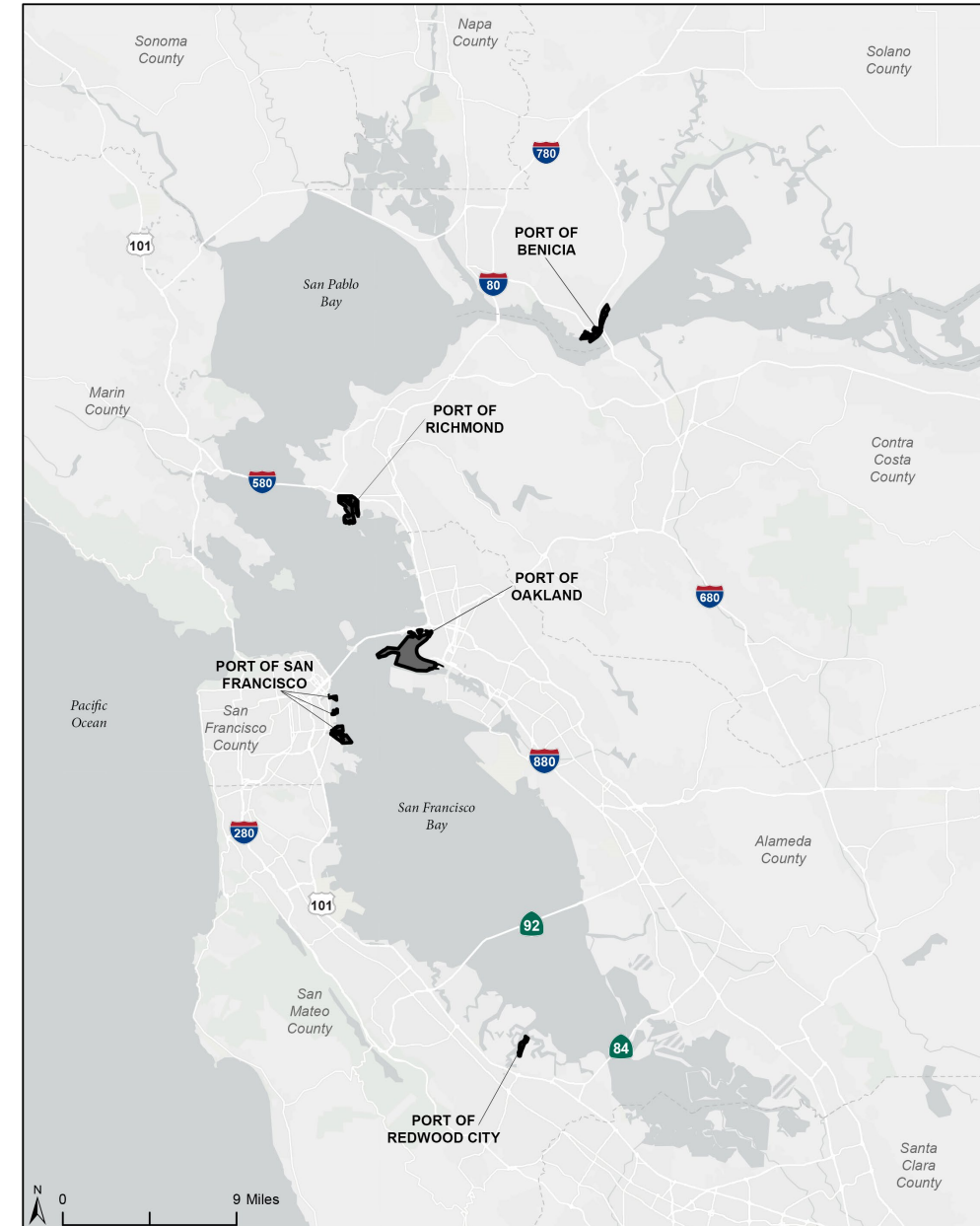
- Remove cargo allocation policies from Part II of the Seaport Plan.
- Cargo Forecast provides the best source of detailed information about cargo growth and capacity.
- Policies in Part I provide permitting guidance.
- Remove all port and project-specific policies.

Desired Outcomes:

- Keep the Seaport Plan up to date.
- Better flexibility for the ports.
- Align the Seaport Plan with Bay Plan and McAteer-Petris Act.

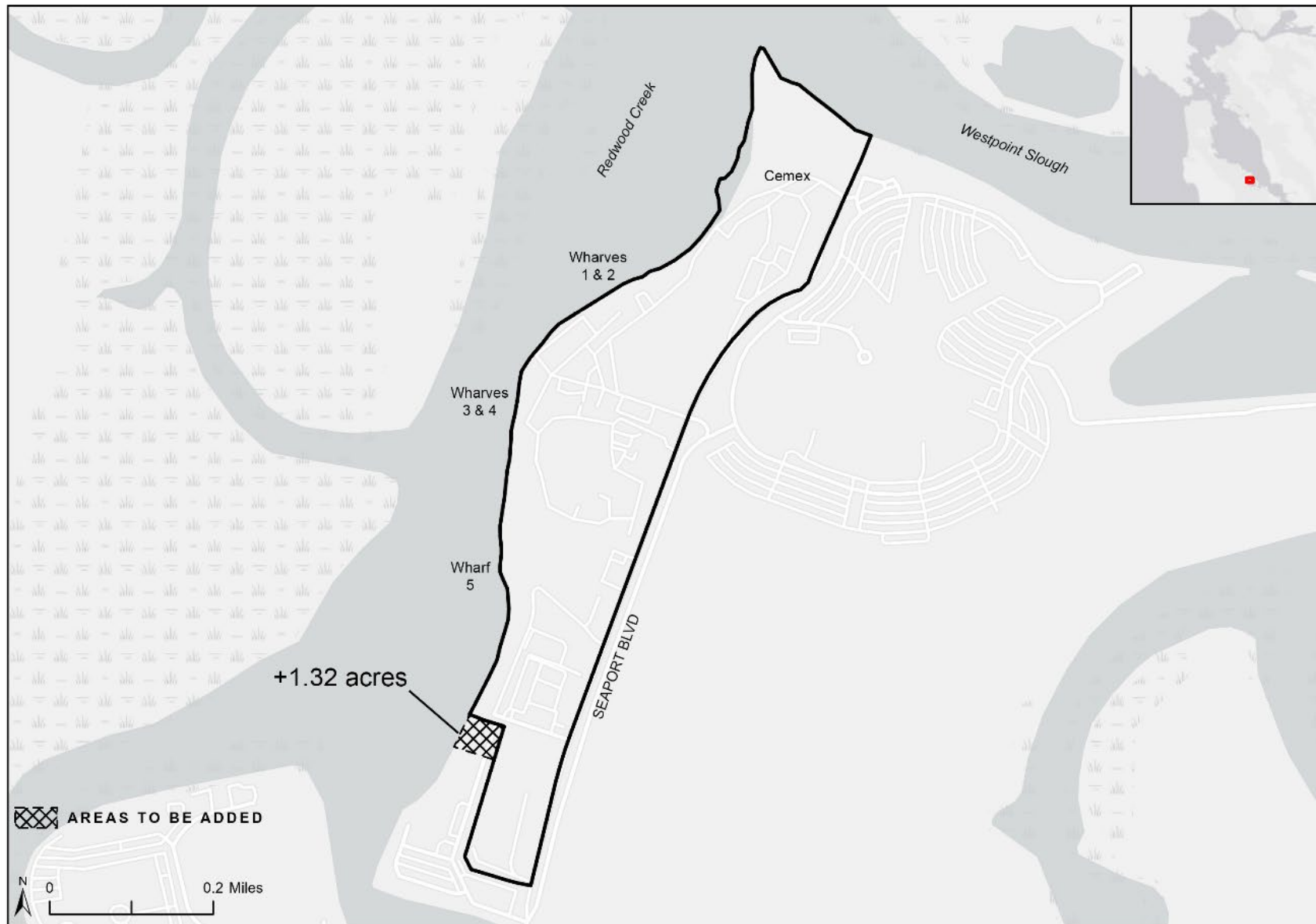
PORT PRIORITY USE AREA MAPS

- In 2021, BCDC received requests to modify Port Priority Use Area boundaries.
- 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.
- Making these changes does not affect the Cargo Forecast.
- The SPAC voted in favor of the proposed changes in March 2021.



PORT OF REDWOOD CITY

- Adding 1.3 acres of Port Priority Use Area for 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

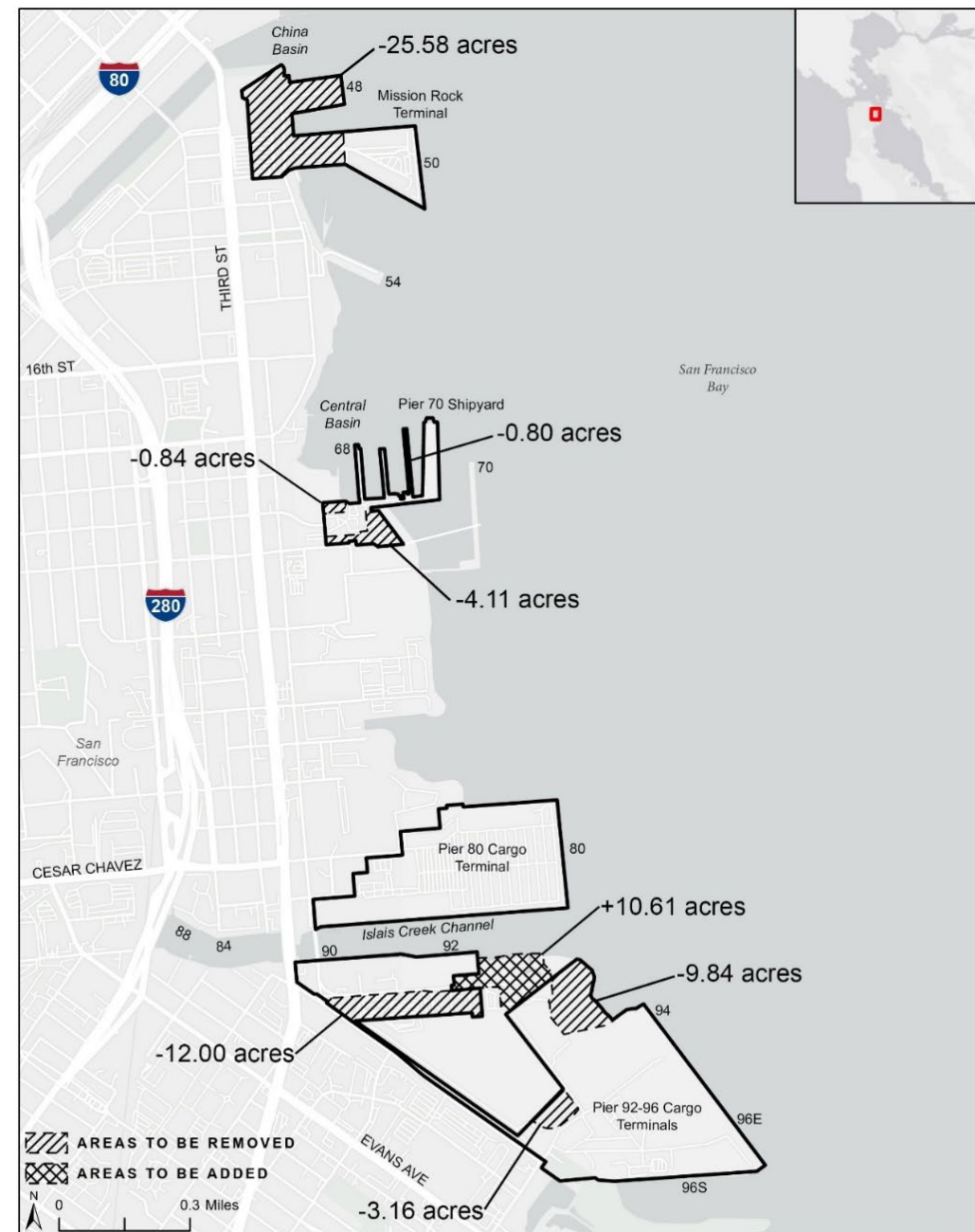
SEAPORT PLAN

□ PORT PRIORITY USE AREA



PORT OF SAN FRANCISCO

- **Piers 48 and 50.** Pier 48 and seawall lot 337 should be removed from the Port Priority Use Area per Assembly Bill (AB) 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.

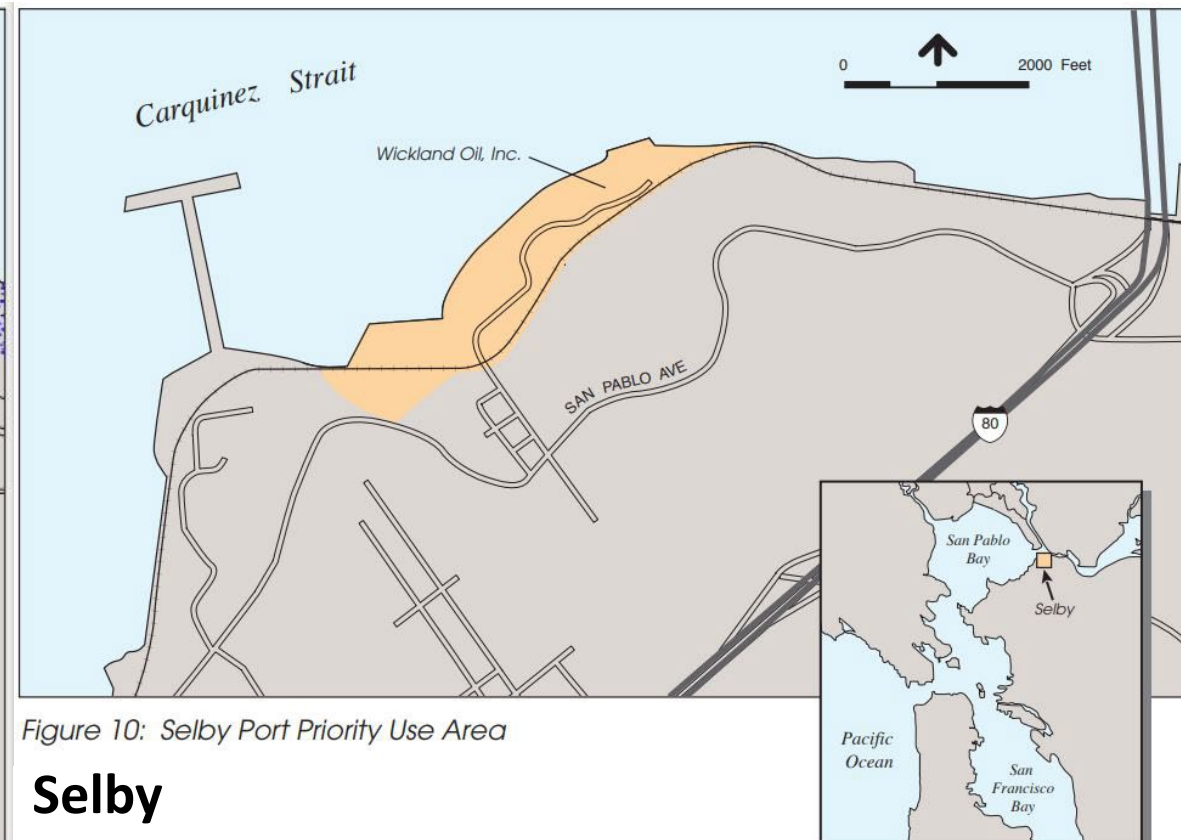
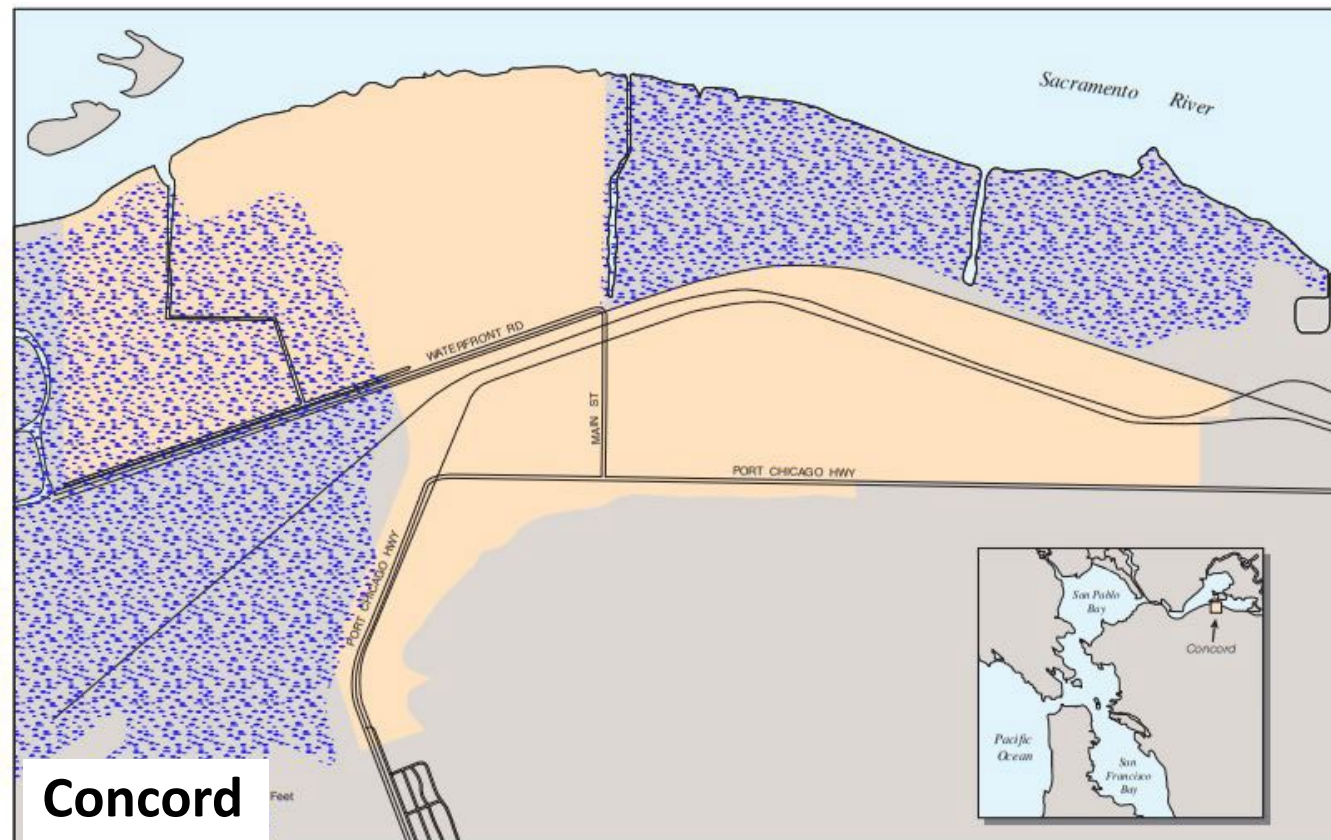


Figure 10: Selby Port Priority Use Area

NEXT STEPS

August

Incorporate
revisions



Commission Staff
Report and
Environmental
Assessment



September

Public Hearing



Final
Recommendation
and Final
Environmental
Assessment



October

Commission Vote
to adopt new
Seaport Plan

THANK YOU

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