

# VOLUME 6

## COMMENTS AND RESPONSES ON THE DRAFT EIR



SAN FRANCISCO PLANNING DEPARTMENT CASE NO. 2010.0493E  
STATE CLEARINGHOUSE NO. 2011022040

DRAFT EIR PUBLICATION DATE: JULY 11, 2011  
DRAFT EIR PUBLIC HEARING DATE: AUGUST 11, 2011  
DRAFT EIR PUBLIC COMMENT PERIOD: JULY 11, 2011 – AUGUST 25, 2011  
COMMENTS AND RESPONSES PUBLICATION DATE: DECEMBER 1, 2011  
FINAL EIR CERTIFICATION DATE: DECEMBER 15, 2011



SAN FRANCISCO  
**PLANNING**  
DEPARTMENT

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THE 34TH AMERICA'S CUP  
&  
JAMES R. HERMAN CRUISE TERMINAL  
AND NORTHEAST WHARF PLAZA

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related emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. In response to these new investigations, the following new text is added to the EIR text (new text is underlined) under Impact AQ-4 on page 5.8-35 following the new text added above "Analysis of Mitigation Measure M-AQ-4d:"

#### **Mitigation Measure 4e: Long-term Shoreside Power at Pier 70**

The project sponsor shall develop shoreside power at an offsite location that would consist of constructing 12 MW of shoreside power at the Port's Drydock #2 at Pier 70 to serve large cruise, military and other vessels while they are in drydock.

Should it be determined by the project sponsor that this measure is infeasible, the project sponsor shall document, to the satisfaction of the Environmental Review Officer, that the project sponsor has complied with this mitigation measure to the extent feasible and indicate why full compliance with the mitigation measure is infeasible.

*Analysis of Mitigation Measure M-AQ-4e:* Providing shoreside power for ships brought in for unscheduled maintenance would eliminate the need for auxiliary loads to be supplied by on-board diesel generators. The feasibility of using shore power was assessed for ships undergoing maintenance at the BAE Systems Facility in San Francisco and is presented in Appendix AQ-6 of the Final EIR. Using the low-end projected maintenance schedule for the BAE Systems Facility, the potential emission reduction using shore power for these vessels was conservatively estimated for year 2013, the year for which decommissioning of shore side power at Pier 27 was attributed to AC34 operations. This measure would result in year 2013 emissions reductions of 11 tons of ROG, 215 tons of NO<sub>x</sub>, and 6 tons per year of PM<sub>10</sub> and PM<sub>2.5</sub>. These reductions provide for a complete offset of all emissions associated with the disruption of shoreside power at Pier 27 as a result of operation of AC34 events. However, due to funding uncertainties regarding this mitigation measure, this impact remains significant and unavoidable.

Impact AQ-5 in the Draft EIR determined that operation of the AC34 events would result in significant and unavoidable risk and hazards impacts, and subsequent to the publication of the Draft EIR, the project sponsors have further examined the feasibility of augmenting the identified mitigation measure. In response to these comments, the EIR text on page 5.8-37 is revised starting with the fourth paragraph and continuing on page 5.8-38 as follows (deleted text is shown as ~~strikethrough~~ and new text is underlined):

#### **Impact Summary**

Based on conservative assumptions, operations of the proposed America's Cup races and events would result in incremental cancer risks, acute hazard indices, and localized PM<sub>2.5</sub> concentrations in excess of significance thresholds adopted by the BAAQMD and would represent a significant impact on localized air quality. **Mitigation Measure M-AQ-4a through M-AQ-4e** (~~Emission Controls for Race Sponsored Spectator Vessels~~) would reduce emissions from race-sponsored spectator and support vessels, provide shoreside power for large private yachts at Pier 27, require low-emissions fuels for large private yachts and race-sponsored vessels, accelerate the reconnection of long-term shoreside power at Pier 27, and provide off-site emissions reduction by providing shoreside power at