

## **Recreational Boats**

Although not restricted from entering the regulated area, recreational boats including sailboats, power boats, and personal watercraft would be prohibited from entering the race area during race events. These types of vessels would have access to other portions of the Bay and the exclusion would only occur on race days during the hours of 12:00 p.m. to 5:00 p.m., or earlier if racing concludes early. Recreational boats berthed in Marina Yacht Harbor as well as Gas House Cove would have escorted access during the race periods.

Non-motorized personal watercraft such as kayaks would be permitted to operate within the designated area from Fort Point to Anita Rock. This area is consistent with most uses of kayaks and other small non-motorized vessels, which do not tend to travel too far offshore during windy conditions typical of summer/fall afternoons. Impacts on these users would be negligible.

The eastbound and westbound traffic lanes would be restricted to vessels greater than or equal to 100 gross tons during designated race periods. There would be no designated transit zone for 2012 as the size of the race area would permit adequate space to transit around the race course. The number of boats on the Central Bay would likely result in congested areas to the north of the race course between the race course boundary and the deep water traffic lane. While unlikely, spectator boats may also occupy the deep draft shipping lane but would be required to move if vessels are using the lane. The increased concentration of boats in the area would increase the potential for boating accidents, such as collisions, depending on the skill of boaters in the area. However, boating estimates are similar to those estimated for other large maritime events, such as Fleet Week, and therefore it would be within the USCG's ability to manage the increased congestion.

## **Commercial Fishing**

Boats transiting the Bay to reach offshore fishing could be affected by AC34 races. While no dates have been established for the 2012-2013 season, the most recent salmon season spanned April to October. The AC34 races would divert this traffic – estimated at 60 boats transiting the Bay twice daily – around the race area. As fishing boats typically leave early in the morning and return in the afternoon, this impact would be minor, as only the return trip would be affected and boats would follow protocol established by the USCG to direct boat traffic appropriately.

## **Other Maritime Recreational Uses**

Impacts on recreational uses are described in Section 4.07, Visitor Use Experience.

### ***4.11.7.2 Impacts of 2013 Races***

#### **Commercial Vessels (Not Including Ferries, Tours, and Dinner Cruises)**

As described in Chapter 2 – Alternatives, in 2013 the SLR would include the establishment of a transit zone along the San Francisco waterfront and restrict the use of Anchorage 7. In between the race area and the San Francisco shoreline, two zones would be established. The first zone would be established

for small non-motorized vessels and recreational water users and would extend approximately 450 to 1,000 feet out from the shore along Crissy Field, between Fort Point and Anita Rock, similar to in 2012.

The second would be a 600-foot wide transit zone to facilitate the transit of vessels requiring access to pier space and facilities along the San Francisco waterfront, and to minimize other traffic that may obstruct spectator views from the waterfront. To ensure safety and to minimize congestion, vessels using this zone would not be permitted to loiter or anchor. The transit zone would extend along the San Francisco waterfront, south of the race area, beginning at the face of Pier 23 and continuing to the western boundary of the primary regulated area, north of the non-motorized vessel area. In addition, the transit zone would include a separate route heading northeast from the waterfront transit zone, near Pier 39. The eastern entrances of the transit zone may be temporarily closed as races finish.

Anchorage Zone 7 would be closed to allow more room for shipping traffic. This anchorage is not heavily used and would remain available under permission of the COTP for emergency situations.

As in 2012, the USCG would restrict access to the eastbound and westbound San Francisco Bay traffic lanes to vessels greater than or equal to 100 gross tons during designated race periods occurring in 2013. Vessels less than 100 gross tons would be allowed to use the westbound traffic lane provided they remain out of the race area. Entry into the closed traffic lanes would be allowed to large vessels with COTP permission. Shipping traffic may continue to operate using the existing deep water (two-way) traffic lane. This could result in congested conditions in the deep draft channel, depending on the number of vessels transiting the area during race events. Transit distances for approximately 4.9 vessels on weekdays and 2.9 vessels on weekends would increase on up to 18 race days. Because the number of vessel transits is low, and the duration of race events is temporary, the impact on maritime navigation would be considered minor. For races in 2013, only those vessels transiting the area within the transit zone would be permitted south of the race area.

The transit zone would facilitate safe transit of vessels requiring access to pier space and facilities along the San Francisco waterfront and minimize other traffic that may obstruct the waterfront. As a result, impacts on commercial vessels would be minor.

### **Commuter Ferries, Tours, and Harbor Cruises**

The race area in 2013 would be larger than in 2012 and extend farther east along the northern waterfront. The normal commuter ferry routes between Piers 41-43½ and North Bay destinations would be blocked by the race area during race events (Figure NAV-2). As a result, commuter ferries operating from Piers 41 and 43.5 would be required to travel east or west along the waterfront within the transit zone until reaching either the eastern or western boundary of the waterfront transit zone, respectively. Eastbound traffic would then enter the northeast-trending transit zone, exit and then travel north to their destinations. The northeast-trending transit zone would cross the race area at Pier 39, rather than the main course area. As a result, the race events would typically only include this portion of the race area once per race. This would allow fairly normal (either escorted or unescorted) ferry traffic in this transit zone. The ACRM would coordinate with the USCG and commuter ferries to temporarily close this transit zone as each race finishes. The delay is not anticipated to exceed 10 minutes on average. Westbound vessels would exit the waterfront transit zone and proceed north

to their destinations. All transit would be accommodated within the transit zone established along the waterfront and the northeast transit zone.

The AC34 race area would be located north of the transit zone, and therefore race activities would not interfere with use of the zone. The location of the race area would require an estimated five commuter ferries on weekdays and seven ferries on weekends to travel greater distances than normal. Ferries would likely travel at increased speeds slightly in order to maintain schedules. This may result in some delays (not to exceed 10 minutes on average) for these ferries and would represent a moderate impact on ferry service.

The northeast corner of the race area would also overlap slightly with ferry routes between the San Francisco Ferry Building and North Bay destinations. Most ferries would be permitted to use their normal routes except during race finish. During this time, ferries would need to be routed farther east in order to circumnavigate the race area. The temporary closure of Anchorage Zone 7 would accommodate increased vessel traffic in the north and southbound lanes. Because the ferries would be able to maintain normal departure and arrival times, the impacts on commuter ferry operations from the San Francisco Ferry Building would be minor.

The normal routes for Bay cruise, tour, and sightseeing ferries would be blocked by the race area during race events. Bay cruises and ferries between Pier 41 and Angel Island would be required to transit the northern San Francisco waterfront within the transit zone when entering or leaving Pier 41. This would disrupt the normal routes, but not require the cancellation of cruises as the use of Pier 41 would be permitted throughout race events. Even though the distance traveled would be greater, the impact on maritime navigation and safety would be minor.

The Alcatraz ferry normally transits through the race area between Alcatraz Island and Pier 33. In order to maintain service, the ferry would be allowed to transit across the race area with an escort, if necessary. Alcatraz ferry service would continue to permit six round trips per day during race events and would maintain their normal routes and schedules with minimal to no delay. Therefore the impact on maritime navigation and safety would be minor.

### **Recreational Boats**

Similar to 2012, during the 2013 races recreational boats including sailboats, power boats, and non-motorized vessels would be prohibited from entering the race area. The designated transit zone would permit east and westbound transit through the area. These types of vessels would have access to other portions of the Bay, and the exclusion would only occur on race days between 12:00 p.m. and 5:00 p.m., unless races conclude earlier.

Similar to 2012, non-motorized vessels such as kayaks would be permitted in the designated area for small non-motorized craft.

### **Other Maritime Recreational Uses**

Impacts on recreational uses are described in Section 4.07, Visitor Use Experience.

## Commercial Fishing

As in 2012, commercial fishing boats transiting the Bay to reach oceanic commercial fishing grounds for salmon and other species could be affected by AC34 races. In 2013 the race area would be larger, and therefore congestion would be greater than in 2012. This impact would be minor. As described above, only the return trip would be affected, and fishing boats would follow protocol established by the USCG to direct boat traffic appropriately.

### *4.11.7.3 Impacts of Contingent Race Area*

Both the 2012 and 2013 race activities would allow for a contingent regulated area adjacent to the north and west sides of Treasure Island. The primary purpose of the contingent race area would be to accommodate races if the winds are in a north/south direction, which occurs relatively infrequently during the event months. The contingent regulated area is located within the north/south traffic lanes, which accommodate commercial vessel traffic to and from the Port of Oakland and northern ports. Scheduled commercial traffic would take priority over AC34 events in the contingent regulated area. This regulated area is anticipated to be used less than 5 percent of the time and therefore, as a result of the short duration, impacts associated with this regulated area would be minor.

### **4.11.8 Impacts of Alternative C—No Organized Events on NPS Lands**

Under Alternative C – No Organized Events on NPS Lands, the race areas and management of maritime navigation and safety would be the same as under Alternative B (Figure NAV-2). Therefore, potential impacts on maritime navigation and safety would be the same as under the Sponsor Proposed Project (Alternative B).

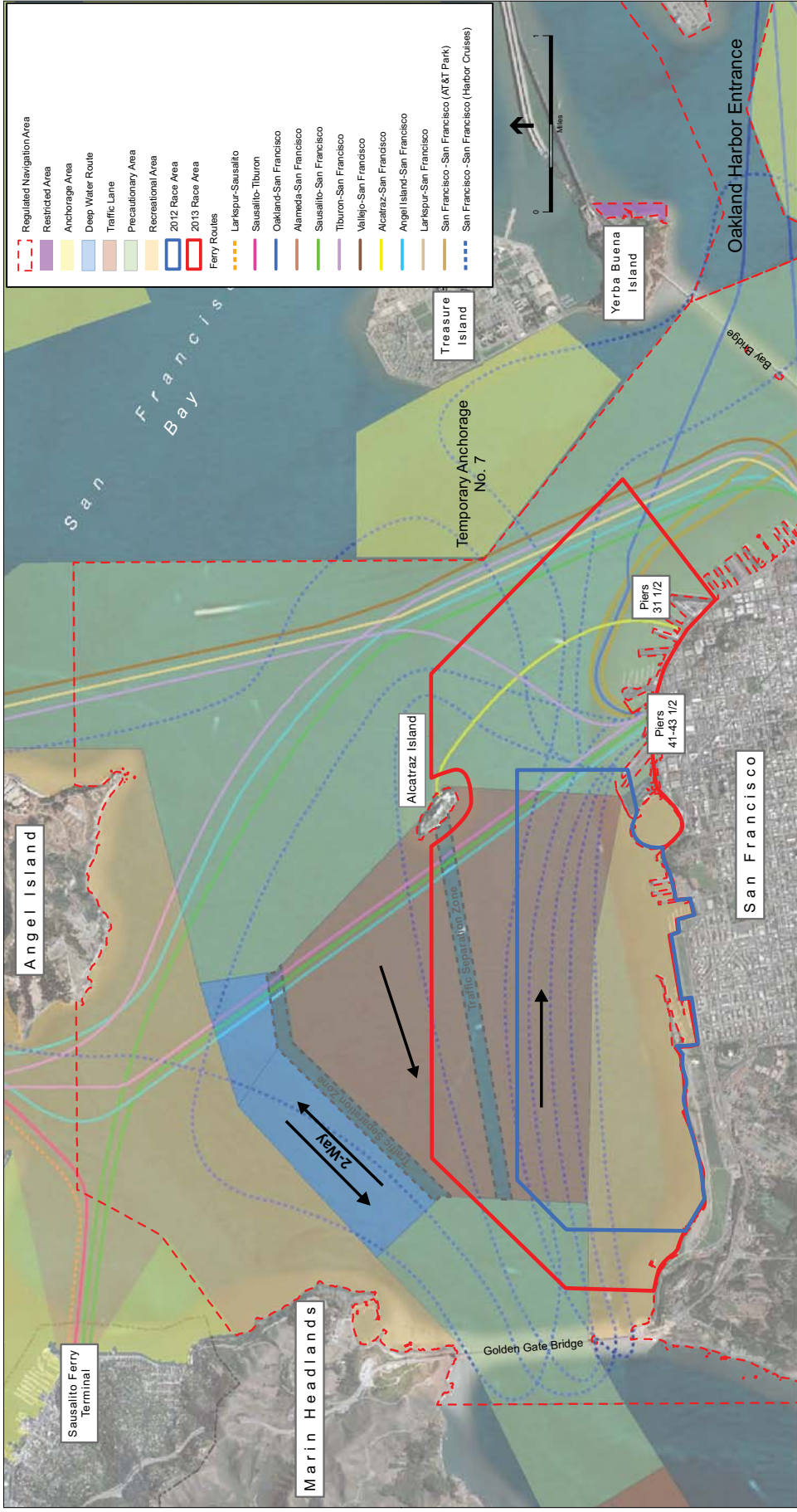
### **4.11.9 Impacts of Alternative D—Modified Program Alternative**

Under Alternative D—Modified Program Alternative, the race areas for the 2013 races would be the same as under the Sponsor Proposed Project, therefore the impacts on maritime traffic and safety would be the same for 2013. The 2012 race areas would be of different sizes and would be managed differently than under Alternative B (Figure NAV-3). Consequently, the potential impacts on vessel traffic would be different and are described separately below. In general, impacts would be similar to those described for Alternative B with changes described below for the 2012 race events.

#### *4.11.9.1 Impacts of 2012 Races*

##### **Commercial Vessels (Not Including Ferries, Tours, and Dinner Cruises)**

The 2012 race area would be located farther east than under the Sponsor Proposed Project, but would remain outside of the north/south shipping channel located in the designated precautionary area. As a result, commercial shipping traffic would continue to operate as normal and impacts would be negligible.



SOURCE: NOAA ENC 2011; ESA 2011

Note: This map is for illustrative purposes only and does not represent all regulations applicable to navigation in Bay waters

AC34 / Environmental Assessment (210317)

**Figure NAV-3**  
Alternative D - Navigational Designations and Ferry Routes



### **Commuter Ferries, Tours, and Harbor Cruises**

The race area would include the area in front of Piers 41 and 43½ (Figure NAV-3). This would result in interference with ferry routes between Piers 41 and 43½ and North Bay destinations. In order to maintain their schedules, ferries would need to travel east around the race area before proceeding north to their destinations. The additional distance would need to be made up by operating at higher speeds and the changed route may result in additional ferries operating in the shipping channel. This impact would be minor given the temporary duration and as the additional number of additional vessels in the shipping lane would be very small.

### **Recreational Boats**

The number of recreational boats on the water would be the same under all action alternatives. Under Alternative D, it is anticipated that spectator boats would concentrate in the northern portion of the race area, north of the race course. Some spectator boat congestion could occur on the east side of the race area on peak race days, which could impact existing vessel traffic shipping lanes. Although spectator boats shall not impede vessels that are required to use the vessel traffic scheme, such congestion These conditions would only occur on race days between 12:00 p.m. and 5:00 p.m.

### **Other Maritime Recreational Uses**

Impacts on recreational uses are described in Section 4.07, Visitor Experience Use.

### **Commercial Fishing**

Impacts on commercial fishing would be similar to those described for Alternative B, as the race areas would be the same size, merely shifted east in 2012 and the same in 2013. This impact would be minor.

#### ***4.11.9.2 Impacts of 2013 Races***

Impacts on maritime navigation and safety from the 2013 race events under Alternative D would be the same as described for the Sponsor Proposed Project.

#### ***4.11.9.3 Impacts of Contingent Race Area***

Impacts on maritime navigation and safety from the contingent race area under Alternative D would be the same as described for the Sponsor Proposed Project.

#### 4.11.10 Impacts of Alternative E—Preferred Alternative

Under Alternative E—Preferred Alternative, the race areas for the 2013 races would be the same as under Alternative B; therefore, the impacts on maritime traffic and safety would be the same for 2013. The 2012 race areas would be of different sizes and would be managed differently than under Alternative B (Figure NAV-4). Consequently, the potential impacts on vessel traffic would be different and are described separately below. In general, impacts would be similar to those described for the Alternative B with changes described below for the 2012 race events.

##### 4.11.10.1 Impacts of 2012 Races

There would be three primary AC34 2012 race areas and events, as shown in Figure ALT-23:

- *August ACWS Races.* The ACWS races would occur in August using 45-foot vessels. The race area would be shifted east from its Alternative B counterpart by approximately 0.5 mile, and would include the area just north of Piers 41 and 43 ½.
- *AC72 Exhibition.* The AC72 exhibition races would occur in September/October using 72-foot race boats. The race area would be similar to the 2013 race area.
- *October ACWS Races.* The October ACWS races would occur in October during Fleet Week using 45-foot race boats. The race area would be established within the existing Fleet Week Safety Zone, located approximately 1.0 mile east of the Alternative B race course area.

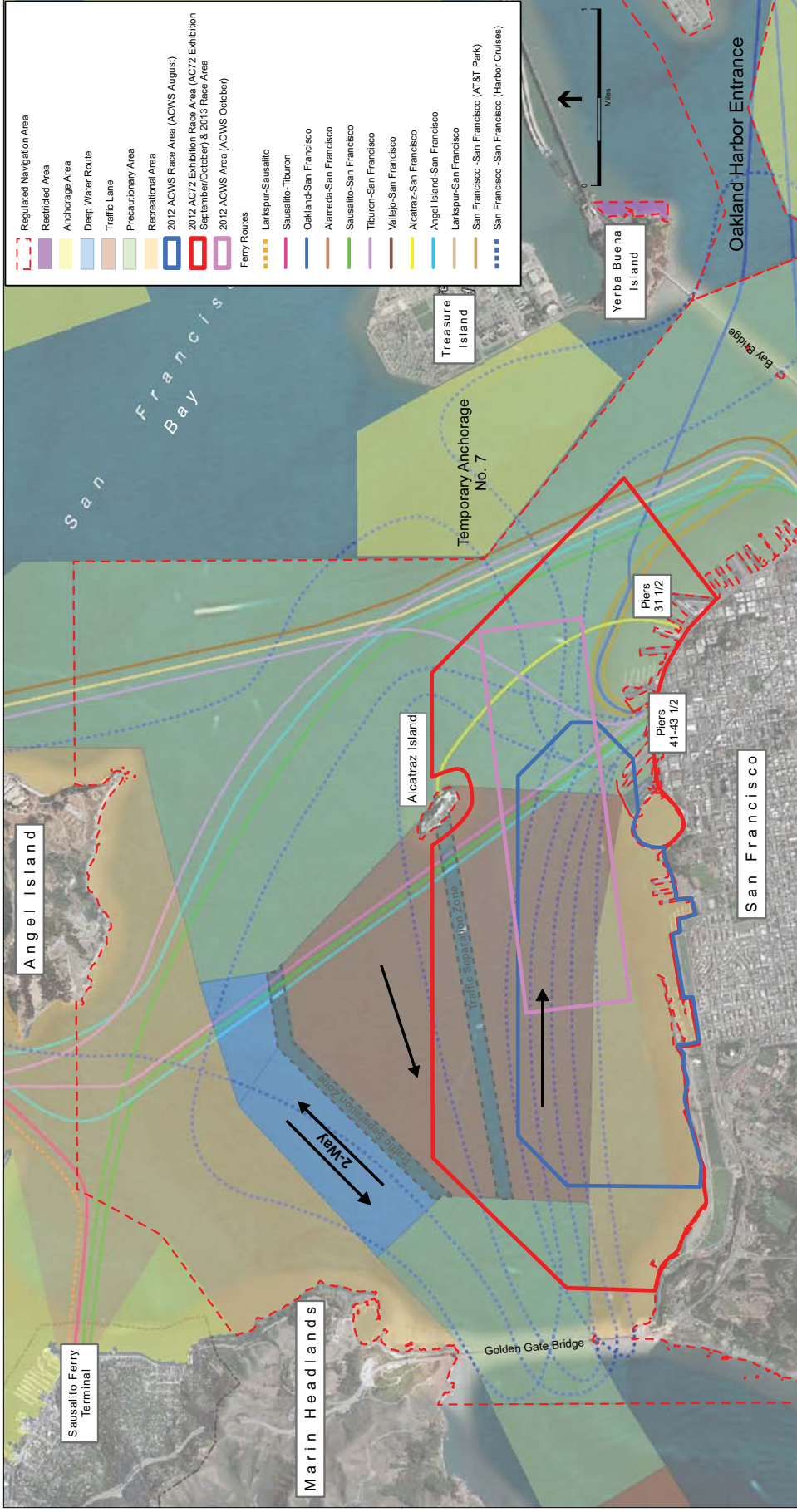
The contingent regulated area would be the same as those described for Alternative B.

##### Commercial Vessels (Not Including Ferries, Tours, and Dinner Cruises)

The 2012 race area would be located 0.5 mile east compared to the Sponsor Proposed Project (0.25 mile east compared to Alternative D) but would remain outside of the north/south traffic lane located in the designated precautionary area. As a result, commercial shipping traffic would continue to operate normally and impacts would be negligible.

##### Commuter Ferries, Tours, and Harbor Cruises

For the August 2012 ACWS races, the race area would include a larger area north of Piers 41 and 43½ compared to Alternative D. This would result in more interference with ferry routes between Piers 41 and 43½ and North Bay destinations (Figure NAV-4). During race events, ferries traveling between Piers 41 and 43½ and North Bay destinations may have to be rerouted around the eastern end of the race area before traveling around the western side of Alcatraz and continuing along their normal routes. The additional distance would need to be made up by operating at higher speeds and the changed route may result in additional ferries operating in the shipping channel. Immediately prior to and following races, commuter ferries would be permitted to transit across the race area. The impacts on maritime navigation and safety from the 2012 race events under Alternative E would be similar to those described under Alternative D on race days. For the August 2012 AWCS races potential impacts



AC34 / Environmental Assessment (210317)  
**Figure NAV-4**  
 Alternative E - Navigational Designations and Ferry Routes

SOURCE: NOAA ENC 2011; ESA 2011  
 Note: This map is for illustrative purposes only and does not represent all regulations applicable to navigation in Bay waters



on North Bay ferries operating from Piers 41 and 43½ would occur only on four race days during actual race events. Delays to commuter ferries operating out of Piers 41 and 43½ are expected to be less than 10 minutes on average, resulting in a short-term moderate impact.

For the AC72 Exhibition races, on up to four race days in 2012, maritime traffic and safety impacts would be similar to those described for the 2013 races. The race area would be the same as described for the Alternative B in 2013.

### **Recreational Boats**

The number of recreational boats on the water for the August 2012 ACWS races would be the same under all action alternatives for 2012. Under the Alternative E, it is anticipated that spectator boats would concentrate in the northern portion of the race area, north of the race course. Some boats may concentrate to the east, which would be within the traffic lanes. These boats would be required to move to allow for commercial traffic and could result in a minor increase in safety hazards and management requirements. These conditions would only occur on four race days between 12:00 p.m. 5:00 p.m.

During the October 2012 ACWS races occurring during Fleet Week, the races would occur within the established Fleet Week safety zone. Spectator and recreational boat concentrations are anticipated to be similar to peak race day estimates for 2013 due to the combination of fleet week and ACWS spectators.

The AC72 Exhibition Event would be held during week days within the same race area identified for the 2013 races. Impacts on recreational boats for the AC72 Exhibition event are anticipated to be the same or less as for the 2013 races on non-peak race days.

### **Other Maritime Recreational Uses**

Impacts on recreational uses are described in Section 4.07, Visitor Experience Use.

### **Commercial Fishing**

Impacts on commercial fishing would be similar to those described for Alternative B, as the race areas would be the same size, merely shifted east in 2012 and the same in 2013. This impact would be short-term and minor.

#### ***4.11.10.2 Impacts of 2013 Races***

Impacts on maritime navigation and safety from the 2013 race events under Alternative E would be the same as described for Alternative B.

#### 4.11.10.3 Impacts of Contingent Regulated Area

Impacts on maritime navigation and safety from the contingent regulated area under Alternative E would be the same as described for Alternative B.

#### 4.11.11 Cumulative

For the October 2012 ACWS races, the races would be conducted within the Safety Zone established for Fleet Week. Because this area is already restricted, the potential for effects on maritime navigation and safety would be similar to that which already occurs as a result of Fleet Week events. The use of the Safety Zone for ACWS races would be different than used in past Fleet Week events, but the restrictions would be similar. Cumulative effects of Alternative E with the addition of Fleet Week activities would be similar to that of peak conditions under Alternative B and thus would be short-term and minor.

#### 4.11.12 Conclusion

Project activities under Alternative E, the Preferred Alternative would cause short-term and localized impacts. The activities would be generally less intense as compared to Alternative B with minor changes described above regarding Commuter Ferries, Tours, and Harbor Cruises.

#### 4.11.13 Mitigation Measures

No mitigation would be warranted under any of the project alternatives. All potential effects on maritime navigation and safety have been addressed through site-specific protection measures and management actions associated with each of the project alternatives.

#### 4.11.14 References

##### AECOM

- 2012a Draft Report: *America's Cup 34 NEPA Alternatives Visitation Analysis Draft*. January 4, 2012.
- 2012b Draft Report: *America's Cup 34 NEPA Alternatives Visitation Analysis Draft*. January 6, 2012.

##### ESA

- 2011 *San Francisco Bay and Delta Sand Mining Revised Draft EIR*.

##### San Francisco Bar Pilots

- 2012 San Francisco Bar Pilots website, <<http://www.sfbarpilots.com/Home/tabid/54/Default.aspx>>, viewed on February 16, 2012.

This page intentionally left blank