

CHAPTER 3.0

Affected Environment

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3.0 AFFECTED ENVIRONMENT

1 Chapter 3 sets forth the affected environment of the proposed action. The affected environment
 2 describes the present physical conditions within the area of the proposed action. The area, or
 3 region of influence, is defined for each environmental issue based upon the aerial extent of
 4 physical resources that may be affected directly or indirectly by the proposed action and
 5 appropriate guidelines of regulatory agencies or common professional practice. Table 3.1-1
 6 summarizes the environmental issues and associated region of influence described in the
 7 affected environment sections of this EIS.

Table 3.1-1. Environmental Issues and Region of Influence

<i>Environmental Issue</i>	<i>Region of Influence</i>
Land Use	Reuse plan area
Visual Resources	Reuse plan area and viewshed
Socioeconomics	San Francisco and Alameda Counties
Cultural Resources	Reuse plan area
Transportation	Reuse plan area, SFOBB/I-80 freeway system, and areas adjacent to ferry terminals in San Francisco and Oakland
Air Quality	San Francisco Bay Area air basin
Noise	Reuse plan area
Biological Resources	Reuse plan area and surrounding aquatic habitat within 2-mile radius
Geology and Soils	Geology: San Francisco Bay Area Soils: Reuse plan area
Water Resources	Reuse plan area and receiving waters of Central San Francisco Bay
Utilities	San Francisco and regional utility service areas
Public Services	San Francisco
Hazardous Materials and Waste	Reuse plan area

8 This section of the EIS describes the baseline conditions for each environmental resource against
 9 which the potential impacts of the proposed action will be compared. Generally, the baseline
 10 used for the analysis of environmental impacts under NEPA reflects the conditions present at or
 11 about the time the EIS is initiated. However, in the case of closures of military installations, EIS
 12 documents often are initiated in the trough between full-scale military operations at the former
 13 military installation and commencement of the civilian redevelopment project being studied.
 14 The trough is temporary, constantly changing, and a wholly artificial situation that cannot
 15 provide a stable and meaningful basis for measuring the environmental impact of subsequent
 16 redevelopment. It is more appropriate to use the pre-closure conditions during full operations
 17 as a baseline to realistically reflect the environmental impact of reuse. The State of California
 18 also specifically has recognized that the last operating year of military bases is the most
 19 appropriate baseline for EIRs prepared pursuant to the CEQA (Cal. Pub. Res. Code § 21083.1.8,
 20 Cal. Code Regs. tit. 14, § 15229).

3.1 Land Use

1 The environmental baseline year for the EIS is 1993, which reflects conditions before NSTI was
2 designated for closure. This follows Navy BRAC policy, which recommends using the last year
3 the installation was in full operational use as the baseline year instead of a baseline year
4 portrayed as the property under caretaker status. Since data from 1993 was not available for
5 some resource areas, the baseline for those resources relies on data from the closest year that is
6 representative of 1993 conditions. The analysis of hazardous materials and waste is unique in
7 that, because hazardous materials remediation is ongoing, it is based on current conditions at
8 NSTI. The physical conditions present in 1993 are the same as the physical conditions present
9 in later years; the entire infrastructure for NSTI is still physically present on the property and
10 has not been significantly altered since 1993.

11 3.1 LAND USE

12 This section describes regulatory considerations (section 3.1.1) and land uses in the reuse plan
13 area (section 3.1.2) and in the surrounding community (section 3.1.3). Land uses in the reuse
14 plan area reflect baseline (1993) conditions.

15 3.1.1 Regulatory Considerations

16 The following subsections discuss the public plans, policies, and regulatory agencies that affect
17 disposal and reuse of NSTI. Planning and regulatory control over NSTI will be exercised by
18 many government agencies, including the City and County of San Francisco, and regional, state,
19 and federal agencies. Agencies that will have jurisdiction over NSTI and a description of the
20 responsibilities of each agency with respect to approval and implementation of the alternatives
21 are discussed below.

22 *City and County of San Francisco*

23 NSTI is within the jurisdictional boundaries of the City and County of San Francisco. As
24 discussed below, upon transfer NSTI will be controlled primarily by San Francisco policies,
25 plans, and regulations, while portions of the islands also will be subject to additional
26 regulations and policies of other agencies. The San Francisco Planning Commission and/or San
27 Francisco Planning Department and TIDA will determine future reuse conformance with city
28 policies and plans. The San Francisco Board of Supervisors must adopt General Plan
29 amendments and approve zoning ordinances incorporating the selected development plan for
30 the islands.

31 *San Francisco General Plan*

32 The San Francisco General Plan is relevant to the reuse of NSTI, which is located within San
33 Francisco. The San Francisco General Plan is the comprehensive, long-term plan that contains
34 the land use policies for San Francisco. Elements of the General Plan that provide broad policy
35 guidance to reuse planning include Recreation and Open Space, Urban Design, Transportation,
36 Environmental Protection, Community Safety, Community Facilities, Commerce and Industry,
37 and the Residence Element.

38 Following conveyance of NSTI to San Francisco or other non-federal entities, future
39 development of most portions of the islands would be under city jurisdiction. San Francisco's

1 existing General Plan land use designation for NSTI (*Military*) does not encompass all the
2 proposed reuse land uses and does not define development opportunities and constraints for
3 the land use designations.

4 To achieve consistency between the selected reuse alternative and San Francisco policies, it will
5 be necessary to amend the San Francisco General Plan to include land use designations for
6 surplus property on Treasure Island and Yerba Buena Island prior to approving future land use
7 actions. The amendments would need to be based on the goals and policies of the selected
8 reuse alternative while maintaining consistency with the goals, policies, and land use
9 designations in the General Plan.

10 The San Francisco Planning Department is preparing an Area Plan and amendments to the
11 General Plan to ensure consistency with the final reuse plan. Following certification of San
12 Francisco's EIR for reuse, the city would amend its General Plan and would adopt a
13 Redevelopment Plan to provide land use designations consistent with the reuse plan for NSTI
14 lands conveyed out of federal control. These plans would incorporate policies from the Draft
15 Reuse Plan and would guide future development on NSTI.

16 *Planning Code*

17 The San Francisco Planning Code (ordinances enacted through Ordinance 241-01, Approved
18 December 7, 2001) sets forth specific objective standards that define the range of allowable
19 physical characteristics of proposed development, such as the floor area ratio, the height and
20 bulk of buildings, and the land uses permitted within zoning districts. The San Francisco
21 agency responsible for implementing the Planning Code is the Planning Department. NSTI is
22 currently zoned "P" (Public) and would not be rezoned until the reuse plan is adopted, at which
23 time the San Francisco Planning Code would be amended. Upon receiving a zoning
24 designation, the area would be subject to the land use and height and bulk regulations
25 established by the zoning designation. These controls would be subject to the Redevelopment
26 Plan and its design for development standards.

27 *The Sustainability Plan for the City of San Francisco*

28 The Sustainability Plan for the City of San Francisco (San Francisco 1997) was endorsed by the
29 Board of Supervisors on July 21, 1997 (Resolution No. 692-97), as a non-binding guideline for
30 policy and practice in San Francisco. The goal of the Sustainability Plan is to enable the city and
31 its people to meet their present needs without sacrificing the ability of future generations to
32 meet their own needs.

33 *Treasure Island Development Authority*

34 TIDA is a nonprofit public benefit corporation established by the City and County of San
35 Francisco and the State of California. It has redevelopment authority to implement the final
36 reuse plan, related General Plan amendments, and any other adopted plans, such as an Area
37 Plan or Redevelopment Plan, via appropriate implementing ordinances subject to final
38 approvals by the San Francisco Board of Supervisors.

1 *San Francisco Bay Conservation and Development Commission*

2 The federal Coastal Zone Management Act (CZMA) of 1972 (16 U.S.C. §§ 1451-1465), as
3 amended, grants coastal states with the authority to evaluate projects that could affect the
4 coastline. The Bay Conservation and Development Commission (BCDC), created by the
5 McAteer-Petris Act (Cal. Gov't. Code § 66600 et seq.), functions as the state coastal management
6 agency for the San Francisco Bay, having jurisdiction over all areas subject to tidal action up to
7 the mean high tide line and including all sloughs, tidelands, submerged lands, and marshlands
8 lying between the mean high tide and 5 feet (1.5 m) above mean sea level for the nine Bay Area
9 counties with Bay frontage (BCDC 1969). Its jurisdiction in shoreline areas includes a band
10 measured 100 feet (30.5 m) landward of and parallel to the shoreline of the Bay.

11 In accordance with its role in implementing CZMA, BCDC reviews federal projects affecting the
12 coastal zone to ensure that they are, to the maximum extent practicable, consistent with the
13 provisions of the approved coastal plans. The Bay Area Seaport Plan and the San Francisco Bay
14 Plan, discussed below, are the approved local coastal plans in the portion of San Francisco Bay
15 around NSTI and, in conjunction with other BCDC laws, Special Area Plans, and other
16 guidance, form BCDC's management program for complying with CZMA. Federal property is
17 considered to be outside the state coastal zone, as defined under the CZMA. Under the
18 provisions of 15 C.F.R Part 930, Federal Consistency with Approved Coastal Management
19 Programs, the Navy has determined that neither a consistency determination, nor a negative
20 determination is required for the proposed disposal action. The proposed disposal of surplus
21 federal property at NSTI for subsequent reuse is not an action that has been identified by a State
22 agency as an action likely to directly affect the coastal zone, is not an action similar to other
23 actions for which consistency determinations have been prepared in the past, and is not an
24 action for which the Navy developed initial findings on any effects on the coastal zone.
25 Consequently, Navy has determined that no state notification (or negative determination) is
26 required. (Consistency of reuse with the approved coastal plans is discussed further in the
27 sections on the Bay Plan and the Seaport Plan.)

28 BCDC activities also include the following:

- 29 • Regulating all filling, dredging, and changes in use in San Francisco Bay;
- 30 • Regulating new development within the first 100 feet (30.5 m) inland from the shoreline
31 of the Bay to ensure that maximum feasible public access to the Bay is provided;
- 32 • Ensuring that the limited amount of available shoreline property suitable for regional
33 high priority water-oriented uses is reserved for these purposes. Priority use areas
34 include ports, water-related industry, water-oriented recreation, airports, and wildlife
35 areas;
- 36 • Pursuing an active planning program to study all aspects of the Bay; and
- 37 • Participating in the region-wide state and federal program to prepare the Long-term
38 Management Strategy (LTMS), as discussed in section 3.10 Water Resources, for
39 dredging and disposing of material dredged from the Bay.

1 *San Francisco Bay Plan*

2 The San Francisco Bay Plan, adopted by BCDC in January 1969 and amended through 2002,
3 includes policies that protect the Bay's economic and natural resources, including the
4 designation of shoreline regional priority use areas. BCDC priority designated areas include
5 ports, airports, waterfront parks and beaches, wildlife areas, tidal areas, marinas, fishing piers,
6 recreational ferries, boat-launching ramps, commercial recreation, and vista points. Areas
7 without priority designation in the Bay Plan are subject to the plan's policies detailed under
8 "Other Uses of the Bay and Shoreline"; these policies call for areas without priority designation
9 to be used for any purpose that uses the bay as an asset and that in no way affects the bay
10 adversely.

11 Although Treasure Island and Yerba Buena Island are federal property and outside the defined
12 coastal zone addressed in the Bay Plan, the Bay Plan does state that, if and when Navy no
13 longer needs Treasure Island, it should be redeveloped for public use and continuous access to
14 San Francisco Bay should be provided. The Bay Plan also states that if and when Navy or US
15 Coast Guard no longer needs Yerba Buena Island, it should be redeveloped for recreational use
16 (BCDC 1996, revised 1997). After property is conveyed out of federal ownership, reuse
17 activities undertaken by nonfederal entities would be subject to BCDC permitting authority and
18 review as to the final determination of proposed reuse consistency with the Bay Plan. Where
19 proposed land uses are not consistent, the Bay Plan could be amended to be consistent with
20 proposed land uses, or these uses could not be developed. BCDC has indicated preliminary
21 support of reuse planning efforts at NSTI because the reuse plan "denotes a perimeter public
22 promenade around Treasure Island, including a small park at the proposed ferry dock, and
23 considerable open space on Yerba Buena Island at the connection to the Treasure Island
24 causeway" (BCDC 1996, revised 1997).

25 BCDC would also require a permit for any fill, materials extraction, or substantial changes in
26 use of any water, land, or structure in the bay. Permits for priority use and water-related
27 industry areas within the 100-foot (30.5-m) shoreline would be granted or denied based on the
28 appropriate Bay Plan policies for ports, water-related industry, water-oriented recreation,
29 airports, and wildlife areas.

30 *San Francisco Bay Area Seaport Plan*

31 The San Francisco Bay Area Seaport Plan was jointly developed by BCDC and the Metropolitan
32 Transportation Commission (MTC) in response to a state law that requires the addition of a
33 maritime element to MTC's regional transportation plan and BCDC's Bay Plan. The Seaport
34 Plan was adopted in 1982, was revised in 1988, and was comprehensively updated in April
35 1996. The Seaport Plan designates sites for port priority uses, such as marine terminals and
36 water-related industry. The port priority use designation is intended to reserve adequate
37 waterfront areas for future port and water-related development and to prevent unnecessary
38 filling of the Bay. Other shoreline uses, such as public access and public and commercial
39 recreational development may be permitted as long as they do not substantially impair the
40 efficient utilization of the port areas. Treasure Island and Yerba Buena Island, as federal
41 property, are not addressed in the Seaport Plan. Furthermore, these islands do not offer
42 adequate terminal backland or rail and road access and therefore are geographically unsuitable
43 for port development.

1 **State Lands Commission and Public Trust**

2 California received title to tide and submerged lands and the beds of navigable waters within
3 its boundaries upon its admission to the Union in 1850. Under the state constitution, such land
4 is held in trust for the people of California for particular uses of public benefit; these lands
5 commonly are referred to as tidelands trust or public trust lands. In general, if the public trust
6 applies, land subject to it must be used for commerce, navigation, fisheries, water-oriented
7 recreation, preserved in its natural condition for wildlife habitat and study, or other recognized
8 public trust uses. The purpose of the trust is to assure that trust land remains committed to
9 water-oriented uses benefiting the greatest number of people. The public trust generally
10 applies to land that is or was submerged or that is subject to tidal action, including land created
11 by filling tidelands or submerged lands.

12 Portions of NSTI were constructed on submerged land and tideland located within the City and
13 County of San Francisco. In 1933, the State of California granted to the City and County of San
14 Francisco a parcel of land in San Francisco Bay for construction of a public airport, wharfage
15 and dock facilities, and for use as an airfield. The parcel of land to be filled by dredged material
16 was a rectangular area measuring 4,500 feet by 8,000 feet (1,370 m by 2,438 m) located adjacent
17 to Yerba Buena Island. The City was authorized to reclaim fill and raise the submerged land.
18 The City of San Francisco also received the right to construct a toll free bridge or causeway
19 between the lands to be filled and Yerba Buena Island. The grant contained a restriction that
20 prevented the City of San Francisco from selling the property to private parties. In 1935, the
21 State granted to the City and County of San Francisco the right to use Treasure Island for
22 exposition and fair purposes. The City and County of San Francisco then created Treasure
23 Island by dredging adjacent submerged land.

24 Subsequent to the Naval Appropriations Act of 1942 (Pub. L. 441) in which Congress
25 appropriated funds for the acquisition of Treasure Island, the government pursued the
26 condemnation process for the property now known as NSTI in the US District Court of San
27 Francisco. The declaration of taking was filed on April 17, 1942. The parties reached a joint
28 settlement of the condemnation case on April 3, 1944. As compensation for the taking, the
29 Government completed construction of \$10 million of permanent improvements at San
30 Francisco Airport. Chapter 3 of the California Statutes of 1942 authorized the transfer of
31 Treasure Island to the government including all tide and submerged lands and further stated
32 that the transfer "shall be free and clear of all conditions and reservations respecting the title to
33 or use of said lands..." The State made no provisions for the reservation of a tideland trust or
34 public trust easement over tidelands or submerged land nor was there any reversion rights
35 contained in the statute. Therefore, the Navy's position is that the United States acquired full
36 fee simple absolute title to all the property, including the tidelands and submerged lands, and
37 that the property would not be subject to the public trust upon disposal by the Navy.

38 The State of California believes, however, that all former and existing tide and submerged lands
39 on Treasure Island would be subject to the public trust in the event of a transfer of the property
40 from the Navy. In 1997, the Treasure Island Conversion Act (TICA) (1997 Cal. Stat. 898, AB 699)
41 authorized the City and County of San Francisco to establish TIDA as the redevelopment
42 agency responsible for redeveloping NSTI. The Act also granted TIDA power to administer and
43 control property at NSTI, which was identified by the State of California as land that will be
44 subject to the public trust upon its release from federal ownership. Thus, the City and County

1 of San Francisco's reuse planning process assumes the public trust applies, despite the Navy's
2 contention that it does not.

3 3.1.2 Reuse Plan Area

4 Former Navy land use at NSTI consists of residential facilities, recreation and open space areas,
5 institutional and community facilities, commissary and office facilities, industrial and support
6 facilities, and parking and roads. Figure 3-1 illustrates these land uses at NSTI.

7 *Treasure Island*

8 Table 3.1-2 identifies former Navy land uses at Treasure Island. In 1993, residential, recreation
9 and open space, and institutional and community uses made up the largest percentage of land
10 uses at NSTI; parking and roadways accounted for almost a quarter of the island. Retail and
11 office and industrial and support land comprised the remaining uses.

12 **Table 3.1-2. Treasure Island 1993 Navy Land Uses**

<i>Land Use</i>	<i>Area (approximate acres)</i>
Residential	110
Recreation and Open Space	90
Institutional and Community	30
Retail and Office	20
Industrial and Support	20
Parking and Roads	95
Total	365
<i>Source: DON 1988b.</i>	
<i>Note: Does not include approximately 36-acre (14-ha) parcel transferred to the Job Corps.</i>	

13 *Residential*

14 Housing is a prominent land use at Treasure Island, occupying approximately 110 acres (44.5
15 ha). The housing area includes family housing and bachelor enlisted quarters (barracks).
16 Family housing occupies the northwest corner of the island, with the barracks located in the
17 center-west part of the island. Approximately 900 family units in 8-unit, 6-unit, and 4-unit
18 buildings are arranged around curving streets and cul-de-sacs with large driveways and lawns.
19 Uses and other features surrounding the family housing area include the Bay to the north and
20 west and open space, institutional, and industrial uses to the south and east. The barracks are
21 star-shaped structures constructed in the late 1960s.

22 *Recreation and Open Space*

23 Recreation and open space uses at Treasure Island include water-related recreation and boating
24 facilities, indoor and outdoor recreation facilities, and a variety of walking and bike trails and
25 picnic areas.

3.1 Land Use

1 Outdoor marine facilities include an approximate 100-slip recreation marina in Clipper Cove
2 between Treasure Island and Yerba Buena Island. There also are two piers (Piers 11 and 12) on
3 the southern edge of Treasure Island used for small military craft and a fishing pier (Pier 23) on
4 the west side of Treasure Island. Pier 1, on the southeastern side of Treasure Island, was used
5 to moor large military ships.

6 Indoor recreation facilities include the Shipshape Fitness Center, a gymnasium, a skating rink, a
7 1,000-seat movie theater, and a 12-lane bowling alley, all on the eastern side of Treasure Island.
8 A youth center and pizzeria are also on the east side of Treasure Island.

9 Outdoor recreation facilities include baseball fields, a pitching green, a miniature golf course,
10 two tennis courts, basketball courts, and two playgrounds. The outdoor recreation facilities are
11 concentrated in the interior of Treasure Island. Open space areas include four parks and picnic
12 areas and walking and bike trails. The dike around Treasure Island also is used as a jogging
13 trail (San Francisco 1994a; San Francisco 1995a).

14 *Institutional and Community*

15 Institutional uses at Treasure Island include public service, educational, public works facilities,
16 and a chapel. Navy headquarters occupied Building 1, a historic structure built originally for
17 the Exposition. This building presently is occupied by city offices, including a San Francisco
18 Police Department substation, and Navy caretaker site office.

19 Public service and government facilities include a fire station, a police station, the former brig,
20 the new brig built in 1991, and a post office. Educational facilities include an auto and hobby
21 shop, an elementary school, and a child development center. These facilities are all in the
22 interior of the island in the northwestern quadrant. Public services include the emergency
23 power generator, wastewater treatment plant, steam plant substations, reservoirs, and other
24 utilities.

25 *Retail and Office*

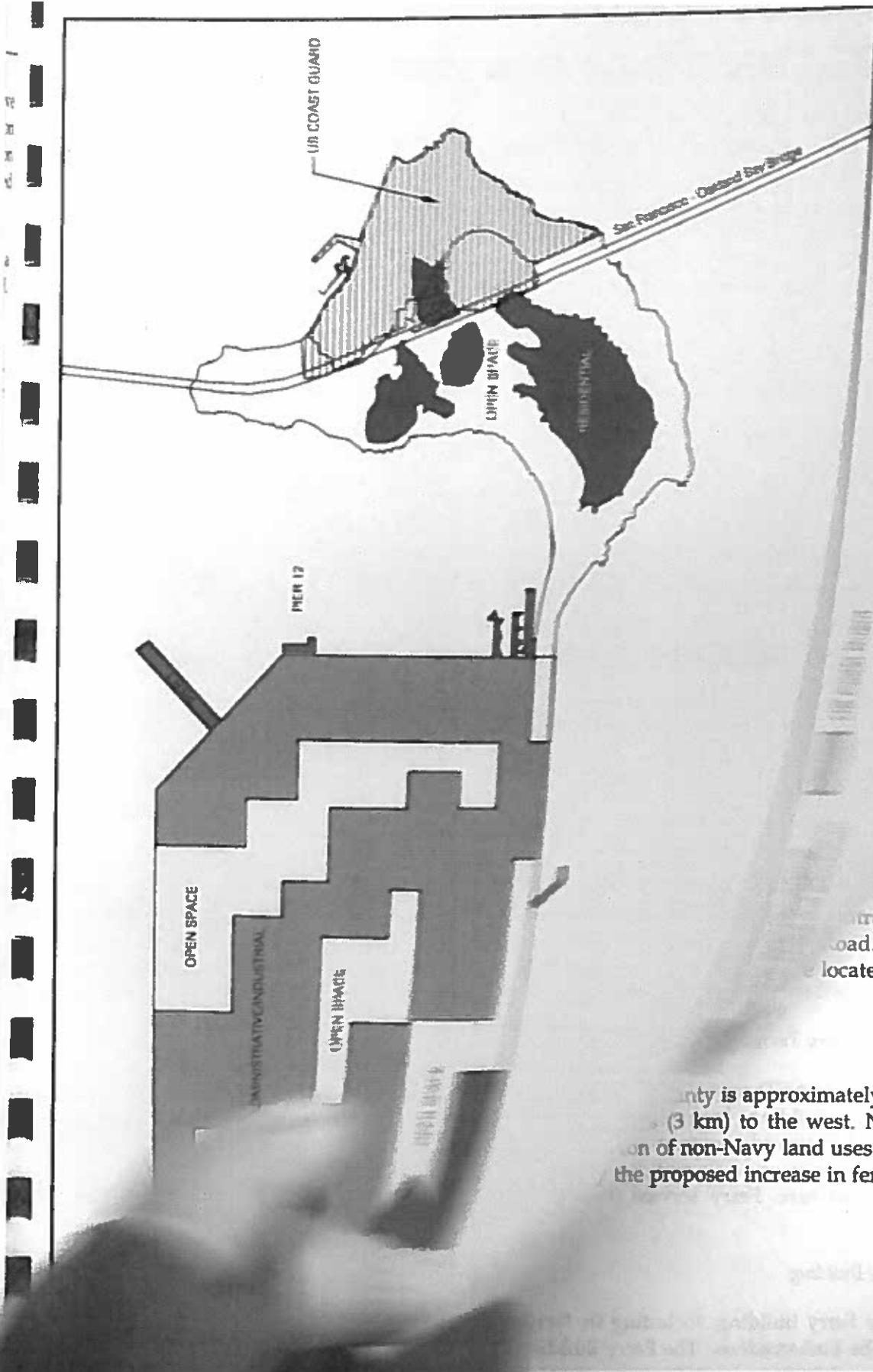
26 Retail and administrative uses comprise a relatively small portion of land use on Treasure
27 Island and include administrative, commissary, conference facilities, food service facilities, and
28 a medical and dental facility.

29 *Industrial and Support*

30 Industrial uses are distributed in buildings in the northeastern and southeastern quadrants of
31 Treasure Island. These include a former tear gas training building, a government printing
32 office, fuel storage facilities, a storm lift station, two hangars, warehouses, a maintenance
33 building, and training facilities.

34 *Parking and Roads*

35 The Treasure Island road system is laid out in a grid with parking areas located throughout the
36 island (Figure 3-1). The only vehicle access to the island is from the on- and off-ramps from the
37 SFOBB. The main access road to Treasure Island is Avenue of Palms. There are a number of on-
38 and off-street parking areas.



1993 Land Use
 Naval Station Treasure Island, California

Figure 3-7

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1 **Yerba Buena Island**

2 Former Navy land uses at Yerba Buena Island are identified in Table 3.1-3. Yerba Buena Island
 3 primarily is comprised of open space, utilities facilities and military housing, as well as about
 4 ten buildings used by Navy in 1993 for storage, communications, fire safety, and
 5 administration. The SFOBB crosses the island. Non-Navy land uses on Yerba Buena Island
 6 include the US Coast Guard Station.

7 **Table 3.1-3. Yerba Buena Island 1993 Navy Land Uses**

<i>Land Use</i>	<i>Area (approximate dry acres)</i>
Open Space and Utilities	75
Residential	30
SFOBB	10
Total	115
<i>Source: DON 1988b.</i>	
<i>Note: Total acreage includes approximately 11-acres (4-ha) that was transferred to US Coast Guard in 1998 and approximately 20-acres (8-ha), inclusive of previous 10 acres (4 ha), that was transferred to FHWA in 2000.</i>	

8 **Open Space and Utilities**

9 The steep slopes (up to 75 percent) at Yerba Buena Island preclude development along the
 10 northeastern and southwestern edges of the island. These areas are predominantly open space
 11 but also included ten acres to support SFOBB utilities.

12 **Residential**

13 There are approximately 100 existing housing units at Yerba Buena Island, ten of which are
 14 large single-family residences with the remainder being 2-, 4-, and 8-unit buildings, generally
 15 single-story, although there are some 2-story buildings. Housing is concentrated in the interior
 16 of the island, north of the SFOBB and southeast of Treasure Island Road. Historic officers
 17 quarters (Quarters 1-7), including the Nimitz House (Quarters 1), are located on the northern
 18 part of the island.

19 **3.1.3 Surrounding Land Uses**

20 San Francisco Bay waters surround NSTI. Alameda County is approximately 2 miles (3 km) to
 21 the east and San Francisco is approximately 2 miles (3 km) to the west. NSTI is within the
 22 municipal boundaries of San Francisco. A discussion of non-Navy land uses on NSTI and land
 23 uses at the ferry terminals potentially affected by the proposed increase in ferry service at NSTI
 24 is presented below.

1 *Non-Navy Land Uses*

2 *US Department of Labor*

3 As a result of the DoD and federal agency screening process for NSTI, approximately 36 acres
4 (15 ha) of land on Treasure Island and approximately 12 buildings and structures were
5 provided to the US Department of Labor for developing a Job Corps facility. The parcel
6 includes former barracks for officers, constructed in 1958, barracks for Chief Petty Officers,
7 constructed in 1975, a medical and dental clinic on the southern end of the island, and a dining
8 facility. The Job Corps facility trains underprivileged youth to serve local communities. It will
9 provide resident employment training to approximately 850 persons, approximately 750 of
10 which would reside on Treasure Island.

11 *US Coast Guard*

12 An active US Coast Guard Station occupies approximately 30 acres (12 ha) of dry, upland area
13 on the southeast side of Yerba Buena Island. The US Coast Guard is responsible for water
14 vessel traffic in and out of the Bay using the vehicle tracking system (VTS) facility on the
15 northwest hillside of the island. The US Coast Guard Station includes Coast Guard Group San
16 Francisco facilities, including housing, administrative, open storage and docks, and buoy
17 maintenance facilities. The station also includes a lighthouse built by the US Lighthouse Service
18 in 1872 on the southeastern side of Yerba Buena Island. Following the DoD and federal agency
19 screening process, approximately 11 acres (5 ha) in the central portion of Yerba Buena Island
20 were granted to the US Coast Guard in 1998, and another 11 acres of submerged land were
21 transferred in 2002.

22 *SFOBB*

23 The FHWA conveyed 98 acres (40 ha) on Yerba Buena Island held by Navy to Caltrans for right-
24 of-way purposes in connection with the construction, operation, and maintenance of the SFOBB
25 east spans retrofit project. Approximately 20 acres (8 ha) of dry land were permanently
26 conveyed in fee and are not part of the disposal action evaluated in this EIS. The remaining 78
27 acres (32 ha) comprises TCE or permanent aerial easements of dry and submerged land on
28 Yerba Buena Island. Land within the TCEs and aerial easements are available for disposal and
29 are part of the proposed disposal action evaluated in this EIS.

30 *Existing Off-island Ferry Terminal Land Uses*

31 Future transportation to NSTI may be provided through increased ferry service at the existing
32 San Francisco Ferry Building, Main Street terminal in Alameda, Jack London Square in
33 Oakland, and at two proposed new terminals—Candlestick Point in San Francisco and Golden
34 Gate Fields on the Berkeley and Albany border. A general land use description of existing ferry
35 terminals is provided here. Ferry service from these terminals is described in section 3.5,
36 Transportation.

37 *San Francisco Ferry Building*

38 The San Francisco Ferry Building, including its ferry terminals, is located at the terminus of
39 Market Street at The Embarcadero. The Ferry Building is used mostly for offices, including the

1 Port of San Francisco administrative headquarters (San Francisco 1996d). It is one of the few
2 remaining water-dependent land uses in the immediate area. The Ferry Building, a San
3 Francisco landmark listed on the National Register of Historic Places (NRHP), is being
4 expanded and renovated by the Port of San Francisco. A waterfront promenade parallels The
5 Embarcadero and adjoins the Ferry Building.

6 The Ferry Building is adjoined by commercial and institutional facilities and parking areas.
7 None of the parking areas include spaces designated for ferry users. The San Francisco
8 downtown core is across The Embarcadero to the west and comprises offices, hotels,
9 restaurants, and other retail and commercial uses. The Ferry Building is a transit hub, with
10 service from Bay Area Rapid Transit (BART), San Francisco Municipal Railway (Muni), and
11 several ferry lines nearby. An Amtrak bus connection is provided at the Ferry Building to and
12 from Amtrak's Emeryville and Jack London Square stations.

13 *Alameda Main Street*

14 The Alameda ferry terminal is in the City of Alameda in Alameda County. The ferry pier is at
15 the foot of Main Street adjacent to the former Alameda Naval Air Station. Adjacent land uses
16 include a parking lot, winemaking and storage facilities, warehouses, a commercial self-storage
17 facility, offices, and ship repair facilities.

18 *Jack London Square*

19 The Jack London Square ferry terminal is in the City of Oakland in Alameda County. The ferry
20 pier is in the Alameda Harbor at the terminus of Clay Street. Jack London Square is a
21 destination for entertainment, retail, and waterfront recreation.

22 Adjacent land uses include a recreational marina with a parking lot and lawn area to the
23 southeast, the Waterfront Plaza Hotel south of the parking lot, a multi-story mixed-use facility
24 to the northeast, and the Franklin D. Roosevelt Pier to the north. The pier provides
25 opportunities for fishing and scenic viewing.

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