

Golden Gate National Recreation Area
California

National Park Service
U.S. Department of the Interior



ALCATRAZ FERRY EMBARKATION
FINAL ENVIRONMENTAL IMPACT STATEMENT
COMMENT ANALYSIS REPORT

January 2017

COMMENT ANALYSIS REPORT

ALCATRAZ FERRY EMBARKATION ENVIRONMENTAL IMPACT STATEMENT

**GOLDEN GATE NATIONAL RECREATION AREA
SAN FRANCISCO, CALIFORNIA**

January 2017

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INTRODUCTION AND GUIDE

The National Park Service (NPS; Park Service) prepared a Draft Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) to analyze the establishment of a long-term embarkation site for the Alcatraz Island ferry service, as well as the potential for long-term ferry service between the selected Alcatraz ferry embarkation location and Fort Baker, Fort Mason, and other park destinations in the San Francisco Bay. The four alternatives analyzed in the Draft EIS include the No Action Alternative, Pier 31½ Alternative along the Embarcadero, Pier 41 Alternative in Fisherman's Wharf, and Pier 3 Alternative at Fort Mason.

This Comment Response Report presents a summary of comments received during the public comment period, highlights representative quotes and identifies concern statements developed from public comments received, and presents the Park Service's responses to the concern statements.

BACKGROUND

The Park Service currently operates a visitor contact station and ferry service for visitors to Alcatraz Island at Pier 31½ in San Francisco under a short-term (10-year) lease with the Port of San Francisco (Port). Under the proposed Project, the Park Service seeks to establish a new long-term (50 years or more) ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island. The embarkation site would be designed to better welcome and serve existing and future Alcatraz Island visitors, as well as to connect visitors to the history of Alcatraz Island, Golden Gate National Recreation Area (GGNRA), and the national park system in general. The proposed Project would also establish a new, long-term ferry service between the selected Alcatraz ferry embarkation site and the existing Fort Baker pier, as well as between Fort Mason and other park destinations in the San Francisco Bay.

The need for the Project is driven by several factors. The Alcatraz ferry embarkation site and associated connections should be a consistent feature for visitors to GGNRA that reflects the Park Service's identity and provides a quality experience for recreational visitors. As such, the site should provide the space, circulation, and interpretive materials to appropriately and effectively orient recreational visitors to the island and GGNRA. The site should allow for efficiency in making site improvements when necessary and for the ability to project facility costs. Additionally, the site should provide a valuable opportunity for cross-bay recreational ferry service to other GGNRA parklands.

COMMENT PROCESS

The Park Service released the Draft EIS for public review and comment on March 20, 2015. The Draft EIS was originally available for public review and comment until May 20, 2015; however, an extension was granted to extend the review and comment period through June 4, 2015.

During the comment period, one public meeting was held. This meeting occurred on March 31, 2015, from 3:30 to 7:00 pm, at the Port's Pier 1 building in San Francisco, California. The meeting was advertised through several outlets, including the Federal Register, the Project newsletter, the Project website, direct emails, and various media publications and broadcasts. During the

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meeting, multiple stations were set up allowing the public to review proposed Project elements and alternatives presented in the Draft EIS. NPS staff and the consultant team were available to answer questions and provide additional information to meeting participants.

Comments on the Draft EIS could be submitted using any of the following methods:

- Electronically through the NPS Planning, Environment, and Public Comment (PEPC) website
- In person at the public meeting
- By physical mail

DEFINITION OF TERMS

Primary terms used in this report are defined below.

Correspondence - A correspondence is the document received from a commenter in the form of a letter or as a written or online comment form. Each correspondence received was entered into the PEPC system and assigned a unique correspondence number.

Comment - A comment is a portion of text within a correspondence that addresses a single subject. It could include such information as an expression of support or opposition for a potential alternative, additional data regarding the existing condition, or an opinion debating the adequacy of the analysis.

Code - A code is a unique number and letter sequence that represents a common comment subject. Thirty-two codes were developed by the Project team for the public scoping process. Each comment was classified under at least one of the 32 codes.

Concern - A concern is a written summary of all comments received under a particular code. Some codes were further separated into several concern statements to focus on the content of the comments. All comments were considered to be useful guidance for the public scoping process, but only substantive comments were included directly in this document.

Substantive Comment - Substantive comments are those that question, with reasonable basis, the accuracy of the information in the NEPA document; question, with reasonable basis, the adequacy of the environmental analysis; present reasonable alternatives other than those presented in the NEPA document; or cause changes or revisions in the proposal. In other words, substantive comments raise, debate, or question a point of fact or analysis. Comments that merely support or oppose a proposal or that merely agree or disagree with NPS policy are not considered substantive and do not require a formal response.

COMMENT ANALYSIS PROCESS

Comment analysis is a process used to compile and correlate similar public comments into a format that can be used by the Project team to make decisions. Comment analysis assists the team in organizing, clarifying, and addressing technical information pursuant to NEPA regulations. It also aids in identifying topics and issues to be evaluated and considered throughout the planning process.

The process includes the following five main components:

- Developing a coding structure
- Employing a comment database for comment management
- Reading and coding of public comments
- Interpreting and analyzing comments to identify issues and themes
- Preparing a comment summary

A coding structure was developed to sort comments into logical groups by topics and issues, including EIS issues. The coding structure was derived from an analysis of the range of topics discussed during internal NPS scoping and in past planning documents, as well as topics specific to the EIS structure and the comments themselves. The coding structure was designed to capture a comment's core content without restricting or excluding any ideas; the coding structure evolved as new comments were received.

The NPS PEPC system was used to manage the comments. All comments were read and analyzed, including those of a technical nature; those related to opinions, feelings, and preferences for a potential alternative; and those of a personal or philosophical nature. Analysis of the public correspondence involved assigning codes to individual comments within the correspondence and developing concern statements to summarize similar comments between correspondences. This process allowed for the ability to generate reports through the PEPC system that tallied the total number of correspondences and comments received and organized comments by particular topics, issues, and demographic information regarding the sources of the comments. The database stored the full text of all correspondence to ensure the analyst could access the entire comment.

Although the analysis process attempts to capture the full range of concerns, it is important to remember that this content analysis report is only a summary of the comments from those who chose to respond, rather than a statistical analysis of general public opinion. In addition, the commenting process should not be viewed as a vote-counting process; the emphasis in the NEPA process is on content of comments rather than the number of times any comment was received.

GUIDE TO THIS REPORT

This report is organized as follows:

PEPC Content Analysis Report. This section consists of the basic report produced from PEPC that provides information on the quantity of comments received (distributed by code); types of correspondence received (i.e., letters or web forms); types of organizations that submitted correspondence (e.g., business or recreational groups); and the states from which correspondence was submitted.

Qualitative Analysis. This section discusses key comments and concerns to provide additional information to the reader that may have been missed in the technical reports. By its nature, this section is qualitative and includes more direct analysis than provided in the PEPC Content Analysis Report.

Public Comment and Response Summary. This section organizes the substantive comments received during the scoping process by code and concern statements. Representative quotes from public comments follow each concern statement. Comment responses and recommendations for

how the concern will be integrated into the Final EIS follow the representative quotes. Note that when page numbers are cited in comments or responses, they refer to pages in the Draft EIS.

Appendixes. The following three appendixes are attached to this report:

- Appendix A: Summary of Concern Statements and Public Comments. This appendix presents detail on the representative quotes (and associated correspondence ID, comment ID, and commenting organization) for each concern statement.
- Appendix B: Correspondence Submitted Electronically. This appendix presents detail on all of the correspondence submitted electronically through PEPC.
- Appendix C: Correspondence Submitted in Person or by Physical Mail. This appendix presents detail on all correspondence submitted in person or by physical mail.

PEPC CONTENT ANALYSIS REPORT

COMMENT DISTRIBUTION BY CODE

Code	Description	Number of Comments
AD100	Alternatives Development: General	2
AD200	Alternatives Development: Process	1
CC100	Consultation and Coordination	14
GC100	General Comment: Planning Process	11
PD100	Project Description	13
PN100	Purpose and Need	1
RTAB100	Resource Topic: Aquatic Biological Resources	9
RTAQ100	Resource Topic: Air Quality	5
RTCR100	Resource Topic: Cultural and Historic Resources	6
RTGS100	Resource Topic: Geology, Soils, and Seismicity	3
RTHM100	Resource Topic: Hazardous Materials	1
RTHS100	Resource Topic: Public Health and Safety	14
RTL100	Resource Topic: Land Use	70
RTNV100	Resource Topic: Noise and Vibration	9
RTPS100	Resource Topic: Public Services and Utilities	1
RTRV100	Resource Topic: Recreation	200
RTSO100	Resource Topic: Socioeconomics	68
RTTB100	Resource Topic: Terrestrial Biological Resources	8
RTTC100	Resource Topic: Transportation and Circulation	92
RTVR100	Resource Topic: Visual Resources	4
RTWQ100	Resource Topic: Water Quality and Hydrology	80
SM100	Sustainable and Long-term Management	5
Total		617

Note:

Depending on its nature, multiple codes may be applied to a single comment.

CORRESPONDENCE DISTRIBUTION BY CORRESPONDENCE TYPE

Type	Number of Correspondences
Web Form	244
Letter	33
Total	277

CORRESPONDENCE DISTRIBUTION BY STATE

State	Number of Correspondences
Alaska	1
California	257
Colorado	1
Indiana	1
Maryland	1
Michigan	1
New York	1
Oregon	1
Pennsylvania	2
Texas	2
Washington	2
Unknown	7

CORRESPONDENCE DISTRIBUTION BY ORGANIZATION TYPE

Organization Type	Number of Correspondences
Business	5
Federal Government	1
Recreational Groups	30
State Government	1
Town or City Government	2
Tribal Government	1
Unaffiliated Individuals	233
University/Professional Society	4

AGENCIES AND ORGANIZATIONS THAT SUBMITTED CORRESPONDENCE

Agencies and Organizations	
<ul style="list-style-type: none"> • Adventure Cat Sailing Charters • American Institute of Certified Planners • Assembly California Legislature • Association of Bay Area Governments – San Francisco Bay Trail • Baltimore Area Triathlon Club • City of Sausalito • Dolphin Club • Environmental Protection Agency • Federated Indians of Graton Rancheria • Fisherman’s Wharf Restaurant Association • Fort Mason Center • Frog Mom • Golden Gate Pedicab • The Guardsmen • International Organization of Masters, Mates & Pilots • J105 Class Fleet I • Keith’s San Francisco Pedicab • Lane Lines to Shore Lines LLC • Law & Mediation Office of Sandra J. Bushmaker • Major Productions • Marina Community Association 	<ul style="list-style-type: none"> • Oakland Triathlon Club • Patterson Dental • Paul Hastings LLC • People for a GGNRA • Port of San Francisco • Santa Cruz Masters Aquatics • San Francisco Marina Harbor Association • San Francisco Recreation and Parks Department • San Francisco Tour Guide Guild • St. Francis Yacht Club • South End Rowing Club • Swim Across America • Swim Art • SwimTrek • Transportation Solutions Defense and Education Fund • University of San Francisco • Vancouver Open Water Swim Association • Wahine Outrigger Canoe Club LLC • Walnut Creek Master Swimmers • World Water Swim

QUALITATIVE ANALYSIS

The Park Service received 277 correspondences during the public review and comment period, the majority of which were submitted by California residents and members of organizations in the San Francisco Bay Area. Five correspondences were received from federal, state, and local government offices; five correspondences were received from businesses; and 30 correspondences were received from organizations.

The topics most frequently mentioned were support for or opposition to the locations of the embarkation site alternatives; recreation concerns; health and safety concerns; socioeconomic concerns; and concerns regarding the character and use of Fort Mason, Aquatic Park, and surrounding areas. Most comments expressed strong opposition to the Pier 3 Alternative at Fort Mason. Some commenters also expressed opposition to occasional special ferry service to Fort Mason should the Pier 31½ Alternative or Pier 41 Alternative be selected. Comments regarding support for the Pier 31½ Alternative and Pier 41 Alternative locations were mainly concerned with the potential loss of commercial revenue should the embarkation facility move to Fort Mason. There were also several comments opposing limited ferry service to Fort Baker.

Additional consultation and coordination was requested from various commenters, including the Federated Indians of Graton Rancheria and South End Rowing Club.

RECREATION

The majority of comments received were concerned with impacts to recreation as a result of Fort Mason ferry and/or shuttle service; summaries of key concerns include the following:

- **Existing Recreational Uses.** Many commenters noted that existing recreational uses in the water (i.e., swimming, rowing, and kayaking) are not limited to Aquatic Park. Various swim and other water-based recreational organizations that could be affected by ferry service at Fort Mason may include the Dolphin Club, South End Rowing Club, Water World Swim, Swim Art, Saint Francis Yacht Club, San Francisco Marina Harbor Association, and Wahine Outrigger Canoe Club, among others.
- **Health and Safety.** Concerns were expressed regarding the impact of additional ferries on swimmers nearby Fort Mason and Aquatic Park, especially in terms of right of way conflicts, additional exhaust from ferry engines, and increased potential for oil and fuel spills and other hazardous waste in the water (including potential contaminants from nearby sediment at Fort Mason). Visual identification of swimmers in the open water can also be difficult, and several commenters expressed concerns regarding the potential for dismemberment and/or death. Wake from large vessels was also noted as a challenge for even the most experienced open water swimmers. As a result, several commenters expressed the likely need to discontinue various water-based recreation activities should ferry service occur at Fort Mason.

TRAFFIC AND CIRCULATION

The second most common concern was in regards to traffic and circulation impacts as a result of Fort Mason ferry and/or shuttle service, specifically vehicle congestion, limited parking, and lack of public transit in the area. Many commenters also expressed safety concerns resulting from the impacts of increased traffic on bicyclists and pedestrians in the area, including students of nearby schools. The City of Sausalito expressed traffic safety concerns associated with limited ferry service at Fort Baker. Further analysis of the F-line streetcar service extension from Fisherman's Wharf to the Fort Mason Center was also requested.

LAND USE

The third most common concern focused on potential impacts to the character and general sense of calm/peacefulness of Fort Mason and Aquatic Park as a result of Fort Mason ferry and/or shuttle service. Maintaining Fort Mason as a platform for local art and culture is also a key concern. As stated by the Fort Mason Center (FMC), "while the words cultural, educational, and recreation center might be used to describe a heavily used tourist site such as any Alcatraz embarkation site, the way that the Park Service and the FMC have interpreted cultural, educational, and recreation center up to now is quite different in character from such sites as Pier 31 or Pier 41." Concerns were also expressed regarding the potential land use impacts to the surrounding Marina neighborhood of San Francisco.

SOCIOECONOMICS

Commenters noted that businesses that currently serve the tourist industry at Fisherman's Wharf and along the Embarcadero would be greatly affected should the ferry embarkation site be relocated outside of the Embarcadero or Fisherman's Wharf. Ferry service at Fort Mason may also negatively impact and possibly displace existing Fort Mason Center tenants and nearby businesses in the Marina neighborhood.

OTHER

Other key comments focused on the following:

- **Hydrology.** Some comments focused on the potential for new ferry wake-generated wave action that may accelerate the deterioration of the Municipal Pier, San Francisco Marina dock infrastructure, and the existing seawall located near the East Harbor and Fort Mason Pier 1.
- **Biological Resources.** Some comments were submitted regarding impacts to biological resources (i.e., sea mammals, rare birds, and the Mission Blue Butterfly) and the vitality of Black Point.
- **Geology and Soils.** Some comments noted the potential for additional impacts from soil disturbing activities, as well as swell and erosion at Gashouse Cover and Black Point.
- **Aesthetics.** Some comments noted the potential for significant impacts to aesthetics as a result of the shuttle, layout, circulation patterns, and signage, traffic controls, and the like.

Additional public meetings were also requested, specifically one more meeting in the evening and at least one more meeting on the weekend. One comment noted that the U.S. Coast Guard should be included as a cooperating agency. Reexamination of the lease between the Park Service and the Fort Mason Center is requested by the Fort Mason Center, should the Pier 3 Alternative be selected.

SUMMARY OF PUBLIC COMMENTS AND RESPONSES

PUBLIC CONCERNS AND RESPONSES REPORT

PN100 – PURPOSE AND NEED

Concern Modifications should be made to the Fort Mason Lease should ferry service at Fort Mason be included as part of the chosen alternative.

Statement 54515:

Representative Quote: *We believe the Park Service and the Fort Mason Center will want to reconsider some provisions of the current lease should Pier 3 be the chosen alternative. Introduction of 7,400 touristic visitors/day will fundamentally change the character of at least a portion of Lower Fort Mason.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. No modifications to the EIS are required.

PD100 – PROJECT DESCRIPTION

Concern Sausalito is currently in the midst of a resident backlash against the large influx of tourists on bicycle, and concerns regarding impacts on the town should be resolved by adding language to the Project description.

Statement 54514:

Representative Quote: *Sausalito is currently in the midst of a resident backlash against the large influx of tourists on bicycles. Sausalito's concerns about the possibility of impacts on the town should be resolved by adding the following language to the project description: "The purpose of the ferry landing at Fort Baker is to deliver visitors to events there. No ground transportation to take ferry passengers beyond Fort Baker is currently being contemplated. No all-day commuter parking will be provided there. Should NPS later decide to expand the use of the ferry to serve commuters or propose ground transportation from Fort Baker, it will conduct environmental review under NEPA."*

Response: The suggested text is inconsistent with the purpose of the proposed limited ferry service at Fort Baker, and the description has been clarified in the Final EIS (refer to the Fort Baker limited ferry service description in the Final EIS). Because this limited ferry service is not intended to serve commuters, no new parking would be provided. Furthermore, as described in the Transportation and Circulation section of the Environmental Consequences chapter, bicycle and pedestrian impacts associated with the Fort Baker pier and special event ferry service are likely to be beneficial due to the improved connection between the pier and the more active uses at Fort Baker. The number of bicycles and pedestrians on a typical day is not likely to increase, so the improvements to Fort Baker are likely to reduce conflicts, if anything. Therefore, no modifications to the EIS are required.

<p>Concern Statement 58720: Representative Quote:</p>	<p>Additional steps should be taken to limit impacts to the Bay Trail should the Project be implemented at Pier 41, Pier 3, and/or Fort Baker.</p> <p><i>If embarkation is moved to Pier 41, queuing should be carefully studied [and the] National Park Service should work with the City of San Francisco to expedite construction of the Jefferson Street redesign [...]. If Pier 3 at Fort Mason is selected, [a 12- to 15-foot clearance should be retained for the Bay Trail at the "Fort Mason Squeeze" it is important that the National Park Service recognize that the "Fort Mason Squeeze"]. Alternatively, if the F Line Historic Streetcar Project has still not advanced, serious consideration should be given to opening the Fort Mason tunnel to cyclists and pedestrians. In the event that service is expanded to Fort Baker, it is important the National Park Service complete the unfinished segment of Bay Trail at Horseshoe Cove.</i></p>
<p>Response:</p>	<p>The conceptual designs for each of the alternatives evaluated in the Draft EIS were developed to integrate public access with the adjacent Bay Trail. The transportation analysis presented in the Draft EIS evaluates the potential impacts for each alternative to affect pedestrian facilities, including those at Fort Mason. The development at Fort Baker conceptually involves constructing a new concrete pathway to the fishing pier and ferry embarkation site. The cumulative impacts of other past, present, and reasonably foreseeable future actions are also considered as part of each alternative. Therefore, no modifications to the EIS are required.</p>
<p>Concern Statement 58721: Representative Quote:</p>	<p>Commenters requested that additional text be added to better describe the urban areas of each alternative location.</p> <p><i>All three alternative sites are located in San Francisco, and as such can correctly be characterized as dense urban locations. However, thinking more deeply about this density characterization, it does not usefully differentiate among the three sites. [...] Pier 31 and Pier 41 are located in the active retail-tourist area that may be broadly described as the greater Fisherman's Wharf area. These sites are characterized by high tourist visitation rates, high pedestrian and automobile traffic, and intense recreational and commercial use during the daytime. The Pier 31 area especially is further characterized by high tourist pedestrian and pedicab traffic during the 80 +/- days when a cruise ship is in port at Pier 27. The Pier 41 area is further enlivened evenings by the presence of numerous tourist hotels in the area.</i></p> <p><i>Pier 3 is quite isolated from the intense tourist visitation and pedestrian and automobile traffic experienced in the other two sites, because it is located in national parklands, and separated from urban uses by both 1500 aerial feet distance and a large change in elevation. Pier 3 can be either empty or intensely visited depending on the programming managed by the Fort Mason Center. The visitation of Pier 3 is normally quite different from the tourist visitation of the other two piers, as most events held there are not general tourist events but rather specific uses such as exhibitions or conferences geared to the general public rather than tourists.</i></p>
<p>Response:</p>	<p>While not word for word the same, the descriptions of the primary embarkation site alternatives are conceptually consistent with the text presented by the commenter. Therefore, no modifications to the EIS are required.</p>

Concern Statement 58722: Representative Quote:	<p>It is unclear if the Project involves dredging.</p> <p><i>It is unclear whether or not the project may involve dredging. The Draft EIS mentions the Port of San Francisco's ongoing maintenance dredging between Fisherman's Wharf and Pier 96 (page 240); but, otherwise, does not discuss dredging or dredged material.</i></p>
Response:	<p>The Project does not include dredging. As stated in the Introduction chapter on Page 240, the Port of San Francisco conducts regular maintenance dredging of its piers between Fisherman's Wharf and Pier 96. The existing maintenance dredging contract (Contract No. 2776) includes dredging of over 800,000 cubic yards of sediment from various sites along the San Francisco waterfront between 2016 and 2020. The purpose of this dredging is to maintain the depths required by vessels that support the Port's maritime business, which would include NPS ferry service provided under the Pier 31½ and Pier 41 alternatives.</p> <p>In regards to Fort Baker, dredging is not anticipated. A structural assessment, bathymetric surveys, and a wind and wave environment analysis were conducted at and around Fort Baker. The wind and wave analysis determined that no significant issues exist, and based on a bathymetric survey performed in January 2012, it appears that the proposed berth could be located in deep enough water to prevent the need for dredging. However, should dredging be required, permit applications would be submitted to the appropriate agencies, and sediment testing and disposal or reuse would be coordinated with the Dredged Material Management Office and conducted in accordance with the San Francisco Bay Long Term Management Strategy for Dredging and Dredged Material Management.</p>
Concern Statement 58061: Representative Quote:	<p>Analysis of the Project's impacts should span the 50-year lease term because the lease is listed as a key Project component.</p> <p><i>The operation for the length of the lease has been listed as one of the key project components, therefore it should be considered part of the stable project description. Analysis timeframes should be the life of the project as described, fifty years. Please list the impacts for this project over the course of the lease (50 years).</i></p>
Response:	<p>The impact analyses presented in the Environmental Consequences chapter considers the ferry embarkation site operations for a period of 50 years. Potential cumulative impacts associated with Project alternatives were analyzed at the end of each resource topic in the Environmental Consequences chapter. Consistent with the requirements of NEPA, cumulative impacts were adequately analyzed in consideration of past, present, and reasonably foreseeable future actions identified in Table 34 (page 239). Therefore, modifications to the EIS are not required.</p>
Concern Statement 58045: Representative Quote:	<p>The EIS does not fully explain growth impacts associated with ferry service at Fort Mason.</p> <p><i>The DEIR states no growth impacts are expected. Taxi traffic, souvenir shops, tourist facilities, bike rentals, increased visitors to Ft. Mason and Marina Green are all assumed to not increase. This is deceptive and unrealistic, and frankly insulting to neighbors.</i></p>

Response:	The Draft EIS adequately analyzed growth associated with Project implementation. As described in the Sustainable and Long-term Management chapter, while the Project would accommodate growth in visitor levels to Alcatraz Island, the Project itself is not growth-inducing. Projected visitor growth is based on general increases in City tourism levels and population growth, as well as on-island improvements. Additionally, as described in the Socioeconomics section of the Environmental Consequences chapter, it is expected that all jobs required to implement the Project would be filled from the local labor pool, and changes in population would not be expected. The Draft EIS determined there would be some short-term, minor, adverse impacts related to traffic in the area of Fort Mason. Therefore, modifications to the EIS are not required.
Concern Statement 58052:	The EIS does not fully explain growth and cumulative impacts associated with ferry service at Fort Baker.
Representative Quote:	<i>At the core of the DEISs inadequacy is its surgical-like attempt to carefully characterize Project components as undefined when they will occur at Fort Baker and yet, simultaneously evaluate specific aspects of those same so-called undefined components when it comes to impacts on the San Francisco waterfront.</i>
Representative Quote:	<i>[...] the DEIS fails to include major developments in and around Marin County in its cumulative impact analysis. These omissions must be remedied and the analysis revised to fully address the cumulative impacts of the Project.</i>
Response:	As stated in the Draft EIS, it is anticipated that ferry service at Fort Baker would remain available for special events such as conferences, occasional excursions, or special occasional service between other parklands and the primary ferry embarkation site in San Francisco. There would be no ticketing, shuttle, or parking for ferry service at Fort Baker. Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This, in turn, is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends (not 100,000). Potential cumulative impacts associated with this level of service were analyzed at the end of each resource topic in the Environmental Consequences chapter. Consistent with the requirements of NEPA, cumulative impacts were analyzed in consideration of past, present, and reasonably foreseeable future actions identified in Table 34 (page 239). Therefore, modifications to the EIS are not required.
Concern Statement 58038:	The Park Service should commit to energy efficiency and pollution prevention for all aspects of the Project.
Representative Quote:	<i>We encourage NPS to commit to energy efficiency and pollution prevention, including reduction of greenhouse gas emissions, in all aspects of the proposed project, to the extent possible.</i>
Response:	The Park Service is committed to energy efficiency and pollution prevention to the greatest extent feasible. Although the Park Service cannot commit to specific initiatives at this time, mitigation measures Air-MM-1, Air-MM-2, and Air-MM-3 have been included as part of the Project to reduce NOx emissions and other criteria pollutants generated from construction.

AD100 – ALTERNATIVES DEVELOPMENT

Concern Additional alternatives should be considered, such as additional routes
Statement 58026: connecting Pier 41 to Pier 3 via a gondola or moving walkway.

Representative Quote: *Get creative. How about a moving sidewalk all the way from pier 39 to fort mason. How about an overhead gondola from the ferry building all the way from AT&T park with stops st [sic] Ferry Building and Pier 39 and Hyde Street cable car turn around. Fabulous views all around. Charge them a lot. Doesn't matter. People will love it.*

Response: Neither the moving walkway nor the overhead gondola were suggested as additional alternatives by the public or agencies during the planning and design process. As such, these alternatives were not analyzed. The Fort Mason Pier 3-4 Alternative (as described beginning on Page 81) was somewhat similar to this concept, and included the construction of an overwater walkway connecting Lower Fort Mason with Pier 4 and Aquatic Park. However, this alternative would potentially result in adverse environmental effects to the rocky shoreline habitat at Black Point that could be avoided by the alternatives carried forward for analysis in the Draft EIS. Furthermore, early scoping with BCDC suggested that permitting the overwater walkway would likely face substantial hurdles. For these reasons, the Fort Mason Pier 3-4 Alternative was eliminated from further study.

AD200 – ALTERNATIVES DEVELOPMENT PROCESS

Concern The EIS should analyze an alternative that does not include Fort Baker
Statement 58024: limited ferry service.

Representative Quote: *Here, the DEISs Alternative analysis fails in its attempt to address NEPA requirements because it makes no attempt to analyze a Project alternative that does not include the proposed Fort Baker Ferry Service. Because such an alternative would eliminate at least some of the environmental impacts of the Project while still fulfilling NPSs primary Project objective for a landing along the San Francisco waterfront, the DEISs mandated embrace of the Fort Baker Ferry Service component for every alternative is improper and deprives the public and decision-makers of vital information required for an informed analysis.*

Response: The No Action Alternative includes an analysis of future conditions without Fort Baker limited ferry service. As stated on Pages 6 and 7 of the Draft EIS, one of the needs for the Project is driven by the provision of cross-Bay recreational ferry service to other GGNRA parklands, such as Fort Baker. Convenient transit connections to other GGNRA parklands are currently unavailable from the existing ferry embarkation site. Park Service policy promotes alternative transportation access that is energy conserving and convenient, and that provides multiple travel options for visitors. Increasing numbers of park visitors choose to use public transit, do not have an automobile, and perceive travel by ferry as an enjoyable experience. The potential to add another (third) berth to the ferry embarkation site would further enhance this opportunity. Project objectives, as listed on Page 8 of the Draft EIS, were identified based on this need. Therefore, an alternative that does not include the provision of cross-Bay recreational ferry service to other GGNRA parklands such as Fort Baker would not meet the basic Project needs or objectives.

CC100 – CONSULTATION AND COORDINATION

Concern Statement 54468:	The Federated Indians of Graton Rancheria requests a meeting to discuss soil disturbing activities.
Representative Quote:	<i>FIGR provides comments regarding sacred lands and other cultural sites to protect and/or avoid our cultural resources that might be adversely impacted by the scope of work of the project. The Sacred Sites Protection Committee (SSPC) is authorized by the Tribal Council to work with agencies to develop the specific plans and procedures to avoid any potential adverse impacts. We request a meeting to discuss soil disturbing activities. Once we have met and reviewed all information, we will provide specific comments.</i>
Response:	The Park Service recognizes the Federated Indians of Graton Rancheria's right to government-to-government consultation. Though the Project is not expected to include any ground-disturbing activities, NPS representatives would coordinate with the Federated Indians of Graton Rancheria as the Project design advances to identify construction activities and understand tribal concerns.
Concern Statement 58739:	Consultation is requested with mentally- and physically-impaired communities to ensure design elements are safe and accommodating.
Representative Quote:	<i>I went to a seminar on people with cognitive differences including autism, stroke, traumatic brain injury, and so on, that focused on their experiences with design. I encourage you to seek out input from these communities to make sure they are [sic] appropriate safe spaces. The same goes for the mobility impaired as well.</i>
Response:	The Draft EIS specifies that all design components would be compliant with the Architectural Barriers Act Accessibility Standard (ABAAS) code. In addition, the Park Service completed extensive public outreach for the Project. Public and agency scoping, including a 60-day scoping period, was conducted in the spring/summer of 2012. The Park Service announced the release of the Draft EIS on February 20, 2015, through a Notice of Availability posting in the Federal Register, updates to the Project website, and via an email update to addresses on the Project's email distribution list. The Park Service also conducted a March 31, 2015, public meeting on the Draft EIS. Further, NPS representatives would coordinate with key stakeholder groups through the upcoming California Environmental Quality Act (CEQA) review and future regulatory processes.
Concern Statement 58741:	Golden Gate Pedicab can provide unique insight on traffic patterns and utilization of space, and can relay general feedback from tourists.
Representative Quote:	<i>If NPS wishes to meet with myself and other managers of the local pedicab industry, let me know and I can help coordinate such a meeting. Collectively, we can provide unique insight on traffic patterns, utilization of space, and relay general feedback from tourists.</i>
Response:	The Park Service appreciates your interest in the Project. Public scoping was conducted in 2012 in advance of preparing the Draft EIS. The public will have additional opportunities for input through the upcoming CEQA review and future regulatory processes.

Concern Statement 58742:	The U.S. Coast Guard (USCG) should participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.
Representative Quote:	<i>The NPS would also need to request that the USCG participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.</i>
Response:	The Park Service and its concessioner would ensure that a vessel traffic management scheme is in place for the new service, once a concession contract is in place for the long-term site. The Park Service and its concessionaire currently operates a high volume of service from Pier 31½, and would continue to do so in the safest and most efficient possible manner from the selected site.
Concern Statement 58744:	Additional consultation is requested with residents, visitors, and recreational users at and nearby Fort Mason.
Representative Quote:	<i>The NPS should obtain data from the numerous current user groups that swim and boat in the vicinity of Fort Mason.</i>
Response:	The Park Service appreciates your interest in the Project. Public scoping was conducted in 2012 in advance of preparing the Draft EIS. The public will have additional opportunities for input through the upcoming CEQA review and future regulatory processes.
Concern Statement 58035:	The Park Service should schedule additional public meetings at times when working people can reasonably expect to attend.
Representative Quote:	<i>The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.</i>
Response:	The Park Service announced the release of the Draft EIS on February 20, 2015, through a Notice of Availability posting in the Federal Register, updates to the Project website, and via an email update to addresses on the Project's email distribution list. All announcements included information on the March 31 public meeting, over 30 days in advance. In addition to the public meeting, a tour of Piers 3, 31.5, and 41 was held on April 2. The primary purpose of the meeting was to solicit public comments on the Project; however, comments were also accepted via mail and online through the Project's PEPC website. All substantive comments received throughout the review period were treated equally; therefore, attendance at the meeting did not play a critical role in the public's ability to submit comments on the Draft EIS. Additionally, public and agency scoping occurred in the spring/summer of 2012 and was used to highlight key issues and concerns; eliminate alternatives from further consideration, if necessary; and identify any additional feasible alternatives. To ensure that stakeholders had sufficient time to provide comments, the Park Service elected to conduct a 60-day public scoping period for the Project from June 1 to July 31, 2012. The Park Service distributed a Project newsletter announcing the scoping period and public meeting dates and location through postal and electronic mail to existing GGNRA mailing lists. Scoping meetings were held on June 26 and 28, 2012, at

Fort Mason Building 201 in San Francisco and the City Hall in Sausalito, respectively.

GC100 – GENERAL COMMENT

Concern The Project should include plans for expanding the waterfront for open
Statement 58027: water swimming.

Representative *I propose this project should also include plans for expanding and growing "more"*
Quote: *waterfront for open water swimming.*

Response: Although this comment did not warrant any modifications to the Draft EIS, the Park Service acknowledges the stated benefits of and recommendations for open water swimming, and considered this information in the decision-making process.

Concern There are numerous vacant or underutilized structures along the northern
Statement 58748: waterfront, particularly around Pier 31, that could serve as a gateway to the GGNRA. Additionally, the Port has developed a conceptual site plan for Pier 31 that meets Project objectives.

Representative *The Alcatraz Ferry embarkation site and associated facilities should serve as a*
Quote: *gateway to the GGNRA, reflecting the Park Services identity and providing a quality experience for visitors. [Also, there] are numerous vacant or underutilized structures along the northern waterfront, particularly around Pier 31 that could be a part of the designated Alcatraz Ferry embarkation site that again could be taken care of in the lease negotiations.*

Response: Although this comment did not warrant any modifications to the Draft EIS, the Park Service acknowledges the stated benefits of and recommendations for utilizing structures along the northern waterfront, and considered this information in the decision-making process.

Concern It is unclear how the Park Service proposes to integrate an additional
Statement 58749: 1.5 million visitors at Pier 41.

Representative *It is also unclear how the NPS proposes to integrate an additional 1.5 million visitors*
Quote: *into this site given the limited access of Pier 41 and the over 13 million visitors to Fisherman's Wharf annually.*

Response: The Alternatives section of the Draft EIS presents a description of the site design and visitor flow. The Park Service conducted visitor surveys in support of the transportation analysis presented in the Draft EIS. The impact determinations for relocating the primary ferry embarkation operations to Pier 41 (a past Alcatraz ferry embarkation site) incorporate this information; therefore, no modification to the EIS is required.

SM100 – SUSTAINABLE AND LONG-TERM MANAGEMENT

Concern The availability of funds allotted to the Project is unknown, and more funds
Statement 54472: for construction of a new embarkation site may be available at a non-NPS site.

Representative Quote: *Because is possible that public, Federal Funds, and historic credits could be leveraged by the Park Service as well as the Port of San Francisco, to both improve and maintain historic Pier 31 1/2, financial stability and sustainability appears to be more promising at Pier 31 1/2 than at Fort Mason Center where the Park Service might be sole fund raiser for improvements and accommodations, and dependent on the largesse of an increasingly budget-cutting Congress.*

Response: The Draft EIS did not identify the source of federal or non-federal funds for any of the construction or operational elements associated with the alternatives under evaluation. The Park Service considered the costs of constructing and operating the alternatives under evaluation as part of its Value Analysis process completed in the summer/fall of 2012.

Concern Statement 54580: **Although more costly, Pier 3 is a long-term and sustainable alternative.**

Representative Quote: *The selection of Pier 3 makes the most sense considering that NPS already owns the historic pier and can build upon it without concern of third party woes. It does seem that renovations to Pier 3 may appear costly, however, if the goal is to have a long-term embarkation site, these costs can be seen as a solid investment while environmental, socioeconomic, aesthetic, and other concerns should be viewed as essential short-term costs to ensure the success of the project.*

Response: Although this comment did not warrant any modifications to the Draft EIS, the Park Service considered this information in the decision-making process.

RTAB100 – RESOURCE TOPIC: AQUATIC BIOLOGICAL RESOURCES

Concern Statement 54486: **Ferry service at Fort Mason would destroy aquatic biological resources at Black Point.**

Representative Quote: *Moving the Ferry service to Fort Mason would destroy Black Point and have a negative impact on this small wild space and its visitors, who access it and appreciate it without the use of motorized boats or vehicles. This is directly contrary to the Mission of the GGNRA, which I quote here to end my comments.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. As described on page 372 of the Draft EIS, Black Point is located to the east outside of the study area, and was determined to be outside the scope of potential impacts to wildlife that inhabits or uses Black Point. Given the distance between Black Point and the anticipated ferry routes, it is unlikely that Black Point would be affected by vessel wake. In addition, none of the Project alternatives are anticipated to result in significant water quality impacts. As described in the Water Quality section of the Environmental Consequences chapter of the Draft EIS, ferry operations would proceed in adherence with a site-specific SPCC or equivalent plan(s) that would address protecting water quality through implementation of BMPs, hazardous materials storage and handling protocols, and spill prevention and cleanup procedures. Ferry operations would also occur in compliance with applicable federal, state, and local regulations, including fueling regulations administered by USCG, open-water waste management and disposal regulations, and ballast water regulations.

Concern Statement 54487: Further analysis is needed to evaluate impacts to federal- and state-endangered wildlife species resulting from ferry service at Fort Baker.

Representative Quote: *The DEIS section on aquatic and terrestrial biological resources fails because of the DEISs insistence that the Fort Baker Ferry Service will be intermittent and low level relative to existing vessel activity in the Bay. Federal and State endangered wildlife species, which include the Mission Blue Butterfly and host species lupine, among other species and their habitat, are known to inhabit coastal scrub areas at Fort Baker.*

Response: As described in the Draft EIS, Fort Baker limited ferry service operations are unlikely to adversely affect aquatic and terrestrial wildlife in the study area. While ferry operations do not currently occur at Fort Baker, the limited ferry service would have minimal effects on upland habitats and associated terrestrial species compared to existing upland Fort Baker operations. The study area does not contain lupine habitat that would support the Mission Blue Butterfly, and impacts to this species are therefore not anticipated due to construction or operations. As described in the EIS, the proposed use of the existing Fort Baker Pier is not anticipated to adversely affect aquatic species due to ferry operations. Aquatic habitat impacts due to construction would be limited to a very small increase in fill related to installing the new landing float directly adjacent to the existing pier. Construction would proceed according to environmental windows and regulatory requirements. The Park Service has consulted with the National Marine Fisheries Service and U.S. Fish and Wildlife Service regarding the preferred alternative.

RTAQ100 – RESOURCE TOPIC: AIR QUALITY

Concern Statement 54471: Proposed shuttles to and from Fort Mason would contribute to gas consumption and air quality impacts.

Representative Quote: *The proposed buses would also add to the gas consumption and air pollution that our electric railcars don't contribute to.*

Response: As discussed in the Air Quality section of the Environmental Consequences chapter of the Draft EIS, vehicle emissions were assessed for each alternative.

Concern Statement 58755: Was the distance between Alcatraz Island and each alternative location calculated?

Representative Quote: *Was the physical route calculated into the current analysis? While it may seem small on its face, crunching some initial numbers we see Pier 41 as closest in terms of a ferry route (1.23mi) as opposed to Ft. Mason (1.37mi) or Pier 31.5 (1.63mi).*

Response: Distance was considered in the air quality analysis for each alternative.

Concern Statement 58756: Clarification is needed regarding how decision-making will comply with the March 2015 Executive Order for a 40% reduction in greenhouse gas emissions.

Representative Quote: *The federal government just issued an Executive Order in March 2015 requiring reductions in Greenhouse Gas Emissions by 40% or the next 10 years. We'd like to see concrete evidence of how this decision is being made using that criteria, such as the distance we have previously mentioned.*

Response: The Air Quality section of the Environmental Consequences chapter discusses the various regulatory requirements related to GHG emissions. The identified

Executive Order pertains to supply chain reductions and therefore would not apply to choosing an embarkation location. However, GHG emissions were assessed for all alternatives under evaluation and compared to applicable CEQ Guidance. Results of this analysis were considered in selecting the preferred alternative.

Concern Statement 54500: The EIS should include an updated discussion of CEQ's climate change guidance, as well as an estimate of potential greenhouse gas emissions from construction activities.

Representative Quote: *We recommend that the Final EIS include an updated discussion of CEQ's climate change guidance. We also recommend that the Final EIS estimate the potential greenhouse gas emissions from construction activities under the action alternatives. If quantification is not easily accomplished, a qualitative discussion of these emissions is recommended.*

Response: The Final EIS includes an update on the 2010 CEQ Guidance to reflect the 2014 changes. However, as noted by the USEPA, the GHG analysis in the Draft EIS accurately used the 25,000 metric tons per year (mt/y) threshold. With regards to the construction-related GHG emissions, the Final EIS includes the requested information.

Concern Statement 54564: Specific corrections should be made to the air quality calculations to correct the National Ambient Air Quality Standard for PM_{2.5}.

Representative Quote: *The annual National Ambient Air Quality Standard for PM_{2.5} (particulate matter less than or equal to 2.5 micrometers in diameter) is 12 g/m³ rather than 15 g/m³.*

Representative Quote:

- *The official attainment status for PM_{2.5} for the San Francisco Bay Area remains nonattainment until the State submits, and EPA approves, a redesignation request and maintenance plan. The applicable PM_{2.5} de minimis threshold, therefore, is 100 tons per year (tpy).*
- *The San Francisco Bay Area is also a maintenance area for carbon monoxide (CO); therefore, the applicable CO de minimis threshold is 100 tpy.*
- *The applicable de minimis threshold for both oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the San Francisco Bay Area marginal nonattainment area is 100 tpy*

Response: The Final EIS was revised to include updated information, including de minimis assessments for PM 2.5 and CO. Emissions would be below applicable de minimis standards.

Concern Statement 58759: Regarding limited ferry service at Fort Baker, the analysis should identify sensitive receptors within and in the vicinity of Horseshoe Bay, and discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area.

Representative Quote: *The DEIS should have included an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions from the ferry operation at Fort Baker that appears poised to include 100,000 annual visitors. The analysis should have identified sensitive receptors within and in the vicinity of Horseshoe Bay, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area. Instead, the DEIS simply skipped Fort Baker.*

Response: The air quality analysis considered sensitive receptors and fully analyzed construction and operations at all sites, including Fort Baker. The Draft EIS's air quality analysis modeled the potential impacts of each alternative separately in addition to a combination of the potential impacts of the primary ferry embarkation site with those resulting from the special ferry service at Fort Mason and limited ferry service at Fort Baker (this overlapping approach ensured that the EIS presented the most conservative conclusion possible). The analysis looked at the ambient emissions and mapped sensitive receptors at each site. As presented in Table 19 in the Final EIS, the closest sensitive receptors to Fort Baker would be 450 meters to the north-northwest, which is further than the 152 meters safe siting distance identified in the thresholds. Therefore, the requested analysis was included in the Draft EIS.

RTCR100 – RESOURCE TOPIC: CULTURAL RESOURCES

Concern Statement 54494: Avoid using shuttles to transport visitors to and from Fort Mason.

Representative Quote: *Don't deprive them of experiencing part of SF's past by throwing them onto buses.*

Response: Impacts to cultural resources, including the ability of properties to convey their historic significance to observers, were appropriately evaluated in the Draft EIS. Therefore, no modifications to the EIS are required.

Concern Statement 58762: Ferry service at Fort Mason would destroy a WWII historical site.

Representative Quote: *I believe the most rational solution would be to utilize Pier 31 option, the absolutely worst option would be Fort Mason - you would destroy a vintage WWII historical site.*

Response: Potential impacts to cultural resources at Fort Mason were appropriately evaluated in the Draft EIS. Therefore, no modifications to the EIS are required.

Concern Statement 58763: The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming.

Representative Quote: *The DEIS fails to adequately identify cultural resources affected by the Pier 3 Alternative and, as a result, fails to properly inform the public of the impacts of the proposed alternative. The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming.*

Response: Waters used for historic swimming and rowing events do not meet the threshold criteria to be considered cultural resources under relevant current state and federal laws. Potential impacts to cultural resources at Fort Mason were appropriately evaluated in the Draft EIS. Therefore, no modifications to the EIS are required.

Concern Statement 54496: Fort Mason could provide a historical connection for the visitor.

Representative Quote: *It is historic in nature, being the Fort Mason pier constructed in the early 1900s, which provides additional historic value for this attraction.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. If the Park Service elects to move forward with future development at Fort Mason, the promising potential of providing ferry service that connects Fort Mason to other locations along the San Francisco waterfront and other parkland destinations would be reexamined at that time.

RTGS100 – RESOURCE TOPIC: GEOLOGY, SOILS, AND SEISMICITY

Concern Statement 54469: Ferry service at Fort Mason could increase erosion and the potential for rockslides at Black Point and Gashouse Cove.

Representative Quote: *The DEIR not address increased swell and erosion to Black Point and Gashouse Cove. It does not address increased erosion to base of pre-existing rockslides along the path at Black Point.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. As described on page 372 of the Draft EIS, Black Point is located directly to the east (and outside) of the Fort Mason portion of the study area. The Project would not disturb geology or soils at Black Point, or create other potential sources of erosion in this area. Given the distance between Black Point and the anticipated ferry routes, it is unlikely that Black Point would be affected by vessel wake. Therefore, no modifications to the EIS are required.

Concern Statement 54570: The EIS should include a discussion of potential topographic alteration, land capability and coverage, dredging, soil stability, geologic/geomorphologic hazards, and erosion resulting from Fort Baker limited ferry service, as well as adequate mitigation measures.

Representative Quote: *The proposed Fort Baker Ferry Service component includes landside improvements that currently include a pedestrian walkway but could ultimately include parking and transit connections to accommodate the conservative estimate of 14 ferry landings per day. The EIS should include a discussion of topographic alteration, land capability and coverage, dredging, soil stability, geologic/geomorphologic hazards and erosion potential and propose adequate mitigation measures (both temporary and permanent) for the eventual landside development components necessary to accommodate peak passenger disembarkments of as many as 1,000 passengers on peak days.*

Response: The proposed improvements at Fort Baker would result in very little topographical alteration. These improvements are consistent with existing uses in the area. No new parking or shuttle would be provided at Fort Baker. The design and construction of site improvements would proceed in adherence with applicable laws and policies related to seismic safety requirements, which would ensure that design and construction methods are applied as needed to account for any land constraints. The Project does not involve dredging, and any future dredging would occur through separate environmental review and permitting, as required. The Draft EIS conservatively forecast potential impacts; the criteria of 14 landings per day inferred by the commenter significantly over-estimates anticipated visitation (see description of the Fort Baker limited ferry service in the

Final EIS). At this time, it is anticipated that ferry service at Fort Baker would remain available for special events and occasional service. Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTHS100 – RESOURCE TOPIC: PUBLIC HEALTH AND SAFETY

Concern Statement 54492: Ferry service and associated shuttle service to Fort Mason could increase garbage, unwanted debris, and necessary maintenance in the area.

Representative Quote: *Also, increased tourist traffic would bring in more litter and refuse to our beautiful Fort Mason park, which is already strained because of locals.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. As described in the Draft EIS, trash management at the embarkation site would continue to proceed in compliance with all applicable federal, state, and local regulations for waste management and disposal.

Concern Statement 54493: Ferry service and associated shuttle service to Fort Mason could increase crime and the need for emergency response in the area.

Representative Quote: *We have seen a rise in crime in this area and this move would just make matters worse.*

Representative Quote: *Recreational kayakers, paddlers, and SUPers (stand up paddle boarders) also enjoy the calm waters of Aquatic Park. We leave our belongings on the bleachers while we enjoy the bay. Turning Aquatic Park into a cable car route threatens the safety of our belongings while we venture into a safe and sheltered area of the bay to enjoy recreational sports.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. Potential impacts from the Pier 3 Alternative on police services are described on page 424 of the Draft EIS. As described, the site would continue to be served by the San Francisco Fire Department, San Francisco Police Department, and USCG. Implementation of the Pier 3 Alternative would not result in long-term operational conditions that exceed the overall capacity of these services. In addition, U.S. Park Police officers would be available to assist with law enforcement at Pier 3 as needed.

Concern Statement 58069: The Pier 41 Alternative would have an adverse impact on its existing use as an emergency ferry landing.

Representative Quote: *The Pier 41 site serves as an emergency ferry landing containing a 10,000 gallon fuel tank which is invaluable in the case of a disaster. NPS selection of the Pier 41 Alternative would displace this important Port maritime tenant and have an adverse impact on WETA's operations.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. If the Park Service elects to move forward with future development at Pier 41, the Park Service would work with

WETA and the Port of San Francisco to ensure that an emergency ferry landing is still available in the greater area. Therefore, no modifications to the EIS are required.

RTHM100 – RESOURCE TOPIC: HAZARDOUS MATERIALS

Concern Risk, safety, and emergency response related to hazardous materials and
Statement 58028: ferry operations at Fort Baker should be further analyzed.

Representative Quote: *The proposed project would involve the transportation of hazardous materials (e.g., fuel, paint) to the project site during construction and operation. The potential for these materials to be released into the environment at Horseshoe Bay should have been evaluated in the DEIS. The potential for site contamination should have been documented in the DEIS, and areas of potential soil or water contamination in the bay should have been described. In addition, the DEIS should have analyzed the potential effects on emergency response plans and fire hazard risks. The DEIS should have included a discussion of safety of passengers, crew, and other users of Horseshoe Bay resulting from the operation of a ferry service at Fort Baker along with proposed mitigation measures.*

Response: Potential operational impacts from transportation or use of hazardous materials at Fort Baker are adequately addressed in the Draft EIS. Implementing ferry service to Fort Baker would expand existing operations and would require use of potentially hazardous materials associated with ferry operation and maintenance. Operations would occur in adherence with site-specific SWPPP, SPCC, and water quality and hazardous materials regulations, as applicable. It is expected that some removal and management of hazardous materials may be required. Construction would proceed in adherence with all applicable federal, state, and local regulations addressing these potential hazards, and appropriate tests and studies would be conducted to identify hazardous materials during construction. Moreover, improvements to existing facilities may potentially remove or otherwise address hazardous materials contained in building materials on site, offering a long-term benefit to public health and safety. Recreational uses currently associated with the Fort Baker Pier, such as fishing, would be restricted to areas not affected by ferry and embarkation operations to ensure that safety impacts to existing users are avoided. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTL100 – LAND USE

Concern Ferry service and associated shuttle service to Fort Mason could alter the
Statement 54473: existing character and/or use of Fort Mason and Aquatic Park.

Representative Quote: *To turn Fort Mason Center, a non-profit center for the arts, into an tourist Embarkation Center would overwhelm the quieter nature of the Center and disrupt established and preferred activities that the small Center serves and would be contrary to its mission.*

Representative Quote: *Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The Draft EIS adequately analyzed

potential land use impacts. As noted by commenters, the Draft EIS found that portions of the Pier 3 design program have the potential to conflict with the Fort Mason Center's long-term public realm strategy, which intends to make the campus more pedestrian-oriented. However, as discussed in the Draft EIS, it is unlikely that incompatible businesses would relocate to Lower Fort Mason because the events and resident programs at the site are controlled by the Park Service and the Fort Mason Center, which is focused on preserving and fostering arts and cultural opportunities. While it is likely that some small-scale businesses intended to complement the tours being offered from Fort Mason would develop, such as food and sundries, it is unlikely that Fort Mason would convert from an arts and cultural-focused center to tourism-catering businesses on a large scale as a result of the Project. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

Concern Statement 58773: Should ferry service occur at Fort Mason, the Fort Mason Lease should be modified to better reflect the property as a tourist destination.

Representative Quote: *While the words cultural, educational, and recreation center might be used to describe a heavily used tourist site such as any Alcatraz embarkation site, the way that the National Park Service and the Fort Mason Center have interpreted cultural, educational, and recreation center up to now is quite different in character from such sites as Pier 31 or Pier 41. This is not to say that Lower Fort Mason, or Pier 3 and its surrounding areas, could not be used as a tourist site, but that the National Park Service and the Fort Mason Center would need to jointly reexamine how Fort Mason Center is used, the kinds of institutions and activities it houses, the types of patrons it serves, and the ways in which it creates and preserves the center.*

Response: Please see the response to Concern Statement No. 54473 above.

Concern Statement 54474: Ferry service and associated shuttle service to Fort Mason could alter the existing character and/or use of nearby residential areas.

Representative Quote: *New parking structures and new public transportation would need to be introduced causing a further transformation of an established neighborhood into a tourist zone.*

Response: Please see the response to Concern Statement No. 54473 above.

Concern Statement 54571: Ferry service at Fort Baker would eliminate the current fishing use and change the nature of the site to a congested tourist destination.

Representative Quote: *A massive ferry project inviting throngs of visitors is bad for the successful pastoral site Fort Baker has become.*

Representative Quote: *The Fort Baker Ferry Landing Project component would, we acknowledge, provide a new tourist amenity at Fort Baker. However, once fully implemented [...] it will inevitably push aside the fishing use on the pier that is a notable feature of the current Fort Baker Plan.*

Response: The Draft EIS appropriately characterized the potential land use impacts of limited ferry service at Fort Baker. The Draft EIS conservatively forecasted potential impacts; the criteria of 14 landings per day inferred by the commenter significantly over-estimates anticipated visitation (please refer to the Fort Baker limited ferry service description in the Final EIS). After further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to

result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. It is further anticipated that the pier would remain open for fishing, except as required during ferry operations. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTNV100 – NOISE AND VIBRATION

Concern Ferry service and associated shuttle service to Fort Mason could increase
Statement 54480: noise in the area.

Representative Quote: *The move to Pier 3 will create more noise, pollution, congestion, decrease the value of our property.*

Representative Quote: *The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The Draft EIS correctly evaluated potential noise and vibration impacts for each alternative. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTPS100 – PUBLIC SERVICES AND UTILITIES

Concern Public services and utilities relating to ferry service at Fort Baker should be
Statement 58029: further analyzed.

Representative Quote: *The public services and utilities section of the DEIS should have evaluated the potential effects of the Fort Baker Ferry Service component on power, solid waste collection and disposal, police services, emergency response (including U.S. Coast Guard) and fire protection services, water treatment and distribution, and wastewater collection using the proper baseline of 14 ferry landings per day and 100,000 additional visitors via the ferry service.*

Response: Potential effects of the proposed Fort Baker activities related to power, solid waste collection and disposal, water treatment and distribution, wastewater, police services, and emergency response services are adequately addressed in the Draft EIS. Any increased demand on utilities and public services associated with this Project component is expected to be minimal and served by existing services. The Draft EIS conservatively forecast potential impacts; the criteria of 14 landings per day inferred by the commenter significantly over-estimates anticipated visitation (refer to the Fort Baker limited ferry service description in the Final EIS). Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTRV100 – RECREATION

Concern Statement 54516:	Ferry service at Fort Mason could disrupt established water-based recreational organizations, communities, and events, as well as existing land-based communities in the surrounding area.
Representative Quote:	<i>The proposed National Park Service program to move the anchorage for the Bay cruises ferry boats from its current location to Fort Mason would be hideously disruptive to the Aquatic Park environment, both long time residents as well as forcing a life style change for many city residents who daily use boating and aquatic areas.</i>
Representative Quote:	<i>The Dolphin and South End Rowing Clubs are two of the few organizations in the entire Bay Area dedicated to swimming and rowing. Many swimmers and rowers go to or past Fort Mason daily which would not be possible if the Alcatraz Ferry Terminal was relocated there.</i>
Representative Quote:	<i>Also, installing a train to run along the edge of Aquatic park, will overrun the area, ruin the aesthetics of this beautiful area, and make swimming more difficult and less desirable.</i>
Response:	Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. Potential effects of the Pier 3 Alternative on swimmers are discussed on page 410 of the Draft EIS. As described, ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would mitigate ferry wake-generated wave action. As described in the Draft EIS, ferry operations would proceed in adherence with a site-specific SPCC or equivalent plan(s) that would address protecting water quality through implementation of BMPs, hazardous materials storage and handling protocols, and spill prevention and cleanup procedures. Ferry operations would also occur in compliance with applicable federal, state, and local regulations, including fueling regulations administered by USCG, open-water waste management and disposal regulations, and ballast water regulations. Extension of the F-Line is a separate project from this Project.
Concern Statement 54517:	Ferry service at Fort Mason could endanger water-based recreational users.
Representative Quote:	<i>Today, swimmers can enjoy one of San Francisco's treasures and train freely, but if the ferry service location moves, the Bay will no longer be safe for recreational use. Ferries crossing the channel would cripple our ability to use the area of the Bay that, for hundreds of years has been used by the South End Rowing Club, the Dolphin Club, local San Franciscans and international enthusiasts. The change would not only impact swimmers, but it would also affect all of the paddleboarders, rowers and kayakers who are constantly in and out of the Bay.</i>
Representative Quote:	<i>Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.</i>
Response:	Please see the response to Concern Statement No. 54516 above.
Concern Statement 54523:	Ferry service and associated shuttle service to Fort Mason could result in a poor visitor experience.
Representative Quote:	<i>The historic Port of San Francisco, already home to the Cruise Ship Terminal, is the natural location for an additional water transport service. The Embarcadero</i>

	<i>currently serves millions of visitors on foot in a wide variety of ways and services, and presents a higher visibility location for the Park Service in presenting the public with the opportunity to visit Alcatraz, and beyond, than does Fort Mason Center.</i>
Representative Quote:	<i>Adding a shuttle bus or forcing them to take the MUNI railcar would increase the cost of their trips is a bad way to nickel-and-dime tourists who aren't used to the high SF prices for everything even more not to mention the increased time they would have to use to get between the wharf area and Fort Mason.</i>
Response:	Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. Potential effects of the Pier 3 Alternative on recreation are discussed on pages 415 and 416 of the EIS. Consistent with this comment, impacts on recreation from increased visitor travel time to the Pier 3 site from primary parking locations at Fisherman's Wharf were determined to be long-term, minor, and adverse.
Concern Statement 54524:	Ferry service and associated shuttle service to Fort Mason could endanger land-based recreational users such as pedestrian and cyclists.
Representative Quote:	<i>I think a plan to push more traffic through the park would endanger the many pedestrians that walk, bike and jog through the park.</i>
Representative Quote:	<i>The proposed idea to just add in tour buses to shuttle Alcatraz tourists into the area would disrupt this flow and like the ferries in the water, introduce large vehicles that endanger [sic] the lives of the numerous pedestrians and cyclists in the area. People come from all over the world to enjoy cycling and walking in peace.</i>
Response:	Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. Potential effects of the Pier 3 Alternative on transportation, including pedestrian and bicycle facilities, are discussed on pages 287 and 293 of the EIS. Consistent with this comment, impacts on bicycle facilities were determined to be long-term, moderate, and adverse and impacts on pedestrian facilities were determined to be long-term, minor, and adverse.
Concern Statement 54530:	The existing ferry embarkation location provides convenient access and positive visitor experience.
Representative Quote:	<i>The current layout of having them all right next to each other provides them convenience as they can walk between all 3 of them. They get to spend more time enjoying the tourist hot spots, especially before or after their Alcatraz tour.</i>
Response:	Comments pertaining to this concern statement indicate a preference for maintaining the Alcatraz embarkation site at the existing location or at Pier 41 in Fisherman's Wharf. These comments were suggestions only and/or comments on the benefits of embarkation at Pier 31 and/or Pier 41 already considered in the Draft EIS. Therefore, no modifications to the EIS are required.
Concern Statement 54577:	Limited ferry service at Fort Baker would decrease the availability of the Fort Baker pier for fishing uses.
Representative Quote:	<i>The Fort Baker Ferry Landing Project component would, we acknowledge, provide a new tourist amenity at Fort Baker. However, once fully implemented with up to 14 ferry landings during peak days and 100,000 new visitors annually, it will inevitably push aside the fishing use on the pier that is a notable feature of the current Fort Baker Plan. This loss should be disclosed and its impacts evaluated.</i>

Response: Please see the response to Concern Statement No. 54571 above. The Draft EIS adequately addressed potential impacts on recreation at Fort Baker. Only a portion of the pier would be used for ferry service, leaving the majority for other uses. Additionally, the pier could still be available for fishing or other uses during times when ferry operations are not occurring. The Draft EIS conservatively forecasted potential impacts; the criteria of 14 landings per day inferred by the commenter significantly over-estimates anticipated visitation and associated recreational impacts (please refer to the Fort Baker limited ferry service description in the Final EIS). Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. Therefore, no modifications to the EIS are required and the significance determinations remain the same.

RTS0100 – SOCIOECONOMICS

Concern Statement 54475: Ferry service and associated shuttle service to Fort Mason could dislocate or diminish access to existing tenants, events, and activities.

Representative Quote: *Operation: long-term, moderate adverse impacts on parking for Fort Mason tenants, and long-term moderate adverse impacts from the loss of Pier 3 event space to the Fort Mason Center and users.*

Representative Quote: *We cannot envision or afford any other space in San Francisco; the other sites along the Embarcadero are either too big, or too expensive. Moscone Center or any hotels downtown are too expensive. The Concourse near the design center is closed - our options to keep the arts alive in SF are dwindling.*

Response: Socioeconomic impacts associated with the Pier 3 Alternative were adequately addressed in the Draft EIS. As described in the Socioeconomics section of the Environmental Consequences section, it is unlikely that incompatible businesses would relocate to Lower Fort Mason because the events and residents at the site are controlled by the Park Service and the Fort Mason Center, which is focused on preserving and fostering arts and cultural opportunities. While it is likely that some small-scale businesses intended to complement the tours being offered from Fort Mason would develop, such as food and sundries, it is unlikely that Fort Mason would convert from an arts and cultural-focused center to tourism-catering businesses on a large scale as a result of the Project.

Concern Statement 54476: Ferry service and associated shuttle service to Fort Mason could negatively impact businesses at the current ferry location and surrounding Embarcadero and Fisherman's Wharf.

Representative Quote: *Beyond that, this would cause detrimental consequences for the plethora of shopping, dining, gallery businesses near the current ferry terminal and result in less sales tax for the city.*

Response: Socioeconomic impacts associated with the Pier 3 Alternative were adequately addressed in the Draft EIS. As described in the Socioeconomics section of the Environmental Consequences chapter, the Alcatraz Island ferry embarkation site has historically been a part of the local economy of Fisherman's Wharf and The

Embarcadero since its establishment in the 1970s. Fisherman's Wharf is a major tourist attraction with a multitude of lodging, shopping, dining, tours, recreation, and other opportunities, including parking opportunities, which far exceed the Fort Mason area. The majority of visitors to Fisherman's Wharf are not attracted to the area solely for the Alcatraz Island tour. The majority of Alcatraz Island visitors would likely continue to visit Fisherman's Wharf despite relocation of the primary embarkation site.

RTTB100 – TERRESTRIAL BIOLOGICAL RESOURCES

Concern Statement 54488: Ferry service at Fort Mason could impact Black Point and other terrestrial biological resources.

Representative Quote: *The DEIR does not address uniqueness of Black Point as the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. It does not acknowledge quiet water refuge at Black Point for seals, sea lions, feeding birds. It does not address the regular presence of rare birds such as Wandering Tattler at the abandoned pier adjacent to Muni Pier.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The Pier 3 Alternative is anticipated to result in short-term, minor, adverse impacts to MBTA-protected bird species during construction. ESA-listed bird species are not expected to occur at the Pier 3 Alternative site. Any effects experienced by marine mammals are anticipated to be limited to short-term disturbance of normal behavior or temporary displacement of animals near the noise source. Therefore, no modifications are required. Please see the response to Concern Statement 54486 for more information related to Black Point.

RTTC100 – TRANSPORTATION AND CIRCULATION

Concern Statement 54483: Ferry service and associated shuttle service to Fort Mason could decrease available parking and/or increase traffic congestion in the area.

Representative Quote: *The area is currently maxed out with parking, a new change of use would only make the area more congested and difficult.*

Representative Quote: *The Marina area in general, and Ft Mason in particular, does not have the infrastructure to handle the additional visitor traffic if Fort Mason were used. Traffic and parking are already difficult even with relatively small events at Fort Mason.*

Response: The Draft EIS adequately analyzed potential traffic impacts. As the comments noted, the Draft EIS determined that the Pier 3 Alternative would cause both short- and long-term impacts to transportation resources and that mitigation measures would not be able reduce impacts to levels considered less than significant. Therefore, the analysis in the EIS remains accurate and no modifications are necessary.

Concern Statement 58802: Should ferry service occur at Fort Mason, shuttle service will be needed to reduce parking demand. Shuttle service should include a BART Station stop and service for nearby employees.

Representative Quote: *If the Fort Mason embarkation site is selected, SFRPD strongly encourages the GGNRA to incorporate a shuttle service between Fisherman's Warf and Fort Mason in order to reduce parking demand in the Fort Mason area. Additionally, this shuttle*

service will encourage Alcatraz visitors to continue to visit Fisherman's Warf, an important tourist destination providing local jobs and businesses. SFRPD encourages GGNRA to consider expanding the shuttle service to include a BART station stop and offering service to employees of the Fisherman's Warf area in order to reduce overall vehicle trips to the area and thus increase parking availability for patrons of Fisherman's Warf and Fort Mason.

Response: The Draft EIS adequately analyzed potential traffic impacts. As the comments noted, the Draft EIS determined that the Pier 3 Alternative would cause both short- and long-term impacts to transportation resources and that mitigation measures would not be able reduce impacts. Therefore, the analysis in the EIS remains accurate and no modifications are necessary.

Concern Statement 54484: Adequate analysis of the historic streetcar extension, which would support visitor transportation to ferry service at Fort Mason, has not been included in the report.

Representative Quote: *The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.*

Response: The Draft EIS adequately analyzed potential traffic impacts. As the comments noted, the Draft EIS determined that the Pier 3 Alternative would cause both short- and long-term impacts to transportation resources and that mitigation measures would not be able reduce impacts. Because, as discussed in the Draft EIS, the F-Line Extension project has been approved but not funded and is a separate project, it cannot be assumed to be in place for this Project. An analysis was completed, taking the F-Line Extension into account as a probable project, to look at how such an extension would affect transportation resources, and it was determined that the F-Line Extension would not fully alleviate impacts. Therefore, the analysis in the EIS remains accurate and no modifications are necessary.

Concern Statement 54485: Ferry service at Fort Baker would cause further adverse impacts to existing congestion on traffic routes, ferries, bicycle paths, and pedestrian walkways.

Representative Quote: *Sausalito and Fort Baker simply cannot assume an uncapped increase in tourism. The city and Fort have already seen a considerable increase in development, traffic, tourism and general use in recent years. These increases are not sustainable for a small historic community.*

Response: The Draft EIS conservatively forecasted potential impacts associated with limited ferry service at Fort Baker (see description of the Fort Baker limited ferry service in the Final EIS). Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that the service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. The limited ferry service would primarily be intended to serve visitors from the primary embarkation site. The service would not be regularly scheduled, and no parking or shuttle would be

provided. Therefore, the service is not expected to result in new traffic or congestion in the Fort Baker area.

Concern Statement 58807: It is unclear how additional traffic safety would be funded.

Representative Quote: *Sausalito is crowded now with tourist traffic and bikers. This would make it unacceptable. Also, will the park service pay for what is required to keep all this traffic safe? Fire, police, increased traffic, street maintenance, etc.*

Response: Please see the response to Concern Statement 54485.

Concern Statement 58808: The traffic analysis must be revised to account for the 100,000 passenger visits to Fort Baker.

Representative Quote: *Because the DEIS has cleverly separated the Fort Baker Ferry Service component of occasional ferry service from the 100,000 annual ferry passenger traveling on the circular route of NPS parklands including Fort Baker, the DEIS assures us the Project will not have substantial traffic and circulation impacts in Marin County. We disagree. These Project components will generate short-term, construction related traffic. Long-term traffic effects are also inevitable.*

Response: The Draft EIS conservatively forecasted potential impacts; the criteria of 100,000 visitors per year inferred by the commenter significantly over-estimates anticipated visitation (refer to the Fort Baker limited ferry service description in the Final EIS). Although the list of likely events that would be supported by Fort Baker limited ferry service is not fully defined (and therefore a ferry schedule is unknown), after further refinement, it is anticipated that Fort Baker limited ferry service would result in a maximum of 4 ferry landings per weekend, or 208 landings per year. This in turn is anticipated to result in a maximum of 40,000 ferry passengers per year arriving at Fort Baker during weekends. The response to Concern Statement 54485 provides additional information.

RTVR100 – VISUAL RESOURCES

Concern Statement 54470: Ferry service at Fort Mason would degrade the quality of views.

Representative Quote: *The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The scope of analysis for the visual resources assessment at Pier 3 did not include the San Francisco streets leading to Fort Mason. Potential congestion impacts are appropriately assessed in the Transportation and Circulation section of the Environmental Consequences section of the EIS. Potential natural resource impacts, noise impacts, or other impacts are discussed elsewhere in the EIS. Therefore, no modifications to the EIS are required.

Concern Statement 58810: Add further information on adverse impacts to the design of the infrastructure, circulation patterns, and signage within Fort Mason itself, as

well as unknown impacts to surrounding streets due to directional signage, traffic controls, etc.

Representative Quote: *The DEIS correctly identifies both beneficial and adverse impacts due to rehabilitated infrastructure, gangways and lighting, and water views. However, it does not recognize that there will be additional features needed...*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The scope of analysis for the visual resources assessment at Pier 3 did not include the San Francisco streets leading to Fort Mason. Potential congestion impacts are appropriately assessed in the Transportation and Circulation section of the Environmental Consequences section of the EIS. Therefore, no modifications to the EIS are required.

RTWQ100 – WATER QUALITY AND HYDROLOGY

Concern Statement 54477: Ferry service at Fort Mason may degrade water quality, increase vessel generated wake in the area, and further diminish the structural integrity of structures near Aquatic Park or the East Harbor.

Representative Quote: *The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park.*

Representative Quote: *Specifically, new ferry wake-generated wave action will accelerate the deterioration of the San Francisco Marina dock infrastructure and the existing seawall located near the East Harbor and Fort Mason Pier 1.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. The Park Service is aware concerns about structures, including the Municipal Pier and the East Harbor seawall, and would evaluate these issues as part of any future development proposed at Fort Mason. As described in the Water Quality section of the Environmental Consequences chapter of the Draft EIS, ferry operations would proceed in adherence with a site-specific SPCC or equivalent plan(s) that would address protecting water quality through implementation of BMPs, hazardous materials storage and handling protocols, and spill prevention and cleanup procedures. Ferry operations would also occur in compliance with applicable federal, state, and local regulations, including fueling regulations administered by USCG, waste management and disposal regulations, and ballast water regulations. Therefore, no modifications to the EIS are required.

Concern Statement 54478: Ferry service at Fort Mason could introduce construction-related impacts as well as a long-term increased potential for fuel, oil, and other discharges, including leaks and spills.

Representative Quote: *I believe that operating the ferries from Ft. Mason introduces the potential for fuel spills which, could disrupt the use of Aquatic Park by the public and wildlife.*

Representative Quote: *Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming.*

Representative Quote: *[T]he increase in fuel, oil and other discharges from large vessels docking and departing many times a day from Fort Mason will render the water quality unpleasant - - if not downright unsafe*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. As described in the Water Quality section of the Environmental Consequences chapter of the Draft EIS, ferry operations would proceed in adherence with a site-specific SPCC or equivalent plan(s) that would address protecting water quality through implementation of BMPs, hazardous materials storage and handling protocols, and spill prevention and cleanup procedures. Ferry operations would also occur in compliance with applicable federal, state, and local regulations, including fueling regulations administered by USCG, waste management and disposal regulations, and ballast water regulations. The Draft EIS adequately assesses the Project's impacts on noise, public services, and recreation. Ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would mitigate ferry wake generated wave action.

Concern Statement 58813: **Confirm how pollution from boats will be avoided during Project operations.**

Representative Quote: *Another thing I was concerned about is the amount of pollution from gas that goes into the bay. Are there options for more sustainable boats?*

Response: Ferries will not be permitted to leak gas or other fluids. As described in the Water Quality section of the Environmental Consequences chapter of the Draft EIS, ferry operations would proceed in adherence with a site-specific SPCC or equivalent plan(s) that would address protecting water quality through implementation of BMPs, hazardous materials storage and handling protocols, and spill prevention and cleanup procedures. Ferry operations would also occur in compliance with applicable federal, state, and local regulations, including fueling regulations administered by USCG.

Concern Statement 58818: **The East Harbor next to Fort Mason is contaminated with manufactured gas plant residues and would require an independent EIS to adequately evaluate the impact of the sediment that would be disturbed for the construction of a new pier at Fort Mason. Increased turbidity could also disturb other sources of existing contaminated sediment.**

Representative Quote: *Fort Mason Pier 3 is very near San Francisco Marina's East Basin (Gashouse Cove) site, which exhibits highly contaminated sediments that are currently the subject of cleanup planning; however, this is not discussed in the Draft EIS. It is unknown at this time whether contaminated sediments may extend into areas that could be subject to disturbance from construction activities (e.g., pile driving, wharf repair, etc.) associated with the Pier 3 alternative.*

Response: Please review the new preferred alternative section in the Final EIS, which presents Pier 31½ as the preferred alternative. As described in the Water Quality section of the Environmental Consequences chapter of the Draft EIS, impacts on water quality from construction activities at Fort Mason (including turbidity and suspension of contaminated sediments) would be temporary and negligible given the relatively high natural turbidity of the study area, the localized nature of impacts, the small amount of fill which would be placed as part of construction,

and the fact that the Park Service would comply with all applicable laws and regulations. Additionally, no dredging would be required. Therefore, the Draft EIS adequately assessed the Project's impacts on water quality at Fort Mason.

Concern
Statement 54579: Fort Baker limited ferry service could impact drainage features in the area, and could increase the potential for motorized watercraft pollutants within the Bay.

Representative Quote: *The Fort Baker Ferry Service component includes re-construction of the pier at the mouth of Horseshoe Bay and landside facility improvements adjacent to the bay. These project components could also affect existing drainage features in this area. Both pre- and post-construction impacts to these features should have been identified and analyzed in the DEIS. This will include non-point pollution sources from the component of the Project, potential contaminants, proposed source control methods, and proposed temporary and permanent BMPs to address potential impacts on water quality within Horseshoe Bay. The analysis of water-related impacts should have also considered potential motorized watercraft pollutants (e.g., fuel constituents, combustion products) within the bay.*

Response: Potential impacts on water quality from limited ferry service at Fort Baker are adequately addressed in the Draft EIS. Construction and operations would occur in adherence with site-specific SWPPP, SPCC, and water quality regulations, as applicable. Fort Baker would continue to be served by the existing trunkline stormwater conveyance and outfall system. Upland impacts associated with limited ferry service operations would generally be minimal; Fort Baker limited ferry service would minimally increase demand on trash management, which would be accommodated by existing service providers. Any increase in sewage system demand associated with Fort Baker limited ferry service is expected to be minimal and significantly less than that associated with visitor use during holidays or other special events, and would not exceed system capacity. Therefore, no edits to the EIS are required and the significance determinations remain the same.

Concern
Statement 58820: It is unclear if a reasonably-sized ferry can operate at Fort Baker due to strong currents.

Representative Quote: *Strong currents in the vicinity of Fort Baker make maneuvering difficult there. Please confirm that a reasonably-sized ferry will actually be able to operate there before committing to construction of a ferry landing.*

Response: The Park Service evaluated potential ferry operations at Fort Baker in the *Draft Feasibility Analysis of Sausalito and Fort Baker Embarkation Sites* in 2012. The report studied ferry operations at Fort Baker by anticipated vessels, and this information informed the EIS. Therefore, no modifications to the EIS are required.

**APPENDIX A
SUMMARY OF CONCERN
STATEMENTS AND PUBLIC
COMMENTS**

PN100 - Purpose and Need

Concern ID: 54515

Concern Statement: Modifications should be made to the Fort Mason Lease should ferry service at Fort Mason be included as part of the chosen alternative.

Representative Corr. ID: 244

Organization: Fort Mason Center

Quote(s): Comment ID: 444373

Organization Type: Unaffiliated Individual

Representative Quote: Federal law generally limits the maximum term of concession contracts to 10 years, and requires that a competitive process be used to select new concessions. For any site at the Port, that selection would also need to be coupled with the execution of agreements with the Port specifying the long-term availability of and conditions under which the ferry embarkation sites would be made available to any ferry services concessioner.

We agree that long term availability and conditions are a requirement for any site selected. And while Pier 3 is on National Parks property, the site is leased to the Fort Mason Center. The current lease, dated December 1, 2005, allows for the Park Service to remove Pier 3 from the lease. The lease states that the uses of Fort Mason shall be for cultural, recreational or educational purposes; and for no other purpose. While the embarkation for the Alcatraz ferry can be broadly described as recreational, it is a very different use than the typical uses at Fort Mason. We believe the Park Service and the Fort Mason Center will want to reconsider some provisions of the current lease should Pier 3 be the chosen alternative. Introduction of 7,400 touristic visitors/day will fundamentally change the character of at least a portion of Lower Fort Mason. We suggest adding a statement along the lines of:

For Pier 3, that selection would also need to be coupled with a reexamination of the existing lease between the Park Service and Fort Mason Center, considering uses of the remainder of Pier 3, parking and access areas, transportation planning, and uses of other nearby areas such as the Firehouse, developing the long-term land use and management strategies to best serve the touristic visitors.

Lack of formal authority, in combination with changing adjacent commercial uses and developments hinders the Park Services ability to create a clear sense of identity and quality visitor support services at the Alcatraz ferry embarkation site. It is also important that the embarkation site be compatible with adjacent land uses.

Agree. There are numerous vacant or underutilized structures along the northern waterfront, particularly around Pier 31, that were either emptied for the Americas Cup or that have historically been underutilized, that could be a part of the designated Alcatraz Ferry embarkation site. Any lease for the embarkation site should include areas and a plan for the complete services the Park Service desires.

PD100 - Project Description

Concern ID: 54514

Concern Statement: Sausalito is currently in the midst of a resident backlash against the large influx of tourists on bicycle, and concerns regarding impacts on the town should be resolved by adding language to the Project description.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Representative Quote(s):	<p>Corr. ID: 156 Comment ID: 444177</p> <p>Organization: TRANSDEF Organization Type: Unaffiliated Individual</p> <p>Representative Quote: Sausalito is currently in the midst of a resident backlash against the large influx of tourists on bicycles. Sausalito's concerns about the possibility of impacts on the town should be resolved by adding the following language to the project description:</p> <p>The purpose of the ferry landing at Fort Baker is to deliver visitors to events there. No ground transportation to take ferry passengers beyond Fort Baker is currently being contemplated. No all-day commuter parking will be provided there. Should NPS later decide to expand the use of the ferry to serve commuters or propose ground transportation from Fort Baker, it will conduct environmental review under NEPA.</p>
<p>Concern ID: 58720 Concern Statement: Additional steps should be taken to limit impacts to the Bay Trail should the project be implemented at Pier 41, Pier 3, and/or Fort Baker. Representative Quote(s):</p>	<p>Corr. ID: 237 Comment ID: 444344</p> <p>Organization: Association of Bay Area Governments- -SF Bay Trail Organization Type: Unaffiliated Individual</p> <p>Representative Quote: As you are aware, the Bay Trail would be impacted by each of the three Alcatraz Ferry embarkation sites-Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The Bay Trail on the northern waterfront in San Francisco is the most heavily-used segment in our nine-county system. If embarkation is moved to Pier 41, queuing should be carefully studied. This is an area that is already heavily impacted by large numbers of visitors, and the Bay Trail faces one of the last remaining gaps on the Northern waterfront in this area. The National Park Service should work with the City of San Francisco to expedite construction of the Jefferson Street redesign should Pier 41 be selected for this project.</p> <p>If Pier 3 at Fort Mason is selected, it is important that the National Park Service recognize that the "Fort Mason Squeeze" at the intersection of Laguna Street, Marina Boulevard, and the Fort Mason path, remains substandard despite the improvements that were made in 2010. Additional widening of this pinch point can be achieved by further cutting back the train tunnel wall. A twelve to fifteen foot clearance would be appropriate for this heavily traveled segment of Bay Trail. Alternatively, if the F Line Historic Streetcar Project has still not advanced, serious consideration should be given to opening the Fort Mason tunnel to cyclists and pedestrians.</p> <p>In the event that service is expanded to Fort Baker, it is important the National Park Service complete the unfinished segment of Bay Trail at Horseshoe Cove.</p>
<p>Concern ID: 58721 Concern Statement: Commenters requested that additional text be added to better describe the urban areas of each alternative location. Representative Quote(s):</p>	<p>Corr. ID: 244 Comment ID: 444374</p> <p>Organization: Fort Mason Center Organization Type: Unaffiliated Individual</p>

Representative Quote: Fort Mason is separated from SF Maritime NHP and Fishermans Wharf by a steep bluff that forms the eastern edge of Fort Mason and limits access between SF Maritime NHP and Fort Mason.

We suggest adding something like:

This bluff also serves to isolate Lower Fort Mason from Upper Fort Mason, and from the city itself, as it blocks both physical access and views of Lower Fort Mason when approaching from the south or east.

Corr. ID: 244

Organization: Fort Mason Center

Comment ID: 444363

Organization Type: Unaffiliated Individual

Representative Quote: INTRODUCTION, page iii

Each of the alternative sites are in dense urban locations, directly adjacent to high density residential and commercial districts. These sites are characterized by high visitation rates, high pedestrian and automobile traffic volumes, and intense recreational and commercial use.

Response: All three alternative sites are located in San Francisco, and as such can correctly be characterized as dense urban locations. However, thinking more deeply about this density characterization, it does not usefully differentiate among the three sites. Piers 31 and Pier 41 are located in the midst of a very active retail and tourist strip along the northern waterfront.

" Pier 31 is located near the eastern end of the Fishermans Wharf tourist district, and the nearby landside uses are predominantly office uses.

" Pier 41 is in the midst of Fishermans Wharf tourist district, and the nearby landside uses are predominantly tourist-serving retail, restaurants and hotels.

" Pier 3 is located in the Golden Gate National Recreation Area, with parkland and park facilities to both the east and the west. Rather than being in a dense area, it is separated from urban development by 1500 aerial feet from the nearest public road, Bay Street to the South or alternatively the intersection of Marina Boulevard and Buchanan. With the exception of the commercial Safeway and the smaller retail uses on Buchanan, the nearest land uses are residential. We would suggest a possible rewording:

Pier 31 and Pier 41 are located in the active retail-tourist area that may be broadly described as the greater Fishermans Wharf area. These sites are characterized by high tourist visitation rates, high pedestrian and automobile traffic, and intense recreational and commercial use during the daytime. The Pier 31 area especially is further characterized by high tourist pedestrian and pedicab traffic during the 80 +/- days when a cruise ship is in port at Pier 27. The Pier 41 area is further enlivened evenings by the presence of numerous tourist hotels in the area.

Pier 3 is quite isolated from the intense tourist visitation and pedestrian and automobile traffic experienced in the other two sites, because it is located in national parklands, and separated from urban uses by both 1500 aerial feet distance and a large change in elevation. Pier 3 can be either empty or intensely visited depending on the programming managed by the Fort Mason Center. The visitation of Pier 3 is normally quite different from the tourist visitation of the other two piers, as most events held

there are not general tourist events but rather specific uses such as exhibitions or conferences geared to the general public rather than tourists.

Concern ID: 58722

Concern Statement: It is unclear if the Project involves dredging.

Representative Quote(s):

Corr. ID: 276

Comment ID: 444394

Organization: Environmental Protection Agency

Organization Type: Federal Government

Representative Quote: Dredged Materials

It is unclear whether or not the project may involve dredging. The Draft EIS mentions the Port of San Francisco's ongoing maintenance dredging between Fisherman's Wharf and Pier 96 (page 240); but, otherwise, does not discuss dredging or dredged material.

Recommendations: We recommend that the Final EIS address the following regarding dredging and placement of dredged materials for each of the project alternatives, including No Action.

- Describe the existing depths at and around each ferry pier under consideration, whether they are adequate as-is for ferry access and use, and whether initial construction dredging and/or future maintenance dredging may be needed.
- If any dredging may be needed, specify the dredge locations and amounts of sediment to be dredged and managed, and describe the potential impacts associated with these activities.
- Discuss any existing permits that cover dredging activities at each of the piers, identify the entity holding the permit (e.g., Port of San Francisco, U.S. Coast Guard) and indicate whether the permitted entity is actively maintaining the area or would continue to do so if a new use were established for the proposed project.
- Discuss the reuse and disposal options for dredged material in the bay per the San Francisco Bay Long Term Management Strategy for Dredging (LTMS). Please see <http://www.epa.gov/region9/water/dredging/lrms/>

We are unaware of any existing maintenance dredging permits for either Pier 3 or the pier proposed for ferry use at Fort Baker (located outside the breakwater). One pier inside the breakwater at Fort Baker is covered by the U.S. Coast Guard's maintenance dredging permit.

Recommendation: If the proposed project would involve dredging activities or locations not covered under existing permits, disclose in the Final EIS that permit applications would be submitted to the appropriate agencies and that sediment testing and disposal or reuse would be coordinated with the Dredged Material Management Office (DMMO) and conducted in accordance with the LTMS.

Concern ID: 58061

Concern Statement: Analysis of the Project's impacts should span the 50-year lease term because the lease is listed as a key Project component.

Representative Quote(s):

Corr. ID: 245

Comment ID: 444379

Organization: Not Specified

Organization Type: Unaffiliated Individual

Representative Quote: The operation for the length of the lease has been listed as one of the key project components, therefore it should be considered part of the stable project description. Analysis timeframes should be the life of the project as described, fifty years. Please list the impacts for this project over the course of the lease (50 years).

Corr. ID: 245

Comment ID: 444378

Organization: *Not Specified*

Organization Type: Unaffiliated Individual

Representative Quote:

Please clarify if a combination of alternatives has been analyzed. If such combinations are being considered, please list the cumulative impacts.

When listing impacts, please list the current and projected project impacts over the life of the project description (50 years).

Concern ID:

Concern

Statement:

**Representative
Quote(s):**

58045

The EIS does not fully explain growth impacts associated with ferry service at Fort Mason.

Corr. ID: 102

Comment ID: 443533

Organization: *Not Specified*

Organization Type: Unaffiliated Individual

Representative Quote: The DEIR states no growth impacts are expected. Taxi traffic, souvenir shops, tourist facilities, bike rentals, increased visitors to Ft. Mason and Marina Green are all assumed to not increase. This is deceptive and unrealistic, and frankly insulting to neighbors.

Corr. ID: 104

Comment ID: 443546

Organization: *Not Specified*

Organization Type: Unaffiliated Individual

Representative Quote: Statements that there are minimal growth impacts are not believable.

http://sf.curbed.com/archives/2013/04/29/before_fort_mason_and_aquatic_park_there_was_black_point.php

Concern ID:

Concern

Statement:

**Representative
Quote(s):**

58052

The EIS does not fully explain growth and cumulative impacts associated with ferry service at Fort Baker.

Corr. ID: 218

Comment ID: 444469

Organization: Mayor, City of Sausalito

Organization Type: Town or City Government

Representative Quote: At the core of the DEISs inadequacy is its surgical-like attempt to carefully characterize Project components as undefined when they will occur at Fort Baker and yet, simultaneously evaluate specific aspects of those same so-called undefined components when it comes to impacts on the San Francisco waterfront. The third berth with its 100,000 annual passengers is fully evaluated for its environmental impacts on the San Francisco peninsula. But two miles away across the San Francisco Bay, the DEIS posits that there are virtually no Fort Baker impacts from these very same ferry operations emanating from the third berth. Indeed, the third berth component with its 100,000 passengers and circular route impacts in Marin

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

County has been piecemealed out of the Project, hiding behind the DEISs phraseology of occasional and intermittent ferry service at Fort Baker. Does NPS seriously contend that 100,000 passengers are going someplace other than Fort Baker as these ferries embark on a circular route of the San Francisco Bay visiting every other NPS parkland? Simply put, NPS cannot leave analysis of such impacts to future review.

Corr. ID: 218

Organization: Mayor, City of Sausalito

Comment ID: 444471

Organization Type: Town or City
Government

Representative Quote: Under NEPA, an adequate EIS may not consider a proposed action in isolation, but must consider its cumulative impacts, including the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. (40 C.F.R. 1508.7.)

Here, the DEIS purports to follow this approach but utterly fails to tie the new ferry landing at Fort Baker to the probable but undefined future project identified in the DEIS as the circular route generating 100,000 additional passenger visits to NPS parklands, including Fort Baker.

By failing to logically link the Fort Baker Ferry Service component to the circular route component, the DEIS fails to include major developments in and around Marin County in its cumulative impact analysis. These omissions must be remedied and the analysis revised to fully address the cumulative impacts of the Project.

Concern ID:

58038

Concern

The Park Service should commit to energy efficiency and pollution prevention for all aspects of the Project.

Statement:

Representative

Quote(s):

Corr. ID: 156

Organization: TRANSDEF

Comment ID: 444175

Organization Type: Unaffiliated
Individual

Representative Quote: Previous studies of ferries have indicated very high diesel PM emissions as typical of marine propulsion. Please commit to diesel particulate filters on future vessels.

Corr. ID: 169

Organization: University of San Francisco

Comment ID: 444490

Organization Type: University/Professional
Society

Representative Quote: Doing energy efficiency retrofits to all government used or owned properties is essential in ensuring our federal government is doing it's part to conserve resources while going above environmental regulations.

Corr. ID: 276

Organization: Environmental Protection
Agency

Comment ID: 444402

Organization Type: Federal Government

Representative Quote: We encourage NPS to commit to energy efficiency and pollution prevention. including reduction of greenhouse gas emissions, in all aspects of the proposed project, to the extent possible. We offer the following procurement/sourcing, construction, and operation measures for your consideration

and commitment in the Final EIS.

- Commit to sustainable building designs and incorporate Green Building/LEED certification, net zero energy designs, etc.
- Incorporate alternative energy components into the project, such as on-site distributed generation systems, solar thermal water heating, and combined heat and power.
- Commit to resource use efficiency, such as water conservation, reduced waste production, reuse or recycling of materials and construction and demolition debris, etc.
- Include use of alternative transportation fuels, biodiesel, electric vehicles, etc. during construction and operation.
- Adopt procurement policies and specifications for greener procurement of materials and products such as no or low-toxicity, recycled content, design for end-of-life, product takeback, etc.

AD100 – Alternatives Development

Concern ID: 58026

Concern Statement: Additional alternatives should be considered, such as additional routes connecting Pier 41 to Pier 3 via a gondola or moving walkway.

Representative Corr. ID: 96

Quote(s): Comment ID: 443513

Organization: San Francisco tour guide guild

Organization Type: Unaffiliated Individual

Representative Quote: Get creative. How about a moving sidewalk all the way from pier 39 to fort mason.

How about an overhead gondola from the ferry building all the way from AT&T park with stops at Ferry Building and Pier 39 and Hyde Street cable car turn around. Fabulous views all around. Charge them a lot. Doesn't matter. People will love it.

How about a gondola straight over to Alcatraz for that matter?

AD200 – Alternatives Development Process

Concern ID: 58024

Concern Statement: The EIS should analyze an alternative that does not include Fort Baker limited ferry service.

Representative Corr. ID: 218

Quote(s): Comment ID: 444470

Organization: Mayor, City of Sausalito

Organization Type: Town or City Government

Representative Quote: The purpose of the alternatives discussion in an EIS is to identify ways to reduce or avoid significant environmental effects. (42 U.S.C. 4332(C)(iii).) NEPA requires the lead agency to [r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. (40 C.F.R. 1502.14(a).)

Here, the DEISs Alternative analysis fails in its attempt to address NEPA requirements because it makes no attempt to analyze a Project alternative that does not include the proposed Fort Baker Ferry Service. Because such an alternative

would eliminate at least some of the environmental impacts of the Project while still fulfilling NPSs primary Project objective for a landing along the San Francisco waterfront, the DEISs mandated embrace of the Fort Baker Ferry Service component for every alternative is improper and deprives the public and decision-makers of vital information required for an informed analysis.

An alternative that eliminates the Fort Baker Ferry Service is a feasible alternative that would meet the Projects primary objectives, while assuaging the concerns of the City that Fort Baker is taking a critical (and misguided) first step towards daily commercial and heightened weekend ferry operations. Yet the DEIS completely ignores this feasible alternative. The DEIS must be revised to include a reasonable range of alternatives, not just a binary choice between the Fort Baker Ferry Service or No Project.

CC100 - Consultation and Coordination

Concern ID: 54468

Concern Statement: [The Federated Indians of Graton Rancheria requests a meeting to discuss soil disturbing activities.](#)

Representative **Corr. ID:** 9

Quote(s): **Comment ID:** 441826

Organization: Federated Indians of Graton Rancheria

Organization Type: Tribal Government

Representative Quote: The Federated Indians of Graton Rancheria, a federally recognized Tribe and sovereign government, has received the information you provided regarding the Alcatraz Ferry Embarkation Project. We provide comments under Section 106 of the National Historic Preservation Act of 1966 (NHPA) requiring federal projects to meet the requirements of 36 CFR 800 for consultation with federally recognized Tribes.

FIGR provides comments regarding sacred lands and other cultural sites to protect and/or avoid our cultural resources that might be adversely impacted by the scope of work of the project. The Sacred Sites Protection Committee (SSPC) is authorized by the Tribal Council to work with agencies to develop the specific plans and procedures to avoid any potential adverse impacts. We request a meeting to discuss soil disturbing activities. Once we have met and reviewed all information, we will provide specific comments.

Concern ID: 58739

Concern Statement: [Consultation is requested with mentally- and physically-impaired communities to ensure design elements are safe and accommodating.](#)

Representative **Corr. ID:** 10

Quote(s): **Comment ID:** 441827

Organization: Not Specified

Organization Type: Unaffiliated Individual

Representative Quote: I went to a seminar on people with cognitive differences including autism, stroke, traumatic brain injury, and so on, that focused on their experiences with design. I encourage you to seek out input from these communities to make sure their are appropriate safe spaces. The same goes for the mobility impaired as well.

Concern ID: 58741

Concern Statement: Golden Gate Pedicab can provide unique insight on traffic patterns and utilization of space, and can relay general feedback from tourists.

Representative Quote(s): **Corr. ID:** 126 **Organization:** Golden Gate Pedicab
Comment ID: 443600 **Organization Type:** Unaffiliated Individual
Representative Quote: If NPS wishes to meet with myself and other managers of the local pedicab industry, let me know and I can help coordinate such a meeting. Collectively, we can provide unique insight on traffic patterns, utilization of space, and relay general feedback from tourists.

Concern ID: 58742

Concern Statement: The U.S. Coast Guard (USCG) should participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.

Representative Quote(s): **Corr. ID:** 273 **Organization:** Paul Hastings LLC
Comment ID: 444420 **Organization Type:** Business
Representative Quote: The San Francisco Bay constitutes a Regulated Navigation Area ("RNA") pursuant to USCG regulations. See 33 C.F.R. § 165.1181(c)(1)(i). As a result, NPS should have included the USCG as a cooperating agency. A "cooperating agency" is defined to be any federal agency that "has jurisdiction by law or special expertise with respect to any environmental impact involved In a proposal (or a reasonable alternative) . . . ". 40 C.F.R. § 1508.5 (emphasis added). NPS, as the lead agency, should have requested that the USCG lend its special expertise regarding maritime activities and vessel traffic management on the Bay. See 40 C.F.R. § 1501.6(a) (indicating that the lead agency should request the participation of cooperating agencies). The failure to include the USCG as a cooperating agency to provide expertise on the management of vessels on the Bay is a critical oversight.²

Indeed, the regulations constituting the RNA on San Francisco Bay specify various vessel traffic lanes, including westbound and eastbound traffic, traffic separation zones, precautionary areas, and two-way traffic lanes. See 33 C.F.R. § 165.1181(c)(1). The remaining areas are designated as recreation areas. By establishing different zones, the USCG's Vessel Traffic Service ("VTS") coordinates the safe, secure, and efficient transit of vessels in San Francisco Bay.

USCG maps designate the area immediately surrounding Aquatic Park and extending westward along Crissy Field and the waterfront to the southern footing of the Golden Gate Bridge as a "recreation area". Attached to this letter as Attachment B is a map of the various zones within the RNA The USCG's Vessel Traffic Service's User Manual specifies that "chartered recreation areas within the VTS Area shall be avoided by commercial vessels." USCG Vessel Traffic Service San Francisco User's Manual, available at: <http://www.uscg.mil/d11/Vtssf/vtssfum.asp>. Furthermore, the User Manual states that "the recreational boating public have a legitimate expectation that ships will adhere to the traffic routing system." *Id.*

The regular ferry service proposed at Pier 3 conflicts with the recreation area set forth on USCG maps and the expectations created by the VTS. The Pier 3 Alternative in Fort Mason would introduce ongoing daily commercial activities directly into a recreation area that, pursuant to the VTS, is to be avoided by commercial vessels. Introducing commercial activities into the recreation zone represents a drastic impact

that alters the character of waters that the USCG has left for recreation activities. The DEIS does not identify, consider, or evaluate this impact, or consider how locating the regular ferry service at Pier 3 would ultimately impact and undermine the USCG's regulatory scheme for safely organizing vessel traffic in San Francisco Bay. Contrary to the representations in the DEIS, "all ferry operations [cannot-and will not-] occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts." DEIS at 410. Supplemental review, including coordination and collaboration with the USCG, must be conducted to correct these material oversights in and omissions from the DEIS.

2 We note that the USCG was a co-lead agency alongside NPS in developing the Environmental Assessment for the 34th America's Cup because activities were to take place on waters managed by the USCG. While the Alcatraz ferry routes will also traverse waters managed by USCG, the NPS apparently made no such effort to Include the USCG here.

Corr. ID: 273
Comment ID: 444421
Organization: Paul Hastings LLC
Organization Type: Business
Representative Quote: The NPS would also need to request that the USCG participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.

Concern ID: 58744
Concern Statement: Additional consultation is requested with residents, visitors, and recreational users at and nearby Fort Mason.

Representative Quote(s): **Corr. ID:** 44
Comment ID: 443385
Organization: Not Specified
Organization Type: Unaffiliated Individual
Representative Quote: To my knowledge, no one in your organization has spoken to any member of the swimming community regarding this impact, which is not acceptable.

Corr. ID: 49
Comment ID: 443399
Organization: Not Specified
Organization Type: Unaffiliated Individual
Representative Quote: Adopt an even greater focus on achieving agreement on the unresolved business terms with the Port. Selecting Fort Mason to be developed to support ferry service, in part because business terms such as rent can not be agreed upon would be a disservice to the economic and cultural value that this location currently provides to City residents and visitors.

Corr. ID: 108
Comment ID: 443556
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: Please contact me or the President of South End Bill Wygant to discuss before making any firm decisions...this move could well kill most of our out-of-cove training swims and San Francisco Bay is a world renowned training grounds for English Channel Swimmers.

Corr. ID: 275
Comment ID: 444406
Organization: *Not Specified*
Organization Type: Business
Representative Quote:
the NPS should obtain data from the numerous current user groups that swim and boat in the vicinity of Fort Mason. Those groups include but are not limited to:
Dolphin Club
South End Rowing Club
Escape from Alcatraz Triathlon
Alcatraz Escape from the Rock Triathlon Water World Swim
SF Team in Training SF Tri Club
Golden Gate Tri Club Tri California Events Swim Art
World Open Water Swimming Association Suzie Dods Swim Coaching
Lane Lines to Shore Lines
San Francisco Marina East Basin - Gas House Cove/West Basin San Francisco Marina Harbor Association
Sea Scouts
Wahine Outrigger Canoe Club St. Francis Yacht Club
Golden Gate Yacht Club

Concern ID: 58035
Concern Statement: *The Park Service should schedule additional public meetings at times when working people can reasonably expect to attend.*
Representative Quote(s):
Corr. ID: 34
Comment ID: 443340
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

Corr. ID: 37
Comment ID: 443348
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: The lack of easily accessible public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend.

Corr. ID: 50
Comment ID: 443407
Organization: North Beach Resident
Organization Type: Unaffiliated Individual
Representative Quote: The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

Corr. ID: 52
Comment ID: 443415
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual

Representative Quote: Please plan another public meeting during a time when 9-5 working people can show up. We want our voices heard, too.

Corr. ID: 52
Comment ID: 443416
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

Corr. ID: 95
Comment ID: 443507
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

Corr. ID: 97
Comment ID: 443514
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

GC100 – General Comment

Concern ID: 58027
Concern Statement: [The Project should include plans for expanding the waterfront for open water swimming.](#)

Representative Quote(s): **Corr. ID:** 123
Comment ID: 443596
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: I propose this project should also include plans for expanding and growing "more" waterfront for open water swimming.

Concern ID: 58748
Concern Statement: [There are numerous vacant or underutilized structures along the northern waterfront, particularly around Pier 31, that could serve as a gateway to the GGNRA. Additionally, the Port has developed a conceptual site plan for Pier 31 that meets Project objectives.](#)

Representative Quote(s): **Corr. ID:** 244
Comment ID: 444364
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The Alcatraz Ferry embarkation site and associated facilities should serve as a gateway to the GGNRA, reflecting the Park Services identity and providing a quality experience for visitors.

Agree. There are numerous vacant or underutilized structures along the northern

waterfront, particularly around Pier 31 that could be a part of the designated Alcatraz Ferry embarkation site that again could be taken care of in the lease negotiations.

Corr. ID: 277

Comment ID: 444389

Organization: Port of San Francisco

Organization Type: Town or City
Government

Representative Quote:

The Port has been in discussion with NPS to develop a long-term site plan that would accomplish the Pier 31 Alternative. These discussions have included a substantial increase of basic visitor service space on the marginal wharf. This additional marginal wharf space would provide greater site circulation for Alcatraz Island visitors, potential for NPS to accommodate a future third berth, and allow tourists who are not visiting Alcatraz Island additional information about other recreational options at GGNRA.

Port staff has proposed a conceptual site plan that would provide new public restrooms, limited operations service parking, and back-of-house marine storage and operations space within Pier 31 bulkhead. The envisioned site plan would also enable NPS to offer a tremendous visitor experience in a rehabilitated historic bulkhead building that is a contributing resource to the Embarcadero Historic District, listed by NPS on the National Register of Historic Places. Reuse of the historic bulkhead for interpretative exhibits, history and education, and supporting ticketing, retail, food and beverage services, would create a powerful public experience that also provides NPS with a more identifiable gateway to Alcatraz Island. The Port has invested much effort to rehabilitate its historic maritime resources, and a partnership with NPS to embrace the improvement of the Pier 31 bulkhead and shed would align mission objectives of both of our agencies. Overall, the Port has proposed a conceptual site plan that would deliver the NPS a clear sense of identity and quality experience.

Concern ID:

58749

Concern Statement:

It is unclear how the Park Service proposes to integrate an additional 1.5 million visitors at Pier 41.

Representative Quote(s):

Corr. ID: 277

Comment ID: 444391

Organization: Port of San Francisco

Organization Type: Town or City
Government

Representative Quote: It is also unclear how the NPS proposes to integrate an additional 1.5 million visitors into this site given the limited access of Pier 41 and the over 13 million visitors to Fisherman's Wharf annually.

SM100 - Sustainable and Long-term Management

Concern ID:

54472

Concern Statement:

The availability of funds allotted to the Project is unknown, and more funds for construction of a new embarkation site may be available at a non-NPS site.

Representative Quote(s):

Corr. ID: 2

Comment ID: 441813

Organization: Not Specified

Organization Type: Unaffiliated Individual

Representative Quote: Because it is possible that public, Federal Funds, and historic credits could be leveraged by the Park Service as well as the Port of San Francisco, to both improve and maintain historic Pier 31 1/2, financial stability and sustainability appears to be more promising at Pier 31 1/2 than at Fort Mason Center where the

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Park Service might be sole fund raiser for improvements and accommodations, and dependent on the largesse of an increasingly budget-cutting Congress.

Corr. ID: 16
Comment ID: 442113
Representative Quote: Adding sufficient parking infrastructure to would add significant cost to the project.

Organization: South End Rowing Club
Organization Type: Recreational Groups

Corr. ID: 277
Comment ID: 444392
Representative Quote: Additionally the EIS contemplates retaining and expanding the non-historic structure, which needs repair, without identifying any source of funds.

Organization: Port of San Francisco
Organization Type: Town or City Government

Concern ID:
Concern Statement:
Representative Quote(s):

54580
 Although more costly, Pier 3 is a long-term and sustainable alternative.

Corr. ID: 179
Comment ID: 444492
Representative Quote: After reviewing the Draft Environmental Impact Statement, I would suggest that all further Alcatraz ferry embarkation should be done from Pier 3. The selection of Pier 3 makes the most sense considering that NPS already owns the historic pier and can build upon it without concern of third party woes. It does seem that renovations to Pier 3 may appear costly, however, if the goal is to have a long-term embarkation site, these costs can be seen as a solid investment while environmental, socioeconomic, aesthetic, and other concerns should be viewed as essential short-term costs to ensure the success of the project.

Organization: University of San Francisco
Organization Type: University/Professional Society

RTAB100 - Resource Topic: Aquatic Biological Resources

Concern ID:
Concern Statement:
Representative Quote(s):

54486
 Ferry service at Fort Mason would destroy aquatic biological resources at Black Point.

Corr. ID: 43
Comment ID: 443380
Representative Quote: The damage done to the last remaining 'wild' shoreline, Black Point, by the numbers of ferry crossings is also a serious issue.

Organization: Not Specified
Organization Type: Recreational Groups

Corr. ID: 90
Comment ID: 443497
Representative Quote: We also note while out on and in the water a large population of sea mammals. Will they be impacted with the ferry craft so close to shore? Will more and more of them be pushed in to the Aquatic Park Cove, which 100's of swimmers use daily?

Organization: Not Specified
Organization Type: Recreational Groups

Corr. ID: 102
Comment ID: 443537
Representative Quote: The damage done to the last remaining 'wild' shoreline, Black Point, by the numbers of ferry crossings is also a serious issue.

Organization: Not Specified
Organization Type: Unaffiliated Individual

Representative Quote: Moving the Ferry service to Fort Mason would destroy Black Point and have a negative impact on this small wild space and its visitors, who access it and appreciate it without the use of motorized boats or vehicles. This is directly contrary to the Mission of the GGNRA, which I quote here to end my comments.

"The Golden Gate National Parks mission is to preserve and enhance the natural, historic and scenic resources of the lands north and south of the Golden Gate for the education, recreation and inspiration of people today and in the future. In the spirit of bringing national parks to the people, we reach out to a diverse urban community, promote the richness and breadth of the national park system to many who are experiencing a national park for the first time and foster broad-based public stewardship through various volunteer and partnership programs."

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443531

Organization Type: Unaffiliated
Individual

Representative Quote: The DEIR does not address uniqueness of Black Point as the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. It does not acknowledge quiet water refuge at Black Point for seals, sea lions, feeding birds. It does not address the regular presence of rare birds such as Wandering Tattler at the abandoned pier adjacent to Muni Pier.

Corr. ID: 104

Organization: *Not Specified*

Comment ID: 443547

Organization Type: Unaffiliated
Individual

Representative Quote: Black Point cove and the history of the area should be preserved with minimal impact.

Corr. ID: 104

Organization: *Not Specified*

Comment ID: 443544

Organization Type: Unaffiliated
Individual

Representative Quote: The SF Birding group regularly posts on bird sightings at Ft Mason, in the coves and along the waters. There will certainly be impacts on birds as traffic and people increase, and the DEIR assessment that nesting birds and resident mammals in Ft. Mason will not be affected because number of people visiting Ft. Mason will not increase seems very unlikely. Black Point is the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. As such there should be much review and discussion of impacts on it and the biologic resources.

Corr. ID: 240

Organization: *Not Specified*

Comment ID: 444349

Organization Type: Unaffiliated
Individual

Representative Quote: By moving to this part of the water front, you would be invading a wilder area, apart from the bustle of Downtown and Fisherman's Wharf. Black Point, the rocky outcropping just east of Fort Mason, is the last undeveloped bit of land going east from the Golden Gate. There you will find many species of birds and other wildlife, some of which are rarely seen so close to civilization, and I'm

afraid they would be rudely disrupted and polluted by the activities related to moving the ferry to Fort Mason.

Corr. ID: 245

Comment ID: 444376

Organization: *Not Specified*

Organization Type: Unaffiliated
Individual

Representative Quote: Rather than peak hour observations for water activity impacts, it should be recalculated using 24hr 7day observations due to biological activity (including human) within the San Francisco Bay. Current EIS observations may have underestimated the biological activity; therefore the EIS may have underestimated the biological impacts that would occur during construction and during the span of operation. Please list observation locations, times, and calculations to determine activity, including human activity (i.e. swimming, rowing and windsurfing).

Concern ID:

Concern

Statement:

Representative

Quote(s):

54487

Further analysis is needed to evaluate impacts to federal- and state-endangered wildlife species resulting from ferry service at Fort Baker.

Corr. ID: 163

Comment ID: 444202

Organization: *Not Specified*

Organization Type: Unaffiliated
Individual

Representative Quote: Fort Baker is preciously close to wild spaces that need our continued vigilance and protection.

Corr. ID: 218

Comment ID: 444477

Organization: Mayor, City of Sausalito

Organization Type: Town or City
Government

Representative Quote: The DEIS section on aquatic and terrestrial biological resources fails because of the DEISs insistence that the Fort Baker Ferry Service will be intermittent and low level relative to existing vessel activity in the Bay. Federal and State endangered wildlife species, which include the Mission Blue Butterfly and host species lupine, among other species and their habitat, are known to inhabit coastal scrub areas at Fort Baker. The City respectfully submits that 14 daily ferry landings, 100,000 annual passengers and the associated development of Fort Baker should be thoroughly analyzed for its impact on Federal and State endangered wildlife species.

RTAQ100 - Resource Topic: Air Quality

Concern ID:

Concern

Statement:

Representative

Quote(s):

54471

Proposed shuttles to and from Fort Mason would contribute to gas consumption and air quality impacts.

Corr. ID: 33

Comment ID: 443335

Organization: South End Rowing Club

Organization Type: Recreational Groups

Representative Quote: The proposed buses would also add to the gas consumption and air pollution that our electric railcars don't contribute to.

Concern ID:

Concern

Statement:

58755

Was the distance between Alcatraz Island and each alternative location calculated?

Representative Quote(s):	Corr. ID: 194 Comment ID: 444306	Organization: Adventure Cat Sailing Charters Organization Type: Unaffiliated Individual Representative Quote: Was the physical route calculated into the current analysis? While it may seem small on its face, crunching some initial numbers we see Pier 41 as closest in terms of a ferry route (1.23mi) as opposed to Ft. Mason (1.37mi) or Pier 31.5 (1.63mi). Looking at the current site versus our proposed Pier 41, at an average of 5,000 trips per year over 50 years, the reduction of 0.4 miles per trip comes out to 100,000 miles of ferry travel and resulting emissions that could instantly be reduced by simply changing to Pier 41.
Concern ID: Concern Statement: Representative Quote(s):	58756 Clarification is needed regarding how decision-making will comply with the March 2015 Executive Order for a 40% reduction in greenhouse gas emissions. Corr. ID: 194 Comment ID: 444308	Organization: Adventure Cat Sailing Charters Organization Type: Unaffiliated Individual Representative Quote: The federal government just issued an Executive Order in March 2015 requiring reductions in Greenhouse Gas Emissions by 40% or the next 10 years. We'd like to see concrete evidence of how this decision is being made using that criteria, such as the distance we have previously mentioned. For your review, a summary of the order can be found here: https://www.whitehouse.gov/the-press-office/2015/03/19/fact-sheet-reducing-greenhouse-gas-emissions-federal-government-and-acro
Concern ID: Concern Statement: Representative Quote(s):	54500 The EIS should include an updated discussion of CEQ's climate change guidance, as well as an estimate of potential greenhouse gas emissions from construction activities. Corr. ID: 276 Comment ID: 444401	Organization: Environmental Protection Agency Organization Type: Federal Government Representative Quote: The Draft EIS (pp. 126 and 298) references the Council on Environmental Quality's (CEQ) 2010 Draft Guidance on Greenhouse Gases and Climate Change. Please note that, on December 18, 2014, CEQ released Revised Draft Guidance on Greenhouse Gases and Climate Change for public comment. The revised guidance provides a reference point of 25,000 metric tons of C02-e emissions on an annual basis "below which a GHG emissions quantitative analysis is not warranted unless quantification below that reference point is easily accomplished." It also directs agencies to keep in mind that the reference point is for purposes of disclosure and not a substitute for an agency's determination of significance under NEPA. The Draft EIS appears to use the 25,000 mty C02-e as a threshold of impact significance in the analyses of operations emissions for each of the action alternatives (e.g., on p. 306). We also note that, while the Draft EIS estimates the operational C02-e emissions under each alternative, there is no discussion of greenhouse gas emissions from

construction activities under the action alternatives.

Recommendations: We recommend that the Final EIS include an updated discussion of CEQ's climate change guidance. We also recommend that the Final EIS estimate the potential greenhouse gas emissions from construction activities under the action alternatives. If quantification is not easily accomplished, a qualitative discussion of these emissions is recommended.

Concern ID: 54564
Concern Statement: [Specific corrections should be made to the air quality calculations to correct the National Ambient Air Quality Standard for PM2.5.](#)
Representative Quote(s): **Corr. ID:** 276 **Organization:** Environmental Protection Agency
Comment ID: 444397 **Organization Type:** Federal Government
Representative Quote: P. 122, Table 14: The annual National Ambient Air Quality Standard for PM2.5 (particulate matter less than or equal to 2.5 micrometers in diameter) is 12 g/m3 rather than 15 g/m3.

Corr. ID: 276 **Organization:** Environmental Protection Agency
Comment ID: 444400 **Organization Type:** Federal Government
Representative Quote: Tables 51B, 55B and 59B are missing the criteria pollutants at the tops of the columns, and appear to be missing the C02-e column.

Corr. ID: 276 **Organization:** Environmental Protection Agency
Comment ID: 444399 **Organization Type:** Federal Government
Representative Quote: Tables 52, 56 and 60: The appropriate NOx and VOC concentration unit for the purpose of addressing conformity here is "tpy" rather than "mtty." Furthermore, for purposes of demonstrating that construction and operation emissions would be below all applicable de minimis conformity thresholds, we recommend that these three tables also include the estimated PM2.5 and CO emissions in addition to NOx and VOC. As discussed in the previous comment, de minimis thresholds apply to PM2.5 and CO in the Bay Area.

Corr. ID: 276 **Organization:** Environmental Protection Agency
Comment ID: 444398 **Organization Type:** Federal Government
Representative Quote: P. 300, Table 46 contains several errors:

- The official attainment status for PM2.5 for the San Francisco Bay Area remains nonattainment until the State submits, and EPA approves, a redesignation request and maintenance plan. The applicable PM2.5 de minimis threshold, therefore, is 100 tons per year (tpy).
- The San Francisco Bay Area is also a maintenance area for carbon monoxide (CO); therefore, the applicable CO de minimis threshold is 100 tpy.
- The applicable de minimis threshold for both oxides of nitrogen (NOx) and volatile organic compounds (VOC) in the San Francisco Bay Area marginal nonattainment area is 100 tpy.

Concern ID: 58759

Concern Statement: Regarding limited ferry service at Fort Baker, the analysis should identify sensitive receptors within and in the vicinity of Horseshoe Bay, and discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area.

Representative Quote(s): **Corr. ID:** 218 **Organization:** Mayor, City of Sausalito
Comment ID: 444473 **Organization Type:** Town or City Government

Representative Quote: Air Quality is an important resource issue in the San Francisco Bay Area and is related to multiple factors, including transportation and circulation. The DEIS should have included an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions from the ferry operation at Fort Baker that appears poised to include 100,000 annual visitors. The analysis should have identified sensitive receptors within and in the vicinity of Horseshoe Bay, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area. Instead, the DEIS simply skipped Fort Baker.

RTCR100 - Resource Topic: Cultural Resources

Concern ID: 54494

Concern Statement: Avoid using shuttles to transport visitors to and from Fort Mason.

Representative Quote(s): **Corr. ID:** 33 **Organization:** South End Rowing Club
Comment ID: 443334 **Organization Type:** Recreational Groups
Representative Quote: Don't deprive them of experiencing part of SF's past by throwing them onto buses.

Concern ID: 58762

Concern Statement: Ferry service at Fort Mason would destroy a WWII historical site.

Representative Quote(s): **Corr. ID:** 86 **Organization:** Not Specified
Comment ID: 443492 **Organization Type:** Unaffiliated Individual
Representative Quote: I believe the most rational solution would be to utilize Pier 31 option, the absolutely worst option would be Fort Mason - you would destroy a vintage WWII historical site.

Concern ID: 58763

Concern Statement: The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming.

Representative Quote(s): **Corr. ID:** 273 **Organization:** Paul Hastings LLC
Comment ID: 444419 **Organization Type:** Business
Representative Quote: The DEIS describes a variety of cultural resources on the northern San Francisco waterfront. and, in general, considers how the selection of a long-term ferry embarkation point would impact those resources. For example, the DEIS identifies Aquatic Park as part of the "cultural setting", noting that it is part of the San Francisco National Maritime Park. DEIS at 198-99. The DEIS further notes that Aquatic Park is of national significance for architecture and landscape architecture, and is a "designed cultural landscape that was specifically designed for passive recreation. DEIS at 204-205. The DEIS then evaluates the potential impacts of

the Pier 3 Alternative on historic structures, archeological resources, and cultural landscapes. DEIS at 401-402. The DEIS concludes that there will be "no major impacts on cultural resources." DEIS at 402.

The DEIS fails to adequately identify cultural resources affected by the Pier 3 Alternative and, as a result, fails to properly inform the public of the impacts of the proposed alternative. The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming. For example, Roz Savage trained for her row across the Pacific on the northern San Francisco waterfront and launched her boat for her journey from SERC's dock. Additionally, many internationally-renowned open water swimmers, including Trent Grimsey (current world-record holder for swimming the English Channel), Kimberley Chambers (recently completed the "Oceans Seven", open water swimming's version of the Seven Summits), and Lynne Cox (renowned open water swimmer) are SERC club members who have trained for long distance swims on the Bay. The DEIS fails to identify these historic training waters as part of the cultural setting or landscape.

Because such cultural resources are not included in the DEIS, the DEIS fails to properly identify, evaluate, and analyze impacts on cultural resources as a result of the Pier 3 Alternative. As described above, operating long-term ferry services out of Pier 3 in Fort Mason will result in severe impacts to the ability of recreational users to swim and row safely in the Bay. Not only do those impacts restrict recreational opportunities, but the impacts also would severely restrict the use of historic training waters that continue to be of vital importance to the sports of open water swimming and rowing.

Concern ID:	54496	
Concern Statement:	Fort Mason could provide a historical connection for the visitor.	
Representative Quote(s):	Corr. ID: 153 Comment ID: 444170	Organization: University of San Francisco, MS Environmental Management Program Organization Type: University/Professional Society
	Representative Quote: It is historic in nature, being the Fort Mason pier constructed in the early 1900s, which provides additional historic value for this attraction	
	Corr. ID: 166 Comment ID: 444208	Organization: Not Specified Organization Type: Unaffiliated Individual
	Representative Quote: The City will benefit from the activity generated by the ferry business. Tourism is now not limited to the Fisherman's Wharf/Pier 39 area, but extends south to the Ferry Building. Locating the Ferry at Ft. Mason will help extend waterfront activity westward.	
	Corr. ID: 244 Comment ID: 444365	Organization: Fort Mason Center Organization Type: Unaffiliated Individual
	Representative Quote: As part of enhancing the opportunities for visitors to Alcatraz and the GGNRA, the National Park Service is also proposing an occasional	

special ferry service from Fort Mason separate from the service provided to and from the primary embarkation site as an activity that is common to all action alternatives evaluated in this DEIS.

We applaud the proposal to provide occasional special ferry service to and from Fort Mason. The history of Fort Mason is as a port of embarkation, and its location on the waterfront is incomplete without maritime service.

In addition, there are currently two private companies providing water taxi service on the Bay. We believe such a transportation service would enhance the visitation of Fort Mason Center.

RTGS100 - Resource Topic: Geology, Soils, and Seismicity

Concern ID: 54469

Concern Statement: Ferry service at Fort Mason could increase erosion and the potential for rockslides at Black Point and Gashouse Cove.

Representative Corr. ID: 102

Organization: Not Specified

Quote(s): Comment ID: 443530

Organization Type: Unaffiliated Individual

Representative Quote: The DEIR not address increased swell and erosion to Black Point and Gashouse Cove. It does not address increased erosion to base of pre-existing rockslides along the path at Black Point.

Corr. ID: 104

Organization: Not Specified

Comment ID: 443543

Organization Type: Unaffiliated Individual

Representative Quote: Swell and erosion would likely increase to Black Point and Gashouse Cove. Engineering designs and high cost solutions are likely.

Concern ID: 54570

Concern Statement: The EIS should include a discussion of potential topographic alteration, land capability and coverage, dredging, soil stability, geologic/geomorphologic hazards, and erosion resulting from Fort Baker limited ferry service, as well as adequate mitigation measures.

Representative Corr. ID: 218

Organization: Mayor, City of Sausalito

Quote(s): Comment ID: 444475

Organization Type: Town or City Government

Representative Quote: The proposed Fort Baker Ferry Service component includes landside improvements that currently include a pedestrian walkway but could ultimately include parking and transit connections to accommodate the conservative estimate of 14 ferry landings per day. The EIS should include a discussion of topographic alteration, land capability and coverage, dredging, soil stability, geologic/geomorphologic hazards and erosion potential and propose adequate mitigation measures (both temporary and permanent) for the eventual landside development components necessary to accommodate peak passenger disembarkments of as many as 1,000 passengers on peak days.

RTHS100 - Resource Topic: Public Health and Safety

Concern ID: 54492

Concern Statement: Ferry service and associated shuttle service to Fort Mason could increase garbage, unwanted debris, and necessary maintenance in the area.

Representative Corr. ID: 23

Organization: Not Specified

Quote(s): Comment ID: 442851

Organization Type: Unaffiliated Individual

Representative Quote: Any large tourist vessel with increase the litter, oil spills, noise, etc.

Corr. ID: 29
Comment ID: 443318
Representative Quote: Increase trash from Ft Mason into the park and residential neighborhoods.

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Corr. ID: 32 **Organization:** *Not Specified*
Comment ID: 443327 **Organization Type:** Unaffiliated Individual
Representative Quote: There is already a serious problem with garbage being left behind on the week-ends from persons who do not obey the rules for permits in the area.

Corr. ID: 68
Comment ID: 443449
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.

Corr. ID: 100
Comment ID: 443525
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: It will make it extremely congested and Bay Area locals will no longer have a place they feel comfortable with open water swimming when the tourists, traffic congestion, and worst of all, more garbage gets in the way.

Corr. ID: 102 **Organization:** *Not Specified*
Comment ID: 443535 **Organization Type:** Unaffiliated Individual
Representative Quote: Additional resources that will be needed by San Francisco Recreation and Parks to accommodate increase in users is not addressed.

Corr. ID: 104
Comment ID: 443549
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The additional traffic, swell, visitors, bathrooms, Marina Green usage, will affect the supports and costs needed, as well as the experience of visitors. This needs to be considered carefully.

Corr. ID: 155 **Organization:** *Not Specified*
Comment ID: 444174 **Organization Type:** Unaffiliated Individual
Representative Quote: More foot traffic and litter would make it largely unusable

Corr. ID: 155 **Organization:** *Not Specified*
Comment ID: 444172 **Organization Type:** Unaffiliated Individual
Representative Quote: Also, increased tourist traffic would bring in more litter and refuse to our beautiful Fort Mason park, which is already strained because of locals.

Corr. ID: 240
Comment ID: 444351

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Representative Quote: Certainly there would be more trash, much of which would end up in the water, at least as bad, there would be pollution from the fuel and fumes, and the stirring up of old toxic wastes that are settled in the sediment at Fort Mason.

Corr. ID: 250 **Organization:** *Not Specified*
Comment ID: 444462 **Organization Type:** Unaffiliated Individual
Representative Quote: The move to Pier 3 will create more noise, pollution, congestion, decrease the value of our property.

Concern ID: 54493
Concern Statement: Ferry service and associated shuttle service to Fort Mason could increase crime and the need for emergency response in the area.

Representative Quote(s): **Corr. ID:** 5 **Organization:** *Not Specified*
Comment ID: 441818 **Organization Type:** Unaffiliated Individual
Representative Quote: We have seen a rise in crime in this area and this move would just make matters worse.

Corr. ID: 49 **Organization:** *Not Specified*
Comment ID: 443401 **Organization Type:** Unaffiliated Individual

Representative Quote: Pages 78 and xix of the EIS state that the Lower Fort Mason proposal will result in, "no impacts on recreational boating or swimming." Unfortunately, this is not the case. The area between Fisherman's Wharf plays a critical role in providing Bay access to a vast number of recreational boaters and swimmers and the recreational usage continues to grow each year. The Dolphin Club currently supports an active member base of roughly 1,400 taxpayers and adds roughly 15 - 30 new members each month who use the Bay to recreate. The South End Rowing Club supports a highly active base of 1,000 recreational Bay users. Jointly, these clubs enable roughly 50 organized recreational outings on the Bay each year - this figure does not account for the private outings that are self-initiated by club members and out of town visitors. It is estimated that roughly 5,000 swimmers come to San Francisco each year to swim from Alcatraz Island to San Francisco where they currently enjoy the safety and security of recreating west of the ferry service traffic lanes. The integration of Ferry traffic into a widely used recreational area exposes the NPS to a significant risk through heightened potential of injury and death to recreational boaters, swimmers and the City Police and Coast Guard members that would be required to intervene in rescue and recovery operations. The numbers cited above are estimates but if measured accurately, would be much higher, given the fact that large organizations such as the Leukemia Society's Team In Training program, The San Francisco Triathlon Club, The Golden Gate Triathlon Club and Water World Swim actively use the waters between Lower Fort Mason and Fisherman's Wharf to recreate.

Corr. ID: 92 **Organization:** *Not Specified*
Comment ID: 443502 **Organization Type:** Unaffiliated Individual

Representative Quote: Recreational kayakers, paddlers, and SUPers (stand up paddle boarders) also enjoy the calm waters of Aquatic Park. We leave our

belongings on the bleachers while we enjoy the bay. Turning Aquatic Park into a cable car route threatens the safety of our belongings while we venture into a safe and sheltered area of the bay to enjoy recreational sports.

Concern ID: 58069

Concern Statement: [The Pier 41 Alternative would have an adverse impact on its existing use as an emergency ferry landing.](#)

Corr. ID: 277

Organization: Port of San Francisco

Comment ID: 444390

Organization Type: Town or City Government

Representative Quote: In addition to ferry excursions, Blue & Gold has an agreement with the Water Emergency Transportation Agency (WETA) to operate commuter service with approximately 60 daily arrivals and departures. The Pier 41 site serves as an emergency ferry landing containing a 10,000 gallon fuel tank which is invaluable in the case of a disaster. NPS selection of the Pier 41 Alternative would displace this important Port maritime tenant and have an adverse impact on WETA's operations.

RTHM100 - Resource Topic: Hazardous Materials

Concern ID: 58028

Concern Statement: [Risk, safety, and emergency response related to hazardous materials and ferry operations at Fort Baker should be further analyzed.](#)

Representative **Corr. ID:** 218

Organization: Mayor, City of Sausalito

Quote(s): **Comment ID:** 444481

Organization Type: Town or City Government

Representative Quote: The proposed project would involve the transportation of hazardous materials (e.g., fuel, paint) to the project site during construction and operation. The potential for these materials to be released into the environment at Horseshoe Bay should have been evaluated in the DEIS. The potential for site contamination should have been documented in the DEIS, and areas of potential soil or water contamination in the bay should have been described. In addition, the DEIS should have analyzed the potential effects on emergency response plans and fire hazard risks. The DEIS should have included a discussion of safety of passengers, crew, and other users of Horseshoe Bay resulting from the operation of a ferry service at Fort Baker along with proposed mitigation measures.

RTL100 - Resource Topic: Land Use

Concern ID: 54473

Concern Statement: [Ferry service and associated shuttle service to Fort Mason could alter the existing character and/or use of Fort Mason and Aquatic Park.](#)

Representative **Corr. ID:** 2

Organization: Not Specified

Quote(s): **Comment ID:** 441809

Organization Type: Unaffiliated Individual

Representative Quote: To turn Fort Mason Center, a non-profit center for the arts, into an tourist Embarkation Center would overwhelm the quieter nature of the Center and disrupt established and preferred activities that the small Center serves and would be contrary to its mission.

- Corr. ID:** 6 **Organization:** *Not Specified*
Comment ID: 441820 **Organization Type:** Unaffiliated Individual
Representative Quote: Establishment of a long-term ferry at Fort Mason would change the character and the traffic of an area that should be preserved as a Monument.
- Corr. ID:** 11 **Organization:** Major Productions
Comment ID: 442098 **Organization Type:** Unaffiliated Individual
Representative Quote: I suppose the master plan of Fort Mason includes building a hotel on Pier 1, but, with the potential changes abound; all of these efforts together really destroys the mission of Fort Mason supporting arts and culture.
- Corr. ID:** 13 **Organization:** *Not Specified*
Comment ID: 442101 **Organization Type:** Unaffiliated Individual
Representative Quote: Already best parts of San Francisco water front are hosting exclusively touristic attractions. Expanding touristic area even more (in this case Fort Mason it self) and taking this space from the hard working tax paying San Franciscans it's not fair.
- Corr. ID:** 15 **Organization:** *Not Specified*
Comment ID: 442106 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic Park and its environs were built in the 30's as a WPA project FOR THE HEALTH of the CITY (not tourists). Historically AP and environs have been used by swimmers, rowers and now kayakers, paddleboarders, and outrigger users. To put a ferry in that space with the MILLIONS of people coming and going would forever alter the use of that space, TAKING AWAY its original intent for usage.
- Corr. ID:** 15 **Organization:** *Not Specified*
Comment ID: 442107 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic Park and its environs were built in the 30's as a WPA project FOR THE HEALTH of the CITY (not tourists). Historically AP and environs have been used by swimmers, rowers and now kayakers, paddleboarders, and outrigger users. To put a ferry in that space with the MILLIONS of people coming and going would forever alter the use of that space, TAKING AWAY its original intent for usage.
- Corr. ID:** 19 **Organization:** The Dolphin Club
Comment ID: 442839 **Organization Type:** Unaffiliated Individual
Representative Quote: There must be some space that remains to people that live in San Francisco, and pay property taxes for recreation. The whole waterfront cannot be taken over by tourists.
- Corr. ID:** 28 **Organization:** South End Rowing Club
Comment ID: 443311 **Organization Type:** Unaffiliated Individual
Representative Quote: The impact on the neighborhood and other tenants at Fort Mason seems it would be overwhelming.
- Corr. ID:** 33 **Organization:** South End Rowing Club
Comment ID: 443337 **Organization Type:** Recreational Groups

Representative Quote: Extending the rails from Fisherman's Wharf to Fort Mason will completely disrupt the waterfront along Aquatic Park. Every day there are families and tourists alike that come to Aquatic Park to enjoy the beach and beautiful view of our Bay. Allowing the railcars to blast right through it is effectively extending the hussel and bussel of the Embarcadero right through the Aquatic Park area.

Corr. ID: 34

Organization: *Not Specified*

Comment ID: 443344

Organization Type: Unaffiliated Individual

Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 34

Organization: *Not Specified*

Comment ID: 443343

Organization Type: Unaffiliated Individual

Representative Quote: Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 37

Organization: South End Rowing Club

Comment ID: 443353

Organization Type: Unaffiliated Individual

Representative Quote: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 37

Organization: South End Rowing Club

Comment ID: 443354

Organization Type: Unaffiliated Individual

Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 37

Organization: South End Rowing Club

Comment ID: 443356

Organization Type: Unaffiliated Individual

Representative Quote: Negative impact on the peace of the Marina and fort Mason.

Corr. ID: 39

Organization: South End Rowing Club

Comment ID: 443361

Organization Type: Recreational Groups

Representative Quote: Unnecessary "creep" of tourist based business located in Fishermans wharf area north/west toward parkland at Ft Mason and quiet residential areas at the Marina

Corr. ID: 47

Organization: *Not Specified*

Comment ID: 443391

Organization Type: Unaffiliated Individual

Representative Quote: SFGP: "Improvement of the city as a place for living, by aiding in making it more healthful, safe, pleasant, and satisfying, with housing

representing good standards for all residents and by providing adequate open spaces and appropriate community facilities"

-OPEN WATER IS AN OPEN SPACE. Notably, the only Dolphin to ever die on a swim was hit by a boat, and the users of the aquatic park and surrounding areas understand boats to be their greatest danger. Therefore the proposed plan renders a public and historically and culturally important open space to be of increased danger to use.

Corr. ID: 47

Organization: *Not Specified*

Comment ID: 443392

Organization Type: Unaffiliated Individual

Representative Quote: SFGP: "Coordination of the varied pattern of land use with public and semi-public service facilities required for efficient functioning of the city, and for the convenience and well-being of its residents, workers, and visitors"

-This recreation area has a huge impact on the well-being, health, enjoyment, and satisfaction of its users, both frequent users and visitors to the city. Increased boating traffic will hamper use of the aquatic park and surrounding areas for recreational swimmers and boaters, and will thereby have a negative influence on the health and well-being of users.

Corr. ID: 49

Organization: *Not Specified*

Comment ID: 443405

Organization Type: Unaffiliated Individual

Representative Quote: Policy 2.4 on page 25 of the City's General Plan refers to the City's strong commitment to passive and water-oriented recreation, views and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's valued recreational access locations. To undermine that value through development of a ferry embarkation location seems to be in conflict with the City's long-term goals.

Corr. ID: 50

Organization: North Beach Resident

Comment ID: 443410

Organization Type: Unaffiliated Individual

Representative Quote: Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 50

Organization: North Beach Resident

Comment ID: 443411

Organization Type: Unaffiliated Individual

Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 52

Organization: South End Rowing Club

Comment ID: 443419

Organization Type: Unaffiliated Individual

Representative Quote: Negative impact on Aquatic Park: This area is heavily used by cyclists,

runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 52 **Organization:** South End Rowing Club
Comment ID: 443420 **Organization Type:** Unaffiliated Individual
Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 54 **Organization:** *Not Specified*
Comment ID: 443423 **Organization Type:** Unaffiliated Individual
Representative Quote: I believe this move would negatively impact the historic nature/ambience of Fort Mason.

Corr. ID: 61 **Organization:** *Not Specified*
Comment ID: 443439 **Organization Type:** Unaffiliated Individual
Representative Quote: With the latest BOOM in the city and overcrowding, one thing that has been a wonderful constant in SF is the use of outdoor space for recreational activities. We are a health conscious city and our RESIDENTS deserve to have a place that we can enjoy for exercise as well as a space to play with our families. I swim at Aquatic Park on a weekly basis, please do not take that away from me and all the others that use the space.

Corr. ID: 67 **Organization:** *Not Specified*
Comment ID: 443448 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic Park has been a place of solace for many offering a safe enclosed area in which to swim and get away from it all while keeping the body whole. It is a grounding point in the midst of the city.

Corr. ID: 69 **Organization:** Water world swim and walnut creek master swimmers
Comment ID: 443455 **Organization Type:** Recreational Groups
Representative Quote: As a regular bay swimmer, I appreciate the use of aquatic park for recreational purposes and I encourage the NPS to keep it that way.

Corr. ID: 74 **Organization:** Self/ waterworld/ swim art
Comment ID: 443464 **Organization Type:** Unaffiliated Individual
Representative Quote: SF is known for open land spaces and I think this open water space should be protected as well

Corr. ID: 75 **Organization:** *Not Specified*
Comment ID: 443466 **Organization Type:** Unaffiliated Individual
Representative Quote: The new ferry plan would be a disaster traffic-wise, but more importantly the character of historic Aquatic Park would be forever changed.

Corr. ID: 80 **Organization:** *Not Specified*

Comment ID: 443474 **Organization Type:** Unaffiliated Individual
Representative Quote: Please keep Aquatic Park area designated for swimmers! Enough of our area is overrun by machinery. Allow us to have this place to connect with nature!

Corr. ID: 85 **Organization:** *Not Specified*
Comment ID: 443490 **Organization Type:** Unaffiliated Individual
Representative Quote: Please don't consider any plan that increases the difficulty for people to enjoy the waterfront.

Corr. ID: 89 **Organization:** *Not Specified*
Comment ID: 443495 **Organization Type:** Unaffiliated Individual
Representative Quote: Please keep Aquatic Park the way it is; accessible for swimming and other water sports.

Corr. ID: 90 **Organization:** *Not Specified*
Comment ID: 443498 **Organization Type:** Recreational Groups
Representative Quote: Let the Ft. Mason area thrive as a nature area, and the piers as homes for the many cultural activities and panoramic inspirations that now take place.

Corr. ID: 92 **Organization:** *Not Specified*
Comment ID: 443504 **Organization Type:** Unaffiliated Individual
Representative Quote: Families host gatherings at both Fort Mason and Aquatic Park, enjoying the peace and open space offered at both parks. Turning these into tourist-focused spaces will further eliminate "greenspace" in the city that is accessible to our youth.

Corr. ID: 95 **Organization:** *Not Specified*
Comment ID: 443510 **Organization Type:** Unaffiliated Individual
Representative Quote: Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 95 **Organization:** *Not Specified*
Comment ID: 443511 **Organization Type:** Unaffiliated Individual
Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 97 **Organization:** *Not Specified*
Comment ID: 443517 **Organization Type:** Unaffiliated Individual

Representative Quote: Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 97

Organization: *Not Specified*

Comment ID: 443518

Organization Type: Unaffiliated Individual

Representative Quote: Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443529

Organization Type: Unaffiliated Individual

Representative Quote: In addition, expanding tourist accommodation will destroy the character of the National Park that begins in Ft. Mason.

Corr. ID: 114

Organization: *Not Specified*

Comment ID: 443570

Organization Type: Unaffiliated Individual

Representative Quote: Aquatic park has become a recreation mecca in the last few years with swimmers, triathletes, runners and cyclists enjoying the beautiful area - ferry traffic would eliminate this function.

Corr. ID: 115

Organization: *Not Specified*

Comment ID: 443571

Organization Type: Unaffiliated Individual

Representative Quote: Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.

Corr. ID: 115

Organization: *Not Specified*

Comment ID: 443572

Organization Type: Unaffiliated Individual

Representative Quote: The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.

Corr. ID: 116

Organization: South End Rowing Club

Comment ID: 443579

Organization Type: Unaffiliated Individual

Representative Quote: The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this

location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.

Corr. ID: 116	Organization: South End Rowing Club
Comment ID: 443580	Organization Type: Unaffiliated Individual
Representative Quote: Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.	

Corr. ID: 118 **Organization:** *Not Specified*
Comment ID: 443583 **Organization Type:** Unaffiliated Individual
Representative Quote: Moving Alcatraz embarkation would also increase the need for other tourist infrastructure, also changing the character of the general area.

Corr. ID: 118	Organization: <i>Not Specified</i>
Comment ID: 443584	Organization Type: Unaffiliated Individual
Representative Quote: I believe that moving Alcatraz embarkation to Fort Mason would vastly change the character of the current waterfront as it exists now. Currently the area from Aquatic Park and west is a beautiful and relatively quiet area of the waterfront where enjoyment of other water activities, such as rowing, sailing, swimming and fishing can take place. The addition of larger boats would make all of these activities far less possible and less safe.	

Corr. ID: 119	Organization: <i>Not Specified</i>
Comment ID: 443587	Organization Type: Unaffiliated Individual
Representative Quote: The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.	

Corr. ID: 119	Organization: <i>Not Specified</i>
Comment ID: 443586	Organization Type: Unaffiliated Individual
Representative Quote: Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.	

Corr. ID: 130
Comment ID: 444041
Representative Quote: It would also commercialize one the better open areas of San Francisco causing a sprawl of the traffic and crowds currently concentrated at the wharf.

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Corr. ID: 133
Comment ID: 444084
Organization: Frog Mom
Organization Type: Unaffiliated Individual
Representative Quote: To relocate the ferry terminal to Fort Mason would severely impact recreational swimming at Aquatic Park but it would also impact the San Francisco Children's Outdoor Bill of Rights (<http://www.sfparksalliance.org/news/4046/childrens-outdoor-bill-rights-endorsed-rec-park-commission>). This bill provides essential rights for children who grow up in the bay area and one of those is "splash in an ocean or a bay." Given its central location and public transit access, Aquatic Park is a popular venue for kids who want to dip their toes in the Bay. It is also the training ground for the San Francisco Sea Scouts (<http://corsair-viking.org/map/>), a great way for children to learn to love and explore our blue planet.

Corr. ID: 151
Comment ID: 444166
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's most valued recreational access locations.

Corr. ID: 151
Comment ID: 444156
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

Corr. ID: 170
Comment ID: 444221
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: This is a special area of the City front which is used by rowers and swimmers. It now enjoys a slower pace as compared to the rest of the City front which has the ferry and cruise ship traffic. It will change the area from a more natural, slow paced setting to one of traffic, more wake, congestion and noise.

Corr. ID: 171
Comment ID: 444222
Organization: Law & Mediation Office of Sandra J. Bushmaker
Organization Type: Unaffiliated Individual
Representative Quote: A massive ferry project inviting throngs of visitors is bad for the successful pastoral site Fort Baker has become

Corr. ID: 214
Comment ID: 444324
Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Representative Quote: The waterfront area around Aquatic Park and Fort Mason has been set aside by the United States Coast Guard for recreation (and is the only such area in the San Francisco Bay). As a member of the South End Rowing Club, I am currently able to swim in the San Francisco Bay, and my enjoyment of this unique natural resource is not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, swimming west toward Crissy Field, or making other long-distance swims to and/or from Alcatraz, or to/from other points along waterfront. Waterfront swimming is also enjoyed by members of the Dolphin Club, various triathlon clubs (such as the Golden Gate Triathlon Club, for which I was a former swim director), and other Bay Area residents who otherwise only have access to pool swimming. In addition, the San Francisco Bay is internationally renown as a training ground for marathon swimmers from around the world.

Corr. ID: 225

Organization: *Not Specified*

Comment ID: 444333

Organization Type: Unaffiliated Individual

Representative Quote: Relocating the traffic, bustle, and congestion associated with the ferry to the more tranquil area of Fort Mason and the surrounding residential neighborhoods would detract tremendously from the distinct character and appeal of those places.

Corr. ID: 235

Organization: Dolphin Club

Comment ID: 444339

Organization Type: Unaffiliated Individual

Representative Quote: This will adversely impact all recreational use in the waters from Aquatic Park, and negatively impact water quality.

Corr. ID: 243

Organization: *Not Specified*

Comment ID: 444362

Organization Type: Unaffiliated Individual

Representative Quote: it would adversely impact the fort mason pier area as a cultural and educational center available to all san francisco citizens,...

Corr. ID: 243

Organization: *Not Specified*

Comment ID: 444359

Organization Type: Unaffiliated Individual

Representative Quote: most significantly, it would extend the commercialization of san francisco's northern shoreline.

Corr. ID: 244

Organization: Fort Mason Center

Comment ID: 444366

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS projects 7,790 visitors per day (2,843,000 per year) visitors per year to the Pier 3 Alcatraz embarkation site. While the entire Fort Mason Center currently attracts 1,200,000 visitors per year and Pier 3, 300,000 visitors per year to its permanent tenant spaces and the special uses (that characterize Pier 3), we believe that those visitors would be not only vastly more but quite different in character and intensity than the typical visitor to Alcatraz.

Pier 3 is used for such events as:

" Art, antique and design shows which attract exhibitors from nationwide destinations, patrons who are generally from West coast locations, with a preponderance from San Francisco and the Bay Area. These events typically have an evening social gathering, and several days of day-time exhibits and lectures, and

several days of load-in and load-out time. Patrons are overwhelmingly arrive by private auto or taxi-type service.

" Company events, such as the recent Salesforce and Apple private conferences for employees. Patrons tend to arrive by charter bus as well as private auto, and arrive and depart at the same time.

" Wine tastings and other commercial events, in the evening, where patrons arrive by private auto or taxi-type service, and arrive and depart over a short period of time.

Without attributing any value as to which is a better use pattern for Fort Mason, gateway communities to National Parks are typically characterized by:

" Large number of families, arriving by private automobile. (San Francisco is of course somewhat different in terms of use of group transit, with Alcatraz visitors coming by local transit. However, the fact remains that there is a high percentage of family visitors).

" Demand for extensive tourist-serving commercial, including food service venues at many price points, tourist-serving souvenir shops of a variety of qualities, nearby hotels and motels, and so on. Issues experienced by both the National Park Service and by gateway communities are well known and documented. Since only a portion of Pier 3 would be needed by the Park Service for the embarkation and educational and interpretive retail activities, some of the more education, food service, and commercial activities will undoubtedly occupy the remainder of Pier 3. And since the Park Service owns and ultimately controls all of Fort Mason, they can control surrounding land uses, despite what will undoubtedly be enormous economic pressure to lease to additional tourist-serving uses.

As Fort Mason Centers lease prohibits such commercial uses in lower Fort Mason, the lease and likely the mission of the Fort Mason Center would need to be re-evaluated to make way for these tourist serving uses. Any such evaluation should consider not only the placement of new services to serve Alcatraz tourists, but also the displacement of the existing arts and cultural users of Fort Mason Center.

To the extent that this market demand is not satisfied on National Park Service property there will be tremendous demand to satisfy this demand in the adjoining city neighborhoods. Areas such as the Safeway, Laguna Street, Van Ness Avenue, Chestnut Street, and Lombard Street, among others, can be expected to come under intense economic and political pressure for development of additional tourist-serving uses. While this is under the purview of the San Francisco Planning Department and Planning Commission, and ultimately Board of Supervisors, and not the NPS, it will be a subject of considerable public discussion and a lengthy period of planning. There can be expected to be intense political pressure to disallow these land use changes. Issues such as these may be expected to take a number of years to resolve and could affect the timing and resolution of the EIS should Pier 3 be selected.

We would suggest that minor impacts to land use be reworded to Major impacts on Fort Mason proper and Possible major impacts on surrounding commercial streets and areas.

Corr. ID: 248

Organization: South End Rowing Club

Comment ID: 444467 **Organization Type:** Recreational Groups
Representative Quote: Fort Mason is between 2 parks where families come to relax and enjoy the bay views. Adding an Alcatraz freeway kills the view and laid back feel of the area.

Corr. ID: 250 **Organization:** *Not Specified*
Comment ID: 444460 **Organization Type:** Unaffiliated Individual
Representative Quote: We don't believe we need to increase commercialism in this quaint park setting.

Corr. ID: 255 **Organization:** South End Rowing Club
Comment ID: 444454 **Organization Type:** Unaffiliated Individual
Representative Quote: Our swimmers and rowers go to Fort Mason and beyond every day. The Alcatraz ferry terminal would make rowing and swimming very difficult, not to mention turn the area into a Fisherman's Wharf extension.

Corr. ID: 260 **Organization:** South End Rowing Club
Comment ID: 444445 **Organization Type:** Recreational Groups
Representative Quote: The Pier 3 Fort Mason area is currently in an area that supports outdoor sports activities for the public, sports groups, schools, sea scouts and at least two historic clubs, the South End Rowing Club 1873 and the Dolphin Club 1878. The Aquatic Park area and its surroundings are used for boating, swimming, biking, running etc. by public. Encroachment of this open air park setting by commercial interests is anti-environment and not in the best interests if providing public space in which to enjoy the estuary.

Corr. ID: 266 **Organization:** Dolphin Club
Comment ID: 444433 **Organization Type:** Recreational Groups
Representative Quote: the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fishennan's wharf is consistently cited as one of the city's most valued recreational access locations.

Corr. ID: 274 **Organization:** Assembly California Legislature
Comment ID: 444409 **Organization Type:** State Government
Representative Quote: Moreover, this tourist traffic would alter the character of the neighborhood and negatively impact the quality of life of its residents.

Concern ID: 58773
Concern Statement: [Should ferry service occur at Fort Mason, the Fort Mason Lease should be modified to better reflect the property as a tourist destination.](#)
Representative Quote(s): **Corr. ID:** 244 **Organization:** Fort Mason Center
Comment ID: 444375 **Organization Type:** Unaffiliated Individual
Representative Quote: FORT MASON CENTER LONG-TERM LEASE, p. 20

The objectives (of the lease) are to create and preserve a cultural, educational, and

recreation center, which reflects the unique history, talents, and interests of the people of the Bay Area in partnership with the Park. This lease is relevant to the Project because Pier 3 is currently used as an event space by the Fort Mason Center.

While the words cultural, educational, and recreation center might be used to describe a heavily used tourist site such as any Alcatraz embarkation site, the way that the National Park Service and the Fort Mason Center have interpreted cultural, educational, and recreation center up to now is quite different in character from such sites as Pier 31 or Pier 41. This is not to say that Lower Fort Mason, or Pier 3 and its surrounding areas, could not be used as a tourist site, but that the National Park Service and the Fort Mason Center would need to jointly reexamine how Fort Mason Center is used, the kinds of institutions and activities it houses, the types of patrons it serves, and the ways in which it creates and preserves the center. We suggest changing the This lease is relevant sentence to something like the following:

This lease is relevant to the Project because Fort Mason Center is operated as an arts and culture center. Pier 3 itself is currently used as an event space. Introduction of 2,843,000 tourists a year, passing through Fort Mason twice, might suggest a different mix of uses in the entirety of Lower Fort Mason. In addition, today leasing of Pier 3 for events brings in \$1,500,000 per year which subsidizes low rentals for a number of other arts and cultural tenants at the Center.

Concern ID:

54474

Concern

Ferry service and associated shuttle service to Fort Mason could alter the existing character and/or use of nearby residential areas.

Statement:

Representative

Corr. ID: 5

Organization: *Not Specified*

Quote(s):

Comment ID: 441819

Organization Type: Unaffiliated Individual

Representative Quote: This is a residential area and it should stay that way.

Corr. ID: 15

Organization: *Not Specified*

Comment ID: 442109

Organization Type: Unaffiliated Individual

Representative Quote: The impact of this move on the local community can not be over stated. it would negatively impact the peaceful enjoyment of the locals along the Marina

Corr. ID: 30

Organization: *Not Specified*

Comment ID: 443323

Organization Type: Unaffiliated Individual

Representative Quote: New parking structures and new public transportation would need to be introduced causing a further transformation of an established neighborhood into a tourist zone.

Corr. ID: 30

Organization: *Not Specified*

Comment ID: 443322

Organization Type: Unaffiliated Individual

Representative Quote: An established residential neighborhood would be transformed into another tourist attraction which would be more suitably be placed in the Embarcadero/Pier 39/Fisherman's Wharf area of the city where tourists can more easily access the ferry.

Corr. ID: 31

Organization: *Not Specified*

Comment ID: 443326 **Organization Type:** Unaffiliated Individual
Representative Quote: I don't believe that the neighborhood around Fort Mason can effectively handle the expected 1.5m visitors per/year. Traffic at the entrance of fort mason is already congested, and moving this many tourists, who are already at the commercial waterfront would dramatically impact the Marina neighborhood.

Corr. ID: 38 **Organization:** *Not Specified*
Comment ID: 443358 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Mason is a residential neighborhood; Pier 39 is already congested; so leave the Ferry alone.

Corr. ID: 42 **Organization:** *Not Specified*
Comment ID: 443375 **Organization Type:** Unaffiliated Individual
Representative Quote: The delicate balance between locals and tourists and their ability to coexist year-round is something to be strongly protected. This city has been fundamentally lauded and recognized for its unique neighborhoods, their distinct borders and the ability to leave one and enter another easily and quickly while keeping their differences from encroaching on the other. A proposal to move the Alcatraz dock to Fort Mason would severely compromise the existing virtual boundary that allows Marina residents and its visitors to feel protected from the foot and vehicle traffic and general pollution which results from a concentrated tourist presence near attractions such as Alcatraz.

Corr. ID: 42 **Organization:** *Not Specified*
Comment ID: 443376 **Organization Type:** Unaffiliated Individual
Representative Quote: While the idea of keeping residential and tourism area separate in all parts of the City is unrealistic and sometimes impossible, a conscious effort to move the logistics of an attraction such as Alcatraz to now infiltrate a residential neighborhood seems inconsiderate to the residents that call this city home.

Corr. ID: 63 **Organization:** *Not Specified*
Comment ID: 443441 **Organization Type:** Unaffiliated Individual
Representative Quote: Don't turn SF into a mall, please keep families here.

Corr. ID: 105 **Organization:** *Not Specified*
Comment ID: 443550 **Organization Type:** Unaffiliated Individual
Representative Quote: By moving the Alcatraz attraction, you are talking about moving thousands of visitors daily into a "residential neighborhood which shares retailers, schools, parks, libraries, post offices, banks, medical care units, farmers markets and an aging community in the marina -
Its one think for our visitors to explore the city on their own. Its another thing to move a whole group of people to another location forcing them into a residential area.

Corr. ID: 125 **Organization:** *Not Specified*
Comment ID: 443599 **Organization Type:** Unaffiliated Individual
Representative Quote: The neighborhood we share is very residential. It is not equipped to handle the millions of visitors Alcatraz attracts each year. Further, the

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Marina is a beautiful, park-like neighborhood, adjoining Crissy Field, the Presidio and Fort Mason. Residents and visitors alike are often here due to the serene beauty of the place. The additional street traffic and the additional services required to support the huge amount of tourism that Alcatraz commands will ruin this.

Corr. ID: 142 **Organization:** *Not Specified*
Comment ID: 444100 **Organization Type:** Unaffiliated Individual
Representative Quote: We chose to live where we do because of the neighborhood feel and peaceful waterfront.

Corr. ID: 144 **Organization:** San Francisco Marina Harbor Association
Comment ID: 444111 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Mason serves the local community as a social gathering, farmers market ; arts venue - the addition of the crowds; vendors drawn by the Alcatraz ferry would completely change the complexion of the space, something the city residents do not agree, and the neighborhoods infrastructure could not withstand.

Corr. ID: 144 **Organization:** San Francisco Marina Harbor Association
Comment ID: 444110 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Mason is in a 'neighborhood' not an industrial or high traffic transit tourist district, not suitable for the numbers of people and vehicle traffic attracted to Alcatraz.

Corr. ID: 144 **Organization:** San Francisco Marina Harbor Association
Comment ID: 444112 **Organization Type:** Unaffiliated Individual
Representative Quote: Commercial Marine use on the bay side would encroach on recreational use. Moving commercial marine traffic to the Ft. Mason waterfront would displace longtime recreational users of the area. Recreational boaters, kayakers, kiteboarder, collegiate sailors, meaning people who have planned their whole avocational lives around this stretch of waterfront, would be affected.

Corr. ID: 195 **Organization:** *Not Specified*
Comment ID: 444310 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic Park is a rare gem and so unique to San Francisco! Running the tram through it will disrupt the park activity and endanger those of us who enjoy it on a regular basis as well as the numerous visitors to the city. It will also change the complexion of the neighborhood that will not result in a better standard of living in this already very expensive city.

Concern ID: 54571
Concern Statement: Ferry service at Fort Baker would eliminate the current fishing use and change the nature of the site to a congested tourist destination.
Representative Quote(s): **Corr. ID:** 76 **Organization:** *Not Specified*
Comment ID: 443469 **Organization Type:** Unaffiliated Individual
Representative Quote: By moving them to Fort Baker, it brings congestion and ferry traffic west to an otherwise peaceful parts of the Bay.

Corr. ID: 172
Comment ID: 444491

Organization: Law & Mediation Office of
Sandra J. Bushmaker
Organization Type: Unaffiliated Individual

Representative Quote: I am a former mayor of Sausalito. During my stewardship on the Sausalito City Council, I was involved in the plan development of Fort Baker. After extensive negotiation, litigation and more negotiations with the NPS, we settled on a low impact project that presently exists. A massive ferry project inviting throngs of visitors is bad for the successful pastoral site Fort Baker has become.

Corr. ID: 173
Comment ID: 444224

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Representative Quote: The City is gravely concerned that the Fort Baker-San Francisco leg of the Project foreshadows a significant increase in the intensity of use at Fort Baker. Once having constructed a ferry landing at Fort Baker at considerable cost, it is simply inevitable that pressure will mount for NPS to expand the service from what is now described as "occasional special events" to "regular" ferry service from Fort Baker to the San Francisco peninsula.

Indeed, the DEIS admits as much. The DEIS alludes to a staggering 100,000 annual ferry passenger visits to Fort Baker as part of a "circular route that serves multiple Park Service sites in the Bay." (Transportation and Circulation Study, p. 86.) In a seemingly innocuous statement, but in reality a glaring admission, the DEIS sets a baseline for noise at 14 ferry landings per day at Fort Baker resulting in 28 "events." (DEIS, p. 345.)

Corr. ID: 218
Comment ID: 447311

Organization: Mayor, City of Sausalito
Organization Type: Town or City
Government

Representative Quote: The Fort Baker Ferry Landing Project component would, we acknowledge, provide a new tourist amenity at Fort Baker. However, once fully implemented with up to 14 ferry landings during peak days and 100,000 new visitors annually, it will inevitably push aside the fishing use on the pier that is a notable feature of the current Fort Baker Plan. This loss should be disclosed and its impacts evaluated

RTNV100 - Resource Topic: Noise and Vibration

Concern ID: 54480

Concern Statement: [Ferry service and associated shuttle service to Fort Mason could increase noise in the area.](#)

Representative Quote(s): Corr. ID: 16 Comment ID: 442114 Organization: South End Rowing Club
Organization Type: Recreational Groups

Representative Quote: It would have a strong negative effect on the public recreation area at Aquatic Park due to noise, and water quality issues such as chemical pollution, and diesel odors.

Corr. ID: 23
Comment ID: 442849

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Representative Quote: Any large tourist vessel with increase the litter, oil spills, noise, etc.

Corr. ID: 58
Comment ID: 443432
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Moving the ferries to this area would destroy the area with the increase in people and cars and congestion and noise.

Corr. ID: 68
Comment ID: 443451
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.

Corr. ID: 84
Comment ID: 443486
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Putting a train in so close to Aquatic Park would ruin this pristine waterfront area by obstructing the view and creating congestion and noise.

Corr. ID: 141
Comment ID: 444098
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: It will greatly pollute the area with petroleum, noise and diminish the water quality.

Corr. ID: 243
Comment ID: 444361
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: it would bring thousands of people into a limited area where the accompanying traffic congestion, noise and never ending arrival of tour buses for pick up and delivery.

Corr. ID: 250
Comment ID: 444461
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The move to Pier 3 will create more noise, pollution, congestion, decrease the value of our property.

Corr. ID: 257
Comment ID: 444452
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: This move [to Pier 3] means more traffic, more pollution, more crowds, and more noise in this historic area.

RTPS100 – Public Services and Utilities

Concern ID: 58029

Concern Statement: Public services and utilities relating to ferry service at Fort Baker should be further analyzed.

Representative Quote(s): **Corr. ID:** 218
Comment ID: 444480
Organization: Mayor, City of Sausalito
Organization Type: Town or City Government

Representative Quote: The public services and utilities section of the DEIS should have evaluated the potential effects of the Fort Baker Ferry Service component on power, solid waste collection and disposal, police services, emergency response (including U.S. Coast Guard) and fire protection services, water treatment and distribution, and wastewater collection using the proper baseline of 14 ferry landings per day and 100,000 additional visitors via the ferry service.

RTRV100 - Resource Topic: Recreation

Concern ID: 54516

Concern Statement: Ferry service at Fort Mason could disrupt established water-based recreational organizations, communities, and events, as well as existing land-based communities in the surrounding area

Representative Quote(s): **Corr. ID: 6** **Organization: Not Specified**
Comment ID: 441821 **Organization Type: Unaffiliated Individual**
Representative Quote: There are already historic boats and organizations such as the Dolphin Club and the South End Rowing Club whose open water swimming and boating activities that serve the public of San Francisco would be negatively affected by the establishment of the Alcatraz ferry in the area

Corr. ID: 48 **Organization: Dolphin Club**
Comment ID: 443396 **Organization Type: Recreational Groups**
Representative Quote: Crowding a waterway with cross-current ferries belching smoke, cutting off non polluting kayaks, row boats and flotillas of human swimmers creates potential and dangerous disasters.

Corr. ID: 8 **Organization: South Send Club**
Comment ID: 441825 **Organization Type: Recreational Groups**
Representative Quote: The area is already full to capacity with aquatic related events, from early spring through late fall.

Corr. ID: 12 **Organization: Not Specified**
Comment ID: 442099 **Organization Type: Unaffiliated Individual**
Representative Quote: The proposed National Park Service program to move the anchorage for the Bay cruises ferry boats from its current location to Fort Mason would be hideously disruptive to the Aquatic Park environment, both long time residents as well as forcing a life style change for many city residents who daily use boating and aquatic areas.

Corr. ID: 13 **Organization: Not Specified**
Comment ID: 442102 **Organization Type: Unaffiliated Individual**
Representative Quote: What impact this has on the water quality for swimmers, ability to row and kayak outside the cove ?

What's the impact on the historic South End and Dolphin Rowing Club clubs ?

Corr. ID: 16 **Organization: South End Rowing Club**
Comment ID: 442116 **Organization Type: Recreational Groups**
Representative Quote: There would be frequent right-of-way conflicts. Because of the commercial traffic at Pier 41 and "fish alley" swimmers and rowers often choose

to avoid plotting a course to the East of AP. The preferred course is to the West in large part because of less traffic, and in large part because it's more scenic. Putting another source of commercial traffic so close to AP to the West would create a very small "box" in which we would be constrained.

Corr. ID: 18
Comment ID: 442836
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: In truth aquatic park is just the jumping off place for many swimmers and rowers heading to various parts of the bay and beyond. To introduce regular boat traffic into Fort Mason would be the moral equivalent of amputating a significant portion of aquatic park.

Corr. ID: 19
Comment ID: 442838
Organization: The Dolphin Club
Organization Type: Unaffiliated Individual
Representative Quote: As a swimmer and rower at the Dolphin Club I enjoy the tranquility of Aquatic Park, which would be ruined by a trolly.

Corr. ID: 20
Comment ID: 442843
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: This move will significantly impact negatively two of the oldest multi-generational institutions, the Dolphin Club and the South End rowing club.

Corr. ID: 21
Comment ID: 442844
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The Dolphin and South End Rowing Clubs are two of the few organizations in the entire Bay Area dedicated to swimming and rowing.

Many swimmers and rowers go to or past Fort Mason daily which would not be possible if the Alcatraz Ferry Terminal was relocated there.

Corr. ID: 22
Comment ID: 442845
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The boat traffic could be a nuisance, especially to rowers in our club who frequently row out to the GG bridge from the Aquatic Park but also to swimmers who make swims, depending on the tide, from Crisy Field, Yacht Harbor, Coughlin Beach, and even Gas House Cove back to the Aquatic Park on a regular basis.

Corr. ID: 29
Comment ID: 443315
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: significantly affect the residents of the Marina as well as recreational users of the nearby paths for walking and biking

Corr. ID: 30
Comment ID: 443324
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The impact on recreational activities has been massively underestimated. Swimmers training for cold water events would be severely compromised. Aquatic Park and it's surrounding area has become training ground

for swims including: English Channel, Catalina Channel, Strait of Gibraltar, North Channel, Cook's Strait and more. The ferry traffic would limit swimming opportunities out of the Aquatic Park cove and potentially introduce more pollution into the part of the bay where most swimming occurs. The additional boat traffic will have a major impact on rowers who also regularly train in this part of the bay.

Corr. ID: 39 **Organization:** South End Rowing Club
Comment ID: 443365 **Organization Type:** Recreational Groups
Representative Quote: if the GGNRA runs a train line thru Aquatic Park and moves to P 3, it will likely sign the death warrant for the SERC and Dolphin clubs.

Corr. ID: 40	Organization: <i>Not Specified</i>
Comment ID: 443366	Organization Type: Unaffiliated Individual
Representative Quote: There are numerous swim events between Alcatraz and Aquatic Park that would be directly disrupted by ferry service along this new proposed route.	

Corr. ID: 41 **Organization:** *Not Specified*
Comment ID: 443371 **Organization Type:** Unaffiliated Individual
Representative Quote: There will be significant impact on recreational use of the waters near Fort Mason and Aquatic Park if the Alcatraz Ferry moves from its current location, Pier 33 1/2.

Corr. ID: 43 **Organization:** *Not Specified*
Comment ID: 443378 **Organization Type:** Recreational Groups
Representative Quote: As a swimmer, who frequently swims in the area, the boat traffic will severely curtail my ability to enjoy that waterfront.

Corr. ID: 44
Comment ID: 443383
Representative Quote: My club, the Dolphin Club, and it's sister club the South End, have enjoyed recreational swimming in and around Aquatic Park for well over 100 years.

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Corr. ID: 44
Comment ID: 443384
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Swimmers can be found in and around Aquatic Park every hour of the day, every year, and that includes the waters around Fort Mason. Locating your ferry services next door is likely to impact us significantly.

Corr. ID: 45	Organization: <i>Not Specified</i>
Comment ID: 443387	Organization Type: Unaffiliated Individual
Representative Quote: On page xix, the "Pier 3" alternative lists "and no impacts on recreational boating or swimming". This is unrealistic, based on the site's proximity to Aquatic Park (a swimming, paddleboard, kayak, rowboat) home base.	

Corr. ID: 45
Comment ID: 443388

Organization: *Not Specified*
Organization Type: Unaffiliated Individual

Representative Quote: The ferry services are currently quite respectful and cooperative with maintaining communication and safety when overlapping with organized swims and rows both along the shoreline and cross-channel. Wherever the ferry embarkation point is decided, I hope this respectful and cooperative relationship can continue. I am concerned that the overlap of the Aquatic Park recreational area to the busy ferry embarkation point at Pier 3 would lead to more conflicts between the ferries and recreational users of the Bay. Currently there is a clear dividing line between Ferries starting from Pier 41 down to the Ferry building, and recreational small craft users and swimmers to the West of Hyde St. Pier. There would be less overall impact if the Ferry embarkation point were kept to the East of Hyde St. Pier.

Corr. ID: 46 **Organization:** South End Rowing Club
Comment ID: 443390 **Organization Type:** Unaffiliated Individual
Representative Quote: Also, installing a train to run along the edge of Aquatic park, will overrun the area, ruin the aesthetics of this beautiful area, and make swimming more difficult and less desirable.
 Right now Aquatic Park, and this section of SF Bay, is a very important place for an open water swimming community that is worldwide.

Corr. ID: 46 **Organization:** South End Rowing Club
Comment ID: 443389 **Organization Type:** Unaffiliated Individual
Representative Quote: This area of SF Bay, with it's unique and historic swimming community, will be forever altered from a world class destination for open water swimming- to being a sideshow for Alcatraz sightseeing business.
Corr. ID: 49 **Organization:** *Not Specified*
Comment ID: 443403 **Organization Type:** Unaffiliated Individual
Representative Quote: Page 24 of the EIS states that "recreation" was an impact topic selected for detailed analysis however, nowhere in the report is the detailed analysis or, the outcomes of that analysis provided. I do believe that analysis is required before considering Lower Fort Mason as a viable location for the ferry embarkation location.

Corr. ID: 50 **Organization:** North Beach Resident
Comment ID: 447293 **Organization Type:** Unaffiliated Individual
Representative Quote: Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

Corr. ID: 51 **Organization:** *Not Specified*
Comment ID: 443412 **Organization Type:** Unaffiliated Individual
Representative Quote: Swimmers and rowers regularly traverse the waterway between the St. Francis Yacht Club and Aquatic Park. Increasing traffic by adding a ferry service would pose problems for everyone using the waterfront.

Corr. ID: 56 **Organization:** *Not Specified*
Comment ID: 443427 **Organization Type:** Unaffiliated Individual

Representative Quote: It will impede the recreational activities that go on in that area.

Corr. ID: 60

Organization: *Not Specified*

Comment ID: 443435

Organization Type: Unaffiliated Individual

Representative Quote: Your EIS was incorrect in its finding that Bay swimmers are confined to Aquatic Park. In fact, we commonly swim along the shoreline between Crissy Field and Aquatic Park; as well as from Alcatraz to Aquatic Park

Corr. ID: 60

Organization: *Not Specified*

Comment ID: 443437

Organization Type: Unaffiliated Individual

Representative Quote: Moving the ferry docking location in San Francisco represents a huge blow to the established community of open-water swimmers in San Francisco.

Corr. ID: 64

Organization: *Not Specified*

Comment ID: 443442

Organization Type: Unaffiliated Individual

Representative Quote: If the ferry routes are changed, I and many other people will not be able to swim in this race, which would be incredibly disappointing. I'm asking that you please consider that re-routing the ferries to interfere with the race course would be a loss for not only swimmers, but for the city as a whole, since the swim from Alcatraz to San Francisco is something that makes this city special.

Corr. ID: 67

Organization: *Not Specified*

Comment ID: 447294

Organization Type: Unaffiliated Individual

Representative Quote: Aquatic Park has been a place of solace for many offering a safe enclosed area in which to swim and get away from it all while keeping the body whole.

Corr. ID: 71

Organization: *Not Specified*

Comment ID: 443459

Organization Type: Unaffiliated Individual

Representative Quote: This would ruin aquatic park and the recreation area for so many as well as taking business from fishermen wharf and directing it to a residential area.

Corr. ID: 72

Organization: *Not Specified*

Comment ID: 443461

Organization Type: Unaffiliated Individual

Representative Quote: If you continue with this development then what is seen as one of the few remaining big swimming challenges will be destroyed.

Corr. ID: 73

Organization: *Not Specified*

Comment ID: 443462

Organization Type: Unaffiliated Individual

Representative Quote: I believe this ferry change will mess up our swim area which is disappointing! Please keep boat/ferry traffic out of the swim "lane" to Alcatraz.

Corr. ID: 74

Organization: Self/ waterworld/ swim art

Comment ID: 443463

Organization Type: Unaffiliated Individual

Representative Quote: I swim with Pedro every year and would like to continue to swim to Alcatraz, and around that area without the danger of ferry traffic.

Corr. ID: 76 **Organization:** *Not Specified*
Comment ID: 443470 **Organization Type:** Unaffiliated Individual
Representative Quote: The area from Fisherman's Wharf (Aquatic Park) west to the Presidio is one of the most peaceful and natural parts of the city's waterfront. By moving the ferries to Fort Baker, it effectively ruins that area including Aquatic Park which is a sanctuary for kayakers, paddle boarders, and swimmers.

Corr. ID: 78 **Organization:** World Water Swim
Comment ID: 443471 **Organization Type:** Unaffiliated Individual
Representative Quote: The location at Fort Mason will increase the congestion in that area and aquatic park where I swim.

Corr. ID: 81 **Organization:** Dolphin Club
Comment ID: 443475 **Organization Type:** Recreational Groups
Representative Quote: Moving such a significant amount of tourist activity via tram service through Aquatic Park to Fort Mason will greatly restrict our access to and enjoyment of Aquatic Park for swimming and boating.

Corr. ID: 82 **Organization:** *Not Specified*
Comment ID: 443477 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic park would no longer be attractive for recreational swimming due to the huge new traffic flow from Fisherman's Wharf to Ft. Mason.

Corr. ID: 84 **Organization:** *Not Specified*
Comment ID: 443487 **Organization Type:** Unaffiliated Individual
Representative Quote: A train would also undermine two of the oldest multigenerational institutions of San Francisco, the Dolphin Club and the South End Rowing Club, by making them highly inaccessible.

Corr. ID: 85 **Organization:** *Not Specified*
Comment ID: 443489 **Organization Type:** Unaffiliated Individual
Representative Quote: I am often asked by tourist from around the world about the swimming opportunity, the swim from Alcatraz is recognized worldwide and is a serious attraction that should be protected.

Corr. ID: 90 **Organization:** *Not Specified*
Comment ID: 443496 **Organization Type:** Recreational Groups
Representative Quote: The history of this area for recreation goes back to at least 1877, with the birth of the swimming and rowing clubs that still exist. It would be an end to these amazing water events, the historic boatbuilding, the human health and well-being, and the news (great publicity for SF Bay) that is fostered if the ferry starts to overtake the beloved nature of the area. The swimmers bring world attention to our SF Bay's water health as well. We fight for it through our sister organizations, such as Baykeeper and MARE. We also note while out on and in the water a large population of sea mammals.

Corr. ID: 91 **Organization:** *Not Specified*
Comment ID: 443499 **Organization Type:** Unaffiliated Individual

Representative Quote: Since we have very few entry points to the water, such as aquatic park, the proximity to Fort Mason would mean that the congestion and traffic would further undermine our ability to use aquatic park for recreational purposes.

Corr. ID: 92

Organization: *Not Specified*

Comment ID: 443503

Organization Type: Unaffiliated Individual

Representative Quote: Runners and cyclists frequently pass through Fort Mason to Aquatic Park and run along the old tracks in front of the bleachers. Reinstating this tourist route will displace many who use this space.

Corr. ID: 92

Organization: *Not Specified*

Comment ID: 443501

Organization Type: Unaffiliated Individual

Representative Quote: Moving the ferries will disrupt the flow of local life at Fort Mason and Aquatic Park. Local clubs that will be affected include: The Dolphin Club, South End Rowing Club, Water World Swim, and Swim Art. Each of the aforementioned clubs offer swims to residents of San Francisco as well as triathletes and open-water swimmers from around the world. Aquatic Park is home to all of these clubs and their hundreds of members.

Corr. ID: 100

Organization: *Not Specified*

Comment ID: 443524

Organization Type: Unaffiliated Individual

Representative Quote: It will make it extremely congested and Bay Area locals will no longer have a place they feel comfortable with open water swimming when the tourists, traffic congestion, and worst of all, more garbage gets in the way.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443534

Organization Type: Unaffiliated Individual

Representative Quote: Impacts to Gashouse Cove tenants from swell, traffic, parking, increased visitors, use of bathrooms, impact on Marina Green, a San Francisco City park, are all not addressed in the DEIR.

Corr. ID: 104

Organization: *Not Specified*

Comment ID: 443540

Organization Type: Unaffiliated Individual

Representative Quote: Impacts to boating use are not addressed, especially recreational boater who have long used this area which is well away from shipping channels, ferries and cruise ships. When I row the bay, in this area I see many others - swimmers, sailers, paddle boarders, etc. The traffice and swells created would change all their experience and safety, for the worse.

Corr. ID: 107

Organization:

Comment ID: 443554

<http://www.itsnotaboutswimming.com/>

Organization Type: Unaffiliated Individual

Representative Quote: Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Corr. ID: 107

Organization:

Comment ID: 443553

<http://www.itsnotaboutswimming.com/>

Organization Type: Unaffiliated Individual

Representative Quote: The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the clubs ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming.

Corr. ID: 108 **Organization:** South End Rowing Club
Comment ID: 443555 **Organization Type:** Recreational Groups
Representative Quote: A Ferry Move to Fort Mason will eliminate many of the training swims that are necessary before going over to Dover.

Corr. ID: 109 **Organization:** *Not Specified*
Comment ID: 443557 **Organization Type:** Unaffiliated Individual
Representative Quote: The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the club's ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming.

Corr. ID: 109 **Organization:** *Not Specified*
Comment ID: 443558 **Organization Type:** Unaffiliated Individual
Representative Quote: Many of the best marathon swimmers in the world fly to San Francisco just to train in the bay area to get their bodies acclimated to the cool waters.

I have been training in the San Francisco Bay, with the South End Rowing Club for over 6 years and hope to do so for many years to come. I have had numerous international open water swimmers come to San Francisco to train at our fabulous club and in our welcoming waters. Your ferry service would seriously impair our training!

Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Corr. ID: 110 **Organization:** *Not Specified*
Comment ID: 443559 **Organization Type:** Unaffiliated Individual
Representative Quote: This area, this microcosm of the Bay, is a sanctuary for open water swimming and training for the international swimming community. This area is a famous and popular destination for world-class swimmers, their families and the whole swimming culture. Commercial ferry service would destroy it.

Corr. ID: 110 **Organization:** *Not Specified*
Comment ID: 443560 **Organization Type:** Unaffiliated Individual
Representative Quote: The Fort Mason and Aquatic Park area is a real and growing destination spot for the swimming world.

Corr. ID: 112 **Organization:** south end rowing club
Comment ID: 443562 **Organization Type:** Unaffiliated Individual
Representative Quote: would interfere with a subculture of open water swimmers, rowers and boater that have long existed since 1873. The history of open water swimming in this location has drawn swimmers from all over the US and world to experience the uniqueness of history that the SERC and Dolphin Club offer. There

is nothing like the training ground and swimming opportunities that exist in the launching from Aquatic Park. This has become an institution for open water swimming for those that want to train for the classic, timeless swim, the English Channel.

Corr. ID: 112	Organization: south end rowing club
Comment ID: 443563	Organization Type: Unaffiliated Individual
Representative Quote: I have traveled the world and have recognized the SF Bay area open water opportunities are so special and unique because of the configuration of usability of Aquatic Park, the clubs(SERC and Dolphin) and the accessibility for training many, many miles, just by walking from the club, to the beach to the water and going left to open ocean, across to alcatraz and marin, to the right, around SF perimeter.	

Corr. ID: 113	Organization: <i>Not Specified</i>
Comment ID: 443564	Organization Type: Unaffiliated Individual
Representative Quote: The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the clubs ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming. Being the English Channel World Record holder, I know first-hand the amount of training that is needed to prepare for a marathon swim. Many of the best marathon swimmers in the world fly to San Francisco just to swim in the bay area to get their bodies acclimatised to the cool waters.	

Corr. ID: 113 **Organization:** *Not Specified*
Comment ID: 443565 **Organization Type:** Unaffiliated Individual
Representative Quote: Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Corr. ID: 114 **Organization:** *Not Specified*
Comment ID: 443566 **Organization Type:** Unaffiliated Individual
Representative Quote: Both the Dolphin Club and South End Rowing club are located in this area and would greatly suffer from the ferry at Ft Mason. Both clubs are important historic corner stones in both the rowing and swimming world.

Corr. ID: 114 **Organization:** *Not Specified*
Comment ID: 443567 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic park is internationally recognized as training grounds for English channel swimmers.

Corr. ID: 114 **Organization:** *Not Specified*
Comment ID: 443568 **Organization Type:** Unaffiliated Individual
Representative Quote: These swims would not have been possible without the swimming opportunities, possibilities and community of the South End Rowing Club. Ferry traffic at Fort Mason would destroy all that.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 117 **Organization:** South End Rowing Club / Santa Cruz Masters Aquatics
Comment ID: 443581

Organization Type: Recreational Groups

Representative Quote: As a member of the South End Rowing Club and a regular swimmer in San Francisco Bay, the ferries leaving from Ft. Mason would certainly interfere with the swims that I and other club members do. We have regularly scheduled year-round club swims with anywhere from 25 to 100 swimmers that would be impacted by ferries crossing through the path of the swim. Ferry routes would no doubt cross the path of our swims that happen between Alcatraz and Aquatic Park as well as our swims from the Kirby Cove/ Ft. Point areas to Aquatic Park. Our history of swims in the Bay go back 100 years and, with this change in ferry service location, there is certainly potential to bring to an end many of these long-established swims.

Corr. ID: 118 **Organization:** *Not Specified*

Comment ID: 443585 **Organization Type:** Unaffiliated Individual

Representative Quote: I believe that moving Alcatraz embarkation to Fort Mason would vastly change the character of the current waterfront as it exists now. Currently the area from Aquatic Park and west is a beautiful and relatively quiet area of the waterfront where enjoyment of other water activities, such as rowing, sailing, swimming and fishing can take place. The addition of larger boats would make all of these activities far less possible and less safe.

Corr. ID: 119 **Organization:** *Not Specified*

Comment ID: 447295 **Organization Type:** Unaffiliated Individual

Representative Quote: The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.

Corr. ID: 121 **Organization:** *Not Specified*

Comment ID: 443593 **Organization Type:** Unaffiliated Individual

Representative Quote: I use to swim and kayak there and a ferry would greatly hinder those activities.

Corr. ID: 123 **Organization:** *Not Specified*

Comment ID: 443595 **Organization Type:** Unaffiliated Individual

Representative Quote: Fort Mason is within the top-notch open water swim geography that exists nowhere else on the globe. All different variety and skills of swimmers train daily at Fort Mason. San Francisco Bay swimming at Aquatic Park is a "start-up enterprise."

Corr. ID: 127 **Organization:** *Not Specified*

Comment ID: 443601 **Organization Type:** Unaffiliated Individual

Representative Quote: Due to climate, location, and ease of putting together a multi-hour swim, San Francisco is an epicenter of marathon swimming. People from

around the globe come here to train for marathon swims. Moving the Alcatraz Island ferry service will severely impact the ability of many swimmers to put together those long training swims.

Corr. ID: 127

Organization: *Not Specified*

Comment ID: 443602

Organization Type: Unaffiliated Individual

Representative Quote: But this wouldn't just impact people doing long swims - it would impact all of the swimmers, rowers, and open water community that take advantage of swimming in and around Aquatic Park. Bay swimming and rowing are some of the few things that people can do these days to get back to nature.

Corr. ID: 129

Organization: Lane Lines to Shore Lines LLC

Comment ID: 444034

Organization Type: Unaffiliated Individual

Representative Quote: Not only would members of the Dolphin and South End Rowing Club be negatively impacted by their daily out of [Aquatic] Cove swims but other smaller entrepreneurs such as myself would be negatively impacted. I currently offer small privately escorted swims from Alcatraz back to Aquatic Park and Fort Mason (www.LaneLinesToShoreLines.com) and don't relish the thought of playing dodge with a large ferry on my crossings. And as the former race director for the Alcatraz Challenge Aquathlon and Swim (1998-2009) I can only envision the mayhem that would be caused with a relocated ferry negotiating around 750 swimmers AND my event was one of the smaller Alcatraz swims. The Escape from Alcatraz Triathlon puts 2,000 swimmers in the water at Alcatraz and they swim back to shore in front of Ft. Mason to the St. Francis Yacht Club.

Corr. ID: 130

Organization: *Not Specified*

Comment ID: 444038

Organization Type: Unaffiliated Individual

Representative Quote: In Fact relocating the Ferry would have significant detrimental affects of boating and swimming activities in the Bay.

Corr. ID: 131

Organization: *Not Specified*

Comment ID: 444049

Organization Type: Recreational Groups

Representative Quote: Aquatic Cove is not only the home to two historic swimming clubs, the Dolphin Club, and the South End Rowing Club (est. 1873) of which I am a member - the important point here is it is the starting point for countless training swims for world class open water swimmers. The swimmers don't only swim in the cove, of course - swims originate there and end there, but cross the channels to all parts of the Bay, as swimmers need long distances when training for a marathon swim.

Corr. ID: 131

Organization: *Not Specified*

Comment ID: 444056

Organization Type: Recreational Groups

Representative Quote: I believe the movement of the business from Fisherman's Wharf to Fort Mason would, effectively, kill the two iconic clubs on Aquatic Park- (clubs, by the way, which are not exclusive, but which allow public access each day and which charge nominal amounts for membership.)

Corr. ID: 132

Organization: *Not Specified*

Comment ID: 444076

Organization Type: Unaffiliated Individual

Representative Quote: The community of swimmers, from beginners to champions swim here daily and with this ferry move this tradition would be lost with devastating impact on the open water swimming community.

Corr. ID: 133

Organization: Frog Mom

Comment ID: 444083

Organization Type: Unaffiliated Individual

Representative Quote: To relocate the ferry terminal to Fort Mason would severely impact recreational swimming at Aquatic Park but it would also impact the San Francisco Children's Outdoor Bill of Rights (<http://www.sfparksalliance.org/news/4046/childrens-outdoor-bill-rights-endorsed-rec-park-commission>). This bill provides essential rights for children who grow up in the bay area and one of those is "splash in an ocean or a bay." Given its central location and public transit access, Aquatic Park is a popular venue for kids who want to dip their toes in the Bay. It is also the training ground for the San Francisco Sea Scouts (<http://corsair-viking.org/map/>), a great way for children to learn to love and explore our blue planet.

Corr. ID: 134

Organization: Dolphin Club

Comment ID: 444085

Organization Type: Recreational Groups

Representative Quote: As a member of the 1400-member San Francisco Dolphin Club, located in Aquatic Park, I have the opportunity to row and swim and thrive in the waters in question. The relocation of the Ferry Service to Fort Mason, Pier 3, with an additional berth between Piers 1 and 2, would significantly impact our boating and swimming.

Corr. ID: 135

Organization: *Not Specified*

Comment ID: 444086

Organization Type: Unaffiliated Individual

Representative Quote: come to San Francisco regularly to enjoy Aquatic Park and train for, and participate in, open water swimming events. San Francisco Bay is one of the most iconic spots in the world for such events, and I know many people who come to San Francisco and spend tourist dollars for this purpose.

Corr. ID: 136

Organization: *Not Specified*

Comment ID: 444087

Organization Type: Unaffiliated Individual

Representative Quote: Aquatic Park and the Bay are regarded as one of the top 10 open water swimming spots in the world. The Dolphin Club and the South End Rowing Club serve as hosts to the world of marathon swimmers looking to gain cold water swimming experience. Also domestically Aquatic Park is considered the best place to travel to to swim qualifying swims for the Triple Crown of Marathon Swimming, the English Channel, Catalina Channel and the Manhattan Island Marathon Swim.

Stationing the ferry at Ft. Mason would negatively impact a wide variety of triathlons, rowing and swimming competitions.

Corr. ID: 139

Organization: Vancouver Open Water Swim Association

Comment ID: 444089

Organization Type: Unaffiliated Individual

Representative Quote: I have routinely come down in the mornings early and signed in at the rowing club and enjoyed the early morning swims. Many of our

(VOWSA) members have also done this over the last 20 years. It would be an absolute shame to have to share Aquatic Park with ferry boats. We are smaller and would have a hard time being noticed beside a ferry.

Corr. ID: 140
Comment ID: 444090
Organization: BATC Baltimore Area Triathlon Club
Organization Type: Unaffiliated Individual

Representative Quote: I felt like a welcome member of San Francisco and was able to see the City from a view only available from an expensive boat ride or ferry service. The sheer beauty of Aquatic Park and the access to swimmers from around the world created the kind of transcendental experience that I haven't stopped talking about and that I yearn to repeat.

Corr. ID: 141
Comment ID: 444095
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The proposed move of the Ferry Service to Fort Mason will greatly disrupt the non motorized activities in Aquatic Park and points west.

Corr. ID: 143
Comment ID: 444108
Organization: *Not Specified*
Organization Type: Recreational Groups
Representative Quote: The training conditions found in the San Francisco create a unique training ground for open water swimmers that attracts athletes from all over the world to train to swim across the English Channel, and other great waterways of the world.

Corr. ID: 143
Comment ID: 444104
Organization: *Not Specified*
Organization Type: Recreational Groups
Representative Quote: If the National Park Service changes the ferry service to the Fort Mason area, that route will cross an area traditionally reserved for swimming and the South End Rowing Club and the Dolphin Club at Aquatic Park will be irreparably harmed.

Corr. ID: 143
Comment ID: 444105
Organization: *Not Specified*
Organization Type: Recreational Groups
Representative Quote: The South End Rowing Club and the Dolphin Club are strongly connected to San Francisco Bay and Alcatraz Island. The South End Rowing Club established in 1873 and the Dolphin Club established in 1877, are two of the greatest traditions of San Francisco Bay, and the people who are members of both athletic clubs are part of the heart and soul of San Francisco.

Corr. ID: 145
Comment ID: 444143
Organization: SF Marina Harbor Association
Organization Type: Unaffiliated Individual
Representative Quote: The consultant obviously failed to visit on weekends when recreational swimmers and paddlers seek current relief along the shore, and the race committees of various Bay Area clubs start and finish regattas right off those piers, and the Ft. Mason Buoy is used as a turning point for many races. None of this activity was mentioned in the consultant's report to NPS.

Corr. ID: 145
Organization: SF Marina Harbor Association
Organization Type: Unaffiliated Individual

Comment ID: 444144

Representative Quote: Ferries would also be cutting across the path of boaters entering and leaving SF Marina East Harbor, affecting both berth holders and transients seeking fuel at the City Yachts Gas Dock. Ferry traffic at Ft. Mason would also affect kayakers and other paddlers whose rights to safe passage would be affected - see the State of California Bay Area Water Trail Act (Legislation AB 1296) signed by the governor on September 22, 2005.

Corr. ID: 145

Organization: SF Marina Harbor Association

Comment ID: 444147

Organization Type: Unaffiliated Individual

Representative Quote: The NPS should undertake a Supplemental EIS to thoroughly investigate the impacts on the current and projected recreational use by boaters, paddlers and swimmers of the Pier 3 Alternative and Special Ferry Services, and have a full public comment period thereafter.

Corr. ID: 145

Organization: SF Marina Harbor Association

Comment ID: 444142

Organization Type: Unaffiliated Individual

Representative Quote: In reality, Alcatraz ferry service and/or special ferry services from Piers 1- 3 would create new traffic lanes that cut right through the close-to-shore areas frequented by the 15 San Francisco area high school sailing teams that race there on weekends, and that practice in front of Ft. Mason Mondays through Fridays from 330 pm to 7 pm

Corr. ID: 146

Organization: *Not Specified*

Comment ID: 444148

Organization Type: Unaffiliated Individual

Representative Quote: To move the ferry service right in the area they and the Dolphin Club next door have historically use for swimming would destroy the dreams, hopes and enjoyment of many marathon swimmers and indeed affect the marathon swimming community worldwide.

Corr. ID: 147

Organization: *Not Specified*

Comment ID: 444149

Organization Type: Unaffiliated Individual

Representative Quote: The proposed new ferry terminal at Fort Mason will destroy an outdoor life and beloved culture that is true to San Francisco and California, not to mention destroying the natural 'quiet' beauty that thousands enjoy along this part of the Bay coast.

Corr. ID: 148

Organization: J105 Class Fleet 1

Comment ID: 444150

Organization Type: Unaffiliated Individual

Representative Quote: I would ask that the DEIS be amended to include a study of disruption to recreational users of the Bay near Pier 3; sailors, kayakers, swimmers, paddle boats, canoes, etc.

Corr. ID: 149

Organization: self

Comment ID: 444151

Organization Type: Unaffiliated Individual

Representative Quote: Locating a ferry at this pier appears to require restricted zones adjacent to Fort Mason and would present unsafe commercial ferry traffic, which would be detrimental to use of the water near the pier for me as well as many,

many other boaters (often small dinghies sailed by children) and swimmers who actively use that area of water.

Corr. ID: 151

Organization: *Not Specified*

Comment ID: 447296

Organization Type: Unaffiliated Individual

Representative Quote: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

Corr. ID: 151

Organization: *Not Specified*

Comment ID: 444159

Organization Type: Unaffiliated Individual

Representative Quote: The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

Corr. ID: 151

Organization: *Not Specified*

Comment ID: 444154

Organization Type: Unaffiliated Individual

Representative Quote: I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

Corr. ID: 151

Organization: *Not Specified*

Comment ID: 444160

Organization Type: Unaffiliated Individual

Representative Quote: The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round.

Corr. ID: 152

Organization: *Not Specified*

Comment ID: 444169

Organization Type: Unaffiliated Individual

Representative Quote: The Washington, DC-based consultant hired by NPS failed to evaluate the impact on boaters, paddlers, kayakers, and swimmers. In fact, on DEIS pages 78 and 213, it erroneously asserts that the Pier 3 Alternative will have "no impacts on recreational boating or swimming." It came to this conclusion by narrowly examining the fact that boaters, paddlers and swimmers do not touch the shore at Ft. Mason. It ignored the area right outside, to the West.

Corr. ID: 158

Organization: *Not Specified*

Comment ID: 444181

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS completely ignores the issue of swimmers in the Fort Mason area as well as the impact on other maritime recreational activities.

Corr. ID: 158

Organization: *Not Specified*

Comment ID: 444179

Organization Type: Unaffiliated Individual

Representative Quote: Doing so would negatively impact public recreational activities in the vicinity of Fort Mason and Aquatic Park.

Corr. ID: 159

Organization: Dolphin Club

Comment ID: 444184

Organization Type: Unaffiliated Individual

Representative Quote: The number of new members that join the Dolphin Club for open water swimming and rowing has been increasing heavily in the last few years and the fact that our 1500 members' club is just one of the clubs that utilize the Aquatic park cove and outside area for recreation hopefully gives you an estimate of how big an adverse effect this can have on the community.

Corr. ID: 161

Organization: Dolphin Club

Comment ID: 444199

Organization Type: Unaffiliated Individual

Representative Quote: Impact the crumbling pier and swimming around the area.....which has been done for more than 120 years.

Corr. ID: 164

Organization: Dolphin Club

Comment ID: 444204

Organization Type: Unaffiliated Individual

Representative Quote: This would be a major disruption to frequent swims that I participate in along the shore in front of Fort Mason.

Corr. ID: 165

Organization: *Not Specified*

Comment ID: 444205

Organization Type: Unaffiliated Individual

Representative Quote: It would impact the use of hundreds of pleasure boaters who are already doging the exisiting ferry service.

Corr. ID: 165 **Organization:** *Not Specified*
Comment ID: 444206 **Organization Type:** Unaffiliated Individual
Representative Quote: The ferries travel very fast and as commercial vessels on a schedule have little regard for conventional nautical rules of the road.

Corr. ID: 165 **Organization:** *Not Specified*
Comment ID: 444207 **Organization Type:** Unaffiliated Individual
Representative Quote: Their significant wake impacts the smaller vessels adversely.
Kayaking and sailing are eco-friendly ways to enjoy SF Bay and would be most affected.

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444217 **Organization Type:** Unaffiliated Individual
Representative Quote: - the apparent lack of awareness by the DEIR consultants of the intense use of the bay waters for more than a century by swimmers, rowers, anglers and sailors.

Corr. ID: 168 **Organization:** *Not Specified*
Comment ID: 444220 **Organization Type:** Unaffiliated Individual
Representative Quote: And don't disrespect the swimming and paddling that take place all around Ft. Mason. The failure of your EIS to take into account the extensive current and historic use of the surrounding waters for recreational purposes is offensive, whether intentional or a result of failure to do a thorough job.

Corr. ID: 174 **Organization:** Dolphin Club
Comment ID: 444225 **Organization Type:** Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

Corr. ID: 174 **Organization:** Dolphin Club
Comment ID: 444227 **Organization Type:** Unaffiliated Individual
Representative Quote: I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

Corr. ID: 176 **Organization:** Dolphin Club
Comment ID: 444243 **Organization Type:** Unaffiliated Individual
Representative Quote: There is too much congestion in the City and the waterfront. I find it very difficult these days to penetrate San Francisco for a simple row or swim. Why would I want to encourage even more density to fisherman's wharf or more ferry traffic on the bay.

Corr. ID: 176 **ganization:** Dolphin Club
Comment ID: 444242 **ganization Type:** Unaffiliated Individual
Representative Quote: Why hasn't park planning/NPS included the two historic swimming and boating clubs in the assessment? We are stakeholders. We are guardians of the bay. After reading the Alcatraz Ferry Embarkation Draft EIS _ February 2015 I did a word search for Dolphin Club and South-End Rowing Club. I received NO HITS.

Corr. ID: 182 **Organization:** *Not Specified*
Comment ID: 444260 **Organization Type:** Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.-

Corr. ID: 184 **Organization:** *Not Specified*
Comment ID: 444276 **Organization Type:** Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

Corr. ID: 186 **Organization:** Dolphin Club
Comment ID: 444292 **Organization Type:** Unaffiliated Individual
Representative Quote: The failure of your EIS to take into account the extensive current and historic use of the surrounding waters for recreational purposes is offensive, whether intentional or a result of failure to do a thorough job.

Corr. ID: 191 **Organization:** SERC
Comment ID: 444299 **Organization Type:** Unaffiliated Individual
Representative Quote: While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.
Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I swim 4 times a week outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development

of, open water swimming. Specifically, SERC grants me access and the ability to participate in morning swims all year long, support other swimmers training for big world class marathon swims. These activities are not limited to Aquatic Park. If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

Corr. ID: 192

Organization: *Not Specified*

Comment ID: 444304

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation quite frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). Given these omissions, the DEIS does *not* take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

As a SERC member, I am currently able to engage in swimming activities in the San Francisco Bay that I would not be able to otherwise. SERC ensures that my activities are not limited to Aquatic Park. I swim outside the boundaries of Aquatic Park approx. three to four times a week, sometimes more, and on many of these swims, I and my co-swimmers head west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. This part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. SERC grants me access and the ability to participate in regular morning swims and long-distance swims from Alcatraz or elsewhere along the northern San Francisco waterfront. These activities are most definitely not limited to Aquatic Park. In fact, I would say that most SERC swimmers conduct most of their swims *outside* of Aquatic Park - this certainly seems to be the general preference among the majority of the members I've interacted with.

Corr. ID: 196

Organization: South End Rowing Club

Comment ID: 444382

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider

the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and many other recreational groups who use the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim and pilot/escort other swimmers outside the boundaries of Aquatic Park, often west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming.

Corr. ID: 197	Organization: Dolphin Club
Comment ID: 444311	Organization Type: Unaffiliated Individual
Representative Quote: Alcatraz Ferry Transportation And Circulation Study deals with ground transportation and overcrowding only,(which have to be mitigated), but contains not much about impact on the water activities and existing water traffic. Was Bay Traffic consulted about impact on existing patterns of navigation?	

Corr. ID: 197 **Organization:** Dolphin Club
Comment ID: 444312 **Organization Type:** Unaffiliated Individual
Representative Quote: Saying that there is always traffic in SF Bay is one thing, but disrupting long established traditions of the boat races, recreational activities, and organized swims going back 50 years and more all as a result of difficulties in financial arrangement with San Francisco Port Authority is not looking good.

Corr. ID: 197 **Organization:** Dolphin Club
Comment ID: 444313 **Organization Type:** Unaffiliated Individual
Representative Quote: Saying that there is always traffic in SF Bay is one thing, but disrupting long established traditions of the boat races, recreational activities, and organized swims going back 50 years and more all as a result of difficulties in financial arrangement with San Francisco Port Authority is not looking good.

Corr. ID: 208 **Organization:** St. Francis Yacht Club
Comment ID: 444317 **Organization Type:** Recreational Groups
Representative Quote: In reality, Alcatraz ferry service and/or special ferry services from Piers 1-3 would create new on-water traffic lanes that would cut directly through the close-to-shore areas frequented by the 15 San Francisco area high school sailing teams that race there on weekends, and that practice in front of Ft. Mason Monday through Friday from 1530 hours to 1900 hours.

Corr. ID: 214

Organization: *Not Specified*

Comment ID: 447297

Organization Type: Unaffiliated Individual

Representative Quote: The waterfront area around Aquatic Park and Fort Mason has been set aside by the United States Coast Guard for recreation (and is the only such area in the San Francisco Bay). As a member of the South End Rowing Club, I am currently able to swim in the San Francisco Bay, and my enjoyment of this unique natural resource is not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, swimming west toward Crissy Field, or making other long-distance swims to and/or from Alcatraz, or to/from other points along waterfront. Waterfront swimming is also enjoyed by members of the Dolphin Club, various triathlon clubs (such as the Golden Gate Triathlon Club, for which I was a former swim director), and other Bay Area residents who otherwise only have access to pool swimming. In addition, the San Francisco Bay is internationally renown as a training ground for marathon swimmers from around the world.

Corr. ID: 214

Organization: *Not Specified*

Comment ID: 444323

Organization Type: Unaffiliated Individual

Representative Quote: The draft EIS states that locating ferry options at Pier will have a "negligible" impact on existing recreational uses of the Bay, including swimming, rowing and boating. This is not true. In making this assumption (based solely on the fact that ferries will not enter Aquatic Park itself) the NPS has failed to take into account the full scope of recreational use of the San Francisco waterfront. This serious omission means that the draft EIS does not take the requisite "hard look" at the impact on recreation in this area.

Corr. ID: 216

Organization: *Not Specified*

Comment ID: 444327

Organization Type: Unaffiliated Individual

Representative Quote: 1. I run often, and like many other runners, I enjoy the Crissy Feld/Marina/Fort Mason path, not just because it is flat, but also because of its views of the bay. I stay away from the area East of Aquatic Park because of the crowds of tourists enjoying our commercial Fisherman Wharf and Embarcadero. Moving the Alcatraz Ferry to Fort Mason would cause a migration of these crowds onto this very popular running route, and make it very difficult to continue our activity on this path.

2. I also bike often, and the same can be said about this activity.

3. I also swim often in the Bay, as a member of the South End Rowing Club. I have invited like-minded visitors from overseas and other parts of the country to swim in the bay. Moving the Ferry to Fort Mason would mean an end to all swimming activities West of Aquatic Park.

4. I sometimes kayak too, and the same can be said about this activity

Corr. ID: 220

Organization: Mr.

Comment ID: 444328

Organization Type: Unaffiliated Individual

Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 220 **Organization:** Mr.
Comment ID: 444331 **Organization Type:** Unaffiliated Individual
Representative Quote: The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers, including me, and recreational rowers, kayakers, paddle boarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

Corr. ID: 223	Organization: <i>Not Specified</i>
Comment ID: 444332	Organization Type: Unaffiliated Individual
Representative Quote: Additionally, moving the Ferry service to Fort Mason would drastically alter the on-water traffic in that portion of the Bay. I am a regular swimmer and rower in the Bay, as a member of the South End Rowing Club in Aquatic Park. Frequently I participate in swims (to Alcatraz, or Crissy Field, or Fort Mason) that cross the potential new path of Ferry traffic. I also row frequently in the same area.	

Corr. ID: 235 **Organization:** Dolphin Club
Comment ID: 447298 **Organization Type:** Unaffiliated Individual
Representative Quote: This will adversely impact all recreational use in the waters from Aquatic Park, and negatively impact water quality.

Corr. ID: 239 **Organization:** Marina Community Association
Comment ID: 444347 **Organization Type:** Unaffiliated Individual
Representative Quote: We feel that the EIS does not adequately evaluate the impact on recreational boaters, paddlers, kayakers, swimmers, and surrounding residential and commercial neighbors at Ft. Mason.

Corr. ID: 240	Organization: <i>Not Specified</i>
Comment ID: 444348	Organization Type: Unaffiliated Individual
Representative Quote: If you were to relocate the Alcatraz Ferry Service to Fort Mason, you would ruin many people's health and happiness, as that is our prime exercise and peace of mind swimming and rowing area, and has been since before there even were any bridges. Most of us swim at least once a week, some more than once a day.	

Corr. ID: 242	Organization: SF Recreation and Parks
Comment ID: 444355	Department
	Organization Type: Unaffiliated Individual
Representative Quote: The EIS did not evaluate this impact and the resulting interruption of the existing recreational opportunities at the marina	

Corr. ID: 244 **Organization:** Fort Mason Center
Comment ID: 444371 **Organization Type:** Unaffiliated Individual
Representative Quote: Recreation (page eight Table ES-1)

Operation: long-term, minor, adverse impacts from the loss of Pier 3 for large events;

long-term, minor, adverse impacts from increased travel time from parking areas;
long-term, major beneficial impacts from enhanced recreational opportunities.

First, since no new patrons are to be served, but merely relocated from another Pier, there are not long-term major beneficial impacts from enhanced recreational opportunities; there are not new major recreational opportunities, but rather the relocation of those opportunities from Pier 31 to Pier 3. To the extent that there are improvements in and expansion of the physical characteristics of the facilities at the point of embarkation, those could be provided at any point of embarkation and are not limited solely to Pier 3.

Further, it is hard to understand how displacing the current uses of Pier 3, which serves 300,000 patrons per year and generates \$1,500,000 per year in revenues to support the historic preservation and subsidization of non-profit arts and cultural organizations throughout Fort Mason Center, can be characterized as minor. With the leasing of Pier 2 to the San Francisco Art Institute, Pier 3 constitutes 100% of the large leasable space at Fort Mason. It also makes it increasingly valuable in the tight San Francisco real estate market for the cultural activities it holds. Viewed in conjunction with the long-term displacement of large event spaces like the Concourse and the proposed shuttering of Pier 48 as event space, eliminating Pier 3 represents a significant cultural loss for San Francisco.

We believe this is a major adverse recreation impact.

We suggest rewording this item to:

Operation: long-term, major adverse impacts from elimination of the long-term established recreation use of Pier 3 for large events; major beneficial recreation impacts to touristic uses from construction of new and expanded recreational facilities. We believe that the same major beneficial recreation impacts to touristic uses could also occur at both the Pier 31 and Pier 41 alternatives.

Corr. ID: 252

Organization: South End Rowing Club

Comment ID: 444457

Organization Type: Recreational Groups

Representative Quote: Every year there are thousands of swimmers, rowers and kayakers in/on the water behind Fort Mason. There are multiple- probable dozens- of swimming events every year involving swims from Alcatraz to Aquatic Park or Chrissy Field. There are sailing events from the Saint Francis Yacht Club and Golden Gate Yacht Club. The Draft EIS DID NOT analyze those conflicts and incorrectly assumed these activities would not be affected. The Draft EIS assumed swimmers only stay in Aquatic Park. They don't, they swim behind Fort Mason Piers every day of the year.

Corr. ID: 253

Organization: South End Rowing Club

Comment ID: 444455

Organization Type: Recreational Groups

Representative Quote: This area of the Bay is heavily used for recreational activities- and has been for over 100 years. Ferry traffic and resulting pollution would seriously impact the abilities to use this portion of the water for swimming and boating.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 255 **Organization:** South End Rowing Club
Comment ID: 444453 **Organization Type:** Unaffiliated Individual
Representative Quote: Our swimmers and rowers go to Fort Mason and beyond every day. The Alcatraz ferry terminal would make rowing and swimming very difficult, not to mention turn the area into a Fisherman's Wharf extension.

Corr. ID: 258 **Organization:** *Not Specified*
Comment ID: 444450 **Organization Type:** Unaffiliated Individual
Representative Quote: We do mock swimming along shore from the Golden Gate Bridge to the Bay Bridge and manage it all but ferries at Fort Mason will seriously and badly impact us.

Corr. ID: 259 **Organization:** South End Rowing Club
Comment ID: 444446 **Organization Type:** Unaffiliated Individual
Representative Quote: Many, many people swim in the area around Pier 3, as well as between Aquatic Park and Pier. In fact, a Round-Trip Fort Mason or RTFM is a favorite swim for our club. As well, thousands of visitors swim in that area, including from Alcatraz to shore, every year.

Corr. ID: 260 **Organization:** South End Rowing Club
Comment ID: 447299 **Organization Type:** Recreational Groups
Representative Quote: The Pier 3 Fort Mason area is currently in an area that supports outdoor sports activities for the public, sports groups, schools, sea scouts and at least two historic clubs, the South End Rowing Club 1873 and the Dolphin Club 1878. The Aquatic Park area and its surroundings are used for boating, swimming, biking, running etc. by public. Encroachment of this open air park setting by commercial interests is anti-environment and not in the best interests if providing public space in which to enjoy the estuary.

Corr. ID: 262 **Organization:** Saint Francis Yacht Club
Comment ID: 444442 **Organization Type:** Recreational Groups
Representative Quote: The Fort Mason alternative would adversely impact our many regattas which have a reward mark positioned right off Fort Mason. We do over 40 major regattas per year in this area and cannot have constant commercial traffic crossing the race course (established 1927).

Corr. ID: 266 **Organization:** Dolphin Club
Comment ID: 444436 **Organization Type:** Recreational Groups
Representative Quote: The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

Corr. ID: 266 **Organization:** Dolphin Club
Comment ID: 444437 **Organization Type:** Recreational Groups
Representative Quote: The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400

members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate. Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round.

Corr. ID: 268

Organization: *Not Specified*

Comment ID: 444429

Organization Type: Unaffiliated Individual

Representative Quote: There is no mention that a special ferry service would create new water traffic lanes that cut right through the close-to-shore areas used by the 15 San Francisco area high school sailing teams that race there on weekends and practice in front of Fort Mason on Mondays through Fridays from 3:30 pm to 7:00 pm. There is no mention that race committees of various Bay Area clubs start and finish regattas right off those piers and the Fort Mason buoy is used as a turning point for many races.

The proposed ferry service would also be cutting across the path of boaters entering and leaving SF Marina East Harbor, affecting berth holders and transients seeking fuel at the gas dock and visiting City Yachts. Their rights of safe passage would be affected (State of California Bay Area Water Trail Act (Legislation AB 1296) September 22, 2005).

Corr. ID: 268

Organization: *Not Specified*

Comment ID: 444426

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS is totally wrong to assert that there would be "no impact" in recreation boating and swimming. In fact there would be several negatives. The report ignores and fails to evaluate the impact on boaters, paddlers, kayakers and swimmers.

Corr. ID: 270

ganization: *Not Specified*

Comment ID: 444424

ganization Type: Unaffiliated Individual

Representative Quote: It is the lead agency's responsibility to accurately reflect the use of the City Front in its Environmental Impact Statement, yet none of these popular activities were considered.

Corr. ID: 270

Organization: *Not Specified*

Comment ID: 444422

Organization Type: Unaffiliated Individual

Representative Quote: The tremendous impact on the boaters and on paddlers and swimmers will be destructive.

Corr. ID: 273

Organization: Paul Hastings LLC

Comment ID: 444413

Organization Type: Business

Representative Quote:

The DEIS fails to fulfill the basic legal function of an EIS, which is to fully inform the public about the impacts of a project so that the public can provide informed input. An agency preparing an EIS must take a "hard look" at the potential environmental consequences of the action. *League of Wilderness Defenders - Blue Mountain Diversity Project v. U.S. Forest Serv.*, 689 F.3d 1060 (9th Cir. 2012). In order to satisfy its obligations, an agency must consider all foreseeable direct and indirect impacts, including a discussion of adverse impacts. *Id.* The EIS must "foster both informed decision-making and informed public participation." *Half Moon Bay Fishermans' Mktg. Ass'n v. Carlucci*, 857 F.2d 505, 508 (9th Cir. 1988).

The DEIS fails to provide sufficient information to enable the public to fully understand the implications of the Pier 3 Alternative at Fort Mason. The DEIS does not facilitate informed decision-making or informed public participation, as it denies significant impacts without explanation and glosses over significant issues that should be addressed. In particular, and as described more fully below, the DEIS does not provide meaningful information to enable the public to evaluate issues associated with the impacts of the Pier 3 Alternative on recreation in the San Francisco Bay. The DEIS also fails to include discussion of reasonable mitigation measures for these impacts. These infirmities must be addressed in a supplemental environmental review if NPS intends to proceed with this proposal.

Corr. ID: 273

Organization: Paul Hastings LLC

Comment ID: 444418

Organization Type: Business

Representative Quote: Furthermore, the DEIS fails to analyze the impacts of the Pier 3 Alternative to important cultural institutions. As described above, SERC has been providing access to the northern San Francisco waterfront for rowing and swimming activities since the early 1900's. SERC is one of the only multi-generational clubs in San Francisco, with members' ages ranging from children to senior citizens. As a result, SERC is an important cultural touchstone not only to the sports of rowing and open water swimming, but to the community at large. Because long-term ferry service at Pier 3 in Fort Mason would severely impact recreational opportunities in the Bay, it also imperils SERC's ongoing viability. The DEIS fails to identify or analyze such cultural impacts and, as a result, did not take the required "hard look" at the issues. NPS must accordingly undertake supplemental environmental review of these issues.

Corr. ID: 273

Organization: Paul Hastings LLC

Comment ID: 444417

Organization Type: Business

Representative Quote: Under each of the alternatives identified in the DEIS, the NPS would implement additional "special ferry service" at Fort Mason. DEIS at 67. The DEIS states that the special ferry service would be for "special events, such as conferences, occasional excursions, or special occasion service" that would be "in

addition to and separate from the primary embarkation site." Id. The DEIS further specifies that the service "would not provide daily or regular service to Alcatraz Island, but it could be used for special occasion trips to Fort Baker or other GGNRA sites and NPS units." Id. The DEIS apparently "assumes" that the special ferry service at Fort Mason would operate at off-peak hours with a single 220-passenger ferry loading and unloading outside of peak transportation periods.

The DEIS determines that the special ferry service at Fort Mason "would not displace any existing recreational opportunities" and "the Project element's incremental contribution to any cumulative impacts on recreational resources would not be major." DEIS at 411. The DEIS fails to consider whether the special ferry service would interfere or create impacts on recreational opportunities for rowers and swimmers outside of Aquatic Park. So too, the DEIS proposes no mitigation measures for impacts to recreation. *Id.*

We acknowledge that, given that the special ferry service at Fort Mason would occur only on rare occasions and during "off-peak" hours, the impacts to recreation in the Bay are likely to be minor in nature. However, the potential for impacts and conflicts between the special ferry service and recreational swimmers and boaters using the historic waters between Aquatic Park and Crissy Field remains. The Final EIS must describe the nature of these operations in greater detail (e.g., timing, frequency) to ensure that the impacts of any routes to Fort Baker and other locations authorized by the NPS's action are, in fact¹ minor. Such potential impacts should be studied further in the Final EIS ("FEIS").

SERC has a long history of working collaboratively with the USCG to ensure that SERC's training swims that head north across the Bay (e.g., to Alcatraz or Sausalito) are done safely and in accordance with the terms of SERC's permit. SERC wishes to be a partner in the long term management of the northern waterfront and is eager to work together with NPS to ensure that, on dates when the special ferry service at Fort Mason is active, the service is announced in advance such that the ferry can be operated without conflict or danger to recreational users of the Bay. However, because the DEIS did not include such mitigation measures, they must be analyzed and incorporated into the FEIS.

Corr. ID: 274	Organization: Assembly California Legislature
Comment ID: 444410	Organization Type: State Government
Representative Quote: Additionally, Fort Mason is host to many groups that benefit from its unobstructed access to the San Francisco Bay. The South End Rowing Club and Dolphin Club located at Aquatic Park provide a unique resource for activities including world-class, long distance open-water swim training. Athletes use these clubs and the waters of the Bay to train for the English Channel, San Pedro Channel, Gibraltar Straights and many other significant swims.	

Corr. ID: 275 **Organization:** *Not Specified*
Comment ID: 444403 **Organization Type:** Business
Representative Quote: The NPS erred in its singular focus on direct access from Pier 3 as the trigger for significant environmental impact to recreational swimmers and boaters, as if the only way that use could be impacted would be if access were

impacted. Aquatic Park is and will likely remain the primary entry point for 100's of swimmers each day. Some enter the water from the main public beach; others enter from the member-accessible beaches in front of the Dolphin Club and South End Rowing Club; and still others, especially Alcatraz swimmers, jump off boats near Alcatraz Island and swim back to shore at Aquatic Park, St Francis Yacht Club or Crissy Field Beach. Boats (e.g., kayaks, AB Inflatables, single to six-rower row boats, open-water shells, SUPs) are launched from those same beaches, as well as from each Club's movable ramp at the end of its respective pier.

While Pier 3 may not provide direct access to the Bay, many swimmers and recreational boaters do routinely exit Aquatic Park at its opening to the Bay to swim and boat westward; along the Municipal Pier to Fort Mason, Crissy Field and beyond. As opposed to the more commercial waters to the east of Aquatic Park, which include Fisherman's Wharf, commuter ferry services at Pier 41, and the current Alcatraz ferry service at Pier 31*, the westward waters are preferred by swimmers and boaters precisely because they are less likely to be used by ferries and larger boats, which are more dangerous to swimmers and small boats. Swimmers and boaters often hug the Muni Pier and Fort Mason Piers (e.g., staying within 5-10 yards of the pier ends) in order to attenuate strong Bay currents, and to further enhance their safety by staying out of the main shipping channel and away from larger motorized vessels.

Due to its false assumption that the lack of direct access equals lack of use, the NPS wholly failed to take the required "hard look" at the current and projected recreational use of the waters in the immediate vicinity of Fort Mason by swimmers and boaters.¹ Furthermore, because the DEIS erroneously found no impact on swimming and boating, it also failed to consider any mitigation measures for this significant environmental impact.

To compound the inadequacy, under the "Impact of Activities Common to All Action Alternatives" section of the DEIS, the NPS further indicated that the impacts of the Fort Mason and Fort Baker "Special Ferry Services" are "the same as those of the Pier 3 Alternative." DEIS at p. 246. Thus, due to the same error in reasoning- ­ equating lack of access with lack of use- -the DEIS also fails to assess the additional significant environmental impact on current and projected swimming and boating that would result from the operation of the "Third Berth" at Fort Mason for "Special Ferry Services." Moreover, that "Third Berth" for "Special Ferry Service" out of Fort Mason is proposed under each of the three Alcatraz Embarkation Alternatives: Pier 31h, Pier 41 or Pier 3. DEIS at p. 78.

Corr. ID: 275

Organization: *Not Specified*

Comment ID: 444404

Organization Type: Business

Representative Quote: Alcatraz Ferry Service and/or Special Ferry Services from Pier 3 would create new traffic lanes that cut right through the dose-to-shore areas currently frequented by recreational swimmers and boaters. For all intents and purposes, the frequency of daily Alcatraz Ferry Service alone may make it extremely dangerous, if not impossible, for recreational boaters and swimmers to cross in front of Fort Mason. Similarly, Alcatraz Ferry Service out of Pier 3 would also interfere with Alcatraz swims that start at Alcatraz Island, which the vast majority do. The

swimmers usually jump off boats on the east side of the island somewhat to the south of ferry dock and then swim to the beach at Aquatic Park, St Francis Yacht Club or Crissy Field. Currently, Alcatraz ferries embarking out of Pier 311h are able to stay well to the east of any swimmers and their pilot boats. However, if the Alcatraz ferries were to embark from Pier 3, the ferries would have to cut through the swimmers and their pilot boats on a diagonal because Pier 3 is west of the Alcatraz Island ferry dock.

Corr. ID: 275

Organization: *Not Specified*

Comment ID: 444405

Organization Type: Business

Representative Quote: The lack of any data or analysis of the current and projected use of the waters in the vicinity of Fort Mason by swimmers and boaters makes it virtually impossible for interested agencies and the public to comment on the recreational impacts of the Pier 3 Alternative. Because the NPS erroneously determined that there was no impact on swimming and boating, there are no mitigation measures presented that interested agencies and the public can evaluate and comment on either.

Concern ID:

54517

Concern

[Ferry service at Fort Mason could endanger water-based recreational users.](#)

Statement:

**Representative
Quote(s):**

Corr. ID: 3

Organization: *Not Specified*

Comment ID: 441815

Organization Type: Unaffiliated Individual

Representative Quote: Finally, the addition of ferry service there would pose an existential threat to locals who have been using that stretch of the bay for swimming and rowing for the past century and a half.

Corr. ID: 7

Organization: South End Rowing Club

Comment ID: 441822

Organization Type: Unaffiliated Individual

Representative Quote: It would endanger many lives who use this part of the bay for recreation and fitness.

Corr. ID: 14

Organization: *Not Specified*

Comment ID: 442103

Organization Type: Unaffiliated Individual

Representative Quote: The historical use of Aquatic park has been for recreational boating and swimming. I am very concerned about the prospect of having these large boats near where people swim and use boats - I believe the large boats will expose the NPS, the boaters and the swimmers to risk.

Corr. ID: 20

Organization: *Not Specified*

Comment ID: 442840

Organization Type: Unaffiliated Individual

Representative Quote: The historical use of Aquatic park is recreation and the prospect of having these large boats near where people swim and use boats creates significant questions of safety.

Corr. ID: 22

Organization: *Not Specified*

Comment ID: 442846

Organization Type: Unaffiliated Individual

Representative Quote: Clearly these club swims would have to be discontinued due to safety concerns.

Corr. ID: 24	Organization: <i>Not Specified</i>
Comment ID: 442852	Organization Type: Unaffiliated Individual
Representative Quote: there is a vibrant community of rowers, swimmers and kayakers that find the Aquatic Park a safe location out of the major boat traffic to enjoy our activities even as we move past the jetty and into the bay. I know first hand that the ferry's move quickly, and do not deviate from course, and their wake is several feet high - a challenge for even the most competent open water waterman. I also know that a swimmer, even with a full kit of safety gear including a visibility float and neon cap, is extremely difficult to see, particularly if the water is not glassy smooth. Moving the ferry route directly into the line of traffic of swimmers and human powered boats is a safety nightmare.	
Corr. ID: 28	Organization: South End Rowing Club
Comment ID: 443313	Organization Type: Unaffiliated Individual
Representative Quote: Also, as a swimmer in the Bay and Sailor, the increase in ferry traffic would seriously impact our swimming area as we regularly swim to Fort Mason from Aquatic park. We avoid the Embarcadero because it has so many ferry routes. Fort mason is currently a very safe place for us to swim.	
Corr. ID: 29	Organization: <i>Not Specified</i>
Comment ID: 443317	Organization Type: Unaffiliated Individual
Representative Quote: Disturb or eliminate calm waters for kayakers, sailors and swimmers in this area.	
Corr. ID: 33	Organization: South End Rowing Club
Comment ID: 443330	Organization Type: Recreational Groups
Representative Quote: The bulk of these training swims happen in the area outside of Aquatic Park. We have several club-sponsored swims that start outside of the park and end back our club, frequently putting us directly in the path between Fort Mason and Alcatraz. We also have rowers that go outside of Aquatic Park on a regular basis which they can safely do so without huge ferry boats threatening their lives. These ferries bring a serious danger to our safety as swimmers and rowers with not only their size, wake, and propellers but also the pollution they dump into the water. Exhaust in the water asphyxiate swimmers and can be ingested from hundreds of yards away.	
Corr. ID: 34	Organization: <i>Not Specified</i>
Comment ID: 443342	Organization Type: Unaffiliated Individual
Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.	
Corr. ID: 37	Organization: South End Rowing Club
Comment ID: 443349	Organization Type: Unaffiliated Individual
Representative Quote: The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort	

Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.

Corr. ID: 37 **Organization:** South End Rowing Club
Comment ID: 443352 **Organization Type:** Unaffiliated Individual
Representative Quote: You are putting people and NPS and the city at risk.

Corr. ID: 37 **Organization:** South End Rowing Club
Comment ID: 443350 **Organization Type:** Unaffiliated Individual
Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.

Corr. ID: 37 **Organization:** South End Rowing Club
Comment ID: 443351 **Organization Type:** Unaffiliated Individual
Representative Quote: South End rowing and the Dolphin clubs are the shepherds for enjoyment outside of AP cove. We are internationally known hubs for swimming. We are historic institutions and should be allowed to continue our good work here - the safest spot for us.

Corr. ID: 40
 Comment ID: 443367
 Representative Quote: These events would not be possible due to enormous safety concerns.

Organization: *Not Specified*
 Organization Type: Unaffiliated Individual

Corr. ID: 47	Organization: <i>Not Specified</i>
Comment ID: 443393	Organization Type: Unaffiliated Individual
Representative Quote: SFGP: "Protection, preservation, and enhancement of the economic, social, cultural, and esthetic values that establish the desirable quality and unique character of the city."	
-These swimming and boating institutions are one of an increasingly rare class of cultural establishments in the City. Members are from all walks of life, are mostly long-term residents, and have a unique set of values such as bay stewardship that are underrepresented in the City at large. The proposed project is a threat to the safety and comfort of the aquatic park/surrounding area users and are therefore a threat to an important and unique SF cultural institution.	

Corr. ID: 48 **Organization:** Dolphin Club
Comment ID: 443397 **Organization Type:** Recreational Groups
Representative Quote: Crowding a waterway with cross-current ferries belching smoke, cutting off non polluting kayaks, row boats and flotillas of human swimmers creates potential and dangerous disasters.

Corr. ID: 49	Organization: <i>Not Specified</i>
Comment ID: 443402	Organization Type: Unaffiliated Individual
Representative Quote: Pages 78 and xix of the EIS state that the Lower Fort Mason proposal will result in, "no impacts on recreational boating or swimming." Unfortunately, this is not the case. The area between Fisherman's Wharf plays a critical role in providing Bay access to a vast number of recreational boaters and	

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swimmers and the recreational usage continues to grow each year. The Dolphin Club currently supports an active member base of roughly 1,400 taxpayers and adds roughly 15 - 30 new members each month who use the Bay to recreate. The South End Rowing Club supports a highly active base of 1,000 recreational Bay users. Jointly, these clubs enable roughly 50 organized recreational outings on the Bay each year - this figure does not account for the private outings that are self-initiated by club members and out of town visitors. It is estimated that roughly 5,000 swimmers come to San Francisco each year to swim from Alcatraz Island to San Francisco where they currently enjoy the safety and security of recreating west of the ferry service traffic lanes. The integration of Ferry traffic into a widely used recreational area exposes the NPS to a significant risk through heightened potential of injury and death to recreational boaters, swimmers and the City Police and Coast Guard members that would be required to intervene in rescue and recovery operations. The numbers cited above are estimates but if measured accurately, would be much higher, given the fact that large organizations such as the Leukemia Society's Team In Training program, The San Francisco Triathlon Club, The Golden Gate Triathlon Club and Water World Swim actively use the waters between Lower Fort Mason and Fisherman's Wharf to recreate.

Corr. ID: 50
Comment ID: 443409
Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.

Corr. ID: 50	Organization: North Beach Resident
Comment ID: 443408	Organization Type: Unaffiliated Individual
Representative Quote: Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.	

Corr. ID: 52	Organization: South End Rowing Club
Comment ID: 443418	Organization Type: Unaffiliated Individual
Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.	

Corr. ID: 52	Organization: South End Rowing Club
Comment ID: 443417	Organization Type: Unaffiliated Individual
Representative Quote: The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.	

Corr. ID: 52 Organization: South End Rowing Club

Comment ID: 443413 **Organization Type:** Unaffiliated Individual
Representative Quote: It is very dangerous to have so much boat traffic and pollution in this area of the bay, which has a long history of non-motorized watercraft recreational use.

Corr. ID: 55 **Organization:** *Not Specified*
Comment ID: 443426 **Organization Type:** Unaffiliated Individual
Representative Quote: That space should be kept as is for the safe use of Bay swimmers.

Corr. ID: 62 **Organization:** *Not Specified*
Comment ID: 443440 **Organization Type:** Unaffiliated Individual
Representative Quote: Moving the ferries will effectively end safe open-water swimming outside of Aquatic Park.

Corr. ID: 65 **Organization:** Patterson Dental
Comment ID: 443444 **Organization Type:** Unaffiliated Individual
Representative Quote: It is dangerous for swimmers.
Corr. ID: 66 **Organization:** *Not Specified*
Comment ID: 443445 **Organization Type:** Unaffiliated Individual
Representative Quote: Aquatic park is the only safe place in the Bay for swimmers.

Corr. ID: 68 **Organization:** *Not Specified*
Comment ID: 443454 **Organization Type:** Unaffiliated Individual
Representative Quote: It would be a terrible loss if swimming, kayaking, SUP, and other human-powered water sports were made unsafe and nearly impossible with the ferry traffic through the area.

Corr. ID: 70 **Organization:** *Not Specified*
Comment ID: 443457 **Organization Type:** Unaffiliated Individual
Representative Quote: The issues are obvious, with increased bay traffic in the way of our swims, but also congesting Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult.

Corr. ID: 70 **Organization:** *Not Specified*
Comment ID: 443458 **Organization Type:** Unaffiliated Individual
Representative Quote: It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway.

Corr. ID: 83 **Organization:** *Not Specified*
Comment ID: 443480 **Organization Type:** Unaffiliated Individual
Representative Quote: It will make operations for all swim and recreation clubs dangerous and difficult.

Corr. ID: 83 **Organization:** *Not Specified*
Comment ID: 443481 **Organization Type:** Unaffiliated Individual
Representative Quote: It also poses new risk to recreational boaters, kayakers and paddlers by turning this peaceful part of the bay into a ferry and tourist highway making it less safe.

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Corr. ID: 84	Organization: <i>Not Specified</i>
Comment ID: 443483	Organization Type: Unaffiliated Individual
Representative Quote: Sending large boats back and forth in such close proximity to swimmers creates obvious safety issues.	
Corr. ID: 85	Organization: <i>Not Specified</i>
Comment ID: 443491	Organization Type: Unaffiliated Individual
Representative Quote: Trains running on the tracks through Aquatic park will put people at risk.	
Corr. ID: 87	Organization: <i>Not Specified</i>
Comment ID: 443493	Organization Type: Unaffiliated Individual
Representative Quote: This change will make it more dangerous for those of us that swim in the Bay and will also congest Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult. It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway.	
Corr. ID: 88	Organization: self
Comment ID: 443494	Organization Type: Unaffiliated Individual
Representative Quote: This will cause increased bay traffic and congest Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult. It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway.	
Corr. ID: 93	Organization: Water World Swim
Comment ID: 443506	Organization Type: Recreational Groups
Representative Quote: Aquatic Park is safe now, but will be a lot more dangerous with tram traffic through it on land and ferries docking next door at Fort Mason.	
Corr. ID: 95	Organization: <i>Not Specified</i>
Comment ID: 443509	Organization Type: Unaffiliated Individual
Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.	
Corr. ID: 95	Organization: <i>Not Specified</i>
Comment ID: 443508	Organization Type: Unaffiliated Individual
Representative Quote: The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.	
Corr. ID: 97	Organization: <i>Not Specified</i>
Comment ID: 443516	Organization Type: Unaffiliated Individual

Representative Quote: Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.

Corr. ID: 97

Organization: *Not Specified*

Comment ID: 443515

Organization Type: Unaffiliated Individual

Representative Quote: The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.

Corr. ID: 98

Organization: Water World

Comment ID: 443519

Organization Type: Recreational Groups

Representative Quote: As a member of Water World in San Francisco, I am concerned about the congestion that will be caused by the new Bat traffic your proposal will bring resulting in endangering the hundreds of our participating swimmers. Additionally the risks to kayaker and smaller boats with the ferry traffic moving closer to the mouth of the Bay.

Corr. ID: 99

Organization: *Not Specified*

Comment ID: 443521

Organization Type: Unaffiliated Individual

Representative Quote: I opposed adding tram service due to the increase traffic of tourists and trams in a vicinity where there are people using the beach area for swimming and play. It would be more dangerous and more congested than it already is on weekends.

Corr. ID: 99

Organization: *Not Specified*

Comment ID: 443523

Organization Type: Unaffiliated Individual

Representative Quote: There aren't many safe areas to swim in the bay, this is the only spot that I go to and it would be sad to lose it.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443526

Organization Type: Unaffiliated Individual

Representative Quote: Impacts to long-standing use by pleasure boaters - rowers, paddlers, stand-up paddlers, sailors, are not addressed. Putting the Alcatraz Ferry at Ft. Mason would destroy the ONLY area on the northern waterfront where pleasure boaters and swimmers are relatively safe from motorized boats and large wakes. Impacts to youth sailboat racing are not addressed. Impacts to regular sailboat races are not addressed. As a rower, I choose to row this stretch because I do not have to cross the shipping channel or row near ferries and cruise ships. This stretch of water is invaluable for pleasure boaters and swimmers for that reason.

Corr. ID: 111

Organization: Swim Across America

Comment ID: 443561

Organization Type: Unaffiliated Individual

Representative Quote: Today, swimmers can enjoy one of San Francisco's treasures and train freely, but if the ferry service location moves, the Bay will no longer be safe for recreational use. Ferries crossing the channel would cripple our ability to use the area of the Bay that, for hundreds of years has been used by the

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South End Rowing Club, the Dolphin Club, local San Franciscans and international enthusiasts. The change would not only impact swimmers, but it would also affect all of the paddleboarders, rowers and kayakers who are constantly in and out of the Bay.

Corr. ID: 117
Comment ID: 443582
Organization: South End Rowing Club / Santa Cruz Masters Aquatics
Organization Type: Recreational Groups

Representative Quote: As well, swimmers training for major marathon swims, including the English Channel, Catalina and Santa Barbara Channels, Cook Strait, and Monterey Bay, use the San Francisco Bay as their prime training ground. These swimmers enter and exit the water at Aquatic Cove and swim to and from many different locations throughout the Bay. Ferry boats out of the Ft. Mason area would pose a significant danger to a single swimmer with escort.

Corr. ID: 119
Comment ID: 443591
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: There will almost certainly be increased injuries and possibly deaths due to recreational boaters, sailors, and swimmers colliding with Alcatraz ferries.

Corr. ID: 120
Comment ID: 443592
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Currently there are hundreds of swims originating in various locations throughout the bay that have swimmers entering Aquatic Park and Crissy Field. The ferry traffic would unnecessarily create life threatening hazardous conditions.

Corr. ID: 122
Comment ID: 443594
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The chance of a swimmer getting hit and fatally wounded would be high if ferry service is moved to Ft. Mason.

Corr. ID: 124
Comment ID: 443597
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Alt 3 would be dangerous for recreationists.

Corr. ID: 128
Comment ID: 443604
Organization: SwimTrek
Organization Type: Unaffiliated Individual
Representative Quote: Open water swimming has its dangers already of dealing with boat craft. To add to the potential dangers by increasing (substantially) any boat traffic around Aquatic Park would potentially be catastrophic to those swimmers, kayakers and rowers who use this facility as a training ground.

Corr. ID: 128
Comment ID: 443603
Organization: SwimTrek
Organization Type: Unaffiliated Individual
Representative Quote: As a sport, it's population is growing and a demand for SAFE open water swim venues is high. Aquatic Park provides a comfortable training venue for those who are training marathon swims as well as the fast-growing sport of

triathlon. Most importantly, it provides a safe venue for those who are not local and not familiar with the boat traffic and/or local rules pertaining to swimming around the bay. It attracts advanced open water swimmers, but also beginning open water swimmers who need safer venues.

Corr. ID: 128

Organization: SwimTrek

Comment ID: 444028

Organization Type: Unaffiliated Individual

Representative Quote: Aquatic Park provides a comfortable training venue for those who are training marathon swims as well as the fast-growing sport of triathlon. Most importantly, it provides a safe venue for those who are not local and not familiar with the boat traffic and/or local rules pertaining to swimming around the bay. It attracts advanced open water swimmers, but also beginning open water swimmers who need safer venues.

Open water swimming has its dangers already of dealing with boat craft. To add to the potential dangers by increasing (substantially) any boat traffic around Aquatic Park would potentially be catastrophic to those swimmers, kayakers and rowers who use this facility as a training ground.

Corr. ID: 131

Organization: *Not Specified*

Comment ID: 444055

Organization Type: Recreational Groups

Representative Quote: Quite honestly, the thought of having the Alcatraz Ferry business running its 1.4 million passengers a year out of the lovely and stately Fort Mason (as the NPS has proposed) terrifies me. I know how big those boats are, how rapidly they move, and how large, powerful and consuming their wake is. I am on the water to protect the swimmers, and must always be vigilant, watching for fishing boats, sailing boats and cargo traffic. That's difficult enough - but the amount of back and forth traffic that the ferries do, each day, is daunting.

Corr. ID: 137

Organization: *Not Specified*

Comment ID: 444088

Organization Type: Unaffiliated Individual

Representative Quote: The SERC and DC are throwbacks to another time and have well established rights to safe swimming and boating for everyone through the current arrangement.

Corr. ID: 141

Organization: *Not Specified*

Comment ID: 444099

Organization Type: Unaffiliated Individual

Representative Quote: As a recreation swimmer, there are few salt water places to swim in safety. By moving the ferry service, the safe haven of Aquatic Park will be destroyed.

Corr. ID: 144

Organization: San Francisco Marina Harbor Association

Comment ID: 444113

Organization Type: Unaffiliated Individual

Representative Quote: Notably the historic 'Ft. Mason 'M' Yacht Racing Association buoy, located 200 yards North of the end of the piers, would be dangerous to both the commercial crossing traffic, and the yacht racing community

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 145 **Organization:** SF Marina Harbor Association
Comment ID: 444145 **Organization Type:** Unaffiliated Individual
Representative Quote: Given the poor sight lines when entering and exiting these piers, any ferry service from Ft. Mason would make it extremely dangerous if not impossible for recreational boaters and swimmers to cross in front of the piers. Ferry captains would rightly demand an exclusion zone, necessitating new buoys being dropped off of the piers to restrict access by recreational users.

New routes linking Ft. Mason to Ft. Baker and other sites in Marin will exacerbate this problem, even if NPS is successful in keeping the Alcatraz Ferry at Pier 31 ½. If there is demand for such services, those routes should start and end at Pier 31 ½.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444158 **Organization Type:** Unaffiliated Individual
Representative Quote: It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444162 **Organization Type:** Unaffiliated Individual
Representative Quote: Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444164 **Organization Type:** Unaffiliated Individual
Representative Quote: Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444157 **Organization Type:** Unaffiliated Individual
Representative Quote: Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities.

Corr. ID: 159 **Organization:** Dolphin Club
Comment ID: 444182 **Organization Type:** Unaffiliated Individual
Representative Quote: The proposed move to Fort Mason would adversely affect all of these recreational activities which have a history that dates back to 100 years and puts open water swimmers and rowers/kayakers in San Francisco in danger

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444212 **Organization Type:** Unaffiliated Individual
Representative Quote: Those locations are the entrance to the Marine Yacht Harbor and the Gas House Cove marina across from Safeway. Adding large tour boats will only make a dangerous situation even more so.

Corr. ID: 192 **Organization:** *Not Specified*
Comment ID: 444305 **Organization Type:** Unaffiliated Individual

Representative Quote: If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

Corr. ID: 195

Organization: *Not Specified*

Comment ID: 444309

Organization Type: Unaffiliated Individual

Representative Quote: Aquatic Park is a rare gem and so unique to San Francisco! Running the tram through it will disrupt the park activity and endanger those of us who enjoy it on a regular basis as well as the numerous visitors to the city. It will also change the complexion of the neighborhood that will not result in a better standard of living in this already very expensive city.

Corr. ID: 196

Organization: South End Rowing Club

Comment ID: 444388

Organization Type: Unaffiliated Individual

Representative Quote: At a minimum the NPS would need to analyze and create procedures for ferry service and recreational opportunities for area residents to take place in the same way that they do now. We feel we have a historical right to use that area of the bay for recreational purposes, which is as legitimate a right as commercializing the bay through revenue ferry service to Alcatraz. There would have to be some accommodation where recreational activities are given preference, ferry routes altered to allow these regular activities almost all of them conducted under U.S. Coast Guard permits to continue to take place. This may at times require the altering of ferry schedules and paths of travel in order to create a safe environment for everyone that is presently already in place without the presence of regular scheduled ferry service in this heavily used recreation area.

Corr. ID: 196

Organization: South End Rowing Club

Comment ID: 444383

Organization Type: Unaffiliated Individual

Representative Quote: If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers.

Corr. ID: 197

Organization: Dolphin Club

Comment ID: 444314

Organization Type: Unaffiliated Individual

Representative Quote: Area west of Hyde Pier to Golden Gate Bridge was traditionally a safe sanctuary for sailing, rowing, and swimming. Introducing ferry traffic there will endanger too many people using it. Wind and currents in SF Bay already presenting enough challenges to sailors, rowers and swimmers. We don't need another challenge of dodging ferries.

Existing Location at Pier 31 embarkation for Alcatraz Ferries affords good visibility for both Ferry operators and sail and row boats to avoid collisions. Not so at Pier 3, where row boats and small sail boats are often forced to stay close to shore due to current and wind conditions. Being surprised by outgoing Ferry in a very tight space with little option to avoid collision is a sure recipe for disaster.

Corr. ID: 205

Comment ID: 444316

Organization: International Organization of Masters, Mates & Pilots

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS' recreation section, states that the Pier 3 alternative will have "no impacts on recreational boating or swimming." From years of experience, I know this is not true. The Fort Mason Location starts inside a water biased recreation area with two boat marinas several launch points and thus in the fog on a busy weekend there will be plenty of close calls.

The route from Pier 3 to Alcatraz is filled with conflicts with recreational boaters, windsurfers, and swimmers. To ensure safety, Alcatraz ferries will have to slow down even when there isn't heavy fog. Greater frequency of Alcatraz Ferry crossings will further increase the impact the recreational community.

On the weekends, sailing regattas, swims to and from Alcatraz Island rowboats from the clubs inside of Aquatic park, kayaks, windsurfers, kite boarders along with regular the regular tour boat schedules. The large commercial fishing fleet inside of the Hyde street Pier 45 area is home to a lot of boats, inbound and outbound ships, All of these present a constant navigational and collision avoidance challenge with meeting, crossing and overtaking situations.

In the summer months this channel can be very challenging to navigate and avoid collisions, with the likelihood of cognitive overload a real possibility due to the infinite number of possible watercraft and the recreational access available in the area as well as challenging weather conditions

The Draft Environmental Impact Statement addresses landside transportation impacts but fails to recognize the waterside impacts to mariners and recreational boaters of locating the Alcatraz Ferry at Pier 3 Fort Mason. These impacts require further study to ensure safety for Alcatraz ferry riders, recreational users and other mariners on the Bay.

Corr. ID: 205

Comment ID: 444315

Organization: International Organization of Masters, Mates & Pilots

Organization Type: Unaffiliated Individual

Representative Quote: From a navigational perspective, the channel known as the East Bound Lane adjacent to Fort Mason Pier 3 with the severe fog conditions and the very large water based recreational area presents the highest risks and impacts. The DEIS failed to examine these conditions.

The summer fog pattern runs basically thru the Golden Gate Bridge Eastward towards Alcatraz island and onward towards Berkeley, with the range of visibility anywhere from near zero to ½-3/4th of a mile. When transiting the area from Fort Mason to the Southern tip of Alcatraz Island the route enters the fog almost immediately. This can be a very challenging scenario vs entering from the Pier 31 1/2 location that is tucked to the south of the fog pattern and allows time under way before entering the Fog and thus an easier transition into the fog zone en route.

Corr. ID: 208

Organization: St. Francis Yacht Club

Comment ID: 444318

Organization Type: Recreational Groups

Representative Quote: The consultant obviously failed to visit on a weekend, when recreational swimmers and paddlers seek current relief along the shore, when the race committees of various Bay Area clubs start and finish regattas directly off those piers, and when the Ft. Mason Buoy is frequently used as a waypoint in many races. None of this activity was mentioned in the consultant's report to NPS.

Ferries would cut across the path of boaters entering and leaving SF Marina East Harbor, affecting both berth holders and transients seeking fuel at the City Yachts Gas Dock. Ferry traffic at Ft. Mason would affect kayakers and other paddlers whose right to safe passage is protected by the State of California Bay Area Water Trail Act (Legislation AB 1296) signed by the governor on September 22, 2005.

Corr. ID: 208

Organization: St. Francis Yacht Club

Comment ID: 444319

Organization Type: Recreational Groups

Representative Quote: Given the poor sight lines when entering and exiting these piers, any ferry service from Ft. Mason would make it extremely dangerous if not impossible for recreational boaters and swimmers to cross in front of the piers. Ferry captains would rightly demand an exclusion zone, necessitating new buoys to be dropped off of the piers to restrict access by recreational users.

Corr. ID: 210

Organization: SERC

Comment ID: 444321

Organization Type: Unaffiliated Individual

Representative Quote: As a member of the South End Rowing Club and a swimmer training to swim the English Channel. This would absolutely cause CAOS and be extremely dangerous for the organized swims we do outside the cove. We are always trying to avoid swimming anywhere near where the Ferrys are. Just to Dangerous!

Corr. ID: 214

Organization: *Not Specified*

Comment ID: 444325

Organization Type: Unaffiliated Individual

Representative Quote: If the ferry service is moved to Pier 3 in Fort Mason, the move will introduce a high level of ferry traffic directly into the path where I and other club members often swim and row. This will make swimming and rowing here extremely dangerous. The result will be to effectively stop all swimming and rowing along the waterfront, confining it to Aquatic Park.

In addition, the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. (Note that the Port used to require a wave attenuator when the military conducted regular operations at Fort Mason.) The

draft EIS omits critical details about past requirements imposed on uses at Fort Mason operations, or to consider the valid reasons that such requirements were in effect.

By failing to recognize the extent of current recreational uses (particularly swimming and rowing) along the San Francisco waterfront, and by refusing to acknowledge that relocation of ferry services to Pier 3 at Fort Mason will make swimming and rowing so unsafe as to be impossible, the EIS fails to take the necessary "hard look" at the impact this change would have on recreation users.

Corr. ID: 220
Comment ID: 444330
Organization: Mr.
Organization Type: Unaffiliated Individual
Representative Quote: Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

Corr. ID: 225	Organization: <i>Not Specified</i>
Comment ID: 444334	Organization Type: Unaffiliated Individual
Representative Quote: As open water swimmers, we travel to San Francisco specifically to swim in the bay. Over the past 4 years, we have participated and assisted with dozens of swims from Aquatic Park to Alcatraz and Angel Island, the Golden Gate Bridge, Pt. Bonita and many points in between. Many of these swims, as well as daily training swims pass by Fort Mason. Frequent ferry crossing so close to Aquatic Park would put numerous swimmers, rowers, and other water enthusiasts at increased risk and dramatically reduce their ability to safely utilize this resource.	

Corr. ID: 231 **Organization:** *Not Specified*
Comment ID: 444337 **Organization Type:** Unaffiliated Individual
Representative Quote: Specifically, I worry that that ferries, whether to Alcatraz or to other locations in Marin, would create a restricted zone offshore Ft. Mason as sight lines are bad coming in and out of the marina, and we'd not be able to sail, paddle, and swim past the piers like we do now. Regattas that often start just offshore of Ft. Mason or use the Ft. Mason buoy as a turning mark would have to go elsewhere.

Kids often practice sailing in the same location on Monday through Friday, and compete on weekends. They would have to stay far away as their dinghies do not have motors to avoid ferries. Many of my fellow users of the marina and waters surrounding Ft. Mason, namely neighboring yacht clubs, as well as the Dolphin Club, and local SF government officials, share my concern.

Corr. ID: 241 **Organization:** *Not Specified*
 Comment ID: 444353 **Organization Type:** Unaffiliated Individual
Representative Quote: This rare and unique place of meaning will become dangerous and unsafe for the open water community if the Ferry enterprises that serve to support Alcatraz divert their daily and numerous revenue generating paths

through it - I see this as analogous to putting a highway back in front of the Ferry Building.

Corr. ID: 246	Organization: <i>Not Specified</i>
Comment ID: 444380	Organization Type: Unaffiliated Individual
Representative Quote: Creating cross ferry traffic within the existing travel paths of two yacht harbors and rowing and swimming clubs, not to mention one of the Bay Area's most heavily used windsurfing and kiteboarding zones, would be dangerous for all users.	

Corr. ID: 248 **Organization:** South End Rowing Club
Comment ID: 444465 **Organization Type:** Recreational Groups
Representative Quote: Aquatic Park is the starting point for many marathon training swims for us including the English and Catalina Channels. We have several swims outside of Aquatic Park and an Alcatraz ferry path so close would greatly endanger our lives.

Corr. ID: 249 **Organization:** South End Rowing Club
Comment ID: 444464 **Organization Type:** Recreational Groups
Representative Quote: I feel the EIS is inaccurate in implying our boating and swimming activities are limited to being inside Aquatic Park. We swim and boat daily in the bay and have since 1873. Ferry service at Fort Mason would create a safety concern for us.

Corr. ID: 259 **Organization:** South End Rowing Club
Comment ID: 444447 **Organization Type:** Unaffiliated Individual
Representative Quote: All of these swims would be jeopardized, including by virtue of the severe safety issues raised, because of ferries crossing out swim paths.

Corr. ID: 261 **Organization:** South End Rowing Club
Comment ID: 444444 **Organization Type:** Recreational Groups
Representative Quote: People (residents and tourists) come to Aquatic Park to enjoy outdoor sporting activities- cycling, swimming. This move will make it more challenging and create obstacles for everyone.

Corr. ID: 266 **Organization:** Dolphin Club
Comment ID: 444438 **Organization Type:** Recreational Groups
Representative Quote: Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

Corr. ID: 268 **Organization:** *Not Specified*
Comment ID: 444430 **Organization Type:** Unaffiliated Individual
Representative Quote: Due to the very serious safety concerns about ANY ferry service from Fort Mason, it would certainly be advisable that ferry service should ONLY start and finish at Pier 31.

Corr. ID: 270 Organization: *Not Specified*

Comment ID: 444423

Organization Type: Unaffiliated Individual

Representative Quote: The proposed Ferry Services

would create new water traffic lanes that would cut close-to-shore areas that are used by many San Franciscans and appreciated by tourists' high school sailing teams that race on weekends, weekend and weekday sailors in regattas directly off Piers 1-3, paddlers and kayakers. Imagine the dangers created.

Corr. ID: 273

Organization: Paul Hastings LLC

Comment ID: 444414

Organization Type: Business

Representative Quote: 2. The Impacts on Recreation Associated with Regular Ferry Service Under the Pier 3 Alternative are Significant and Require Analysis

The DEIS is legally deficient as a result of its failure to describe and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 Alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion and without further discussion or consideration, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the Bay to be a busy environment for recreational activities in general, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the Bay for recreation frequently do so in the area that would be traversed by the regular Alcatraz ferry service.

SERC members and other individuals using the Bay for recreation frequently engage in rowing and swimming activities on the San Francisco Bay that are not limited to Aquatic Park. SERC rowers do not remain in Aquatic Park; rowers typically exit Aquatic Park and row west towards Crissy Field and the Golden Gate Bridge. Similarly, swimmers frequently swim outside the boundaries of Aquatic Park, especially when training for significant open water swims. Attached to this letter as Attachment A is a photograph of a map posted at SERC's clubhouse that depicts the various training routes that are regularly undertaken by club members. While some of SERC's routes traverse the middle of the Bay (e.g., Alcatraz, Point Bonita)¹ most of the training swims begin in Aquatic Park and travel west, past Fort Mason, along

Crissy Field towards the Golden Gate Bridge and the Pacific Ocean.

If the regular Alcatraz ferry service is moved to Pier 3 in Fort Mason, the NPS would introduce a significant quantity of regular and frequent ferry traffic directly into the path where SERC members often swim and row. If such ferry service is introduced, recreational opportunities, including open water swimming and rowing would be severely impaired, as such activities would become extremely dangerous.

1 SERC coordinates with, and holds permits issued by, the United States Coast Guard for such activities

Furthermore , the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service creates in this portion of the waterfront. As a result, the DEIS fails to take the requisite "hard look" and supplemental environmental review of the Pier 3 Alternative is required.

Corr. ID: 273

Organization: Paul Hastings LLC

Comment ID: 444416

Organization Type: Business

Representative Quote: As part of the "hard look" analysis required by NEPA, the DEIS must also consider mitigation measures as a means of reducing the significant environmental impacts of the proposed action. 40 C.F.R. § 1502.14(f). If the analysis relies on proposed mitigation to justify the selection of an alternative, the DEIS must also ensure that means to implement the proposed mitigation are incorporated into the action or required as a condition of approval. 40 C.F.R. § 1502.16(9)-(h) .

The DEIS fails to fulfill these requirements. As described above, the Pier 3 Alternative would result in significant adverse impacts on recreation. Indeed, regular and frequent ferry service out of Pier 3 would create substantial safety concerns, as ferry service would traverse portions of the waterfront that are heavily used by recreational users. Some of these operations will require the ferries to operate in reverse. Accordingly, ferry service would significantly hamper rowing and open water swimming, resulting in the degradation of treasured and historic swimming areas. Given these significant, adverse Impacts, the DEIS has a duty to consider associated mitigation measures.

In particular, the DEIS omits the need for and means to accomplish mitigation for impacts on recreation and other resources due to the waves created by commercial operations. NPS failed to consider critical details about the requirements of the historic operations at Fort Mason that would be instructive on mitigation matters. Specifically, the DEIS omits the fact that the port required a wave attenuator when the military conducted regular operations at Fort Mason. The DEIS fails to identify, let alone discuss, whether a wave attenuator should be used to mitigate impacts due to ferry wake-generated and other wave action at Pier 3.

Similarly, the DEIS fails to consider safety protocols that would need to be implemented under the Pier 3 Alternative if recreational uses and ferry service are to coexist. The cost and feasibility of these measures also must be examined in the

DEIS.

While we are confident that any proposed mitigation measures would be insufficient to reduce adverse impacts posed by regular ferry service at Pier 3, the DEIS must at least attempt to identify some measures. In failing to do so, the DEIS has not taken the requisite "hard look" at the Pier 3 Alternative. Before preparing a final EIS that properly informs the public of the consequences of the proposed action, NPS must accordingly undertake supplemental environmental review of these issues.

Corr. ID: 274 **Organization:** Assembly California Legislature
Comment ID: 444411 **Organization Type:** State Government
Representative Quote: Swimmer safety is incredibly important. These groups take this responsibility very seriously and operate within the constraints of the Bay by organizing swims, training pilots, obtaining appropriate permits, and maintaining contact with vessel traffic control at all times when swimmers are in the Bay. This ensures that the swimmers are safe and all other operations on the Bay are accounted for and respected. The clubs are part of the City and County of San Francisco's recreation resources and are used by hundreds of people on a regular basis.

By moving your Alcatraz operations to Ft. Mason, you will cut off these legitimate and important uses of the Bay from hundreds of users.

Concern ID:
Concern
Statement:
Representative
Quote(s):

54523
[Ferry service and associated shuttle service to Fort Mason could result in a poor visitor experience.](#)
Corr. ID: 2 **Comment ID:** 441810 **Organization:** *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The historic Port of San Francisco, already home to the Cruise Ship Terminal, is the natural location for an additional water transport service. The Embarcadero currently serves millions of visitors on foot in a wide variety of ways and services, and presents a higher visibility location for the Park Service in presenting the public with the opportunity to visit Alcatraz, and beyond, than does Fort Mason Center.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443339 **Organization Type:** Recreational Groups
Representative Quote: Adding a shuttle bus or forcing them to take the MUNI railcar would increase the cost of their trips is a bad way to nickel-and-dime tourists who aren't used to the high SF prices for everything even more not to mention the increased time they would have to use to get between the wharf area and Fort Mason.

Corr. ID: 35 **Organization:** *Not Specified*
Comment ID: 443345 **Organization Type:** Unaffiliated Individual
Representative Quote: It would add a significant chunk to their journey if they had to also get all the way to Ft Mason.

Corr. ID: 53 **Organization:** *Not Specified*
Comment ID: 443421 **Organization Type:** Unaffiliated Individual
Representative Quote: The ferry would be for tourists only- -- and the tourists are already at Fisherman's Wharf, so why make them climb up over the hill to access the ferry? It wouldn't make sense and you would lose business for Alcatraz tours.

Corr. ID: 59 **ganization:** *Not Specified*
Comment ID: 443434 **ganization Type:** Unaffiliated Individual
Representative Quote: Tourists have a difficult enough time getting to San Francisco.

Corr. ID: 79 **Organization:** *Not Specified*
Comment ID: 443472 **Organization Type:** Unaffiliated Individual
Representative Quote: Fisherman's Wharf is the heart of the tourist area and close enough to key downtown locals.

Corr. ID: 82 **Organization:** *Not Specified*
Comment ID: 443478 **Organization Type:** Unaffiliated Individual
Representative Quote: The infrastructure already exists in the Fisherman's Wharf area to support the Alcatraz ferries.

Corr. ID: 106 **Organization:** Fisherman's Wharf Restaurant Association
Comment ID: 443551 **Organization Type:** Unaffiliated Individual
Representative Quote: We urge you to keep the ferry service close to Fisherman's Wharf to enable the 1.5 million annual Alcatraz visitors to easily access all of the merchants, restaurants and historic attractions that draw people to the Wharf.

Concern ID: 54524

Concern Statement: [Ferry service and associated shuttle service to Fort Mason could endanger land-based recreational users such as pedestrian and cyclists.](#)

Representative Quote(s): **Corr. ID:** 17 **Organization:** *Not Specified*
Comment ID: 442121 **ganization Type:** Unaffiliated Individual
Representative Quote: I am also particularly concerned for the students at nearby Galileo High School. Imagine lost tourists driving around and not being aware of students crossing the street.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443332 **Organization Type:** Recreational Groups
Representative Quote: The proposed idea to just add in tour buses to shuttle Alcatraz tourists into the area would disrupt this flow and like the ferries in the water, introduce large vehicles that endanger the lives of the numerous pedestrians and cyclists in the area. People come from all over the world to enjoy cycling and walking in peace.

Corr. ID: 60 **Organization:** *Not Specified*
Comment ID: 443436 **Organization Type:** Unaffiliated Individual
Representative Quote: The stretch between Aquatic Park and Crissy Field is currently the *only* place in San Francisco where swimmers can safely enjoy the

open Bay without the safety risks presented by introducing commercial boats. The ferries in their current location are not a threat to swimmers.

Corr. ID: 67 **Organization:** *Not Specified*
Comment ID: 443447 **Organization Type:** Unaffiliated Individual
Representative Quote: The increased traffic at Aquatic park with ferries unloading would be hazardous to both people enjoying the water, and the current traffic on the promenade.

Corr. ID: 85 **Organization:** *Not Specified*
Comment ID: 443488 **Organization Type:** Unaffiliated Individual
Representative Quote: I think a plan to push more traffic through the park would endanger the many pedestrians that walk, bike and jog through the park.

Concern ID:
Concern
Statement:
Representative
Quote(s):

54530
[The existing ferry embarkation location provides convenient access and positive visitor experience.](#)
Corr. ID: 22 **Organization:** *Not Specified*
Comment ID: 442848 **Organization Type:** Unaffiliated Individual
Representative Quote: Besides, Pier 41 is close to the center of tourism at Fisherman's Wharf (Pier 31, the Jeremiah O'Brian, fish shops, etc.), so it makes a lot more sense from the point of view of tourism to leave the Ferry terminals where they are.

Corr. ID: 25 **Organization:** *Not Specified*
Comment ID: 443308 **Organization Type:** Unaffiliated Individual
Representative Quote: We felt it was easy to get in and out on public transit, the facilities were adequate, and the ferry ride was pretty incredible (even for those of us who grew up in the City!) coming west around the corner, with the Golden Gate Bridge looming in the background.

Corr. ID: 32 **Organization:** *Not Specified*
Comment ID: 443329 **Organization Type:** Unaffiliated Individual
Representative Quote: I think the ferry service is presently located in a good area to service the general public and visitors and should remain at that location.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443338 **Organization Type:** Recreational Groups
Representative Quote: The current layout of having them all right next to each other provides them convenience as they can walk between all 3 of them. They get to spend more time enjoying the tourist hot spots, especially before or after their Alcatraz tour.

Corr. ID: 44 **Organization:** *Not Specified*
Comment ID: 443382 **Organization Type:** Unaffiliated Individual
Representative Quote: Also, the public has access to many large vessels in the same general area as ferry service is now, with cruise ships nearby.

Corr. ID: 56 **Organization:** *Not Specified*

Comment ID: 443428 **Organization Type:** Unaffiliated Individual
Representative Quote: As a recreational tourist, business tourist and recreational participant, I feel the current layout works great. I've taken the ferry and it was very convenient as is.

Corr. ID: 277 **Organization:** Port of San Francisco
Comment ID: 446698 **Organization Type:** Town or City Government
Representative Quote: The Port strongly believes that the Pier 31 Alternative is the optimal ferry embarkation site. Pier 31 has shown over the past decade that it is a proven ferry embarkation location that complements the Port's other northern waterfront sites and activities. As described in the EIS, the Pier 31 Alternative articulates a potential site enhancement that includes the existing location and potentially expands into a portion of the Pier 31 bulkhead. The Port believes that the Pier 31 Alternative would meet all the objectives identified above.

Concern ID: 54577
Concern Statement: Limited ferry service at Fort Baker would decrease the availability of the Fort Baker pier for fishing uses.
Representative Quote(s): **Corr. ID:** 218 **Organization:** Mayor, City of Sausalito
Comment ID: 444479 **Organization Type:** Town or City Government
Representative Quote: The Fort Baker Ferry Landing Project component would, we acknowledge, provide a new tourist amenity at Fort Baker. However, once fully implemented with up to 14 ferry landings during peak days and 100,000 new visitors annually, it will inevitably push aside the fishing use on the pier that is a notable feature of the current Fort Baker Plan. This loss should be disclosed and its impacts evaluated

RTSO100 - Resource Topic: Socioeconomics

Concern ID: 54475
Concern Statement: Ferry service and associated shuttle service to Fort Mason could dislocate or diminish access to existing tenants, events, and activities.
Representative Quote(s): **Corr. ID:** 1 **Organization:** Member of AICP and proponent of many planning proposals in the City.
Comment ID: 441807 **Organization Type:** Unaffiliated Individual
Representative Quote: In the absence of such an extension, the amount of traffic generated by the Alcatraz Ferry at Pier 3 would have very negative impacts on the operation of Fort Mason and would probably have severely negative impact on the operations of the Ferry.

Corr. ID: 11 **Organization:** Major Productions
Comment ID: 442097 **Organization Type:** Unaffiliated Individual
Representative Quote: We cannot envision or afford any other space in San Francisco; the other sites along the Embarcadero are either too big, or too expensive. Moscone Center or any hotels downtown are too expensive. The Concourse near the design center is closed - our options to keep the arts alive in SF are dwindling.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 16
Comment ID: 442118
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: Lastly, from a personal entertainment perspective, it would cause the dislocation of the food truck roundup, which is often a location for friends to meet and dine on Friday nights.

Corr. ID: 28
Comment ID: 443312
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: The impact on the neighborhood and other tenants at Fort Mason seems it would be overwhelming.

Corr. ID: 29
Comment ID: 443316
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Make it difficult for SF residents to shop at Safeway.

Corr. ID: 32
Comment ID: 443328
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: There are Friday evening food trucks and week-end fairs and exhibitions as well as every day activities.

Corr. ID: 102
Comment ID: 443528
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The DEIR asserts that tourist-oriented businesses will not relocate to Ft. Mason. This is laughable. The inevitable expansion of tourist-oriented businesses will have profound and profoundly negative impacts on residents of San Francisco, Harbor Tenants, and MUNI.

Corr. ID: 104
Comment ID: 443542
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Ft Mason national park is historic and scenic, not touristy. Relocating the Alcatraz Ferry to Ft. Mason would change that as surely more touristy shops and activities would develop. Harbor tenants would be impacted.

Corr. ID: 228
Comment ID: 444335
Organization: The Guardsmen
Organization Type: Unaffiliated Individual
Representative Quote: Moving the Alcatraz Ferry to Pier 3 at Fort Mason Center would put at-risk kids into harm's way in the Bay Area. For 69 years The Guardsmen has run its charity Christmas Tree Lot at Fort Mason, raising money to send at-risk kids to summer camp.

The Guardsmen makes life-changing differences in the lives of at-risk youth by raising funds for Scholarship, Campership and other youth programs. We mobilize the talents, energy and resources of our members, friends, families, and professional colleagues, and in so doing strengthen our entire community. The Guardsmen also structures its philanthropy to provide flexible and immediate support to educational and outdoor programs experiencing unforeseen financial challenges that may undermine their crucial, ongoing services to disadvantaged youth. The Guardsmen is committed to making sure that fundraising dollars are spent wisely, with the greatest need and highest returns always in mind. In fact,

approximately 95 cents of every dollar raised goes directly to support programs for kids.

For the last 42 years, that event has been at Pier 3 in Fort Mason Center. Losing that space could jeopardize over \$300,000 that would get kids off the streets and into a safe environment during the summer months. If the Tree Lot were closed all together, the additional costs of having to relocate after 42 years could make it impossible to even raise money, leaving more than 600 kids out of luck every summer.

Please see this brief overview of the importance of the Christmas Tree Lot to the kids we support and the community overall.

<http://guardsmen.org/merry-christmas-from-the-guardsmen/>

Fort Mason is critical to The Guardsmen Tree Lot and ultimately the kids. We strongly encourage you to keep the Alcatraz Ferry out of Fort Mason Center, and allow the continued use of the space for non-profit and educational programs to better the community around this beautiful space.

Corr. ID: 244

Organization: Fort Mason Center

Comment ID: 444372

Organization Type: Unaffiliated Individual

Representative Quote: Socioeconomics (page nine, Table ES-1)

Operation: long-term, moderate adverse impacts on parking for Fort Mason tenants, and long-term moderate adverse impacts from the loss of Pier 3 event space to the Fort Mason Center and users.

In line with our comments above on Land Use, Transportation, and Recreation, we believe this should be reworded:

Operation: long-term severe immitigable impacts.

Concern ID:

54476

Concern Statement:

Ferry service and associated shuttle service to Fort Mason could negatively impact businesses at the current ferry location and surrounding Embarcadero and Fisherman's Wharf.

Representative Quote(s):

Corr. ID: 2

Organization: Not Specified

Comment ID: 441811

Organization Type: Unaffiliated Individual

Representative Quote: The Port has been struggling to find the appropriate tenant mix on its Piers for years and because the Public Trust requires the Port to provide maritime related services to the citizens of the State of California, the fit seems to match the needs of both the Port and the Park Service.

Corr. ID: 37

Organization: South End Rowing Club

Comment ID: 443355

Organization Type: Unaffiliated Individual

Representative Quote: Negative impact on businesses in current ferry location.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 39	Organization: South End Rowing Club
Comment ID: 443364	Organization Type: Recreational Groups
Representative Quote: Unfair relocation of one of the main features served by Fishermans Wharf/pier 39 tourist oriented businesses/hotels/transit.	
Corr. ID: 40	Organization: <i>Not Specified</i>
Comment ID: 443369	Organization Type: Unaffiliated Individual
Representative Quote: Beyond that, this would cause detrimental consequences for the plethora of shopping, dining, gallery businesses near the current ferry terminal and result in less sales tax for the city.	
Corr. ID: 41	Organization: <i>Not Specified</i>
Comment ID: 443373	Organization Type: Unaffiliated Individual
Representative Quote: Additionally, the Port and Fisherman's Wharf businesses prefer to keep the embarkation station at its current location.	
Corr. ID: 44	Organization: <i>Not Specified</i>
Comment ID: 443381	Organization Type: Unaffiliated Individual
Representative Quote: I spent many years working on Fisherman's Wharf in the tourist industry and clearly saw the direct connection between retail sales and the ferry service, as customers remained in close proximity to both activities. Removing the ferry service to Ft. Mason could have a significant impact on that relationship.	
Corr. ID: 49	Organization: <i>Not Specified</i>
Comment ID: 443406	Organization Type: Unaffiliated Individual
Representative Quote: The SF General Plan places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to the business sector operating in Fisherman's Wharf and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning and developable land for business purposes in area surrounding Fort Mason. Although the NPS may generate added revenue through onsite sales within a more-developed Fort Mason, it would mean an overall loss for the city's economy.	
Corr. ID: 53	Organization: <i>Not Specified</i>
Comment ID: 443422	Organization Type: Unaffiliated Individual
Representative Quote: The ferry would be for tourists only- -- and the tourists are already at Fisherman's Wharf, so why make them climb up over the hill to access the ferry? It wouldn't make sense and you would lose business for Alcatraz tours.	
Corr. ID: 60	Organization: <i>Not Specified</i>
Comment ID: 443438	Organization Type: Unaffiliated Individual
Representative Quote: Also, businesses in Fisherman's Wharf stand to suffer from moving tourists to Fort Mason, where there is almost no infrastructure to serve said tourists.	
Corr. ID: 71	Organization: <i>Not Specified</i>
Comment ID: 443460	Organization Type: Unaffiliated Individual

Representative Quote: This would ruin aquatic park and the recreation area for so many as well as taking business from fishermen's wharf and directing it to a residential area.

Corr. ID: 82 **Organization:** *Not Specified*
Comment ID: 443479 **Organization Type:** Unaffiliated Individual
Representative Quote: Businesses (many of whom have invested with the knowledge that the visitor flow from the Alcatraz visits) in the Fisherman's Wharf area would be permanently damaged.

Corr. ID: 92 **Organization:** *Not Specified*
Comment ID: 443500 **Organization Type:** Unaffiliated Individual
Representative Quote: Pier 39/Fisherman's Wharf is largely populated by tourists who appreciate the convenience of catching the Alcatraz ferries from nearby. Moving the ferry boarding will decrease the revenue currently experienced at Pier 39.

Corr. ID: 98 **Organization:** Water World
Comment ID: 443520 **Organization Type:** Recreational Groups
Representative Quote: Economically there would be hardships to Pier 38 businesses.

Corr. ID: 150 **Organization:** *Not Specified*
Comment ID: 444153 **Organization Type:** Unaffiliated Individual
Representative Quote: Relocating the service would also take away foot traffic from Fisherman's Wharf which relies solely on the tourist trade.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444167 **Organization Type:** Unaffiliated Individual
Representative Quote: Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444213 **Organization Type:** Unaffiliated Individual
Representative Quote: the financial impact on business owners in the Fisherman's Wharf area who depend on Alcatraz-bound tourists for their livelihood.

Corr. ID: 168 **Organization:** *Not Specified*
Comment ID: 444218 **Organization Type:** Unaffiliated Individual
Representative Quote: Keep the ferry where it is, not to hurt the merchants in the area.

Corr. ID: 196 **Organization:** South End Rowing Club
Comment ID: 444385 **Organization Type:** Unaffiliated Individual
Representative Quote: The DEIS also fails to evaluate the effect of regular ferry service from Ft. Mason to Alcatraz on the large number of public Alcatraz swims other operators schedule each year. Swim routes for these large public swims, some

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

that have over 1,000 participants annually, extend from the east end of Alcatraz to the east end of Crissy Field. Essentially the swimmers path of travel would cut right across where ferry traffic would travel and at a time at which ferries would be operating. These large Alcatraz swims not only favorably showcase the bay and the city of San Francisco to a world-wide audience, they also bring employment to many commercial boats and residents. These events fill many Fisherman Wharf hotels and restaurants and all of this activity would be put at risk through regular ferry service from Ft. Mason to Alcatraz that may force cancellation of these events.

Corr. ID: 210

Organization: SERC

Comment ID: 444322

Organization Type: Unaffiliated Individual

Representative Quote: You just can't move 1 1/2 million people who ride the ferry down to Fort Mason and think you are not going to Greatly impact the businesses that are located near the current terminal.

Corr. ID: 229

Organization: PIER 39

Comment ID: 444336

Organization Type: Unaffiliated Individual

Representative Quote: Many private businesses have been established in the 40 years that Alcatraz has been running, and these businesses rely on visitor attractions for their livelihoods. The northern waterfront is a very important economic engine for the City, and keeping attractions like Alcatraz within this commercial district is important for both the City and private enterprise. Moving the Alcatraz ferry to the well-manicured confines of San Franciscos marina district runs against the wishes of residents there, as flies in the face of the NPS being a socially and economically responsible citizen of San Francisco.

Corr. ID: 263

Organization: Keith's San Francisco

Comment ID: 444441

Pedicab

Organization Type: Business

Representative Quote: Alcatraz Cruises are the hottest attraction for San Francisco and has been for many years- this is extremely important for all successful businesses.

Corr. ID: 266

Organization: Dolphin Club

Comment ID: 444432

Organization Type: Recreational Groups

Representative Quote: The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

Corr. ID: 274

Organization: Assembly California

Comment ID: 444412

Legislature

Organization Type: State Government

Representative Quote: Every year 1.4 million people utilize the ferry system to visit Alcatraz. These ferry customers contribute to the economic success of Fisherman's Wharf, a popular destination that is well suited to handling this traffic. The

restaurants, gift shops, and 3,000 hotel rooms at the Wharf regularly entertain and accommodate travelers from around the world. Fisherman's Wharf also has numerous public transportation and parking options that enable this location to handle such a high volume of visitors.

RTTB100 - Resource Topic: Terrestrial Biological Resources

Concern ID: 54488

Concern Statement: Ferry service at Fort Mason could impact Black Point and other terrestrial biological resources.

Representative **Corr. ID: 43**

Organization: *Not Specified*

Quote(s): **Comment ID: 443379**

Organization Type: Recreational Groups

Representative Quote: The damage done to the last remaining 'wild' shoreline, Black Point, by the numbers of ferry crossings is also a serious issue.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443532

Organization Type: Unaffiliated Individual

Representative Quote: The DEIR does not address uniqueness of Black Point as the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. It does not acknowledge quiet water refuge at Black Point for seals, sea lions, feeding birds. It does not address the regular presence of rare birds such as Wandering Tattler at the abandoned pier adjacent to Muni Pier.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443538

Organization Type: Unaffiliated Individual

Representative Quote: Moving the Ferry service to Fort Mason would destroy Black Point and have a negative impact on this small wild space and its visitors, who access it and appreciate it without the use of motorized boats or vehicles. This is directly contrary to the Mission of the GGNRA, which I quote here to end my comments.

"The Golden Gate National Parks mission is to preserve and enhance the natural, historic and scenic resources of the lands north and south of the Golden Gate for the education, recreation and inspiration of people today and in the future. In the spirit of bringing national parks to the people, we reach out to a diverse urban community, promote the richness and breadth of the national park system to many who are experiencing a national park for the first time and foster broad-based public stewardship through various volunteer and partnership programs."

Corr. ID: 104

Organization: *Not Specified*

Comment ID: 443545

Organization Type: Unaffiliated Individual

Representative Quote: The SF Birding group regularly posts on bird sightings at Ft Mason, in the coves and along the waters. There will certainly be impacts on birds as traffic and people increase, and the DEIR assessment that nesting birds and resident mammals in Ft. Mason will not be affected because number of people visiting Ft. Mason will not increase seems very unlikely. Black Point is the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. As such there should be much review and discussion of impacts on it and the biologic resources.

Corr. ID: 104 **Organization:** *Not Specified*
Comment ID: 443548 **Organization Type:** Unaffiliated Individual
Representative Quote: Black Point cove and the history of the area should be preserved with minimal impact.

Corr. ID: 240 **Organization:** *Not Specified*
Comment ID: 444350 **Organization Type:** Unaffiliated Individual
Representative Quote: By moving to this part of the water front, you would be invading a wilder area, apart from the bustle of Downtown and Fisherman's Wharf. Black Point, the rocky outcropping just east of Fort Mason, is the last undeveloped bit of land going east from the Golden Gate. There you will find many species of birds and other wildlife, some of which are rarely seen so close to civilization, and I'm afraid they would be rudely disrupted and polluted by the activities related to moving the ferry to Fort Mason.

Corr. ID: 245 **Organization:** *Not Specified*
Comment ID: 444377 **Organization Type:** Unaffiliated Individual
Representative Quote: Rather than peak hour observations for water activity impacts, it should be recalculated using 24hr 7day observations due to biological activity (including human) within the San Francisco Bay. Current EIS observations may have underestimated the biological activity; therefore the EIS may have underestimated the biological impacts that would occur during construction and during the span of operation. Please list observation locations, times, and calculations to determine activity, including human activity (i.e. swimming, rowing and windsurfing).

Concern ID: 54489
Concern Statement: Further analysis is needed for impacts to federal- and state-endangered wildlife species resulting from ferry service at Fort Baker.

Representative Quote(s): **Corr. ID:** 163 **Organization:** *Not Specified*
Comment ID: 444203 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Baker is preciously close to wild spaces that need our continued vigilance and protection.

Corr. ID: 218 **Organization:** Mayor, City of Sausalito
Comment ID: 444478 **Organization Type:** Town or City Government
Representative Quote: The DEIS section on aquatic and terrestrial biological resources fails because of the DEISs insistence that the Fort Baker Ferry Service will be intermittent and low level relative to existing vessel activity in the Bay. Federal and State endangered wildlife species, which include the Mission Blue Butterfly and host species lupine, among other species and their habitat, are known to inhabit coastal scrub areas at Fort Baker. The City respectfully submits that 14 daily ferry landings, 100,000 annual passengers and the associated development of Fort Baker should be thoroughly analyzed for its impact on Federal and State endangered wildlife species.

Corr. ID: 235 **Organization:** Dolphin Club

Comment ID: 444342 **Organization Type:** Unaffiliated Individual
Representative Quote: In addition, I am concerned about the plan for a ferry stop at Fort Baker in Sausalito. Please review the endangered Mission Blue Butterfly. It's habitat is at Ft Baker.

RTTC100 - Resource Topic: Transportation and Circulation

Concern ID: 54483

Concern Statement: Ferry service and associated shuttle service to Fort Mason could decrease available parking and/or increase traffic congestion in the area.

Representative Quote(s): **Corr. ID: 2** **Organization:** Not Specified
Comment ID: 441808 **Organization Type:** Unaffiliated Individual
Representative Quote: Despite the property being under the jurisdiction of the Port of San Francisco and not the Park Service where the Park Service could have full control of the site, the Port site better protects historic Fort Mason Center from an inundation of visitors and their related service and expected parking demands which will be beyond the carrying capacity of the site, in order to accommodate over 1 million visitors/year.

Corr. ID: 3 **Organization:** Not Specified
Comment ID: 441814 **Organization Type:** Unaffiliated Individual
Representative Quote: The area is already poorly served by public transit and highly used by commuters. Adding the vehicles required to get 1.7 million people per year to the ferry would be highly disruptive.

Corr. ID: 4 **Organization:** Not Specified
Comment ID: 441816 **Organization Type:** Unaffiliated Individual
Representative Quote: Parking at the Marina could be enhanced as well as public transportation to the site and utilization of the Presidio shuttles.

Corr. ID: 5 **Organization:** Not Specified
Comment ID: 441817 **Organization Type:** Unaffiliated Individual
Representative Quote: I live in the area and parking and traffic is already a nightmare. I don't know how you could possibly think this part of town, with pretty much only has one way in/out, can handle 1.7 million visitors. The Marina is not equipped to handle what you are suggesting.

Corr. ID: 7 **Organization:** South End Rowing Club
Comment ID: 441824 **Organization Type:** Unaffiliated Individual
Representative Quote: Another issue would be parking, as there is very little in the neighborhood.

Corr. ID: 7 **Organization:** South End Rowing Club
Comment ID: 441823 **Organization Type:** Unaffiliated Individual
Representative Quote: Additionally as someone who lives nearby, this would bring even more congestion, traffic, and pollution to a relatively calm area of the city.

Corr. ID: 12 **Organization:** Not Specified
Comment ID: 442100 **Organization Type:** Unaffiliated Individual

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Representative Quote: The area is currently maxed out with parking, a new change of use would only make the area more congested and difficult.

Corr. ID: 13

Organization: *Not Specified*

Comment ID: 446160

Organization Type: Unaffiliated Individual

Representative Quote: One of the concerning things is pressure that project will make on the residential area. According to the parking survey from 2011, it was already one of the concerns. However 4 years later the parking situation become significantly worse the point that project will have unbearably negative impact on the residents of San Francisco.

Corr. ID: 14

Organization: *Not Specified*

Comment ID: 442105

Organization Type: Unaffiliated Individual

Representative Quote: The impacts of running a train line to facilitate tourism would negatively impact local residents and Aquatic Park visitors - congestion, , increased noise, more parking challenges and the negative impacts on air quality from more cars is a serious concern of mine.

Corr. ID: 15

Organization: *Not Specified*

Comment ID: 442108

Organization Type: Unaffiliated Individual

Representative Quote: Not only the parking but the garbage, the cars and the busses would destroy an area that is not used to such a massive CONTINUAL influx of people

Corr. ID: 16

Organization: South End Rowing Club

Comment ID: 442112

Organization Type: Recreational Groups

Representative Quote: There is very little parking available in the Fort Mason area.

Corr. ID: 16

Organization: South End Rowing Club

Comment ID: 442111

Organization Type: Recreational Groups

Representative Quote: From the perspective of a tourist, I would consider the location of Fort Mason to be extremely inconvenient, requiring either a long walk or use of transit, raising out-of-pocket costs.

Corr. ID: 16

Organization: South End Rowing Club

Comment ID: 442117

Organization Type: Recreational Groups

Representative Quote: Parking, again: parking a car anywhere near the West end of the Embarcadero is difficult, and often expensive. Moving a tourist attraction to the Fort Mason would likely cause ongoing parking trouble for members of both the Dolphin and South End athletic clubs.

Corr. ID: 17

Organization: *Not Specified*

Comment ID: 442119

Organization Type: Unaffiliated Individual

Representative Quote: There is the issue of parking being severely not just for users of Aquatic Park but for nearby residents which would include my relatives.

Corr. ID: 17

Organization: *Not Specified*

Comment ID: 442120

Organization Type: Unaffiliated Individual

Representative Quote: Traffic will be impacted as the ferry terminal will be further away from public transportation including BART.

Corr. ID: 18
Comment ID: 442837
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: In addition to these obvious conflicts, I worry about how the traffic and parking that would come with turning Fort Mason into a ferry terminal would be accommodated in this section of the City where congestion and insufficient parking are already the norm.

Corr. ID: 20
Comment ID: 442842
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Moving the Ferry Terminal further away from the hub of hotels puts more stress on our streets and public transit.

Corr. ID: 25
Comment ID: 443306
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: It is currently difficult to park in the area on the street, which would be made significantly more difficult.

Corr. ID: 25
Comment ID: 443307
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Adding more foot traffic and vehicle traffic would render the whole Fort Mason and Ghirardelli areas unpleasant for locals (much like Fisherman's Wharf is).

Corr. ID: 27
Comment ID: 443310
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The Marina and Fort Mason area is too busy already, and that is with mostly local visitors using the Marina Green and attending events at Fort Mason. The area surrounding Fort Mason is not capable of handling the influx of tourists wanting to visit our most popular attraction.

Corr. ID: 29
Comment ID: 443314
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Extending crowds of tourists from the Fisherman's Wharf area through Aquatic Park to Ft Mason will cause increased traffic, and in the summer and on weekends bottle up Bay St, Laguna St and Marina Blvd.

Corr. ID: 30
Comment ID: 443319
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The proposed area is already congested with traffic and moving the ferry would only make things worse.

Corr. ID: 30
Comment ID: 443321
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Traffic along residential streets would significantly increase as tourists try to short cut congested main traffic arteries.

Corr. ID: 30
Organization: *Not Specified*

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Comment ID: 443320 **Organization Type:** Unaffiliated Individual
Representative Quote: There is not enough parking.

Corr. ID: 31 **Organization:** *Not Specified*
Comment ID: 443325 **Organization Type:** Unaffiliated Individual
Representative Quote: I don't believe that the neighborhood around Fort Mason can effectively handle the expected 1.5m visitors per/year. Traffic at the entrance of fort mason is already congested, and moving this many tourists, who are already at the commercial waterfront would dramatically impact the Marina neighborhood.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443336 **Organization Type:** Recreational Groups
Representative Quote: While you can say that they can take public transit also, the fact is that many will still chose to drive, especially if there is technically parking available in the Fort Mason parking lot and surrounding area.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443333 **Organization Type:** Recreational Groups
Representative Quote: Parking would become an even worse nightmare in this area! San Francisco is known for being a city that's virtually impossible to park in already.

Corr. ID: 34 **Organization:** *Not Specified*
Comment ID: 443341 **Organization Type:** Unaffiliated Individual
Representative Quote: The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area.

Corr. ID: 36 **Organization:** *Not Specified*
Comment ID: 443347 **Organization Type:** Unaffiliated Individual
Representative Quote: There is no public transit here.

Corr. ID: 36 **Organization:** *Not Specified*
Comment ID: 443346 **Organization Type:** Unaffiliated Individual
Representative Quote: The road which goes by it, Marina Blvd which turns into Laguna when the road goes south around the Marina Safeway, is a main traffic corridor in the mornings and evenings. There is no parking for Alcatraz bound tourists. Ft. Mason's parking lot is full most of the time because it serves the businesses there.

Corr. ID: 39 **Organization:** South End Rowing Club
Comment ID: 443362 **Organization Type:** Recreational Groups
Representative Quote: Traffic snarls sure to follow as 1.7 million tourists try to get to Ft Mason

Corr. ID: 39 **Organization:** South End Rowing Club
Comment ID: 443363 **Organization Type:** Recreational Groups

Representative Quote: Further Parking and Transit Headaches

Corr. ID: 40
Comment ID: 443370
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Not to mention that parking would be a total nightmare.

Corr. ID: 43
Comment ID: 443377
Organization: *Not Specified*
Organization Type: Recreational Groups
Representative Quote: On weekends, parking is already difficult in the area. Bringing thousands more people to the area will only exacerbate that issue.

Corr. ID: 45
Comment ID: 443386
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: On Page xii, the "Pier 3" alternative is listed as having "minor" adverse traffic and parking impacts. It is unclear how this can be the case. Where will the millions of annual visitors park for their multi-hour ferry ride, if not at Fort Mason? This would severely limit the current uses of that lot, whether parking for visitors to the waterfront or the Sunday Farmer's market.

Corr. ID: 48
Comment ID: 443398
Organization: Dolphin Club
Organization Type: Recreational Groups
Representative Quote: Moreover, on land between the proposed ferry port through the tunnel and along narrow walkways hosting cyclers, walkers, strollers, trolleys will bottleneck and clog our prime paths bordering the water where so many enjoy the outdoors on beach or grass.

Corr. ID: 48
Comment ID: 443394
Organization: Dolphin Club
Organization Type: Recreational Groups
Representative Quote: The water itself is pretty dang clean but with ferry traffic, with more car, trolley, but and taxi connections, the pollution will have a huge impact on all- -neighbors, workers in the area, athletes, and just visitors who come to enjoy a uniquely beautiful "park" and sea-scape.

Corr. ID: 52
Comment ID: 443414
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: It is also difficult enough to park in that area right now.

Corr. ID: 54
Comment ID: 443424
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The area around Aquatic Park, and the area between Fort Mason and the Golden Gate are used extensively for recreational activities on land and in the water. Adding a Ferry route in this area will unnecessarily cause congestion that I feel is better kept in the area where there is already existing Ferry routes.

Corr. ID: 55
Comment ID: 443425
Organization: *Not Specified*
Organization Type: Unaffiliated Individual

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Representative Quote: It's a beloved spot for swimmers that would be unable to support the enormous increase in tourist traffic (water, cars, walking, and biking).

Corr. ID: 57
Comment ID: 443429
Organization: Oakland Triathlon Club
Organization Type: Unaffiliated Individual
Representative Quote: Bringing the ferries to this area will pollute the water, cause congestion and harm this beautiful part of San Francisco.

Corr. ID: 58
Comment ID: 443431
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Moving the ferries to this area would destroy the area with the increase in people and cars and congestion and noise.

Corr. ID: 59
Comment ID: 443433
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: It makes no sense to go all the way to Fort Mason to make matters worst with traffic congestion.

Corr. ID: 65
Comment ID: 443443
Organization: Patterson Dental
Organization Type: Unaffiliated Individual
Representative Quote: It congests the bay and Aquatic Park.

Corr. ID: 67
Comment ID: 443446
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The increased traffic at Aquatic park with ferries unloading would be hazardous to both people enjoying the water, and the current traffic on the promenade.

Corr. ID: 68
Comment ID: 443452
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.

Corr. ID: 70
Comment ID: 443456
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The issues are obvious, with increased bay traffic in the way of our swims, but also congesting Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult.

Corr. ID: 75
Comment ID: 443465
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The new ferry plan would be a disaster traffic-wise, but more importantly the character of historic Aquatic Park would be forever changed.

Corr. ID: 82
Comment ID: 443476
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The Marina area in general, and Ft Mason in particular, does not have the infrastructure to handle the additional visitor traffic if Fort Mason

were used. Traffic and parking are already difficult even with relatively small events at Fort Mason.

Corr. ID: 83
Comment ID: 443482
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Already there is a enough traffic at Aquatic Park. Adding a tram and moving people from Fisherman's Wharf to Fort Mason will only make it worse.

Corr. ID: 84
Comment ID: 443484
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Putting a train in so close to Aquatic Park would ruin this pristine waterfront area by obstructing the view and creating congestion and noise.

Corr. ID: 92
Comment ID: 443505
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The construction will cause years of traffic congestion in a city already plagued by some of the worst traffic in the US and in an area that is already heavily congested at all hours of the day.

Corr. ID: 96
Comment ID: 443512
Organization: San Francisco tour guide guild
Organization Type: Unaffiliated Individual
Representative Quote: But the traffic will be beyond endurance in the present circumstances.

Corr. ID: 99
Comment ID: 443522
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: I opposed adding tram service due to the increase traffic of tourists and trams in a vicinity where there are people using the beach area for swimming and play. It would be more dangerous and more congested than it already is on weekends.

Corr. ID: 103
Comment ID: 443539
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The use of the waterfront for weekend events and activities like Off-the-Grid adds a vibrancy to the area but also stresses issues around traffic, parking, etc. Moving the Alcatraz Ferry to Fort Mason will exacerbate these stresses in a way that doesn't have a positive impact for our local community.

Corr. ID: 104
Comment ID: 443541
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: MUNI and San Francisco transit impacts and coordination are not addressed. Getting to Ft. Mason without a car is not possible without long walk. Currently, cruise ship visitors can take Muni to Alcatraz ferry. Traffic in the area is often difficult, and parking as well. Increased visitation would make it worse.

Corr. ID: 106
Comment ID: 443552
Organization: Fisherman's Wharf Restaurant Association

Organization Type: Unaffiliated Individual
Representative Quote: There has been significant push back from Supervisor Mark Farrell, as well as concerned Marina residents, merchants and community groups who agree that increasing traffic in those neighborhoods would create unnecessary congestion in the area and divert tourists from some of the most popular and iconic destinations in the city.

Corr. ID: 114 **Organization:** *Not Specified*
Comment ID: 443569 **Organization Type:** Unaffiliated Individual
Representative Quote: This area of San Francisco is precious and unique and does not have the infrastructure to accommodate the foot traffic, car traffic, parking or even the roadways required for this exponential increased use by ferry-users.

Corr. ID: 115 **Organization:** *Not Specified*
Comment ID: 443575 **Organization Type:** Unaffiliated Individual
Representative Quote: Parking facilities would be quickly filled up, as there are no garages in the area.

Corr. ID: 115 **Organization:** *Not Specified*
Comment ID: 443573 **Organization Type:** Unaffiliated Individual
Representative Quote: This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion.

Corr. ID: 115 **Organization:** *Not Specified*
Comment ID: 443574 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives.

Corr. ID: 116 **Organization:** South End Rowing Club
Comment ID: 443576 **Organization Type:** Unaffiliated Individual
Representative Quote: Parking facilities would be quickly filled up, as there are no garages in the area.

Corr. ID: 116 **Organization:** South End Rowing Club
Comment ID: 443578 **Organization Type:** Unaffiliated Individual
Representative Quote: Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives.

Corr. ID: 116 **Organization:** South End Rowing Club
Comment ID: 443577 **Organization Type:** Unaffiliated Individual
Representative Quote: This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion

Corr. ID: 119 **Organization:** *Not Specified*
Comment ID: 443588 **Organization Type:** Unaffiliated Individual

Representative Quote: Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives.

Corr. ID: 119

Organization: *Not Specified*

Comment ID: 443589

Organization Type: Unaffiliated Individual

Representative Quote: This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion.

Corr. ID: 119

Organization: *Not Specified*

Comment ID: 443590

Organization Type: Unaffiliated Individual

Representative Quote: Parking facilities would be quickly filled up, as there are no garages in the area.

Corr. ID: 125

Organization: *Not Specified*

Comment ID: 443598

Organization Type: Unaffiliated Individual

Representative Quote: The neighborhood we share is very residential. It is not equipped to handle the millions of visitors Alcatraz attracts each year. Further, the Marina is a beautiful, park-like neighborhood, adjoining Crissy Field, the Presidio and Fort Mason. Residents and visitors alike are often here due to the serene beauty of the place. The additional street traffic and the additional services required to support the huge amount of tourism that Alcatraz commands will ruin this.

Corr. ID: 131

Organization: *Not Specified*

Comment ID: 444059

Organization Type: Recreational Groups

Representative Quote: Fort Mason would be decimated, parking would be non-existent, and the traffic would hugely impact the foot traffic of residents.

Corr. ID: 150

Organization: *Not Specified*

Comment ID: 444152

Organization Type: Unaffiliated Individual

Representative Quote: This area cannot handle more traffic especially that generated by moving the Alcatraz Ferry service to Pier 3.

Corr. ID: 154

Organization: Self

Comment ID: 444171

Organization Type: Unaffiliated Individual

Representative Quote: The Fort Mason area is currently fully utilized regarding water, land, and parking.

Corr. ID: 155

Organization: *Not Specified*

Comment ID: 444173

Organization Type: Unaffiliated Individual

Representative Quote: More foot traffic and litter would make it largely unusable

Corr. ID: 157

Organization: People for a GGNRA

Comment ID: 444178

Organization Type: Unaffiliated Individual

Representative Quote: The ferry service generates a great deal of traffic, both on foot and by car, seven days a week. Fort Mason Center needs the parking for its cultural uses, and the necessarily busy staging area now at Pier 3 1/2 would be a great detriment to the activities of FMC.

Corr. ID: 162 **Organization:** *Not Specified*
Comment ID: 444200 **Organization Type:** Unaffiliated Individual
Representative Quote: In my opinion the transportation impacts are some of the most important to consider. I would have liked to have also seen analysis on the differences in transportation costs of the actual ferry service from each of the alternative sites. It would seem to me that there would be greater transportation costs (such as fuel) from Pier 3 since the location is farthest west of the island as well as being on the opposite side of the ferry births.

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444214 **Organization Type:** Unaffiliated Individual
Representative Quote: The lack of adequate parking for incremental auto volumes at Ft. Mason

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444215 **Organization Type:** Unaffiliated Individual
Representative Quote: The impact on traffic throughout the marina district and onto the new golden Gate Bridge approach roads

Corr. ID: 168 **Organization:** *Not Specified*
Comment ID: 444219 **Organization Type:** Unaffiliated Individual
Representative Quote: Don't crowd a quieter neighborhood such as the Marina with all the additional traffic.

Corr. ID: 187 **Organization:** *Not Specified*
Comment ID: 444293 **Organization Type:** Unaffiliated Individual
Representative Quote: With all of this said, I am confused whether this site has an appropriate amount of parking available and whether this will have negative impacts on the visitors' experience.

Corr. ID: 189 **Organization:** USF MSEM
Comment ID: 444295 **Organization Type:** Unaffiliated Individual
Representative Quote: The only concern for the pier 3 alternative is creating a new traffic area, but fort mason is adequate to handle such traffic because they already experience large capacities during events.

Corr. ID: 189 **Organization:** USF MSEM
Comment ID: 444296 **Organization Type:** Unaffiliated Individual
Representative Quote: The embarcadero piers are consistently busy during the day therefore keeping the traffic there would just congest it even more.

Corr. ID: 190 **Organization:** University of San Francisco
Comment ID: 444297 **Organization Type:** University/Professional Society
Representative Quote: One of them is regarding the amount of time it will take to make this transition. Due to the huge amount of traffic that already has occurred from the new cruise terminal and giants stadium, do you think the construction time will cause and further hindrance to the traffic? If so, how will you compensate for

that? This will significantly affect the people who live near these potential piers and those who commute in and out? I wouldn't mind having more buses running.

Corr. ID: 231
Comment ID: 444338
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The shore side area is already very populated during the week and on weekends and it can be hard to find parking. Kids are using the Marina fields for soccer, organizations are launching running events in this area, and how you would manage to allow for more taxis, shuttles, buses to transit in and out of the neighborhood is not clear from the report. The congestion would interfere with the regular use of Ft. Mason, people enjoying the park area or attending to one of the many cultural events in the area.

Corr. ID: 235
Comment ID: 444343
Organization: Dolphin Club
Organization Type: Unaffiliated Individual
Representative Quote: Additional traffic and people are going to adversely affect that area as well.

Corr. ID: 235
Comment ID: 444341
Organization: Dolphin Club
Organization Type: Unaffiliated Individual
Representative Quote: The additional tourists and cars will also adversely affect traffic, and all the residents in the Marina district.

Corr. ID: 239
Comment ID: 444346
Organization: Marina Community Association
Organization Type: Unaffiliated Individual
Representative Quote: Most importantly, the Marina neighborhood surrounding Ft. Mason is completely incapable of handling the thousands of people taking the ferry from a parking standpoint as well as visitors to the immediate area. We do not feel that the impact of this influx of visitors has been adequately studied in the EIS and thus the findings are incomplete and inadequate.

Corr. ID: 242
Comment ID: 444356
Organization: SF Recreation and Parks Department
Organization Type: Unaffiliated Individual
Representative Quote: In addition, SFRPD is concerned about increased demand for parking within the vicinity of Fort Mason generated by the popular Alcatraz ferry service.

Corr. ID: 243
Comment ID: 444360
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: it would bring thousands of people into a limited area where the accompanying traffic congestion, noise and never ending arrival of tour buses for pick up and delivery.

Corr. ID: 244
Comment ID: 444370
Organization: Fort Mason Center
Organization Type: Unaffiliated Individual
Representative Quote: The Fort Mason Center believes that if the point of embarkation is moved to Pier 3, the transportation problem must be solved. Lack of

public transportation to Lower Fort Mason continues to be a major problem today in attracting arts and cultural uses. Fort Mason is almost entirely dependent on automobiles and consequently parking. The addition of 5,686,000 trips per year cannot take place without providing adequate transportation.

Discussions of level-of-service changes at key intersections in the DEIS is meaningless when the issue is lack of access. Reliance on shuttles from Fishermans Wharf is not credible without identification of their capital and operational funding. Further, to the extent that existing parking for existing daily Fort Mason employees and patrons is eliminated, shuttles from Fishermans Wharf will not substitute for adequate MUNI transportation serving Fort Mason from throughout the city.

In addition, the DEIS fails to identify capital funding, operational funding, political feasibility or a timetable for the F-Line extension.

Unless the NPS can provide evidence of funded feasible transportation improvements, we believe this impact should be rewritten:
Operation: long-term, severe immitigable impacts.

Corr. ID: 244 **Organization:** Fort Mason Center
Comment ID: 444369 **Organization Type:** Unaffiliated Individual
Representative Quote: Mitigation. Transit. (p. 289)
Implementation of mitigation measure Transportation-MM-5, as described below, was considered as a way to reduce this alternatives impacts on transit capacity by providing an alternative method of transportation. However, further analysis found that implementation of a shuttle may increase transit impacts.

Corr. ID: 246 **Organization:** *Not Specified*
Comment ID: 444381 **Organization Type:** Unaffiliated Individual
Representative Quote: This site is inadequately serviced by parking and public transit options, and the influx of over one million visitors a year to a bottlenecked site would be disastrous physically, culturally and environmentally

Corr. ID: 248 **Organization:** South End Rowing Club
Comment ID: 444468 **Organization Type:** Recreational Groups
Representative Quote: I have attended parking during those events (marathon training swims) is already an issue. Adding 1.7 million people to the area would make it a complete disaster! Parking is already difficult in the area. The proposed idea of extending the rail cars to Fort Mason also makes the area along Aquatic Park even more congested as several cyclists and pedestrians use this walkway. It is a walkway not a street.

Corr. ID: 250 **Organization:** *Not Specified*
Comment ID: 444463 **Organization Type:** Unaffiliated Individual
Representative Quote: The move to Pier 3 will create more noise, pollution, congestion, decrease the value of our property.

Corr. ID: 257 **Organization:** South End Rowing Club
Comment ID: 444451 **Organization Type:** Recreational Groups

Representative Quote: This move [to Pier 3] means more traffic, more pollution, more crowds, and more noise in this historic area.

Corr. ID: 261
Comment ID: 444443
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: By relocating the ferries we are impacting parking in an already congested area (Fort Mason and Aquatic Park).

Corr. ID: 264
Comment ID: 444440
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Moving Alcatraz Cruises to a neighborhood without any amenities to serve the tourists would be detrimental to both the tourists and residents alike. It is not well served by public transportation and there is not enough parking there for those who want to drive.

Corr. ID: 268
Comment ID: 444428
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The report also fails to recognize the negative impact on increased traffic and general congestion in the area.

Corr. ID: 274
Comment ID: 444408
Organization: Assembly California
Legislature
Organization Type: State Government
Representative Quote: Fort Mason, by contrast, is a predominantly residential neighborhood. Its non-commercial nature and relative dearth of public transit options make it ill-suited to handling such a high volume of tourist traffic.

Corr. ID: 277
Comment ID: 444393
Organization: Port of San Francisco
Organization Type: Town or City
Government
Representative Quote: Unlike the Pier 31 Alternative, the Fort Mason Alternative has generated negative community comment because public transit and alternative transportation access to this location is lacking. Access to Fort Mason would rely more heavily on private automobiles that would increase neighborhood traffic congestion, and disrupt, not enhance, current Fort Mason operations and events. The project would require extensive construction both on land and within the bay as there currently are no maritime facilities at the proposed site. In addition there is very limited retail, services or additional attractions serving the Fort Mason site and it seems highly infeasible to further develop the adjacent area due to its residential nature.

Concern ID: 58802
Concern Statement: Should ferry service occur at Fort Mason, shuttle service will be needed to reduce parking demand. Shuttle service should include a BART Station stop and service for nearby employees.
Representative Quote(s): **Corr. ID:** 242
Comment ID: 444358
Organization: SF Recreation and Parks Department

Organization Type: Unaffiliated Individual

Representative Quote: With regard to traffic impacts to the Fort Mason area, the EIS concluded that the Pier 3 Alternative would result in a long-term, major, adverse cumulative parking impacts, even with implementation of a shuttle between Fisherman's Warf and Pier 3. If the Fort Mason embarkation site is selected, SFRPD strongly encourages the GGNRA to incorporate a shuttle service between Fisherman's Warf and Fort Mason in order to reduce parking demand in the Fort Mason area. Additionally, this shuttle service will encourage Alcatraz visitors to continue to visit Fisherman's Warf, an important tourist destination providing local jobs and businesses. SFRPD encourages GGNRA to consider expanding the shuttle service to include a BART station stop and offering service to employees of the Fisherman's Warf area in order to reduce overall vehicle trips to the area and thus increase parking availability for patrons of Fisherman's Warf and Fort Mason.

Concern ID:

54484

Concern

[Adequate analysis of the historic streetcar extension, which would support visitor transportation to ferry service at Fort Mason, has not been included in the report.](#)

Statement:

Representative

Corr. ID: 49

Organization: *Not Specified*

Quote(s):

Comment ID: 443400

Organization Type: Unaffiliated Individual

Representative Quote: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. My understanding is that the extension project has already been approved however, the EIS needs to be updated to reflect the frequency and volume of passage along this extension that would be required to support the 1.5 million annual visitors that would leverage the extended track. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and an updated impact statement is needed to reflect the current state of usage in this area.

Corr. ID: 102

Organization: *Not Specified*

Comment ID: 443527

Organization Type: Unaffiliated Individual

Representative Quote: The impacts to MUNI and San Francisco transit are not addressed. Getting to Ft. Mason without a car is impossible for people who cannot walk a half-mile or more. MUNI line 30 stops a half-mile away from Pier 3, and the 28 line does not serve downtown BART stations or any area of the City east of 19th Avenue. While I support the extension of the F-line, the SFMTA should not be forced to change its long-term planning to accommodate a unilateral, poorly considered decision by the Federal Government, and should instead be free to plan transit expansions for the needs of San Franciscans.

Corr. ID: 151

Organization: *Not Specified*

Comment ID: 444168

Organization Type: Unaffiliated Individual

Representative Quote: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

Corr. ID: 244 **Organization:** Fort Mason Center
Comment ID: 444368 **Organization Type:** Unaffiliated Individual
Representative Quote: Special Pier 3 Analysis: Effects of the F-Line Street Car Extension (pp 291, 287).
Implementation of mitigation measure Transportation-MM-5 may reduce this alternatives impacts on parking facilities. However, the effectiveness and feasibility of these measures cannot be guaranteed at this time. Therefore, the impact would be considered to remain moderate with mitigation in the long-term.

Corr. ID: 266 **Organization:** Dolphin Club
Comment ID: 444431 **Organization Type:** Recreational Groups
Representative Quote: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason Increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

Concern ID:
Concern
Statement:
Representative
Quote(s):

54485
[Ferry service at Fort Baker would cause further adverse impacts to existing congestion on traffic routes, ferries, bicycle paths, and pedestrian walkways.](#)
Corr. ID: 163 **Organization:** Not Specified
Comment ID: 444201 **Organization Type:** Unaffiliated Individual
Representative Quote: We have an already way over-congested downtown area under seige in Sausalito, in what has been a charming and sleepy bedside community. The developemnt of Ft. Baker into Cavallo Point was the maximum amount of development that our fragile ecosystem can handle, and we cannot absorb the influx of thousands of people to this delicate shoreline that abuts national parkland and maintains a cushion of quiet and stillness for the town and also wildlife. Please do not allow Ft. Baker to become a tourist development, a hub for crowds and possible future development not in keeping with its placid and ecologically sound setting. Developing a "port" like landing space for tourist boats to and from Alcatraz and the city is a horrendous idea that greatly, adversely affects the residents of Sausalito and the citizens of Marin county who already overrun by traffic congestion, bicycle overcrowding and poorly considered development.

Corr. ID: 173 **Organization:** Not Specified
Comment ID: 444223 **Organization Type:** Unaffiliated Individual
Representative Quote: Currently, the City's streets, parking lots and public amenities are under mounting pressure from regional, national and international visitors traveling to Sausalito. The City continues to experience a staggering level of vehicles, bicycles and pedestrian traffic flowing into the Bridgeway corridor. Weekend bicycle traffic, largely arriving via the Golden Gate Bridge, has proved to be especially vexing, making many of our pedestrian walkways nearly impassable. In turn, cyclists often return to San Francisco via the ferry operations embarking from the Sausalito Ferry Landing. However, the number of returning cyclists is now outstripping the capacity of those ferries. Rather than relieve that overcrowding, we believe a ferry landing at Fort Baker will serve to increase visitors and bicycle traffic

in Sausalito and further impact our community while also eroding the visitor experience at both Fort Baker and Sausalito,

Corr. ID: 188
Comment ID: 444294
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Sausalito and Fort Baker simply cannot assume an uncapped increase in tourism. The city and Fort have already seen a considerable increase in development, traffic, tourism and general use in recent years. These increases are not sustainable for a small historic community.

Concern ID: 58807

Concern Statement: It is unclear how additional traffic safety would be funded.

Representative Quote(s):
Corr. ID: 177
Comment ID: 444244
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Sausalito is crowded now with tourist traffic and bikers. This would make it unacceptable. Also, will the park service pay for what is required to keep all this traffic safe? Fire, police, increased traffic, street maintenance, etc.

Concern ID: 58808

Concern Statement: The traffic analysis must be revised to account for the 100,000 passenger visits to Fort Baker.

Representative Quote(s):
Corr. ID: 218
Comment ID: 444472
Organization: Mayor, City of Sausalito
Organization Type: Town or City Government
Representative Quote: Because the DEIS has cleverly separated the Fort Baker Ferry Service component of occasional ferry service from the 100,000 annual ferry passenger traveling on the circular route of NPS parklands including Fort Baker, the DEIS assures us the Project will not have substantial traffic and circulation impacts in Marin County. We disagree. These Project components will generate short-term, construction related traffic. Long-term traffic effects are also inevitable. However, the DEIS fails to even discuss the major roadways near Fort Baker that may be affected when these two Project elements are implemented. Why has this been glossed over? Because the DEIS simply hides behind the implicit vagueness of occasional, intermittent and special event. The DEIS discussion of traffic must be revised to take into account the 100,000 passenger visits to Fort Baker.

RTVR100 - Resource Topic: Visual Resources

Concern ID: 54470

Concern Statement: Ferry service at Fort Mason would degrade the quality of views.

Representative Quote(s):
Corr. ID: 68
Comment ID: 443450
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.

Corr. ID: 79
 Comment ID: 443473
 Representative Quote: The natural beauty that exists by Fort Mason is not enhanced by more ferry boats.

Organization: *Not Specified*
 Organization Type: Unaffiliated Individual

Corr. ID: 84
Comment ID: 443485
Representative Quote: Putting a train in so close to Aquatic Park would ruin this pristine waterfront area by obstructing the view and creating congestion and noise.

Concern ID:	58810
Concern Statement:	Add further information on adverse impacts to the design of the infrastructure, circulation patterns, and signage within Fort Mason itself, as well as unknown impacts to surrounding streets due to directional signage, traffic controls, etc.

Representative Quote(s):	<p>Corr. ID: 244</p> <p>Comment ID: 444367</p> <p>Organization: Fort Mason Center</p> <p>Organization Type: Unaffiliated Individual</p> <p>Representative Quote: The DEIS correctly identifies both beneficial and adverse impacts due to rehabilitated infrastructure, gangways and lighting, and water views. However, it does not recognize that there will be additional features needed to service a facility with 2,843,000 unique visitors per year. Like the acknowledged features, some of these additional features may have positive impacts and some may be negative, which will only be known when they are located and designed. There will have to be appropriate signage both on National Park service property and at appropriate places along the city access routes to direct the anticipated volume of traffic and alert touristic visitors as to the location and access points of the embarkation point. On Fort Mason itself, the circulation patterns, parking patterns, and general ground plane will need to be reorganized and redesigned. Access to and opportunities available to the visitors in other buildings and spaces at Fort Mason will need to be appropriately thought out and signed.</p>
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We would suggest adding a bullet:
Moderate to major beneficial or adverse impacts to design of ground plane, circulation patterns, and signage within Fort Mason itself. and Unknown impacts to surrounding streets due to directional signage, traffic controls, and the like.

RTWQ100 - Resource Topic: Water Quality and Hydrology

Concern ID:	54477
Concern Statement	Ferry service at Fort Mason may degrade water quality, increase vessel generated wake in the area, and further diminish the structural integrity of structures near Aquatic Park or the East Harbor.

Representative Quote(s):	Corr. ID: 15 Comment ID: 442110 Representative Quote: The piers at Ft Mason may have been used during WWII but they are in no condition NOW to handle such a massive influx of people on a daily basis.	Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual
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Corr. ID: 26
Comment ID: 443309

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Representative Quote: It's way too rough to place loading facilities along that area. The current boils through those piers, the wind from the NW and NE have a direct line, and ships wakes alone make it unlivable. Ask the folks on the ship Obrien now tied at pier 45.

Corr. ID: 37
Comment ID: 443357
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: Negative impact on already deteriorating nearby piers.

Corr. ID: 39
Comment ID: 443360
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: Further damage to the Municipal pier, which is already in need of repair

Corr. ID: 41
Comment ID: 443372
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: There is likely to be rapid degradation of the already deteriorating Muni Pier.

Corr. ID: 49
Comment ID: 443404
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Page 410 of the EIS states that the Aquatic Park Pier jetty and adjacent breakwaters protect boaters and swimmers from ferry wake generated wave action and that the Pier 3 Alternative would have no effect on rowing and recreational swimming in the Aquatic Park area. The same justification was used to indicate to NPS that the jetty and breakwaters protect the boaters and swimmers from water quality conditions outside of those structures. However, this is not the case - the currents that originate from the west (and the water quality characteristics they bring with them) directly influence the conditions in Aquatic Park and the wakes created by motorized boat traffic undoubtedly do impact the safety of water recreation within Aquatic Park. Given how this topic was assessed in the EIS is an indication to me that the actual and detailed potential environmental impacts have been overlooked and as a result, there are potential outcomes that may expose NPS to risk if Lower Fort Mason is developed as proposed.

Corr. ID: 102
Comment ID: 443536
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: Swell is a significant issue for Harbor tenants, one that is not addressed at all in the DEIR and one that cannot be addressed without significant engineering.

Corr. ID: 151
Comment ID: 444155
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

Corr. ID: 151
Organization: *Not Specified*

Comment ID: 444163 **Organization Type:** Unaffiliated Individual
Representative Quote: The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444165 **Organization Type:** Unaffiliated Individual
Representative Quote: the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

Corr. ID: 158 **Organization:** *Not Specified*
Comment ID: 444180 **Organization Type:** Unaffiliated Individual
Representative Quote: It would also have a negative impact on the Muni Pier which has structural issues and is in need of repair in any case.

Corr. ID: 159 **Organization:** Dolphin Club
Comment ID: 444183 **Organization Type:** Unaffiliated Individual
Representative Quote: In addition, it can also put the very existence of Aquatic Park cove at risk with the effect of the wake generated waves on the Municipal Pier.

Corr. ID: 161 **Organization:** Dolphin Club
Comment ID: 444198 **Organization Type:** Unaffiliated Individual
Representative Quote: Impact the crumbling pier and swimming around the area.....which has been done for more than 120 years.

Corr. ID: 167 **Organization:** South End Rowing Club
Comment ID: 444216 **Organization Type:** Unaffiliated Individual
Representative Quote: the apparent need for significant retrofit of historic Ft. Mason piers and the one way tunnel.

Corr. ID: 174 **Organization:** Dolphin Club
Comment ID: 444226 **Organization Type:** Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

Corr. ID: 182 **Organization:** *Not Specified*
Comment ID: 444261 **Organization Type:** Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and

raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.-

Corr. ID: 184
Comment ID: 444277
Organization: *Not Specified*
Organization Type: Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

Corr. ID: 196
Comment ID: 444384
Organization: South End Rowing Club
Organization Type: Unaffiliated Individual
Representative Quote: The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location. The absence of the wave attenuator currently may also allow waves created by regular ferry service to accelerate the decline of nearby Muni Pier that protects swimmers and boaters in Aquatic Park presently and is sadly in need of repair already.

Corr. ID: 220
Comment ID: 444329
Organization: Mr.
Organization Type: Unaffiliated Individual
Representative Quote: This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

Corr. ID: 242
Comment ID: 444357
Organization: SF Recreation and Parks Department
Organization Type: Unaffiliated Individual
Representative Quote: The SFRPD recently renovated the West Harbor of the marina at a cost of \$27,800,000. The renovation included replacement of the floating docks and construction of two new breakwaters/wave attenuating structures to protect the harbor from wave action. Wave action within the harbor causes boats to rock within the slips, which causes damage both to the boats and the slips and over time creates unsafe conditions. As part of the West Harbor renovation project, SFRPD used computer wave modeling to study current velocities and wave energy to ensure the breakwaters would perform as intended. This analysis did not incorporate the potential increase in wake-related wave action resulting from the proposed new Fort Mason ferry. With the introduction of the Fort Mason ferry embarkation site, the conditions studied for the West Harbor renovation design have changed. Over time new ferry wake-generated wave action may cause deterioration of the new West Harbor infrastructure, which should be addressed in the EIS.

SFRPD is currently planning a renovation of the East Harbor. The estimated

renovation cost is \$30,500,000. The design is based on existing wave conditions. Increased wave action from ferries going to and from Pier 3 will have an even greater impact on East Harbor infrastructure than West Harbor due to the close proximity of Pier 3 to the East Harbor. Effects of the wake-generated waves include increased movement of the floating docks and movement of boats within the boat slips. Avoiding future damage would require more robust construction than currently budgeted, such as adding piles to the finger piers. Additionally, the existing East Harbor breakwater/seawall is in poor condition and in need of repair or replacement. The deterioration of this existing infrastructure will be accelerated by the ferry wake waves and could cause the breakwater to fail. Loss of this breakwater would accelerate deterioration infrastructure within the East Harbor. The EIS should evaluate and address the impact of wake-generated waves on the East Harbor breakwater and docks.

Corr. ID: 242

Comment ID: 444354

Organization: SF Recreation and Parks
Department

Organization Type: Unaffiliated Individual

Representative Quote: Specifically, new ferry wake-generated wave action will accelerate the deterioration of the San Francisco Marina dock infrastructure and the existing seawall located near the East Harbor and Fort Mason Pier 1.

Corr. ID: 251

Comment ID: 444459

Organization: South End Rowing Club

Organization Type: Recreational Groups

Representative Quote: Would be interested in understanding the impact to working historic boats based in and rowing out of the historic on-water Maritime Museum (largest in us).

Corr. ID: 252

Comment ID: 444458

Organization: South End Rowing Club

Organization Type: Recreational Groups

Representative Quote: Plus, Municipal Pier is old and crumbling and all the waves from the new ferry traffic will accelerate its demise.

Corr. ID: 253

Comment ID: 444456

Organization: South End Rowing Club

Organization Type: Recreational Groups

Representative Quote: Additionally, it's doubtful Municipal Pier could withstand the increased wave action. It's already falling apart.

Corr. ID: 259

Comment ID: 444449

Organization: South End Rowing Club

Organization Type: Unaffiliated Individual

Representative Quote: Finally, the EIS does not appear to address the incremental wear and year, due to increased proximate wave action, on what is conceded to be the currently Municipal Pier.

Corr. ID: 266

Comment ID: 444434

Organization: Dolphin Club

Organization Type: Recreational Groups

Representative Quote: the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

	<p>Corr. ID: 266 Comment ID: 444435 Organization: Dolphin Club Organization Type: Recreational Groups Representative Quote: The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.</p>
	<p>Corr. ID: 268 Comment ID: 444427 Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual Representative Quote: Also, there is a sizeable backwash coming from under Fort Mason. This will be substantially increased due to wave action from proposed ferries and could cause property damage to boats and the Marina.</p>
Concern ID:	54478
Concern Statement:	Ferry service at Fort Mason could introduce construction-related impacts as well as a long-term increased potential for fuel, oil, and other discharges, including leaks and spills.
Representative Quote(s):	<p>Corr. ID: 14 Comment ID: 442104 Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual Representative Quote: I believe that operating the ferries from Ft. Mason introduces the potential for fuel spills which, could disrupt the use of Aquatic Park by the public and wildlife.</p>
	<p>Corr. ID: 16 Comment ID: 442115 Organization: South End Rowing Club Organization Type: Recreational Groups Representative Quote: It would have a strong negative effect on the public recreation area at Aquatic Park due to noise, and water quality issues such as chemical pollution, and diesel odors.</p>
	<p>Corr. ID: 17 Comment ID: 442122 Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual Representative Quote: I'm concerned about ferry pollutants coming into Aquatic Park where many people go into the water.</p>
	<p>Corr. ID: 20 Comment ID: 442841 Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual Representative Quote: Potential for fuel spills could disrupt the use of Aquatic Park by the public.</p>
	<p>Corr. ID: 22 Comment ID: 442847 Organization: <i>Not Specified</i> Organization Type: Unaffiliated Individual Representative Quote: In addition, I am worried about oil spills, at least on flood tides, that would sweep diesel fuel or oil into the Aquatic park.</p>
	<p>Corr. ID: 23 Organization: <i>Not Specified</i></p>

Comment ID: 442850 **Organization Type:** Unaffiliated Individual
Representative Quote: Any large tourist vessel with increase the litter, oil spills, noise, etc.

Corr. ID: 33 **Organization:** South End Rowing Club
Comment ID: 443331 **Organization Type:** Recreational Groups
Representative Quote: These ferries can also leak oil and other harmful fluids into the Bay, directly into the area that the swimmers and rowers use.

Corr. ID: 39 **Organization:** South End Rowing Club
Comment ID: 443359 **Organization Type:** Recreational Groups
Representative Quote: increased pollution in proximity to human use/swimming/contact with water

Corr. ID: 48 **Organization:** Dolphin Club
Comment ID: 443395 **Organization Type:** Recreational Groups
Representative Quote: The water itself is pretty dang clean but with ferry traffic, with more car, trolley, but and taxi connections, the pollution will have a huge impact on all- -neighbors, workers in the area, athletes, and just visitors who come to enjoy a uniquely beautiful "park" and sea-scape.

Corr. ID: 57 **Organization:** Oakland Triathlon Club
Comment ID: 443430 **Organization Type:** Unaffiliated Individual
Representative Quote: Bringing the ferries to this area will pollute the water, cause congestion and harm this beautiful part of San Francisco.

Corr. ID: 141 **Organization:** *Not Specified*
Comment ID: 444097 **Organization Type:** Unaffiliated Individual
Representative Quote: It will greatly polute the area with petroluem, noise and diminish the water quality.

Corr. ID: 141 **Organization:** *Not Specified*
Comment ID: 444096 **Organization Type:** Unaffiliated Individual
Representative Quote: It will greatly polute the area with petroluem, noise and diminish the water quality.

Corr. ID: 151 **Organization:** *Not Specified*
Comment ID: 444161 **Organization Type:** Unaffiliated Individual
Representative Quote: Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

Corr. ID: 191 **Organization:** SERC
Comment ID: 444301 **Organization Type:** Unaffiliated Individual
Representative Quote: The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for

the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

Corr. ID: 191

Organization: SERC

Comment ID: 444300

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

Corr. ID: 192

Organization: *Not Specified*

Comment ID: 444303

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

Corr. ID: 192

Organization: *Not Specified*

Comment ID: 444302

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I swim outside of Aquatic Park on a regular, weekly basis, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas in which I swim. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

Corr. ID: 196

Organization: South End Rowing Club

Comment ID: 444387

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational

opportunities that exist outside of Aquatic Park. Indeed, as I frequently outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming.

Corr. ID: 196

Organization: South End Rowing Club

Comment ID: 444386

Organization Type: Unaffiliated Individual

Representative Quote: The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

Corr. ID: 214

Organization: *Not Specified*

Comment ID: 444326

Organization Type: Unaffiliated Individual

Representative Quote: The draft EIS similarly fails to consider the effects of water quality on recreation. It blithely states that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." The draft EIS fails to properly analyze this issue as well.

First, the draft EIS' insufficient and cursory evaluation only addresses water quality inside Aquatic Park. As noted above, there is a significant volume of recreational activity that occurs outside Aquatic Park.

Second, even the draft EIS acknowledges that construction activities at Fort Mason, including pile driving, might result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column," and that these effects might be increased if ferry services are brought to Pier 3, because additional pile driving would be required. This would certainly affect those of us who swim by and around Fort Mason on a frequent basis.

Third, the increase in fuel, oil and other discharges from large vessels docking and departing many times a day from Fort Mason will render the water quality unpleasant - - if not downright unsafe - - for open water swimmers and rowers.

Corr. ID: 235

Organization: Dolphin Club

Comment ID: 444340

Organization Type: Unaffiliated Individual

Representative Quote: This will adversely impact all recreational use in the waters from Aquatic Park, and negatively impact water quality.

Corr. ID: 239

Organization: Marina Community

Comment ID: 444345

Association

Organization Type: Unaffiliated Individual

Representative Quote: It has been noted that the East Harbor next to the Pier at Ft. Mason is contaminated with Manufactured Gas Plant residues, which would require an independent EIS. The study does not adequately evaluate the impact of the sediment that would be disturbed for the construction of a new Pier at Ft. Mason.

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Corr. ID: 248
Comment ID: 444466
Organization: South End Rowing Club
Organization Type: Recreational Groups
Representative Quote: Additionally ferry boats deposit large amounts of exhaust into the water along with potential oil leaks that are very harmful to swimmers even in the cove.

Corr. ID: 266
Comment ID: 444439
Organization: Dolphin Club
Organization Type: Recreational Groups
Representative Quote: Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

Corr. ID: 273
Comment ID: 444415
Organization: Paul Hastings LLC
Organization Type: Business
Representative Quote: The DEIS similarly fails to consider the effects of changes in water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. In fact, these effects may be increased for the Pier 3 Alternative, as additional pile driving must occur when compared to other of the identified alternatives. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as SERC members frequently swim and row outside of Aquatic Park, the DEIS fails to seriously consider and analyze the impacts that such construction activities may have on water quality in the areas where people swim and row. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

Concern ID:
Concern
Statement:
Representative
Quote(s):

58813
[Confirm how pollution from boats will be avoided during Project operations.](#)
Corr. ID: 190
Comment ID: 444298
Organization: University of San Francisco
Organization Type: University/Professional Society
Representative Quote: Another thing I was concerned about is the amount of pollution from gas that goes into the bay. Are there options for more sustainable boats?

Concern ID:	58818	
Concern Statement:	The East Harbor next to Fort Mason is contaminated with manufactured gas plant residues and would require an independent EIS to adequately evaluate the impact of the sediment that would be disturbed for the construction of a new pier at Fort Mason. Increased turbidity could also disturb other sources of existing contaminated sediment.	
Representative Quote(s):	Corr. ID: 240 Comment ID: 444352	Organization: Not Specified Organization Type: Unaffiliated Individual Representative Quote: Certainly there would be more trash, much of which would end up in the water, at least as bad, there would be pollution from the fuel and fumes, and the stirring up of old toxic wastes that are settled in the sediment at Fort Mason.
	Corr. ID: 259 Comment ID: 444448	Organization: South End Rowing Club Organization Type: Unaffiliated Individual Representative Quote: In addition, the EIS does not appear to address the health impact on swimmers of extensive renovations to Pier 3, which would inherently stir up likely dangerous sediments, in close proximity to where we swim.
	Corr. ID: 276 Comment ID: 444396	Organization: Environmental Protection Agency Organization Type: Federal Government Representative Quote: Fort Mason Pier 3 is very near San Francisco Marina's East Basin (Gashouse Cove) site, which exhibits highly contaminated sediments that are currently the subject of cleanup planning; however, this is not discussed in the Draft EIS. It is unknown at this time whether contaminated sediments may extend into areas that could be subject to disturbance from construction activities (e.g., pile driving, wharf repair, etc.) associated with the Pier 3 alternative. It is EPA's understanding that Pier 3 is not covered by an existing maintenance dredging permit, and the Draft EIS does not discuss whether or how the National Park Service would be prepared to manage contaminated sediments if they are discovered in the project disturbance area.
	Recommendation: We recommend that NPS consider screening-level sampling of sediments that could be disturbed by the project under the Pier 3 alternative. In addition to the recommendations above to describe any needs for future dredging and coordination with the DMMO, we recommend that the Final EIS describe the sediment chemistry. If sediments are contaminated, the Final EIS should describe any potential impacts of disturbing them during construction, operation, and (if necessary) maintenance dredging, including impacts to water quality, marine species, essential fish habitat, and recreational uses. Best management practices to minimize such impacts should be identified and their anticipated effectiveness described.	
Concern ID:	54579	
Concern Statement:	Fort Baker limited ferry service could impact drainage features in the area, and could increase the potential for motorized watercraft pollutants within the Bay.	

APPENDIX A: SUMMARY OF CONCERN STATEMENTS AND PUBLIC COMMENTS

Representative Quote(s):	Corr. ID: 218 Comment ID: 444476	Organization: Mayor, City of Sausalito Organization Type: Town or City Government Representative Quote: The Fort Baker Ferry Service component includes re-construction of the pier at the mouth of Horseshoe Bay and landside facility improvements adjacent to the bay. These project components could also affect existing drainage features in this area. Both pre- and post-construction impacts to these features should have been identified and analyzed in the DEIS. This will include non-point pollution sources from the component of the Project, potential contaminants, proposed source control methods, and proposed temporary and permanent BMPs to address potential impacts on water quality within Horseshoe Bay. The analysis of water-related impacts should have also considered potential motorized watercraft pollutants (e.g., fuel constituents, combustion products) within the bay.
Concern ID: Concern Statement: Representative Quote(s):	58820 It is unclear if a reasonably-sized ferry can operate at Fort Baker due to strong currents. Corr. ID: 156 Comment ID: 444176	Organization: TRANSDEF Organization Type: Unaffiliated Individual Representative Quote: Strong currents in the vicinity of Fort Baker make maneuvering difficult there. Please confirm that a reasonably-sized ferry will actually be able to operate there before committing to construction of a ferry landing.

APPENDIX B
CORRESPONDENCE SUBMITTED
ELECTRONICALLY

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 1

Author Information

Keep Private: No
Name: Jerry D. Goldberg
Organization: Member of AICP and proponent of many planning proposals in the City.
Organization Type: I - Unaffiliated Individual
Address: San Francisco CA 94110, CA 94110
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 02/21/2015 Date Received: 02/21/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I was on the Board at Fort Mason, and worked to get streetcar lines extended from Fishermans' Wharf to the Fort. In the absence of such an extension, the amount of traffic generated by the Alcatraz Ferry at Pier 3 would have very negative impacts on the operation of Fort Mason and would probably have severely negative impact on the operations of the Ferry. Perhaps the present management and Board at Fort Mason today do not share this opinion, but I am reasonably certain that this is a fact.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 2

Author Information

Keep Private: No
Name: Jan -. Blum
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco , CA 94133
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/07/2015 Date Received: 03/07/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Attn: Planning Division
Re: Alcatraz Ferry Embarkation EIS

I support the Environmentally Preferred Alternative for location of the Alcatraz Ferry Embarkation.

Despite the property being under the jurisdiction of the Port of San Francisco and not the Park Service where the Park Service could have full control of the site, the Port site better protects historic Fort Mason Center from an inundation of visitors and their related service and expected parking demands which will be beyond the carrying capacity of the site, in order to accommodate over 1 million visitors/year.

To turn Fort Mason Center, a non-profit center for the arts, into an tourist Embarkation Center would overwhelm the quieter nature of the Center and disrupt established and preferred activities that the small Center serves and would be contrary to its mission.

The historic Port of San Francisco, already home to the Cruise Ship Terminal, is the natural location for an additional water transport service. The Embarcadero currently serves millions of visitors on foot in a wide variety of ways and services, and presents a higher visibility location for the Park Service in presenting the public with the opportunity to visit Alcatraz, and beyond, than does Fort Mason Center.

The Park Service can enter into negotiations with the Port of San Francisco to provide accommodation for a welcome, orientation and interpretation of the natural cultural, scenic and recreational resources of Alcatraz, the larger GGNRA, and the National Park System. The Port has been struggling to find the appropriate tenant mix on its Piers for years and because the Public Trust requires the Port to provide maritime related services to the citizens of the State of California, the fit seems to match the needs of both the Port and the Park Service.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Because is possible that public, Federal Funds, and historic credits could be leveraged by the Park Service as well as the Port of San Francisco, to both improve and maintain historic Pier 31 1/2, financial stability and sustainability appears to be more promising at Pier 31 1/2 than at Fort Mason Center where the Park Service might be sole fund raiser for improvements and accommodations, and dependent on the largesse of an increasingly budget-cutting Congress.

With the main Embarkation ferry service located at Pier 31 1/2, and with stops potentially planned for Fort Mason and other parklands in the Bay, it appears that the Environmentally Preferred Alternative will still help Fort Mason Center profit from some added visitorship, without the burden of being overwhelmed by the greatest numbers of users.

Sincerely yours,

Jan Blum
San Francisco CA

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 3

Author Information

Keep Private: No
Name: Robert McMillan
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94133
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/09/2015 Date Received: 03/09/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Moving Ferry Service to Fort Mason is a terrible idea that would effectively extend Fisherman's Wharf to the Marina and adversely effect San Francisco residents.

The area is already poorly served by public transit and highly used by commuters. Adding the vehicles required to get 1.7 million people per year to the ferry would be highly disruptive.

Finally, the addition of ferry service there would pose an existential threat to locals who have been using that stretch of the bay for swimming and rowing for the past century and a half.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 4

Author Information

Keep Private: No
Name: mary mccutcheon
Organization:
Organization Type: I - Unaffiliated Individual
Address:
san francisco, CA 94121
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/09/2015 Date Received: 03/09/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I think locating the Alcatraz Ferry at Fort Mason is a great idea. The historical connection is strong and it is a wonderful use of our GGNRA space. Parking at the Marina could be enhanced as well as public transportation to the site and utilization of the Presidio shuttles.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 5

Author Information

Keep Private: No
Name: Lisa Podgur
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94109
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/10/2015 Date Received: 03/10/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I strongly OPPOSE the move of the ferry to Fort Mason. I live in the area and parking and traffic is already a nightmare. I don't know how you could possibly think this part of town, with pretty much only has one way in/out, can handle 1.7 million visitors. The Marina is not equipped to handle what you are suggesting. We have seen a rise in crime in this area and this move would just make matters worse. This is a residential area and it should stay that way.

Once again, I strongly oppose this move.

Best,

Lisa

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 6

Author Information

Keep Private: No
Name: Kathy R. Bailey
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94122
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/14/2015 Date Received: 03/14/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

RE: Pier 3 Alternative: Retrofit existing structures and establish a long-term embarkation site at Pier 3 in Fort Mason, a federal property managed by GGNRA. A third berth between Piers 1 and 2 would also be constructed. Establishment of a long-term ferry at Fort Mason would change the character and the traffic of an area that should be preserved as a Monument. There are already historic boats and organizations such as the Dolphin Club and the South End Rowing Club whose open water swimming and boating activities that serve the public of San Francisco would be negatively affected by the establishment of the Alcatraz ferry in the area.

I truly hope that financial interests of the Ft Mason administration do not trump the environmental and social impacts of establishing the Alcatraz Ferry in the proposed area.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 7

Author Information

Keep Private: No
Name: Boaz A. Nur
Organization: South End Rowing Club
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
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USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/15/2015 Date Received: 03/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have serious concerns about this option.

It would endanger many lives who use this part of the bay for recreation and fitness.

Additionally as someone who lives nearby, this would bring even more congestion, traffic, and pollution to a relatively calm area of the city.

Another issue would be parking, as there is very little in the neighborhood.

I am strongly against this proposed development.

Boaz Nur

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 8

Author Information

Keep Private: No
Name: Greg Mitchell
Organization: South End Club
Organization Type: H - Recreational Groups
Address: (b) (6)
Petaluma, CA 94952
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/16/2015 Date Received: 03/16/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Re: Alcatraz Ferry Terminal at Ft. Mason:

As a long time user of Aquatic Park, and as a member of the South End Rowing Club , I must vehemently argue against the proposed Alcatraz Ferry Terminal concept at Ft. Mason.

The area is already full to capacity with aquatic related events, from early spring through late fall.

The negative impact on regular, 'non-tourist' visitors would be major, and would be counter to what the purpose of Aquatic Park, and environs was meant to be in the beginning.

Thank you.

Greg Mitchell

Proud South End Club Member

(b) (6)

Petaluma, CA.

94952

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 9

Author Information

Keep Private: No
Name: Nick Tipon
Organization: Federated Indians of Graton Rancheria
Organization Type: Q - Tribal Government
Address: (b) (6)
Rohnert Park, CA 94928
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/09/2015 Date Received: 03/10/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

March 9, 2015

Frank Dean, Superintendent
Golden Gate National Recreation Area
Fort Mason Bldg. 201
San Francisco, CA 94123

RE: Alcatraz Ferry Embarkation Project

Dear Superintendent:

The Federated Indians of Graton Rancheria, a federally recognized Tribe and sovereign government, has received the information you provided regarding the Alcatraz Ferry Embarkation Project. We provide comments under Section 106 of the National Historic Preservation Act of 1966 (NHPA) requiring federal projects to meet the requirements of 36 CFR 800 for consultation with federally recognized Tribes.

FIGR provides comments regarding sacred lands and other cultural sites to protect and/or avoid our cultural resources that might be adversely impacted by the scope of work of the project. The Sacred Sites Protection Committee (SSPC) is authorized by the Tribal Council to work with agencies to develop the specific plans and procedures to avoid any potential adverse impacts. We request a meeting to discuss soil disturbing activities. Once we have met and reviewed all information, we will provide specific comments.

Respectfully,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Nick Tipon
Sacred Sites Protection Committee
(b) (6)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 10

Author Information

Keep Private: No
Name: Edward Denebeim
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
Mill Valley, CA 94941
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/20/2015 Date Received: 03/20/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I went to a seminar on people with cognitive differences including autism, stroke, traumatic brain injury, and so on, that focused on their experiences with design. I encourage you to seek out input from these communities to make sure their are appropriate safe spaces. The same goes for the mobility impaired as well.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 11

Author Information

Keep Private: No
Name: Leslie Edelman
Organization: Major Productions
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
SAN FRANCISCO, CA 94116
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/25/2015 Date Received: 03/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Im writing in regard to the potential development of Pier 3 / Festival Pavilion at Fort Mason. Our annual Crafts Fair; Celebration of Craftswomen has been going strong for 37 years. This is the largest fundraiser for The Women's Building based in San Francisco and supports over 20,000 women a year with programs that provide job search & training, child care, food, clothing, translation and tax / fiscal services as well as a community space for social-emotional support.

Im the event producer for this amazing crafts show and have loved every moment of empowering women to be creators and marketer of their wares. You can learn more here; www.celebrationofcraftswomen.org

We cannot envision or afford any other space in San Francisco; the other sites along the Embarcadero are either too big, or too expensive. Moscone Center or any hotels downtown are too expensive. The Concourse near the design center is closed - our options to keep the arts alive in SF are dwindling.

After working for years at Pier 33, I know Pier 31 1/2 isn't an ideal location. I just don't see why Pier 41 isn't valid anymore....and honestly, I can't imagine the impact at Fort Mason and along the Marina Green. I think you would have some riled neighbors for sure.

I suppose the master plan of Fort Mason includes building a hotel on Pier 1, but, with the potential changes abound; all of these efforts together really destroys the mission of Fort Mason supporting arts and culture. If this moves forward, it truly shows that development & money rules while the rich diversity of the arts looses once again.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 12

Author Information

Keep Private: No
Name: James Miller
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94109
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The proposed National Park Service program to move the anchorage for the Bay cruises ferry boats from its current location to Fort Mason would be hideously disruptive to the Aquatic Park environment, both long time residents as well as forcing a life style change for many city residents who daily use boating and aquatic areas. The area is currently maxed out with parking, a new change of use would only make the area more congested and difficult. The Park Service proposal is ludicrous, a plan hatched in an office with no ties to the residential neighbor hood that would be altered beyond recognition. I strongly opposed to the plan, which smells of power politics and money.
James Miller

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 13

Author Information

Keep Private: No
Name: Nemanja Spasojevic
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94110
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The entire project is very concerning.

One of the concerning things is pressure that project will make on the residential area. According to the parking survey from 2011, it was already one of the concerns. However 4 years later the parking situation become significantly worse the point that project will have unbearably negative impact on the residents of San Francisco.

Already best parts of San Francisco water front are hosting exclusively touristic attractions. Expanding touristic area even more (in this case Forth Mason it self) and taking this space from the hard working tax paying San Franciscans it's not fair. Are we working for the good of San Francisco residents or, tourists ?

On top of this I have concern of environmental impact on the aquatic park (only such place in entire bay area). What impact this has on the water quality for swimmers, ability to row and kayak outside the cove ?

What's the impact on the historic South End and Dolphin Rowing Club clubs ?

I'm strongly against the re-allocation of the Alcatraz Ferry to the Forth Mason !!!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 14

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94114
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

1. Safety. The historical use of Aquatic park has been for recreational boating and swimming. I am very concerned about the prospect of having these large boats near where people swim and use boats - I believe the large boats will expose the NPS, the boaters and the swimmers to risk.
2. Environmental concerns. I believe that operating the ferries from Ft. Mason introduces the potential for fuel spills which, could disrupt the use of Aquatic Park by the public and wildlife.
3. The impacts of running a train line to facilitate tourism would negatively impact local residents and Aquatic Park visitors - congestion, , increased noise, more parking challenges and the negative impacts on air quality from more cars is a serious concern of mine.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 15

Author Information

Keep Private: No
Name: Suzanne Dods
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94109
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To whom it may concern,
Regards the possible moving of the Alcatraz ferry from Pier 33 to Ft Mason:
This is a horrendously bad idea for a number of reasons.
safety is paramount. Aquatic Park and its environs were built in the 30's as a WPA project FOR THE HEALTH of the CITY (not tourists). Historically AP and environs have been used by swimmers, rowers and now kayakers, paddleboarders , and outrigger users. To put a ferry in that space with the MILLIONS of people coming and going would forever alter the use of that space, TAKING AWAY its original intent for usage.
The negative environmental impact of MILLIONS of out of towners in a small area is also a huge concern. Not only the parking but the garbage, the cars and the busses would destroy an area that is not used to such a massive CONTINUAL influx of people. Just take a look at what happens when the Blue Angels come into town. Believe me, locals stay away.

The impact of this move on the local community can not be over stated. it would negatively impact the peaceful enjoyment of the locals along the Marina The piers at Ft Mason may have been used during WWII but they are in no condition NOW to handle such a massive influx of people on a daily basis. The location at Pier 33 is perfect. Please don't trash yet another area of SF specifically for the tourists, while ignoring the residents' needs.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 16

Author Information

Keep Private: No
Name: Alan Lapp
Organization: South End Rowing Club
Organization Type: H - Recreational Groups
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am strongly in favor of containing tourist attractions to the existing boundaries within the Embarcadero/Fishermans Wharf area. Improving the existing property at Pier 41 is my favored solution, with building a new facility at Pier 31 a very close second.

I am extremely antagonistic to moving the facility to Fort Mason, and plan to commit significant effort to steer the decision away from this location. Allow me to explain why:

From the perspective of a tourist, I would consider the location of Fort Mason to be extremely inconvenient, requiring either a long walk or use of transit, raising out-of-pocket costs. There is very little parking available in the Fort Mason area. Adding sufficient parking infrastructure to would add significant cost to the project.

From the perspective of a member of the South End Rowing Club and frequent recreational user of The Bay, the Fort Mason location is a bad solution for a number of reasons:

- 1) It would have a strong negative effect on the public recreation area at Aquatic Park due to noise, and water quality issues such as chemical pollution, and diesel odors.
- 2) There would be frequent right-of-way conflicts. Because of the commercial traffic at Pier 41 and "fish alley" swimmers and rowers often choose to avoid plotting a course to the East of AP. The preferred course is to the West in large part because of less traffic, and in large part because it's more scenic. Putting another source of commercial traffic so close to AP to the West would create a very small "box" in which we would be constrained.
- 3) Parking, again: parking a car anywhere near the West end of the Embarcadero is difficult, and often expensive. Moving a tourist attraction to the Fort Mason would likely cause ongoing parking trouble for members of both the Dolphin and South End athletic clubs.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Lastly, from a personal entertainment perspective, it would cause the dislocation of the food truck roundup, which is often a location for friends to meet and dine on Friday nights. I'd be bummed if it were not so convenient to our club. Additionally, my wife and I enjoy the crafts and ceramics shows held annually at Fort Mason. It's a great venue for events of this type.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 17

Author Information

Keep Private: No
Name: George Rehmet
Organization:
Organization Type: I - Unaffiliated Individual
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Daly City, CA 94014
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am member of the South End Rowing Club and a former San Franciscan. I am opposed to this proposal for a ferry terminal at Fort Mason for several reasons:

- 1). There is the issue of parking being severely not just for users of Aquatic Park but for nearby residents which would include my relatives.
- 2.) Traffic will be impacted as the ferry terminal will be further away from public transportation including BART. I am also particularly concerned for the students at nearby Galileo High School. Imagine lost tourists driving around and not being aware of students crossing the street.
- 3.) Environmental safety. I'm concerned about ferry pollutants coming into Aquatic Park where many people go into the water.

Thank you for giving me to opportunity to comment.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 18

Author Information

Keep Private: No
Name: Josh Sale
Organization: South End Rowing Club
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
Mill Valley, CA 94941
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would like to remind the NPS that San Francisco has a long tradition of recreation at and around aquatic park. In addition to people from San Francisco, aquatic park draws regular visitors from the greater bay area. Indeed I've learned that its an international destination having met and hosted visitors from Iceland, Australia, New Zealand as well as many European countries.

All of these users make aquatic park a vibrant place worth preserving not to mention the economic benefits that accrue to region.

I'm sure there are those who would argue that placing a ferry terminal at Fort Mason will have no impact on the goings on in aquatic park. But that just isn't true. In truth aquatic park is just the jumping off place for many swimmers and rowers heading to various parts of the bay and beyond. To introduce regular boat traffic into Fort Mason would be the moral equivalent of amputating a significant portion of aquatic park.

As much as swimmers and rowers fear being run over by boats, I suspect that the crews of these ferries would also suffer anxiety if they have to operate in such close proximity to the many users of aquatic park.

In addition to these obvious conflicts, I worry about how the traffic and parking that would come with turning Fort Mason into a ferry terminal would be accommodated in this section of the City where congestion and insufficient parking are already the norm.

In short I hope you will look at this issue closely and then either leave the ferries at their current location or else find another more suitable location.

Thank you for your attention.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 19

Author Information

Keep Private: No
Name: Sibylle Scholz
Organization: The Dolphin Club
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
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San Francisco, CA 94110
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/30/2015 Date Received: 03/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am opposed to putting ferries at Fort Mason to visit Alcatraz. I am especially opposed to put trollies to transport people to Fort Mason.

As a swimmer and rower at the Dolphin Club I enjoy the tranquility of Aquatic Park, which would be ruined by a trolley. I dont see any benefit to having ferries at Fort Mason. There must be some space that remains to people that live in San Francisco, and pay property taxes for recreation. The whole waterfront cannot be taken over by tourists.

I personally dont get any benefit from tourists. They crowd my space and they dont add any cultural value to the city. Keeping them at the current Fisherman's Wharf is plenty. I dont see any studies that suggest that they need more space and that that space should come from my recreational space.

As a voting member of the community, a tax payer I will base my upcoming votes for supervisor on the current vote on this senseless plan.

Sibylle Scholz

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 20

Author Information

Keep Private: No
Name: margaret healy
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I strongly oppose the relocation of the Ferry Terminal to Fort Mason for the following reasons

1. Safety. The historical use of Aquatic park is recreation and the prospect of having these large boats near where people swim and use boats creates significant questions of safety.
2. Environmental concerns. Potential for fuel spills could disrupt the use of Aquatic Park by the public.
3. Moving the Ferry Terminal further away from the hub of hotels puts more stress on our streets and public transit.
4. This move will significantly impact negatively two of the oldest multi-generational institutions, the Dolphin Club and the South End rowing club.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 21

Author Information

Keep Private: No
Name: Victoria Stein
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

NPS,

Please leave the Alcatraz Ferry Terminal, which mostly serves visitors, on Fishermans Wharf.

A ferry terminal at Fort Mason would create a huge barrier to swimming and rowing.

The Dolphin and South End Rowing Clubs are two of the few organizations in the entire Bay Area dedicated to swimming and rowing.

Many swimmers and rowers go to or past Fort Mason daily which would not be possible if the Alcatraz Ferry Terminal was relocated there.

Thank you,

Victoria Stein

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 22

Author Information

Keep Private: No
Name: Dean Wilkening
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

I have been a swimmer at the South End Rowing Club for 14 years and have enjoyed daily swims in the bay. There is no finer way to begin one's day! As such, I am concerned about your plan to put a ferry terminal at Ft. Mason. The boat traffic could be a nuisance, especially to rowers in our club who frequently row out to the GG bridge from the Aquatic Park but also to swimmers who make swims, depending on the tide, from Crisy Field, Yacht Harbor, Coughlin Beach, and even Gas House Cove back to the Aquatic Park on a regular basis. Clearly these club swims would have to be discontinued due to safety concerns. In addition, I am worried about oil spills, at least on flood tides, that would sweep diesel fuel or oil into the Aquatic park. This park, enjoyed by many swimmers from the South End and Dolphin clubs, not to mention hundreds of other adventuresome souls, especially on weekends, could easily become spoiled. The Aquatic Park is a jewel in our city and I would hate to see its recreational value diminished by ferry traffic. Tourism is important to our city, but not at the expense of the Aquatic park and all the swimmers and rowers who enjoy it. Besides, Pier 41 is close to the center of tourism at Fisherman's Wharf (Pier 31, the Jeremiah O'Brian, fish shops, etc.), so it makes a lot more sense from the point of view of tourism to leave the Ferry terminals where they are.

Thanks for your consideration,
Dean

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 23

Author Information

Keep Private: No
Name: john D
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Organization Type: I - Unaffiliated Individual
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salem, OR 97302
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am vehemently against moving all the tourist traffic and boat traffic to Fort Mason. I use Fort Mason to swim in the bay, protected from all the ship traffic, litter, oil fumes, etc. I can take my children to the small beach and let them play in water. Any large tourist vessel with increase the litter, oil spills, noise, etc. Keep the large vessels as far away from the beach as possible.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 24

Author Information

Keep Private: No
Name: Judy Jensen
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Mateo, CA 94404
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am very concerned about the proposal to move ferry service from the Embarcadero to Fort Mason. I am an open water swimmer and a open water canoe / kayaker, and frequently utilize the Aquatic Park for these activities. there is a vibrant community of rowers, swimmers and kayakers that find the Aquatic Park a safe location out of the major boat traffic to enjoy our activities even as we move past the jetty and into the bay.

I know first hand that the ferry's move quickly, and do not deviate from course, and their wake is several feet high - a challenge for even the most competent open water waterman. I also know that a swimmer, even with a full kit of safety gear including a visibility float and neon cap, is extremely difficult to see, particularly if the water is not glassy smooth. Moving the ferry route directly into the line of traffic of swimmers and human powered boats is a safety nightmare.

I respectfully request that you reconsider the proposed route with respect to the safety of the large community that currently utilizes this beautiful part of the bay.

Best Regards,

Judy Jensen

San Mateo, California

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 25

Author Information

Keep Private: No
Name: Molly Sturtevant
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94107
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/31/2015 Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Hello,

I am writing to provide strong opposition to the proposal to move the Alcatraz Ferry to Fort Mason. I frequently am in the area to participate in activities at the Dolphin Club, so feel I am in a good position to comment on the additional proposed traffic and tourism in the area. It is currently difficult to park in the area on the street, which would be made significantly more difficult. Additionally, the area is packed with people enjoying the area, both tourists and locals. Adding more foot traffic and vehicle traffic would render the whole Fort Mason and Ghirardelli areas unpleasant for locals (much like Fisherman's Wharf is). Losing this special blend of locals and tourists would be a shame.

My husband and I recently took the ferry to Alcatraz to see the Ai Weiwei exhibit (which was wonderful!) from Pier 31 1/2. We felt it was easy to get in and out on public transit, the facilities were adequate, and the ferry ride was pretty incredible (even for those of us who grew up in the City!) coming west around the corner, with the Golden Gate Bridge looming in the background. We thought "now this is a great way to experience the city!"

Please strongly consider keeping the Alcatraz Ferry at its current location.

Thank you,
Molly Sturtevant
7th generation San Franciscan

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 26

Author Information

Keep Private: No
Name: Andrew A. Stock
Organization: too many to list
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
SF CA 94133
san Francisco, CA 94133
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

It's way too rough to place loading facilities along that area. The current boils through those piers, the wind from the NW and NE have a direct line, and ships wakes alone make it unlivable. Ask the folks on the ship Obrien now tied at pier 45. Ask pier 39 with their addition of a break wall. This project should die, the sooner the cheeper. Keep the rent money for the Port, we don't want more bay fill in the form of an untested break wall.
Thanks, Andy Stock, retired commercial fishermen.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 27

Author Information

Keep Private: No
Name: Jen Magnusson
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Rohnert Park, CA 94928
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a frequent visitor to San Francisco, the idea of having the ferry to Alcatraz concerns me. The Marina and Fort Mason area is too busy already, and that is with mostly local visitors using the Marina Green and attending events at Fort Mason. The area surrounding Fort Mason is not capable of handling the influx of tourists wanting to visit our most popular attraction. Plus, why move it out of Fisherman's Wharf? It is a natural, permanent home for the ferry. While folks are waiting for their ferry, they can easily visit other parts of the Wharf...have lunch, support local businesses, etc. Ease of access to, and for, tourists is partly why the Exploratorium move to the Embarcadero. I believe that a move to Fort Mason should not be considered. I say this not as a resident, but as someone who loves the City. Thank you for allowing continued input. Jen Magnusson

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 28

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would strongly oppose the moving of the Alcatraz ferry to Pier 3 at Fort Mason. The impact on the neighborhood and other tenants at Fort Mason seems it would be overwhelming. Also, as a swimmer in the Bay and Sailor, the increase in ferry traffic would seriously impact our swimming area as we regularly swim to Fort Mason from Aquatic park. We avoid the Embarcadero because it has so many ferry routes. Fort mason is currently a very safe place for us to swim.

Also, this is far removed from the "Tourist Zone and does not seem like an obvious fit, whereas piers near the current location seem to be a better fit for the ferry traffic, pedestrian traffic, parking. . .

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 29

Author Information

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Notes:

Correspondence Text

I oppose moving the Alcatraz ferry to Ft Mason for a number of reasons:

1. Extending crowds of tourists from the Fisherman's Wharf area through Aquatic Park to Ft Mason will cause increased traffic, and in the summer and on weekends bottle up Bay St, Laguna St and Marina Blvd.
2. significantly affect the residents of the Marina as well as recreational users of the nearby paths for walking and biking
3. Make it difficult for SF residents to shop at Safeway.
4. Disturb or eliminate calm waters for kayakers, sailors and swimmers in this area.
5. Increase trash from Ft Mason into the park and residential neighborhoods.

I think this is a very bad idea.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 30

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Moving the Alcatraz Ferry to the Ft. Mason pier would be a big mistake for San Francisco. The proposed area is already congested with traffic and moving the ferry would only make things worse. There is not enough parking. Traffic along residential streets would significantly increase as tourists try to short cut congested main traffic arteries. An established residential neighborhood would be transformed into another tourist attraction which would be more suitably be placed in the Embarcadero/Pier 39/Fisherman's Wharf area of the city where tourists can more easily access the ferry. New parking structures and new public transportation would need to be introduced causing a further transformation of an established neighborhood into a tourist zone.

The impact on recreational activities has been massively underestimated. Swimmers training for cold water events would be severely compromised. Aquatic Park and it's surrounding area has become training ground for swims including: English Channel, Catalina Channel, Strait of Gibraltar, North Channel, Cook's Straight and more. The ferry traffic would limit swimming opportunities out of the Aquatic Park cove and potentially introduce more pollution into the part of the bay where most swimming occurs. The additional boat traffic will have a major impact on rowers who also regularly train in this part of the bay.

Please reconsider this poorly thought out proposal.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 31

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Notes:

Correspondence Text

I don't believe that the neighborhood around Fort Mason can effectively handle the expected 1.5m visitors per/year. Traffic at the entrance of fort mason is already congested, and moving this many tourists, who are already at the commercial waterfront would dramatically impact the Marina neighborhood.

I don't see why the existing site couldn't be upgraded to have a better NPS feel and the appropriate interpretive content installed.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 32

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Re-locating the Alcatraz Ferry Service to Fort Mason would have a negative impact on the area which is already overcrowded with locals and tourists, especially on the week-ends. There is already a serious problem with garbage being left behind on the week-ends from persons who do not obey the rules for permits in the area. There are Friday evening food trucks and week-end fairs and exhibitions as well as every day activities. I think the ferry service is presently located in a good area to service the general public and visitors and should remain at that location.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 33

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Moving the Alctraz Ferry Terminal to Fort Mason is a horrible idea and the National Park Service has been completely ignorant on its impact on both land and water. The pristine and tranquil area around Fort Mason is extremely different than Pier 31 1/2.

As an avid Bay swimmer and South End Rowing Club (SERC) member, I use the San Francisco Bay for my marathon swimming training for such challenges as a solo swim across the 21 miles of the Catalina Channel. Several other SERC members have used Aquatic Park and its immediate surrounding area for training for swimming across the English Channel, Straits of Gibraltar, North Channel, Cooks Strait, and Tsugaru Channel just to name a few. The bulk of these training swims happen in the area outside of Aquatic Park. We have several club-sponsored swims that start outside of the park and end back our club, frequently putting us directly in the path between Fort Mason and Alcatraz. We also have rowers that go outside of Aquatic Park on a regular basis which they can safely do so without huge ferry boats threatening their lives. These ferries bring a serious danger to our safety as swimmers and rowers with not only their size, wake, and propellers but also the pollution they dump into the water. Exhaust in the water asphyxiate swimmers and can be ingested from hundreds of yards away. These ferries can also leak oil and other harmful fluids into the Bay, directly into the area that the swimmers and rowers use.

I'm also an frequently cyclist along the path between the Embarcadero and Golden Gate Bridge running along Crissy Field. This area is a safe area for cyclists to ride in a city known for fatal bicyclist accidents. There is a huge amount of foot and cyclist traffic in the area around Fort Mason. Pedestrians and cyclists have been able to peacefully co-exist in this space.

The proposed idea to just add in tour buses to shuttle Alcatraz tourists into the area would disrupt this flow and like the ferries in the water, introduce large vehicles that endanger the lives of the numerous pedestrians and cyclists in the area. People come from all over the world to enjoy cycling and walking in peace. Please don't disrupt this! Parking would become an even worse nightmare in this area! San Francisco is known for being a city that's virtually impossible to park in already.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Currently the historic railcars already happily serve as public transportation along the Embarcadero through Fisherman's Wharf. Tourists enjoy riding these railcars as it's part of the historic SF experience and much more nostalgic than riding a modern day shuttle bus. Don't deprive them of experiencing part of SF's past by throwing them onto buses. The proposed buses would also add to the gas consumption and air pollution that our electric railcars don't contribute to.

I have attended several special events at Fort Mason over the years as a Bay Area Native and lifelong resident. Parking during those times were impossible and organizers had encouraged people then to take public transportation to the events as parking was limited. What do you think would happen with introducing 1.7 million people to that same area? While you can say that they can take public transit also, the fact is that many will still chose to drive, especially if there is technically parking available in the Fort Mason parking lot and surrounding area.

Extending the rails from Fisherman's Wharf to Fort Mason will completely disrupt the waterfront along Aquatic Park. Every day there are families and tourists alike that come to Aquatic Park to enjoy the beach and beautiful view of our Bay. Allowing the railcars to blast right through it is effectively extending the hussel and bussel of the Embarcadero right through the Aquatic Park area. Please go for yourself on any given day and see just how much foot traffic there already is in the area!

Tourists to the area typically are interested in hitting up Alcatraz, Pier 39, and Fisherman's Wharf all in a row. The current layout of having them all right next to each other provides them convenience as they can walk between all 3 of them. They get to spend more time enjoying the tourist hot spots, especially before or after their Alcatraz tour. Adding a shuttle bus or forcing them to take the MUNI railcar would increase the cost of their trips is a bad way to nickel-and-dime tourists who aren't used to the high SF prices for everything even more not to mention the increased time they would have to use to get between the wharf area and Fort Mason.

Fort Mason is currently at the heart of a peaceful area that is enjoyed by cyclists, swimmers, rowers, and pedestrians alike in addition to the Marina residents. Do not introduce a commercial attraction in the middle of a sanctuary in a major city. Keep the commercial attractions in the areas where people expect them and that the city's infrastructure is already in place to accommodate.

Sincerely,

Kelley Prebil

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 34

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Several points against locating a ferry terminal at Fort Mason:

1. The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.
2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.
3. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.
4. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are not maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Street Pier.

Todd Jordan

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 35

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing to encourage the National Park Service to keep the ferry launch to Alcatraz at Pier 33 1/2.

The proposal to move the ferry launch to Ft Mason with transportation service being offered from the area by Aquatic Park is very concerning to me. The area is already heavily used by locals and tourists with the weekends being especially crowded both on the land as well as in the water. I cannot imagine how the area would be able to handle the surge of people also interested in going to Alcatraz.

I also think that Pier 33 1/2 offers a more central location for those interested in taking the ferry to the island. I know many people who have come to the Bay Area and stay in the East Bay and use BART to access the city. It would add a significant chunk to their journey if they had to also get all the way to Ft Mason.

Thank you for your time and consideration and I hope you decide to keep the ferry to Alcatraz in its current location.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 36

Author Information

Keep Private: No
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

RE: Embarkation from Ft. Mason to Alcatraz, San Francisco

This is a very terrible idea. I live opposite Ft. Mason and it is always busy. The road which goes by it, Marina Blvd which turns into Laguna when the road goes south around the Marina Safeway, is a main traffic corridor in the mornings and evenings. There is no parking for Alcatraz bound tourists. Ft. Mason's parking lot is full most of the time because it serves the businesses there. There's also a farmers market on Sundays and on Off The Grid on Friday evenings. Using Ft. Mason as an embarkation point to Alcatraz would be a traffic and parking disaster here. Parking is already scarce here. Pier 41 is set up for it. There are street cars there. There is no public transit here.

THIS PROPOSAL IS PATENTLY RIDICULOUS. AT THE MINIMUM THERE SHOULD BE AN ENVIRONMENTAL IMPACT REPORT MADE.

Peter Kagel
resident

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 37

Author Information

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

1. The lack of easily accessible public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend.
2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers. South End rowing and the Dolphin clubs are the shepherds for enjoyment outside of AP cove. We are internationally known hubs for swimming. We are historic institutions and should be allowed to continue our good work here - the safest spot for us.
3. You are putting people and NPS and the city at risk. Please don't wait until there is a death to consider this.
4. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.
5. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are not maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

6. Negative impact on businesses in current ferry location.
7. Negative impact on the peace of the Marina and fort Mason.
8. Negative impact on already deteriorating nearby piers.

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde Street Pier.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 38

Author Information

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Date Sent: 04/01/2015	Date Received: 04/01/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Do not move the Alcatraz Ferry from it's current location. Fort Mason is a residential neighborhood; Pier 39 is already congested; so leave the Ferry alone.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 39

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
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Contains Request(s): No Type: Web Form
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Correspondence Text

To whom it may concern,

As a long time resident of San Francisco, and a member of the South End Rowing Club at Aquatic Park, I must write to voice my concerns and opposition to the proposal to relocate the Alcatraz Ferry Service to Ft Mason/Pier 3.

The draft EIS seems to give short shrift to the interests and rights of residents and visitors to Aquatic Park and the surrounding area, particularly with regard to the historical use of this area for rowing, swimming, and other individualized water sports/recreation. Stated simply, more development is not always the answer. The SERC and the Dolphin Club have existed on the waterfront since 1873, giving members, guests, and visitors a means of access to the Bay and surrounding area that is unrivaled anywhere else in the City (or indeed, the entire Bay Area). Relocation of the Alcatraz Ferry Terminal will irretrievably and negatively affect this use, and lead to inevitable environmental impacts as well, including:

1. increased pollution in proximity to human use/swimming/contact with water
2. Further damage to the Municipal pier, which is already in need of repair
3. Unnecessary "creep" of tourist based business located in Fishermans wharf area north/west toward parkland at Ft Mason and quiet residential areas at the Marina
4. Traffic snarls sure to follow as 1.7 million tourists try to get to Ft Mason
5. Further Parking and Transit Headaches
6. Unfair relocation of one of the main features served by Fishermans Wharf/pier 39 tourist oriented businesses/hotels/transit.

The GGNRA needs to come to terms with the Port and the City, and locate at p 31.5 or p 41. They hold dear the value of preservation of cultural/historical/traditional buildings and institutions. The SERC is the oldest rowing club on the west coast; it is steeped in history and tradition. And this is not some stodgy yacht club with exclusive membership; it is open to all for a very minimal fee. If the GGNRA runs a train line thru Aquatic Park and moves to P 3, it will likely sign the death warrant for the SERC and Dolphin clubs. Why not make an effort to leave this corner of the waterfront well enough alone? Trains, buses, and the influx of more humanity will overtax this beautiful spot.

PLEASE do not move the ferry to Ft Mason!
Thank you
Steve McDonald

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 40

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2015 Date Received: 04/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

In this part: 19 (xix), it says that locating a ferry terminal at Pier 3 Ft Mason will have no impact on boating, or swimming. This is absolutely false. There are numerous swim events between Alcatraz and Aquatic Park that would be directly disrupted by ferry service along this new proposed route. These events would not be possible due to enormous safety concerns.

Beyond that, this would cause detrimental consequences for the plethora of shopping, dining, gallery businesses near the current ferry terminal and result in less sales tax for the city.

Not to mention that parking would be a total nightmare.

Please do not relocate the ferry terminal to fort mason.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 41

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

There will be significant impact on recreational use of the waters near Fort Mason and Aquatic Park if the Alcatraz Ferry moves from its current location, Pier 33 1/2. There is likely to be rapid degradation of the already deteriorating Muni Pier. Additionally, the Port and Fisherman's Wharf businesses prefer to keep the embarkation station at its current location. The current location is much better suited to public transportation as well.

As a San Francisco resident who cares deeply for our community, our waterfront, and the Bay, I hope you will seriously consider the FULL range of impacts to ALL stakeholders prior to moving forward with this plan.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 42

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2015 Date Received: 04/02/2015
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

As a long time resident of the Marina district and San Francisco, I would oppose the establishment of a new Alcatraz dock near Fort Mason for several reasons.

The delicate balance between locals and tourists and their ability to coexist year-round is something to be strongly protected. This city has been fundamentally lauded and recognized for its unique neighborhoods, their distinct borders and the ability to leave one and enter another easily and quickly while keeping their differences from encroaching on the other. A proposal to move the Alcatraz dock to Fort Mason would severely compromise the existing virtual boundary that allows Marina residents and its visitors to feel protected from the foot and vehicle traffic and general pollution which results from a concentrated tourist presence near attractions such as Alcatraz. For example, Russian Hill residents near Lombard Street struggle daily to participate in every day activities without feeling suffocated by the obstacles presented by tourists. Residents looking to walk, exercise or drive through their neighborhood must navigate through the major vehicle congestion and pedestrian traffic created by the tourist attraction located in the heart of a residential area. While the idea of keeping residential and tourism area separate in all parts of the City is unrealistic and sometimes impossible, a conscious effort to move the logistics of an attraction such as Alcatraz to now infiltrate a residential neighborhood seems inconsiderate to the residents that call this city home.

Any potential benefit to the tourism population by moving the Alcatraz dock to Fort Mason would be grossly negated by the degradation of the residential integrity of the existing Fort Mason area.

It is safe to say that maintaining solitude and separation from tourist attractions is one of the factors that keep San Francisco residents content and able to coexist with a thriving tourism industry.

Please respect the delicate logistical balance which currently exists between Alcatraz and its visitors, and the existing residential areas of this great City.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 43

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2015 Date Received: 04/02/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a long time member of the South End Rowing Club at Aquatic Park, I have serious reservations about the park service's plans to move the Alcatraz Ferry terminal to Ft. Mason. On weekends, parking is already difficult in the area. Bringing thousands more people to the area will only exacerbate that issue.

As a swimmer, who frequently swims in the area, the boat traffic will severely curtail my ability to enjoy that waterfront. The damage done to the last remaining 'wild' shoreline, Black Point, by the numbers of ferry crossings is also a serious issue. Leave Ft. Mason the low impact gem that it is, and take the Alcatraz Ferry proposal to a busier location.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 44

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2015 Date Received: 04/02/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would like to strongly object to the proposed use of Fort Mason as the future site of Alcatraz and other ferry service in San Francisco. As a San Francisco and Bay Area resident for over 35 years, I have used the Alcatraz ferry many times from its present location. I spent many years working on Fisherman's Wharf in the tourist industry and clearly saw the direct connection between retail sales and the ferry service, as customers remained in close proximity to both activities. Removing the ferry service to Ft. Mason could have a significant impact on that relationship. Also, the public has access to many large vessels in the same general area as ferry service is now, with cruise ships nearby.

Most of all, I am writing as a long time swimmer of the Bay. My club, the Dolphin Club, and it's sister club the South End, have enjoyed recreational swimming in and around Aquatic Park for well over 100 years. About 100 of us made the swim around Fort Mason, with dozens of small boats and kayaks, just a couple of weeks ago. Multiple times per year we cross this area. Many commercial swim groups make the journey from Alcatraz to Aquatic Park in addition to our multiple Alcatraz swims each year. Swimmers can be found in and around Aquatic Park every hour of the day, every year, and that includes the waters around Fort Mason. Locating your ferry services next door is likely to impact us significantly. To my knowledge, no one in your organization has spoken to any member of the swimming community regarding this impact, which is not acceptable.

I recommend that no change of site occur or that you retrofit piers in the same general area as your present location. Fort Mason should not be engaged in ferry service.

Thank you for your consideration,
Richard H.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 45

Author Information

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Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

On Page xii, the "Pier 3" alternative is listed as having "minor" adverse traffic and parking impacts. It is unclear how this can be the case. Where will the millions of annual visitors park for their multi-hour ferry ride, if not at Fort Mason? This would severely limit the current uses of that lot, whether parking for visitors to the waterfront or the Sunday Farmer's market.

On page xix, the "Pier 3" alternative lists "and no impacts on recreational boating or swimming". This is unrealistic, based on the site's proximity to Aquatic Park (a swimming, paddleboard, kayak, rowboat) home base. The ferry services are currently quite respectful and cooperative with maintaining communication and safety when overlapping with organized swims and rows both along the shoreline and cross-channel. Wherever the ferry embarkation point is decided, I hope this respectful and cooperative relationship can continue. I am concerned that the overlap of the Aquatic Park recreational area to the busy ferry embarkation point at Pier 3 would lead to more conflicts between the ferries and recreational users of the Bay. Currently there is a clear dividing line between Ferries starting from Pier 41 down to the Ferry building, and recreational small craft users and swimmers to the West of Hyde St. Pier. There would be less overall impact if the Ferry embarkation point were kept to the East of Hyde St. Pier.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 46

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To Whom it concerns:

I am against the plan to use Fort Mason as the ferry hub for Alcatraz visitation.

This area of SF Bay, with it's unique and historic swimming community, will be forever altered from a world class destination for open water swimming- to being a sideshow for Alcatraz sightseeing business.

Also, installing a train to run along the edge of Aquatic park, will overrun the area, ruin the aesthetics of this beautiful area, and make swimming more difficult and less desirable.

Right now Aquatic Park, and this section of SF Bay, is a very important place for an open water swimming community that is worldwide. I would hate to see it negatively altered by this plan.

Sincerely,
Rick M.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 47

Author Information

Keep Private: No
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Correspondence Information

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Correspondence Text

This comment is with regards to page XIX of the proposal, which indicates that this project will have no impact on boating or swimming, and the relevance of this project to the San Francisco General Plan.

The Dolphin and South End swimming and rowing clubs are among the oldest social and athletic clubs in the city, each being ~100 years old. These clubs have a membership totaling ~2500, with hundreds of those regularly swimming in the bay at and around the aquatic park and participating in races and charity swims, regattas, and boat races. These contribute to the health, well-being, and satisfaction of visitors and residents, and provide a one-of-a-kind open space. The proposed project works against tenets of the SF General Plan in the following ways:

1. SFGP: "Improvement of the city as a place for living, by aiding in making it more healthful, safe, pleasant, and satisfying, with housing representing good standards for all residents and by providing adequate open spaces and appropriate community facilities"

-OPEN WATER IS AN OPEN SPACE. Notably, the only Dolphin to ever die on a swim was hit by a boat, and the users of the aquatic park and surrounding areas understand boats to be their greatest danger. Therefore the proposed plan renders a public and historically and culturally important open space to be of increased danger to use.

2. SFGP: "Coordination of the varied pattern of land use with public and semi-public service facilities required for efficient functioning of the city, and for the convenience and well-being of its residents, workers, and visitors"

-This recreation area has a huge impact on the well-being, health, enjoyment, and satisfaction of its users, both frequent users and visitors to the city. Increased boating traffic will hamper use of the aquatic park and surrounding areas for recreational swimmers and boaters, and will thereby have a negative influence on the health and well-being of users.

3. SFGP: "Protection, preservation, and enhancement of the economic, social, cultural, and esthetic values that establish the desirable quality and unique character of the city."

-These swimming and boating institutions are one of an increasingly rare class of cultural establishments in the City.

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Members are from all walks of life, are mostly long-term residents, and have a unique set of values such as bay stewardship that are underrepresented in the City at large. The proposed project is a threat to the safety and comfort of the aquatic park/surrounding area users and are therefore a threat to an important and unique SF cultural institution.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 48

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Correspondence Text

As a 30-year-member of the Dolphin Club, it has been my privilege to spend many idyllic hours on San Francisco's waterfront- -walking, swimming, and occasionally boating. I am horrified by the proposals to move the Alcatraz ferry to what is a prime treasure of land and sea for residents, visitors, and regulars who chose that chunk of halcyon peace and beauty to enjoy, to restore the restless soul, and to challenge oneself in or on the water. The water itself is pretty dang clean but with ferry traffic, with more car, trolley, but and taxi connections, the pollution will have a huge impact on all- -neighbors, workers in the area, athletes, and just visitors who come to enjoy a uniquely beautiful "park" and sea-scape. This area is a national treasure and should be kept pristine for all. Ports are ample further east and should be utilized, rather than degrading what is near perfect now.

Would you okay grafitti in Yosemite? I don't think so; carving initials on redwoods in Muir woods? I think not.

Crowding a waterway with cross=current ferries belching smoke, cutting off non polluting kayaks, row boats and flotillas of human swimmers creates potential and dangerous disasters.

Moreover, on land between the proposed ferry port through the tunnel and along narrow walkways hosting cyclers, walkers, strollers, trolleys will bottleneck and clog our prime paths bordering the water where so many enjoy the outdoors on beach or grass.

Please do not mess up what is a halcyon respite for so many from the noisy, dirty pollution and crowding that is the waterfront of so many cities.

Don't ruin San Francisco's bellissimo bay front, Golden Gate, Alcatraz and Marin county viewing stands on the south shore of San Francisco Bay.

thank you .

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 49

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2015 Date Received: 04/02/2015
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Correspondence Text

Dear National Park Service,

Thank you in advance for reviewing the considerations below which, articulate my concerns regarding the proposal to develop Lower Fort Mason as the Alcatraz Ferry Embarkation location. As stewards of San Francisco's most valuable open space areas, I encourage the NPS to finalize agreeable business terms with the Port that will enable NPS to operate ferry services from the existing Piers 31/33 and 41.

I believe there are significant aspects of the EIS which, are underdeveloped and as a result, may point the NPS in a direction that exposes your organization to heightened risk and brings the NPS in direct conflict with it's own stated goals and those of San Francisco's General Plan.

Please do not hesitate to contact me with any questions or for further conversation.

Regards,

David Bennett

(b) (6)
(b) (6)

Suggested Solutions:

1. Adopt an even greater focus on achieving agreement on the unresolved business terms with the Port. Selecting Fort Mason to be developed to support ferry service, in part because business terms such as rent can not be agreed upon would be a disservice to the economic and cultural value that this location currently provides to City residents and visitors.

Rationale for opposing the development of Pier 3 at Fort Mason:

1. The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. My understanding is that the extension project has already been approved however, the EIS needs to be updated to reflect the frequency and volume of passage along this extension that would be required to support the 1.5 million annual visitors that would leverage the extended track. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and an updated impact statement is needed to reflect the current state of usage in this area.
2. The DO-12 Handbook states in section 3.5(b) that an EIS is required if a proposed action may have, "...have adverse effects on such unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas;..." I do not believe the current EIS has addressed the negative impacts the Lower Fort Mason proposal may have on the Aquatic Park area and its function as a cultural resource where residents and visitors of all ages, from multiple neighborhoods gather to enjoy access to the Bay. Additionally, the negative impacts to the recreational function that the area between Fisherman's Wharf and Lower Fort Mason currently provides is significant (described in the following item).
3. Pages 78 and xix of the EIS state that the Lower Fort Mason proposal will result in, "no impacts on recreational boating or swimming." Unfortunately, this is not the case. The area between Fisherman's Wharf plays a critical role in providing Bay access to a vast number of recreational boaters and swimmers and the recreational usage continues to grow each year. The Dolphin Club currently supports an active member base of roughly 1,400 taxpayers and adds roughly 15 - 30 new members each month who use the Bay to recreate. The South End Rowing Club supports a highly active base of 1,000 recreational Bay users. Jointly, these clubs enable roughly 50 organized recreational outings on the Bay each year - this figure does not account for the private outings that are self-initiated by club members and out of town visitors. It is estimated that roughly 5,000 swimmers come to San Francisco each year to swim from Alcatraz Island to San Francisco where they currently enjoy the safety and security of recreating west of the ferry service traffic lanes. The integration of Ferry traffic into a widely used recreational area exposes the NPS to a significant risk through heightened potential of injury and death to recreational boaters, swimmers and the City Police and Coast Guard members that would be required to intervene in rescue and recovery operations. The numbers cited above are estimates but if measured accurately, would be much higher, given the fact that large organizations such as the Leukemia Society's Team In Training program, The San Francisco Triathlon Club, The Golden Gate Triathlon Club and Water World Swim actively use the waters between Lower Fort Mason and Fisherman's Wharf to recreate.
4. Page 24 of the EIS states that "recreation" was an impact topic selected for detailed analysis however, nowhere in the report is the detailed analysis or, the outcomes of that analysis provided. I do believe that analysis is required before considering Lower Fort Mason as a viable location for the ferry embarkation location.
5. Page 410 of the EIS states that the Aquatic Park Pier jetty and adjacent breakwaters protect boaters and swimmers from ferry wake generated wave action and that the Pier 3 Alternative would have no effect on rowing and recreational swimming in the Aquatic Park area. The same justification was used to indicate to NPS that the jetty and breakwaters protect the boaters and swimmers from water quality conditions outside of those structures. However, this is not the case - the currents that originate from the west (and the water quality characteristics they bring with them) directly influence the conditions in Aquatic Park and the wakes created by motorized boat traffic undoubtedly do impact the safety of water recreation within Aquatic Park. Given how this topic was assessed in the EIS is an indication to me that the actual and detailed potential environmental impacts have been overlooked and as a result, there are potential outcomes that may expose NPS to risk if Lower Fort Mason is developed as proposed.
6. Policy 2.4 on page 25 of the City's General Plan refers to the City's strong commitment to passive and water-oriented recreation, views and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's valued recreational access locations. To undermine that value through development of a ferry embarkation location seems to be in conflict with the City's long-term goals.

7. The SF General Plan places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to the business sector operating in Fisherman's Wharf and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning and developable land for business purposes in area surrounding Fort Mason. Although the NPS may generate added revenue through onsite sales within a more-developed Fort Mason, it would mean an overall loss for the city's economy.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 50

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2015 Date Received: 04/02/2015
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Correspondence Text

Dear Planning Superintendent,

Several points against locating a ferry terminal at Fort Mason:

1. The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.
2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.
3. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic

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through this area constitutes urbanization of park land, to the detriment of current use patterns.

4. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are *not *maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde Street Pier.

Sincerely,
Denis Casey

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 51

Author Information

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Correspondence Text

Hello,

I'd like to add one more voice to the comments re: moving Alcatraz Ferry Service to Ft. Mason.

Please don't!

It's important to recognize that recreational activity on the Bay is well outside the confines of Aquatic Park. We swim, kayak, kite surf, and enjoy the water around Ft. Mason by actually being in it.

I don't have the benefit of a funded study to support my belief that a move to Ft. Mason would create significant safety issues for those who enjoy the Bay. Swimmers and rowers regularly traverse the waterway between the St. Francis Yacht Club and Aquatic Park. Increasing traffic by adding a ferry service would pose problems for everyone using the waterfront.

I look forward to hearing about the decision process and how we can find amicable resolutions.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 52

Author Information

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Correspondence Text

Dear NPS planning,

This really is a bad idea, for all of the reasons listed below. Please don't do this. The impact, both socially and environmentally, will be devastating. I am sure you can find a way to do better than that. You are, as an agency, entrusted with our public spaces. I'm sure someone had a good reason to come up with this plan, but you must take all of these point into consideration and realize that it's a bad idea.

I am a bay swimmer with the South End Rowing Club and so I have a personal stake in this. It is very dangerous to have so much boat traffic and pollution in this area of the bay, which has a long history of non-motorized watercraft recreational use. It is also difficult enough to park in that area right now. Many people simply won't be able to enjoy our public water park and the surrounding area anymore if this plan goes through.

Please plan another public meeting during a time when 9-5 working people can show up. We want our voices heard, too.

Thank you.
Denise Lillian

1. The paucity of public hearings makes it clear that the NPS intends to

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.

3. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.

4. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are *not *maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde Street Pier.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 53

Author Information

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Correspondence Text

It is very disturbing to me and my whole family that you would consider Fort Mason as a possible site for the Alcatraz Ferry. We are local residents, and we go to Fort Mason at least once a week to shop the Readers' Bookstore, one of the best bookstores in the city.... my son and I browse the books, while my wife shops at Safeway. Putting the Alcatraz ferry at Fort Mason would likely put the bookstore out of business because there would be no place to part.... likewise, the Sunday Farmers' Market. We've been to Alcatraz and will not likely go there again in the foreseeable future- -- once is enough for us and for most local residents. The ferry would be for tourists only- -- and the tourists are already at Fisherman's Wharf, so why make them climb up over the hill to access the ferry? It wouldn't make sense and you would lose business for Alcatraz tours. Fort Mason is for us locals and it should stay that way. Please do not put the ferry at Fort Mason- -- it is a crazy idea.

SF resident since 1981

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 54

Author Information

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Status: Reviewed Park Correspondence Log:
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Correspondence Text

As a frequent visitor to the bay area and SF, I've had the opportunity to take advantage of the many benefits the city and surrounding area have to offer. I personally think that moving the Alcatraz ferry embarkation to Fort Mason from Pier 39 is a bad idea of several reasons.

I believe this move would negatively impact the historic nature/ambience of Fort Mason.

The area around Aquatic Park, and the area between Fort Mason and the Golden Gate are used extensively for recreational activities on land and in the water. Adding a Ferry route in this area will unnecessarily cause congestion that I feel is better kept in the area where there is already existing Ferry routes.

Thank you for considering my comments.

Gerald Auman, VMD
Kennett Square, PA

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 55

Author Information

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Correspondence Text

Please keep aquatic park and fort mason free of the ferry boats to Alcatraz. It's a beloved spot for swimmers that would be unable to support the enormous increase in tourist traffic (water, cars, walking, and biking). That space should be kept as is for the safe use of Bay swimmers. Construction is only one small aspect of a major barrier for all those who love this area.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 56

Author Information

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Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please don't move the ferries to Fort Mason. It will impede the recreational activities that go on in that area. As a recreational tourist, business tourist and recreational participant, I feel the current layout works great. I've taken the ferry and it was very convenient as is. It doesn't seem broken from our perspective. Don't mess with it. Thanks.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 57

Author Information

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Status: Reviewed	Park Correspondence Log:
Date Sent: 04/03/2015	Date Received: 04/03/2015
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Correspondence Text

As a triathlete I enjoy the beauty and serenity of Aquatic Park on a weekly basis while swimming. As a mom I bring my children to the area to enjoy the beach and water. Bringing the ferries to this area will pollute the water, cause congestion and harm this beautiful part of San Francisco. Please reconsider.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 58

Author Information

Keep Private: No
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Contains Request(s): No Type: Web Form
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Correspondence Text

I write to express my opposition to moving Alcatraz ferry to the Fort Mason area. Although I live and work in the South Bay I frequently travel to SF for the express purpose of swimming at Acquatic Park as well as running and biking in the Fort Mason and Marina area. Moving the ferries to this area would destroy the area with the increase in people and cars and congestion and noise. The benefits are not significant but the change to the area would be substantial and frankly I would stop coming.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 59

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

Please leave Alcatraz where it is. It makes no sense to go all the way to Fort Mason to make matters worst with traffic congestion. Tourists have a difficult enough time getting to San Francisco. I think that Money would be lost. Alcatraz is the first attraction that a tourist will go to when they get to San Francisco. Tourists identify San Francisco is a city that loves it's people. No matter if it's tourists, residents, local visitors from surrounding bay area cities. Leave Alcatraz where it is, please. My kids love this place and have learned so much about Alcatraz, they can't get enough of Alcatraz.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 60

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/03/2015	Date Received: 04/03/2015
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Contains Request(s): No	Type: Web Form
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Correspondence Text

Your EIS was incorrect in its finding that Bay swimmers are confined to Aquatic Park. In fact, we commonly swim along the shoreline between Crissy Field and Aquatic Park; as well as from Alcatraz to Aquatic Park. The stretch between Aquatic Park and Crissy Field is currently the **only** place in San Francisco where swimmers can safely enjoy the open Bay without the safety risks presented by introducing commercial boats. The ferries in their current location are not a threat to swimmers. Moving the ferry docking location in San Francisco represents a huge blow to the established community of open-water swimmers in San Francisco. I oppose it.

Also, businesses in Fisherman's Wharf stand to suffer from moving tourists to Fort Mason, where there is almost no infrastructure to serve said tourists.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 61

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

I am 100% aaainst the use of Fort Mason for ferry service and I hope you will take my opinions into consideration. I was born and raised in SF. I have witnessed so many changes hat have brought both positive and negative changes to the city. With the latest BOOM in the city and overcrowding, one thing that has been a wonderful constant in SF is the use of outdoor space for recreational activities. We are a health conscious city and our RESIDENTS deserve to have a place that we can enjoy for exercise as well as a space to play with our families. I swim at Aquatic Park on a weekly basis, please do not take that away from me and all the others that use the space.

regards, Michelle Sandoval

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 62

Author Information

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Notes:

Correspondence Text

I am opposed tjhis change. Moving the ferries will effectively end safe open-water swimming outside of Aquatic Park. Swimming is the bay is such a unique opportunity - I would be very sad to lose this activity I love so much.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 63

Author Information

Keep Private: No
Name: Adam Melenkivitz
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Good evening,
Please don't move the ferry to Fort Mason, it is disruption to residents, aquatic park and the serenity of the area.
As resident w/ a family the city sees fit deliver items like this or as an example "moving" the school President's day to Friday
(disrupting parents who have Monday off). Don't turn SF into a mall, please keep families here.
Sincerely,
Adam Melenkivitz

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 64

Author Information

Keep Private: No
Name: Xenia Rangaswami
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I swim in the annual Alcatraz: Swim with the Centurions race from Alcatraz to San Francisco every year. If the ferry routes are changed, I and many other people will not be able to swim in this race, which would be incredibly disappointing. I'm asking that you please consider that re-routing the ferries to interfere with the race course would be a loss for not only swimmers, but for the city as a whole, since the swim from Alcatraz to San Francisco is something that makes this city special.

Thank you for considering this request,

Xenia Rangaswami

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 65

Author Information

Keep Private: No
Name: Ben Ward
Organization: Patterson Dental
Organization Type: I - Unaffiliated Individual
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Anchorage, AK 99503
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please do not move Alcatraz Ferries from Pier 39 to Fort Mason. It is dangerous for swimmers. I traveled a long distance to compete in last year's Escape from Alcatraz Triathlon. My training partner and I also took a swim class prior to the race in the Bay. We would not come back if it is moved to Fort Mason. It congests the bay and Aquatic Park.

Best Regards,

Ben Ward

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 66

Author Information

Keep Private: No
Name: sharman murphy
Organization:
Organization Type: I - Unaffiliated Individual
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santa cruz, CA 95062
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Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/03/2015	Date Received: 04/03/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Do not move the ferry launch site. Aquatic park is the only safe place in the Bay for swimmers.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 67

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Mill Valley, CA 94941
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E-mail:

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/03/2015	Date Received: 04/03/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Please reconsider the moving of Ferries to Aquatic Park. This is a playground for so many! As an open water swimmer and bike commuter I thrive on the opportunity to both experience nature, and to help the environment by commuting by bicycle. The increased traffic at Aquatic park with ferries unloading would be hazardous to both people enjoying the water, and the current traffic on the promenade. Aquatic Park has been a place of solace for many offering a safe enclosed area in which to swim and get away from it all while keeping the body whole. It is a grounding point in the midst of the city. This seems akin to moving a train station to the sanctuary of a church.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 68

Author Information

Keep Private: No
Name: Joyce dela Cruz
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Organization Type: I - Unaffiliated Individual
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Rocklin, CA 95765
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please reconsider the proposed move of the Alcatraz Ferries to Ft. Mason from their current spot at Pier 39. The increase in Bay traffic near Aquatic Park and Ft. Mason will degrade the quality of the view, the natural resources of these areas, and bring noise, pollution, and congestion to both on the water and on land.

Aquatic Park is a natural treasure for native San Franciscans and those of us who drive in from other parts of northern CA to experience the beauty and safety of swimming in the Bay. It would be a terrible loss if swimming, kayaking, SUP, and other human-powered water sports were made unsafe and nearly impossible with the ferry traffic through the area.

Thank you for your time.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 69

Author Information

Keep Private: No
Name: Rachel Eaton
Organization: Water world swim and walnut creek master swimmers
Organization Type: H - Recreational Groups
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2015 Date Received: 04/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please do not move alcatraz ferries to fort mason! As a regular bay swimmer, I appreciate the use of aquatic park for recreational purposes and I encourage the NPS to keep it that way.
Thank you!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 70

Author Information

Keep Private: No
Name: Mark J. Thompson
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

PLEASE DON'T!

The issues are obvious, with increased bay traffic in the way of our swims, but also congesting Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult. It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 71

Author Information

Keep Private: No
Name: Hugh R. Leeman
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94102
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

DO NOT move the ferry to Fort Mason piers. This would ruin aquatic park and the recreation area for so many as well as taking business from fishermen's wharf and directing it to a residential area. Please don't ruin the beauty of the bay and something that we all share.
Hugh Leeman

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 72

Author Information

Keep Private: No
Name: Stuart Ritchie
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

This is one of the worlds most iconic swim routes. People come from all over the world to be challenged by a difficult and life changing challenge, myself included.

If you continue with this development then what is seen as one of the few remaining big swimming challenges will be destroyed.

I beg you to reconsider your plans and leave the millions of swimmers around the world who aspire to do the escape from Alcatraz swim a reason to get in the water and train hard every day in the hope of completing this amazing feat for which the city has become so famous.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 73

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have come to the SF Bay to swim in open water clinics and to swim from Alcatraz to Chrissy Field. This spring/summer I am planning on the same. I am signed up for Sharkfest that goes to Aquatic Park. I believe this ferry change will mess up our swim area which is disappointing! Please keep boat/ferry traffic out of the swim "lane" to Alcatraz. Thanks

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 74

Author Information

Keep Private: No
Name: Catherine D. Keller
Organization: Self/ waterworld/ swim art
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please, please, please don't move ferry traffic to fort mason!!

I swim with Pedro every year and would like to continue to swim to Alcatraz, and around that area without the danger of ferry traffic.

I hope that whatever financial gain there might be from making this change does not overshadow the importance of having open water spaces. SF is known for open land spaces and I think this open water space should be protected as well !!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 75

Author Information

Keep Private: No
Name: Elizabeth A. Thulin
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The new ferry plan would be a disaster traffic-wise, but more importantly the character of historic Aquatic Park would be forever changed. I can't really believe this is even being considered. Even though I now live far away, I am a frequent visitor and feel very strongly that the whole plan is a bad idea. The preservation of historic places has improved in this country, but we have a long way to go. Please consider dropping this ill-advised proposal.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 76

Author Information

Keep Private: No
Name: Carl M. Adams
Organization:
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would urge anyone involved to seek alternative locations for Alcatraz Ferry that are east of Aquatic Park. By moving them to Fort Baker, it brings congestion and ferry traffic west to an otherwise peaceful parts of the Bay. The area from Fisherman's Wharf (Aquatic Park) west to the Presidio is one of the most peaceful and natural parts of the city's waterfront. By moving the ferries to Fort Baker, it effectively ruins that area including Aquatic Park which is a sanctuary for kayakers, paddle boarders, and swimmers.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 77

Author Information

Keep Private: No
Name: Shannon McLaughlin
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I could not imagine if this would happen . This would ruin what so many people love about the City !

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 78

Author Information

Keep Private: No
Name: Tom Ettinger
Organization: World Water Swim
Organization Type: I - Unaffiliated Individual
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am opposed to the option of operating the Alcatraz ferry from Fort Mason. I swim to Alcatraz once in awhile and do one race a year and I do not like the idea of increase commercial boat traffic in that area. The location at Fort Mason will increase the congestion in that area and aquatic park where I swim.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 79

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Tiburon, CA 94920
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E-mail:

Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/04/2015	Date Received: 04/04/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Please don't move the ferry from Fisherman's Wharf area to Fort Mason/Aquatic park area. Fisherman's Wharf is the heart of the tourist area and close enough to key downtown locals. Aquatic Park is great for swimmers. Don't mess this up. The natural beauty that exists by Fort Mason is not enhanced by more ferry boats. Keep the two activities separate.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 80

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address:
San Francisco, CA 94132
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/04/2015 Date Received: 04/04/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please keep Aquatic Park area designated for swimmers! Enough of our area is overrun by machinery. Allow us to have this place to connect with nature! Thank you!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 81

Author Information

Keep Private: No
Name: Karen R. Blodgett
Organization: Dolphin Club
Organization Type: H - Recreational Groups
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a Dolphin Club member I am very concerned about the impact a Ft Mason-based Alcatraz ferry service would have on the recreational use of Aquatic Park for San Francisco residents. Moving such a significant amount of tourist activity via tram service through Aquatic Park to Fort Mason will greatly restrict our access to and enjoyment of Aquatic Park for swimming and boating. Please keep tourist activity focused around Piers 31-41, and let local San Francisco residents enjoy Aquatic Park without 1.5M tourists passing through each year.

Thank you,

Karen Blodgett

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 82

Author Information

Keep Private: No
Name: Michael Mueller
Organization:
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94123
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Sir or Madam,

I am a San Francisco resident who is strongly opposed to moving the Alcatraz Ferries from the Fisherman's Wharf areas to Fort Mason for the following reasons:

- 1) The Marina area in general, and Ft Mason in particular, does not have the infrastructure to handle the additional visitor traffic if Fort Mason were used. Traffic and parking are already difficult even with relatively small events at Fort Mason.
- 2) Aquatic park would no longer be attractive for recreational swimming due to the huge new traffic flow from Fisherman's Wharf to Ft. Mason.
- 3) The infrastructure already exists in the Fisherman's Wharf area to support the Alcatraz ferries.
- 4) Businesses (many of whom have invested with the knowledge that the visitor flow from the Alcatraz visits) in the Fisherman's Wharf area would be permanently damaged.

I favor a solution that keeps the Alcatraz ferries in the Fisherman's Wharf area.

Thank you.

Michael Mueller

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 83

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94015
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Regarding relocating the Alcatraz Ferries to Fort Mason:

Do not do this. It will make operations for all swim and recreation clubs dangerous and difficult.

It also poses new risk to recreational boaters, kayakers and paddlers by turning this peaceful part of the bay into a ferry and tourist highway making it less safe.

Already there is a enough traffic at Aquatic Park. Adding a tram and moving people from Fisherman's Wharf to Fort Mason will only make it worse.

DO NOT MAKE THESE CHANGES.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 84

Author Information

Keep Private: No
Name: Marianne Brems
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have been a committed open water swimmer for more than two decades and I have enjoyed many wonderful swims in Aquatic Park as well as out in the SF Bay. Therefore, I am writing you in regard to the proposed plans of the National Park Service to move the terminal for the Alcatraz Ferry to Fort Mason and add a train along Aquatic Park to transport people between Fisherman's Wharf and Fort Mason in order to serve more tourists. This constitutes an extraordinarily bad idea for several reasons as follows:

- Sending large boats back and forth in such close proximity to swimmers creates obvious safety issues.
 - The environmental impact of possible fuel spills and other pollutants from these boats poses a threat to water quality in Aquatic Park that would affect all who use the area for recreation.
 - Putting a train in so close to Aquatic Park would ruin this pristine waterfront area by obstructing the view and creating congestion and noise.
 - Space for the train would use up much of the already limited parking space needed by users of the recreational area at Aquatic Park.
 - A train would also undermine two of the oldest multigenerational institutions of San Francisco, the Dolphin Club and the South End Rowing Club, by making them highly inaccessible.
- In the interest of all who live near and enjoy Aquatic Park and the surrounding area, please oppose this National Park Service proposal.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 85

Author Information

Keep Private: No
Name: Taylor Hurt
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I use Aquatic park on a regular basis, swimming and kayaking. I generally have to show up an hour in advance to secure parking. I have to walk down the railroad tracks to reach the water with the kayak. I think a plan to push more traffic through the park would endanger the many pedestrians that walk, bike and jog through the park. I am often asked by tourist from around the world about the swimming opportunity, the swim from Alcatraz is recognized worldwide and is a serious attraction that should be protected. Please don't consider any plan that increases the difficulty for people to enjoy the waterfront. Trains running on the tracks through Aquatic park will put people at risk. Thanks

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 86

Author Information

Keep Private: No
Name: Charles F. Miller
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I believe the most rational solution would be to utilize Pier 31 option, the absolutely worst option would be Fort Mason - you would destroy a vintage WWII historical site.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 87

Author Information

Keep Private: No
Name: Emili Obara
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2015 Date Received: 04/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

This change will make it more dangerous for those of us that swim in the Bay and will also congest Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult. It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway. We share most of our beautiful city with tourists but need someplace that we can safely enjoy the water. Many thanks, Emili

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 88

Author Information

Keep Private: No
Name: Guila C. Muir
Organization: self
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

DO NOT move the current short lease location for Alcatraz Ferries down to Fort Mason.

This will cause increased bay traffic and congest Aquatic Park with tourists and tram traffic, making operations for all swim and recreation clubs dangerous and difficult. It also poses new risk to recreational boaters, kayakers, and paddlers by turning this peaceful part of the bay into a ferry and tourist highway. YIKES!

I have been coming to San Fransisco to swim at Aquatic Park and out to Alcatraz with Water World Swim for many years. Moving the lease location for Alcatraz Ferries to Fort Mason spells disaster for the thousands of swimmers who take advantage of this VERY unique resource every year.

Please consider other options. Thank you.

Guila Muir

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 89

Author Information

Keep Private: No
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Organization:
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94121
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

We need to be able to enjoy our city and one of the very few places suitable for swimming and other water activities. Visitors can continue boarding from Pier 39 which is much more convenient for them. There's no good reason to increase traffic for the residents and open up more of our city to uncaring temporary visitors.

Please keep Aquatic Park the way it is; accessible for swimming and other water sports.

Thank you,

Ender

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 90

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: H - Recreational Groups
Address:
San Francisco, CA 94114
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Ferry operations, construction work at Fort Mason piers:

As a regular denizen of Aquatic Park-a runner, life-member Dolphin Club swimmer and kayaker (38 years), I am appalled to think about the traffic of boats, tourists-with-no-restaurants-and-shopping, and the impact this plan will make on recreation around the Fort Mason, Black Point, and Aquatic Park area. There were more than 800 people swimming through that area from the GG Bridge eastward last year, and hundreds of small craft in the waters of this area. More go out everyday-with Coast Guard clearance to boot.

The history of this area for recreation goes back to at least 1877, with the birth of the swimming and rowing clubs that still exist. It would be an end to these amazing water events, the historic boatbuilding, the human health and well-being, and the news (great publicity for SF Bay) that is fostered if the ferry starts to overtake the beloved nature of the area. The swimmers bring world attention to our SF Bay's water health as well. We fight for it through our sister organizations, such as Baykeeper and MARE. We also note while out on and in the water a large population of sea mammals. Will they be impacted with the ferry craft so close to shore? Will more and more of them be pushed in to the Aquatic Park Cove, which 100's of swimmers use daily?

The ferry should have plenty of concrete, stores, and restaurants around it, giving business to the proprietors of SF commerce. Let the Ft. Mason area thrive as a nature area, and the piers as homes for the many cultural activities and panoramic inspirations that now take place. Fishermans Wharf is many blocks east of this and it works beautifully.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 91

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94109
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

There are already too many commercial ferry entries to the city. It makes it impossible for the citizens to use the water front for recreational purposes.

- Since we have very few entry points to the water, such as aquatic park, the proximity to Fort Mason would mean that the congestion and traffic would further undermine our ability to use aquatic park for recreational purposes. I strongly suggest to NOT have the ferry terminal at Fort Mason.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 92

Author Information

Keep Private: No
Name: Tiffany Spohrer
Organization:
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94122
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To whom it may concern:

By moving the Alcatraz ferries to Fort Mason, parks typically enjoyed by locals and natives will become home to more tourist traffic. As it stands with the tech boom, San Francisco as a whole is giving little thought to how large scale changes are impacting its own. I urge the NPS to consider preserving both Fort Mason and Aquatic Park for use by its local and native citizens for several reasons, outlined below:

- Pier 39/Fisherman's Wharf is largely populated by tourists who appreciate the convenience of catching the Alcatraz ferries from nearby. Moving the ferry boarding will decrease the revenue currently experienced at Pier 39.
- Moving the ferries will disrupt the flow of local life at Fort Mason and Aquatic Park. Local clubs that will be affected include: The Dolphin Club, South End Rowing Club, Water World Swim, and Swim Art. Each of the aforementioned clubs offer swims to residents of San Francisco as well as triathletes and open-water swimmers from around the world. Aquatic Park is home to all of these clubs and their hundreds of members.
- Recreational kayakers, paddlers, and SUPers (stand up paddle boarders) also enjoy the calm waters of Aquatic Park. We leave our belongings on the bleachers while we enjoy the bay. Turning Aquatic Park into a cable car route threatens the safety of our belongings while we venture into a safe and sheltered area of the bay to enjoy recreational sports.
- Runners and cyclists frequently pass through Fort Mason to Aquatic Park and run along the old tracks in front of the bleachers. Reinstating this tourist route will displace many who use this space.
- Families host gatherings at both Fort Mason and Aquatic Park, enjoying the peace and open space offered at both parks. Turning these into tourist-focused spaces will further eliminate "greenspace" in the city that is accessible to our youth.
- The construction required to make this change will cost San Francisco taxpayers while providing little to no benefit to them.
- The construction will cause years of traffic congestion in a city already plagued by some of the worst traffic in the US and in an area that is already heavily congested at all hours of the day.

Again, I urge the NPS to reconsider. Please think of the many locals and natives you will be displacing from parks intended

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

for the residents of San Francisco. In addition, consider the logistics of such a change from a tourism revenue standpoint. This move will benefit no one and will certainly cost the residents of San Francisco millions of dollars in taxes and traffic congestion during construction.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 93

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please! Aquatic Park is safe now, but will be a lot more dangerous with tram traffic through it on land and ferries docking next door at Fort Mason. Keep the ferries away, please!

Thank you,
LA

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 94

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please do not move the ferry traffic to Ft. Mason as it will interfere with a part of the bay which is quiet enough for swimmers and kayakers to use. I have been part of the Alcatraz swim crew for a while and really that are. Moving the ferry will make Acquatic Pakr a mess.

Thanks,

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 95

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please reconsider this project. It is a bad idea for many reasons, some of which I list below.

1. The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.

2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.

3. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

through this area constitutes urbanization of park land, to the detriment of current use patterns.

4. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are *not *maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde Street Pier.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 96

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/06/2015 Date Received: 04/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

There is no doubt that the wonderful big space of Fort Mason would be a beautiful place for Alcatraz departures.

But the traffic will be beyond endurance in the present circumstances.

I work in the tourism business if San francisco since 1996 and do both guide work and bus driving.

There is only one possible way. Don't consider shuttles. Or bicycles

Get creative. How about a moving sidewalk all the way from pier 39 to fort mason.

How about an overhead gondola from the ferry building all the way from AT&T park with stops st Ferry Building and Pier 39 and Hyde Street cable car turn around. Fabulous views all around. Charge them a lot. Doesn't matter. People will love it.

How about a gondola straight over to Alcatraz for that matter?

Think this is absurd? Have you done any driving at the wharf and marina lately?

Mary McGarvey

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 97

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/07/2015 Date Received: 04/07/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS-

Several points against locating a ferry terminal at Fort Mason:

1. The paucity of public hearings makes it clear that the NPS intends to disregard the interest of San Francisco residents. The NPS should schedule several more public meetings, and they need to be scheduled at times when working people can reasonably expect to attend. This means at least one more public meeting in the evening, and at least one more public meeting on the weekend.
2. Negative impact on current bay activities: The NPS has stated that since it is already operating ferry service on the bay, moving the embarkation point for Alcatraz ferries to Fort Mason will not affect current bay activities. Nothing could be further from the truth. The water between the Hyde Street Pier and Fort Mason is currently used for non-motorized recreational activities such as rowing, kayaking, paddleboarding and swimming. Moving the Alcatraz embarkation point to Fort Mason will degrade a relatively clean and safe portion of the bay into a high traffic area. Heavy vessel traffic to and from Fort Mason will greatly increase the risk of death or dismemberment to current water users, especially swimmers.
3. Negative impact on Aquatic Park: This area is heavily used by cyclists, runners, pedestrians, water users and others because it is a park-like environment protected from vehicular traffic. Re-introducing rail traffic through this area constitutes urbanization of park land, to the detriment of current use patterns.
4. Negative impact on Chrissy Field: The San Francisco waterfront becomes progressively less urban west of the Hyde Street Pier. The Chrissy Field open spaces and wildlife habitat restoration areas are valuable to this city precisely because they are not maximally developed for large numbers of visitors. Introducing the ground and water traffic associated with 1.7 million annual Alcatraz visitors will extend the urbanized portion of the waterfront into what is now low-density, mixed-use and park land. Locating a ferry terminal at Fort Mason constitutes urban encroachment on the open space resources of San Francisco.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Please do not degrade the less developed portion of San Francisco's waterfront: Keep the ferry terminal east of the Hyde Street Pier.

Sincerely,
Delia Salomon

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 98

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 04/07/2015 Date Received: 04/07/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for your detailed advisory and request for comments.
As a member of Water World in San Francisco, I am concerned about the congestion that will be caused by the new Bat traffic your proposal will bring resulting in endangering the hundreds of our participating swimmers. Additionally the risks to kayaker and smaller boats with the ferry traffic moving closer to the mouth of the Bay.
Economically there would be hardships to Pier 38 businesses.
The ferry system is already working well. Funds could be much better spent for more necessary purposes.
Thank you,
Mike Shaffer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 99

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I opposed adding tram service due to the increase traffic of tourists and trams in a vicinity where there are people using the beach area for swimming and play. It would be more dangerous and more congested than it already is on weekends.

There aren't many safe areas to swim in the bay, this is the only spot that I go to and it would be sad to lose it.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 100

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/07/2015 Date Received: 04/07/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a swimmer who frequents the Aquatic Park for practice swims in preparation for the annual Alcatraz Swim (plus others), I really do NOT feel safe or comfortable at all with the means to move the Alcatraz Ferries from Pier 39 to Fort Mason. It will make it extremely congested and Bay Area locals will no longer have a place they feel comfortable with open water swimming when the tourists, traffic congestion, and worst of all, more garbage gets in the way. Please reconsider moving the ferries from Pier 39 to Fort Mason and find somewhere else for the ferries.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 101

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/08/2015 Date Received: 04/08/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Aquatic Park has marked the line between local/pedestrian/swimmable waterfront, a local treasure...and tourist/commercial/powerboat waterfront...to even think of bringing in diesel belching powerboats into the former realm is ridiculous!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 102

Author Information

Keep Private: No
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Status: Reviewed Park Correspondence Log:
Date Sent: 04/08/2015 Date Received: 04/08/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

April 8, 2015

Dear NPS,

I am writing to comment on the evaluation of project alternatives for the Alcatraz Ferry Service, in particular the proposed alternative to relocate the Alcatraz Ferry Service to Pier 3 of Ft. Mason. I am a Bay rower, Bay swimmer, Master Birder, walker, cyclist, long-time public transit rider and advocate, San Francisco resident, Gashouse Cove harbor tenant, and California registered Professional Geologist/Certified Engineering Geologist who writes and reviews CEQA documents. I have numerous concerns about this proposed alternative and the adequacy of your environmental review of this alternative. My concerns stem from all of my personal and extensive professional experience, which I summarize below.

In short, the proposal is a deeply flawed idea with profoundly negative impacts on Fort Mason and surrounding areas, and on the shoreline of Blackpoint, recreational boaters and swimmers, the public transportation system of San Francisco, and the neighbors of Fort Mason. Your DEIR does not begin to address serious impacts.

I summarize my objections below.

Impacts to long-standing use by pleasure boaters - rowers, paddlers, stand-up paddlers, sailors, are not addressed. Putting the Alcatraz Ferry at Ft. Mason would destroy the ONLY area on the northern waterfront where pleasure boaters and swimmers are relatively safe from motorized boats and large wakes. Impacts to youth sailboat racing are not addressed. Impacts to regular sailboat races are not addressed. As a rower, I choose to row this stretch because I do not have to cross the shipping channel or row near ferries and cruise ships. This stretch of water is invaluable for pleasure boaters and swimmers for that reason. Your proposal to move the Alcatraz Ferries to Fort Mason is a disaster in the making.

The impacts to MUNI and San Francisco transit are not addressed. Getting to Ft. Mason without a car is impossible for people who cannot walk a half-mile or more. MUNI line 30 stops a half-mile away from Pier 3, and the 28 line does not serve

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

downtown BART stations or any area of the City east of 19th Avenue. While I support the extension of the F-line, the SFMTA should not be forced to change its long-term planning to accommodate a unilateral, poorly considered decision by the Federal Government, and should instead be free to plan transit expansions for the needs of San Franciscans.

Socioeconomic Impacts - The DEIR asserts that tourist-oriented businesses will not relocate to Ft. Mason. This is laughable. The inevitable expansion of tourist-oriented businesses will have profound and profoundly negative impacts on residents of San Francisco, Harbor Tenants, and MUNI. In addition, expanding tourist accommodation will destroy the character of the National Park that begins in Ft. Mason.

Geologic Impacts - The DEIR not address increased swell and erosion to Black Point and Gashouse Cove. It does not address increased erosion to base of pre-existing rockslides along the path at Black Point.

Biologic Resources - The DEIR states that nesting birds and resident mammals in Ft. Mason will not be affected because number of people visiting Ft. Mason will not increase. The DEIR does not address uniqueness of Black Point as the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. It does not acknowledge quiet water refuge at Black Point for seals, sea lions, feeding birds. It does not address the regular presence of rare birds such as Wandering Tattler at the abandoned pier adjacent to Muni Pier.

Growth Impacts - The DEIR states no growth impacts are expected. Taxi traffic, souvenir shops, tourist facilities, bike rentals, increased visitors to Ft. Mason and Marina Green are all assumed to not increase. This is deceptive and unrealistic, and frankly insulting to neighbors.

Impacts to Gashouse Cove tenants from swell, traffic, parking, increased visitors, use of bathrooms, impact on Marina Green, a San Francisco City park, are all not addressed in the DEIR. Additional resources that will be needed by San Francisco Recreation and Parks to accommodate increase in users is not addressed. Swell is a significant issue for Harbor tenants, one that is not addressed at all in the DEIR and one that cannot be addressed without significant engineering.

These are a few among many negative impacts of relocating the Alcatraz Ferry to Fort Mason that you have failed to consider in this Draft Environmental Document. I urge you to immediately drop this alternative from consideration and concentrate on keeping the Alcatraz Ferry service where it is accessible and appropriate, where residents of San Francisco want it to be, and where it is already well served by mass transit. Moving the Ferry service to Fort Mason would destroy Black Point and have a negative impact on this small wild space and its visitors, who access it and appreciate it without the use of motorized boats or vehicles. This is directly contrary to the Mission of the GGNRA, which I quote here to end my comments.

"The Golden Gate National Parks mission is to preserve and enhance the natural, historic and scenic resources of the lands north and south of the Golden Gate for the education, recreation and inspiration of people today and in the future. In the spirit of bringing national parks to the people, we reach out to a diverse urban community, promote the richness and breadth of the national park system to many who are experiencing a national park for the first time and foster broad-based public stewardship through various volunteer and partnership programs."

Sincerely,

Anna Sojourner, MS, CEG

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San Francisco, CA 94102

(b) (6)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 103

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/08/2015 Date Received: 04/08/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am a 20-year Marina resident and am very concerned as to the community impact of relocating the Alcatraz ferry to Fort Mason. Fort Mason is a great environment for walkers, bikers, joggers, etc. The use of the waterfront for weekend events and activities like Off-the-Grid adds a vibrancy to the area but also stresses issues around traffic, parking, etc. Moving the Alcatraz Ferry to Fort Mason will exacerbate these stresses in a way that doesn't have a positive impact for our local community. I rarely go to Fisherman's Wharf because of crowds, expensive parking and the influx of undesirable chain restaurants and tourist attractions. I would hate to see the same thing happen to our beautiful Fort Mason. Please reconsider.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 104

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/12/2015 Date Received: 04/12/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

This letter provides comment on the evaluation of project alternatives for the Alcatraz Ferry Service, in particular the proposed alternative to relocate the Alcatraz Ferry Service to Pier 3 of Ft. Mason. I am a San Francisco resident, Bay rower, Bay swimmer, walker, cyclist, driver, recreational birder, and environmental engineer.

I oppose this alternative, based on my concerns below, and I feel that the environmental review of this alternative is inadequate. The proposal if implemented would have negative impacts on residents, tourists, birds, shoreline, San Francisco historical buildings, recreational boaters and swimmers. It would impact the ability to meet the objectives of the Park Service, Fort Mason and other long established institutions. The DEIR does not begin to address serious impacts.

Specific comments:

Recreational Boating: Impacts to boating use are not addressed, especially recreational boater who have long used this area which is well away from shipping channels, ferries and cruise ships. When I row the bay, in this area I see many others - swimmers, sailers, paddle boarders, etc. The traffic and swells created would change all their experience and safety, for the worse.

Public Transit, Traffic, Parking: MUNI and San Francisco transit impacts and coordination are not addressed. Getting to Ft. Mason without a car is not possible without long walk. Currently, cruise ship visitors can take Muni to Alcatraz ferry. Traffic in the area is often difficult, and parking as well. Increased visitation would make it worse.

Socioeconomic: Ft Mason national park is historic and scenic, not touristy. Relocating the Alcatraz Ferry to Ft. Mason would change that as surely more touristy shops and activities would develop. Harbor tenants would be impacted.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Geologic: Swell and erosion would likely increase to Black Point and Gashouse Cove. Engineering designs and high cost solutions are likely.

Biologic Resources: The SF Birding group regularly posts on bird sightings at Ft Mason, in the coves and along the waters. There will certainly be impacts on birds as traffic and people increase, and the DEIR assessment that nesting birds and resident mammals in Ft. Mason will not be affected because number of people visiting Ft. Mason will not increase seems very unlikely. Black Point is the only undeveloped, natural part of the entire San Francisco shoreline north of Candlestick Cove. As such there should be much review and discussion of impacts on it and the biologic resources.

Growth, Historic and Culture: Black Point cove and the history of the area should be preserved with minimal impact. Statements that there are minimal growth impacts are not believable.

http://sf.curbed.com/archives/2013/04/29/before_fort_mason_and_aquatic_park_there_was_black_point.php

San Francisco Recreation and Parks: The additional traffic, swell, visitors, bathrooms, Marina Green usage, will affect the supports and costs needed, as well as the experience of visitors. This needs to be considered carefully.

The Draft Environmental Impact Report should drop this alternative from consideration and concentrate on keeping the Alcatraz Ferry service where it fits in with the surrounding usage, and is accessible, rather than moving the Ferry service to where it would have a negative impact on Ft Mason, Black Point wild space and its visitors, who use this natural and historic scenic resource in the spirit intended by the Golden Gate National Parks mission.

Sincerely,

Gail Brownell
Environmental Engineer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 105

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/13/2015 Date Received: 04/13/2015
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

San Francisco is a unique city that it is like a mini Disneyland - Each neighborhood has its own flair and personality. Fisherman's Wharf is for our tourists - Crowds of people come into our city to explore the Wharf, walk the embarcadero, see the Ferry Building and make their way to the Ballpark. They may take the muni to cab to the Haight or the Museum park, and even go out to Sutra Baths and the Cliff House and Legion of Honor if there is an exhibit. And, lets not forget about the Exploratorium.

With the excitability with the bike rentals and walking, we have lots of visitors walking to the GGB and exploring the Presidio and the Disney Museum and Fort Pt. The traffic has increased with just these attractions and the increase in bike rentals.

By moving the Alcatraz attraction, you are talking about moving thousands of visitors daily into a "residential neighborhood which shares retailers, schools, parks, libraries, post offices, banks, medical care units, farmers markets and an aging community in the marina -

Its one think for our visitors to explore the city on their own. Its another thing to move a whole group of people to another location forcing them into a residential area.

San Francisco is a beautiful city with bike paths, greens spaces, recycling and composting, environmentalists, outdoor enthusiasts, Pet friendly, people - Lets not make a mistake like other cities.

Keep the Alcatraz Pier where it is! it is in a great location with so much entertainment right there.

Julie Jeremy

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 106

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/13/2015 Date Received: 04/13/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

March 31, 2015

Frank Dean
General Superintendent
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, CA 94123

RE: Public Review of the proposed Alcatraz Ferry Embarkation Sites

Dear Frank:

As the Fisherman's Wharf Restaurant Association (FWRA), we represent twelve restaurateurs who generate millions in revenue for the City each year. Members include Boudin, Alioto's and the Franciscan among others - all restaurants that represent the city's rich and unique culinary history. We proudly employ over 2,000 staff members and serve millions of customers each year.

We are committed to ensuring Fisherman's Wharf and the Waterfront remain a vital part of the city's tourism industry. We understand the current contract for the Alcatraz ferry at Pier 31 ½ expires in 2016 and the GGNRA has released the Draft Environmental Impact Statement on three potential sites for the Alcatraz embarkation - Pier 31 ½, Pier 41 and Fort Mason.

We urge you to keep the ferry service close to Fisherman's Wharf to enable the 1.5 million annual Alcatraz visitors to easily access all of the merchants, restaurants and historic attractions that draw people to the Wharf. We do not agree with the site being considered at Fort Mason. There has been significant push back from Supervisor Mark Farrell, as well as concerned

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Marina residents, merchants and community groups who agree that increasing traffic in those neighborhoods would create unnecessary congestion in the area and divert tourists from some of the most popular and iconic destinations in the city.

Pier 41 is well-positioned for a long-term Alcatraz ferry location. We continue to work with the Port and other community partners to address traffic and parking congestion to make the Wharf more accessible and attractive to visitors. We believe these improvements, combined with the Alcatraz ferry relocated to Pier 41, would enhance the tourist experience for all.

Thank you for your attention and consideration.

Sincerely,

Louis J. Giraudo
Boudin

Nunzio Alioto
Alioto's

Dante Serafini
Franciscan

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 107

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/14/2015 Date Received: 04/14/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service;

I am writing today on behalf of the South End Rowing Club to ask you to reconsider your plans to move the Alcatraz Island ferry service to Ft Mason/Pier 3.

The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the clubs ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming.

Being a marathon swimmer and one of only two people on this globe to have completed an extreme ultramarathon in water and land. South End Rowing club is a special place to 1000s of people on this globe. We all fly to San Francisco to swim with South End Rowing Club in the San Francisco Bay. I have swum with the club for several years and you should not disturb this beautiful opportunity that the club has created to be with nature (the SFO bay).

I was lucky enough to be able to swim with the South End Rowing club in the San Francisco Bay last year. Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Cordially,
Madhu Nagaraja
<http://www.itsnotaboutswimming.com/>

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 108

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/14/2015 Date Received: 04/14/2015
Number of Signatures: 1 Form Letter: No
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Notes:

Correspondence Text

I am a longtime member of the South End Rowing Club and a successful English Channel solo swimmer. I train at Aquatic Park. A Ferry Move to Fort Mason will eliminate many of the training swims that are necessary before going over to Dover. Please contact me or the President of South End Bill Wygant to discuss before making any firm decisions...this move could well kill most of our out-of-cove training swims and San Francisco Bay is a world renowned training grounds for English Channel Swimmers.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 109

Author Information

Keep Private: No
Name: Ranie C. Pearce
Organization:
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USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/14/2015 Date Received: 04/14/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service;

I am writing today on behalf of the South End Rowing Club to ask you to reconsider your plans to move the Alcatraz Island ferry service to Ft Mason/Pier 3.

The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the club's ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming.

Having swum the English Channel, the Catalina Channel, around Manhattan Island and across the Gibraltar Straits and more to come, I hope, I know first-hand the amount of training that is needed to prepare for a marathon swim. Many of the best marathon swimmers in the world fly to San Francisco just to train in the bay area to get their bodies acclimated to the cool waters.

I have been training in the San Francisco Bay, with the South End Rowing Club for over 6 years and hope to do so for many years to come. I have had numerous international open water swimmers come to San Francisco to train at our fabulous club and in our welcoming waters. Your ferry service would seriously impair our training!

Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Please rethink this move. There is no parking for ferry riders at Fort Mason. The Bay is one of the most precious assets of the city. Please leave it for the most people possible to enjoy. Please save our open water swimming haven.

Sincerely,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Ranie Pearce
Gibraltar 2010, EC 2011, Catalina 2013, MIMS 2014, SCAR 2014
International Winter Swimming Patagonia and Siberia 2014

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 110

Author Information

Keep Private: No
Name: Dan Boyle
Organization:
Organization Type: I - Unaffiliated Individual
Address:
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USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/15/2015 Date Received: 04/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS-

Please, please, please do NOT allow Alcatraz ferry service into the Fort Mason and Aquatic Park area.

This area, this microcosm of the Bay, is a sanctuary for open water swimming and training for the international swimming community. This area is a famous and popular destination for world-class swimmers, their families and the whole swimming culture. Commercial ferry service would destroy it.

Personally, I have visited San Francisco every Summer for the past decade to swim and train in the Bay, specifically in this area. This area and its unobstructed training ground helped me train and eventually swim the English Channel, Catalina Island and around Manhattan. Like many others, I bring friends and family to spend tourist dollars in this area. The Fort Mason and Aquatic Park area is a real and growing destination spot for the swimming world.

I strongly urge you to think long and hard about the many bad consequences of ferry service in the Fort Mason and Aquatic Park area.

Sincerely,
Dan Boyle
Triple-Crown Swimmer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 111

Author Information

Keep Private: No
Name: Janel Jorgensen McArdle
Organization: Swim Across America
Organization Type: I - Unaffiliated Individual
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USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/15/2015 Date Received: 04/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

General GGNRA
Attn: Alcatraz Ferry Embarkation DEIS
Ft Mason, Building 202
San Francisco, CA 9413

April 14, 2015

To Whom It May Concern,

As President and CEO of Swim Across America (SAA), and an avid open water and Olympic swimmer, I am writing today over the dire concern I have with moving the ferry service to Fort Mason.

Swim Across America is the leading 501(c)3 non-profit in the swimming world. We have hosted open water swims all over the country for the last 28 years, and have raised over \$60 million for cancer research, treatment and prevention. In 2006, we established the San Francisco Bay Swim and our local chapter is now raising almost \$600,000/year for UCSF Children's Hospital and for Children's Hospital Oakland Research Institute (now part of UCSF).

Open water swimming's popularity is dramatically rising and it makes no sense to inhibit the ability to freely enjoy one of the Bay Area's best assets. Today, swimmers can enjoy one of San Francisco's treasures and train freely, but if the ferry service location moves, the Bay will no longer be safe for recreational use. Ferries crossing the channel would cripple our ability to use the area of the Bay that, for hundreds of years has been used by the South End Rowing Club, the Dolphin Club, local San Franciscans and international enthusiasts. The change would not only impact swimmers, but it would also affect all of the paddleboarders, rowers and kayakers who are constantly in and out of the Bay.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

I ask that you seriously reconsider the move of the ferry service. As an advocate for the sport of swimming, this would be an insurmountable setback to all the enthusiasts that take incredible pride in the Bay and if they are like I am, want to be no other place than out in the water, taking in the best that San Francisco has to offer.

Please do not hesitate to contact me should you wish to discuss this further.

With Gratitude,

Janel Jorgensen McArdle
President / CEO - Swim Across America
1988 Olympic Silver Medalist
Avid Open Water Swimmer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 112

Author Information

Keep Private: No
Name: morgan filler
Organization: south end rowing club
Organization Type: I - Unaffiliated Individual
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petaluma, CA 94952
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/15/2015 Date Received: 04/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Hi,

I am writing to oppose the moving of the Alcatraz ferry to Ft. Mason. This would interfere with a subculture of open water swimmers, rowers and boater that have long existed since 1873. The history of open water swimming in this location has drawn swimmers from all over the US and world to experience the uniqueness of history that the SERC and Dolphin Club offer. There is nothing like the training ground and swimming opportunities that exist in the launching from Aquatic Park. This has become an institution for open water swimming for those that want to train for the classic, timeless swim, the English Channel. It has become a place like Ano Nuevo, where seals come to migrate, produce off spring and can do so in general safety and people can recognize the specialty of the animals and place. It is the same thing with the marathon/open water swimmers. This has been part of SF's history and traditions.

I am a marathon swimmer and have participated on the International World Cup Marathon Circuit. I was ranked 3rd in the world on the pro circuit and raced internationally for many years. I went to Olynpic Trials in 2008 for the 10km and trained out of the South End Rowing Club and the local waters for this. I have traveled the world and have recognized the SF Bay area open water opportunities are so special and unique because of the configuration of usability of Aquatic Park, the clubs(SERC and Dolphin) and the accessibility for training many, many miles, just by walking from the club, to the beach to the water and going left to open ocean, across to alcatraz and marin, to the right, around SF perimeter. There is so much opportunity and history, I oppose to relocate ferry service to Alcatraz virtually next door to the club at Ft Mason.

thank you for your time.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 113

Author Information

Keep Private: No
Name: Trent Grimsey
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Brisbane, UN 4006
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/15/2015 Date Received: 04/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The National Park Service

To whom it may concern,

I am writing today on behalf of the South End Rowing Club to ask you to reconsider your plans to move the Alcatraz Island ferry service to Ft Mason.

The South End Rowing Club sits on historic (1873) training grounds for marathon swimming. Moving the ferry service to an area traditionally reserved for recreation would impair the clubs ability to use that area of the bay. This would be an irreplaceable loss to our sport of open water swimming. Being the English Channel World Record holder, I know first-hand the amount of training that is needed to prepare for a marathon swim. Many of the best marathon swimmers in the world fly to San Francisco just to swim in the bay area to get their bodies acclimated to the cool waters.

I was lucky enough to be able to swim with the South End Rowing club in the San Francisco Bay last year in the lead up to the 2014 Alcatraz Invitational Swim held by the club. It truly was an amazing experience swimming in the bay that week and one I will never forget.

Moving the ferry service will have a massive impact on the swimming community not only in the San Francisco Bay but also internationally.

Please do not hesitate to contact me should you wish to discuss this further.

Kind Regards,

Trent Grimsey

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

English Channel World Record Holder

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 114

Author Information

Keep Private: No
Name: Kate Howell
Organization:
Organization Type: I - Unaffiliated Individual
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Healdsburg
Healdsburg, CA 95448
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/15/2015 Date Received: 04/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service;

I am writing today to request the re-consideration of the proposal to move the Alcatraz ferry terminal to the Fort Mason region. Both the Dolphin Club and South End Rowing club are located in this area and would greatly suffer from the ferry at Ft Mason. Both clubs are important historic corner stones in both the rowing and swimming world. Aquatic park is internationally recognized as training grounds for English channel swimmers. I have swam the Catalina channel twice and hold the world record for swimming across (and back) Crater Lake. These swims would not have been possible without the swimming opportunities, possibilities and community of the South End Rowing Club. Ferry traffic at Fort Mason would destroy all that.

This area of San Francisco is precious and unique and does not have the infrastructure to accommodate the foot traffic, car traffic, parking or even the roadways required for this exponential increased use by ferry-users.

Aquatic park has become a recreation mecca in the last few years with swimmers, triathletes, runners and cyclists enjoying the beautiful area - ferry traffic would eliminate this function.

Please re-consider the proposal to move the Alcatraz ferry to Ft. Mason/Pier 3

Thank you, Kate Howell

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 115

Author Information

Keep Private: No
Name: Peter Schmitz
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6)
San Francisco, CA 94133
USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/17/2015 Date Received: 04/17/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I strongly object to the placement of the Alcatraz embarkation site at Fort Mason, and encourage you to remove it as an alternative in future reports.

Fort Mason is inappropriate for the following reasons:

1. Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.
2. The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.
3. Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives. This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion. Parking facilities would be quickly filled up, as there are no garages in the area.

I urge you to remove Fort Mason from consideration as an Alcatraz embarkation site.

Thank you.

Peter Schmitz

(b) (6)

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

San Francisco, CA 94133

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 116

Author Information

Keep Private: No
Name: Kellen A. Brenner
Organization: South End Rowing Club
Organization Type: I - Unaffiliated Individual
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USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/17/2015 Date Received: 04/17/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To National Park Service...

In response to the draft EIS for the long term Alcatraz embarkation point, I strongly urge you to remove Fort Mason as a proposed alternative.

Fort Mason is inappropriate for the following reasons:

1. Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.
2. The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.
3. Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives. This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion. Parking facilities would be quickly filled up, as there are no garages in the area.

I urge you to remove Fort Mason from consideration as an Alcatraz embarkation site.

Thank you.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Kellen Brenner

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 117

Author Information

Keep Private: No
Name: Joel Wilson
Organization: South End Rowing Club / Santa Cruz Masters Aquatics
Organization Type: H - Recreational Groups
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/17/2015 Date Received: 04/17/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To Whom It May Concern/National Park Service,

This letter regards the change of location for SF Bay Ferry service. I strongly oppose re-locating the ferry boats to the docks at the Ft. Mason area.

As a member of the South End Rowing Club and a regular swimmer in San Francisco Bay, the ferries leaving from Ft. Mason would certainly interfere with the swims that I and other club members do. We have regularly scheduled year-round club swims with anywhere from 25 to 100 swimmers that would be impacted by ferries crossing through the path of the swim. Ferry routes would no doubt cross the path of our swims that happen between Alcatraz and Aquatic Park as well as our swims from the Kirby Cove/ Ft. Point areas to Aquatic Park. Our history of swims in the Bay go back 100 years and, with this change in ferry service location, there is certainly potential to bring to an end many of these long-established swims.

As well, swimmers training for major marathon swims, including the English Channel, Catalina and Santa Barbara Channels, Cook Strait, and Monterey Bay, use the San Francisco Bay as their prime training ground. These swimmers enter and exit the water at Aquatic Cove and swim to and from many different locations throughout the Bay. Ferry boats out of the Ft. Mason area would pose a significant danger to a single swimmer with escort.

I respectfully but strongly suggest that the National Park Service search for another location away from the Ft. Mason area.

Sincerely,

Joel Wilson

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 118

Author Information

Keep Private: No
Name: Laurel Elkjer
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/17/2015 Date Received: 04/17/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I believe that moving Alcatraz embarkation to Fort Mason would vastly change the character of the current waterfront as it exists now. Currently the area from Aquatic Park and west is a beautiful and relatively quiet area of the waterfront where enjoyment of other water activities, such as rowing, sailing, swimming and fishing can take place. The addition of larger boats would make all of these activities far less possible and less safe.

Moving Alcatraz embarkation would also increase the need for other tourist infrastructure, also changing the character of the general area.

I urge the Park Service to consider other alternatives.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 119

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/19/2015 Date Received: 04/19/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To National Park Service...

Re: Draft EIS for the long term Alcatraz embarkation point

I strongly urge you to remove Fort Mason as a proposed alternative.

Fort Mason is inappropriate for the following reasons:

1. Alcatraz embarkation would quickly become the dominant use of the Fort Mason facility, and dominate parking usage and merchant usage at the Fort. Currently Fort Mason is a quiet and peaceful location, with many small businesses and nonprofits, with an interesting mix of daytime and nighttime uses. The character would change dramatically.
2. The big boats used for Alcatraz embarkation would change the character of this part of the bay. Currently, west of the municipal pier is used exclusively by smaller boats (primarily sailing), swimmers, rowers, strollers and people fishing. It is far different than the bustling port activities to the east of this location. It is critically important to leave an area of the bay front which is of a quieter character, and the environs of Fort Mason currently serve that purpose extremely well.
3. Fort Mason is far less accessible to the many visitors to Alcatraz than either of the alternatives. This would increase traffic and congestion on Bay St. and Marina Blvd. which are already busy city streets. Transit alternatives are very poor to this area, which would encourage many more Alcatraz visitors to drive, causing additional congestion. Parking facilities would be quickly filled up, as there are no garages in the area.

4. There will almost certainly be increased injuries and possibly deaths due to recreational boaters, sailors, and swimmers colliding with Alcatraz ferries.

I urge you to remove Fort Mason from consideration as an Alcatraz embarkation site.

Thank you.

Kurt Ribak

(b) (6)

Berkeley, CA 94708

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 120

Author Information

Keep Private: No
Name: Randy Brown
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/19/2015 Date Received: 04/19/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am diametrically opposed to moving the ferry terminal to Fort Mason.
Currently there are hundreds of swims originating in various locations throughout the bay that have swimmers entering Aquatic Park and Crissy Field. The ferry traffic would unnecessarily create life threatening hazardous conditions.
Please leave the ferry terminal in its present location.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 121

Author Information

Keep Private: No
Name: Carol Metcalf
Organization:
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/19/2015 Date Received: 04/19/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Moving the ferry to Fort Mason is a terrible idea! I use to swim and kayak there and a ferry would greatly hinder those activities.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 122

Author Information

Keep Private: No
Name: Alison L. Saylor
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/19/2015 Date Received: 04/19/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I really hope the Fort Mason site is not chosen. I am one of the swimmers that often swims to Ft. Mason and back to Aquatic park. Hundreds of us swim outside the cove and most west, toward or past Ft. Mason. There is already fishing boat traffic making it dangerous to swim east, past the opening of 'Fish Alley', the eastern part of the Aquatic Park breakwater. The chance of a swimmer getting hit and fatally wounded would be high if ferry service is moved to Ft. Mason. Thank you for your time and consideration.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 123

Author Information

Keep Private: No
Name: John A. Walker
Organization:
Organization Type: I - Unaffiliated Individual
Address: (b) (6) San Francisco CA
(b) (6), San Francisco CA
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USA
E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/21/2015 Date Received: 04/21/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Comments: Moving Ferry Service.

How would you expect this open water swimmer to feel? It feels like your strategy includes taking away swimmers freedom. Some people in San Francisco agree "freedom" is a just cause. I would rather live under a bridge and have my freedom, then to own a huge mansion with yet no freedom at all.

Fort Mason is within the top-notch open water swim geography that exists nowhere else on the globe. All different variety and skills of swimmers train daily at Fort Mason. San Francisco Bay swimming at Aquatic Park is a "start-up enterprise."

The Ferry Service was once already serviced from Fort Mason, and "only" serviced the local San Francisco residents. The local residents would boat to Alcatraz for their work commute. The new Ferry terminal would service only tourists, not local residents. Some bad people in San Francisco would agree "freedom" is not the reason for living.

I assume this project would be adjacent to City of San Francisco's plan of rebuilding waterfront "Embarcadero Enhancement Project." I propose this project should also include plans for expanding and growing "more" waterfront for open water swimming. <https://www.sfbike.org/news/tag/embarcadero-enhancement-project/>

John A Walker
Open Water Swimmer - - Ultra Marathon & plus
English Channel, Catalina Channel, Manhattan Island, Lake Tahoe Length
Year around since 2004- -San Francisco Bay Swimmer
South End Rowing Club
resident: North Beach, San Francisco; Native Bay Area Californian

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

career: California Transportation Department, Civil Engineer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 124

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/22/2015 Date Received: 04/22/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I think the environmentally preferred alternative is the best. I kayak escort for Alcatraz swims and all alternatives except Alt 3 are good. Alt 3 would be dangerous for recreationists.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 125

Author Information

Keep Private: No
Name: Sarah Moughan
Organization:
Organization Type: I - Unaffiliated Individual
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/22/2015 Date Received: 04/22/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Hello, I would ask that you please NOT have an Alcatraz ferry terminal at Fort Mason. I live in the Marina district here in San Francisco, within a short walking distance of Fort Mason. The neighborhood we share is very residential. It is not equipped to handle the millions of visitors Alcatraz attracts each year. Further, the Marina is a beautiful, park-like neighborhood, adjoining Crissy Field, the Presidio and Fort Mason. Residents and visitors alike are often here due to the serene beauty of the place. The additional street traffic and the additional services required to support the huge amount of tourism that Alcatraz commands will ruin this. Please, please find a permanent home for the Alcatraz ferry terminal in a place that will benefit from all of the visitors and from the increased traffic! Thank you.

Sarah Moughan

(b) (6)

SF, CA 94123

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 126

Author Information

Keep Private: No
Name: Oskar Mosco
Organization: Golden Gate Pedicab
Organization Type: I - Unaffiliated Individual
Address: Pier 28
The Embarcadero
San Francisco, CA 94105
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E-mail: (b) (6)

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/23/2015 Date Received: 04/23/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I applaud NPS for considering a move to Fort Mason for the Alcatraz ferries. The congestion on the Embarcadero is always heavy and the current location at Pier 33 is a bit of a mess.

If NPS wishes to meet with myself and other managers of the local pedicab industry, let me know and I can help coordinate such a meeting. Collectively, we can provide unique insight on traffic patterns, utilization of space, and relay general feedback from tourists.

Thank you!

Oskar Mosco
Events Manager
Golden Gate Pedicab
(b) (6)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 127

Author Information

Keep Private: No
Name: Jonathon D. Paul
Organization:
Organization Type: I - Unaffiliated Individual
Address:
Berkeley, CA 94705
USA
E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service,

I am writing today to ask you to not move the Alcatraz Island ferry service to Ft. Mason/Pier 3.

There are many amazing things to San Francisco and the entire Bay Area - Alcatraz, sourdough bread, cioppino, trolleys, and all of the history of California, just to name a few. Another of those things, though lesser known, is open water swimming, mostly made possible by clubs like the South End and Dolphin Club.

Due to climate, location, and ease of putting together a multi-hour swim, San Francisco is an epicenter of marathon swimming. People from around the globe come here to train for marathon swims. Moving the Alcatraz Island ferry service will severely impact the ability of many swimmers to put together those long training swims.

I should know - in 2005, I trained with the South End to swim across the English Channel, and in 2007, to swim around Manhattan.

But this wouldn't just impact people doing long swims - it would impact all of the swimmers, rowers, and open water community that take advantage of swimming in and around Aquatic Park. Bay swimming and rowing are some of the few things that people can do these days to get back to nature. To be able to do this in a city environment is something that should not be taken away.

The National Park Service was started "as a public park or pleasuring-ground for the benefit and enjoyment of the people." Moving the Alcatraz Island ferry service to Ft. Mason/Pier 3 would not benefit, or increase enjoyment for the people.

Regards,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 128

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a current open water swimmer and also open water swim coach, I strongly disagree with the ferry services being relocated closer to San Francisco's Aquatic Park. For those who may not be familiar, or who may not value open water swimming as much as those who participate in the sport, I'd like to explain the importance of maintaining this venue for swimmers. I work for a worldwide open water swimming vacation enterprise. We run swimming vacation tours mostly across Europe and in parts of North America (including trips from Alcatraz). As a guide who hails from the San Francisco Bay Area, it's astounding the number of swimmers I've convinced to make the trip, but have also learned have made the trip themselves to swim in Aquatic Park. It is a worldwide destination for swimmers of all abilities.

Open water swimming is one of the largest and most accessible sports for elite athletes, but most importantly for the average person. It is a sport that is now participated in by athletes as youths up to seniors of 90 . It's an extremely low-impact sport where I have personally watched several people join due to knee, hip, back issues, etc. As a sport, it's population is growing and a demand for SAFE open water swim venues is high. Aquatic Park provides a comfortable training venue for those who are training marathon swims as well as the fast-growing sport of triathlon. Most importantly, it provides a safe venue for those who are not local and not familiar with the boat traffic and/or local rules pertaining to swimming around the bay. It attracts advanced open water swimmers, but also beginning open water swimmers who need safer venues.

Open water swimming has its dangers already of dealing with boat craft. To add to the potential dangers by increasing (substantially) any boat traffic around Aquatic Park would potentially be catastrophic to those swimmers, kayakers and rowers who use this facility as a training ground. It behooves the National Park Service to maintain and protect this historic venue for open water swimmers and to keep the ferry terminal in its current location at Pier 31 1/2.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 129

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am writing about your proposed plans to relocate the Alcatraz ferry service from Pier 33 to Ft. Mason. You inaccurately state that there would be no impact on open water swimming which couldn't be further from the truth. Not only would members of the Dolphin and South End Rowing Club be negatively impacted by their daily out of [Aquatic} Cove swims but other smaller entrepreneurs such as myself would be negatively impacted. I currently offer small privately escorted swims from Alcatraz back to Aquatic Park and Fort Mason (www.LaneLinesToShoreLines.com) and don't relish the thought of playing dodge with a large ferry on my crossings. And as the former race director for the Alcatraz Challenge Aquathlon and Swim (1998-2009) I can only envision the mayhem that would be caused with a relocated ferry negotiating around 750 swimmers AND my event was one of the smaller Alcatraz swims. The Escape from Alcatraz Triathlon puts 2,000 swimmers in the water at Alcatraz and they swim back to shore in front of Ft. Mason to the St. Francis Yacht Club. I appreciate you reconsidering your proposed relocation in order to maintain this historical open water swimming location of San Francisco Bay for not only current users but also for future generations!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 130

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The draft EIR is flawed as it states that relocating the Alcatraz Ferry to Fort Mason would have no affect on recreational use of the Bay. This statement appears to be taken a priori with no analysis of the current recreational uses of the Bay and the impact that relocating the Ferry would have on these uses.

In Fact relocating the Ferry would have significant detrimental affects of boating and swimming activities in the Bay. It would also commercialize one the better open areas of San Francisco causing a sprawl of the traffic and crowds currently concentrated at the wharf.

How about we try this? The Federal Government makes a rational decision (if that is possible) and leaves the Alcatraz Ferry where it is. It works fine, keeps traffic and crowds localized within an appropriate tourist and commercial area and protects open space, neighborhoods, and recreational uses of the Bay.

Thank you

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 131

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I'm am writing in hopes that you will help protect San Francisco's Aquatic Cove from the proposed movement of the National Park's Alcatraz Ferry business. Aquatic Cove is not only the home to two historic swimming clubs, the Dolphin Club, and the South End Rowing Club (est. 1873) of which I am a member - the important point here is it is the starting point for countless training swims for world class open water swimmers. The swimmers don't only swim in the cove, of course - swims originate there and end there, but cross the channels to all parts of the Bay, as swimmers need long distances when training for a marathon swim. I am a Kayak Pilot for these swims, and escort swimmers whenever they're out in the open water. Quite honestly, the thought of having the Alcatraz Ferry business running its 1.4 million passengers a year out of the lovely and stately Fort Mason (as the NPS has proposed) terrifies me. I know how big those boats are, how rapidly they move, and how large, powerful and consuming their wake is. I am on the water to protect the swimmers, and must always be vigilant, watching for fishing boats, sailing boats and cargo traffic. That's difficult enough - but the amount of back and forth traffic that the ferries do, each day, is daunting. I believe the movement of the business from Fisherman's Wharf to Fort Mason would, effectively, kill the two iconic clubs on Aquatic Park- (clubs, by the way, which are not exclusive, but which allow public access each day and which charge nominal amounts for membership.) Fisherman's Wharf is set up with parking and businesses to support the tourism that surrounds the Alcatraz Ferries. Fort Mason would be decimated, parking would be non-existent, and the traffic would hugely impact the foot traffic of residents. Please, help prevent the destruction of a time honored San Francisco landmark.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 132

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/24/2015 Date Received: 04/24/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Open water swimming is my passion and aquatic park is one of the greatest training and racing place in the world. I visit annually just to swim. The community if swimmers, from beginners to champions swim here daily and with this ferry move this tradition would be lost with devistating impact on the open water swimming community. I urge you to reconsider.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 133

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Aquatic Park is one of the very few places in the San Francisco Bay where the public can safely access open water. Besides regulars at the SERC and Dolphin Club, it is a venue where swimmers flock from all over the bay because it is so special. At Aquatic Park, I trained every week for my Alcatraz swims and I met with friends to explore the bay further afield.

To relocate the ferry terminal to Fort Mason would severely impact recreational swimming at Aquatic Park but it would also impact the San Francisco Children's Outdoor Bill of Rights (<http://www.sfparksalliance.org/news/4046/childrens-outdoor-bill-rights-endorsed-rec-park-commission>). This bill provides essential rights for children who grow up in the bay area and one of those is "splash in an ocean or a bay." Given its central location and public transit access, Aquatic Park is a popular venue for kids who want to dip their toes in the Bay. It is also the training ground for the San Francisco Sea Scouts (<http://corsair-viking.org/map/>), a great way for children to learn to love and explore our blue planet.

If ferries depart regularly from Fort Mason, Aquatic Park will be overrun by tourists parking for their Alcatraz day trip and other users who, most likely, see no other value in Aquatic Park than a convenient parking spot. What then, of the families who see Aquatic Park as a wonderful venue to spend the day and visit the NPS boats? What of the swimmers who train for marathon swims and can't do it in the ocean because of sharks? What of the rowers and sea scouts who depart from Aquatic Park and set off in the bay for pleasure?

Please, let Aquatic Park be the amazing and iconic open water venue it is, both for swimmers, for boaters and for bay lovers. It has nothing to benefit from being brought closer to the millions who visit Alcatraz from Pier 31 1/2, but it could lose a lot from such proximity.

I sincerely hope that you will reconsider.

Laure Latham
Author of Frog Mom, a blog inspiring families to enjoy the great outdoors

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Mother, swimmer and Aquatic Park lover

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 134

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Alcatraz Ferry Service EIS is startlingly inaccurate in at least one way; it declares no impact of the Fort Mason option on recreational boating and swimming.

As a member of the 1400-member San Francisco Dolphin Club, located in Aquatic Park, I have the opportunity to row and swim and thrive in the waters in question. The relocation of the Ferry Service to Fort Mason, Pier 3, with an additional berth between Piers 1 and 2, would significantly impact our boating and swimming.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 135

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I come to San Francisco regularly to enjoy Aquatic Park and train for, and participate in, open water swimming events. San Francisco Bay is one of the most iconic spots in the world for such events, and I know many people who come to San Francisco and spend tourist dollars for this purpose. I hope you will reconsider the location for the new ferry terminal so it doesn't interfere with this, or with the fragile ecology of the waterline there.

Rgds,
Mike Humphreys

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 136

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I the past 3 years I have traveled to San Francisco to participate in swimming events based in Aquatic Park. In particular my 2 Alcatraz Sharkfest swims were in the area that would be most impacted by moving the Alcatraz ferry to Ft. Mason. Each race had 800-900 swimmers, many if not most coming from out of town. I cannot imagine this race would be able to continue as it now does with its base/finish at Aquatic Park.

Aquatic Park and the Bay are regarded as one of the top 10 open water swimming spots in the world. The Dolphin Club and the South End Rowing Club serve as hosts to the world of marathon swimmers looking to gain cold water swimming experience. Also domestically Aquatic Park is considered the best place to travel to to swim qualifying swims for the Triple Crown of Marathon Swimming, the English Channel, Catalina Channel and the Manhattan Island Marathon Swim. Stationing the ferry at Ft. Mason would negatively impact a wide variety of triathlons, rowing and swimming competitions. It would be a real shame to lose these races and the tourist dollars.

Ft. Mason is at the end of the Fisherman's Wharf tourist area and it but up against the start of residential areas. It would be better to draw the ferry passengers to a more central location in the Fisherman's Wharf area, closer to the greater concentration of hotels and shops.

Thank you for your consideration.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 137

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

On behalf of myself and open water swimmers worldwide, please reconsider your plans to relocate the Alcatraz ferry service to Fort Mason. Aquatic Park is a unique, historical, and unrivaled venue for OWS and other low impact excursions on the bay. While swimmers may represent a small minority of the population living and visiting SF, they help shape the mystique and allure that is SF. The SERC and DC are throwbacks to another time and have well established rights to safe swimming and boating for everyone through the current arrangement. Ferries are great but bay swimmers are an enigma, just like SF. Help us maintain and promote the tradition of OWS here on the west coast.
Cheers,
John Chapman

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 138

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

If NPS does this, I am afraid there will be serious issues. DO NOT MOVE THE FERRIES TO AQUATIC PARK! I don't think I can say this any clearer. If one swimmer gets killed by a ferry think of THAT lawsuit. NPS will be bankrupt in no time. Just saying this is not only a terrible idea, it is just plain stupid and whoever thought of it should canned immediately. From A citizen who votes and swims in aquatic park.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 139

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2015 Date Received: 04/25/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

It has been amazing to come to San Francisco and swim at Aquatic Park. I have routinely come down in the mornings early and signed in at the rowing club and enjoyed the early morning swims. Many of our (VOWSA) members have also done this over the last 20 years. It would be an absolute shame to have to share Aquatic Park with ferry boats. We are smaller and would have a hard time being noticed beside a ferry.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 140

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/26/2015 Date Received: 04/26/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Last summer I spent the most magical vacation in San Francisco. I was able to swim 4 times with members of the Dolphin Club and SERC. We swam out to Fort Mason one day and once to the gashouse. No power boats crossed our path - only rowers and Pinnipeds. I felt like a welcome member of San Francisco and was able to see the City from a view only available from an expensive boat ride or ferry service. The sheer beauty of Aquatic Park and the access to swimmers from around the world created the kind of transcendental experience that I haven't stopped talking about and that I yearn to repeat. It is an iconic part of the city - please don't destroy its beauty for commercial interests.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 141

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/27/2015 Date Received: 04/27/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The proposed move of the Ferry Service to Fort Mason will greatly disrupt the non motorized activities in Aquatic Park and points west. It will greatly polute the area with petroluem, noise and diminish the water quality.
As a recreatioanl swimmer, there are few salt water places to swim in safety. By moving the ferry service, the safe haven of Aquatic Park will be destroyed.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 142

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/29/2015 Date Received: 04/29/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Strongly disagree with this plan. Please keep tourists in one main area instead of destroying more of the waterfront and effectively extending Fisherman's Wharf. We chose to live where we do because of the neighborhood feel and peaceful waterfront. We already have a lot of bikes and seaways come through and that's enough as is.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 143

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: 04/30/2015 Date Received: 04/30/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear Brian Aviles, Acting Planning Division Chief, National Park Service-Golden Gate National Recreation Area:

I am writing to you as an open water swimmer and honorary member of the South End Rowing Club. I've broken world records for swimming across the English Channel, established records for swimming the Straits of Magellan and Around the Cape of Good Hope. During the Cold War, I swam from the Soviet Union to the United States across the Bering Strait to further détente between the super powers. And I swam a mile in thirty-two degree F waters off Antarctica in a swim suit to demonstrate the ability of human beings. For years, I've mentored and coached open water swimmers and tri-athletes.

I urge you to take steps to support the South End Rowing Club, the Dolphin Club, and a vital part of the history and heritage of the San Francisco Bay by opposing the relocation of ferry service to the Fort Mason area. If the National Park Service changes the ferry service to the Fort Mason area, that route will cross an area traditionally reserved for swimming and the South End Rowing Club and the Dolphin Club at Aquatic Park will be irreparably harmed.

The South End Rowing Club and the Dolphin Club are strongly connected to San Francisco Bay and Alcatraz Island. The South End Rowing Club established in 1873 and the Dolphin Club established in 1877, are two of the greatest traditions of San Francisco Bay, and the people who are members of both athletic clubs are part of the heart and soul of San Francisco. Swimmers are in the water of the Bay every day of the year. They were swimming across the Golden Gate before there was a bridge, before there was a Golden Gate Recreation Area, and before the National Park Service was created.

Today there are 1,000 members of the South End Rowing Club and 1,500 members of the Dolphin Club. Each year, over 5,000 open water swimmers from all over the United States and all over the world visit San Francisco to compete in the Alcatraz swim. It is one of the most prestigious and challenging swims in the world. Swimmers have to contend with swift cross currents, and incredibly strong tides to complete the crossing.

The training conditions found in the San Francisco create a unique training ground for open water swimmers that attracts athletes from all over the world to train to swim across the English Channel, and other great waterways of the world. I have swum Alcatraz and the training I did there helped me prepare for some of my most challenging swims.

Thank you for considering the effect of your decision on the Clubs, on the Olympic sport of open water swimming, and on

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the extraordinary community of people who are part of the heart and soul of San Francisco Bay.
Respectfully, Lynne Cox Author, Speaker, Swimmer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 144

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/01/2015 Date Received: 05/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

National Park Service

Regarding the proposed Alcatraz ferry landing at Fort Mason:

According to the 'report' minimum impact in both the shoreside and marine side is totally off the mark - AND HAS TO BE RESUBMITTED!

- 1) Fort Mason is in a 'neighborhood' not an industrial or high traffic transit tourist district, not suitable for the numbers of people and vehicle traffic attracted to Alcatraz.
- 2) Fort Mason serves the local community as a social gathering, farmers market & arts venue - the addition of the crowds & vendors drawn by the Alcatraz ferry would completely change the complexion of the space, something the city residents do not agree, and the neighborhoods infrastructure could not withstand.
- 3) Commercial Marine use on the bay side would encroach on recreational use. Moving commercial marine traffic to the Ft. Mason waterfront would displace longtime recreational users of the area. Recreational boaters, kayakers, kiteboarder, collegiate sailers, meaning people who have planned their whole avocational lives around this stretch of waterfront, would be affected.

Notably the historic 'Ft. Mason 'M' Yacht Racing Association buoy, located 200 yards North of the end of the piers, would be dangerous to both the commercial crossing traffic, and the yacht racing community

I own a 28ft sailboat, moored at San Francisco Marina, and I use this stretch of waterfront monthly, sometimes more. And I am a professional merchant mariner, 40 years experience - previously employed by Red & White Fleet, as Captain - from 1986 to '96 and operated the Alcatraz Ferry from Pier 41. Currently employed as marine engineer aboard a local harbor tug operated by Crowley Maritime.

Twenty five year SF resident, sixteen year tenant of San Francisco Marina.
If you have any questions regarding the above information, please feel free to contact me any time.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Regards

Keith Madding

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San Francisco, CA 94118

(b) (6)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 145

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/01/2015 Date Received: 05/01/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service,

I am writing to oppose the use of Ft. Mason's Piers 1, 2 and 3 and the area between Piers 2 and 3 for use by the National Park Service (herein NPS) as a ferry dock and passenger embarkation point for service to Alcatraz and for "special service" to Ft. Baker and other NPS sites.

By way of background, NPS has evaluated three possible sites for the Alcatraz ferry: improvements to its existing location at Pier 31 ½, and potential alternative sites Pier 41 and Pier 3, and published Alcatraz Ferry Embarkation Draft Environmental Impact Statement (DEIS). The report recommends that NPS negotiate with the Port of San Francisco to make improvements to Pier 31 ½, which we support. However, we have two concerns: one is that if they fail to sign that lease, they intend to fall back onto Pier 3 as a backup, given the Port appears to oppose the use of Pier 41. Secondly, NPS has written that no matter which site is chosen for the Alcatraz ferry, it still intends to build a visitor's center and operate special ferries from a new base at Ft. Mason between Piers 1 and 2, taking visitors to other NPS sites.

I believe the DEIS is legally inadequate under the National Environmental Policy Act (NEPA), whose 42 U.S.C.S. sec. 4321 et seq., requires the lead agency, NPS, to prepare an Environmental Impact Statement (EIS) that takes a "hard look" at the environmental impacts before taking major actions. It is the lead agency's responsibility to assess those impacts, whether direct or indirect. The Washington, DC-based consultant hired by NPS failed to evaluate the impact on boaters, paddlers, kayakers, and swimmers. In fact, on DEIS pages 78 and 213, it erroneously asserts that the Pier 3 Alternative will have "no impacts on recreational boating or swimming." It came to this conclusion by narrowly examining the fact that boaters, paddlers and swimmers do not touch the shore at Ft. Mason. It ignored the area right outside, which is the subject of this letter.

In reality, Alcatraz ferry service and/or special ferry services from Piers 1- 3 would create new traffic lanes that cut right through the close-to-shore areas frequented by the 15 San Francisco area high school sailing teams that race there on

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weekends, and that practice in front of Ft. Mason Mondays through Fridays from 330 pm to 7 pm - perhaps the consultant kicked off for the day before 330 pm?

The consultant obviously failed to visit on weekends when recreational swimmers and paddlers seek current relief along the shore, and the race committees of various Bay Area clubs start and finish regattas right off those piers, and the Ft. Mason Buoy is used as a turning point for many races. None of this activity was mentioned in the consultant's report to NPS.

Ferries would also be cutting across the path of boaters entering and leaving SF Marina East Harbor, affecting both berth holders and transients seeking fuel at the City Yachts Gas Dock. Ferry traffic at Ft. Mason would also affect kayakers and other paddlers whose rights to safe passage would be affected - see the State of California Bay Area Water Trail Act (Legislation AB 1296) signed by the governor on September 22, 2005.

Given the poor sight lines when entering and exiting these piers, any ferry service from Ft. Mason would make it extremely dangerous if not impossible for recreational boaters and swimmers to cross in front of the piers. Ferry captains would rightly demand an exclusion zone, necessitating new buoys being dropped off of the piers to restrict access by recreational users.

New routes linking Ft. Mason to Ft. Baker and other sites in Marin will exacerbate this problem, even if NPS is successful in keeping the Alcatraz Ferry at Pier 31 ½. If there is demand for such services, those routes should start and end at Pier 31 ½.

The lack of any data or analysis of the current and projected use of the waters in the vicinity of Fort Mason by boaters, paddlers and swimmers makes it virtually impossible for interested agencies and the public to comment on the recreational impacts of the Pier 3 Alternative or propose mitigation measures.

The NPS should undertake a Supplemental EIS to thoroughly investigate the impacts on the current and projected recreational use by boaters, paddlers and swimmers of the Pier 3 Alternative and Special Ferry Services, and have a full public comment period thereafter.

Sincerely,

Bruce J. Stone
President, SF Marina Harbor Association

(b) (6)

(b) (6)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 146

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/02/2015 Date Received: 05/02/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service

I have just been informed by the South End Rowing Club of your intentions to relocate the ferry service , virtually next door to the world famous South End Rowing Club !

My name is Jackie Cobell, and I hold the world record for the slowest successful English Channel swim, and I was very honoured to be invited to swim "The Alcatraz Invitational" in 2010.

Amongst the worlds open water swims, San Francisco Bay and the swim from Alcatraz, are considered among the most iconic swims in open water swimming history!

Many, many aspiring channel swimmers from all over the globe train in the chilly waters of the bay.

To move the ferry service right in the area they and the Dolphin Club next door have historically use for swimming would destroy the dreams, hopes and enjoyment of many marathon swimmers and indeed affect the marathon swimming community worldwide.

The SERC is considered a national treasure, and indeed a wonderful destination for many English swimmers to visit San Francisco.

I have been back three times since my first ever visit, and have been so enthralled by the clubs generous hospitality, and amazing location for swimming, that I have invited other English swimmers to join me to swim in this most wonderful place.

It would be a terrible disappointment, to so many swimmers fromThe South End Rowing Club, and indeed from all over the world , if this truly amazing swim location is taken away .

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Yours sincerely

Jackie Cobell

(b) (6)

Kent

Post Code TN12 6TH

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 147

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/03/2015 Date Received: 05/03/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

(b) (6)
Langton Green
TN3 0AB
England

(b) (6)

1 May 2015

Dear Sir or Madame,

OBJECTION TO NEW FERRY TERMINAL FORT MASON/PIER 3

I write to you as a most interested and concerned party who has been an 'active member' of The South End Rowing Club situated next to Hyde Street Pier, for 12 years. The plans for the re-location of the ferry terminal to Fort Mason/Pier 3 are devastating news for the people of the Bay and the two Rowing and Swimming clubs located on this historical swimming training area dating back to 1873.

I work for Virgin Atlantic Airways and have been visiting San Francisco as many times a month as humanly possible since 2000. I often spend as much as 10 full days a month in town and all of that is spent in and around Aquatic park swimming, kayaking, biking and running.

The proposed new ferry terminal at Fort Mason will destroy an outdoor life and beloved culture that is true to San Francisco and California, not to mention destroying the natural 'quiet' beauty that thousands enjoy along this part of the Bay coast.

I was lucky enough to have the opportunity of achieving one of life's greatest challenges in 2013. I swam the English Channel following a few other members of the Dolphin and South End clubs. This would not have been possible without training both inside and outside Aquatic park which helped me achieve this dream. San Francisco is renowned world wide for it's swimming and aquatic pursuits attracting thousands of adventures and swimmers each year.

I believe that the proposed terminal will alter and destroy Bay life as we know it in this area. It should be confined to a more commercial part of the city, as is the case now. I thank you for considering this objection to these proposals.

Yours sincerely,

Gary Bruce

Member of the South End Rowing and Swimming Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 148

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/05/2015 Date Received: 05/05/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would ask that the DEIS be amended to include a study of disruption to recreational users of the Bay near Pier 3; sailors, kayakers, swimmers, paddle boats, canoes, etc.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 149

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/06/2015 Date Received: 05/06/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service,

I've recently become aware of a plan to relocate a ferry dock at the Fort Mason Pier. I have a sailboat berthed in the San Francisco Small Craft Harbor. I race regularly in the waters immediately adjacent to the Ft. Mason entrance and often use the shelter between the FortMason piers to douse my mainsail. Locating a ferry at this pier appears to require restricted zones adjacent to Fort Mason and would present unsafe commercial ferry traffic, which would be detrimental to use of the water near the pier for me as well as many, many other boaters (often small dinghies sailed by children) and swimmers who actively use that area of water.

I appreciate your including these concerns in your consideration for the best location of the Alcatraz ferry at Fort Mason and request performing a supplemental DEIS to address this environmental impact that WAS NOT INCLUDED in the January 2015 environmental impact report.

Sincere regards,
Theresa Brandner - Concerned San Francisco Boater

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 150

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/07/2015 Date Received: 05/07/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I live in the Marina, 2 blocks from Fort Mason. I am very familiar with the amount of traffic generated in this area with foot races, events in the park, the Sunday Farmer's Market, events at Fort Mason Pavilions, etc. This area cannot handle more traffic especially that generated by moving the Alcatraz Ferry service to Pier 3. Relocating the service would also take away foot traffic from Fisherman's Wharf which relies solely on the tourist trade.. To move the Ferry Service is a bad idea all around.

Ann T Elliott

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 151

Author Information

Keep Private: No
Name: Pia Hinckle
Organization:
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/08/2015 Date Received: 05/08/2015
Number of Signatures: 1 Form Letter: Master
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service,

I am a 3rd generation San Franciscan, my children are 4th generation. We have both grown up with Aquatic Park as a base for numerous water-based recreation activities, from sailing to swimming. I am a 20-year member of the Dolphin Swimming & Boating Club at Aquatic Park and an avid bay swimmer. I urge you NOT to approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier. Below are deficits that I see in the DEIS:

I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Here are some of the areas that I believe the EIS has not properly addressed:

- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

- **Recreational Impacts:** the EIS Conclusion states "The Pier 3 Alternative would result in short-term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor, adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- **Water quality and wake action:** The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- **Municipal Pier:** the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- **Conflict with SF General Plan:** the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

I urge you to save bay swimming and recreation in this area- -one of the few along the waterfront that is easily accessible- - and locate the ferry service elsewhere.

Thank you.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 152

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/08/2015 Date Received: 05/08/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I believe the DEIS is legally inadequate under the National Environmental Policy Act (NEPA), whose 42 U.S.C.S. sec. 4321 et seq., requires the lead agency, NPS, to prepare an Environmental Impact Statement (EIS) that takes a "hard look" at the environmental impacts before taking major actions. It is the lead agency's responsibility to assess those impacts, whether direct or indirect. The Washington, DC-based consultant hired by NPS failed to evaluate the impact on boaters, paddlers, kayakers, and swimmers. In fact, on DEIS pages 78 and 213, it erroneously asserts that the Pier 3 Alternative will have "no impacts on recreational boating or swimming." It came to this conclusion by narrowly examining the fact that boaters, paddlers and swimmers do not touch the shore at Ft. Mason. It ignored the area right outside, to the West.

PEPC Project ID: 41352, DocumentID: 64026
Correspondence: 153

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/09/2015 Date Received: 05/09/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

I favor the Pier 3 action alternative because;

- 1) It is already owned by the NPS, eliminated the need to enter into a lease
- 2) Upgrades can be made at the discretion of the NPS
- 3) It is historic in nature, being the Fort Mason pier constructed in the early 1900s, which provides additional historic value for this attraction
- 4) The Alcatraz embarkation project would not inhabit the entire pier shed at this location, leaving room for additional projects/attractions at this pier

This is an opportunity to both retrofit an existing NPS facility while serving the purpose of ferry embarkation to Alcatraz, eliminating the need to lease another pier (ie, selecting the Pier 3 alternative serves many purposes).

Thank you for reviewing my comment.

Sincerely,
Olivia

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 154

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/09/2015 Date Received: 05/09/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

LEAVE THE ALACATRAZ FERRY IN FISHERMAN'S WHARF, WHERE IT BELONGS. The Fort Mason area is currently fully utilized regarding water, land, and parking. This reminds me of building the double decker freeway along the Embarcadero which, thank God, is now gone. John Muir would not be happy with you further eroding what's left of the environment at Fort Mason. This is a terrible idea. Listen to the people that live here. We pay taxes and understand/appreciate the value of tourism, but do not want to erode the place we live.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 155

Author Information

Keep Private: No
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San Francisco, CA 94109
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Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 05/10/2015	Date Received: 05/10/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Please do NOT locate the ferry terminal at Fort Mason. My wife and I live in lower Russian Hill and we'd like to keep Fort Mason and the surrounding area for the people who actually live here. There is no need to extend Fisherman's Wharf further into a residential area.

Also, increased tourist traffic would bring in more litter and refuse to our beautiful Fort Mason park, which is already strained because of locals. More foot traffic and litter would make it largely unusable

Please keep the Alcatraz Ferry where it is!

Thank you,
Spencer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 156

Author Information

Keep Private: No
Name: David Schonbrunn
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/13/2015 Date Received: 05/13/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Transportation Solutions Defense and Education Fund is an environmental non-profit focused on reducing the impacts of transportation on climate change. We support the NPS in providing visitors with a non-auto mode of travel to parklands. We offer these comments:

1. Previous studies of ferries have indicated very high diesel PM emissions as typical of marine propulsion. Please commit to diesel particulate filters on future vessels.
2. Strong currents in the vicinity of Fort Baker make maneuvering difficult there. Please confirm that a reasonably-sized ferry will actually be able to operate there before committing to construction of a ferry landing.
3. Sausalito is currently in the midst of a resident backlash against the large influx of tourists on bicycles. Sausalito's concerns about the possibility of impacts on the town should be resolved by adding the following language to the project description:

The purpose of the ferry landing at Fort Baker is to deliver visitors to events there. No ground transportation to take ferry passengers beyond Fort Baker is currently being contemplated. No all-day commuter parking will be provided there. Should NPS later decide to expand the use of the ferry to serve commuters or propose ground transportation from Fort Baker, it will conduct environmental review under NEPA.

Thank you for this opportunity to comment.

Sincerely,

/s/ DAVID SCHONBRUNN,
President

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 157

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/14/2015 Date Received: 05/14/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Preferred Alternative of Pier 31 1/2 is the best idea to provide ferry service from San Francisco to Alcatraz Island. I accept the NPS reasoning as to why this is a better choice than Pier 41. I understand NPS had to review an alternative that was on free federal land. I also concur with the NPS desire to get a pier and staging area that can be counted on for the next 50 or 60 years so visitors are not confused.

It would be good to have this embarkation point on NPS land so that it is clearly an NPS project tied in with the park as a whole. However, use of Pier 3 at Fort Mason for this purpose would do much damage to the present use of this area by Fort Mason Center. The ferry service generates a great deal of traffic, both on foot and by car, seven days a week. Fort Mason Center needs the parking for its cultural uses, and the necessarily busy staging area now at Pier 31 1/2 would be a great detriment to the activities of FMC.

I hope it will be possible over time to have some ferry service from Pier 31 1/2 to other park sites suggested in the DEIS.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 158

Author Information

Keep Private: No
Name: Robert A. Larson
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/15/2015 Date Received: 05/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I oppose the proposal to move the Alcatraz ferries to Fort Mason. Doing so would negatively impact public recreational activities in the vicinity of Fort Mason and Aquatic Park. It would also have a negative impact on the Muni Pier which has structural issues and is in need of repair in any case.

The DEIS completely ignores the issue of swimmers in the Fort Mason area as well as the impact on other maritime recreational activities.

The ferries should continue to use the existing facilities, or relocate to the Ferry Building.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 159

Author Information

Keep Private: No
Name: Suma Snehalatha
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/15/2015 Date Received: 05/15/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have participated several times in swim events from Gas House cove, Yacht Harbor, Crissy Field and Ft. Point to Aquatic Park, San Francisco in the last three years and am aware of many scheduled out of cove swims by members of the Dolphin Club, SERC and many acclaimed open water swimmers practicing for events in this area. The proposed move to Fort Mason would adversely affect all of these recreational activities which have a history that dates back to 100 years and puts open water swimmers and rowers/kayakers in San Francisco in danger. In addition, it can also put the very existence of Aquatic Park cove at risk with the effect of the wake generated waves on the Municipal Pier.

The number of new members that join the Dolphin Club for open water swimming and rowing has been increasing heavily in the last few years and the fact that our 1500 members' club is just one of the clubs that utilize the Aquatic park cove and outside area for recreation hopefully gives you an estimate of how big an adverse effect this can have on the community. Request NPS to reconsider this proposal and move the Ferry service to Fisherman's Wharf or the Ferry Building.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 160

Author Information

Keep Private: No
Name: Vladimir mezhibovsky
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/15/2015 Date Received: 05/15/2015
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I urge you to NOT approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier. Below are deficits that I see in the DEIS:

I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Here are some of the areas that I believe the EIS has not properly addressed:

- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

- **Recreational Impacts:** the EIS Conclusion states "The Pier 3 Alternative would result in short- term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor, adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- **Water quality and wake action:** The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- **Municipal Pier:** the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- **Conflict with SF General Plan:** the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

the area surrounding Fort Mason.

- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

I urge you to save bay swimming and recreation in this area- -one of the few along the waterfront that is easily accessible- - and locate the ferry service elsewhere.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 161

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Notes:

Correspondence Text

Moving Alcatraz Ferry to Ft. Mason is a bad idea. Impact the crumbling pier and swimming around the area.....which has been done for more than 120 years. Another bad idea from City planners.....although that is par for the course!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 162

Author Information

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

To Whom It May Concern,

It is my opinion that the Alcatraz Ferry Embarkation Project should choose the environmentally preferred alternative of Pier 31 1/2. I can understand the appeal of moving the embarkation onto NPS property at Pier 3, however I believe that the project should choose the alternative with the least environmental impacts. In my opinion the transportation impacts are some of the most important to consider. I would have liked to have also seen analysis on the differences in transportation costs of the actual ferry service from each of the alternative sites. It would seem to me that there would be greater transportation costs (such as fuel) from Pier 3 since the location is farthest west of the island as well as being on the opposite side of the ferry births.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 163

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I write in steep opposition to the proposal of using Fort Baker in Sausalito as part of this plan. We have an already way over-congested downtown area under seige in Sausalito, in what has been a charming and sleepy bedside community. The developemnt of Ft. Baker into Cavallo Point was the maximum amount of development that our fragile ecosystem can handle, and we cannot absorb the influx of thousands of people to this delicate shoreline that abuts national parkland and maintains a cushion of quiet and stillness for the town and also wildlife. Please do not allow Ft. Baker to become a tourist development, a hub for crowds and possible future development not in keeping with its placid and ecologically sound setting. Developing a "port" like landing space for tourist boats to and from Alcatraz and the city is a horrendous idea that greatly, adversely affects the residents of Sausalito and the citizens of Marin county who already overrun by traffic congestion, bicycle overcrowding and poorly considered development. Fort Baker is preciously close to wild spaces that need our continued vigilance and protection. Please reject this idea.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 164

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please do not relocate the Alcatraz ferries to Fort Mason. This would be a major disruption to frequent swims that I participate in along the shore in front of Fort Mason. Thank you in advance for respecting and sharing the water space.
Sincerely,
Brendan Crow

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 165

Author Information

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I am opposed to the concept of adding additional ferries to that portion of the Bay.
It would impact the use of hundreds of pleasure boaters who are already doging the exisitng ferry service.

The ferries travel very fast and as commercial vessels on a schedule have little regard for conventional nautical rules of the road.

Their signifnicant wake impacts the smaller vessels adversely.
Kayaking and sailing are eco-friendly ways to enjoy SF Bay and would be most affected.

There is already exisitng ferry service to Alcatraz, Sausalito, Oakland, Alameda, Vallejo,etc.

There is no reason to penalize the local resdients (who pay taxes) as well as visiting sailors and kayakers, wind-surfers, kite-surfers.

Arnold Goldschlager, M.D.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 166

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I support the proposal to use Ft. Mason as the Alcatraz ferry terminal for the following reasons:

1. Ft. Mason is a woefully underused facility. It's history as the main troop embarkation terminal for military ships during WW2 should be reason enough to revitalized it.
2. The City will benefit from the activity generated by the ferry business. Tourism is now not limited to the Fisherman's Wharf/Pier 39 area, but extends south to the Ferry Building. Locating the Ferry at Ft. Mason will help extend waterfront activity westward.
3. NPS already owns Ft. Mason, so operating costs will be less than leasing pier space from the Port.
4. With the planned museum at Crissy Field, it makes sense to plan for the future.

As a side note, I want to mention that I am an active member of the Dolphin Club. I enjoy swimming and rowing in the bay. Many members of the Club are opposed to the Ft. Mason site. I do not share their concerns and consider their opposition as classic NIMBYism. The bay and waterfront are for use by all, and should not be restricted because of special use interests.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 167

Author Information

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Status: Reviewed Park Correspondence Log:
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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

I have been a member of the South End Rowing Club since 1972. I have participated in thousands of swims in San Francisco Bay, many of them from west of Aquatic Park on a flood tide.

There are only a few really dangerous places for swimmers to the west of Aquatic Park, despite our attempts to mitigate them with fluorescent head gear, motorized craft, pilot vessels and contact with the Coast Guard, via radio.

Those locations are the entrance to the Marine Yacht Harbor and the Gas House Cove marina across from Safeway. Adding large tour boats will only make a dangerous situation even more so.

Besides safety, many other issues come to kind.

- the financial impact on business owners in the Fisherman's Wharf area who depend on Alcatraz-bound tourists for their livelihood.
- The lack of adequate parking for incremental auto volumes at Ft. Mason
- The impact on traffic throughout the marina district and onto the new golden Gate Bridge approach roads
- the apparent need for significant retrofit of historic Ft. Mason piers and the one way tunnel.
- the impact of unknown changes to the lawn area and beach at Aquatic Park-garbage, security, etc.
- the apparent lack of awareness by the DEIR consultants of the intense use of the bay waters for more than a century by swimmers, rowers, anglers and sailors.

The GGNRA has a perfectly acceptable location at the current ferry terminal in Fisherman's Wharf, ideally suited to the already-present tourist population and the businesses that support it. Don't waste your time and my tax dollars to change it to an alternative with mostly negative consequences.

Sincerely,

Tim Reid

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 168

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

Don't do this. Keep the ferry where it is, not to hurt the merchants in the area. Don't crowd a quieter neighborhood such as the Marina with all the additional traffic. And don't disrespect the swimming and paddling that take place all around Ft. Mason. The failure of your EIS to take into account the extensive current and historic use of the surrounding waters for recreational purposes is offensive, whether intentional or a result of failure to do a thorough job. It makes you come across as a bully, with an agenda that precludes your presenting an honest assessment of the facts. Make your deal with the Port, stop grandstanding, and don't pollute our playground with traffic hazards and fumes.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 169

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Correspondence Text

I am graduate student studying environmental management at the University of San Francisco. After reviewing the EIS, I recommend selecting the Pier 31 1/2 Alternative choice. As discussed in the summary, doing upgrades to the existing NPS site would result in the least environmental impact. Pier 31 1/2 is the environmentally preferred alternative, and therefore I support it fully.

Doing energy efficiency retrofits to all government used or owned properties is essential in ensuring our federal government is doing it's part to conserve resources while going above environmental regulations.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 170

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Notes:

Correspondence Text

This is a special area of the City front which is used by rowers and swimmers. It now enjoys a slower pace as compared to the rest of the City front which has the ferry and cruise ship traffic. It will change the area from a more natural, slow paced setting to one of traffic, more wake, congestion and noise. We already have ferry terminals which are being used for this purpose. PLEASE don't start ferry service at Fort Mason!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 171

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Notes:

Correspondence Text

I am a former mayor of Sausalito. During my stuardship on the Sausalito City Council, I was involved in the plan development of Fort Baker. After extensive negotiation, litigation and more negotiations with the NPS, we selled on a low impact project that presently exists. A massive ferry project inviting throngs of visitors is bad for the successful pastoral site Fort Baker has become. I am against a huge Ferry project at Fort Baker.

PEPC Project ID: 41352, DocumentID: 64026

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PEPC Project ID: 41352, DocumentID: 64026

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Re. the Alcatraz Fort Baker Ferry Proposal put forward by Golden Gate National Park Service

This plan would result in a large increase in population, traffic, noise, etc. for the Alexander Ave down into Sausalito City area. It is unacceptable and puts our City in an even more impossible situation re. dangerous streets and sidewalks than already exists.

Currently, the City's streets, parking lots and public amenities are under mounting pressure from regional, national and international visitors traveling to Sausalito. The City continues to experience a staggering level of vehicles, bicycles and pedestrian traffic flowing into the Bridgeway corridor. Weekend bicycle traffic, largely arriving via the Golden Gate Bridge, has proved to be especially vexing, making many of our pedestrian walkways nearly impassable. In turn, cyclists often return to San Francisco via the ferry operations embarking from the Sausalito Ferry Landing. However, the number of returning cyclists is now outstripping the capacity of those ferries. Rather than relieve that overcrowding, we believe a ferry landing at Fort Baker will serve to increase visitors and bicycle traffic in Sausalito and further impact our community while also eroding the visitor experience at both Fort Baker and Sausalito,

After a close review of the DEIS, it is apparent that the Fort Baker Ferry Service project component and NPS's environmental review of it in the DEIS is flawed. The DEIS fails to include essential facts necessary to accurately and completely describe the Fort Baker Ferry Service project component; it fails to provide a factual basis for critical conclusions contained in the DEIS; it relies on misleading assumptions; and it understates substantially the potential impacts of the Fort Baker Ferry Service component of the Project.

The plan is shocking: The City is gravely concerned that the Fort Baker-San Francisco leg of the Project foreshadows a significant increase in the intensity of use at Fort Baker. Once having constructed a ferry landing at Fort Baker at considerable cost, it is simply inevitable that pressure will mount for NPS to expand the service from what is now described as "occasional special events" to "regular" ferry service from Fort Baker to the San Francisco peninsula.

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Indeed, the DEIS admits as much. The DEIS alludes to a staggering 100,000 annual ferry passenger visits to Fort Baker as part of a "circular route that serves multiple Park Service sites in the Bay." (Transportation and Circulation Study, p. 86.) In a seemingly innocuous statement, but in reality a glaring admission, the DEIS sets a baseline for noise at 14 ferry landings per day at Fort Baker resulting in 28 "events." (DEIS, p. 345.)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 174

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I urge you to NOT approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier. Below are deficits that I see in the DEIS:

I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 175

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Date Sent: 05/16/2015 Date Received: 05/16/2015
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Web Form
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I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Here are some of the areas that I believe the EIS has not properly addressed:

- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle

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School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

- **Recreational Impacts:** the EIS Conclusion states "The Pier 3 Alternative would result in short- term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor, adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- **Water quality and wake action:** The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- **Municipal Pier:** the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- **Conflict with SF General Plan:** the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

I urge you to save bay swimming, rowing, canoeing and recreation in this area- -one of the few along the waterfront that is easily accessible- -and locate the ferry service elsewhere.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 176

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Status: Reviewed Park Correspondence Log:
Date Sent: 05/16/2015 Date Received: 05/16/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear National Park Service,
I am a long time member of the Dolphin Club and a former employee of Save San Francisco Bay Association.

Save the Bay visited Angel Island around 2004 to have some time for reflection and planning. Three of us camped overnight. It was wonderful and very peaceful. Recently someone told me that all the eucalyptus trees had been cleared so I decided to read about it on the internet only to find out that the island had been turned into a huge three ring circus. WTF. What was the National Park Service thinking? Do we really want more of this kind of thing in the future?

Why hasn't park planning/NPS included the two historic swimming and boating clubs in the assessment? We are stakeholders. We are guardians of the bay. After reading the Alcatraz Ferry Embarkation Draft EIS _ February 2015 I did a word search for Dolphin Club and South-End Rowing Club. I received NO HITS.

There is too much congestion in the City and the waterfront. I find it very difficult these days to penetrate San Francisco for a simple row or swim. Why would I want to encourage even more density to fisherman's wharf or more ferry traffic on the bay. Leave things alone. We want tranquility.

Let's restore, protect and celebrate San Francisco Bay. This is an estuary for heavens sake.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 177

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Correspondence Text

I have read the impact and you are expecting 100,000 passengers annually. Really? Sausalito is crowded now with tourist traffic and bikers. This would make it unacceptable. Also, will the park service pay for what is required to keep all this traffic safe? Fire, police, increased traffic, street maintenance, etc.

If not, do not build it.

John Kassar.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 178

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I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

I urge you to NOT approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier. Below are deficits that I see in the DEIS:

I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

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- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

- **Recreational Impacts:** the EIS Conclusion states "The Pier 3 Alternative would result in short-term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor, adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round. The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- **Water quality and wake action:** The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- **Municipal Pier:** the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- **Conflict with SF General Plan:** the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the

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economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

I urge you to save bay swimming and recreation in this area- -one of the few along the waterfront that is easily accessible- - and locate the ferry service elsewhere.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 179

Author Information

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After reviewing the Draft Environmental Impact Statement, I would suggest that all further Alcatraz ferry embarkation should be done from Pier 3. The selection of Pier 3 makes the most sense considering that NPS already owns the historic pier and can build upon it without concern of third party woes. It does seem that renovations to Pier 3 may appear costly, however, if the goal is to have a long-term embarkation site, these costs can be seen as a solid investment while environmental, socioeconomic, aesthetic, and other concerns should be viewed as essential short-term costs to ensure the success of the project.

Thank you,

Ricardo Magallon

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 180

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I would like to comment that in terms of public transportation the Pier 3 alternative has the closest proximity to BART in comparison to the other alternatives.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 181

Author Information

Keep Private: No
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Correspondence Text

To: Superintendent, Golden Gate National Recreation Area Building 201, Fort Mason San Francisco, CA, 94123
From: Pauline Yeckley, San Francisco resident and member of South End Rowing Club
Re: Alcatraz Ferry Embarkation Project

As a resident of San Francisco and member of the South End Rowing Club, I strongly urge the NPS to select Pier 31 1/2 or Pier 41 as an alternative to moving the Alcatraz ferry service to Pier 3 in Fort Mason. Environmentally, Fort Mason piers would not be a positive move. The water quality in the Bay is currently acceptable to wildlife; Crissy Field project has improved the availability of quality shoreline for birds and wildlife.

Currently, I am a volunteer on the Island and see tourists and island visitors in the current location. After the ferry, many of them wander down to Pier 39 or down to the Ferry Building or even the ball park. The current location is excellent for these activities.

I realize that sometime in the future the Fort Mason complex and area will be "developed" but for now, please leave it for the residents of San Francisco to enjoy. Living expenses in San Francisco are high! and one of the delights of the city is the Fort Mason area of the waterfront.

Thank you for these considerations, Pauline Yeckley

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 182

Author Information

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PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 183

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> Marina district, and raises serious questions about the effects on water
> quality and the acceleration of the structural deterioration of Muni Pier.
> Below are deficits that I see in the DEIS:
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> I believe that the Environmental Impact Statement (EIS) submitted with the
> proposal is incorrect in some areas and incomplete in addressing major
> areas of concern as related to recreational activities in the area, namely
> recreational boating and the growing sport of open water swimming, and
> potential impacts to the degrading Municipal Pier.
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> I believe that the authors of the EIS did not fully investigate the
> intensive recreational use of the area surrounding Fort Mason, that the
> proposed site of Pier 3/Lower Ft. Mason will have significant long-term
> negative effects on water-based recreation, especially swimming; expose the
> NPS to greater liability; and is in conflict with some of its own stated
> goals and those of the San Francisco General Plan.
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> 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's
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 > the historic and cultural significance of Aquatic Park, it does not address
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 > continued recreation to the area and its function as a recreational and
 > cultural resource. Here residents and visitors of all ages, from multiple
 > neighborhoods, gather to enjoy access to the Bay. This area has intense and
 > growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors
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 > Alternative would result in short- term, minor, adverse impacts on
 > recreational resources due to construction. During operation, the Pier 3
 > Alternative would result in long-term, minor, adverse impacts on recreation
 > from increased visitor travel time to the site from primary parking
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 > limited to the waters of Aquatic Park Cove. In fact, the entire area
 > between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason
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 > swimmers and recreational rowers, kayakers, paddleboarders and boaters
 > based out of Aquatic Park. Recreational usage continues to grow each year
 > and users are swimming and rowing all year round.
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 > 1878) currently supports an active member base of roughly 1,400 members and
 > has been adding 15 - 30 new members each month for the past several years.
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 > Bay users and membership is also growing. Together, these clubs host more
 > than 50 organized competitive swims and/or rows each year. Each swim has
 > roughly 60-90 participants plus accompanying pilot rowboats, kayaks,
 > paddleboards and motorized craft. For example, the Dolphin Club has several
 > annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave
 > Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also

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- > many additional swims that are private outings or large ones organized by
- > other groups, such as the Leukemia & Lymphoma Society's Team In Training,
- > The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water
- > World Swim, which actively use the waters between west of Lower Fort Mason
- > and Fisherman's Wharf to recreate.
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- > Aquatic Park. Swimmers and rowers feel the tide in the cove and would
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- > and how wake generated wave action will also accelerate its decay. This
- > pier is essential to the protection of Aquatic Park Cove for recreation
- > uses as well as the historic fleet of ships at Hyde Street Pier.
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- > service to Pier 3/Ft. Mason is in conflict with the city's General Plan,
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- > passive and water-oriented recreation, views, and habitat. Throughout
- > the General Plan, the area between Fort Mason and Fisherman's wharf is
- > consistently cited as one of the city's most valued recreational access
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- > those lost at Fisherman's Wharf would not be possible given the zoning in
- > the area surrounding Fort Mason.
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- > Study does not address the environmental impacts of the proposed extension
- > of the historic streetcar. Pedestrian foot traffic and recreational use of
- > the area between Fisherman's Wharf and Lower Fort Mason increases
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- >
- > I urge you to save bay swimming and recreation in this area- -one of the
- > few along the waterfront that is easily accessible- -and locate the ferry
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PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 184

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PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 185

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Correspondence Text

Don't do this. Keep the ferry where it is. Don't crowd the quieter neighborhood of the Marina with all the additional traffic. And don't disrespect the swimming and paddling that take place all around Ft. Mason. The failure of your EIS to take into account the extensive current and historic use of the surrounding waters for recreational purposes is offensive, whether intentional or a result of failure to do a thorough job. It makes you come across as a bully, with an agenda that precludes your presenting an honest assessment of the facts. Make your deal with the Port, stop grandstanding, and don't pollute our playground with traffic hazards and fumes.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 187

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Status: Reviewed Park Correspondence Log:
Date Sent: 05/17/2015 Date Received: 05/17/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am commenting on the Draft EIS for the Alcatraz Ferry Embarkation Project.

It seems like Pier 3 is the best alternative for the Parks Service's relocation of the Alcatraz embarkation site. To me, this new location perfectly serves the Parks Service's needs and allows them to achieve their goals of establishing a permanent site for ferry embarkation and linkages to other parklands, while maintaining the Park Service's identity. I think it's important for visitors to recognize the site as belonging to the Parks Service and appreciate their work and involvement in providing the Alcatraz experience. Since the Parks Service owns this site, it seems most logical for them to relocate Alcatraz services there in order to establish a permanent, branded location for visitors. With all of this said, I am confused whether this site has an appropriate amount of parking available and whether this will have negative impacts on the visitors' experience. I'm also concerned with the distance of Pier 3 from Fisherman's Wharf and Pier 39. I wonder if the Alcatraz experience will become a separate tourism attraction from Fisherman's Wharf and Pier 39. In my experience, tourists try to incorporate all three attractions into one excursion.

Thank you for the opportunity to comment on this proposed project.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 188

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Date Sent: 05/17/2015 Date Received: 05/17/2015
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Notes:

Correspondence Text

I oppose the Fort Baker Ferry Service project unless a more detailed and realistic use proposal and EIR is established. Sausalito and Fort Baker simply cannot assume an uncapped increase in tourism. The city and Fort have already seen a considerable increase in development, traffic, tourism and general use in recent years. These increases are not sustainable for a small historic community.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 189

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Correspondence Text

pier 3 is the preferred choice for the Alcatraz embarkation center as it may relieve an already high traffic area. Although it isn't the least environmentally impactful of the 4 scenarios, Pier 3 is a good alternative since all three scenarios include a fort mason intrusion. Using pier 3 minimizes the pier 33 and 41 building construction, which would probably increase the already high traffic areas. The only concern for the pier 3 alternative is creating a new traffic area, but fort mason is adequate to handle such traffic because they already experience large capacities during events. The embarcadero piers are consistently busy during the day therefore keeping the traffic there would just congest it even more.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 190

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Correspondence Text

I appreciate the opportunity to be able to comment on an EIS report for the relocation of the Alcatraz Ferry reembarkation pier. I had just a few comments. One of them is regarding the amount of time it will take to make this transition. Due to the huge amount of traffic that already has occurred from the new cruise terminal and giants stadium, do you think the construction time will cause and further hindrance to the traffic? If so, how will you compensate for that? This will significantly affect the people who live near these potential piers and those who commute in and out? I wouldn't mind having more buses running. Another thing I was concerned about is the amount of pollution from gas that goes into the bay. Are there options for more sustainable boats? Thanks!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 191

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Notes:

Correspondence Text

May 18, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for number of years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I swim 4 times a week outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in morning swims all year long, support other swimmers training for big world class marathon swims. These activities are not limited to Aquatic Park. If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Nemanja Spasojevic
Member of South End Rowing Club
SAN FRANCISCO RESIDENT SINCE 2007

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 192

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Correspondence Text

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been an active, enthusiastic member of the South End Rowing Club ("SERC") for the past year. The club is a historic and truly special San Francisco institution, and it has provided me and many others with unique access to the San Francisco Bay. I believe that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on *recreational activities.*

The DEIS states that: "Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative."

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation quite frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). Given these omissions, the DEIS does *not* take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

As a SERC member, I am currently able to engage in swimming activities in the San Francisco Bay that I would not be able to otherwise. SERC ensures that my activities are not limited to Aquatic Park. I swim outside the boundaries of Aquatic Park approx. three to four times a week, sometimes more, and on many of these swims, I and my co-swimmers head west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. This part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. SERC grants me access and the ability to participate in regular morning swims and long-distance swims from Alcatraz or elsewhere along the northern San Francisco waterfront. These activities are most definitely not limited to Aquatic Park. In fact, I would say that most SERC swimmers conduct most of their swims *outside* of Aquatic Park- -this certainly seems to be the general preference among the majority of the members I've interacted with.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I swim outside of Aquatic Park on a regular, weekly basis, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas in which I swim. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31½ or Pier 41 alternative.

Sincerely,

Kim Hedges

Member of the South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 193

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Correspondence Text

May 13, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for one year. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently (daily) swim outside the boundaries of Aquatic Park, often going west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in daily morning swims to Fort Mason and longer weekend swims to Crissy Field or Alcatraz. These activities are not limited to Aquatic Park. If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 3 1/2 or Pier 41 alternative.

Sincerely,

Boaz Nur

Member of South End Rowing Club

Russian Hill Resident and resident of San Francisco since birth.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 194

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Correspondence Information

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Correspondence Text

To Whom It May Concern:

As a 25 year old company in tourism on the Bay, we have watched the evolution of Alcatraz concessions and venues very closely. Given the current proposition of 3 potential landing sites, we would like to make the following statements in strong support of moving Alcatraz service to Pier 41:

INCREASED DISTANCE = INCREASED EMISSIONS

Was the physical route calculated into the current analysis? While it may seem small on its face, crunching some initial numbers we see Pier 41 as closest in terms of a ferry route (1.23mi) as opposed to Ft. Mason (1.37mi) or Pier 31.5 (1.63mi).

Looking at the current site versus our proposed Pier 41, at an average of 5,000 trips per year over 50 years, the reduction of 0.4 miles per trip comes out to 100,000 miles of ferry travel and resulting emissions that could instantly be reduced by simply changing to Pier 41.

VISUAL ASPECT = POSITIVE GUEST EXPERIENCE

You can't see Alcatraz from Pier 31.5....and you get a front row seat from Pier 41. We believe this would be a more positive guest experience, and allow for more inclusive land-based experiences for those that can't get to the island in person, being able to see it right off the water. Additionally, this was the site for Alcatraz departures for over 20 years prior to Pier 31.5, clearly it is a logical choice.

WAS THIS DECISION MADE WITH FEDERAL REDUCTION REQ'S IN MIND

The federal government just issued an Executive Order in March 2015 requiring reductions in Greenhouse Gas Emissions by

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

40% or the next 10 years. We'd like to see concrete evidence of how this decision is being made using that criteria, such as the distance we have previously mentioned. For your review, a summary of the order can be found here:
<https://www.whitehouse.gov/the-press-office/2015/03/19/fact-sheet-reducing-greenhouse-gas-emissions-federal-government-and-acro>

Thank you for the opportunity to comment, we look forward to the best decision being made.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 195

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Status: Reviewed	Park Correspondence Log:
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Correspondence Text

Please, please do not re-establish the tram through Aquatic Park. Aquatic Park is a rare gem and so unique to San Francisco! Running the tram through it will disrupt the park activity and endanger those of us who enjoy it on a regular basis as well as the numerous visitors to the city. It will also change the complexion of the neighborhood that will not result in a better standard of living in this already very expensive city. So for safety reasons and maintaining the integrity of a very unique park, please reconsider this development.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 196

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Number of Signatures: 1 Form Letter: Master
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

May 17, 2015

Superintendent, Golden Gate National Recreation Area Building 201, Fort Mason San Francisco, CA, 94123 Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 15 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 1/2, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and many other recreational groups who use the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim and pilot/escort other swimmers outside the boundaries of Aquatic Park, often west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in over 15 open water swims a year, all of them outside the boundaries of Aquatic Park. This number of swims does not include the daily "Sunriser" program that takes place most mornings, also outside the boundaries of Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location. The absence of the wave attenuator currently may also allow waves created by regular ferry service to accelerate the decline of nearby Muni Pier that protects swimmers and boaters in Aquatic Park presently and is sadly in need of repair already.

The DEIS also fails to evaluate the effect of regular ferry service from Ft. Mason to Alcatraz on the large number of public Alcatraz swims other operators schedule each year. Swim routes for these large public swims, some that have over 1,000 participants annually, extend from the east end of Alcatraz to the east end of Crissy Field. Essentially the swimmers path of travel would cut right across where ferry traffic would travel and at a time at which ferries would be operating. These large Alcatraz swims not only favorably showcase the bay and the city of San Francisco to a world-wide audience, they also bring employment to many commercial boats and residents. These events fill many Fisherman Wharf hotels and restaurants and all of this activity would be put at risk through regular ferry service from Ft. Mason to Alcatraz that may force cancellation of these events.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming.

The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality.

At a minimum the NPS would need to analyze and create procedures for ferry service and recreational opportunities for area residents to take place in the same way that they do now. We feel we have a historical right to use that area of the bay for recreational purposes, which is as legitimate a right as commercializing the bay through revenue ferry service to Alcatraz. There would have to be some accommodation where recreational activities are given preference, ferry routes altered to allow these regular activities almost all of them conducted under U.S. Coast Guard permits to continue to take place. This may at times require the altering of ferry schedules and paths of travel in order to create a safe environment for everyone that is presently already in place without the presence of regular scheduled ferry service in this heavily used recreation area.

I feel the issues still needing to be addressed are many and as a result I strongly urge the NPS to select the Pier 31 1/2 or Pier 41 alternative which has been identified in the DEIS as the environmentally preferred alternative and in the best interest of the entire San Francisco community.

Sincerely,

Bill Wygant
President
South End Rowing Club
San Francisco Resident

PEPC Project ID: 41352, DocumentID: 64026

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Alcatraz Ferry Transportation And Circulation Study deals with ground transportation and overcrowding only,(which have to be mitigated), but contains not much about impact on the water activities and existing water traffic. Was Bay Traffic consulted about impact on existing patterns of navigation?

There are number of events affected by proposed Alcatraz Ferry at Fort Mason, namely sailing regattas with course directly in front of Fort Mason. Just in month of May:

Elnstrom Zelerbach May 2 -3

J 24 Western Regional Championship May 16-17

Phyllis Kleinman Swithsure Regatta May 16-17

SMRC Area GHGH Qualifier May 23-24

Woodies Invitational May 29-31

You can check upcoming events on

www.regattadates.com and www.yra.org

A new international regatta, the Golden Gate Yacht Racing Challenge will be sailed annually on San Francisco Bay beginning in July 2017

I don't have all the racing events schedule but it can easily reach 35 or more.

There are many boat races of different classes of light boats, wind surfing, outrigger canoe, whale boats, shells. not counting Alcatraz swims both commercial and by South End and Dolphin Clubs. Number of them are international events.

And the big one: Rolex Big Boat Series on September 17-20 celebrating 50 years of this race. The turning gate of this race is exactly in front of Fort Mason and boats in this race do not stop for anyone. During regattas sail boats are routinely making turns

30-50 feet close to Piers 2 and 3, and boats are coming from the nearest cove in a very tight formation. I have numerous photos showing sail boats coming very close to Pier 3 during the race. Taken from the row boat it clearly shows how

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dangerous the situation can become. Does it mean that during regattas Ferry operation has to be stopped?

I am wondering if Golden Gate Yacht Club and San Francis Yacht Club are aware of the future NPS plans. They would need to alter race course for too many events.

Saying that there is always traffic in SF Bay is one thing, but disrupting long established traditions of the boat races, recreational activities, and organized swims going back 50 years and more all as a result of difficulties in financial arrangement with San Francisco Port Authority is not looking good.

Area west of Hyde Pier to Golden Gate Bridge was traditionally a safe sanctuary for sailing, rowing, and swimming.

Introducing ferry traffic there will endanger too many people using it. Wind and currents in SF Bay already presenting enough challenges to sailors, rowers and swimmers. We don't need another challenge of dodging ferries.

Existing Location at Pier 31 embarkation for Alcatraz Ferries affords good visibility for both Ferry operators and sail and row boats to avoid collisions. Not so at Pier 3, where row boats and small sail boats are often forced to stay close to shore due to current and wind conditions. Being surprised by outgoing Ferry in a very tight space with little option to avoid collision is a sure recipe for disaster.

People using this area regularly deserve to see how this proposal affect their activities.

Hope NPS will arrive at mutually beneficial agreement with San Francisco Port Authority preserving existing traditions for growing number of peoples and organizations using San Francisco Bay.

Respectfully,

Marcus Auerbuch,
Dolphin Club Member

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

May 18, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 5 years, and a participant in San Francisco recreation activities for 60 years. SERC has provided me and my family with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents

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and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in training for open water swimming and long-distance swims to Alcatraz or elsewhere in the northern San Francisco waterfront. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming.. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

(signed electronically)

Dan Nadaner

Member of South End Rowing Club

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 199

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 8 years. SERC has provided me and my family with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

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DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

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Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: morning swims, Invitational swims from around the world, birthday celebration swims and learning open water rowing and kayaking. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training/rowing, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimmin[ing]. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Gigi Trabant
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 200

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123

Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

This is to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 13 years. SERC has provided me with unique access to the San Francisco Bay. On behalf of all those who swim in the Bay, SERC, my family and myself, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay. The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS. While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities. The DEIS states that:

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

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If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and

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Sincerely,

Catherine M. Bump
Member of South End Rowing Club

cc: Senator Dianne Feinstein
Senator Barbara Boxer
Congresswoman Nancy Pelosi

PEPC Project ID: 41352, DocumentID: 64026

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Please do not move the Alcatraz Ferry or an other ferry to Fort Mason.

I am a bay swimmer and swim (along with thousands of other people) in the Fort Mason area and other bay locations each year.

Keep the ferry where it is now.

If you move it to Ft. Mason it definitely will negatively impact the lives of thousands of people.

Thank you.

Rosemary McNally
South End Rowing Club Member
Swimmer

PEPC Project ID: 41352, DocumentID: 64026

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MAY 19 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for XX years. SERC has provided me [and my family] with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in [rowing and/or swimming] activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently [row and/or swim] outside the boundaries of Aquatic Park, often [rowing and/or swimming] west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: [insert additional detail as applicable/desired re: use of the Bay; e.g., "training for open water swimming", "morning swims", "long-distance swims to Alcatraz or elsewhere in the northern San Francisco waterfront"]. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water [swim training/rowing], would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently [swim and/or row] outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be [swimming and/or rowing]. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts. In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,
Thomas W Linthicum
Swimming Commissioner and
Member of South End Rowing Club

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 203

Author Information

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Correspondence Information

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May 19, 2015

Superintendent, Golden Gate National Recreation Area

Building 201, Fort Mason

San Francisco, CA, 94123

Attn: Alcatraz Ferry DEIS.

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Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

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Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: my training for long distance open water swims. I was able to qualify for my English Channel swim by swimming repeatedly to Fort Mason and Back, I trained for my Gibraltar Straits swim using the same area as well as swimming Lake Tahoe and around Pennock Island in Alaska. Moreover participating in club swims all over the bay has been a life changer. At sixty years old I am now healthier and more fit than I have ever been in my life.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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Sincerely,

Danielle Ruymaker

Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 204

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Superintendent, Golden Gate National Recreation Area
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Sincerely,

Daniel Jegers

Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 205

Author Information

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My name is Captain Andy Miller, I have 26 years of experience as a captain of ferries on San Francisco Bay, including 18 years working on the Alcatraz Ferry Service when it was operated by Blue & Gold and prior to that by the Red and White Fleet. I currently am a captain on Blue & Gold excursion and commuter services. I am very familiar with the navigational conditions of travel to Alcatraz from all three proposed sites.

From a navigational perspective, the channel known as the East Bound Lane adjacent to Fort Mason Pier 3 with the severe fog conditions and the very large water based recreational area presents the highest risks and impacts. The DEIS failed to examine these conditions.

The summer fog pattern runs basically thru the Golden Gate Bridge Eastward towards Alcatraz island and onward towards Berkeley, with the range of visibility anywhere from near zero to 1/2-3/4th of a mile. When transiting the area from Fort Mason to the Southern tip of Alcatraz Island the route enters the fog almost immediately. This can be a very challenging scenario vs entering from the Pier 31 1/2 location that is tucked to the south of the fog pattern and allows time under way before entering the Fog and thus an easier transition into the fog zone en route.

The DEIS' recreation section, states that the Pier 3 alternative will have "no impacts on recreational boating or swimming." From years of experience, I know this is not true. The Fort Mason Location starts inside a water biased recreation area with two boat marinas several launch points and thus in the fog on a busy weekend there will be plenty of close calls. The route from Pier 3 to Alcatraz is filled with conflicts with recreational boaters, windsurfers, and swimmers. To ensure safety, Alcatraz ferries will have to slow down even when there isn't heavy fog. Greater frequency of Alcatraz Ferry crossings will further increase the impact the recreational community.

On the weekends, sailing regattas, swims to and from Alcatraz Island rowboats from the clubs inside of Aquatic park, kayaks, windsurfers, kite boarders along with regular the regular tour boat schedules. The large commercial fishing fleet inside of the Hyde street Pier 45 area is home to a lot of boats, inbound and outbound ships, All of these present a constant navigational

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and collision avoidance challenge with meeting, crossing and overtaking situations.

In the summer months this channel can be very challenging to navigate and avoid collisions, with the likelihood of cognitive overload a real possibility due to the infinite number of possible watercraft and the recreational access available in the area as well as challenging weather conditions

The Draft Environmental Impact Statement addresses landside transportation impacts but fails to recognize the waterside impacts to mariners and recreational boaters of locating the Alcatraz Ferry at Pier 3 Fort Mason. These impacts require further study to ensure safety for Alcatraz ferry riders, recreational users and other mariners on the Bay.

Thank you,

Captain Andy Miller, Member
International Organization of Masters, Mates & Pilots

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 206

Author Information

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Correspondence Information

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If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming and rowing would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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Sincerely,
Tara Sweet
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 207

Author Information

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Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

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DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: training for open water swimming, morning swims, and long-distance swims to Alcatraz or elsewhere in the northern San Francisco waterfront. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Steve Sprinkel
Member of South End Rowing Club

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Bay Area Native and fifth generation Northern Californian

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 208

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Notes: Signed by Jim Diepenbrock, Chairman of the Board, St. Francis Yacht Club and Sean Svendsen, Commodore, St. Francis Yacht Club

Correspondence Text

May 8, 2015

Howard Levitt
Director of Communications and Partnerships
Golden Gate National Parks
howard_levitt@nps.gov
415-561-4730

Re: Comments on Alcatraz Ferry Embarkation DEIS

Dear National Park Service,

I am writing to oppose the use of Ft. Mason's Piers 1, 2 and 3 and the area between Piers 2 and 3 by the National Park Service (herein NPS) as a ferry dock and passenger embarkation point for service to Alcatraz and for "special service" to Ft. Baker and other NPS sites.

By way of background, NPS has evaluated three possible sites for the Alcatraz ferry improvements to its existing location at Pier 31 ½, potential alternative site at Pier 41 and potential alternative site at Pier 3 and published the Alcatraz Ferry Embarkation Draft Environmental Impact Statement (DEIS). The report recommends that NPS negotiate with the Port of San Francisco to make improvements to Pier 31 ½, which we support. However, we have two concerns. First, if NPS fails to sign that lease, Pier 3 will likely become the back-up plan, given the Port's opposition to the use of Pier 41. Second, NPS has written that regardless which site is chosen for the Alcatraz ferry, it intends to build a visitor's center at Ft. Mason between Piers 1 and 2, from which special ferries will transport visitors to other NPS sites.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

I believe the DEIS is legally inadequate under the National Environmental Policy Act (NEPA), whose 42 U.S.C.S. sec. 4321 et seq., requires the lead agency, NPS, to prepare an Environmental Impact Statement (EIS) that takes a "hard look" at environmental impact before taking major actions. It is the lead agency's responsibility to assess those impacts, whether direct or indirect. The Washington, D.C.-based consultant hired by NPS failed to evaluate this project's impact on boaters, paddlers, kayakers and swimmers. In fact, DEIS pages 78 and 213 erroneously assert that the Pier 3 Alternative will have "no impacts on recreational boating or swimming." The report came to this conclusion by narrowly examining the fact that boaters, paddlers and swimmers do not touch the shore at Ft. Mason. It ignored the area immediately beyond the shore, which is the subject of this letter.

In reality, Alcatraz ferry service and/or special ferry services from Piers 1-3 would create new on-water traffic lanes that would cut directly through the close-to-shore areas frequented by the 15 San Francisco area high school sailing teams that race there on weekends, and that practice in front of Ft. Mason Monday through Friday from 1530 hours to 1900 hours. Perhaps the consultant kicked off for the day before these dozens of kids took to the water?

The consultant obviously failed to visit on a weekend, when recreational swimmers and paddlers seek current relief along the shore, when the race committees of various Bay Area clubs start and finish regattas directly off those piers, and when the Ft. Mason Buoy is frequently used as a waypoint in many races. None of this activity was mentioned in the consultant's report to NPS.

Ferries would cut across the path of boaters entering and leaving SF Marina East Harbor, affecting both berth holders and transients seeking fuel at the City Yachts Gas Dock. Ferry traffic at Ft. Mason would affect kayakers and other paddlers whose right to safe passage is protected by the State of California Bay Area Water Trail Act (Legislation AB 1296) signed by the governor on September 22, 2005.

Given the poor sight lines when entering and exiting these piers, any ferry service from Ft. Mason would make it extremely dangerous if not impossible for recreational boaters and swimmers to cross in front of the piers. Ferry captains would rightly demand an exclusion zone, necessitating new buoys to be dropped off of the piers to restrict access by recreational users.

New routes linking Ft. Mason to Ft. Baker and other sites in Marin will exacerbate this problem, even if NPS is successful in keeping the Alcatraz Ferry at Pier 31 ½. If there is demand for such services, those routes should start and end at Pier 31 ½.

The lack of data or analysis of the current and projected use of the waters in the vicinity of Fort Mason by boaters, paddlers and swimmers makes it virtually impossible for interested agencies and the public to comment on the recreational impacts of the Pier 3 Alternative or to propose mitigation measures. The NPS should undertake a Supplemental EIS to thoroughly investigate the impacts on the current and projected recreational use by boaters, paddlers and swimmers of the Pier 3 Alternative and Special Ferry Services, and have a full public comment period thereafter.

Sincerely,

Jim Diepenbrock
Chairman of the Board
St. Francis Yacht Club

Sean Svendsen
Commodore
St. Francis Yacht Club

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

May 19, 2015 (Hard copy mailed USPS 5/19/2015)

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 11 years. SERC has provided me with unique access to the San Francisco Bay, helping me stay fit and control middle age weight gain. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS. While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming and kayaking activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often heading west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. We have inflatable pilot boats that accompany us weekly outside the Cove. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in Sunriser swims, Club Swims, Long Swims and private training swims with rented inflatables. Indeed, thanks to the open water experiences beyond Aquatic Park, I was able to complete the first circumnavigation of the San Francisco Peninsula, swimming from Daly City in the Ocean, to Brisbane in the Bay! Our activities are obviously not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming and recreational kayaking would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently venture outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

F. Joseph Butler, AIA

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 210

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Correspondence Text

I am writing this email to oppose the Ferry moving from its current location to Fort Mason. As a member of the South End Rowing Club and a swimmer training to swim the English Channel. This would absolutely cause CAOS and be extremely dangerous for the organized swims we do outside the cove. We are always trying to avoid swimming anywhere near where the Ferrys are. Just to Dangerous! For them to move into our backyard is an absolute nightmare! SF Bay is considered the number one place in the world to train for the English Channel. Swimmers come from all over the World to train here. So do there tourist dollars.

Besides the swimmers whose training would be greatly hampered I want you to think about the businesses near where the Ferry is.

You just can't move 1 1/2 million people who ride the ferry down to Fort Mason and think you are not going to Greatly impact the businesses that are located near the current terminal. It is going to be a mess! Have you ever seen an older Center where the Anchor either goes out of business or moves. All those other businesses in that center that count on that foot traffic eventually just wither up and go out of business. That is what you will see happen to the merchants who are currently near the current Ferry terminal. There rent I am sure is based on the huge foot traffic of the ferry's being nearby. San Francisco has always been known as a city who protects its people whether they are swimmers or merchants. So I am asking you to do the right think and keep the Ferry's right where they are. Thanks!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 211

Author Information

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Correspondence Text

May 19, 2015
Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). For almost 22 years I have been a member of the South End Rowing Club ("SERC") and have appreciated the unique access to the San Francisco Bay that SERC has provided me, our club members, and participants in PATHSTAR, a nonprofit program I founded and direct to encourage health within Native American communities.

The DEIS's failure to properly evaluate the negative impact inherent in the Pier 3 alternative is demonstrated by the statement "the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative." The DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service if it were to move to Pier 3- an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay).

By moving the ferry service to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into swimming and rowing routes and would interfere significantly with rowing and swimming activities in the San Francisco Bay for any and all swimmers and rowers who do not confine their activities solely to Aquatic Park. Not only is the San Francisco Bay internationally renowned for its contributions to and support of world-class open water swimming but also being an active member of SERC grants me access and the ability to participate in daily morning swims and long-distance swims between Alcatraz and the SF shore and swims west of Aquatic Park toward Chrissy Field and the Golden Gate Bridge in a manner that would not be possible if regular Alcatraz ferry service were moved to Pier 3. Furthermore, the Alcatraz Swim is an iconic cornerstone to the PATHSTAR (www.pathstar.org) program, a nonprofit

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

committed to inspiring healthy lifestyles and nutrition among Native Americans. Without adequate access to the areas that would be impacted by a ferry service move to Pier 3, swimmers and rowers would neither be able to train and/or to support the PATHSTAR participants and a core program would be severely impaired, as such preparing for and participating in the Alcatraz swim would be unacceptably dangerous.

In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS also fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. However, the DEIS does acknowledge that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. By failing to address the impact of these water quality issues to areas outside of Aquatic Park, the DEIS does not demonstrate full evaluation of the ramifications of construction activities on water quality, thus failing to take the required "hard look" at the possible impacts and failing to fully inform the citizenry of those particular risks.

In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Nancy Iverson Member, South End Rowing Club Director, Preservation of Authentic Traditions and Healing (PATHSTAR)

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 212

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 17 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative. DEIS at 410.

The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in rowing and swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently row and swim outside the boundaries of Aquatic Park, often rowing and swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to train for a number of ultra-marathon swims including crossing the Catalina Channel and many 8 to 12 mile competitive events in the US and internationally. These activities are not limited to Aquatic Park as they involve multiple training swims of 4 to 7 hours for weeks in advance of the event. Even when not training for an event I frequently swim outside and west of Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training and rowing, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." *Id.* The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Park. Indeed, as I frequently swim and row outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming and rowing. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 3 1/2 or Pier 41 alternative.

Sincerely,

Sue Free
Member of South End Rowing Club
2012 Catalina Channel Swimmer

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 213

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May 19,2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 3 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in the fantastical exploration of the San Francisco bay coast line while training for open water marathon swimming. Swimming to Fort Mason is such a common occurrence we, at the SERC, refer to it as a "RTFM" (Round trip Fort Mason). These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Kate Howell, Doctor of Physical Therapy
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 214

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Correspondence Text

1612 Funston Avenue
San Francisco, CA 94122

May 19, 2015

VIA ELECTRONIC PUBLIC COMMENT & U.S. MAIL

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry Draft Environment Impact Statement

Re: Comment on Alcatraz Ferry Embarkation Project Draft EIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement prepared by the National Park Service. I been a member of the South End Rowing Club for many years, and have lived in San Francisco for nearly two decades. I am deeply concerned that the Draft EIS fails to properly evaluate impacts to recreation in the San Francisco Bay, particularly with regard to the Pier 3 (Fort Mason) alternative.

The draft EIS states that locating ferry options at Pier will have a "negligible" impact on existing recreational uses of the Bay, including swimming, rowing and boating. This is not true. In making this assumption (based solely on the fact that ferries will not enter Aquatic Park itself) the NPS has failed to take into account the full scope of recreational use of the San Francisco waterfront. This serious omission means that the draft EIS does not take the requisite "hard look" at the impact on

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recreation in this area.

Open-Water Swimmers Swim Far Beyond The Boundaries of Aquatic Park.

The waterfront area around Aquatic Park and Fort Mason has been set aside by the United States Coast Guard for recreation (and is the only such area in the San Francisco Bay). As a member of the South End Rowing Club, I am currently able to swim in the San Francisco Bay, and my enjoyment of this unique natural resource is not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, swimming west toward Crissy Field, or making other long-distance swims to and/or from Alcatraz, or to/from other points along waterfront. Waterfront swimming is also enjoyed by members of the Dolphin Club, various triathlon clubs (such as the Golden Gate Triathlon Club, for which I was a former swim director), and other Bay Area residents who otherwise only have access to pool swimming. In addition, the San Francisco Bay is internationally renown as a training ground for marathon swimmers from around the world.

Ferry Traffic At Pier 3 Will Jeopardize The Safety Of Open-Water Swimmers

If the ferry service is moved to Pier 3 in Fort Mason, the move will introduce a high level of ferry traffic directly into the path where I and other club members often swim and row. This will make swimming and rowing here extremely dangerous. The result will be to effectively stop all swimming and rowing along the waterfront, confining it to Aquatic Park.

In addition, the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. (Note that the Port used to require a wave attenuator when the military conducted regular operations at Fort Mason.) The draft EIS omits critical details about past requirements imposed on uses at Fort Mason operations, or to consider the valid reasons that such requirements were in effect.

By failing to recognize the extent of current recreational uses (particularly swimming and rowing) along the San Francisco waterfront, and by refusing to acknowledge that relocation of ferry services to Pier 3 at Fort Mason will make swimming and rowing so unsafe as to be impossible, the EIS fails to take the necessary "hard look" at the impact this change would have on recreation users.

Pier 3 Ferry Service Would Degrade Water Quality In Popular And Active Swimming and Rowing Locations.

The draft EIS similarly fails to consider the effects of water quality on recreation. It blithely states that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." The draft EIS fails to properly analyze this issue as well.

First, the draft EIS' insufficient and cursory evaluation only addresses water quality inside Aquatic Park. As noted above, there is a significant volume of recreational activity that occurs outside Aquatic Park.

Second, even the draft EIS acknowledges that construction activities at Fort Mason, including pile driving, might result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column," and that these effects might be increased if ferry services are brought to Pier 3, because additional pile driving would be required. This would certainly affect those of us who swim by and around Fort Mason on a frequent basis.

Third, the increase in fuel, oil and other discharges from large vessels docking and departing many times a day from Fort Mason will render the water quality unpleasant - - if not downright unsafe - - for open water swimmers and rowers.

I am disappointed that the draft EIS has failed to give consideration to these issues. It is also further evidence that the draft EIS has not truly taken a "hard look" at the impact on recreational users of this area.

The Inadequacies Of The Current Draft EIS Requires Significant Supplementation And Public Comment.

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The draft EIS fails to take the requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason, specifically with regard to the effects on recreation and water quality. Accordingly, the NPS should supplement the EIS and then to provide opportunity further public comment on the recreational impacts of the Pier 3 alternative. It should do so before any consideration is given to this option.

Position On The "Pier 3 Alternative"

The South End Rowing Club has provided me and many other residents and visitors with unique access to the San Francisco Bay. To significantly curtail the ability of recreational users to enjoy the San Francisco waterfront in this area would destroy one of the most special aspects of San Francisco for both residents and visitors. Regardless of whether the Port requires the NPS to supplement the draft EIS, I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

/signed/

Kristin E. Hutchins
South End Rowing Club Member
Former Swim Director of the Golden Gate Triathlon Club
San Francisco Resident

cc: Bill Wygant, President, South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 215

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May 13, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for two years. SERC has provided me [and my family] with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swim activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim and row outside the boundaries of Aquatic Park, often [rowing and/or swimming] west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in Three most amazing swims around the bay. Training sessions for swim around the world. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water [swim training/rowing], would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently [swim and/or row] outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be [swimming and/or rowing]. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts. In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative. PLEASE don't destroy this amazing Club and take away these amazing swim experiences that are world class.

Sincerely,

Orla O'Malley Daly

Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 216

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May 19, 2015

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a resident of the Presidio since I moved to San Francisco three years ago, and in spite of my matured age (66), I have enjoyed the many athletic activities this location has offered to me without the need to get into my car.

1. I run often, and like many other runners, I enjoy the Crissy Feld/Marina/Fort Mason path, not just because it is flat, but also because of its views of the bay. I stay away from the area East of Aquatic Park because of the crowds of tourists enjoying our commercial Fisherman Wharf and Embarcadero. Moving the Alcatraz Ferry to Fort Mason would cause a migration of these crowds onto this very popular running route, and make it very difficult to continue our activity on this path.
2. I also bike often, and the same can be said about this activity.
3. I also swim often in the Bay, as a member of the South End Rowing Club. I have invited like-minded visitors from overseas and other parts of the country to swim in the bay. Moving the Ferry to Fort Mason would mean an end to all swimming activities West of Aquatic Park.
4. I sometimes kayak too, and the same can be said about this activity

So, please leave the Ferry Embarkation where is has been for the past decade.

Respectfully
Willy Wak

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 217

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May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 8 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: training for long distance swims and morning swims. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 3 1/2 or Pier 41 alternative.

Sincerely,

Don Honigman

Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 218

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The City of Sausalito (City) submits these comments on the Draft Environmental Impact Statement (DEIS) for the Alcatraz Ferry Embarkation Project (Project) proposed by the National Park Service (NPS). The DEIS largely addresses the selection of three alternative embarkation sites on the San Francisco waterfront to serve the Parks ferry operations to Alcatraz Island. NPS proposes, as a mandatory component of the three Project alternatives, Special Ferry Service at Fort Baker (hereafter, Fort Baker Ferry Service). According to the DEIS, the Fort Baker Ferry Service component will involve the development of a ferry berth at Fort Baker and the operation of a ferry for special events, occasional excursions, or special occasional service between other NPS parks and the San Francisco waterfront.

No qualification is provided as to what occasional means in terms of number of annual excursions, and no upper limit is provided. Occasional is later characterized in the DEIS as intermittent with trip numbers apparently at a low level relative to existing activity in the San Francisco Bay. (DEIS, p. 375.)

Development of the Fort Baker Ferry Service will also involve the virtual re-construction of the existing 1930s era, 400-foot long concrete pier at Fort Baker, which the DEIS describes as having significant damage and deterioration. (DEIS, p. 62.)

The first step in any such development is adequate review under the National Environmental Policy Act (NEPA).

Unfortunately, after a close review of the DEIS, it is apparent that the Fort Baker Ferry Service project component and NPS's environmental review of it in the DEIS is flawed. The DEIS fails to include essential facts necessary to accurately and completely describe the Fort Baker Ferry Service project component; it fails to provide a factual basis for critical conclusions contained in the DEIS; it relies on misleading assumptions; and it understates substantially the potential impacts of the Fort Baker Ferry Service component of the Project.

The City urges NPS to carefully review the comments below and correct the deficiencies identified before moving forward with any further consideration of the Fort Baker Ferry Service component of the Project. NPS, in particular, must carefully weigh the relative benefits of the Project-based on a full and accurate understanding of the scope and effects of the Project before committing potentially millions of dollars in federal subsidies for water-based transportation from Fort Baker to the San Francisco waterfront. Before irreversibly committing resources to such a project component, NPS owes the public a full, accurate and well-supported analysis of its environmental impacts on Fort Baker and the surrounding environment.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

THE CITY, AS A CRITICAL STEWARD OF THE RICHARDSON BAY, HAS A STRONG BENEFICIAL INTEREST IN ENSURING COMPLIANCE WITH NEPA

The City of Sausalito has had a long record of support for the recreational use of Fort Baker. In 1998, the City informed then Superintendent Brian O'Neil of its support for the transfer of Fort Baker from the Army to the National Park Service. However, that support has also been balanced with the concern that Fort Baker retains its historic heritage. We have urged the NPS to be sure the Forts facilities are sized in a way that preserves its historic resources and enhances sensitive environmental resources. In turn, NPS substantially reduced the originally proposed size of the conference center/lodge from 350 rooms to a maximum of 225 rooms.

The Project DEIS largely concerns itself with determining which of three piers on the San Francisco waterfront would be the best location for the NPSs ferry operation to Alcatraz Island. However, each of these alternatives includes, without exception, ferry operation from Fort Baker to the San Francisco waterfront and other potential stops at NPS facilities located in San Francisco Bay.

Simply put, we were shocked at this component of the Project. The City is gravely concerned that the Fort Baker-San Francisco leg of the Project foreshadows a significant increase in the intensity of use at Fort Baker. Once having constructed a ferry landing at Fort Baker at considerable cost, it is simply inevitable that pressure will mount for NPS to expand the service from what is now described as occasional special events to regular ferry service from Fort Baker to the San Francisco peninsula.

Indeed, the DEIS admits as much. The DEIS alludes to a staggering 100,000 annual ferry passenger visits to Fort Baker as part of a circular route that serves multiple Park Service sites in the Bay. (Transportation and Circulation Study, p. 86.) In a seemingly innocuous statement, but in reality a glaring admission, the DEIS sets a baseline for noise at 14 ferry landings per day at Fort Baker resulting in 28 events. (DEIS, p. 345.)

As you know, the City is the nearest urban center to Fort Baker. Currently, the Citys streets, parking lots and public amenities are under mounting pressure from regional, national and international visitors traveling to Sausalito. The City continues to experience a staggering level of vehicles, bicycles and pedestrian traffic flowing into the Bridgeway corridor. Weekend bicycle traffic, largely arriving via the Golden Gate Bridge, has proved to be especially vexing, making many of our pedestrian walkways nearly impassable. In turn, cyclists often return to San Francisco via the ferry operations embarking from the Sausalito Ferry Landing. However, the number of returning cyclists is now outstripping the capacity of those ferries. Rather than relieve that overcrowding, we believe a ferry landing at Fort Baker will serve to increase visitors and bicycle traffic in Sausalito and further impact our community while also eroding the visitor experience at both Fort Baker and Sausalito.

For nearly 15 years since the transfer of Fort Baker to the NPS, the City has continued to invest in maintaining itself as one of the nations most visited waterfront communities, drawing two million visitors annually. We believe that maintaining our communitys quality of life directly benefits NPS, providing significant nearby amenities to lodge and conference guest at Cavallo.

Accordingly, we believe NPS and the City share a strong mutual interest in the economic vitality of the Citys downtown waterfront, and we continue to support responsible use of Fort Baker that will sustain this treasured resource. But the Project proposes a substantial change to Fort Baker with the re-construction of the pier as a ferry landing and the inevitable advent that Fort Baker will become a destination for some 100,000 new visitors each year as one of the other park sites within the Bay. (DEIS, pp. vii, viii, 48, 56, 61, 305, 309, 314.)

The City and Fort Baker stand to be significantly affected by the proposed Fort Baker Ferry Service component of the Project. Accordingly, the City is vitally interested that the environmental impacts of the Projects Fort Baker components are fully considered and actually mitigated to the fullest extent feasible.

THE DEIS FAILS TO ADEQUATELY AND COMPLETELY COMPLY WITH NEPA

1. The Project Description Does Not Adequately and Completely Describe the Actual Project

An accurate and complete project description, as required by NEPA, enables the public to understand the full scope of the Project and its potential effects on the environment. Here, the Project Description concerning Fort Baker Ferry Service component is incomplete, misleading and under-developed. As a result, it improperly minimizes the potential environmental impacts and artificially narrows the reasonable range of alternatives of the Project.

The Projects description improperly constrains the scope of the actual Project by narrowly defining the Fort Baker Ferry Service component as [d]eveloping a ferry berth at Fort Baker for special service that could operate for special events,

occasional excursions, or special occasional services between other parklands and the primary ferry embarkation site in San Francisco. (DEIS, p. viii.)

However, as we drill down into the DEIS and its supporting studies, we learn the DEIS's mantra of occasional is seriously misleading. While the DEIS attempts to suggest that regular daily ferry service to Fort Baker is foreclosed, the DEIS actually sets the stage for just that level of service (without any attempt to identify or analyze the environmental impacts of such regular service).

Each of the primary alternatives for the San Francisco embarkation site includes a third berth component that will be used for cross-bay ferry service to other NPS Parklands - including Fort Baker. According to the DEIS,

The Alcatraz ferry embarkation site may provide a valuable opportunity for cross-bay ferry service to other GGNRA parklands. Convenient transit connections to other GGNRA parklands, such as Fort Baker, are currently unavailable from the existing ferry embarkation site. NPS policy promotes alternative transportation access that is energy conserving and convenient, and that provides multiple travel options for visitors. Increasing numbers of park visitors choose to use transit, do not have an automobile, and perceive travel by ferry as an enjoyable experience. The potential to add another (third) berth and promote additional special-event services to the ferry embarkation site would further enhance this opportunity. (DEIS, p. v.)

While seemingly consistent with the occasional Fort Baker ferry service portended in the bulk of the DEIS, this facade simply crumbles when we review the DEIS's technical studies. Buried within the technical study concerning transportation and circulation, the NPS discloses that its San Francisco waterfront embarkation site's third berth is expected to accommodate 100,000 annual passengers as part of a circular ferry route that takes visitors to a series of NPS parklands, including Fort Baker:

Although the ultimate use of this third berth is yet undefined, the additional ferry service could be a water taxi or a circular route that serves multiple Park Service sites in the Bay, for example. The Park Service has forecasted that this service would add up to 100,000 additional visitors annually &.

(Transportation and Circulation Study, p. 86.)

The forecasted 100,000 passenger visits per year to Fort Baker via the circular route is, it appears, inadvertently confirmed in the DEIS discussion on noise and vibration. In analyzing noise and vibration impacts at Fort Baker, the DEIS specifically states that a future (with Project) noise levels analysis was performed based on a conservative estimate of 14 ferries per day. (DEIS, p. 345, emphasis added). The DEIS further states that [t]he Fort Baker element of the Project is assumed to accommodate approximately 14 ferry trips, or 28 events per day. (DEIS, p. 324.)

We are compelled to agree with the author. We concur that 14 ferries per day at Fort Baker is a conservative estimate and, to be fair, probably represents the outer limit of daily ferry service to Fort Baker. The technical study estimates that the third berth circular route service will generate 390 ferry passengers, on average, each day. However, this is only part of the story. NPS sponsored ferry excursions are subject to substantial peak demand on weekends, particularly Saturdays where demand appears to be more than twofold the average daily rate. Based on these peak demands, it is likely that ferry passenger visits to Fort Baker on a peak Saturday will exceed 1,000 passengers. The NPS's current ferry concessionaire, Alcatraz Cruises, LLC, utilizes a ferry with capacity of 110 passengers for cocktail styled excursions which would appear to be consistent with the DEIS's special event criteria accorded the circular route ferry service envisioned for Fort Baker and other NPS parklands. Assuming 80% to 90% passenger utilization during peak periods, 14 ferry landings during peak days at Fort Baker certainly appears to be in the reasonable range.

Summarizing our review, we believe that the DEIS fails to adequately describe the Project because it falsely characterizes the Fort Baker Ferry Service component as occasional when in fact the Fort Baker Ferry Service contemplates 100,000 passenger visits to Fort Baker with ferry service during peak days at as many as 14 ferry landings and 28 events. (DEIS, p. 324 and p. 345.) The DEIS should be revised to reflect this correction to the Project description.

2. The DEIS Improperly Piecemeals and Segments the Project, Thus Minimizing Impacts and Avoiding Necessary Mitigation

At the core of the DEIS's inadequacy is its surgical-like attempt to carefully characterize Project components as undefined when they will occur at Fort Baker and yet, simultaneously evaluate specific aspects of those same so-called undefined components when it comes to impacts on the San Francisco waterfront. The third berth with its 100,000 annual passengers is fully evaluated for its environmental impacts on the San Francisco peninsula. But two miles away across the San Francisco Bay, the DEIS posits that there are virtually no Fort Baker impacts from these very same ferry operations emanating from the

third berth. Indeed, the third berth component with its 100,000 passengers and circular route impacts in Marin County has been piecemealed out of the Project, hiding behind the DEISs phraseology of occasional and intermittent ferry service at Fort Baker. Does NPS seriously contend that 100,000 passengers are going someplace other than Fort Baker as these ferries embark on a circular route of the San Francisco Bay visiting every other NPS parkland? Simply put, NPS cannot leave analysis of such impacts to future review.

3. The DEIS Fails to Analyze a Reasonable Range of Feasible Alternatives

The purpose of the alternatives discussion in an EIS is to identify ways to reduce or avoid significant environmental effects. (42 U.S.C. 4332(C)(iii).) NEPA requires the lead agency to [r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. (40 C.F.R. 1502.14(a).)

Here, the DEISs Alternative analysis fails in its attempt to address NEPA requirements because it makes no attempt to analyze a Project alternative that does not include the proposed Fort Baker Ferry Service. Because such an alternative would eliminate at least some of the environmental impacts of the Project while still fulfilling NPSs primary Project objective for a landing along the San Francisco waterfront, the DEISs mandated embrace of the Fort Baker Ferry Service component for every alternative is improper and deprives the public and decision-makers of vital information required for an informed analysis.

An alternative that eliminates the Fort Baker Ferry Service is a feasible alternative that would meet the Projects primary objectives, while assuaging the concerns of the City that Fort Baker is taking a critical (and misguided) first step towards daily commercial and heightened weekend ferry operations. Yet the DEIS completely ignores this feasible alternative. The DEIS must be revised to include a reasonable range of alternatives, not just a binary choice between the Fort Baker Ferry Service or No Project.

4. The DEIS Fails to Properly Analyze Cumulative Impacts

Under NEPA, an adequate EIS may not consider a proposed action in isolation, but must consider its cumulative impacts, including the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. (40 C.F.R. 1508.7.)

Here, the DEIS purports to follow this approach but utterly fails to tie the new ferry landing at Fort Baker to the probable but undefined future project identified in the DEIS as the circular route generating 100,000 additional passenger visits to NPS parklands, including Fort Baker.

By failing to logically link the Fort Baker Ferry Service component to the circular route component, the DEIS fails to include major developments in and around Marin County in its cumulative impact analysis. These omissions must be remedied and the analysis revised to fully address the cumulative impacts of the Project.

5. The DEIS Does Not Properly Identify or Describe Significant Impacts of the Project

NEPA requires a full and fair discussion of significant environmental impacts. (40 C.F.R. 1502.1; see also 42 U.S.C. 4332 (C); 40 C.F.R. , 1508.7.) This includes analysis of both direct and indirect environmental impacts of the proposed action. (40 C.F.R. 1508.8.) Direct effects are caused by the action and occur at the same time and place. (40 C.F.R. 1508.8(a).) Indirect effects are those caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. (See 40 C.F.R 1508.8(b).) Both include effects on natural resources and on the components, structures, and functioning of affected ecosystems, as well as aesthetic, historic, cultural, economic, social, or health [effects]. (Id.)

Because the DEIS relies on the demonstrably false premise that ferry service to Fort Baker will be occasional, the DEIS fundamentally fails to address the impacts of the Fort Baker Ferry Service and the surrounding area, thereby ignoring significant environmental, economic and public trust impacts.

a. Land Use

The Fort Baker Ferry Service component would include development of a ferry landing, which will include an extension of the existing pier and includes additional development of landside facilities. As a starting point, the DEISs land use analysis claims the proposed Fort Baker Ferry Service is consistent with the general goals of the Fort Baker Plan. (DEIS, p. 247.) At best, this is misleading. NPS promised that ferry service to Fort Baker would be subject to full environmental review when it wrote in the FEIS for the Fort Baker Plan:

Detailed information on the type of service (i.e., size of boats, frequency of trips, land-side facilities, etc.) and subsequent environmental effects are unknown at this time. Future plans for ferry service at Fort Baker would be subject to environmental review in accordance with NEPA, and mitigation would be developed as needed to reduce or avoid significant effects. Because that analysis has not been prepared, the effectiveness of mitigation measures in reducing potential impacts is

also unknown and could be considered potentially significant. Individually, the Proposed Action would have a less-than-significant, and in some instances beneficial, effect on water quality and biological resources. As a result, the Proposed Action would incrementally but not substantially contribute to this potentially significant impact. The NPS would, however, mitigate the effects of ferry service to the greatest extent possible. Use of a ferry would provide alternative transportation options for visitors of Fort Baker and would provide beneficial effects on traffic conditions.

(Fort Baker Plan FEIS, October 1999, p. 5-3, emphasis added.)

By making the Fort Baker Ferry Service a mandatory component of the three Project alternatives, the full environmental alternative analysis to such ferry service has been completely short circuited. Indeed, development of a ferry landing at Fort Baker was a central component to the now replaced 1980 General Management Plan for the Golden Gate Recreation Area. The FEIS to the Fort Baker Plan, in describing the Waterfront/Fishing Pier amenities offered under the then existing 1980 General Management Plan, stated:

Wood bulkhead and riprap removed; new sandy beach and urban landscape created (6 acres). Development of ferry landing and improvements including railings, benches, comfort stations and fish cleaning stations on pier. Boat launching ramp repaired and resurfaced.

(Fort Baker Plan FEIS, October 1999, p. 2-4, emphasis added.)

Under this same heading, the FEIS to the Fort Baker Plan described the amenities offered by the 1999 Fort Baker Plan by stating:

Wooden bulkhead and riprap removed; beach created; road relocated; 6-acre natural landscaped meadow; boardwalk; picnic area. Boat ramp retained; fishing pier improved (fish cleaning stations, railings, benches, information), restrooms provided. 170 parking spaces in three locations to serve waterfront users.

(Fort Baker Plan FEIS, October 1999, p. 2-4)

It is ironic that the Alcatraz Embarkation DEIS would now embrace the Fort Baker Ferry Service as being consistent with the Fort Baker Plan approved in 2005 when in fact the Fort Baker Ferry Service with 100,000 passenger visits is actually more consistent with the former 1980 General Management Plan it superseded. Indeed, in a November 23, 2004 letter to the San Francisco Bay Conservation and Development Commission titled Revised Consistency Determination for the Fort Baker Plan, NPS does not even mention ferry service at Fort Baker. The letter does, however, repeatedly reference the fishing pier as part of the many critical recreational features at Fort Baker.

In 2005, the NPS pledged to mitigate the effects of ferry service to the greatest extent possible. The DEIS dishonors this pledge. The DEIS should have honestly evaluated the Fort Baker Ferry Services consistency with the goals and policies of the Fort Baker Plan and discussed the impacts of losing the pier as a visitor-friendly fishing pier with benches and railing. This use, which we have long considered a community asset and gathering place, will now be converted to another crowded ferry terminal. This intensity of use is simply not consistent with the Fort Baker Plan and the DEIS.

b. Traffic

Because the DEIS has cleverly separated the Fort Baker Ferry Service component of occasional ferry service from the 100,000 annual ferry passenger traveling on the circular route of NPS parklands including Fort Baker, the DEIS assures us the Project will not have substantial traffic and circulation impacts in Marin County. We disagree. These Project components will generate short-term, construction related traffic. Long-term traffic effects are also inevitable. However, the DEIS fails to even discuss the major roadways near Fort Baker that may be affected when these two Project elements are implemented. Why has this been glossed over? Because the DEIS simply hides behind the implicit vagueness of occasional, intermittent and special event. The DEIS discussion of traffic must be revised to take into account the 100,000 passenger visits to Fort Baker.

c. Air Quality

Air Quality is an important resource issue in the San Francisco Bay Area and is related to multiple factors, including transportation and circulation. The DEIS should have included an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions from the ferry operation at Fort Baker that appears poised to include 100,000 annual visitors. The analysis should have identified sensitive receptors within and in the vicinity of Horseshoe Bay, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area. Instead, the DEIS simply skipped Fort Baker.

d. Noise and Vibration.

The DEIS appears to correctly analyze noise impact but does so because it explicitly acknowledges the actual level of ferry

service to Fort Baker otherwise hidden in the veil of occasional. The DEIS specifically states that the future (with Project) noise levels analysis was performed based on a conservative estimate of 14 ferries per day. (DEIS, p. 345, emphasis added). As a point of reference, 14 ferry landings a day actually exceeds the number of daily ferry landing at the commercial Sausalito Ferry Landing.

e. Geology, Soils and Seismicity

The proposed Fort Baker Ferry Service component includes landside improvements that currently include a pedestrian walkway but could ultimately include parking and transit connections to accommodate the conservative estimate of 14 ferry landings per day. The EIS should include a discussion of topographic alteration, land capability and coverage, dredging, soil stability, geologic/geomorphologic hazards and erosion potential and propose adequate mitigation measures (both temporary and permanent) for the eventual landside development components necessary to accommodate peak passenger disembarkments of as many as 1,000 passengers on peak days.

f. Water Quality and Hydrology

The Fort Baker Ferry Service component includes re-construction of the pier at the mouth of Horseshoe Bay and landside facility improvements adjacent to the bay. These project components could also affect existing drainage features in this area. Both pre- and post-construction impacts to these features should have been identified and analyzed in the DEIS. This will include non-point pollution sources from the component of the Project, potential contaminants, proposed source control methods, and proposed temporary and permanent BMPs to address potential impacts on water quality within Horseshoe Bay. The analysis of water-related impacts should have also considered potential motorized watercraft pollutants (e.g., fuel constituents, combustion products) within the bay.

g. Biological Resources: Aquatic and Terrestrial

The DEIS section on aquatic and terrestrial biological resources fails because of the DEISs insistence that the Fort Baker Ferry Service will be intermittent and low level relative to existing vessel activity in the Bay. Federal and State endangered wildlife species, which include the Mission Blue Butterfly and host species lupine, among other species and their habitat, are known to inhabit coastal scrub areas at Fort Baker. The City respectfully submits that 14 daily ferry landings, 100,000 annual passengers and the associated development of Fort Baker should be thoroughly analyzed for its impact on Federal and State endangered wildlife species.

h. Recreation and Visitor Use

The Fort Baker Ferry Landing Project component would, we acknowledge, provide a new tourist amenity at Fort Baker. However, once fully implemented with up to 14 ferry landings during peak days and 100,000 new visitors annually, it will inevitably push aside the fishing use on the pier that is a notable feature of the current Fort Baker Plan. This loss should be disclosed and its impacts evaluated

i. Public Services and Utilities

The public services and utilities section of the DEIS should have evaluated the potential effects of the Fort Baker Ferry Service component on power, solid waste collection and disposal, police services, emergency response (including U.S. Coast Guard) and fire protection services, water treatment and distribution, and wastewater collection using the proper baseline of 14 ferry landings per day and 100,000 additional visitors via the ferry service.

j. Hazardous Materials

The proposed project would involve the transportation of hazardous materials (e.g., fuel, paint) to the project site during construction and operation. The potential for these materials to be released into the environment at Horseshoe Bay should have been evaluated in the DEIS. The potential for site contamination should have been documented in the DEIS, and areas of potential soil or water contamination in the bay should have been described. In addition, the DEIS should have analyzed the potential effects on emergency response plans and fire hazard risks. The DEIS should have included a discussion of safety of passengers, crew, and other users of Horseshoe Bay resulting from the operation of a ferry service at Fort Baker along with proposed mitigation measures.

RECIRCULATION OF A SUBSTANTIALLY REVISED DRAFT EIS IS REQUIRED

For the reasons stated herein, the required analysis of the Project is defective under NEPA, undermining reasoned judgment on the Project and failing the required purposes of that law. (See *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989) [noting NEPA's purposes are to ensure the agency will have detailed information on significant environmental impacts when it makes its decisions and to guarantee that this information will be available to a larger audience]; 40 C.F.R. 1502.1, 1502.14.) Indeed, the Project DEIS so fundamentally fails to provide the necessary and accurate information required for informed decision-making under NEPA that no reasonable conclusions as to the soundness and

value of the Project may be drawn from that document.

An EIS must be recirculated if a draft statement is so inadequate as to preclude meaningful analysis.(40 C.F.R. 1502.9 (a).)

The DEIS fails because the Project description fails. We must insist that the DEIS be based on a Project description that explicitly acknowledges the 100,000 new visitors at Fort Baker and 14 ferry landings on peak days rather than resorting to vagueness with the use of the word occasional to avoid doing the hard work of analyzing impacts at Fort Baker.

The additional data and information that NPS must provide to correct the deficiencies in the DEIS, are significant. The new information may show that previously unanalyzed significant environmental impacts would result from the Project, or that the severity of the identified environmental impacts would be substantially increased unless mitigation measures are adopted. These are all grounds for recirculation. (See 40 C.F.R. 1502.9 (a).) The City looks forward to an opportunity to review a substantially revised and recirculated DEIS.

* * * * *

Thank you for this opportunity to comment on the DEIS and the Alcatraz Ferry Embarkation Project.

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Correspondence: 219

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 8 years. SERC has provided me and my wife with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Josh Sale

Member of South End Rowing Club

(b) (6)

Mill Valley CA 94941-3100

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 220

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I write this letter as a disabled athlete and U.S. Army veteran (1986-1992). I will not repeat what my fellow Dolphin Club and South End Rowing Club members have already written, but I do support their comments.

I was born in the City of San Francisco. I have always considered it home, even though I now live in Burlingame, CA, where I have been a public school board trustee since 1999. I have seen the City transform from a Port to a tourist mecca. I love the waterfront and I am concerned for its future.

I am managing to live with multiple sclerosis where swimming in the Bay is the ONE physical activity I can still do in the outdoors (outside of chlorine pools). The open swim events are my one chance to experience the outdoors the way I used to do by hiking in our National Parks. Please do NOT take away a disabled person's opportunity to experience the Bay in a healthy and naturally connected way.

I urge you to NOT approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact,

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the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers, including me, and recreational rowers, kayakers, paddle boarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

I urge you to save bay swimming and recreation in this area- -one of the few along the waterfront that is easily accessible- - and locate the ferry service elsewhere.

PEPC Project ID: 41352, DocumentID: 64026

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Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123

Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

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The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS. While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative. DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in long distance swims along the northern San Francisco waterfront, and also swims to and from Alcatraz. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.
Sincerely,

Bryce Goeking
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 222

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS
Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 8 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

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DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in rowing and swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently row and swim outside the boundaries of Aquatic Park, often rowing or swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in: training for open water swimming, morning swims, long-distance swims to Alcatraz, Angel Island, or elsewhere in the northern San Francisco waterfront. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training and rowing, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently [swim and row] outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be [swimming and rowing]. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts. In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Ranie C. Pearce

Member of South End Rowing Club

English Channel

Catalina Channel

Manhattan Marathon Island Swim

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Gibraltar Straits
SCAR
International Winter Swimming, Siberia Russia, and Patagonia Argentina

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 223

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Correspondence Text

May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

I would like to comment regarding the Alcatraz Ferry proposals. I strongly recommend leaving the Ferry at its existing Pier 31 location.

The long-standing existing location has all the facilities and accommodations (commercial, public, transportation) needed for access by the large number of visitors.

Additionally, moving the Ferry service to Fort Mason would drastically alter the on-water traffic in that portion of the Bay. I am a regular swimmer and rower in the Bay, as a member of the South End Rowing Club in Aquatic Park. Frequently I participate in swims (to Alcatraz, or Crissy Field, or Fort Mason) that cross the potential new path of Ferry traffic. I also row frequently in the same area.

I urge you to take a much closer look at the aquatic impact of any changes to the Ferry Program.

Sincerely,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Jim Ruppert

PEPC Project ID: 41352, DocumentID: 64026

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Susan Petro
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San Francisco, CA 94112
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May 19, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 11 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

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Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in training for open water swimming, morning swims, and long-distance swims to Alcatraz and elsewhere in the northern San Francisco waterfront. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Susan Petro

Member of South End Rowing Club and San Francisco resident

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 225

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Correspondence Text

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project

Dear Superintendent:

We are writing to add our comments on the proposed relocation of the Alcatraz ferry service from its current location to the Fort Mason piers.

We are out of town members of the South End Rowing Club and as such, frequent tourists to San Francisco, visiting the city from Humboldt County up to 10 times a year. We travel primarily to participate in club swims organized by SERC, but also visit family and enjoy many of the other attractions that Fisherman's Wharf, the Presidio and Fort Mason have to offer. On recent trips we toured Alcatraz to view the Ai Wei Wei exhibit, biked across the Golden Gate Bridge and enjoyed meals at Green's Restaurant in Fort Mason.

As tourists, our experience of these activities was enhanced by the unique character that each of these very distinct portions of the waterfront has to offer. The current location of the ferry service at pier 31 1/2 is well suited to the surrounding atmosphere of Fisherman's Wharf. There is ample parking, numerous restaurants and gift shops able to accommodate the large number of visitors. Relocating the traffic, bustle, and congestion associated with the ferry to the more tranquil area of Fort Mason and the surrounding residential neighborhoods would detract tremendously from the distinct character and appeal

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of those places.

As open water swimmers, we travel to San Francisco specifically to swim in the bay. Over the past 4 years, we have participated and assisted with dozens of swims from Aquatic Park to Alcatraz and Angel Island, the Golden Gate Bridge, Pt. Bonita and many points in between. Many of these swims, as well as daily training swims pass by Fort Mason. Frequent ferry crossing so close to Aquatic Park would put numerous swimmers, rowers, and other water enthusiasts at increased risk and dramatically reduce their ability to safely utilize this resource.

For these reasons we strongly urge you to maintain the ferry service embarkation at its current location.

We appreciate you taking the time to read our comments and consider our perspectives as both swimmers and tourists.

Respectfully,

Sarah Green

Bill Wood

(b) (6)

Arcata, CA 95521

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

We paddle small outrigger canoes and use the the aquatic park frequently. Please DO NOT move this to Ft. Mason.

I urge you to NOT approve Pier 3/Lower Ft. Mason as an option for the Alcatraz ferry embarkation. This location would severely negatively affect bay swimming, rowing, sailing races and sailing practice for many local students, extend heavy waterfront tourism from Fishermans Wharf into the Marina district, and raises serious questions about the effects on water quality and the acceleration of the structural deterioration of Muni Pier. Below are deficits that I see in the DEIS:

I believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

I believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

I fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Here are some of the areas that I believe the EIS has not properly addressed:

- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

- Recreational Impacts: the EIS Conclusion states "The Pier 3 Alternative would result in short- term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor, adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- Water quality and wake action: The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- Municipal Pier: the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- Conflict with SF General Plan: the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's wharf is consistently cited as one of the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

I urge you to save bay swimming and recreation in this area- -one of the few along the waterfront that is easily accessible- - and locate the ferry service elsewhere.

—,~—,~—

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 227

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Correspondence Text

May 20, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have served as a kayak pilot for over 100 swims for members of the South End Rowing Club ("SERC") over the past 12 years. SERC has provided me and my family with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC volunteer, I am currently able to engage in kayaking activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently kayak outside the boundaries of Aquatic Park, often travelling west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in a tremendous variety of water based activities and to be part of a community of bay users, swimmers and enthusiasts. These activities are not limited to Aquatic Park and in fact nearly always allow us to immerse ourselves throughout the bay.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming and kayaking, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently kayak outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be kayaking. The DEIS fails to inform the citizenry

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of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 3 1/2 or Pier 41 alternative.

Sincerely,

Karl G. Van Orsdol, PhD.

Volunteer Kayak Pilot of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 228

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Correspondence Information

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Correspondence Text

May 20, 2015

Dear NPS Park Superintendent,

Moving the Alcatraz Ferry to Pier 3 at Fort Mason Center would put at-risk kids into harm's way in the Bay Area. For 69 years The Guardsmen has run its charity Christmas Tree Lot at Fort Mason, raising money to send at-risk kids to summer camp.

The Guardsmen makes life-changing differences in the lives of at-risk youth by raising funds for Scholarship, Campership and other youth programs. We mobilize the talents, energy and resources of our members, friends, families, and professional colleagues, and in so doing strengthen our entire community. The Guardsmen also structures its philanthropy to provide flexible and immediate support to educational and outdoor programs experiencing unforeseen financial challenges that may undermine their crucial, ongoing services to disadvantaged youth. The Guardsmen is committed to making sure that fundraising dollars are spent wisely, with the greatest need and highest returns always in mind. In fact, approximately 95 cents of every dollar raised goes directly to support programs for kids.

For the last 42 years, that event has been at Pier 3 in Fort Mason Center. Losing that space could jeopardize over \$300,000 that would get kids off the streets and into a safe environment during the summer months. If the Tree Lot were closed all together, the additional costs of having to relocate after 42 years could make it impossible to even raise money, leaving more than 600 kids out of luck every summer.

Please see this brief overview of the importance of the Christmas Tree Lot to the kids we support and the community overall.

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<http://guardsmen.org/merry-christmas-from-the-guardsmen/>

Fort Mason is critical to The Guardsmen Tree Lot and ultimately the kids. We strongly encourage you to keep the Alcatraz Ferry out of Fort Mason Center, and allow the continued use of the space for non-profit and educational programs to better the community around this beautiful space. Thank you for your consideration.

Regards,

Kevin W. Murray, 69th President

The Guardsmen

(b) (6)

San Francisco, CA 94129

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 229

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Correspondence Text

I am the President & CEO of PIER 39.

The selection of the embarkation site for Alcatraz is of significant consequence to the neighbors and existing tenants of the proposed sites. For the sites under consideration, I offer the following comments:

Pier 31 1/2: This site, when originally selected, was controversial. There was concern that pedestrian traffic patterns would change as a result of moving the site from Pier 41, a fear that fortunately was unfounded. The new sites proximity to PIER 39 and Fishermans Wharf allowed visitors to continue to park and shop in the Wharf area while easily accessing the new embarkation site. Based on historical sales data provided to the Port of San Francisco, sales for both PIER 39 and the merchants in the immediate Pier 41 vicinity were unaffected by the 2006 relocation. The current site provides the NPS with a single-purpose facility exclusive to the Alcatraz ferry, a desire stated by the NPS in the 2004 Alcatraz RFP. The site is also located next to several large shed/warehouse spaces inside Piers 31 and 33 that should make the redevelopment/entitlement process significantly less complicated than the alternative sites. This is the best long-term site for the Alcatraz ferry.

Pier 41: This site is currently the home of Blue & Gold Fleet, an affiliate of PIER 39. Blue & Gold Fleet uses Pier 41 as its homeport to provide public ferry service throughout the Bay to locals and visitors to destinations such as Sausalito, Tiburon, Oakland, Alameda, Vallejo and Angel Island. Being the current contractor for the Water Emergency Transportation Authority, Blue & Gold Fleet has a long-term need to remain at the site to fulfill its current and future contractual obligations. Importantly, unlike Alcatraz, the ferry service that Blue & Gold Fleet provides at Pier 41 serves locals as well as visitors. The site contains a 10,000 gallon fuel tank that is an important public emergency response facility that needs to remain 100% available to the public ferry system in the event of an earthquake or other local disaster. Additionally, from a redevelopment standpoint, Pier 41 will be difficult to redevelop into the NPSs desired 20,000 to 30,000 square foot visitor destination facility due to height and other dimensional constraints at the site. This site currently is now, and should remain, a public ferry terminal location.

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Fort Mason: the Alcatraz ferry service was born at Fishermans Wharf, and it should remain on Port property moving forward. Many private businesses have been established in the 40 years that Alcatraz has been running, and these businesses rely on visitor attractions for their livelihoods. The northern waterfront is a very important economic engine for the City, and keeping attractions like Alcatraz within this commercial district is important for both the City and private enterprise. Moving the Alcatraz ferry to the well-manicured confines of San Franciscos marina district runs against the wishes of residents there, as flies in the face of the NPS being a socially and economically responsible citizen of San Francisco.

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

Dear Superintendent,

Regarding the Alcatraz Ferry Embarkation Project DEIS prepared by the NPS, I have the following comments.

My husband and I are active members of the South End Rowing Club (SERC) and have been for 14 years. The joy and good health that SERC affords us - specifically because of its unique access to the San Francisco Bay, where we swim, row, kayak and paddleboard - is immeasurable. Not surprisingly then, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: 1) Pier 31 ½, 2) Pier 41, and 3) Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, but I am concerned that there are legal deficiencies in the DEIS stemming from the failure of it to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that: "Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative."

The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." (DEIS at 410)

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

As SERC members, my husband, fellow club members, and I currently are able to engage in swimming, rowing, kayaking and paddleboarding on the San Francisco Bay in a manner that we would not otherwise be able to participate. SERC ensures that our activities are not limited to Aquatic Park. I frequently row and swim outside the boundaries of Aquatic Park, often west towards Crissy Field and the Golden Gate Bridge (in fact, I celebrated my most recent birthday rowing with friends around the Golden Gate Bridge south tower). This part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. In fact, if it weren't for the Bay access we currently enjoy, my husband would not have been able to train sufficiently for his successful English Channel swim in 2010 (one of only a dozen Brazilians to have ever done it), and I would lose my morning rows, which is the one thing that has consistently kept me in good health. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members swim, row, kayak, paddleboard and other activities, such as Dragon boat racing. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming and rowing, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers.

The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason, such as the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." (DEIS at 410.) As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id.: The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." (DEIS at 356.) These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. (DEIS at 358.) However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim and row outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming and rowing. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational

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impacts of the Pier 3 alternative before it could consider selecting this option as an embarkation point for regular ferry service to Alcatraz.

In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit and parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,
Kimberly Howard
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 231

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Correspondence Text

Attention:

National Park Service
Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA 94123

I am writing you on behalf of hundreds of sailors who are using the San Francisco Marina Harbor frequently and as boat owner who keep my boat at the San Francisco Marina Small Craft Harbor, East Marina adjacent to Ft. Mason.

I have read the GGNRA's report 'Alcatraz Ferry Embarkation - Draft Environmental Impact Statement Summary Report of January 2015 and I am concerned about the lack of consideration for the existing community of boaters, paddlers, swimmers in the report. The study ignored the activity offshore the piers. True nobody tie up at Ft. Mason - it is not practical, the piers are far too high for boaters to use them. They do host a lot of tourists, serves as vista points and recreational fishing.

Specifically, I worry that that ferries, whether to Alcatraz or to other locations in Marin, would create a restricted zone offshore Ft. Mason as sight lines are bad coming in and out of the marina, and we'd not be able to sail, paddle, and swim past the piers like we do now. Regattas that often start just offshore of Ft. Mason or use the Ft. Mason buoy as a turning mark would have to go elsewhere.

Kids often practice sailing in the same location on Monday through Friday, and compete on weekends. They would have to stay far away as their dinghies do not have motors to avoid ferries. Many of my fellow users of the marina and waters surrounding Ft. Mason, namely neighboring yacht clubs, as well as the Dolphin Club, and local SF government officials, share my concern.

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The shore side area is already very populated during the week and on weekends and it can be hard to find parking. Kids are using the Marina fields for soccer, organizations are launching running events in this area, and how you would manage to allow for more taxis, shuttles, buses to transit in and out of the neighborhood is not clear from the report. The congestion would interfere with the regular use of Ft. Mason, people enjoying the park area or attending to one of the many cultural events in the area.

It would be a mistake to disrupt the Marina area, one of few places we have left in the city for the boating community to keep and launch their boats and use the water around it.

I hope you will consider my feed-back.

Thank you in advance.

Sincerely,

Kurt Hemmingsen
Owner of "Josephine" sail boat at San Francisco Marina Small Craft Harbor

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San Carlos, CA 94070

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PEPC Project ID: 41352, DocumentID: 64026

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

May 20, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.
Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for one year. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

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The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in long distance open water swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in my weekly tradition of Friday morning swims with anywhere from 6 - 30 others swimmers, numerous Alcatraz crossings per year, swims from the Golden Gate Bridge and beyond to Aquatic Park, and numerous weekend swimming adventures that allow me to be in the open water instead of in the pool. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

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In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Additionally, since having taken up residence outside of San Francisco, I frequently come to San Francisco to swim in the bay, which is always followed by some sort of purchase in a shop or restaurant. If my swims were limited to Aquatic Park, it would not be worth the drive and I would not only miss my swims, but the city would miss the income from my expenditures while here.

Sincerely,
Brooke Krohn Dougherty
Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 233

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Correspondence Text

Regards the ferries at pier 31 1/2.
Like old saying "If it ain't broke, don't fix it". Keep the port where it is. It works best for business, the public, home owners and the environment.

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

Dear Superintendent,

I have the following to say about the Alcatraz Ferry Embarkation Project DEIS prepared by the NPS.

My wife and I are active members of the South End Rowing Club (SERC) and have been for 14 years. Because we swim, row, kayak and paddleboard on the Bay, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: 1) Pier 31 ½, 2) Pier 41, and 3) Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, but I am concerned that there are legal deficiencies in the DEIS stemming from the failure of it to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that: "Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative."

The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and

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the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." (DEIS at 410)

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

As SERC members, my wife and I currently are able to engage in swimming, rowing, kayaking and paddleboarding on the San Francisco Bay in a manner that we would not otherwise be able to participate. SERC ensures that our activities are not limited to Aquatic Park. I frequently swim, kayak and paddleboard outside the boundaries of Aquatic Park, often west towards Crissy Field and the Golden Gate Bridge. This part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. If it weren't for the Bay access we currently enjoy, I would not have been able to train sufficiently for my English Channel swim in 2010, and my wife would lose her morning rows, which is the one thing that has consistently helped keep her in good health. These activities are NOT limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members swim, row, kayak, paddleboard and do other activities, like Dragon boat racing. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swimming and kayaking, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers.

The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason, such as the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." (DEIS at 410.) As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id.: The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." (DEIS at 356.) These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. (DEIS at 358.) However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist OUTSIDE of Aquatic Park. Indeed, as I frequently swim and kayak outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming and kayaking. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could consider selecting this option as an embarkation point for regular ferry service to Alcatraz.

In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit and parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Edison Martos Peinado, Jr. - Member of South End Rowing Club

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 235

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Correspondence Text

I urge you not to move the ferry to Fort Mason. This will adversely impact all recreational use in the waters from Aquatic Park, and negatively impact water quality. The additional tourists and cars will also adversely affect traffic, and all the residents in the Marina district. I think it is far better to leave the ferries at Pier 31 where it is already a large tourist area, and also has the infrastructure to accommodate tourists and locals.

In addition, I am concerned about the plan for a ferry stop at Fort Baker in Sausalito. Please review the endangered Mission Blue Butterfly. It's habitat is at Ft Baker. Additional traffic and people are going to adversely affect that area as well.

Thank you for listening,
L. Newlin

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 236

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Correspondence Text

Letter also sent via mail, today...

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 8 years. SERC has provided me and my husband with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in trainings for open water swims in other places and long-distance swims to/from Alcatraz (respecting the sensitive area around Alcatraz with the nesting bird populations, of course). These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I love to swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Bonnie Brown

Member, South End Rowing Club

Marina district resident for 7 years

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 237

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Dear National Park Service,

Thank you for the opportunity to comment on this project.

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

As you are aware, the Bay Trail would be impacted by each of the three Alcatraz Ferry embarkation sites-Pier 31 ½, Pier 41, and Pier 3 in Fort Mason. The Bay Trail on the northern waterfront in San Francisco is the most heavily-used segment in our nine-county system. If embarkation is moved to Pier 41, queing should be carefully studied. This is an area that is already heavily impacted by large numbers of visitors, and the Bay Trail faces one of the last remaining gaps on the Northern waterfront in this area. The National Park Service should work with the City of San Francisco to expedite construction of the Jefferson Street redesign should Pier 41 be selected for this project.

If Pier 3 at Fort Mason is selected, it is important that the National Park Service recognize that the "Fort Mason Squeeze" at the intersection of Laguna Street, Marina Boulevard, and the Fort Mason path, remains substandard despite the improvements that were made in 2010. Additional widening of this pinch point can be achieved by further cutting back the train tunnel wall. A twelve to fifteen foot clearance would be appropriate for this heavily traveled segment of Bay Trail. Alternatively, if the F Line Historic Streetcar Project has still not advanced, serious consideration should be given to opening the Fort Mason tunnel to cyclists and pedestrians.

In the event that service is expanded to Fort Baker, it is important the National Park Service complete the unfinished segment of Bay Trail at Horseshoe Cove.

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Thank you for your consideration of our comments. If you have any questions about the San Francisco Bay Trail, or these comments, please do not hesitate to contact me at (510) 464-7909.

Sincerely,

Maureen Gaffney
Bay Trail Planner

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 238

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Correspondence Text

Dear Superintendent, Golden Gate National Recreation Area,

I would like to comment on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement (DEIS) prepared by the National Park Service.

I have been associated with the South End Rowing Club (SERC) for 8 years and with San Francisco my whole life, as has my family for generations. The club has provided me with unique and personally valuable access to the San Francisco Bay and our family values the Bay and all it has to offer a great deal.

While I appreciate the resources involved with preparing the DEIS and its consideration of alternatives, I believe it has failed to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities in the immediate area.

The DEIS states that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." This, and other statements in the DEIS, indicate that there has been a failure to recognize that these recreational activities are NOT confined to Aquatic Park and that they frequently occur in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay).

As a SERC member, I am currently able to engage in swimming and rowing activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. This part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

swimming.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers.

The DEIS does not consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." The DEIS fails to properly analyze this issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. As I and many others frequently swim and row outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in these areas. The DEIS does not inform the citizenry of those risks and impacts.

The DEIS has failed to take the requisite in-depth consideration of the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. It does not adequately consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz.

In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 ½ or Pier 41 alternative.

Sincerely,

Imogene Bump
South End Rowing Club,
former Environmental and Oceanographic Engineer and EIS/EIR preparer

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

May 20, 2015

Dear National Park Service:

The Marina Community Association (MCA) opposes the use of any Ft. Mason's Piers by the National Park Service (NPS) as a ferry dock and passenger embarkation point for service to Alcatraz and for "special service" to Ft. Baker and other NPS sites.

As previously stated by the MCA, we strongly support improvements to Pier 31 ½ as outlined in the Alcatraz Ferry Embarkation Environmental Impact Statement.

We feel that the EIS does not adequately evaluate the impact on recreational boaters, paddlers, kayakers, swimmers, and surrounding residential and commercial neighbors at Ft. Mason.

It has been noted that the East Harbor next to the Pier at Ft. Mason is contaminated with Manufactured Gas Plant residues, which would require an independent EIS. The study does not adequately evaluate the impact of the sediment that would be disturbed for the construction of a new Pier at Ft. Mason.

Most importantly, the Marina neighborhood surrounding Ft. Mason is completely incapable of handling the thousands of people taking the ferry from a parking standpoint as well as visitors to the immediate area. We do not feel that the impact of this influx of visitors has been adequately studied in the EIS and thus the findings are incomplete and inadequate.

Respectfully submitted,

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Brian Davis
President, Marina Community Association
Marina Community Association
(b) (6)
San Francisco, CA 94123

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

As a swimmer in the bay for approximately 33 years, I have adventured everywhere along the San Francisco waterfront between the two bridges, and sometimes beyond to Ocean Beach, or across the Golden Gate, from Kirby Cove, and of course, Alcatraz. If you were to relocate the Alcatraz Ferry Service to Fort Mason, you would ruin many people's health and happiness, as that is our prime exercise and peace of mind swimming and rowing area, and has been since before there even were any bridges. Most of us swim at least once a week, some more than once a day. We come to free our minds and bodies of stress, and luxuriate in the ever-changing beauty of the water, sky and city scape, and to feel the water on our skin, and to enjoy the wildlife we share the space with. By moving to this part of the water front, you would be invading a wilder area, apart from the bustle of Downtown and Fisherman's Wharf. Black Point, the rocky outcropping just east of Fort Mason, is the last undeveloped bit of land going east from the Golden Gate. There you will find many species of birds and other wildlife, some of which are rarely seen so close to civilization, and I'm afraid they would be rudely disrupted and polluted by the activities related to moving the ferry to Fort Mason. Certainly there would be more trash, much of which would end up in the water, at least as bad, there would be pollution from the fuel and fumes, and the stirring up of old toxic wastes that are settled in the sediment at Fort Mason. It would be very stressful for the people who have spent their lives, sometimes going back several generations in a family, having this free and beautiful place to use responsibly for wholesome recreation, to have that taken and ruined by this enterprise. We feel an obligation to protect that which has given us so much, and you should have an obligation to protect the water quality and recreational area which is a jewel in the nation's open spaces, and a spectacle for the world's visitors and even over the internet, because people all over the world can hear and dream about swims from the Farallones, or from Alcatraz, they can train in the unrivaled and unique bay water conditions for swims in Chile, the Bering Strait, the English Channel, Catalina Channel, ice swims in Russia, the Straits of Gibraltar, Manhattan, river swims, Lake Tahoe and any other water adventure one can imagine. People truly come from all over the world to swim here, and the area west of Pier 39 is prime for wild swimming free from the ferry traffic and big ships. Please keep it where it is. Thank you!

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

May 20, 2015

Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 94123
Attn: Alcatraz Ferry DEIS.

Re: Comments on Alcatraz Ferry Embarkation Project DEIS

Dear Superintendent:

San Francisco and the National Park both have shown creative ability to provide stewardship of cultural and natural resources for public enjoyment that provide a "sense of place" unique to this community. Places that set it apart and make it special to both visitors and locals. I am writing today, as a member of a small community within this beautiful city to ask for preservation of use - for a place that is unique and VERY special. And endangered. A place that, for now, provides meaning to many and supports the continued good health and well-being of its members.

The shoreline waters that form a common cord of communion between Aquatic Park, Golden Gate, and Alcatraz have provided a safe and unique natural resource and a place of meaning for our community of swimmers and rowers. It has been a place of meaning for this community for many generations. During the quiet mornings, often starting at dawn, our community slips into that liquid place to rejuvenate and reconnect with the natural environment. Some have only a swim suit and a joy filled heart when they enter; others lower the dock and launch old heavy wooden boats - some with the same lines and profiles of those used back in whaling days. Each group can enjoy and support each other in this liquid place of meaning.

This place is internationally recognized by the open water community of swimmers as one of the few on the mainland that can provide year round training and recreation to a very wide range of age groups. Open water swimmers travel to this area to

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use these waters for training. I did. I used them to train for swims that lasted up to 4 hours. I was able to swim across Maui Channel because of the active open water swimming community support here. Others in our community have been able to leverage their training here to cross the English Channel. This is a VERY unique open water area. This is the training ground used by both the young (some Alcatraz swimmers as young as 9 years old) and the old (some rowers that skull to the golden gate are in their late 70s/early 80s). You have the authority to support the preservation of safe use for open water sports in this place for us.

This rare and unique place of meaning will become dangerous and unsafe for the open water community if the Ferry enterprises that serve to support Alcatraz divert their daily and numerous revenue generating paths through it - I see this as analogous to putting a highway back in front of the Ferry Building. The building would still be there, but it would not be the same unique and beautiful asset it is now.

It may be that upkeep for the antique jails on Alcatraz may require a great and sustaining amount of revenue. But, I am hoping that creative minds will balance the books in a way that allows the old wooden boats, skulls, and open water swimmers to continue to enjoy safe, clean, and quiet waters while they pursue life-long enjoyment of the waters around Aquatic Park, the shoreline to Golden Gate, and out to Alcatraz.

Please keep the ferry terminal at its current location. Please preserve our use of the quiet and safe waters in and around Aquatic Park. Please reject relocation to Fort Mason area. These waters provide a special place of meaning for us.

South End Rowing Club Member (I both row & swim),

Virginia Waik

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 242

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Correspondence Text

May 20, 2015

Aaron Roth, Acting General Superintendent
Golden Gate National Recreation Area
Building 201, Fort Mason
San Francisco, CA, 9412

Submitted electronically.

RE: Alcatraz Ferry Embarkation Project (ID: 41352) Potential Impacts to SF Marina are not addressed by Draft EIS (ID: 64026)

Dear Acting Superintendent Roth,

Thank you for providing the City of San Francisco's Recreation and Parks Department (SFRPD) with the opportunity to review the Draft Environmental Impact Statement for the Alcatraz Ferry Embarkation Project.

The SFRPD is supportive of the NPS's goal to create an identifiable and well-functioning facility to serve Alcatraz and GGNRA visitors. The selection of Fort Mason Pier 3 has the potential to achieve these goals for the NPS as well as provide long term security for the ferry embarkation site. We understand that the NPS plans to provide increased Alcatraz ferry service in the future as well as special ferry service from Fort Mason, regardless of the selected Alcatraz embarkation site. The SFRPD is concerned about the potential impact to SFRPD recreational assets that could result from ferry operations at Fort Mason. Specifically, new ferry wake-generated wave action will accelerate the deterioration of the San Francisco Marina dock infrastructure and the existing seawall located near the East Harbor and Fort Mason Pier 1. The EIS did not evaluate this impact and the resulting interruption of the existing recreational opportunities at the marina. In addition, SFRPD is concerned

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about increased demand for parking within the vicinity of Fort Mason generated by the popular Alcatraz ferry service.

The SFRPD recently renovated the West Harbor of the marina at a cost of \$27,800,000. The renovation included replacement of the floating docks and construction of two new breakwaters/wave attenuating structures to protect the harbor from wave action. Wave action within the harbor causes boats to rock within the slips, which causes damage both to the boats and the slips and over time creates unsafe conditions. As part of the West Harbor renovation project, SFRPD used computer wave modeling to study current velocities and wave energy to ensure the breakwaters would perform as intended. This analysis did not incorporate the potential increase in wake-related wave action resulting from the proposed new Fort Mason ferry. With the introduction of the Fort Mason ferry embarkation site, the conditions studied for the West Harbor renovation design have changed. Over time new ferry wake-generated wave action may cause deterioration of the new West Harbor infrastructure, which should be addressed in the EIS.

SFRPD is currently planning a renovation of the East Harbor. The estimated renovation cost is \$30,500,000. The design is based on existing wave conditions. Increased wave action from ferries going to and from Pier 3 will have an even greater impact on East Harbor infrastructure than West Harbor due to the close proximity of Pier 3 to the East Harbor. Effects of the wake-generated waves include increased movement of the floating docks and movement of boats within the boat slips. Avoiding future damage would require more robust construction than currently budgeted, such as adding piles to the finger piers. Additionally, the existing East Harbor breakwater/seawall is in poor condition and in need of repair or replacement. The deterioration of this existing infrastructure will be accelerated by the ferry wake waves and could cause the breakwater to fail. Loss of this breakwater would accelerate deterioration infrastructure within the East Harbor. The EIS should evaluate and address the impact of wake-generated waves on the East Harbor breakwater and docks.

New harbor infrastructure is designed to last at least 30 years. Increased wave action resulting from ferry wake will accelerate the deterioration of the dock infrastructure and reduce the life span of the docks. This could cause unsafe conditions that necessitate removal of boat berths, thereby reducing recreational opportunities. Currently, there are 36 daily arrivals and departures for service to Alcatraz. With an anticipated increase of 20 percent by 2036, this could become 42 or more daily ferry boat arrivals and departures. The resulting ferry-generated wave action will increase maintenance cost beyond that anticipated by the department and thus reduce the department's ability to provide recreational services. This will eventually result in an interruption of existing recreational opportunities at the SF marina.

SFRPD requests that EIS identify the potential impact on SF marina infrastructure resulting from ferry-generated wake based on computer modeling of wave action, evaluate the effect of this wave action on the longevity of SF marina infrastructure, specifically the harbor docks and protective breakwaters, and identify appropriate mitigation options for reducing the impacts.

With regard to traffic impacts to the Fort Mason area, the EIS concluded that the Pier 3 Alternative would result in a long-term, major, adverse cumulative parking impacts, even with implementation of a shuttle between Fisherman's Warf and Pier 3. If the Fort Mason embarkation site is selected, SFRPD strongly encourages the GGNRA to incorporate a shuttle service between Fisherman's Warf and Fort Mason in order to reduce parking demand in the Fort Mason area. Additionally, this shuttle service will encourage Alcatraz visitors to continue to visit Fisherman's Warf, an important tourist destination providing local jobs and businesses. SFRPD encourages GGNRA to consider expanding the shuttle service to include a BART station stop and offering service to employees of the Fisherman's Warf area in order to reduce overall vehicle trips to the area and thus increase parking availability for patrons of Fisherman's Warf and Fort Mason.

Thank you for taking these comments into consideration. Sincerely,

Dawn Kamalanathan
Director of Planning and Capital Division
City of San Francisco, Recreation and Parks
Dawn.Kamalanathan@sfgov.org
(415) 581-2544

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 243

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Status: Reviewed Park Correspondence Log:
Date Sent: 05/20/2015 Date Received: 05/20/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

we write to strongly support the Pier 31 1/2 alternative and to strongly disagree with the Pier 3 alternative. ...we are a long time marina family. when the military left this area, we followed developments in the presidio and fort mason with keen interest. we saw fort mason transformed into a vibrant cultural and educational center with museums, non-profits, theater groups, a farmers market, community meeting space and exhibit halls. ...we became very concerned when we heard of a proposal to move the alcatraz ferry embarkation point to pier 3. thereafter we sought to educate ourselves on this issue. on april 2, 2015, we took the NPS tour of the three proposed site alternatives. we also studied the draft environmental impact statement. ... the Pier 3 alternative would have long term negative effects on all that is valuable in this site area. most significantly, it would extend the commercialization of san francisco's northern shoreline. it would bring thousands of people into a limited area where the accompanying traffic congestion, noise and never ending arrival of tour buses for pick up and delivery. it would adversely impact the fort mason pier area as a cultural and educational center available to all san francisco citizens,... but none of this is necessary. Pier 31 1/2 serves as an ideal embarkation center now. most importantly, it is where the tourists are. it is near fisherman's wharf, near pier 39, near bay cruises, near the aquarium, near the exploratorium, near the ferry building, near the historic ships and world war two vessels, near ghirardelli square, near the cable car, and near the new cruise ship terminal. ... to move from an ideally situated location to one that creates numerous adverse impacts does not make sense. it would be foolhardy and destructive of an existing treasure. any financial benefit to the NPS is greatly offset by the loss of a san francisco jewel....we strongly recommend keeping Pier 31 1/2 as the embarkation point to alcatraz and keeping the Pier 3 area as the cultural and educational center that it is, we hope that you agree and act accordingly.

sincerely,
al and tracy brandi

PEPC Project ID: 41352, DocumentID: 64026

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Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

May 20, 2015

Christine Lehnertz
Superintendent, Golden Gate National Recreation Area
Building 201, Fort Mason
Attn: Alcatraz Ferry DEIS

Dear Superintendent Lehnertz:

Thank you for the opportunity to review the Alcatraz Ferry Embarkation Draft Environmental Impact Statement dated January 2015. We have read the document carefully and have found it very helpful in assisting the Fort Mason Center in evaluating how an Alcatraz point of embarkation at Pier 3 would impact us. We are providing these comments in the spirit of cooperation as a Park Partner with the National Park Service. The comments are provided in the order they appear in the DEIS. Direct quotations from the DEIS are provided in italics, followed by our responses. For reasons of simplicity, we have organized the comments around the Summary chapter, including Table ES-1, and Purpose and Need. We only reach deeper into the document in discussing Transportation, where it was necessary to understand and supplement Table ES-1.

INTRODUCTION, page iii

Each of the alternative sites are in dense urban locations, directly adjacent to high density residential and commercial districts. These sites are characterized by high visitation rates, high pedestrian and automobile traffic volumes, and intense recreational and commercial use.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Response: All three alternative sites are located in San Francisco, and as such can correctly be characterized as dense urban locations. However, thinking more deeply about this density characterization, it does not usefully differentiate among the three sites. Piers 31 and Pier 41 are located in the midst of a very active retail and tourist strip along the northern waterfront.

" Pier 31 is located near the eastern end of the Fishermans Wharf tourist district, and the nearby landside uses are predominantly office uses.

" Pier 41 is in the midst of Fishermans Wharf tourist district, and the nearby landside uses are predominantly tourist-serving retail, restaurants and hotels.

" Pier 3 is located in the Golden Gate National Recreation Area, with parkland and park facilities to both the east and the west. Rather than being in a dense area, it is separated from urban development by 1500 aerial feet from the nearest public road, Bay Street to the South or alternatively the intersection of Marina Boulevard and Buchanan. With the exception of the commercial Safeway and the smaller retail uses on Buchanan, the nearest land uses are residential. We would suggest a possible rewording:

Pier 31 and Pier 41 are located in the active retail-tourist area that may be broadly described as the greater Fishermans Wharf area. These sites are characterized by high tourist visitation rates, high pedestrian and automobile traffic, and intense recreational and commercial use during the daytime. The Pier 31 area especially is further characterized by high tourist pedestrian and pedicab traffic during the 80 +/- days when a cruise ship is in port at Pier 27. The Pier 41 area is further enlivened evenings by the presence of numerous tourist hotels in the area.

Pier 3 is quite isolated from the intense tourist visitation and pedestrian and automobile traffic experienced in the other two sites, because it is located in national parklands, and separated from urban uses by both 1500 aerial feet distance and a large change in elevation. Pier 3 can be either empty or intensely visited depending on the programming managed by the Fort Mason Center. The visitation of Pier 3 is normally quite different from the tourist visitation of the other two piers, as most events held there are not general tourist events but rather specific uses such as exhibitions or conferences geared to the general public rather than tourists.

p. v

The Alcatraz Ferry embarkation site and associated facilities should serve as a gateway to the GGNRA, reflecting the Park Services identity and providing a quality experience for visitors.

Agree. There are numerous vacant or underutilized structures along the northern waterfront, particularly around Pier 31 that could be a part of the designated Alcatraz Ferry embarkation site that again could be taken care of in the lease negotiations.

ACTIVITIES COMMON TO ALL ACTION ALTERNATIVES, pp. viii

As part of enhancing the opportunities for visitors to Alcatraz and the GGNRA, the National Park Service is also proposing an occasional special ferry service from Fort Mason separate from the service provided to and from the primary embarkation site as an activity that is common to all action alternatives evaluated in this DEIS.

We applaud the proposal to provide occasional special ferry service to and from Fort Mason. The history of Fort Mason is as a port of embarkation, and its location on the waterfront is incomplete without maritime service.

In addition, there are currently two private companies providing water taxi service on the Bay. We believe such a transportation service would enhance the visitation of Fort Mason Center.

ENVIRONMENTAL CONSEQUENCES, pp. xi - xxi

Table ES-1. Potential Impacts of Alternatives

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Land Use (page one of Table ES-1)

The DEIS correctly states that there would be minor or no land use impacts to the Pier 31 and the Pier 41 Alternative.

However, we question the characterization of no impacts or minor impacts to the Pier 3 alternative. The DEIS projects 7,790 visitors per day (2,843,000 per year) visitors per year to the Pier 3 Alcatraz embarkation site. While the entire Fort Mason Center currently attracts 1,200,000 visitors per year and Pier 3, 300,000 visitors per year to its permanent tenant spaces and the special uses (that characterize Pier 3), we believe that those visitors would be not only vastly more but quite different in character and intensity than the typical visitor to Alcatraz.

Pier 3 is used for such events as:

" Art, antique and design shows which attract exhibitors from nationwide destinations, patrons who are generally from West coast locations, with a preponderance from San Francisco and the Bay Area. These events typically have an evening social gathering, and several days of day-time exhibits and lectures, and several days of load-in and load-out time. Patrons are overwhelmingly arrive by private auto or taxi-type service.

" Company events, such as the recent Salesforce and Apple private conferences for employees. Patrons tend to arrive by charter bus as well as private auto, and arrive and depart at the same time.

" Wine tastings and other commercial events, in the evening, where patrons arrive by private auto or taxi-type service, and arrive and depart over a short period of time.

Without attributing any value as to which is a better use pattern for Fort Mason, gateway communities to National Parks are typically characterized by:

" Large number of families, arriving by private automobile. (San Francisco is of course somewhat different in terms of use of group transit, with Alcatraz visitors coming by local transit. However, the fact remains that there is a high percentage of family visitors).

" Demand for extensive tourist-serving commercial, including food service venues at many price points, tourist-serving souvenir shops of a variety of qualities, nearby hotels and motels, and so on. Issues experienced by both the National Park Service and by gateway communities are well known and documented. Since only a portion of Pier 3 would be needed by the Park Service for the embarkation and educational and interpretive retail activities, some of the more education, food service, and commercial activities will undoubtedly occupy the remainder of Pier 3. And since the Park Service owns and ultimately controls all of Fort Mason, they can control surrounding land uses, despite what will undoubtedly be enormous economic pressure to lease to additional tourist-serving uses.

As Fort Mason Centers lease prohibits such commercial uses in lower Fort Mason, the lease and likely the mission of the Fort Mason Center would need to be re-evaluated to make way for these tourist serving uses. Any such evaluation should consider not only the placement of new services to serve Alcatraz tourists, but also the displacement of the existing arts and cultural users of Fort Mason Center.

To the extent that this market demand is not satisfied on National Park Service property there will be tremendous demand to satisfy this demand in the adjoining city neighborhoods. Areas such as the Safeway, Laguna Street, Van Ness Avenue, Chestnut Street, and Lombard Street, among others, can be expected to come under intense economic and political pressure for development of additional tourist-serving uses. While this is under the purview of the San Francisco Planning Department and Planning Commission, and ultimately Board of Supervisors, and not the NPS, it will be a subject of considerable public discussion and a lengthy period of planning. There can be expected to be intense political pressure to disallow these land use changes. Issues such as these may be expected to take a number of years to resolve and could affect the timing and resolution of the EIS should Pier 3 be selected.

We would suggest that minor impacts to land use be reworded to Major impacts on Fort Mason proper and Possible major impacts on surrounding commercial streets and areas.

Visual Resources (page seven of Table ES-1)

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

The DEIS correctly identifies both beneficial and adverse impacts due to rehabilitated infrastructure, gangways and lighting, and water views. However, it does not recognize that there will be additional features needed to service a facility with 2,843,000 unique visitors per year. Like the acknowledged features, some of these additional features may have positive impacts and some may be negative, which will only be known when they are located and designed. There will have to be appropriate signage both on National Park service property and at appropriate places along the city access routes to direct the anticipated volume of traffic and alert touristic visitors as to the location and access points of the embarkation point. On Fort Mason itself, the circulation patterns, parking patterns, and general ground plane will need to be reorganized and redesigned. Access to and opportunities available to the visitors in other buildings and spaces at Fort Mason will need to be appropriately thought out and signed.

We would suggest adding a bullet:

Moderate to major beneficial or adverse impacts to design of ground plane, circulation patterns, and signage within Fort Mason itself. and

Unknown impacts to surrounding streets due to directional signage, traffic controls, and the like.

Transportation and Circulation (page one of Table ES-1)

Operation: long-term, moderate adverse impacts on parking for Fort Mason Center tenants; and long-term, moderate adverse impacts from the loss of Pier 3 event space to the Fort Mason Center and users.

Mitigation Measures: MM-5. (a transit connection between Fishermans Wharf and Lower Fort Mason).

Special Pier 3 Analysis: Effects of the F-Line Street Car Extension&.(pp 291, 287).

Implementation of mitigation measure Transportation-MM-5 may reduce this alternatives impacts on parking facilities.

However, the effectiveness and feasibility of these measures cannot be guaranteed at this time. Therefore, the impact would be considered to remain moderate with mitigation in the long-term.

Mitigation. Transit. (p. 289)

Implementation of mitigation measure Transportation-MM-5, as described below, was considered as a way to reduce this alternatives impacts on transit capacity by providing an alternative method of transportation. However, further analysis found that implementation of a shuttle may increase transit impacts.

The Fort Mason Center believes that if the point of embarkation is moved to Pier 3, the transportation problem must be solved. Lack of public transportation to Lower Fort Mason continues to be a major problem today in attracting arts and cultural uses. Fort Mason is almost entirely dependent on automobiles and consequently parking. The addition of 5,686,000 trips per year cannot take place without providing adequate transportation.

Discussions of level-of-service changes at key intersections in the DEIS is meaningless when the issue is lack of access. Reliance on shuttles from Fishermans Wharf is not credible without identification of their capital and operational funding. Further, to the extent that existing parking for existing daily Fort Mason employees and patrons is eliminated, shuttles from Fishermans Wharf will not substitute for adequate MUNI transportation serving Fort Mason from throughout the city.

In addition, the DEIS fails to identify capital funding, operational funding, political feasibility or a timetable for the F-Line extension.

Unless the NPS can provide evidence of funded feasible transportation improvements, we believe this impact should be rewritten:

Operation: long-term, severe immitigable impacts.

Recreation (page eight Table ES-1)

Operation: long-term, minor, adverse impacts from the loss of Pier 3 for large events; long-term, minor, adverse impacts from increased travel time from parking areas; long-term, major beneficial impacts from enhanced recreational opportunities;&.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

First, since no new patrons are to be served, but merely relocated from another Pier, there are not long-term major beneficial impacts from enhanced recreational opportunities; there are not new major recreational opportunities, but rather the relocation of those opportunities from Pier 31 to Pier 3. To the extent that there are improvements in and expansion of the physical characteristics of the facilities at the point of embarkation, those could be provided at any point of embarkation and are not limited solely to Pier 3.

Further, it is hard to understand how displacing the current uses of Pier 3, which serves 300,000 patrons per year and generates \$1,500,000 per year in revenues to support the historic preservation and subsidization of non-profit arts and cultural organizations throughout Fort Mason Center, can be characterized as minor. With the leasing of Pier 2 to the San Francisco Art Institute, Pier 3 constitutes 100% of the large leasable space at Fort Mason. It also makes it increasingly valuable in the tight San Francisco real estate market for the cultural activities it holds. Viewed in conjunction with the long-term displacement of large event spaces like the Concourse and the proposed shuttering of Pier 48 as event space, eliminating Pier 3 represents a significant cultural loss for San Francisco.

We believe this is a major adverse recreation impact.

We suggest rewording this item to:

Operation: long-term, major adverse impacts from elimination of the long-term established recreation use of Pier 3 for large events; major beneficial recreation impacts to touristic uses from construction of new and expanded recreational facilities. We believe that the same major beneficial recreation impacts to touristic uses could also occur at both the Pier 31 and Pier 41 alternatives.

Socioeconomics (page nine, Table ES-1)

Operation: long-term, moderate adverse impacts on parking for Fort Mason tenants, and long-term moderate adverse impacts from the loss of Pier 3 event space to the Fort Mason Center and users.

In line with our comments above on Land Use, Transportation, and Recreation, we believe this should be reworded:

Operation: long-term severe immitigable impacts.

NEED FOR THE PROJECT, pp. 6 -7

Federal law generally limits the maximum term of concession contracts to 10 years, and requires that a competitive process be used to select new concessions. For any site at the Port, that selection would also need to be coupled with the execution of agreements with the Port specifying the long-term availability of and conditions under which the ferry embarkation sites would be made available to any ferry services concessioner.

We agree that long term availability and conditions are a requirement for any site selected. And while Pier 3 is on National Parks property, the site is leased to the Fort Mason Center. The current lease, dated December 1, 2005, allows for the Park Service to remove Pier 3 from the lease. The lease states that the uses of Fort Mason shall be for cultural, recreational or educational purposes and for no other purpose. While the embarkation for the Alcatraz ferry can be broadly described as recreational, it is a very different use than the typical uses at Fort Mason. We believe the Park Service and the Fort Mason Center will want to reconsider some provisions of the current lease should Pier 3 be the chosen alternative. Introduction of 7,400 touristic visitors/day will fundamentally change the character of at least a portion of Lower Fort Mason. We suggest adding a statement along the lines of:

For Pier 3, that selection would also need to be coupled with a reexamination of the existing lease between the Park Service and Fort Mason Center, considering uses of the remainder of Pier 3, parking and access areas, transportation planning, and uses of other nearby areas such as the Firehouse, developing the long-term land use and management strategies to best serve the touristic visitors.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Lack of formal authority, in combination with changing adjacent commercial uses and developments hinders the Park Services ability to create a clear sense of identity and quality visitor support services at the Alcatraz ferry embarkation site. It is also important that the embarkation site be compatible with adjacent land uses.

Agree. There are numerous vacant or underutilized structures along the northern waterfront, particularly around Pier 31 , that were either emptied for the Americas Cup or that have historically been underutilized, that could be a part of the designated Alcatraz Ferry embarkation site. Any lease for the embarkation site should include areas and a plan for the complete services the Park Service desires.

PARK PURPOSE AND SIGNIFICANCE

Fort Mason, p. 10

Fort Mason is separated from SF Maritime NHP and Fishermans Wharf by a steep bluff that forms the eastern edge of Fort Mason and limits access between SF Maritime NHP and Fort Mason.

We suggest adding something like:

This bluff also serves to isolate Lower Fort Mason from Upper Fort Mason, and from the city itself, as it blocks both physical access and views of Lower Fort Mason when approaching from the south or east.

RELEVANT POLICIES AND PLANS

FORT MASON CENTER LONG-TERM LEASE, p. 20

The objectives (of the lease) are to create and preserve a cultural, educational, and recreation center, which reflects the unique history, talents, and interests of the people of the Bay Area in partnership with the Park&.This lease is relevant to the Project because Pier 3 is currently used as an event space by the Fort Mason Center.

While the words cultural, educational, and recreation center might be used to describe a heavily used tourist site such as any Alcatraz embarkation site, the way that the National Park Service and the Fort Mason Center have interpreted cultural, educational, and recreation center up to now is quite different in character from such sites as Pier 31 or Pier 41. This is not to say that Lower Fort Mason, or Pier 3 and its surrounding areas, could not be used as a tourist site, but that the National Park Service and the Fort Mason Center would need to jointly reexamine how Fort Mason Center is used, the kinds of institutions and activities it houses, the types of patrons it serves, and the ways in which it creates and preserves the center. We suggest changing the This lease is relevant sentence to something like the following:

This lease is relevant to the Project because Fort Mason Center is operated as an arts and culture center. Pier 3 itself is currently used as an event space. Introduction of 2,843,000 tourists a year, passing through Fort Mason twice, might suggest a different mix of uses in the entirety of Lower Fort Mason. In addition, today leasing of Pier 3 for events brings in \$1,500,000 per year which subsidizes low rentals for a number of other arts and cultural tenants at the Center.

In conclusion, thank you very much for the opportunity to comment on this DEIS. We look forward to continued discussions with the National Park Service as together we work to make Fort Mason, Alcatraz, and the entire GGNRA the best they can be.

Sincerely,

Rich Hillis
Executive Director

PEPC Project ID: 41352, DocumentID: 64026

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Date Sent: 05/20/2015 Date Received: 05/20/2015
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The operation for the length of the lease has been listed as one of the key project components, therefore it should be considered part of the stable project description. Analysis timeframes should be the life of the project as described, fifty years. Please list the impacts for this project over the course of the lease (50 years).

Please clarify if a combination of alternatives has been analyzed. If such combinations are being considered, please list the cumulative impacts.

When listing impacts, please list the current and projected project impacts over the life of the project description (50 years).

Rather than peak hour observations for water activity impacts, it should be recalculated using 24hr 7day observations due to biological activity (including human) within the San Francisco Bay. Current EIS observations may have underestimated the biological activity; therefore the EIS may have underestimated the biological impacts that would occur during construction and during the span of operation. Please list observation locations, times, and calculations to determine activity, including human activity (i.e. swimming, rowing and windsurfing).

A final determination should not be made until this information is readily available to the public. Additional time to comment should also be provided once the information above has become available.

Thank You

PEPC Project ID: 41352, DocumentID: 64026

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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The NPS Alcatraz Embarkation Pier should remain at pier 31-1/2. The existing infrastructure can support the flow of visitors, has adequate transportation options, and surrounding businesses to enhance the visitor's experience. The claim by the DEIS that "In its current configuration, space is unavailable at Pier 31½ to provide appropriate interpretive exhibits or an orientation to Alcatraz Island and GGNRA for visitors prior to departing for the island" is inconclusive, as the site could be easily reconfigured to provide for additional exhibits. What isn't needed at any boarding area is additional gift shops, as that is adequately handled on Alcatraz. The DEIS finds that remaining at Pier 31-1/2 has the least environmental impact and is the preferred choice. Those findings should be followed.

The Alcatraz Ferry Embarkation point should NOT be moved to Pier 3 at Fort Mason. This site is inadequately serviced by parking and public transit options, and the influx of over one million visitors a year to a bottlenecked site would be disastrous physically, culturally and environmentally. Creating cross ferry traffic within the existing travel paths of two yacht harbors and rowing and swimming clubs, not to mention one of the Bay Area's most heavily used windsurfing and kiteboarding zones, would be dangerous for all users.

It is imperative that you abide by the findings of the DEIS, and keep the Alcatraz Embarkation Point at Pier 31-1/2, either with the No Action Alternative or the Pier 31-1/2 Alternative.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 247

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Status: Reviewed	Park Correspondence Log:
Date Sent:	Date Received: 05/31/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	


Correspondence Text

Letter from the Fisherman's Wharf Restaurant Association attached. Will also submit through the website. Thank you!

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 248

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Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
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Correspondence Text

Aquatic Park is the starting point for many marathon training swims for us including the English and Catalina Channels. We have several swims outside of Aquatic Park and an Alcatraz ferry path so close would greatly endanger our lives. Additionally ferry boats deposit large amounts of exhaust into the water along with potential oil leaks that are very harmful to swimmers even in the cove.

Fort Mason is between 2 parks where families come to relax and enjoy the bay views. Adding an Alcatraz freeway kills the view and laid back feel of the area.

I have attended parking during those events (marathon training swims) is already an issue. Adding 1.7 million people to the area would make it a complete disaster! Parking is already difficult in the area. The proposed idea of extending the rail cars to Fort Mason also makes the area along Aquatic Park even more congested as several cyclists and pedestrians use this walkway. It is a walkway not a street. Tourists currently have Fisherman's Wharf, Pier 39 and Pier 33 all together and is very convenient for them. It is also already easily accessible by the rail cars.


PEPC Project ID: 41352, DocumentID: 64026

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Status: Reviewed Park Correspondence Log:

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Contains Request(s): No Type: Letter

Notes:

Correspondence Text

I feel the EIS is inaccurate in implying our boating and swimming activities are limited to being inside Aquatic Park. We swim and boat daily in the bay and have since 1873. Ferry service at Fort Mason would create a safety concern for us.

PEPC Project ID: 41352, DocumentID: 64026

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Correspondence Text

The historic aspect of the Maritime Museum will be inspected. The move to Pier 3 will create more noise, pollution, congestion, decrease the value of our property. We don't believe we need to increase commercialism in this quaint park setting.

PEPC Project ID: 41352, DocumentID: 64026
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Date Sent:	Date Received: 03/31/2015
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Contains Request(s): No	Type: Letter
Notes:	


Correspondence Text

Would be interested in understanding the impact to working historic boats based in and rowing out of the historic on-water Maritime Museum (largest in us).

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 252

Author Information

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Status: Reviewed	Park Correspondence Log:
Date Sent:	Date Received: 03/31/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

Every year there are thousands of swimmers, rowers and kayakers in/on the water behind Fort Mason. There are multiple-probable dozens- of swimming events every year involving swims from Alcatraz to Aquatic Park or Chrissy Field. There are sailing events from the Saint Francis Yacht Club and Golden Gate Yacht Club. The Draft EIS DID NOT analyze those conflicts and incorrectly assumed these activities would not be affected. The Draft EIS assumed swimmers only stay in Aquatic Park. They don't, they swim behind Fort Mason Piers every day of the year.



Plus, Municipal Pier is old and crumbling and all the waves from the new ferry traffic will accelerate its demise.

Thanks for considering my comment.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 253

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

As a daily swimmer and rower in the Bay, outside of Aquatic Park, I am deeply concerned over the proposed placement of the Alcatraz ferries at Fort Mason/Pier 3. This area of the Bay is heavily used for recreational activities- and has been for over 100 years. Ferry traffic and resulting pollution would seriously impact the abilities to use this portion of the water for swimming and boating.

Additionally, it's doubtful Municipal Pier could withstand the increased wave action. It's already falling apart.

Our preference is for the embarkation to remain at Pier 31½, as recommended by the DEIS.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 254

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:


Correspondence Text

Keep the Alcatraz ferry on Fisherman's Wharf.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 255

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text


Please do not have a ferry terminal at Fort Mason.

Our swimmers and rowers go to Fort Mason and beyond every day. The Alcatraz ferry terminal would make rowing and swimming very difficult, not to mention turn the area into a Fisherman's Wharf extension.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 256

Author Information

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Status: Reviewed	Park Correspondence Log:
Date Sent:	Date Received: 03/31/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	

Correspondence Text

Please do not turn Fort Mason into Fisherman's Wharf. Fort Mason is for everyone, not just tourists.

PEPC Project ID: 41352, DocumentID: 64026
Correspondence: 257

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

Stop the ferry move to Fort Mason!

The ferry serves its customer base fine at its current location, Pier 33, near Wharf hotels and shops. This move [to Pier 3] means more traffic, more pollution, more crowds, and more noise in this historic area.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 258

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:


Correspondence Text

Do not pollute or disturb our swimming area of Aquatic Park and the Fort Mason area. We do mock swimming along shore from the Golden Gate Bridge to the Bay Bridge and manage it all but ferries at Fort Mason will seriously and badly impact us.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 259

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text


We in the South End Rowing Club are disappointed that the Draft EIS fails to recognize the potential impact of moving the ferry embarkation to Pier 3 on the swimming and boating activities in this part of the waterfront. The EIS says this change would trigger no impacts to recreational boating or swimming. This is patently false. Many, many people swim in the area around Pier 3, as well as between Aquatic Park and Pier. In fact, a Round-Trip Fort Mason or RTFM is a favorite swim for our club. As well, thousands of visitors swim in that area, including from Alcatraz to shore, every year. All of these swims would be jeopardized, including by virtue of the severe safety issues raised, because of ferries crossing out swim paths. In addition, the EIS does not appear to address the health impact on swimmers of extensive renovations to Pier 3, which would inherently stir up likely dangerous sediments, in close proximity to where we swim.

Finally, the EIS does not appear to address the incremental wear and year, due to increased proximate wave action, on what is conceded to be the currently Municipal Pier.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 260

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Status: Reviewed	Park Correspondence Log:
Date Sent:	Date Received: 03/31/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	


Correspondence Text

The Pier 3 Fort Mason area is currently in an area that supports outdoor sports activities for the public, sports groups, schools, sea scouts and at least two historic clubs, the South End Rowing Club 1873 and the Dolphin Club 1878. The Aquatic Park area and its surroundings are used for boating, swimming, biking, running etc. by public. Encroachment of this open air park setting by commercial interests is anti-environment and not in the best interests if providing public space in which to enjoy the estuary.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 261

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Status: Reviewed	Park Correspondence Log:
Date Sent:	Date Received: 03/31/2015
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Letter
Notes:	


Correspondence Text

The ferries should remain at Pier 31½. By relocating the ferries we are impacting parking in an already congested area (Fort Mason and Aquatic Park). These alternatives are putting tourists before the residents. People (residents and tourists) come to Aquatic Park to enjoy outdoor sporting activities- cycling, swimming. This move will make it more challenging and create obstacles for everyone.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 262

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 03/31/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

The Fort Mason alternative would adversely impact our many regattas which have a reward mark positioned right off Fort Mason. We do over 40 major regattas per year in this area and cannot have constant commercial traffic crossing the race course (established 1927).


PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 263

Author Information

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Status: Reviewed Park Correspondence Log:

Date Sent: Date Received: 03/31/2015

Number of Signatures: 2 Form Letter: No

Contains Request(s): No Type: Letter

Notes:

Correspondence Text

Alcatraz Cruises are the hottest attraction for San Francisco and has been for many years- this is extremely important for all successful businesses.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 264

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 04/14/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

I am writing in response to the recent SF Chronicle article regarding moving the Alcatraz Cruises to the Marina District. I would like to make a few comments on why I feel this is a terrible move for everyone concerned, except perhaps for the National Park Service.

I worked for the tourism industry in San Francisco for 30 years and have recently retired. My first position was Vice-President of Marketing at Gray Line Sightseeing Tours and most recently in the same position at PIER 39. Having worked in the transportation business for so long I understand the logistics of moving buses through the city. In fact, many years ago Gray Line was trying to do a large event at Fort Mason and the residents were 100% against any buses going down Laguna Street to enter fort Mason. To this day I believe there is a ban on buses in that area.

Since the 1989 earthquake and the destruction of the overhead freeway to Chinatown, the Embarcadero has slowly risen to become a popular destination for tourists and locals alike. I believe that having Alcatraz Cruises on the Embarcadero has helped other businesses to set up shop there, including the Exploratorium. The area of interest on the Embarcadero now begins at Pacific Bell Park and continues all the way to the Maritime Museum. Its a wonderful walk for some and a lovely ride aboard the F-line trolleys for others, without bothering a single resident of the city. All tourists are on a very tight schedule to fit in as much as they can during their short stay in any city. Moving Alcatraz Cruises to a neighborhood without any amenities to serve the tourists would be detrimental to both the tourists and residents alike. It is not well served by public transportation and there is not enough parking there for those who want to drive. I am sure you are well aware of the fact that you will have a fight on your hands with the neighbors.

Since I believe that Alcatraz Cruises attracts so many people to the current location you, the National Park Service, should be able to come to a fair agreement with the Port of San Francisco in order for them to keep the SF Port property tenants that benefit from the Alcatraz Cruises patrons.


Please let me know if there are any meetings regarding this issue since I would like to attend. My email is

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 265

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 05/19/2015
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for more than 15 years . SERC has provides me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative.
Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay.
All ferry operations
would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts.
Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative .

I and other SERC members and other individuals use the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative .

As a SERC member, I am currently able to engage in swimming & rowing activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swimming west from Aquatic Park towards Crissy Field and the Golden

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Gate Bridge.



If the ferry service is moved to Pier 3 in Fort Mason, the NPS would introduce boat traffic directly into my swimming path when I am outside of Aquatic Park. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training/rowing , would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 or Pier 41 alternative.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 266

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 05/20/2015
Number of Signatures: 132 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

We write to oppose the proposal to develop Pier3/Lower Fort Mason as the Alcatraz Ferry Embarkation site.

We believe that the Environmental Impact Statement (EIS) submitted with the proposal is incorrect in some areas and incomplete in addressing major areas of concern as related to recreational activities in the area, namely recreational boating and the growing sport of open water swimming, and potential impacts to the degrading Municipal Pier.

We believe that the authors of the EIS did not fully investigate the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.

We fully support keeping the ferry service at its current location at Pier 411 Ferry Building or at its previous location at Pier 31/33 at Fisherman's Wharf.

Here are some of the areas that we believe the EIS has not properly addressed:

- Aquatic Park as a cultural resource: While the EIS recognizes the historic and cultural significance of Aquatic Park, it does not address the long-term negative impacts on accessibility, water quality, and continued recreation to the area and its function as a recreational and cultural resource. Here residents and visitors of all ages, from multiple neighborhoods, gather to enjoy access to the Bay. This area has intense and growing use by swimmers, rowers, runners, bicyclists, sea scouts, seniors (at the Maritime Museum), and students from neighboring Galileo High School, Francisco and Marina Middle School, and Yick Wo and Garfield Elementary schools, as well as families. And of course tourists.

- Recreational Impacts: the EIS Conclusion states "The Pier 3 Alternative would result in short- term, minor, adverse impacts on recreational resources due to construction. During operation, the Pier 3 Alternative would result in long-term, minor,

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adverse impacts on recreation from increased visitor travel time to the site from primary parking locations at Fisherman's Wharf; long-term, minor, adverse impacts on recreation from the change in use of the Pier 3 shed; long-term, major, beneficial impacts from accommodating increased visitors and providing connections to other GGNRA parklands; and no impact on recreational swimming and rowing opportunities compared to the No Action Alternative ."

This is flat out wrong.

Establishing Alcatraz Ferry service embarkation from Fort Mason will have a serious and long-term negative effect on long-established recreational swimming and rowing opportunities. It would also place the NPS and ferry operators at greater risk and liability for potential injuries and death to recreational users.

The EIS fails to recognize that recreational swimming and rowing are not limited to the waters of Aquatic Park Cove. In fact, the entire area between Fisherman's Wharf and Yacht Harbor to the west of Fort Mason provides a critical recreation area to a growing number of open water swimmers and recreational rowers, kayakers, paddleboarders and boaters based out of Aquatic Park. Recreational usage continues to grow each year and users are swimming and rowing all year round.

The Dolphin Swimming and Boating Club (established at Aquatic Park in 1878) currently supports an active member base of roughly 1,400 members and has been adding 15 - 30 new members each month for the past several years. The South End Rowing Club has a highly active base of 1,000 recreational Bay users and membership is also growing. Together, these clubs host more than 50 organized competitive swims and/or rows each year. Each swim has roughly 60-90 participants plus accompanying pilot rowboats, kayaks, paddleboards and motorized craft. For example, the Dolphin Club has several annual swims from Gas House Cove, Yacht Harbor, and Coghlan Beach (Wave Organ beach), all west of Ft. Mason, back to Aquatic Park. There are also many additional swims that are private outings or large ones organized by other groups, such as the Leukemia & Lymphoma Society's Team In Training, The San Francisco Triathlon Club, The Golden Gate Triathlon Club, and Water World Swim, which actively use the waters between west of Lower Fort Mason and Fisherman's Wharf to recreate.

Alcatraz swims: Currently swimmers enjoy the safety and security of recreating west of the ferry service traffic lanes. The swim from Alcatraz to San Francisco is world renowned. Some 5,000 swimmers travel here each year to participate in large organized swims. In addition, both clubs have several Alcatraz swims each year and host numerous private swims from the island to Aquatic Park. These occur year round. Bringing high density ferry traffic to a widely used recreational area exposes the NPS to significant risk through heightened potential of injury and death to recreational boaters, swimmers, and first responders plus the potential negative impact on water quality standards.

- Water quality and wake action: The EIS fails to address the true conditions of currents and water quality in Aquatic Park by stating that any ferry wake-generated wave action or water quality issues would be mitigated by the Aquatic Park Pier jetty and adjacent breakwaters. The Municipal Pier is in an advanced state of decay, but even so its unique design allows currents (and pollution) to flow through the pier and

into Aquatic Park. Swimmers and rowers feel the tide in the cove and would certainly be subjected to any wake activity from ferry service.

- Municipal Pier: the NPS is well aware of the rapidly deteriorating condition of Muni Pier. The EIS fails to reflect this fact and how wake generated wave action will also accelerate its decay. This pier is essential to the protection of Aquatic Park Cove for recreation uses as well as the historic fleet of ships at Hyde Street Pier.

- Conflict with SF General Plan: the proposal to move ferry service to Pier 3/Ft. Mason is in conflict with the city's General Plan, policy 2.4 on page 25, which refers to the City's strong commitment to passive and water-oriented recreation, views, and habitat. Throughout the General Plan, the area between Fort Mason and Fisherman's Wharf is consistently cited as one of the city's most valued recreational access locations. The SF General Plan also places a clear emphasis on ensuring the economic vitality of the Fisherman's Wharf area. Relocating the ferry embarkation location to Fort Mason would likely result in 1) economic loss to Fisherman's Wharf merchants and businesses and 2) overall economic loss to the City because commercial development opportunities to replace those lost at Fisherman's Wharf would not be possible given the zoning in the area surrounding Fort Mason.

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- Historic Streetcar: The EIS Transportation and Circulation Study does not address the environmental impacts of the proposed extension of the historic streetcar. Pedestrian foot traffic and recreational use of the area between Fisherman's Wharf and Lower Fort Mason Increases significantly each year and a Ft. Mason Alcatraz ferry site would add another 1.5 million annual visitors to that track and surrounding area.

Again, we believe that the EIS does not capture the reality of the intensive recreational use of the area surrounding Fort Mason, that the proposed site of Pier 3/Lower Ft. Mason will have significant long-term negative effects on water-based recreation, especially swimming; will expose the NPS to greater liability; and is in conflict with some of its own stated goals and those of the San Francisco General Plan.


We fully support keeping the ferry service at its current location at Pier 41/ Ferry Building or at its previous location at Pier 31/33 at Fishermans' Wharf.

Please keep us informed of any and all developments related to this project.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 267

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 05/27/2015
Number of Signatures: 1 Form Letter: Yes ([Master](#))
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for 5 years. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines cursorily that the Pier 3 Alternative would cause "no impact" to recreational opportunities. The DEIS fails to address the severe impact ferry service to Pier 3 in Fort Mason would have on swimmers and other small craft

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recreators using the San Francisco Bay in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to swim in the Bay in a manner that I would not enjoy were ferry service to depart from Fort Mason Pier 3. The risk of a fatal collision, and the release of even trace amounts of diesel fuel, in the immediate vicinity of my preferred swim venue would effectively end my swimming at SERC, which may be the most pleasurable recreation in which I engage. I frequently swim outside the boundaries of Aquatic Park, often west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas that I frequent.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 or Pier 41 alternative.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 268

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 05/11/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

This letter is to oppose ANY ferry service considered by the National Park Service (herein NPS) at Fort Mason. The areas at Piers at 1, 2, 3 as a ferry dock and passenger embarkation point for service to Alcatraz and/or for "special service" to Fort Baker and other NPS sites should not be allowed. That proposal is simply NOT safe.

Three sites were evaluated for the Alcatraz ferry: Improvements to the existing location at Pier 31 and potential alternative sites at Pier 41 and Pier 3. An Alcatraz Ferry Embarkation Draft Environmental Impact Statement (DEIS) was published. DEIS recommends that NPS negotiate with the Port of San Francisco to make improvements to Pier 31. However, whatever the outcome for the Alcatraz Ferry Service, the NPS still wants to build a visitor's center and operate special ferries from a new base at Fort Mason at Pier 3.

The DEIS is totally wrong to assert that there would be "no impact" in recreation boating and swimming. In fact there would be several negatives. The report ignores and fails to evaluate the impact on boaters, paddlers, kayakers and swimmers. Also, there is a sizeable backwash coming from under Fort Mason. This will be substantially increased due to wave action from proposed ferries and could cause property damage to boats and the Marina. The report also fails to recognize the negative impact on increased traffic and general congestion in the area.

There is no mention that a special ferry service would create new water traffic lanes that cut right through the close-to-shore areas used by the 15 San Francisco area high school sailing teams that race there on weekends and practice in front of Fort Mason on

Mondays through Fridays from 3:30 pm to 7:00 pm. There is no mention that race committees of various Bay Area clubs start and finish regattas right off those piers and the Fort Mason buoy is used as a turning point for many races.

The proposed ferry service would also be cutting across the path of boaters entering and leaving SF Marina East Harbor, affecting berth holders and transients seeking fuel at the gas dock and visiting City Yachts. Their rights of safe passage would

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

be affected (State of California Bay Area Water Trail Act (Legislation AB 1296) September 22, 2005).


As a tenant in the SF Marina since 1987 and a sailor in the Bay Area since 1968, I am well aware of the logistics of the Fort Mason location. Due to the very serious safety concerns about ANY ferry service from Fort Mason, it would certainly be advisable that ferry service should ONLY start and finish at Pier 31.

The NPS should undertake a Supplemental EIS to thoroughly investigate all the safety issues on the current and projected recreational use by boaters, paddlers and swimmers and the possible property damage to berths and boats. The NPS should have a full public comment period thereafter.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 269

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Correspondence Text

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for nearly 30 years. SERC has provided me and my family with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake

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generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does aQ1 take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in open water swimming activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim outside the boundaries of Aquatic Park, often swim west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me access and the ability to participate in many early morning sunrises swims for over 30 years besides open water training for my English Channel, Catalina and Maui channel besides around Manhattan. Training in the Bay for trans Tahoe and other local open water competitions has been critical for my keeping in condition. These activities are limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities\ including open water swims would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing. DEIS at 410. As a result, the DEIS determined that there will be no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These efforts may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as I frequently swim outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be swimming. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking). I strongly urge the NPS to select the Pier 31 or Pier 41 alternative. Fort Mason neighborhood is a unique residential area of San Francisco, and dumping the tourists that take the ferry to Alcatraz would change irreparably the character of the neighborhood.

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We are sailboat owners and racers berthed at the SF Yacht Harbor; we also have recently visited Alcatraz when we had German visitors'and of course, took the Ferry to Alcatraz. First, we'd like to say we are happy the National Park Service (hereafter NPS) has a popular tourist attraction in Alcatraz; the National Parks need the money to keep up a valuable asset for all Americans.

However, the NPS should NOT move to Ft. Mason's Piers 1,2 and 3'and the areas between Piers 2 and 3'as a ferry dock and passenger embarkation point for service to Alcatraz and for "special service" to Ft. Baker and other NPS sites. We can't believe you are even considering such a move. The tremendous impact on the boaters and on paddlers and swimmers will be destructive.

We who use the City Front regularly have not been informed of an Environmental Impact Statement that address the actual uses of the City Front Area. The proposed Ferry Services would create new water traffic lanes that would cut close-to-shore areas that are used by many San Franciscans and appreciated by tourists'high school sailing teams that race on weekends, weekend and weekday sailors in regattas directly off Piers 1-3, paddlers and kayakers. Imagine the dangers created.

It is the lead agency's responsibility to accurately reflect the use of the City Front in its Environmental Impact Statement, yet none of these popular activities were considered. Perhaps the result of hiring an East Coast firm.

Because the report does not mention these popular uses of the areas to be changed by moving the Alcatraz Ferry, it is inadequate and illegal.

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From what we can see, the routes should start and end at Pier 31-1/2.

The NPS needs to undertake a Supplemental EIS to investigate the impact of any move on recreational users'current and future'and have a full public comment period.

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Correspondence Text

I am writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS"). I have been a member of the South End Rowing Club ("SERC") for two years, and before that a member of the Dolphin Club. SERC has provided me with unique access to the San Francisco Bay. As a result, I am concerned that the DEIS fails to properly evaluate impacts to recreation in the San Francisco Bay, especially open water swimming and rowing.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS.

While I appreciate the effort, time, and resources involved with preparing the DEIS and its consideration of alternatives, I write to express serious concern regarding the legal deficiencies in the DEIS stemming from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and

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swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the San Francisco Bay to be a busy environment for recreational activities, it neglects to consider the distributional effects that would be created by moving ferry service to

Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the San Francisco Bay for recreation frequently do so in the area that would be traversed by Alcatraz ferry service - an area that has been set aside by the United States Coast Guard for recreation (and indeed is the only area so designated in the San Francisco Bay). As a consequence of these omissions, the DEIS does not take the requisite "hard look" at impacts on recreation associated with the Pier 3 Alternative.

Indeed, as a SERC member, I am currently able to engage in both swimming and rowing activities on the San Francisco Bay in a manner that I would not otherwise be able to participate. SERC ensures that my activities are not limited to Aquatic Park. I frequently swim and row outside the boundaries of Aquatic Park, often swimming and rowing west from Aquatic Park towards Crissy Field and the Golden Gate Bridge. Indeed, this part of the San Francisco Bay is internationally renowned for its importance to, and development of, open water swimming. Specifically, SERC grants me Bay access and the ability to participate in: training for long-distance open water swimming, Our "Sunriser" morning swims, "long distance swims to Alcatraz or elsewhere in the northern San Francisco waterfront, such as swims from Kirby Cove, Fort Point, or Point Bonita. These activities are not limited to Aquatic Park.

If the ferry service is moved to Pier 3 in Fort Mason, the NPS would be introducing a significant quantity of regular and frequent ferry traffic directly into the path where I and other club members often swim and row. If such ferry service is introduced, my ability to use the San Francisco Bay for recreational opportunities, including open water swim training/rowing, would be severely impaired, as such activities would become extremely dangerous. In addition, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service in this portion of the waterfront would have on recreational opportunities and omits critical details about the requirements of the historic operations at Fort Mason; in particular, the fact that the port required a wave attenuator when the military conducted regular operations at that location.

The DEIS similarly fails to consider the effects of water quality on recreation. The DEIS states that the Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative." Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. These effects may be increased for the Pier 3 Alternative, as additional pile driving must occur. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park.

Indeed, as I frequently swim and row outside of Aquatic Park, I am seriously concerned about the impacts that such construction activities may have on water quality in the areas where I will be both swimming and rowing. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

In sum, the DEIS has failed to take a requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the impacts of this alternative on recreation and



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water quality. Consequently, the NPS would need to supplement and provide further public comment on the recreational impacts of the Pier 3 alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. In light of these considerations, and the significant impacts of the Pier 3 alternative on recreation and other resources (e.g., transit, parking), I strongly urge the NPS to select the Pier 31 or Pier 41 alternative.

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On behalf of the South End Rowing Club ("SERC"), we are writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS") in accordance with the National Environmental Policy Act ("NEPA"). SERC was founded in 1873, and has been located in Aquatic Park on the northern San Francisco waterfront since the early 1900's. SERC is a multi-generational club that promotes and encourages the recreational use of the San Francisco Bay (the "Bay"). SERC has provided unique recreational access to the Bay for over 130 years and is recognized as a vital resource for hundreds of rowers and swimmers, including world-class open water swimmers who use the Bay's historic training grounds as an indispensable part of their training regimen.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 !-2, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS. Because the analysis of the Fort Mason Pier 3 Alternative fails to consider the significant impacts of this proposal on recreational use of the Bay and inadequately evaluates impacts on other resources, SERC submits that NPS cannot select this alternative.

GENERAL COMMENTS

We appreciate and commend the NPS for the extensive amount of effort, time, and resources spent during the planning process to meet with stakeholders and prepare the DEIS. Notwithstanding this investment, the following core components of the DEIS suffer from critical legal deficiencies:

- The DEIS does not fulfill its basic legal function to fully inform the public of the environmental impacts of the proposed action

- The DEIS fails to accurately describe and analyze the impacts on recreation associated with regular ferry service under the Pier 3 Alternative
- The DEIS fails to fully characterize and analyze the impacts that changed water quality associated with regular ferry service under the Pier 3 Alternative would have on recreation
- The DEIS fails to identify or consider mitigation measures for impacts on recreation associated with the Pier 3 Alternative
- The DEIS fails to consider impacts or mitigation measures for impacts on recreation associated with the special ferry service departing out of Fort Mason
- The DEIS fails to identify or consider the impacts on cultural resources associated with the Pier 3 Alternative
- NPS failed to include the United States Coast Guard ("USCG") as a cooperating agency

These legal deficiencies all stem from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. If NPS intends to carry this alternative forward, supplemental review must be conducted to remedy these deficiencies.

Alternatively, given the significant impacts of the Pier 3 Alternative on recreation and other resources, including transit, parking, and socioeconomics, we urge the NPS to select either the Pier 31 or Pier 41 Alternative. More specifically, given those two options, we strongly support the selection of Pier 31 as the long-term ferry embarkation point. Not only is Pier 31 the environmentally preferred alternative, but adopting the Pier 31 Alternative is undoubtedly the best alternative for the City of San Francisco, its residents, and tourists, as critical infrastructure, including parking, transit, and other services, is already in place, presently supporting ferry service at Pier 31 Yz. The Pier 31 Yz Alternative furthermore does not currently impact the unique recreation options currently limited to a small sliver of the Bay that would be substantially, if not totally, ruined by conflicting regular ferry service.

SPECIFIC COMMENTS

1. The DEIS is Inadequate as an Informational Document

The DEIS fails to fulfill the basic legal function of an EIS, which is to fully inform the public about the impacts of a project so that the public can provide informed input. An agency preparing an EIS must take a "hard look" at the potential environmental consequences of the action. *League of Wilderness Defenders - Blue Mountain Diversity Project v. U.S. Forest Serv.*, 689 F.3d 1060 (9th Cir. 2012). In order to satisfy its obligations, an agency must consider all foreseeable direct and indirect impacts, including a discussion of adverse impacts. *Id.* The EIS must "foster both informed decision-making and informed public participation." *Half Moon Bay Fishermans' Mktg. Ass'n v. Carlucci*, 857 F.2d 505, 508 (9th Cir. 1988).

The DEIS fails to provide sufficient information to enable the public to fully understand the implications of the Pier 3 Alternative at Fort Mason. The DEIS does not facilitate informed decision-making or informed public participation, as it denies significant impacts without explanation and glosses over significant issues that should be addressed. In particular, and as described more fully below, the DEIS does not provide meaningful information to enable the public to evaluate issues associated with the impacts of the Pier 3 Alternative on recreation in the San Francisco Bay. The DEIS also fails to include discussion of reasonable mitigation measures for these impacts. These infirmities must be addressed in a supplemental environmental review if NPS intends to proceed with this proposal.

2. The Impacts on Recreation Associated with Regular Ferry Service Under the Pier 3 Alternative are Significant and Require Analysis

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The DEIS is legally deficient as a result of its failure to describe and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 Alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion and without further discussion or consideration, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the Bay to be a busy environment for recreational activities in general, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the Bay for recreation frequently do so in the area that would be traversed by the regular Alcatraz ferry service.

SERC members and other individuals using the Bay for recreation frequently engage in rowing and swimming activities on the San Francisco Bay that are not limited to Aquatic Park. SERC rowers do not remain in Aquatic Park; rowers typically exit Aquatic Park and row west towards Crissy Field and the Golden Gate Bridge. Similarly, swimmers frequently swim outside the boundaries of Aquatic Park, especially when training for significant open water swims. Attached to this letter as Attachment A is a photograph of a map posted at SERC's clubhouse that depicts the various training routes that are regularly undertaken by club members. While some of SERC's routes traverse the middle of the Bay (e.g., Alcatraz, Point Bonita)¹ most of the training swims begin in Aquatic Park and travel west, past Fort Mason, along Crissy Field towards the Golden Gate Bridge and the Pacific Ocean.

If the regular Alcatraz ferry service is moved to Pier 3 in Fort Mason, the NPS would introduce a significant quantity of regular and frequent ferry traffic directly into the path where SERC members often swim and row. If such ferry service is introduced, recreational opportunities, including open water swimming and rowing would be severely impaired, as such activities would become extremely dangerous.

¹ SERC coordinates with, and holds permits issued by, the United States Coast Guard for such activities

Furthermore, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service creates in this portion of the waterfront. As a result, the DEIS fails to take the requisite "hard look" and supplemental environmental review of the Pier 3 Alternative is required.

3. The DEIS Fails to Analyze the Impacts Changed Water Quality Would Have on Recreation Associated with Regular Ferry Service Under the Pier 3 Alternative

The DEIS similarly fails to consider the effects of changes in water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative."

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Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. In fact, these effects may be increased for the Pier 3 Alternative, as additional pile driving must occur when compared to other of the identified alternatives. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as SERC members frequently swim and row outside of Aquatic Park, the DEIS fails to seriously consider and analyze the impacts that such construction activities may have on water quality in the areas where people swim and row. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

4. DEIS Fails to Consider Mitigation Measures for Impacts on Recreation for the Pier3 Alternative

As part of the "hard look" analysis required by NEPA, the DEIS must also consider mitigation measures as a means of reducing the significant environmental impacts of the proposed action. 40 C.F.R. § 1502.14(f). If the analysis relies on proposed mitigation to justify the selection of an alternative, the DEIS must also ensure that means to implement the proposed mitigation are incorporated into the action or required as a condition of approval. 40 C.F.R. § 1502.16(9)-(h) .

The DEIS fails to fulfill these requirements. As described above, the Pier 3 Alternative would result in significant adverse impacts on recreation. Indeed, regular and frequent ferry service out of Pier 3 would create substantial safety concerns, as ferry service would traverse portions of the waterfront that are heavily used by recreational users. Some of these operations will require the ferries to operate in reverse. Accordingly, ferry service would significantly hamper rowing and open water swimming, resulting in the degradation of treasured and historic swimming areas. Given these significant, adverse Impacts, the DEIS has a duty to consider associated mitigation measures.

In particular, the DEIS omits the need for and means to accomplish mitigation for impacts on recreation and other resources due to the waves created by commercial operations. NPS failed to consider critical details about the requirements of the historic operations at Fort Mason that would be instructive on mitigation matters. Specifically, the DEIS omits the fact that the port required a wave attenuator when the military conducted regular operations at Fort Mason. The DEIS fails to identify, let alone discuss, whether a wave attenuator should be used to mitigate impacts due to ferry wake-generated and other wave action at Pier 3.

Similarly, the DEIS fails to consider safety protocols that would need to be implemented under the Pier 3 Alternative if recreational uses and ferry service are to coexist. The cost and feasibility of these measures also must be examined in the DEIS.

While we are confident that any proposed mitigation measures would be insufficient to reduce adverse impacts posed by regular ferry service at Pier 3, the DEIS must at least attempt to identify some measures. In failing to do so, the DEIS has not taken the requisite "hard look" at the Pier 3 Alternative. Before preparing a final EIS that properly informs the public of the consequences of the proposed action, NPS must accordingly undertake supplemental environmental review of these issues.

5. DEIS Fails to Consider Impacts or Mitigation Measures for Impacts on Recreation for the Special Ferry Service at Fort Mason

Under each of the alternatives identified in the DEIS, the NPS would implement additional "special ferry service" at Fort Mason. DEIS at 67. The DEIS states that the special ferry service would be for "special events, such as conferences, occasional excursions, or special occasion service" that would be "in addition to and separate from the primary embarkation site." Id. The DEIS further specifies that the service "would not provide daily or regular service to Alcatraz Island, but it could be used for special occasion trips to Fort Baker or other GGNRA sites and NPS units." Id. The DEIS apparently "assumes" that the special ferry service at Fort Mason would operate at off-peak hours with a single 220-passenger ferry

loading and unloading outside of peak transportation periods.

The DEIS determines that the special ferry service at Fort Mason "would not displace any existing recreational opportunities" and "the Project element's incremental contribution to any cumulative impacts on recreational resources would not be major." DEIS at 411. The DEIS fails to consider whether the special ferry service would interfere or create impacts on recreational opportunities for rowers and swimmers outside of Aquatic Park. So too, the DEIS proposes no mitigation measures for impacts to recreation. Id.

We acknowledge that, given that the special ferry service at Fort Mason would occur only on rare occasions and during "off-peak" hours, the impacts to recreation in the Bay are likely to be minor in nature. However, the potential for impacts and conflicts between the special ferry service and recreational swimmers and boaters using the historic waters between Aquatic Park and Crissy Field remains. The Final EIS must describe the nature of these operations in greater detail (e.g., timing, frequency) to ensure that the impacts of any routes to Fort Baker and other locations authorized by the NPS's action are, in fact, minor. Such potential impacts should be studied further in the Final EIS ("FEIS").

SERC has a long history of working collaboratively with the USCG to ensure that SERC's training swims that head north across the Bay (e.g., to Alcatraz or Sausalito) are done safely and in accordance with the terms of SERC's permit. SERC wishes to be a partner in the long term management of the northern waterfront and is eager to work together with NPS to ensure that, on dates when the special ferry service at Fort Mason is active, the service is announced in advance such that the ferry can be operated without conflict or danger to recreational users of the Bay. However, because the DEIS did not include such mitigation measures, they must be analyzed and incorporated into the FEIS.

6. The DEIS Failed to Consider Impacts to Cultural Resources Associated with the Pier 3 Alternative

The DEIS describes a variety of cultural resources on the northern San Francisco waterfront, and, in general, considers how the selection of a long-term ferry embarkation point would impact those resources. For example, the DEIS identifies Aquatic Park as part of the "cultural setting", noting that it is part of the San Francisco National Maritime Park. DEIS at 198-99. The DEIS further notes that Aquatic Park is of national significance for architecture and landscape architecture, and is a "designed cultural landscape that was specifically designed for passive recreation. DEIS at 204-205. The DEIS then evaluates the potential impacts of the Pier 3 Alternative on historic structures, archeological resources, and cultural landscapes. DEIS at 401-402. The DEIS concludes that there will be "no major impacts on cultural resources." DEIS at 402.

The DEIS fails to adequately identify cultural resources affected by the Pier 3 Alternative and, as a result, fails to properly inform the public of the impacts of the proposed alternative. The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming. For example, Roz Savage trained for her row across the Pacific on the northern San Francisco waterfront and launched her boat for her journey from SERC's dock. Additionally, many internationally-renowned open water swimmers, including Trent Grimsey (current world-record holder for swimming the English Channel), Kimberley Chambers (recently completed the "Oceans Seven", open water swimming's version of the Seven Summits), and Lynne Cox (renowned open water swimmer) are SERC club members who have trained for long distance swims on the Bay. The DEIS fails to identify these historic training waters as part of the cultural setting or landscape.

Because such cultural resources are not included in the DEIS, the DEIS fails to properly identify, evaluate, and analyze impacts on cultural resources as a result of the Pier 3 Alternative. As described above, operating long-term ferry services out of Pier 3 in Fort Mason will result in severe impacts to the ability of recreational users to swim and row safely in the Bay. Not only do those impacts restrict recreational opportunities, but the impacts also would severely restrict the use of historic training waters that continue to be of vital importance to the sports of open water swimming and rowing.

Furthermore, the DEIS fails to analyze the impacts of the Pier 3 Alternative to important cultural institutions. As described above, SERC has been providing access to the northern San Francisco waterfront for rowing and swimming activities since the early 1900's. SERC is one of the only multi generational clubs in San Francisco, with members' ages ranging from

children to senior citizens. As a result, SERC is an important cultural touchstone not only to the sports of rowing and open water swimming, but to the community at large. Because long-term ferry service at Pier 3 in Fort Mason would severely impact recreational opportunities in the Bay, it also imperils SERC's ongoing viability. The DEIS fails to identify or analyze such cultural impacts and, as a result, did not take the required "hard look" at the issues. NPS must accordingly undertake supplemental environmental review of these issues.

NPS Failed to Consider USCG Regulations or Include USCG as a Cooperating Agency

The San Francisco Bay constitutes a Regulated Navigation Area ("RNA") pursuant to USCG regulations. See 33 C.F.R. § 165.1181(c)(1)(i). As a result, NPS should have included the USCG as a cooperating agency. A "cooperating agency" is defined to be any federal agency that "has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) . . .". 40 C.F.R. § 1508.5 (emphasis added). NPS, as the lead agency, should have requested that the USCG lend its special expertise regarding maritime activities and vessel traffic management on the Bay. See 40 C.F.R. § 1501.6(a) (indicating that the lead agency should request the participation of cooperating agencies). The failure to include the USCG as a cooperating agency to provide expertise on the management of vessels on the Bay is a critical oversight.²

Indeed, the regulations constituting the RNA on San Francisco Bay specify various vessel traffic lanes, including westbound and eastbound traffic, traffic separation zones, precautionary areas, and two-way traffic lanes. See 33 C.F.R. § 165.1181(c)(1). The remaining areas are designated as recreation areas. By establishing different zones, the USCG's Vessel Traffic Service ("VTS") coordinates the safe, secure, and efficient transit of vessels in San Francisco Bay.

USCG maps designate the area immediately surrounding Aquatic Park and extending westward along Crissy Field and the waterfront to the southern footing of the Golden Gate Bridge as a "recreation area". Attached to this letter as Attachment B is a map of the various zones within the RNA. The USCG's Vessel Traffic Service's User Manual specifies that "chartered recreation areas within the VTS Area shall be avoided by commercial vessels." USCG Vessel Traffic Service San Francisco User's Manual, available at: <http://www.uscg.mil/d11/Vtssf/vtssfum.asp>. Furthermore, the User Manual states that "the recreational boating public have a legitimate expectation that ships will adhere to the traffic routing system." *Id.*

The regular ferry service proposed at Pier 3 conflicts with the recreation area set forth on USCG maps and the expectations created by the VTS. The Pier 3 Alternative in Fort Mason would introduce ongoing daily commercial activities directly into a recreation area that, pursuant to the VTS, is to be avoided by commercial vessels. Introducing commercial activities into the recreation zone represents a drastic impact that alters the character of waters that the USCG has left for recreation activities. The DEIS does not identify, consider, or evaluate this impact, or consider how locating the regular ferry service at Pier 3 would ultimately impact and undermine the USCG's regulatory scheme for safely organizing vessel traffic in San Francisco Bay. Contrary to the representations in the DEIS, "all ferry operations [cannot-and will not-] occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts." DEIS at 410. Supplemental review, including coordination and collaboration with the USCG, must be conducted to correct these material oversights in and omissions from the DEIS.

² We note that the USCG was a co-lead agency alongside NPS in developing the Environmental Assessment for the 34th America's Cup because activities were to take place on waters managed by the USCG. While the Alcatraz ferry routes will also traverse waters managed by USCG, the NPS apparently made no such effort to Include the USCG here.

CONCLUSION

In sum, the DEIS has failed to take the requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the negative impacts of this alternative on rowers and swimmers with long-standing, legitimate interests in recreational opportunities, water quality, and cultural resources in the area surrounding the proposed Pier 3 embarkation. Consequently, the NPS would need to supplement the EIS



and provide for further public comment on the recreational impacts of the Pier 3 Alternative before it could even consider selecting this option as an embarkation point for regular ferry service to Alcatraz. The NPS would also need to request that the USCG participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.

In light of these considerations, and the significant impacts of the Pier 3 Alternative on recreation and other resources, we encourage the NPS to select Pier 31 Y2 as the long-term ferry embarkation point. The Pier 31 Y2 Alternative is the environmentally preferred alternative and can be chosen with minimal edits to the DEIS that would not trigger an obligation to supplement.

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Correspondence Text

On behalf of the South End Rowing Club ("SERC"), we are writing to provide comments on the Alcatraz Ferry Embarkation Project Draft Environmental Impact Statement ("DEIS") prepared by the National Park Service ("NPS") in accordance with the National Environmental Policy Act ("NEPA"). SERC was founded in 1873, and has been located in Aquatic Park on the northern San Francisco waterfront since the early 1900's. SERC is a multi-generational club that promotes and encourages the recreational use of the San Francisco Bay (the "Bay"). SERC has provided unique recreational access to the Bay for over 130 years and is recognized as a vital resource for hundreds of rowers and swimmers, including world-class open water swimmers who use the Bay's historic training grounds as an indispensable part of their training regimen.

The DEIS was prepared to evaluate impacts associated with establishing a long-term ferry embarkation site for passenger service between the northern San Francisco waterfront and Alcatraz Island, as well as special ferry service between the Alcatraz ferry site, Fort Baker, and Fort Mason. The DEIS identifies three alternatives for the long-term ferry embarkation site: Pier 31 !-2, Pier 41, and Pier 3 in Fort Mason. The NPS declined to identify a "preferred alternative" in the DEIS. Because the analysis of the Fort Mason Pier 3 Alternative fails to consider the significant impacts of this proposal on recreational use of the Bay and inadequately evaluates impacts on other resources, SERC submits that NPS cannot select this alternative.

GENERAL COMMENTS

We appreciate and commend the NPS for the extensive amount of effort, time, and resources spent during the planning process to meet with stakeholders and prepare the DEIS. Notwithstanding this investment, the following core components of the DEIS suffer from critical legal deficiencies:

- The DEIS does not fulfill its basic legal function to fully inform the public of the environmental impacts of the proposed action

- The DEIS fails to accurately describe and analyze the impacts on recreation associated with regular ferry service under the Pier 3 Alternative
- The DEIS fails to fully characterize and analyze the impacts that changed water quality associated with regular ferry service under the Pier 3 Alternative would have on recreation
- The DEIS fails to identify or consider mitigation measures for impacts on recreation associated with the Pier 3 Alternative
- The DEIS fails to consider impacts or mitigation measures for impacts on recreation associated with the special ferry service departing out of Fort Mason
- The DEIS fails to identify or consider the impacts on cultural resources associated with the Pier 3 Alternative
- NPS failed to include the United States Coast Guard ("USCG") as a cooperating agency

These legal deficiencies all stem from the failure of the DEIS to fully characterize and analyze the impacts associated with the Pier 3 Alternative. If NPS intends to carry this alternative forward, supplemental review must be conducted to remedy these deficiencies.

Alternatively, given the significant impacts of the Pier 3 Alternative on recreation and other resources, including transit, parking, and socioeconomics, we urge the NPS to select either the Pier 31 or Pier 41 Alternative. More specifically, given those two options, we strongly support the selection of Pier 31 as the long-term ferry embarkation point. Not only is Pier 31 the environmentally preferred alternative, but adopting the Pier 31 Alternative is undoubtedly the best alternative for the City of San Francisco, its residents, and tourists, as critical infrastructure, including parking, transit, and other services, is already in place, presently supporting ferry service at Pier 31 Yz. The Pier 31 Yz Alternative furthermore does not currently impact the unique recreation options currently limited to a small sliver of the Bay that would be substantially, if not totally, ruined by conflicting regular ferry service.

SPECIFIC COMMENTS

1. The DEIS is Inadequate as an Informational Document

The DEIS fails to fulfill the basic legal function of an EIS, which is to fully inform the public about the impacts of a project so that the public can provide informed input. An agency preparing an EIS must take a "hard look" at the potential environmental consequences of the action. *League of Wilderness Defenders - Blue Mountain Diversity Project v. U.S. Forest Serv.*, 689 F.3d 1060 (9th Cir. 2012). In order to satisfy its obligations, an agency must consider all foreseeable direct and indirect impacts, including a discussion of adverse impacts. *Id.* The EIS must "foster both informed decision-making and informed public participation." *Half Moon Bay Fishermans' Mktg. Ass'n v. Carlucci*, 857 F.2d 505, 508 (9th Cir. 1988).

The DEIS fails to provide sufficient information to enable the public to fully understand the implications of the Pier 3 Alternative at Fort Mason. The DEIS does not facilitate informed decision-making or informed public participation, as it denies significant impacts without explanation and glosses over significant issues that should be addressed. In particular, and as described more fully below, the DEIS does not provide meaningful information to enable the public to evaluate issues associated with the impacts of the Pier 3 Alternative on recreation in the San Francisco Bay. The DEIS also fails to include discussion of reasonable mitigation measures for these impacts. These infirmities must be addressed in a supplemental environmental review if NPS intends to proceed with this proposal.

2. The Impacts on Recreation Associated with Regular Ferry Service Under the Pier 3 Alternative are Significant and Require Analysis

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The DEIS is legally deficient as a result of its failure to describe and analyze the impacts associated with the Pier 3 Alternative. Specifically, the DEIS fails to consider the impacts that the Pier 3 Alternative and its associated ferry operations will have on recreational activities.

The DEIS states that:

Any ferry operations at Pier 3 would be negligible when considered in the context of existing recreational uses of the Bay. All ferry operations would occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts. Therefore, the Pier 3 Alternative would have no effect on recreational boating compared to the No Action Alternative.

DEIS at 410. The DEIS further notes that the Pier 3 Alternative would have "no effect on rowing and recreational swimming in the Aquatic Park area" because the "ferries would not enter the Aquatic Park area commonly frequented by rowers and swimmers, and the existing Aquatic Park Pier jetty and adjacent breakwaters would protect these areas from ferry wake generated wave action." DEIS at 410.

The DEIS determines, in a cursory fashion and without further discussion or consideration, that there will be "no impact" to recreational opportunities. While the DEIS appears to consider the Bay to be a busy environment for recreational activities in general, it neglects to consider the distributional effects that would be created by moving ferry service to Pier 3 in Fort Mason. More specifically, the DEIS fails to consider that SERC members and other individuals using the Bay for recreation frequently do so in the area that would be traversed by the regular Alcatraz ferry service.

SERC members and other individuals using the Bay for recreation frequently engage in rowing and swimming activities on the San Francisco Bay that are not limited to Aquatic Park. SERC rowers do not remain in Aquatic Park; rowers typically exit Aquatic Park and row west towards Crissy Field and the Golden Gate Bridge. Similarly, swimmers frequently swim outside the boundaries of Aquatic Park, especially when training for significant open water swims. Attached to this letter as Attachment A is a photograph of a map posted at SERC's clubhouse that depicts the various training routes that are regularly undertaken by club members. While some of SERC's routes traverse the middle of the Bay (e.g., Alcatraz, Point Bonita)¹ most of the training swims begin in Aquatic Park and travel west, past Fort Mason, along Crissy Field towards the Golden Gate Bridge and the Pacific Ocean.

If the regular Alcatraz ferry service is moved to Pier 3 in Fort Mason, the NPS would introduce a significant quantity of regular and frequent ferry traffic directly into the path where SERC members often swim and row. If such ferry service is introduced, recreational opportunities, including open water swimming and rowing would be severely impaired, as such activities would become extremely dangerous.

¹ SERC coordinates with, and holds permits issued by, the United States Coast Guard for such activities

Furthermore, the nature of the recreational opportunities would be altered by the introduction of commercial operations that will create waves and other obstacles for swimmers and rowers. The DEIS does not even attempt to consider the impacts additional ferry service creates in this portion of the waterfront. As a result, the DEIS fails to take the requisite "hard look" and supplemental environmental review of the Pier 3 Alternative is required.

3. The DEIS Fails to Analyze the Impacts Changed Water Quality Would Have on Recreation Associated with Regular Ferry Service Under the Pier 3 Alternative

The DEIS similarly fails to consider the effects of changes in water quality on recreation. The DEIS states that the "Aquatic Park Pier partially shields the Aquatic Park swim area from Bay currents originating to the west, and the San Francisco waterfront is subject to frequent tidal flushing." DEIS at 410. As a result, the DEIS determined that there will be "no impact on recreational rowing and swimming opportunities associated with water quality as compared to the No Action Alternative."

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Id. The DEIS fails to properly analyze the issue.

The DEIS acknowledges that construction activities, including pile driving, may result in "temporary localized increases in turbidity, releases of chemicals in the sediment, increases in dissolved oxygen (DO), and changes to pH in the water column." DEIS at 356. In fact, these effects may be increased for the Pier 3 Alternative, as additional pile driving must occur when compared to other of the identified alternatives. DEIS at 358. However, the DEIS fails to consider how these impacts may affect the recreational opportunities that exist outside of Aquatic Park. Indeed, as SERC members frequently swim and row outside of Aquatic Park, the DEIS fails to seriously consider and analyze the impacts that such construction activities may have on water quality in the areas where people swim and row. The DEIS fails to inform the citizenry of those particular risks and, as a result, fails to take the required "hard look" at the possible impacts.

4. DEIS Fails to Consider Mitigation Measures for Impacts on Recreation for the Pier3 Alternative

As part of the "hard look" analysis required by NEPA, the DEIS must also consider mitigation measures as a means of reducing the significant environmental impacts of the proposed action. 40 C.F.R. § 1502.14(f). If the analysis relies on proposed mitigation to justify the selection of an alternative, the DEIS must also ensure that means to implement the proposed mitigation are incorporated into the action or required as a condition of approval. 40 C.F.R. § 1502.16(9)-(h) .

The DEIS fails to fulfill these requirements. As described above, the Pier 3 Alternative would result in significant adverse impacts on recreation. Indeed, regular and frequent ferry service out of Pier 3 would create substantial safety concerns, as ferry service would traverse portions of the waterfront that are heavily used by recreational users. Some of these operations will require the ferries to operate in reverse. Accordingly, ferry service would significantly hamper rowing and open water swimming, resulting in the degradation of treasured and historic swimming areas. Given these significant, adverse Impacts, the DEIS has a duty to consider associated mitigation measures.

In particular, the DEIS omits the need for and means to accomplish mitigation for impacts on recreation and other resources due to the waves created by commercial operations. NPS failed to consider critical details about the requirements of the historic operations at Fort Mason that would be instructive on mitigation matters. Specifically, the DEIS omits the fact that the port required a wave attenuator when the military conducted regular operations at Fort Mason. The DEIS fails to identify, let alone discuss, whether a wave attenuator should be used to mitigate impacts due to ferry wake-generated and other wave action at Pier 3.

Similarly, the DEIS fails to consider safety protocols that would need to be implemented under the Pier 3 Alternative if recreational uses and ferry service are to coexist. The cost and feasibility of these measures also must be examined in the DEIS.

While we are confident that any proposed mitigation measures would be insufficient to reduce adverse impacts posed by regular ferry service at Pier 3, the DEIS must at least attempt to identify some measures. In failing to do so, the DEIS has not taken the requisite "hard look" at the Pier 3 Alternative. Before preparing a final EIS that properly informs the public of the consequences of the proposed action, NPS must accordingly undertake supplemental environmental review of these issues.

5. DEIS Fails to Consider Impacts or Mitigation Measures for Impacts on Recreation for the Special Ferry Service at Fort Mason

Under each of the alternatives identified in the DEIS, the NPS would implement additional "special ferry service" at Fort Mason. DEIS at 67. The DEIS states that the special ferry service would be for "special events, such as conferences, occasional excursions, or special occasion service" that would be "in addition to and separate from the primary embarkation site." Id. The DEIS further specifies that the service "would not provide daily or regular service to Alcatraz Island, but it could be used for special occasion trips to Fort Baker or other GGNRA sites and NPS units." Id. The DEIS apparently "assumes" that the special ferry service at Fort Mason would operate at off-peak hours with a single 220-passenger ferry

loading and unloading outside of peak transportation periods.

The DEIS determines that the special ferry service at Fort Mason "would not displace any existing recreational opportunities" and "the Project element's incremental contribution to any cumulative impacts on recreational resources would not be major." DEIS at 411. The DEIS fails to consider whether the special ferry service would interfere or create impacts on recreational opportunities for rowers and swimmers outside of Aquatic Park. So too, the DEIS proposes no mitigation measures for impacts to recreation. Id.

We acknowledge that, given that the special ferry service at Fort Mason would occur only on rare occasions and during "off-peak" hours, the impacts to recreation in the Bay are likely to be minor in nature. However, the potential for impacts and conflicts between the special ferry service and recreational swimmers and boaters using the historic waters between Aquatic Park and Crissy Field remains. The Final EIS must describe the nature of these operations in greater detail (e.g., timing, frequency) to ensure that the impacts of any routes to Fort Baker and other locations authorized by the NPS's action are, in fact, minor. Such potential impacts should be studied further in the Final EIS ("FEIS").

SERC has a long history of working collaboratively with the USCG to ensure that SERC's training swims that head north across the Bay (e.g., to Alcatraz or Sausalito) are done safely and in accordance with the terms of SERC's permit. SERC wishes to be a partner in the long term management of the northern waterfront and is eager to work together with NPS to ensure that, on dates when the special ferry service at Fort Mason is active, the service is announced in advance such that the ferry can be operated without conflict or danger to recreational users of the Bay. However, because the DEIS did not include such mitigation measures, they must be analyzed and incorporated into the FEIS.

6. The DEIS Failed to Consider Impacts to Cultural Resources Associated with the Pier 3 Alternative

The DEIS describes a variety of cultural resources on the northern San Francisco waterfront, and, in general, considers how the selection of a long-term ferry embarkation point would impact those resources. For example, the DEIS identifies Aquatic Park as part of the "cultural setting", noting that it is part of the San Francisco National Maritime Park. DEIS at 198-99. The DEIS further notes that Aquatic Park is of national significance for architecture and landscape architecture, and is a "designed cultural landscape that was specifically designed for passive recreation. DEIS at 204-205. The DEIS then evaluates the potential impacts of the Pier 3 Alternative on historic structures, archeological resources, and cultural landscapes. DEIS at 401-402. The DEIS concludes that there will be "no major impacts on cultural resources." DEIS at 402.

The DEIS fails to adequately identify cultural resources affected by the Pier 3 Alternative and, as a result, fails to properly inform the public of the impacts of the proposed alternative. The northern San Francisco waterfront is viewed by the local, national, and international communities as historic and culturally important training waters that are vital to the sports of rowing and open water swimming. For example, Roz Savage trained for her row across the Pacific on the northern San Francisco waterfront and launched her boat for her journey from SERC's dock. Additionally, many internationally-renowned open water swimmers, including Trent Grimsey (current world-record holder for swimming the English Channel), Kimberley Chambers (recently completed the "Oceans Seven", open water swimming's version of the Seven Summits), and Lynne Cox (renowned open water swimmer) are SERC club members who have trained for long distance swims on the Bay. The DEIS fails to identify these historic training waters as part of the cultural setting or landscape.

Because such cultural resources are not included in the DEIS, the DEIS fails to properly identify, evaluate, and analyze impacts on cultural resources as a result of the Pier 3 Alternative. As described above, operating long-term ferry services out of Pier 3 in Fort Mason will result in severe impacts to the ability of recreational users to swim and row safely in the Bay. Not only do those impacts restrict recreational opportunities, but the impacts also would severely restrict the use of historic training waters that continue to be of vital importance to the sports of open water swimming and rowing.

Furthermore, the DEIS fails to analyze the impacts of the Pier 3 Alternative to important cultural institutions. As described above, SERC has been providing access to the northern San Francisco waterfront for rowing and swimming activities since the early 1900's. SERC is one of the only multi generational clubs in San Francisco, with members' ages ranging from

children to senior citizens. As a result, SERC is an important cultural touchstone not only to the sports of rowing and open water swimming, but to the community at large. Because long-term ferry service at Pier 3 in Fort Mason would severely impact recreational opportunities in the Bay, it also imperils SERC's ongoing viability. The DEIS fails to identify or analyze such cultural impacts and, as a result, did not take the required "hard look" at the issues. NPS must accordingly undertake supplemental environmental review of these issues.

NPS Failed to Consider USCG Regulations or Include USCG as a Cooperating Agency

The San Francisco Bay constitutes a Regulated Navigation Area ("RNA") pursuant to USCG regulations. See 33 C.F.R. § 165.1181(c)(1)(i). As a result, NPS should have included the USCG as a cooperating agency. A "cooperating agency" is defined to be any federal agency that "has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) . . .". 40 C.F.R. § 1508.5 (emphasis added). NPS, as the lead agency, should have requested that the USCG lend its special expertise regarding maritime activities and vessel traffic management on the Bay. See 40 C.F.R. § 1501.6(a) (indicating that the lead agency should request the participation of cooperating agencies). The failure to include the USCG as a cooperating agency to provide expertise on the management of vessels on the Bay is a critical oversight.²

Indeed, the regulations constituting the RNA on San Francisco Bay specify various vessel traffic lanes, including westbound and eastbound traffic, traffic separation zones, precautionary areas, and two-way traffic lanes. See 33 C.F.R. § 165.1181(c)(1). The remaining areas are designated as recreation areas. By establishing different zones, the USCG's Vessel Traffic Service ("VTS") coordinates the safe, secure, and efficient transit of vessels in San Francisco Bay.

USCG maps designate the area immediately surrounding Aquatic Park and extending westward along Crissy Field and the waterfront to the southern footing of the Golden Gate Bridge as a "recreation area". Attached to this letter as Attachment B is a map of the various zones within the RNA. The USCG's Vessel Traffic Service's User Manual specifies that "chartered recreation areas within the VTS Area shall be avoided by commercial vessels." USCG Vessel Traffic Service San Francisco User's Manual, available at: <http://www.uscg.mil/d11/Vtssf/vtssfum.asp>. Furthermore, the User Manual states that "the recreational boating public have a legitimate expectation that ships will adhere to the traffic routing system." *Id.*

The regular ferry service proposed at Pier 3 conflicts with the recreation area set forth on USCG maps and the expectations created by the VTS. The Pier 3 Alternative in Fort Mason would introduce ongoing daily commercial activities directly into a recreation area that, pursuant to the VTS, is to be avoided by commercial vessels. Introducing commercial activities into the recreation zone represents a drastic impact that alters the character of waters that the USCG has left for recreation activities. The DEIS does not identify, consider, or evaluate this impact, or consider how locating the regular ferry service at Pier 3 would ultimately impact and undermine the USCG's regulatory scheme for safely organizing vessel traffic in San Francisco Bay. Contrary to the representations in the DEIS, "all ferry operations [cannot-and will not-] occur in compliance with all vessel right-of-way regulations designed to avoid boating accidents and vessel conflicts." DEIS at 410. Supplemental review, including coordination and collaboration with the USCG, must be conducted to correct these material oversights in and omissions from the DEIS.

² We note that the USCG was a co-lead agency alongside NPS in developing the Environmental Assessment for the 34th America's Cup because activities were to take place on waters managed by the USCG. While the Alcatraz ferry routes will also traverse waters managed by USCG, the NPS apparently made no such effort to include the USCG here.

CONCLUSION

In sum, the DEIS has failed to take the requisite "hard look" at the impacts associated with moving the ferry embarkation point to Pier 3 in Fort Mason. Specifically, the DEIS fails to consider and evaluate the negative impacts of this alternative on rowers and swimmers with long-standing, legitimate interests in recreational opportunities, water quality, and cultural resources in the area surrounding the proposed Pier 3 embarkation. Consequently, the NPS would need to supplement the EIS and provide for further public comment on the recreational impacts of the Pier 3 Alternative before it could even consider

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selecting this option as an embarkation point for regular ferry service to Alcatraz. The NPS would also need to request that the USCG participate as a cooperating agency with special expertise on the potential impacts to the vessel traffic management scheme set forth in the RNA for ensuring the safe and efficient transit of vessels on the Bay.

In light of these considerations, and the significant impacts of the Pier 3 Alternative on recreation and other resources, we encourage the NPS to select Pier 31 as the long-term ferry embarkation point. The Pier 31 Alternative is the environmentally preferred alternative and can be chosen with minimal edits to the DEIS that would not trigger an obligation to supplement.

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Every year 1.4 million people utilize the ferry system to visit Alcatraz. These ferry customers contribute to the economic success of Fisherman's Wharf, a popular destination that is well suited to handling this traffic. The restaurants, gift shops, and 3,000 hotel rooms at the Wharf regularly entertain and accommodate travelers from around the world. Fisherman's Wharf also has numerous public transportation and parking options that enable this location to handle such a high volume of visitors.

Fort Mason, by contrast, is a predominantly residential neighborhood. Its non-commercial nature and relative dearth of public transit options make it ill-suited to handling such a high volume of tourist traffic. Moreover, this tourist traffic would alter the character of the neighborhood and negatively impact the quality of life of its residents.

Additionally, Fort Mason is host to many groups that benefit from its unobstructed access to the San Francisco Bay. The South End Rowing Club and Dolphin Club located at Aquatic Park provide a unique resource for activities including world-class, long distance open-water swim training. Athletes use these clubs and the waters of the Bay to train for the English Channel, San Pedro Channel, Gibraltar Straights and many other significant swims.

Swimmer safety is incredibly important. These groups take this responsibility very seriously and operate within the constraints of the Bay by organizing swims, training pilots, obtaining appropriate permits, and maintaining contact with vessel traffic control at all times when swimmers are in the Bay. This ensures that the swimmers are safe and all other operations on the Bay are accounted for and respected. The clubs are part of the City and County of San Francisco's recreation resources and are used by hundreds of people on a regular basis.

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By moving your Alcatraz operations to Ft. Mason, you will cut off these legitimate and important uses of the Bay from hundreds of users. We write to you as the members of the California State Assembly who represent the City and County of San Francisco as well as a member who has used the unique resources of the Bay to train for a successful English Channel crossing.

We urge you to consider the negative impacts that your decision will have on the economic vitality of Fisherman's Wharf, the residents of Fort Mason, and on these vibrant and significant uses of the waters of the San Francisco Bay.

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Correspondence Text

I write to request the preparation of a Supplemental Environmental Impact Statement because the current Alcatraz Ferry Embarkation Draft Environmental Impact Statement (DEIS) is legally inadequate under NEPA.

The National Environmental Policy Act (NEPA), 42 U.S.C.S. § 4321 et seq., requires the lead agency, herein the National Park Service (NPS), to prepare an Environmental Impact Statement (EIS) that takes a "hard look" at the environmental impacts before taking major actions. *Nat'l Audubon Society v. Dept. of the Navy*, 422 F.2d 174, 180 (4th Cir. 2005). All significant effects, whether direct or indirect, must be considered in an EIS, and it is the lead agency's responsibility to assess those impacts.

The January 2015 Alcatraz Ferry Embarkation DEIS fails to meet the purpose of NEPA, which is to identify and assess environmental impacts in order to reduce significant impacts. According to 23 CFR 771.130(a)(2), a DEIS shall be supplemented when "[n]ew information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS." Here, the DEIS contains a serious factual error of omission, which results in significant environmental impacts not being evaluated. Therefore, the NPS must prepare a Supplemental EIS (SEIS) to address those shortcomings.

Specifically, the Alcatraz Ferry Embarkation DEIS is legally inadequate under NEPA because it fails to identify and assess the significant environmental impacts of the Pier 3 Alternative on current and projected swimming and boating. Based upon a false assumption, it erroneously asserts that the Pier 3 Alternative will have "no impacts on recreational boating or swimming." DEIS at pp. 78, 213.

The underlying basis for this factual error, and resulting false conclusion, is:

The Pier 3 site does not provide access to the Bay for swimming or recreational boaters, nor is such infrastructure in place.

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Aquatic Park, located east of Fort Mason, includes a waterfront popular with swimmers and small beach-launched vessels such as kayaks and rowboats.

DEIS at p. 213 (emphasis added).

The NPS erred in its singular focus on direct access from Pier 3 as the trigger for significant environmental impact to recreational swimmers and boaters, as if the only way that use could be impacted would be if access were impacted. Aquatic Park is and will likely remain the primary entry point for 100's of swimmers each day. Some enter the water from the main public beach; others enter from the member-accessible beaches in front of the Dolphin Club and South End Rowing Club; and still others, especially Alcatraz swimmers, jump off boats near Alcatraz Island and swim back to shore at Aquatic Park, St Francis Yacht Club or Crissy Field Beach. Boats (e.g., kayaks, AB Inflatables, single to six-rower row boats, open-water shells, SUPs) are launched from those same beaches, as well as from each Club's movable ramp at the end of its respective pier.

While Pier 3 may not provide direct access to the Bay, many swimmers and recreational boaters do routinely exit Aquatic Park at its opening to the Bay to swim and boat westward; along the Municipal Pier to Fort Mason, Crissy Field and beyond. As opposed to the more commercial waters to the east of Aquatic Park, which include Fisherman's Wharf, commuter ferry services at Pier 41, and the current Alcatraz ferry service at Pier 31*, the westward waters are preferred by swimmers and boaters precisely because they are less likely to be used by ferries and larger boats, which are more dangerous to swimmers and small boats. Swimmers and boaters often hug the Muni Pier and Fort Mason Piers (e.g., staying within 5-10 yards of the pier ends) in order to attenuate strong Bay currents, and to further enhance their safety by staying out of the main shipping channel and away from larger motorized vessels.

Due to its false assumption that the lack of direct access equals lack of use, the NPS wholly failed to take the required "hard look" at the current and projected recreational use of the waters in the immediate vicinity of Fort Mason by swimmers and boaters.¹ Furthermore, because the DEIS erroneously found no impact on swimming and boating, it also failed to consider any mitigation measures for this significant environmental impact.

¹ For the same reasons, the DEIS is also inadequate under Section 309 of the Clean Air Act, which authorizes the EPA to review and comment on environmental effects of major federal actions which impact the quality of the human environment, herein the air and water quality of San Francisco Bay. Given that the DEIS did not adequately address the

To compound the inadequacy, under the "Impact of Activities Common to All Action Alternatives" section of the DEIS, the NPS further indicated that the impacts of the Fort Mason and Fort Baker "Special Ferry Services" are "the same as those of the Pier 3 Alternative." DEIS at p. 246. Thus, due to the same error in reasoning- equating lack of access with lack of use- - the DEIS also fails to assess the additional significant environmental impact on current and projected swimming and boating that would result from the operation of the "Third Berth" at Fort Mason for "Special Ferry Services." Moreover, that "Third Berth" for "Special Ferry Service" out of Fort Mason is proposed under each of the three Alcatraz Embarkation Alternatives: Pier 31h, Pier 41 or Pier 3. DEIS at p. 78.

Alcatraz Ferry Service and/or Special Ferry Services from Pier 3 would create new traffic lanes that cut right through the dose-to-shore areas currently frequented by recreational swimmers and boaters. For all intents and purposes, the frequency of daily Alcatraz Ferry Service alone may make it extremely dangerous, if not impossible, for recreational boaters and swimmers to cross in front of Fort Mason. Similarly, Alcatraz Ferry Service out of Pier 3 would also interfere with Alcatraz swims that start at Alcatraz Island, which the vast majority do. The swimmers usually jump off boats on the east side of the island somewhat to the south of ferry dock and then swim to the beach at Aquatic Park, St Francis Yacht Club or Crissy Field. Currently, Alcatraz ferries embarking out of Pier 31h are able to stay well to the east of any swimmers and their pilot boats. However, if the Alcatraz ferries were to embark from Pier 3, the ferries would have to cut through the swimmers and their pilot boats on a diagonal because Pier 3 is west of the Alcatraz Island ferry dock.

The lack of any data or analysis of the current and projected use of the waters in the vicinity of Fort Mason by swimmers and
Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

boaters makes it virtually impossible for interested agencies and the public to comment on the recreational impacts of the Pier 3 Alternative. Because the NPS erroneously determined that there was no impact on swimming and boating, there are no mitigation measures presented that interested agencies and the public can evaluate and comment on either.

The NPS, as lead agency, should undertake a Supplemental EIS to thoroughly investigate the impacts on the current and projected recreational use by swimmers and boaters of the Pier 3 Alternative and Special Ferry Services, and have a full public comment period thereafter. In order to investigate, assess and analyze the impacts of the Pier 3 Alternative and Special Ferry Services on swimmers and

environmental impacts of the Pier 3 Embarkation Alternative and "Special Ferry Services" on swimmers and boaters, it is also necessarily inadequate in its assessment of the air and water quality issues as they would impact those same swimmers and boaters in the vicinity of Fort Mason.

boaters, the NPS should obtain data from the numerous current user groups that swim and boat in the vicinity of Fort Mason. Those groups include but are not limited to:

Dolphin Club
South End Rowing Club
Escape from Alcatraz Triathlon
Alcatraz Escape from the Rock Triathlon Water World Swim
SF Team in Training SF Tri Club
Golden Gate Tri Club Tri California Events Swim Art
World Open Water Swimming Association Suzie Dods Swim Coaching
Lane Lines to Shore Lines
San Francisco Marina East Basin - Gas House Cove/West Basin San Francisco Marina Harbor Association
Sea Scouts
Wahine Outrigger Canoe Club St. Francis Yacht Club
Golden Gate Yacht Club

While it is vitally important to find a long-term Alcatraz Ferry Embarkation location, the Pier 3 Alternative has significant environmental impacts that were ignored in the DEIS. In order to fully evaluate the three Alcatraz Embarkation Alternatives, as well as the "Special Ferry Services" common to all three Alternatives, it is essential that the public, interested parties and agencies be fully informed about those impacts and any proposed mitigation measures. Under the circumstances, NEPA requires a Supplemental EIS with full comment period thereafter in order to adequately assess the impacts of the Pier 3 Alternative and Special Ferry Services common to all three Alternatives.

PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 276

Author Information

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Status: Reviewed Park Correspondence Log:
Date Sent: Date Received: 05/27/2015
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Letter
Notes:

Correspondence Text

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS. .

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the section. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment"

Dredged Materials

It is unclear whether or not the project may involve dredging. The Draft EIS mentions the Port of San Francisco's ongoing maintenance dredging between Fisherman's Wharf and Pier 96 (page 240); but, otherwise, does not discuss dredging or dredged material.

Recommendations: We recommend that the Final EIS address the following regarding dredging and placement of dredged materials for each of the project alternatives, including No Action.

- Describe the existing depths at and around each ferry pier under consideration, whether they are adequate as-is for ferry access and use, and whether initial construction dredging and/or future maintenance dredging may be needed.
- If any dredging may be needed, specify the dredge locations and amounts of sediment to be dredged and managed, and describe the potential impacts associated with these activities.
- Discuss any existing permits that cover dredging activities at each of the piers, identify the entity holding the permit (e.g., Port of San Francisco, U.S. Coast Guard) and indicate whether the permitted entity is actively maintaining the area or would continue to do so if a new use were established for the proposed project.
- Discuss the reuse and disposal options for dredged material in the bay per the San Francisco Bay Long Term Management Strategy for Dredging (LTMS). Please see <http://www.epa.gov/region9/water/dredging/ltms/>

We are unaware of any existing maintenance dredging permits for either Pier 3 or the pier proposed for ferry use at Fort Baker (located outside the breakwater). One pier inside the breakwater at Fort Baker is covered by the U.S. Coast Guard's maintenance dredging permit.

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

Recommendation: If the proposed project would involve dredging activities or locations not covered under existing permits, disclose in the Final EIS that permit applications would be submitted to the appropriate agencies and that sediment testing and disposal or reuse would be coordinated with the Dredged Material Management Office (DMMO) and conducted in accordance with the LTMS.

In analyzing the potential effects on fish from increased suspended sediment levels during construction at Pier 311/2, the Draft EIS (p. 366) cites a 1998 Chambers Group report, which found that a similar but larger-scale sediment and benthos disturbance did not have long-term adverse effects on fish populations. It appears that the same assumption is made in assessing the potential impacts to fish from construction at piers 40 and 3. The Chambers report, however, considered only suspended solids, not contaminated sediments.

Fort Mason Pier 3 is very near San Francisco Marina's East Basin (Gashouse Cove) site, which exhibits highly contaminated sediments that are currently the subject of cleanup planning; however, this is not discussed in the Draft EIS. It is unknown at this time whether contaminated sediments may extend into areas that could be subject to disturbance from construction activities (e.g., pile driving, wharf repair, etc.) associated with the Pier 3 alternative. It is EPA's understanding that Pier 3 is not covered by an existing maintenance dredging permit, and the Draft EIS does not discuss whether or how the National Park Service would be prepared to manage contaminated sediments if they are discovered in the project disturbance area.

Recommendation: We recommend that NPS consider screening-level sampling of sediments that could be disturbed by the project under the Pier 3 alternative. In addition to the recommendations above to describe any needs for future dredging and coordination with the DMMO, we recommend that the Final EIS describe the sediment chemistry. If sediments are contaminated, the Final EIS should describe any potential impacts of disturbing them during construction, operation, and (if necessary) maintenance dredging, including impacts to water quality, marine species, essential fish habitat, and recreational uses. Best management practices to minimize such impacts should be identified and their anticipated effectiveness described.

Air Quality

We note several informational errors in the Air Quality sections of the Draft EIS, which we recommend be rectified in the Final EIS.

P. 122, Table 14: The annual National Ambient Air Quality Standard for PM_{2.5} (particulate matter less than or equal to 2.5 micrometers in diameter) is 12 µg/m³ rather than 15 µg/m³.

P. 300, Table 46 contains several errors:

- The official attainment status for PM_{2.5} for the San Francisco Bay Area remains nonattainment until the State submits, and EPA approves, a redesignation request and maintenance plan. The applicable PM_{2.5} de minimis threshold, therefore, is 100 tons per year (tpy).
- The San Francisco Bay Area is also a maintenance area for carbon monoxide (CO); therefore, the applicable CO de minimis threshold is 100 tpy.
- The applicable de minimis threshold for both oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the San Francisco Bay Area marginal nonattainment area is 100 tpy.

Tables 52, 56 and 60: The appropriate NO_x and VOC concentration unit for the purpose of addressing conformity here is "tpy" rather than "mt." Furthermore, for purposes of demonstrating that construction and operation emissions would be below all applicable de minimis conformity thresholds, we recommend that these three tables also include the estimated PM_{2.5} and CO emissions in addition to NO_x and VOC. As discussed in the previous comment, de minimis thresholds apply to PM_{2.5} and CO in the Bay Area.

Tables 51B, 55B and 59B are missing the criteria pollutants at the tops of the columns, and appear to be missing the CO₂-e column.

Climate Change

The Draft EIS (pp. 126 and 298) references the Council on Environmental Quality's (CEQ) 2010 Draft Guidance on Greenhouse Gases and Climate Change. Please note that, on December 18, 2014, CEQ released Revised Draft Guidance on Greenhouse Gases and Climate Change for public comment. The revised guidance provides a reference point of 25,000 metric tons of CO₂-e emissions on an annual basis "below which a GHG emissions quantitative analysis is not warranted unless quantification below that reference point is easily accomplished." It also directs agencies to keep in mind that the reference point is for purposes of disclosure and not a substitute for an agency's determination of significance under NEPA. The Draft EIS appears to use the 25,000 mty CO₂-e as a threshold of impact significance in the analyses of operations emissions for each of the action alternatives (e.g., on p. 306).

We also note that, while the Draft EIS estimates the operational CO₂-e emissions under each alternative, there is no discussion of greenhouse gas emissions from construction activities under the action alternatives.

Recommendations: We recommend that the Final EIS include an updated discussion of CEQ's climate change guidance. We also recommend that the Final EIS estimate the potential greenhouse gas emissions from construction activities under the action alternatives. If quantification is not easily accomplished, a qualitative discussion of these emissions is recommended.

We encourage NPS to commit to energy efficiency and pollution prevention, including reduction of greenhouse gas emissions, in all aspects of the proposed project, to the extent possible. We offer the following procurement/sourcing, construction, and operation measures for your consideration and commitment in the Final EIS.

- Commit to sustainable building designs and incorporate Green Building/LEED certification, net zero energy designs, etc.
- Incorporate alternative energy components into the project, such as on-site distributed generation systems, solar thermal water heating, and combined heat and power.
- Commit to resource use efficiency, such as water conservation, reduced waste production, reuse or recycling of materials and construction and demolition debris, etc.
- Include use of alternative transportation fuels, biodiesel, electric vehicles, etc. during construction and operation.
- Adopt procurement policies and specifications for greener procurement of materials and products such as no or low-toxicity, recycled content, design for end-of-life, product takeback, etc.


PEPC Project ID: 41352, DocumentID: 64026

Correspondence: 277

Author Information

Keep Private: No

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Organization: Port of San Francisco  Official Rep.

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Status: Reviewed Park Correspondence Log:

Date Sent: Date Received: 05/27/2015

Number of Signatures: 1 Form Letter: No

Contains Request(s): No Type: Letter

Notes:

Correspondence Text

The Draft EIS establishes the following NPS objectives for the creation of a ferry embarkation site:

- Establishes a long-term primary location that is economically feasible and sustainable and enables substantial reinvestment in Alcatraz Island and other park facilities and visitor programs.
- Provides visitor access to Alcatraz Island that is compatible with nearby land uses, including neighborhoods, businesses, and transportation services.
- Accommodates the critical facilities and programs needed for the safety and comfort of visitors and staff, and provides for efficient land and vessel operations.
- The embarkation site should be within a reasonable crossing time from Alcatraz Island and meet specific basic program element requirements for logistics.
- Provides an identifiable area for a quality welcome, orientation, and interpretation of the natural , cultural, scenic, and recreational resources of Alcatraz Island, GGNRA, and the larger national park system.
- Provides facilities for cross-bay ferry service to accommodate existing and future visitor demand for travel to Alcatraz Island and other GGNRA sites and NPS units.

The Port desires to retain the Alcatraz Island ferry operation within its jurisdiction of the Port, which would achieve the aforementioned objectives. The Port strongly believes that the Pier 31 Alternative is the optimal ferry embarkation site. Pier 31 has shown over the past decade that it is a proven ferry embarkation location that complements the Port's other northern waterfront sites and activities. As described in the EIS, the Pier 31 Alternative articulates a potential site enhancement that includes the existing location and potentially expands into a portion of the Pier 31 bulkhead. The Port believes that the Pier 31 Alternative would meet all the objectives identified above.

The Port has been in discussion with NPS to develop a long-term site plan that would accomplish the Pier 31 Alternative. These discussions have included a substantial increase of basic visitor service space on the marginal wharf. This additional marginal wharf space would provide greater site circulation for Alcatraz Island visitors, potential for NPS to accommodate a

Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

future third berth, and allow tourists who are not visiting Alcatraz Island additional information about other recreational options at GGNRA.

Port staff has proposed a conceptual site plan that would provide new public restrooms, limited operations service parking, and back-of-house marine storage and operations space within Pier 31 bulkhead. The envisioned site plan would also enable NPS to offer a tremendous visitor experience in a rehabilitated historic bulkhead building that is a contributing resource to the Embarcadero Historic District, listed by NPS on the National Register of Historic Places. Reuse of the historic bulkhead for interpretative exhibits, history and education, and supporting ticketing, retail, food and beverage services, would create a powerful public experience that also provides NPS with a more identifiable gateway to Alcatraz Island. The Port has invested much effort to rehabilitate its historic maritime resources, and a partnership with NPS to embrace the improvement of the Pier 31 bulkhead and shed would align mission objectives of both of our agencies. Overall, the Port has proposed a conceptual site plan that would deliver the NPS a clear sense of identity and quality experience.

The EIS designates the Pier 31 Alternative as the environmentally preferred site for Alcatraz ferry embarkation. The Port agrees with this assessment. The Alternative fulfills the NPS (and Port) objectives "while incurring reduced transportation impacts and similar or reduced impacts to remaining resource topics compared to the other action alternatives." The EIS concludes that traffic volumes would increase only slightly compared to current conditions if a third ferry berth is provided. Pier 31 is currently accessible to multiple forms of public transportation, is well served by available upland parking in the immediate area, and is within close walking distance for a vast number of residents and tourists who visit the Port's northern waterfront, extending from the Ferry Building to Fisherman's Wharf.

The EIS identifies the Pier 41 Alternative as a possible embarkation site, despite the fact that a long-standing tenant, Blue & Gold Fleet, have been operating from this facility for over twenty five years and currently serves 750,000 passengers annually. In addition to ferry excursions, Blue & Gold has an agreement with the Water Emergency Transportation Agency (WETA) to operate commuter service with approximately 60 daily arrivals and departures. The Pier 41 site serves as an emergency ferry landing containing a 10,000 gallon fuel tank which is invaluable in the case of a disaster. NPS selection of the Pier 41 Alternative would displace this important Port maritime tenant and have an adverse impact on WETA's operations. It is also unclear how the NPS proposes to integrate an additional 1.5 million visitors into this site given the limited access of Pier 41 and the over 13 million visitors to Fisherman's Wharf annually. Additionally the EIS contemplates retaining and expanding the non-historic structure, which needs repair, without identifying any source of funds.

Unlike the Pier 31 Alternative, the Fort Mason Alternative has generated negative community comment because public transit and alternative transportation access to this location is lacking. Access to Fort Mason would rely more heavily on private automobiles that would increase neighborhood traffic congestion, and disrupt, not enhance, current Fort Mason operations and events. The project would require extensive construction both on land and within the bay as there currently are no maritime facilities at the proposed site. In addition there is very limited retail, services or additional attractions serving the Fort Mason site and it seems highly infeasible to further develop the adjacent area due to its residential nature.

Compared to the other EIS alternatives, the Pier 31 Alternative has been demonstrated that it is the environmentally superior site, resulting in the fewest overall impacts. Although NPS has not designated an overall site preference, the Port strongly believes that the Pier 31 Alternative represents the optimal site for the Alcatraz ferry embarkation site because it:

- maintains a maritime activity that is the Port's core mission;
- rehabilitates a valuable National Register historic resource which is a shared Port and NPS mission
- attracts visitors and local residents to the waterfront;
- generates revenue to the Port for its on-going need to invest in improving its facilities and waterfront infrastructure;
- represents the environmentally preferred site (especially in regard to traffic and parking) in the EIS;
- enhances the existing gateway to Alcatraz Island through site upgrades that would better create a clear NPS identity and provide a quality visitor experience;
- maintains, without disruption, ferry operations to Alcatraz Island; and
- supports adjacent retail partners along the Port's northern waterfront.

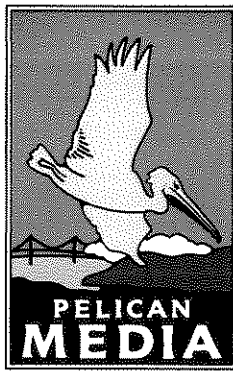
Correspondences - Alcatraz Ferry Embarkation Project - PEPC ID: 41352

The Port urges NPS to consider designating this Alternative as the overall preferred site so that negotiations for a long-term agreement can be completed. The Port strongly believes that maintaining and enhancing the ferry service at Pier 31 best meets the Port and NPS objectives.

">

APPENDIX C
CORRESPONDENCE SUBMITTED IN PERSON
OR BY PHYSICAL MAIL

RECEIVED
JUN 15 2012
SUPERINTENDENT'S OFFICE



6/14/12

Dear GGNRA,

I'm an independent filmmaker ("Wild Parrots of Telegraph Hill") and a 25-year open-water Bay swimmer, having joined the South End Rowing Club in 1987. As far as I and many other swimmers are concerned, the "preferred alternative" should be as far as possible from Aquatic Park. Also, water quality should be a key topic that is addressed in the Draft EIS, not just air quality. Bottom line: keep Aquatic Park clean and healthy for swimmers! Thank you, Judy Irving



Caskey Lees Inc.

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June 12, 2012

RECEIVED
JUN 18 2012
SUPERINTENDENT'S OFFICE

Superintendent
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, CA 94123

RE: Alcatraz Ferry Embarkation EIS

We are writing to express our concern that the Festival Pavilion in Fort Mason is being considered as a potential embarkation site of the Alcatraz Ferry.

Our company has organized several events over the last twenty five years at the Festival Pavilion. We have seen Fort Mason grow into an important and well known event facility in San Francisco and this would be totally lost if the ferry site were to be moved there. Not only would the Festival Pavilion be lost to events, but so would the Herbst Pavilion because of the limited parking available at Fort Mason. Indeed, all the tenants of lower Fort Mason would be impacted by the lack of parking. Fort Mason would be changed forever from a cultural and events facility into yet another tourist venue – and surely there are enough of those?

Our events (currently the Tribal & Textile Arts Show annually in February) have brought exhibitors and collectors from across the United States and Europe for over two decades. It has taken a number of years to grow the Fort Mason Center into a center for art & cultural events. We have worked hard to promote the venue as a destination in our own media and marketing outreach. There are very few venues of the same caliber and space in the greater San Francisco area and we would be hard-pressed to find an alternate location. Events like ours have a large impact on the local businesses. We have estimated that our event has more than \$5 million trickle-down economic effect for the city. When travelling to similar events in Europe and New York we constantly hear people remark on what a beautiful facility the Festival Pavilion is, and that there are few facilities to compare to it in the world. It would truly be a shame to lose this special space, along with the quality events that are held there each year which would all have to relocate. Many of the events, including ours could potentially move out of the city entirely.

Thank you for your time.

Elizabeth Lees

RECEIVED

JUN 20 2012

SUPERINTENDENT'S OFFICE

Superintendent
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

Dear Sir,

From friends on the board of Fort Mason, I am aware of the financial issues they may have.

However, the idea of embarking the Alcatraz Ferry or other commuter ferries from that location is a disaster. Bay street and Marina Boulevard are already overloaded in that area, and the additional burden would be destructive to access (and the business) to the Safeway, overwhelm the parking needed for the other activities at the fort, and the harbor tenants, who would need to compete with ferry riders for parking spaces. This does not even address the needs of recreational users on the marina green.

The present embarkation point on fisherman's wharf enjoys access via bus, and trolley, besides being an easy walk from the many wharf hotels.

This is a tragically faulty concept which short of many millions of dollars of construction – perhaps a large auto tunnel through from the wharf and a multistory parking garage – makes no real sense.

I urge you and your advisors to reconsider. Even a terminal down by the east bay ferry dock would make more sense.

Very truly yours,


Harvey W. Glasser MD



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

Bruce J Stone
2149 North Point
San Francisco CA 94123

RECEIVED

JUN 26 2012

By _____
GOGA/

What is your relationship to the project area? (check all that apply)

_____ Park visitor ☒ Nearby resident _____ Volunteer _____ Park Partner Other: _____

What are your interests or concerns about the project?

- No parking is available now so this project will make the situation untenable for berth holders using the marina
- Terrible traffic congestion on Marina Blvd - will be worse
- Unsafe for fire/life saving trucks -
- Unsafe for local users of waterfront

Are there any specific alternatives/locations you think the planning team should study?

Pier 31

Are there any specific impacts you think the planning team should study?

- Traffic on Bay St + Marina Blvd will be terrible
- Will make surge worse for boats in East Harbor - will need breakwater
- Unsafe for bikers + pedestrians
- No value added for neighborhood
- Really a dumb location as tourists want fishermen's wharf

Other Comments:

Your 1.3 - 1.4 million visitors will fall by 25% if you choose Ft. Mason

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

RECEIVED

JUN 26 2012

Brad Andersen
3737 Scott St SF 94123
bda1anderson@comcast.net

By _____
GOGA/I

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

Exactly how the neighborhood will handle
1.5 million visitors/yr. Does not seem
feasible in Ft. Mason.

Are there any specific alternatives/locations you think the planning team should study?

Keep visitors/tourists in areas where they can
inject money into the areas. Top considerations
would be along Embarcadero & Fisherman's Wharf.
Also in Presidio or Sausalito.

Are there any specific impacts you think the planning team should study?

Parking, Traveling to & from, shopping, and
easy access for visitors.

Other Comments:

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

Eel Bennett #2

RECEIVED

JUN 26 2012

By _____
GOGA/1

What is your relationship to the project area? (check all that apply)

____ Park visitor ____ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

The Yacht Harbor adjacent to Ft Mason has a narrow entrance with limited visibility unless approach decision to enter frequently for fuel.

Are there any specific alternatives/locations you think the planning team should study?

Elderly shoppers crossing streets adjacent to Subway

Are there any specific impacts you think the planning team should study?

Other Comments:

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

RECEIVED

JUN 26 2012

By _____
GOGA/I

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

Parking - Traffic

Are there any specific alternatives/locations you think the planning team should study?

Are there any specific impacts you think the planning team should study?

It is my understanding the passengers have been surveyed if the drive to Pier 33 or not. I don't have that data but was told that number of cars would exceed the amount of parking at Fort Mason. How will the NPS mitigate the parking problem so that neighborhoods are not negatively impacted.

Other Comments:

Public transit even with the E-Line is too little

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

DAVE DAY
1801 GREENWICH ST. #203
SAN FRANCISCO, CA 94123

RECEIVED

JUN 26 2012

By _____
GOGA/F

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: ____

What are your interests or concerns about the project?

CONVENIENT TO USE, EASY TO GET THE
FERRY ON FOOT. (W/O A CAR). SAFE
NEIGHBORHOOD AT NIGHT.

Are there any specific alternatives/locations you think the planning team should study?

SEEMS BEST TO PLACE THE NEW FERRY
TERMINAL AT ONE OF THE LOCATIONS NEAR
FORT MASON. THIS WOULD SEEM TO GIVE PEOPLE
THE BEST ACCESS TO THE RECREATION AREAS SUCH
AS THE MARINA GREEN AND THE GOLDEN GATE BRIDGE.

Are there any specific impacts you think the planning team should study?

REALISTICALLY, IT WOULD BE GOOD TO HAVE
PARKING FOR CARS AT THE NEW FERRY
TERMINAL LOCATION AND THERE SEEM TO
BE A GOOD AMOUNT OF THAT ALREADY AT
THE FORT MASON LOCATION.

Other Comments:

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

REUBEN HECHANOVA
DOLPHIN CLUB - PRESIDENT
rphechanova@sbcglobal.net

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JUN 26 2012

By _____
GOGA/I

What is your relationship to the project area? (check all that apply)

☒ Park visitor ☐ Nearby resident ☒ Volunteer ☐ Park Partner Other: DOLPHIN CLUB MEMBER

What are your interests or concerns about the project?

IMPACT BY AND TO
TRANSPORTATION AND BY PEDESTRIAN/VISITORS
(CONGESTION) (CONGESTION)

DIMINISHING OR DEGRADATION OF NEIGHBORHOOD
RECREATIONAL FACILITIES;

Are there any specific alternatives/locations you think the planning team should study?

"CHICKEN OR THE EGG" - TRANSPORTATION
AVAILABILITY FIRST THEN THE FACILITY
CAN BE BUILT. 0
QUESTION: STATUS OF UTILITIES (CAPACITY)
AND TIE IN TO (E) BY (N) NEW

Are there any specific impacts you think the planning team should study?

- WATER QUALITY
- IMPROVEMENT(S) TO WATERFRONT
STORM / SEWER SERVICES
- "BLOWN GARBAGE" - I.E. PLASTIC BAGS
FOOD CONTAINERS
DRINK CONTAINERS

Other Comments:

MONITORING SYSTEM FOR
- WATER, AIR,

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



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Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

RECEIVED

JUN 26 2012

By _____
GOGA /

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

Energy efficiency and traffic impact

Are there any specific alternatives/locations you think the planning team should study?

45 + 41 appear to be the closest location, 3 1/2" is approx. 20% Further away Fort Mason is about 15% Further away.

Are there any specific impacts you think the planning team should study?

Energy usage of the vessels transporting 1.3 million pass. per year

Other Comments:

Fort Mason "stretcher" Fishermans Wharf area needing new infrastructure etc. to get people to it

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



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Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

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JUN 26 2012

By _____
GOGA/

What is your relationship to the project area? (check all that apply)

_____ Park visitor _____ Nearby resident _____ Volunteer _____ Park Partner Other: _____

What are your interests or concerns about the project?

Are there any specific alternatives/locations you think the planning team should study?

NOTHING OUTSIDE F.W. / NORTHERN WATERFRONT.
SO MANY SMALL BUSINESSES SUPPORT ALCATRAZ
VISITORS + VISITOR SERVICES, DINING, RETAIL,
BATHROOMS, TRANSPORTATION, ETC.
MORE + MORE PEOPLE, LOCAL + VISITORS Alike,
FLOCK TO FW + EMBARCADERO FOR ENTERTAINMENT w/ MORE

Are there any specific impacts you think the planning team should study? COMING - EXPLORATORIUM
AC34, CRUISE SHIP TERMINAL
ETC.

PRESENT LOCATION IS GREAT! LEAVE IT
THERE.

Other Comments:

Other comments continued...

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Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

Dawn Smith
dawns@cablecarstore.com

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By _____
GOGA/!

What is your relationship to the project area? (check all that apply)

☒ Owner of Small business on
Pier 39

☐ Park visitor ☐ Nearby resident ☐ Volunteer ☐ Park Partner ☐ Other:

What are your interests or concerns about the project?

I believe that the change in traffic flow with moving 1.5 million visitors off of the Fishermans Wharf area will be devastating to the small businesses affected by the loss in foot traffic. TO FORT MASON

Are there any specific alternatives/locations you think the planning team should study?

I think it should stay where it is or move back to pier 41. Visitors to Alcatraz like to have things to do while they wait for their tour, and these areas have lots for them to do and see.

Are there any specific impacts you think the planning team should study?

The economic impact of moving to Fort Mason.

Other Comments:

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

ALVIN HUIE 1547 FRANKLIN ST. S.F. CA 94109
HUIE@SBCGLOBAL.NET

What is your relationship to the project area? (check all that apply)

☐ Park visitor ☒ Nearby resident ☒ Volunteer ☐ Park Partner Other: NEW PARK DEPT

What are your interests or concerns about the project?

MY INTEREST IS TO FIND A SITE WHERE THE TRAFFIC
AND CONGESTION DOESN'T IMPACT THE S.F. AQUATIC PARK
SENIOR CENTER,

Are there any specific alternatives/locations you think the planning team should study?

AFTER LOOKING AT ALL THE PROPOSED LOCATIONS, IT SEEMS TO
ME THAT THE MOST FEASIBLE, ECONOMICAL, AND PRACTICAL LOCATION
WOULD BE THE EXISTING PLACE, NAMELY PIER 3 1/2

Are there any specific impacts you think the planning team should study?

OTHER THAN ACCESS AND SHORTEST ROUTE TO ALCATRAZ, AND PARKING,
I THINK THESE SHOULD BE THE PRIMARY CONCERNS.

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JUN 26 2012

By _____
GOGAL

Other Comments:

Other comments continued...

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PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

JUN 26 2012

Diane Walton
dianewalton9@earthlink.net

By _____
GOGA/f

What is your relationship to the project area? (check all that apply)

☐ Park visitor ☐ Nearby resident ☐ Volunteer ☒ Park Partner Other: Dolphin Club

What are your interests or concerns about the project?

Water safety for rowers
and swimmers

Are there any specific alternatives/locations you think the planning team should study?

Pier 31 1/2, Pier 41

Are there any specific impacts you think the planning team should study?

Water quality
Water safety

Other Comments:

Thank you for taking time to
explain the options.

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

Doug Boszhardt
1351 Francisco St
San Francisco, CA 94123

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JUN 26 2012

By _____
GOGA/

douglasboszhardt@yahoo.com

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

My concerns are 1) Increased traffic and parking congestion getting 5000 people per day to the docks 2) Increase of non-residents walking through or parking in what is now a quiet residential neighborhood 3) Increased commercial vendors trying to sell goods to tourists in the neighborhood, including panhandlers. 4) Crowding out current wonderful non profits located in the building including Sunday Farmers market 5) more...

Are there any specific alternatives/locations you think the planning team should study?

Keep them (tourists interested in Alcatraz) in Fishermans wharf.

Are there any specific impacts you think the planning team should study?

traffic, congestion, parking, security. Also, where do most tourists that go to Alcatraz sleep - in the hotels near Fishermans wharf. They now walk. Think of all these costs to move them over the hill, disrupting a quiet neighborhood. It is fine in the wharf - keep it there

Other Comments:

The Fort Mason occupants are many non profits and community organizations. This changes everything to for profit. I get it - but I don't like it.

Other comments continued...

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Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

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JUN 26 2012

By _____
GOGA/

What is your relationship to the project area? (check all that apply)

____ Park visitor ____ Nearby resident ☒ Volunteer ☒ Park Partner Other: _____

What are your interests or concerns about the project?

traffic is already at saturation
point for Aquatic Park/Fisherman's
Wharf area

Are there any specific alternatives/locations you think the planning team should study?

Keep Pier 31 1/2 intact. - Access
is great - Political will of City
is to walk & bike - let visitors
get healthy like we locals -

Are there any specific impacts you think the planning team should study?

Set an example! ↑
longer term lease w/ Port!
They are willing!

Other Comments:

Why reinvent the wheel - activate
surrounding area to Pier 31 1/2

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.

Over →

Other comments continued...

You can drop this in the Comment Box at the public meeting or mail it to the address at the top of the page.



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Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

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JUN 26 2012

ED BENNETT edwardgbennett@gmail.com

By _____
GOGA/

What is your relationship to the project area? (check all that apply)

_____ Park visitor _____ Nearby resident _____ Volunteer _____ Park Partner Other: _____

What are your interests or concerns about the project?

Traffic - particularly at Marina Blvd & Safeway. Jammed up now w. just construction & local traffic.

Are there any specific alternatives/locations you think the planning team should study?

A location which benefits the City. One that has a large number of retail outlets e.g. for tourists

Are there any specific impacts you think the planning team should study?

Bad idea bringing tourists into a residential area.

Other Comments:

Other comments continued...

Traffic in pedestrian area during Sunday Farmers' market



PUBLIC SCOPING COMMENT FORM - Please submit comments by July 31, 2012

Alcatraz Ferry Embarkation Environmental Impact Statement

(Optional) Name, Address, Email:

J. Gardner

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JUN 26 2012

By _____
GOGA/

What is your relationship to the project area? (check all that apply)

____ Park visitor ☒ Nearby resident ____ Volunteer ____ Park Partner Other: _____

What are your interests or concerns about the project?

Pier 45 shows a required Breakwater.
How was that decided?
Did anyone ask Red + White Fleet if
they thought it was necessary?

Are there any specific alternatives/locations you think the planning team should study?

Are there any specific impacts you think the planning team should study?

All of the proposed sites on SF have
some exposure to North or North east
yet the existing Pier 3 1/2 does not have
nor seem to need a Breakwater.

Other Comments:

It would be unfortunate to take a location
"off the Table" due to a nebulous need
for a Breakwater. Cont.

Other comments continued...

How was that "Breakwater Need"
Established?

RECEIVED
JUN 28 2012
SUPERINTENDENT'S OFFICE

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

June 26, 2012

Superintendent
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason Building 201
San Francisco, California 94123

Dear Superintendent:

This is in response to your request for comments on the Alcatraz Ferry Embarkation Environmental Impact Statement (EIS).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco (Community Number 060298), Maps dated August 5, 1986. Please note that the City and County of San Francisco, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Superintendent
Page 2
June 26, 2012

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The San Francisco City and County floodplain manager can be reached by calling Linda Yeung, Deputy City Administration, at (415) 554-7124.

If you have any questions or concerns, please do not hesitate to call me at (510) 627-7186.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Linda Yeung, Deputy City Administration, City and County of San Francisco, California
Ray Lee, WREA, State of California, Department of Water Resources, North Central Region
Office

Gregor Blackburn, CFM, Branch Chief Floodplain Management and Insurance Branch,
DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

1625 North Point Street
San Francisco, CA 94123
July 2, 2012

RECEIVED
JUL -3 2012
SUPERINTENDENT'S OFFICE

Superintendent
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

Dear Sir or Madam,

A century ago, a Manufactured Gas Plant operated immediately west of Fort Mason and sediments in the East Harbor (Gas House Cove) are known to be contaminated with MGP residues. As the East Harbor and the Fort Mason piers are adjacent, renovations or ferry operations at Fort Mason could disturb sediments that are almost certain to be contaminated with similar residues. I believe this is something an environmental impact study should address.

Thank you.

Sincerely,



Dan Clarke

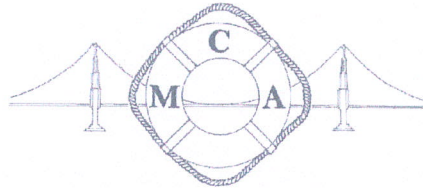
Cc Supervisor Mark Farrell, CCSF
Alan Silverman, MCA

<http://sfrecpark.org/documents/FileTree/Commission/SupportingDocuments/2010/February-2010/Feb04-2010/item20sfmarinaeastharborstaffreport020410.pdf>

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JUL 10 2012

SUPERINTENDENT'S OFFICE



Marina Community Association
1517 North Point Street, Box #531
San Francisco, CA 94123
www.sfmca.org

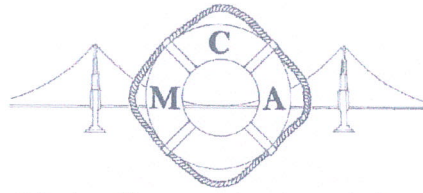
Superintendent,
Golden Gate National Recreation Area
Attn. Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

8 July 2012

Re: Public Comment for the Alcatraz Ferry Embarkation EIS

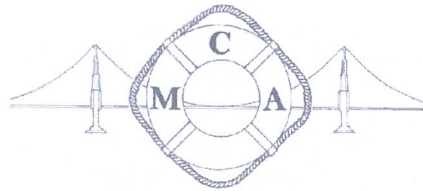
The following comments are submitted on behalf of the Marina Community Association.

1. The Notice of Intent states that the environmental study will be conducted under NEPA (National Environmental Policy Act) but states that if a Port Authority pier is eventually selected as the preferred alternative the NPS will then produce an environmental impact report (EIR) under the California Environmental Quality Act (CEQA) at that later time. There are a number of differences between NEPA and CEQA but the most significant for the Marina Community Association (MCA) is that the EIS under the NEPA process does not need approval from the San Francisco Planning Commission or the Board of Supervisors. If we wished to appeal the results of the EIS we would have to appeal to the EPA in Washington and through the Federal Courts.
2. By excluding the possible choice of Fort Mason from a CEQA review NPS is placing MCA at a disadvantage when compared to other San Francisco neighborhoods. The same number of visitors is expected whether the embarkation site is at a Port Authority pier or at Fort Mason. The environmental impact caused by parking and traffic problems will at least as bad and probably worse at Fort Mason because the Marina District is not yet as commercial a location as the other piers. And yet other residents of San Francisco will be able to be heard by the Planning Commission and the Board of Supervisors, but Marina residents will be denied that democratic alternative.
3. Section 15300 of CEQA allows for a number of categorical exemptions from CEQA, but specifically states that "a project which may cause a substantial adverse change in the significance of a historical resource" cannot be granted a categorical exemption. Fort Mason is a National Historic Landmark and the move of the Alcatraz Ferry to Fort Mason will double the annual number of visitors, which may well be a "substantial adverse change".



Marina Community Association
1517 North Point Street, Box #531
San Francisco, CA 94123
www.sfmca.org

4. Section 106 of the National Historic Preservation Act requires an EIS under NEPA (Section 1508.27(b) (3)) to consider “unique characteristics of the geographic area such as proximity to historic or cultural resources”.
5. NPS has requested that the City be a “cooperating agency” for the EIS as defined in NEPA. Section 1501.6 of NEPA defines the responsibilities of a cooperating agency, and states that the lead agency (NPS) may ask the City to assume responsibility for those portions of the EIS for which the City has “special expertise”. The impact of an additional 1.5 million visitors per year to the Marina District is certainly an area of study where the City has more expertise than NPS, and so MCA urges NPS and the City to allow the City to conduct the portion of the study relating to parking and traffic.
6. The question of whether a CEQA review can be avoided by the NPS or the City because Fort Mason is on federal land has already been addressed by the California Courts. In *Nelson vs. County of Kern (2010) 190 Cal App 4th 252* the Fifth District Court of Appeals found that Kern County improperly concluded that it was not obligated to review and approve a proposed mining operation on the basis that the mining was on federal land. The Court stated that the fact that a project comes under NEPA and will be reviewed by a federal agency does not eliminate the responsibility of the County to comply with CEQA.
7. The Fort Mason Foundation has already approached the San Francisco Recreation and Parks Department about leasing the parking space outside the gates of Fort Mason opposite Safeway. They apparently anticipate that the turn-around for the historic streetcar inside Fort Mason will cause them to lose 60 parking spaces. The potential of another 5,000 visitors per day will create an enormous extra parking burden on parking in the area.
8. The population of the 94123 zip code is about 23,000. The weekly visitor traffic of 35,000 will more than double the population. It is difficult to imagine how that can be done without an adverse impact on parking and traffic in a predominantly residential neighborhood.
12. The Port Authority piers are already in a commercial area of the City. Locating the ferry there will not change the character of those areas. Locating at Fort Mason will introduce 1.5 million visitors to a residential area. They will be looking for the gift shops and restaurants that they were used to at Fisherman’s Wharf, but which do not exist in the Marina District. Introducing such shops to the Marina will permanently change its character.



Marina Community Association
1517 North Point Street, Box #531
San Francisco, CA 94123
www.sfmca.org

13. There is already a wide variety of public transportation to the Fisherman's Wharf area, but the public transportation to the Marina District is much more limited. The EIS must address how 1.5 million people will get to and from Fort Mason without a significant adverse impact on the local residents. The EIS must also address how any new public transportation will be paid for.

14. Moving the ferry embarkation point from the Fisherman's Wharf area to Fort Mason will have a significant negative impact on the merchants at Fisherman's Wharf and on the resulting sales tax revenue to the City.

15. Any move must take into account the cost to the City. Section 1502.23 of CEQA requires a cost-benefit analysis and should not be avoided if Fort Mason were chosen as the embarkation point. Similarly section 15064 (e) of CEQA requires that the economic effects of any change be taken into account. If it is contemplated that an extension of the historic streetcar line from Fisherman's Wharf to Fort Mason might provide transportation to the embarkation point, then there will be significant capital and operating expenses for a City department that is already running large deficits.

The Marina Community Association would be pleased to discuss these comments. If you wish to do so please contact Alan Silverman at directors@sfmca.org.

Respectfully submitted on behalf of the Marina Community Association by:

Alan Silverman

RECEIVED
JUL 17 2012
SUPERINTENDENT'S OFFICE



Edwin M. Lee, Mayor
Philip A. Ginsburg, General Manager

July 16, 2012

Superintendent Frank Dean
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

JUL 17 2012

RE: Notice of Intent - Draft Environmental Impact Statement for Alcatraz Ferry Embarkation Site

Dear Superintendent Dean:

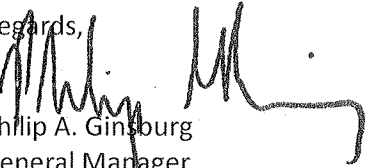
Thank you for the opportunity to provide scoping comments for the content of the National Park Service's Alcatraz Ferry Embarkation Draft Environmental Impact Statement (DEIS). The open house-format public meeting and phone conversation we had with GGNRA staff were highly informative and we plan to continue to stay in touch with your agency as this process moves forward. The San Francisco Recreation and Parks Department owns and maintains the San Francisco Marina, which consists of two harbors: the West Harbor and the East Harbor. The East Harbor is adjacent to Pier 1 of Fort Mason and consists of slips for 342 boats, a public restroom, a fuel dock, two vehicle parking lots, and one parking lot for trailered boats. The Fort Mason Piers are being considered as locations for the site of the Alcatraz Ferry Embarkation, and there are numerous potential effects on the East Harbor, the entire San Francisco Marina and the nearby Moscone Recreation Center, that need to be studied for these alternatives.

Specifically, the following factors should be considered in the DEIS for Alcatraz Ferry Embarkation Site for the Fort Mason Piers alternatives:

- Wave mitigation measures to protect the East Harbor from the effects of the ferries and the waves they will generate
- Impact of the ferries on access for boaters entering the East Harbor for both berthing and fueling at the fuel dock
- Parking needs and management for ferry passengers who arrive by car, and the impact this will have in the area around Marina Green – both during regular activities, and during special events held on the Marina Green
- Traffic and circulation studies of the increased car traffic to ensure continued safe and convenient access to the San Francisco Marina, including Marina Green, and to Moscone Recreation Center

Thank you for considering these comments and we look forward to working together as this moves forward.

Regards,


Philip A. Ginsburg
General Manager



Alcatraz Island: An Inescapable Experience

July 31, 2012

Superintendent
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

RE: Alcatraz Ferry Embarkation EIS

Dear Superintendent:

As the current operator of Alcatraz ferry service (since 2006) operator of the ferry service to Liberty and Ellis Island in New York City (since 2007) and a well respected excursion vessel operator (since 1982), we offer the following comments on the proposed alternative sites being considered for the long term departure site in San Francisco.

1. Pier 31, 31 ½, and 33:

You should note that portions of each of these facilities have been used for excursion vessel and ferry services since 1980, with only minimal improvements for crew and guests. We have been able to accommodate the National Park Service (NPS) guest needs for Alcatraz ferry service since 2006 by providing temporary improvements, such as portable bathrooms, moveable interpretative displays, benches and other guest amenities, that can/and have been adjusted as demand warrants, while working on a CEQA determination and necessary San Francisco Bay Conservation and Development Commission (BCDC), US Army Corp and Regional Water Quality Control Board permits.

It should also be noted that the NPS considered all of the sites in this EIS, except Fort Mason, during the last review of prospectus proposals in 2005. Based on all the proposals from the various operators, the NPS selected 31 ½ and 33 as the best of the group. While the decision in 2005 was based on the proposed operations as well as the site, the prospectus did require all respondents to demonstrate how they would manage the physical site to accommodate the needs of your guests. In our proposal we did demonstrate how the up-land portion of the facility at 31 ½ - 33 could be renovated to provide a unique entrance to a National Park. The NPS reviewed and approved the proposed Landing Plan in 2008. We are currently seeking all necessary permits to make the Landing a reality.

EIS for Alcatraz Ferry Embarkation Site
GGNRA, San Francisco, and Marin Counties

Alternative facility arrangement consideration: One possible alternative to consider for this site is to replace the proposed floating dock (east of 31 ½) with a historic vessel, such as the ferryboat Eureka, Klamath or Santa Rosa (or another historic vessel as defined by BCDC regulations to allow stationary floating fill). The vessel could provide guest amenities on the main deck of the vessel including a waiting lounge with interpretative displays, food and beverage services, restrooms and queuing areas. The vessel could also provide administrative and special event spaces on the second floor. As with the Santa Rosa the vessel could provide a viewing platform and public access on the roof deck. Ferry operations to the Island could take place on adjacent floating docks accessed from the historic vessel.

While providing a unique boarding venue, the use of a floating vessel would eliminate the need to make required up-grades to the adjacent pier shed buildings and substructure elements of a larger site, as required by the Port's Building Code.

Observations about conceptual diagrams for 31, 31 ½ and 33.

- Why is the conceptual lay out showing a vehicular driveway crossing the pedestrian promenade? In review with the Port and BCDC under design review, the proposed layout was criticized for bringing traffic across the promenade and bike lane. The diagram could be revised to show a re-designed curb alignment to provide additional drop off zones along the promenade to minimize the number of vehicular crossings. The drop-off zone could extend the existing curb line from 33 to 31 to provide at least two –three new drop-off spaces in a designated white zone. A narrower driveway could be retained to provide access for NPS and contractor parking on the pier deck.
- General layout only shows one floating dock at the facility. Current lease lines show enough space for two floating docks adjacent to Pier 31 ½ to allow expanded ferry services to Fort Baker and Sausalito. Port has also offered three (3) lay berths along the south side of Pier 33.

Attachment 1 – Lease exhibit.

2. Other sites that have been eliminated from consideration.

Pier 43 Historic Ferry Arch. Site could provide same amenities as many of those being considered. Floating accommodations off the arch could provide required space for services identified. Site is essentially vacant and would not jeopardize the extension of lease rights of the other vessel operators.

Attachment 2 – Heller Manus drawing showing possible site arrangement.
General arrangement drawing from Moffatt & Nichol Engineers for a Ferry

Terminal at Pier 43.

3. Additional criteria to evaluate sites.

“Entrance to a National Park”. Given that the departure gate for Alcatraz has been hidden in Fisherman’s Wharf until 2006, shouldn’t an evaluation criteria look at each site’s ability to create and support a guest’s sense of entrance into a park setting. This criterion could evaluate the quality of the street frontage for the departure point (i.e.; linear footage, adjacent sidewalk, guest amenities). The criteria could also look at possibility of controlling the entrance as needed to limit the number of guests on site and flowing toward the vessels. The criteria could also look at the ability to make other improvements along the entrance to the site that could be considered –entrance signs and/or portals (for example, a contributing National Register Building may have stricter design controls on signs vs. a non-contributing site in a district).

4. Proposed Evaluation criteria.

Given the criteria listed in the Ferry Embarkation EIS Scoping document we offer the following observations for Pier 31, 31 ½, 33.

Transportation.

The Pier 31 ½ - 33 site has shown since 2006 that it can function as a ferry departure point for Alcatraz and Angel island services. Our studies of the operation prove --

- Passenger survey data from 2007 and 2012 indicates the vast majority (70% or more) of guests walk or take mass transit to the site from their overnight accommodations.

Attachment 3– Survey results

- Our traffic analysis 2005 and 2012 demonstrates that locating the Landing at 31 ½ and 33 poses no real impacts on the adjacent intersections and traffic flows along the Embarcadero.

Attachment 4 – Traffic analysis 2005 and 2011 (AC 34 relevant pages).

We believe the site is well served by many different modes of transportation and is close to many of the hotels in Fisherman’s Wharf and North Beach allowing guests easy access to the site.

- MUNI F-Line (with mid-island Embarcadero platforms at Bay and Green Sts.)
- Bus lines along Bay Street.

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- Site is an easy walk from the Embarcadero BART/MUNI station along Herb Caen promenade, and Powell St. Cable Car turn around.
- 24 bike parking spots provided on site.
- Up-land parking garages within one block of the facility at Bay and Francisco; two blocks to Pier 39 Parking garage; waterfront parking at Pier 31 and Bay/Embarcadero at Port of San Francisco parking lots.
- There are a number of hotels within an easy walking distance include – Radisson Fisherman's Wharf, Sheraton Fisherman's Wharf, Wharf Inn, Best Western Tuscan Inn, Hyatt Fisherman's Wharf, Marriot Fisherman's Wharf, Holiday Inn Fisherman's Wharf, Holiday Inn Express, Courtyard by Marriott, Hilton Fisherman's Wharf, Yerba Buena Motel.

Visitor Experience.

We believe the site provides a unique visitor experience, different than the crowded, noisy and somewhat hectic environment of Fisherman's Wharf.

- Pier 31 ½ offers visitors an opportunity to see the historic Bulkheads along the Embarcadero Waterfront National Register District either by walking along the Herb Caen promenade, or entering the adjacent Pier 33 Bulkhead Building.
- Herb Caen promenade is a dedicated public access pathway stretching from Fisherman's Wharf to the AT&T Ballpark. The promenade has an extensive amount of public art and interpretative displays all along its route.
- Walking along the promenade visitors will also be able to experience the restored Ferry Building and its related market places and extensive food and beverage services, Piers 1 ½ -5 restaurants and public access with its historic interpretative window displays, the new Exploratorium at Piers 15-17 (opening in 2013) and its related exhibits about the Bay, the new Cruise Ship Terminal and a 2.5 acres public plaza (home to AC 34 in 2013).
- From the north and west visitors will be able to see the unique restaurants and attractions of Fisherman's Wharf, the new promenade and open space at the Pier 43 historic arch, Pier 39 and the existing cruise ship terminal at Pier 35.

Given our 30 years as an experienced hospitality and vessel operator there may be several other ways to evaluate the Visitor's Experience. For example, you may want to consider

-- --

- Total amount of time on a vessel. Guest surveys have always indicated that they enjoy the time spent on the vessel's upper decks, being outside on the Bay and taking in the scenic vistas. From 31 ½ - 33 guests have an opportunity to discover the island as the vessel departs from behind the pier shed buildings. The current vessel route allows the guest to see the island juxtaposed to the Golden Gate Bridge and Marin headlands to the west.
- The total number and age of bathrooms in close proximity to the departure gate – P33 has 8 bathrooms, 2 are ADA accessible;
- The total number of benches – P31 ½ has 40 + 6 picnic tables.
- The total number of trash cans and recycling centers – P31 ½ has 6;

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- The total number of interpretative panels and displays P31 ½ has 9 dioramas depicting Island history, scaled model of Island and historic canon replica;

Aesthetics

The planned improvements to Pier 31 ½ -33 have been reviewed and approved by NPS, Port of San Francisco Waterfront Design Advisory Committee and BCDC's Design Review Board. Planned improvements include –

Pier 31½ Wharf. A series of visitor assembly improvements on the exterior wharf area between Piers 31 and 33 that would include:

- Site furnishings – benches with recycled plastic slats, garbage and recycling receptacles, pedestrian-scaled lighting, and way-finding and informational signage (not yet defined).
- A passenger queuing pavilion measuring 120' by 44' where up to 300 visitors will wait to board the boat. The proposed canopy would be a simple arch with exposed trusses underneath to minimize visual impacts.
- A 42" height metal picket guardrail along the edge of the Pier 31½ wharf for about 300 linear feet.
- Interpretative displays and related artifacts to include:
 1. A scaled model of Alcatraz Island and the surrounding Bay floor with interpretative panels;
 2. Display of related GGNRA artifacts related to the history of the Island including a cannon replica; and
 3. A series of nine existing interpretative panels depicting the historic eras of the Island; entitled the "Keepers and the Kept." As part of the panel's messages, a series of planters would be installed throughout the Landing and would be appointed with native plants associated with the gardens on Alcatraz Island.
- An "iconic" sign (pylon) and bollards to create a sense of entry to the pier deck from the

Embarcadero Promenade.

- The entry sign would include the NPS's Arrowhead, Alcatraz Cruises' logo, and a park entrance sign indicating that visitors are now entering Alcatraz Landing.
- A large-scaled compass rose on the pier deck surface surrounding the scaled model of the Island. The rose points would be appointed with the names of Federal and State Parks within the GGNRA and Bay and would consist of painted asphalt;
- A 15 foot width by about 300-foot length walkway along the Bay side of the wharf that would be furnished with benches, litter and recycling receptacles, pole mounted lights, and railing; and
- Reconfiguring and reducing the size of the parking (currently 20-25 spaces) and vehicular circulation area within the east side of the pier deck to include 6 spaces for NPS, 4 ADA accessible spaces, and 2 spaces for emergency parking (a total of 12 spaces) with appropriate signage and pavement markings, bicycle racks for up

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to 24 bikes, motorcycle parking spaces for up to 10 motorcycles, and an electric charging station for alternatively powered vehicles. Vehicles would cross The Promenade at the walkway grade, and continue on a driveway demarcated by bollards.

Pier 33 Bulkhead Building. Pier 33 would be rehabilitated and improved with the following:

- Replace existing canopies along the Embarcadero façade to comply with “Secretary of the Interior’s Standards”.
- Canopies would be a thinner horizontal shape that fits within the width of existing window openings as per the Port’s Embarcadero Promenade Design Criteria.
- Recreate the two original window openings in the south side of the Bulkhead Building facing Pier 31;
- On the east side of the bulkhead facing the Bay, at two locations leave the existing roll-up doors in place in a raised position and construct a clear glass curtain wall with metal frame behind the roll-up doors, including a pair of 3 foot width doors in each opening; and
- Install an awning or canopy at the larger roll-up door opening.

Pier 33 Pier shed interior. A series of improvements to establish a visitor center, concession stand, restrooms, and staff break room, and staff bicycle parking within the Pier shed through the installation of:

- Glazing and demising walls around the interior perimeter of the leasehold space. Glazing on the interior walls would be installed above demising walls to retain views up into the pier structure;
- On the side of the pier shed facing the wharf, at two locations leave the existing roll-up doors in place in a raised position and construct a clear glass curtain wall with metal frame behind the roll-up doors, including a pair of 3 foot width doors in each opening;
- A series of concession stand windows inserted into one of the roll-up door openings so that visitor queuing would occur on the exterior pier deck;
- Life safety and fire improvements to include overhead sprinkler systems, required exit passage-ways and openings, fire rated demising walls, and fire rated glass;
- Replacing or refurbishing the existing industrial sash windows in the Pier Shed;
- Visitor and staff restrooms; and
- Twelve Class 1 bicycle lockers.

Along the Embarcadero Roadway. Modify an existing driveway cut and curb segment in front of Pier 31½ by relocating the drive-cut approximately 25 to 30 feet south of the present location to create a designated driveway to access the parking area, and closing the existing drive cut along the Embarcadero.

Attachment 5 Approved Site Plan.

Other aesthetic considerations could be made by identifying and evaluating --

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- Views and vistas from departure point: historic Coit Tower, East Bay hills adjacent Pier sheds 31 and 33;
- Restored buildings and historic sites: Pier 35 Bulkhead Cruise ship Terminal operations, Pier 33 Bulkhead café, Pier 27 Cruise ship Terminal and open plaza (AC 34 venue); Exploratorium at Piers 15-17, Piers project at 1 ½ -5, Ferry Building.
- Amount of public access on or adjacent to the site – Pier 31 ½: 28,000 SF on site, adjacent Herb Caen promenade 20'-25' wide by 1000's of feet in length from Fisherman's Wharf to AT&T Ballpark. Promenade has historic interpretative panels and public art throughout.
- Adjacent eating and drinking establishments – Café, Houston's, Firefly, Pier 23 café, Fog City Diner;
- Shopping – Pier 39;
- Entertainment venues – Aquarium of the Bay, Pier 39, Bike Rentals/

Other ways to evaluate – bathrooms in close proximity to departure gate; the total number of benches, trash cans and recycling centers; interpretative panels and displays;

Economics – This particular criterion should look at the location decision as though it is being made for an anchor tenant in a retail center. Since the NPS decision on the 31 ½ location in 2005, the site has had a direct economic impact on surrounding businesses. Businesses along the Embarcadero nearer to 31 ½ and 33, have shown on average an 8% increase in total sales.

Attachment 6 -- POSF Lease and Sales Report pre and post 2005.

The related substructure and pier shed rehabilitation costs will be a deciding factor. Site costs will have to include work and maintenance on the substructure and Pier sheds. Seismic bracing of structures will be required due to change of use and amount of investment in building within the Port's jurisdiction. Some work has already been done at Pier 2 in Fort Mason, Pier 45, and Pier 41 (somewhat dated may not comply with current Codes). Port has typically given rent credits to developers for long term leases requiring seismic bracing.

At Pier 31 ½ - 33, we have engaged Applied Materials Engineers (AME) and URS engineers to evaluate the Port's Rapid Structural Assessment report. Using physical inspection techniques and several concrete cores, AME and URS were able to conclude that the Port's RSA report should be reversed and loading limits placed on the older portion of the pier deck at 31 ½ be removed. It should be noted that the Pier deck at 31 ½ was built at two different times, with the older portion of the deck being adjacent to the Embarcadero promenade. The outer portion of the deck dates from the 1930's as the facility was used for marshalling two Navy destroyers.

Attachment 7 -- Substructure analysis by AME and URS 2011 – 2012

Rent: Any operation on Port property will also require a lease payment to be made to the Port as well as percentage rent on various uses.

5. Cultural Resources – All of the sites are contributing National Register properties in historic districts except for Pier 41. National Register properties will require more design development and careful attention to the Secretary of Interior Guidelines vs. sites that do not have contributing resources. Pier 31 ½ - 33 improvements have been evaluated by the Architectural Resources Group (ARG), City of San Francisco Planning Department (MEA), and the Port of San Francisco and have been determined to be consistent with Secretary of Interior Guidelines

Attachment 8 – portions of the Historic Resource Evaluation by ARG 2012

6. Natural Resources – We do not understand how the various sites can be evaluated based on Natural Resources as all sites are fully built out. To be able to evaluate each site, a concessionaire would have to be selected so that NPS could evaluate proposed Operation procedures and possible impacts on Natural Resources. It should be noted that the current operations at 31 ½ - 33 has been certified under ISO 14001. Operating procedures include on-going monitoring and auditing of day to day operations in order to minimize impacts on natural resources and encourage a high degree of recycling.

We have evaluated the proposed site improvements at Pier 31 ½ against the U.S. Green Building's Council LEED Criteria (review conducted by Heller Manus Architects and Simon and Associates) and determined the proposed project can obtain a “gold” rating.

Attachment 9 – LEED Evaluation Matrix

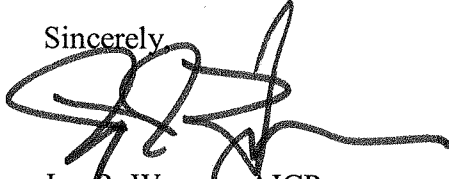
7. Air Quality – We do not understand how a physical site can be evaluated for Air Quality impacts without also understanding how prospective operators will provide services from the location. We believe that the air quality analysis will unfairly favor those sites that are closer in proximity to the Island because of less travel time.

It should be noted that Alcatraz Cruises prepared an air quality analysis for the 2005 Prospectus that demonstrates with the right kind of equipment and proper vessel management, ferry operations from 31 ½ - 33 produce less of an emissions impact than the previous services from either Pier 41 or 43 ½ (CC-GOGA001-05, Part B, Subfactor B1 (c), Protecting Air Quality, March 20, 2005). Our on-going evaluation of operations under the ISO management system demonstrates that the projected air quality benefits done in 2005 are becoming a reality.

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We look forward to reviewing your evaluation of the various sites in the coming year. Please let us know if we can clarify any of our comments or provide additional information that may help in your work.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe R. Wyman', with a long horizontal flourish extending to the right.

Joe R. Wyman, AICP
Director of Governmental Affairs

Attachments:

- 1 Diagram showing alternative vessel landing layout at 31 ½
- 2 Heller Manus drawing showing possible site arrangement at Pier 43. General arrangement drawing from Moffatt & Nichol Engineers for a Ferry Terminal at Pier 43.
3. Guest Survey results comparing 2007 and 2012
4. Traffic analysis 2005 and 2012.
5. Approved Site Plan for Alcatraz Landing.
6. POSF Lease and Sales Report pre and post 2005.
7. Substructure analysis by AME and URS 2011 – 2012
8. Historic Resource Evaluation by ARG 2012
9. LEED Evaluation Matrix

INITIALS: PORT:

TENANT:

DATE:

EXHIBIT A

PIER 33

PARCEL B
(60,000 Sq. Ft.)

PIER 31

PARCEL A

REDUCTION PARCEL

THE EMBARCADERO

LEASE NO.

L-12501



SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

TENANT

HORNBLOWER
YACHTS, INC.

DRAWN BY: ECC, AMN

DATE: FEB 20, 2004

CHECKED BY: N. DEMPSEY

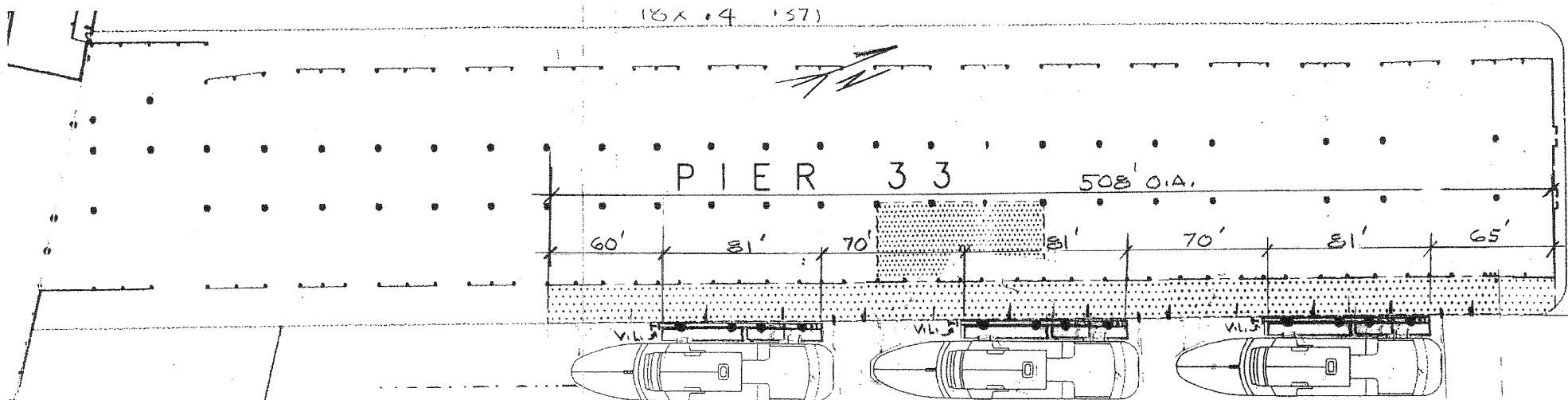
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PLACE CODE NO.

1335-00-0000

SHEET NO. 1

OF 3 SHEETS

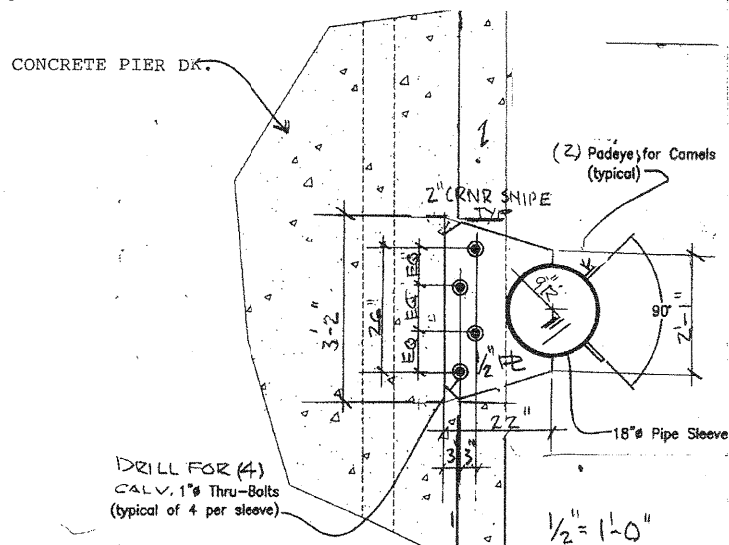


"MONTE CARLO"

KEY PLAN
1"=50'

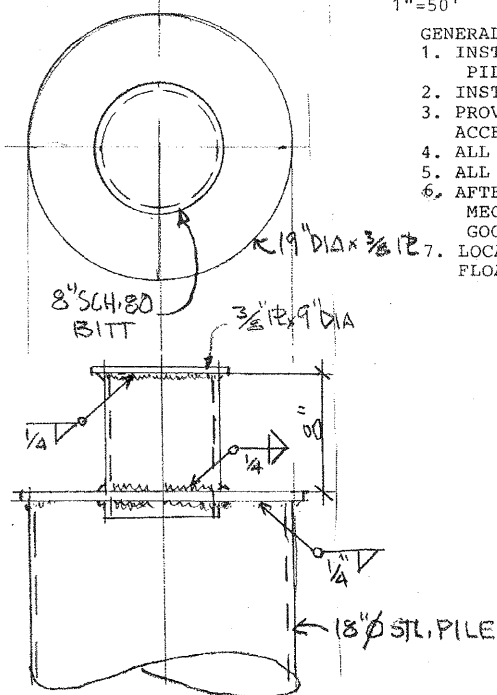
GENERAL NOTES:

1. INSTALL (12) 18"x0.375" WALL x 40' LG. ASTM A-53 STEEL PIPE PILE FENDERS; SLEEVE EXISTING TIMBER PILES AS CONVENIENT.
2. INSTALL SIX (6) 40'x7' FLOATING TIRE CAMEL UNITS AS SHOWN.
3. PROVIDE & INSTALL (3) 12" GALV. STEEL VERTICAL LADDERS TO ACCESS FLOATING CAMEL UNITS.
4. ALL STEEL ASTM A-36.
5. ALL WELDING TO MEET CURRENT AWS SPECIFICATIONS.
6. AFTER COMPLETION OF ALL WELDING, ALL STEEL SURFACES TO BE MECHANICALLY CLEANED TO SSPC 6, PRIMED & PAINTED WITH A GOOD QUALITY MARINE PRIMER & TOPCOAT.
7. LOCATE VERTICAL LADDERS AT WEST END OF EACH PAIR OF CAMEL FLOATS.

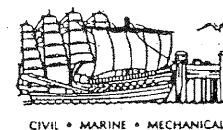
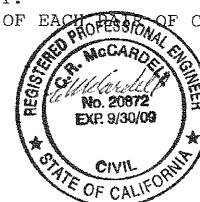


DET. "A"

PILE ATTACHMENT TO PIER DECK



MOORING BITT DET.



HARBOR DESIGN ENGINEERS
366 TENNESSEE AVE. • MILL VALLEY 94941
PHONE & FAX 415/988-9362

HORNBLOWER CRUISES & EVENTS
PIER 33S SAN FRANCISCO
NEW CAMEL & FENDER PILE
INSTALLATION

DRAWN BY: R.MCCARDELL	APPVD:	SCALE: AS SHOWN
DRAWING NO: C0904-008	REV:	DATE: 5/25/09

MEAN ACCESSIBLE HIGH WATER = +6.5'

EXISTING PIER 43 TOP OF DECK EL. 11.5'	NEW PIERHEAD EL. TO MATCH EXISTING PIER 43 EL. 11.5'	GANGWAY 90' @ 1:22.5 Δ = +4.0'	UPPER LANDING EL. 15.5'	8' HYDRAULIC BOAT RAMP Δ = +0.67'	BOAT DOOR EL. 16.17'
		1 22.5		1 12	

BOAT DOOR HT. SERVICED
= 16.17'-6.5' = 9.67' (116")

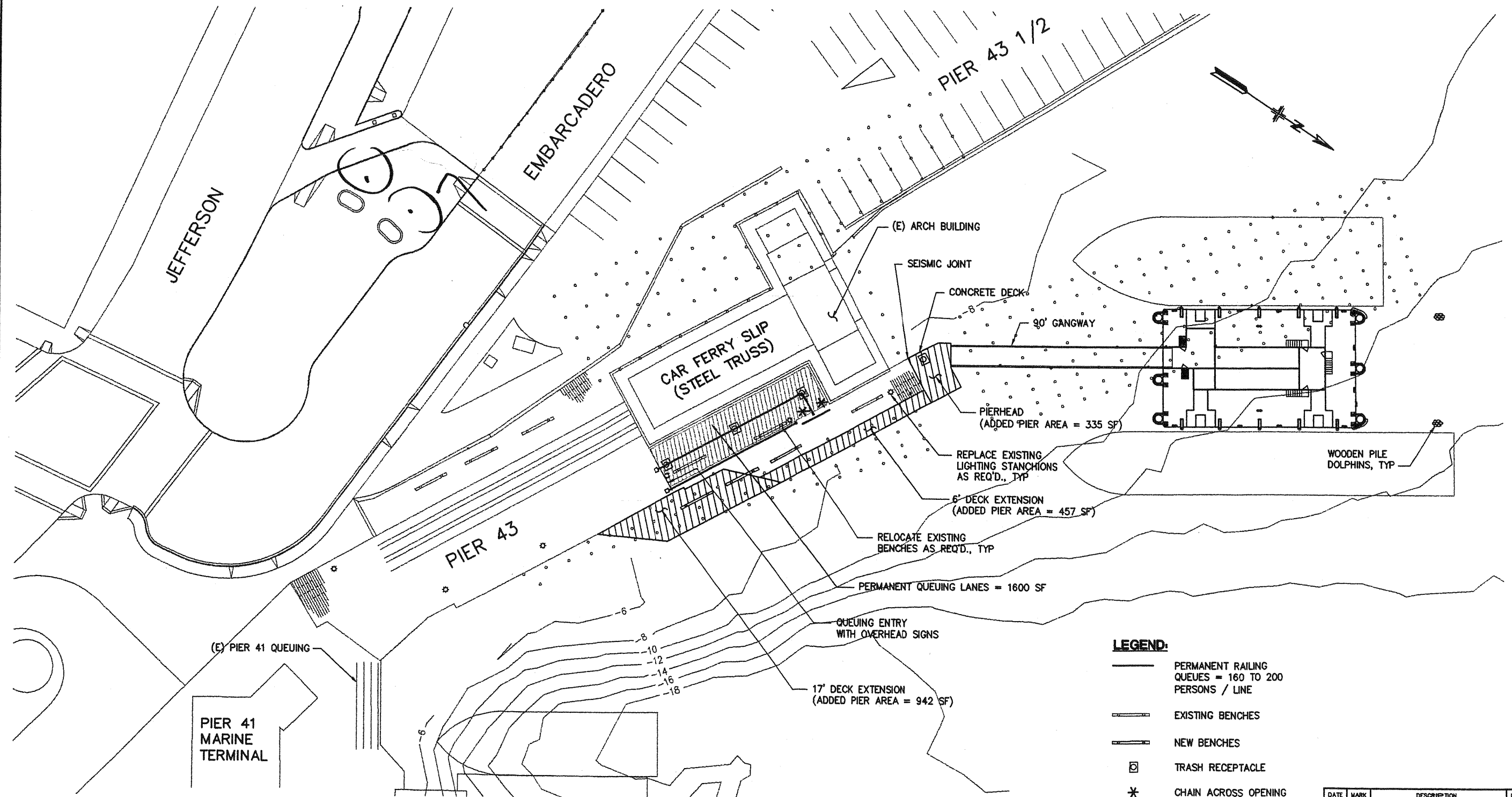
COMPOSITE RAMP SLOPE DIAGRAM
MEAN ACCESSIBLE HIGH WATER FLOAT AT HIGH RAMP

MEAN ACCESSIBLE LOW WATER = -0.9'

EXISTING PIER 43 TOP OF DECK EL. 11.5'	NEW PIERHEAD EL. TO MATCH EXISTING PIER 43 EL. 11.5'	GANGWAY 90' @ 1:26.5 Δ = -3.4'	UPPER LANDING EL. 8.1'	FLOAT FIXED 36' RAMP 1 Δ = -1.33'	MIDDLE LANDING EL. 6.77'	FLOAT FIXED 36' RAMP 2 Δ = -2.5'	LOWER LANDING EL. 4.27'	16' HYDRAULIC BOAT RAMP Δ = -1.33'	BOAT DOOR EL. 2.94'
		1 26.5		1 27		1 12		1 12	

BOAT DOOR HT. SERVICED
= 2.94'-(-0.9') = 3.84' (46")

COMPOSITE RAMP SLOPE DIAGRAM
MEAN ACCESSIBLE LOW WATER FLOAT AT LOW RAMP



SITE PLAN

LEGEND:

- PERMANENT RAILING
QUEUES = 160 TO 200
PERSONS / LINE
- EXISTING BENCHES
- NEW BENCHES
- TRASH RECEPTACLE
- CHAIN ACROSS OPENING

NOTE:

TOTAL ADDED PIER AREA =
(335+457+942) = 1734 SF

NOTE: THIS IS A REDUCED SET OF DRAWINGS. DO NOT SCALE.

SEAL/SIGNATURE

MOFFATT & NICHOL
ENGINEERS
3000 Citrus Circle Suite 230
Walnut Creek, California 94598
(925) 944-5411

CITY OF VALLEJO
PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION
REVIEWED: [Signature] DATE: 03/28/00

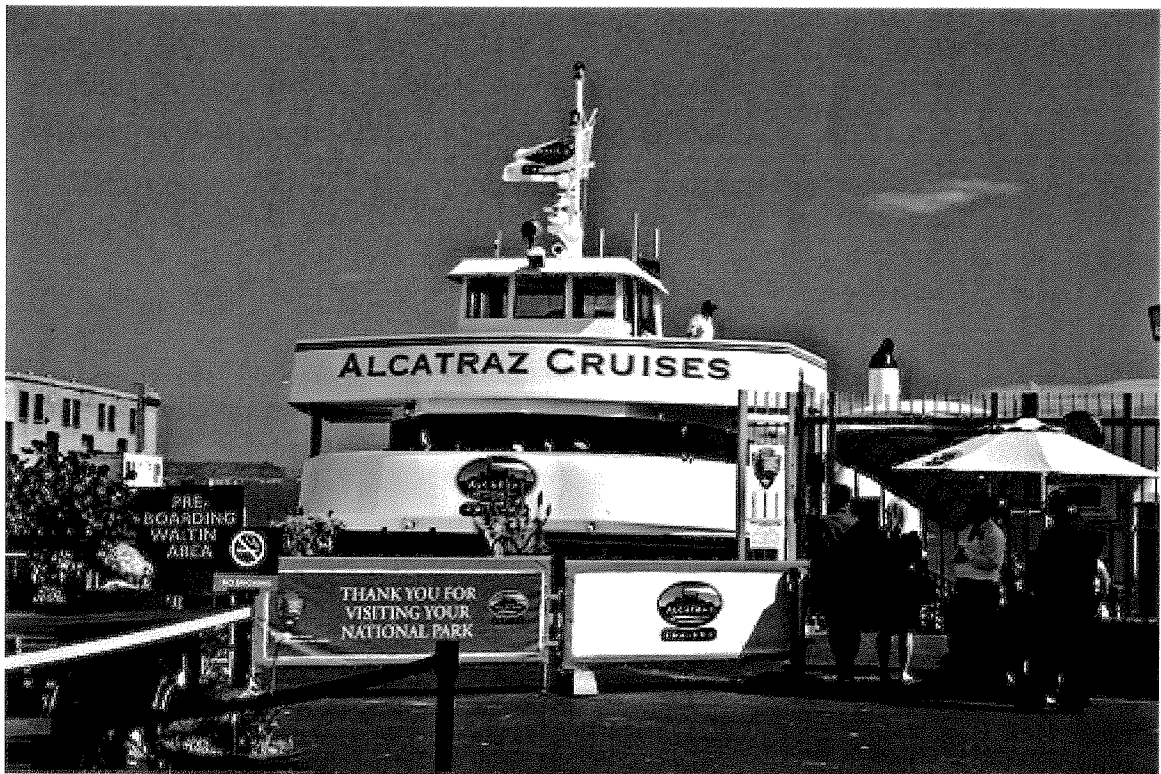
PIER 43 FERRY TERMINAL
SITE PLAN AND RAMP SLOPES

CITY PROJECT #
DESIGN BY
JB
DRAWN BY
EP
CHECKED BY
RR
DATE
03/28/00
SCALE
1"=20'
SHEET 2
C-1
OF 27 SHEETS
DRAWING FILE #

DATE	MARK	DESCRIPTION	INIT.

TABLE OF CHANGES
CAUTION: CHECK WITH TRACKING TO SEE IF YOU HAVE THE LATEST REVISION

Alcatraz Cruises Passenger Characteristics and Travel Patterns; A Comparison of 2007 and 2012



Prepared By: Patrick Tierney Ph.D.
adrift650@comcast.net

July 24, 2012

Executive Summary

The goals of this research were to gather information on Alcatraz Cruises (AC) passenger characteristics; transportation used to access Pier 33 and satisfaction with it; reservation methods; travel patterns before and after their cruise; satisfaction with the cruise; and compare them with 2007 survey findings. Understanding how passengers get to Pier 33 and if they consider it part of the Fisherman's Wharf (FW) area is of particular interest because the National Park Service is considering several different locations for a permanent Alcatraz cruise terminal. An intercept survey was administered to AC passengers returning from Alcatraz Island on June 30 and July 2, 3 and 5, 2012. The 2012 survey was very similar to a survey done using the same methodology in September 2007. A total of 360 surveys were completed in the 2012 survey compared to 366 in 2007. This number of completed surveys provide a + or – 5% margin of error.

Survey findings showed that over 80% of respondents resided outside of California, with about half from another state, and just under a third from another country. Domestic and international visitors increased 17% while in-state visitors declined 17% in 2012 compared to 2007. The midwest and northeast were the most common residence regions (similar to 2007). The most frequent length of time in San Francisco was 4-6 days (31%), with about 10% spending a day or less in the City. Trips of ½ to 1 day declined around 11% while 2-6 day trips increased over 11% in 2012 compared to the survey in 2007.

Tickets in 2012 were most commonly purchased on the AC website (54%), an increase of 10% over 2007; bookings through other websites (11%) grew 2%; while purchases through the AC office at Pier 33 (8%) declined over 12% compared to 2007. The vast majority of respondents (78%) were only on a half day Alcatraz Tour, with far fewer combining it with a city tour (9%) or bay and bridge Tour (5%). The percentage of half day tours decreased 7%, while the combinations of a bay and bridge tour and a city tour grew 3% and 2%, respectively, between 2012 and 2007.

Transportation access to Alcatraz Landing at Pier 33 and satisfaction with it are important additions to the 2012 survey. Multiple transportation methods were used in a single trip. Among 2012 respondents 32% walked, 21% used public transit and only 8.5% used a private car, these are 5% and 8% increases and a decline of 11%, respectively, from 2007. When asked how satisfied they were with ease of finding the AC meeting place over 96% were very or extremely

satisfied. Satisfaction with transportation to Alcatraz Landing was 86% very or extremely satisfied. Passenger satisfaction with overall transportation showed 92% very or extremely.

About two thirds of respondents thought Pier 33 was part of Fisherman's Wharf. Almost 75% stayed the night prior in a hotel at the Embarcadero (25%), in other SF locations (26%), or at FW (22%). Those staying at a FW hotel increase 8% while those staying in private homes decreased 10%, compared to 2007. The same percentage visited FW sometime during their visit in 2007 and 2012 (72%), while those visiting the Golden Gate Bridge increased 9% in 2012. Of those who visited FW, 94% had lunch there (a decline of 29% since 2007), 52% shopped (a drop of 24%) and 41% visited attractions (decline of 6%) at the Wharf. About two thirds had plans to have dinner in San Francisco the day of the cruise, a decline of 23% since 2007. Of those planning a dinner in San Francisco, 55% intended to have dinner at FW.

Respondents were asked to describe their level of satisfaction with aspects of the AC experience and responses could range from 1 not at all satisfied to 5 extremely satisfied. Overwhelmingly, they were very to extremely satisfied with their experience and satisfaction levels for all elements increased in 2012 compared to 2007. The percentage of respondents who were very to extremely satisfied varied from 93% for *crew/staff friendliness*, 92% for *Pier 33 cleanliness and ship maintenance* to 74.4% for *availability of tickets at departure times I wanted*. Over 90% were very or extremely satisfied with the *value received* from the experience. Compared to 2007, the largest changes in satisfaction were for *area info* (up 8.6%) and *comfort on cruise* (up 7.4%). Although the survey asked them to consider only elements of their cruise to and from Alcatraz Island, it was still difficult for respondents to separate the ferry experience from the on-island experience, as reflected in the open-ended comments received. The most frequently mentioned themes from respondent comments were: Great, good or nice; excellent tour; it was fun; friendly staff; well organized tour; informative; beautiful day; better seating needed; over-priced; and will come back. Passengers provided comments about the AC experience and these are presented verbatim in Appendix B.

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Introduction

In 2007 Alcatraz Cruises (AC) sponsored survey research on their passenger characteristics, reservation methods, travel patterns before and after their cruise and satisfaction with the cruise. The current study builds upon the 2007 survey and collected additional data on transportation and client perceptions about the Pier 33 area. Understanding what transportation options are used by passengers and their satisfaction with these is of particular interest because the National Park Service is considering alternatives for establishing a permanent location for ferry service to Alcatraz in the future. There is a strong need for quantitative data describing how passengers access Alcatraz Landing/Pier 33 and if they consider it part of Fisherman's Wharf. Therefore, the 2012 research goals were:

- To identify passenger group characteristics
- To quantify transportation alternatives used to access Pier 33 and satisfaction with them
- To determine the general location of where they stay and dine
- To quantify percentage of passengers who visit Fisherman's Wharf
- To identify if passengers think Pier 33 is part of Fisherman's Wharf
- To measure satisfaction levels with AC facilities and services
- To compare findings from 2007 and 2012

In order to satisfy research objectives AC contracted with Dr. Patrick Tierney, a professor of recreation, parks and tourism at San Francisco State University to design a survey instrument and approach, oversee collection of data, analyze data and prepare a report on the findings.

Methodology

The research was designed to acquire a quick but representative snapshot of passenger characteristics and travel patterns, rather than a comprehensive year long study. An intercept survey was selected to provide the data because it was the most feasible and effective survey method at Pier 33. AC passenger groups were approached on their return trip from Alcatraz on June 30 and July 2, 3 and 5, 2012 by a trained surveyor, and asked to participate in the survey. An attempt was made to contact as many groups as possible, but only one survey per group was provided. This was the same method as done in 2007. An incentive was offered, either a pair of official AC sunglasses or an AC coin purse. Once a person agreed to complete the survey they were given a clipboard with the instrument and a pencil, asked to hand it back before leaving the area so they could receive a thank you gift (incentive). The self-administered 2012 survey questionnaire developed by Dr. Tierney was similar to that used in 2007. The 2012

survey is shown in Appendix A. Data were analyzed using frequencies and other statistical tests. Results are presented in the following section and unedited participant comments about their cruise are shown in Appendix B.

Results

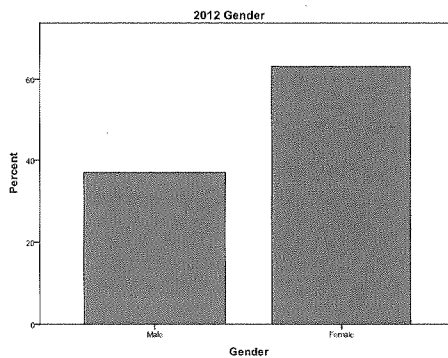
The following section presents findings of the new 2012 survey and compares them with those from the 2007 study.

Surveys Completed

A total of 360 surveys were completed between Saturday June 30 and on July 2, 3 and 5, 2012. This compares with 366 surveys completed in 2007. Females made up 63% of respondents in 2012 compared to 54% in 2007.

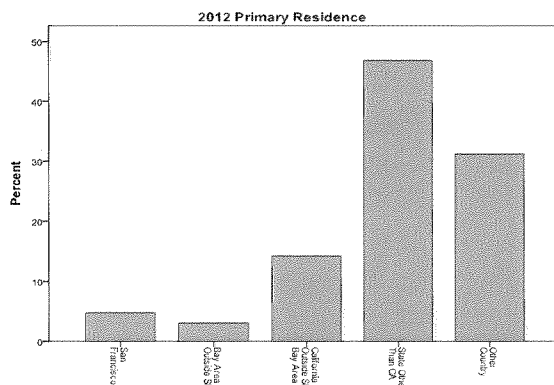
Passenger Characteristics

Figure 1 and Table 1. Respondent Gender



Gender	2007 %	2012 %	Percent Change
Male	46.3	36.9	-9.4
Female	53.7	63.1	9.4
Total	100.0	100.0	

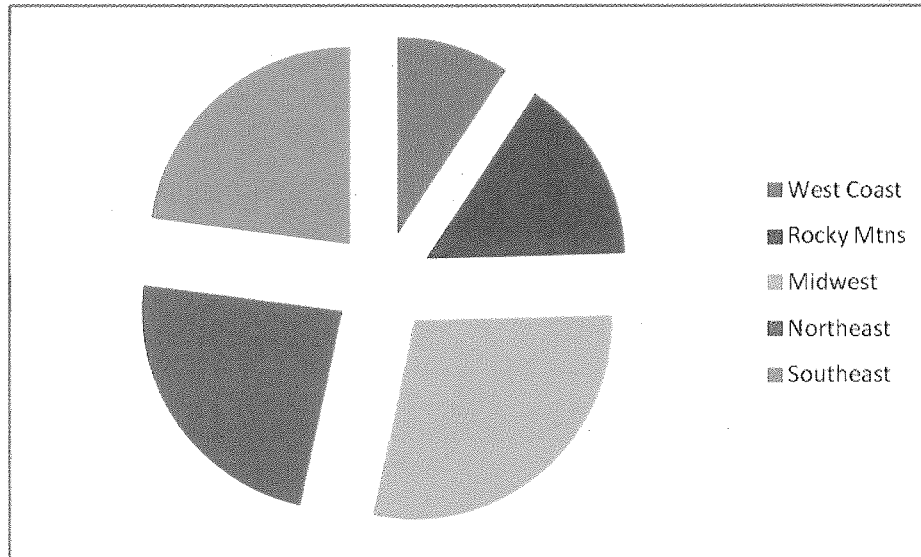
Figure 2 and Table 2. Passenger Primary Residence



Residence	2007	2012	Percent Change
San Francisco	6.6	4.7	-1.9
SF Bay Area	14.0	3.1	-10.9
California Outside SF Bay Area	17.8	14.2	-3.6
Other State	33.2	46.8	13.6
Other Country	28.5	31.2	2.7
Total	100.0	100.0	

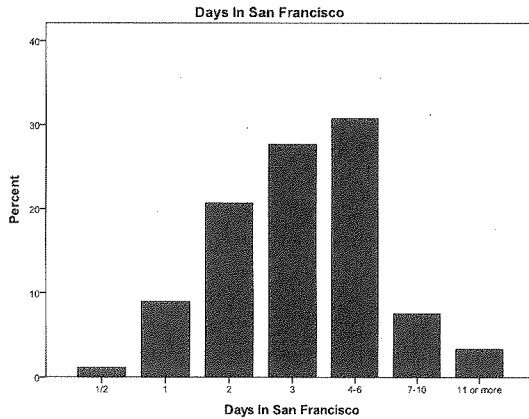
Table 3. State Of Residence, Outside Of California

2012 State or Residence			
	2012 Frequency	2007 %	2012 %
Texas	17	3.3	4.7
New York	13	1.9	3.6
Florida	10	1.6	2.8
Pennsylvania	9	1.1	2.5
Massachusetts	9	1.4	2.5
New Jersey	9	1.1	2.5
North Carolina	7	1.6	1.9
Arizona	6	1.1	1.7
Maryland	6	1.1	1.7
Rhode Island	6	0.3	1.7
Ohio	6	1.1	1.7
Washington	5	0.8	1.4
Colorado	4	2.2	1.1
Connecticut	4	>.05	1.1
Tennessee	4	1.1	1.1
Utah	4	0.8	1.1
Virginia	4	0.8	1.1
Wisconsin	4	0.5	1.1
New Hampshire	3	0	.8
Oregon	3	1.6	.8
Other States	64	23.4	32.5
Total	360	100.0	100.0

Figure 3. 2012 Region Of Residence Outside California (Percent)**Table 4. Region of Residence Outside California**

Residence	2007 %	2012 %	Percent Change
West Coast	8.9	5.8	-3.1
Rocky Mtns	15.7	12.2	-3.5
Midwest	28.8	26.9	-1.9
Northeast	23.7	39.1	15.4
Southeast	22.9	16.0	-6.9
Total	100.0	100.0	

Figure 4 and Table 5. Days In San Francisco On This Trip



Trip Length	2007 %	2012 %	Percent Change
1/2 day	6.6	1.1	-5.5
1 Day	13.4	8.9	-4.5
2 Days	16.0	20.7	4.7
3 Days	23.6	27.7	4.1
4-6 Days	27.9	30.7	2.8
7-10 Days	7.4	7.5	0.1
11 + Days	5.1	3.4	-0.7
Total	100.0	100.0	

Figure 5. How Passengers Purchased AC Tickets

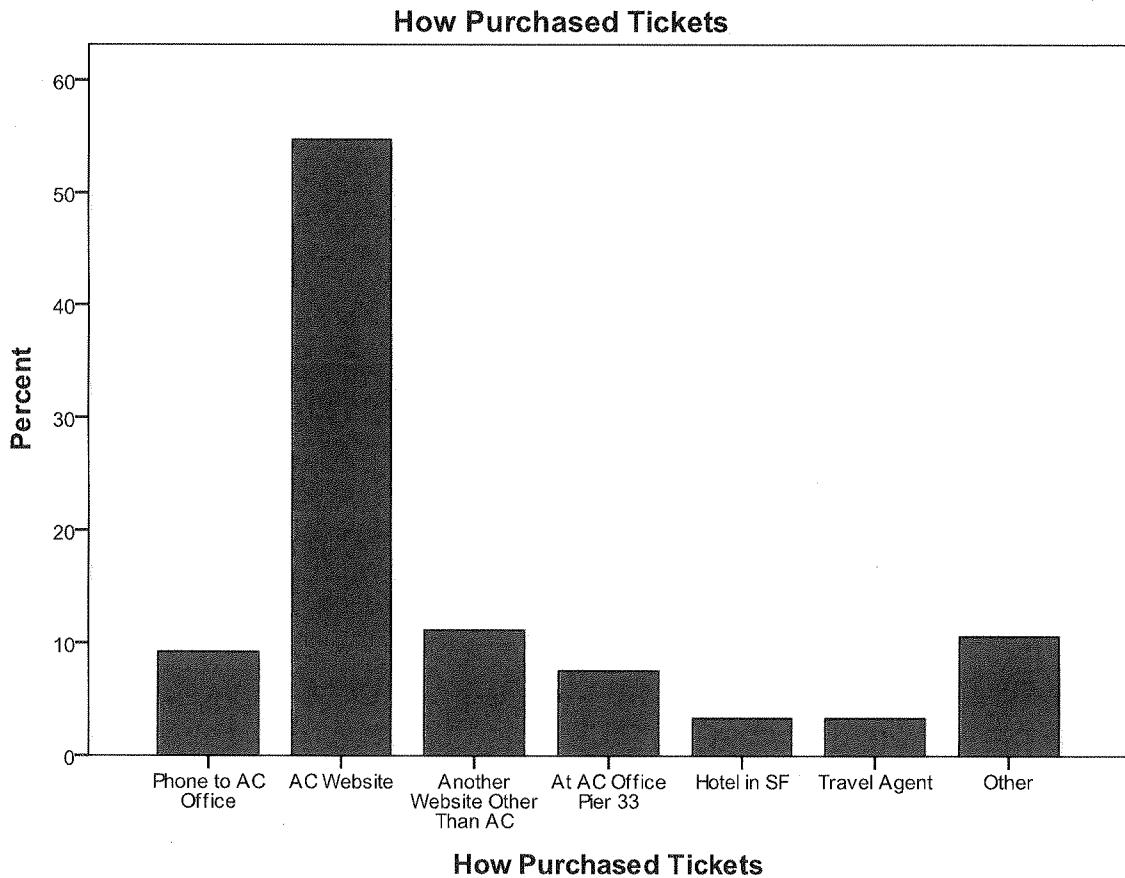
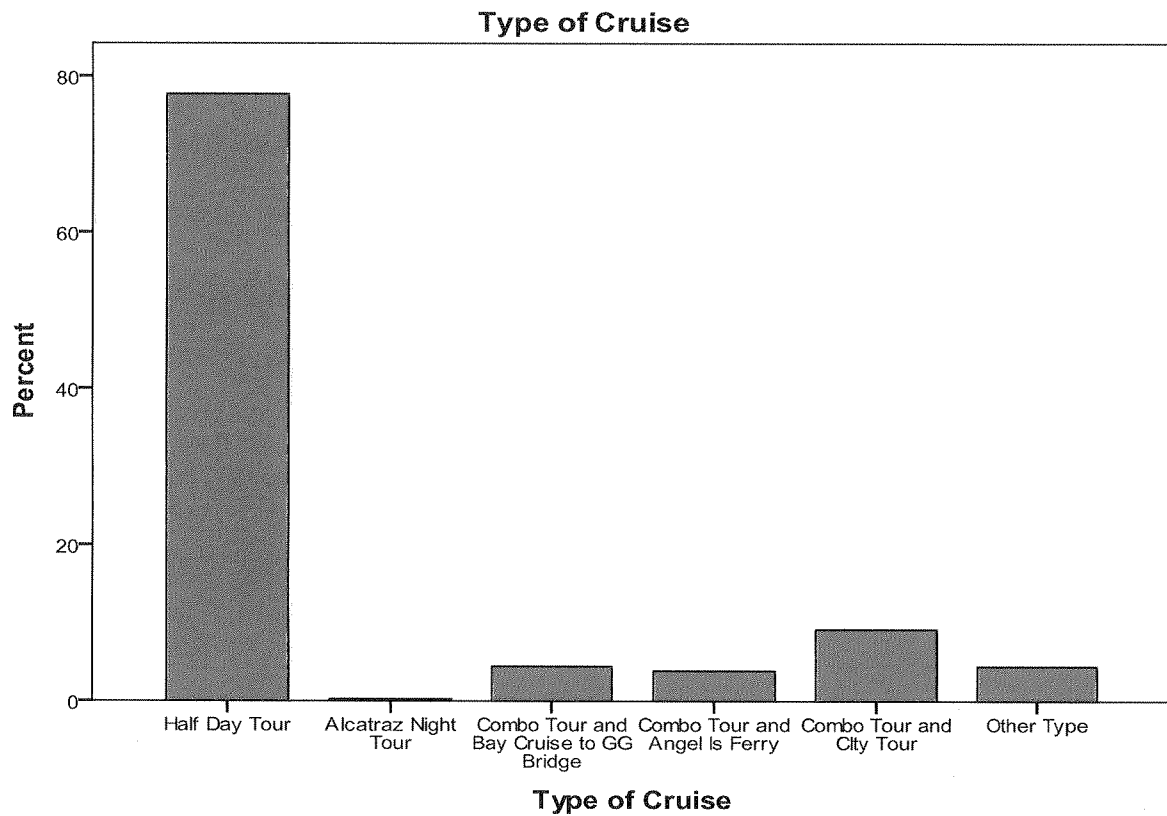


Table 6. How Purchased Ticket 2007 and 2012

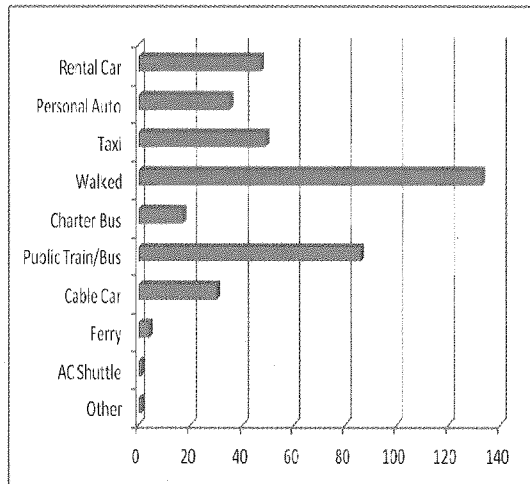
How Purchased Tickets			
	2007%	2012 %	Percent Change
Phone to AC Office	10.1	9.2	-.9
AC Website	44.5	54.7	10.2
Another Website Other Than AC	8.8	11.2	2.4
At AC Office Pier 33	19.5	7.5	-12.0
Hotel in SF	6.6	3.4	-3.2
Travel Agent	2.3	3.4	1.1
Other	7.2	10.6	3.4
Total	100.0	100.0	
Total			

Table 7. 2012 Other Ticket Purchase Site

Purchase Site	Frequency
Tour Company	11
Friend/Relative	7
Travel Agent/Ticket Booth	7
City Pass	2
Internet	2
Hotel	2
National Park Service Link	1
Stood in line	1

Figure 6. Type of Cruise Ticket/Package Purchased**Table 8. Type Of Cruise Ticket/Package Purchased**

	2007	2012	Percent Change
Half Day Tour	85.0	77.7	-7.3
Alcatraz Night Tour	.6	.3	-.3
Combo Tour and Bay Cruise to GG Bridge	1.7	4.5	2.8
Combo Tour and Angel Is Ferry	2.2	3.9	1.7
Combo Tour and City Tour	7.2	9.2	2.0
Other Type	3.3	4.5	1.2
Total	100.0	100.0	

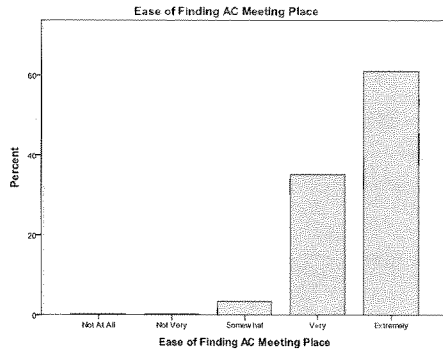
Figure 7 and Table 9. Transportation Used To Get To Pier 33

Transportation	2007 %	2012 %	Percent Change
Rental Car	11.4	11.3	-.1
Prv. Auto	20.1	8.5	-11.6
Taxi	10.8	11.8	1.0
Walked	26.6	32.2	5.4
Bus Tour	8.0	4.1	-3.9
Public Trans.	12.1	20.8	8.7
Cable Car	7.5	7.2	-.3
Ferry	1.5	1.0	-.5
AC Shuttle	1.0	0.2	-.8
Other	1.0	2.9	1.9
Total	100.0	100.0	

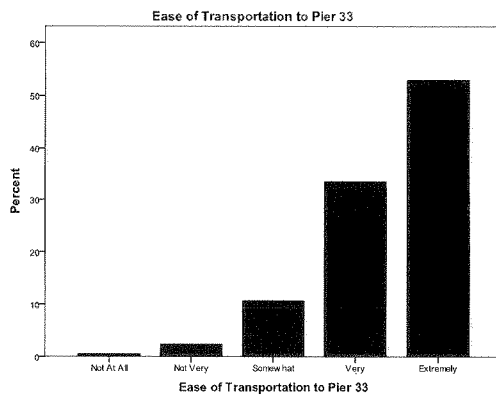
* Could use more than one type per trip.

Table 10. Other Transportation Used

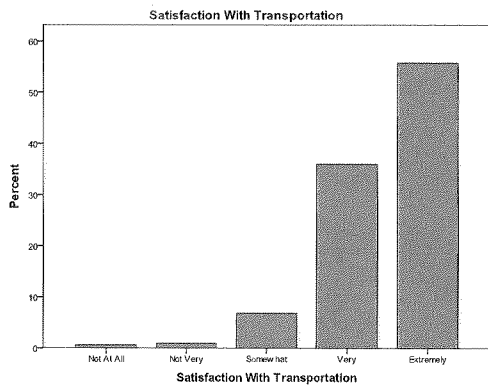
Other Transportation		
	Frequency	Percent
	348	96.7
E-train	1	.3
Family	1	.3
Friend	1	.3
Friend drive	1	.3
Hop on Tours	1	.3
Hotel Shuttle	1	.3
Line	1	.3
Pedi-taxi	1	.3
Street car	1	.3
Tour Bus	1	.3
Tower tours	1	.3
Walked	1	.3
Total	360	100.0

Figure 8 and Table 11. 2012 Ease of Finding AC Meeting Place

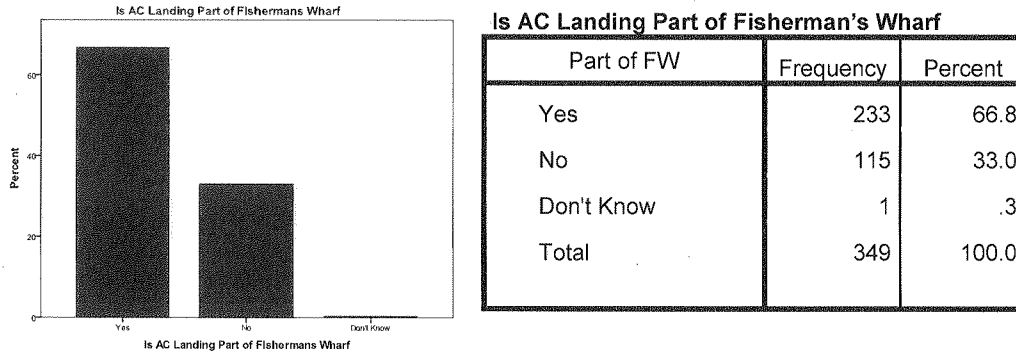
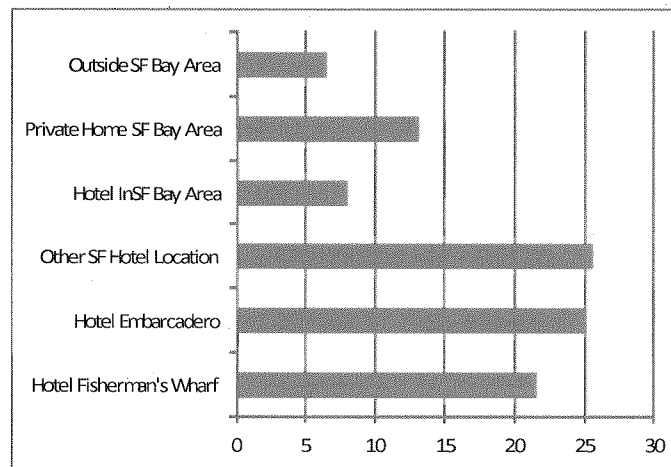
Satisfaction	Frequency	Percent
Not At All	1	.3
Not Very	1	.3
Somewhat	12	3.4
Very	124	35.1
Extremely	215	60.9
Total	353	100.0
Total	360	

Figure 9 and Table 12. 2012 Ease of Transportation To AC Meeting Place

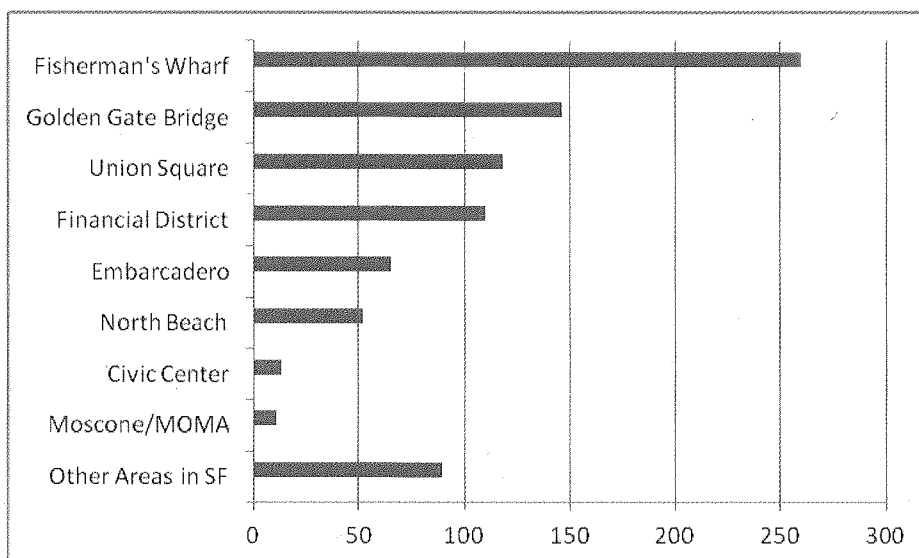
Satisfaction	Frequency	Percent
Not At All	2	.6
Not Very	8	2.4
Somewhat	36	10.7
Very	113	33.4
Extremely	179	53.0
Total	338	100.0
Total	360	

Figure 10 and Table 13. 2012 Satisfaction With Transportation To AC

Satisfaction	Frequency	Percent
Not At All	2	.6
Not Very	3	.9
Somewhat	23	6.8
Very	122	36.0
Extremely	189	55.8
Total	339	100.0
Total	360	

Figure 11 and Table 14. Is Alcatraz Landing Part of Fisherman's Wharf, 2012**Figure 12. 2012 Prior Night Lodging****Table 15. Prior Night Lodging**

Lodging Area	2007 %	2012 %	Percent Change
Hotel Fisherman's Wharf Area	13.4	21.6	8.2
Hotel Embarcadero Area	21.5	25.0	3.5
Other SF Hotel Location	25.4	25.6	0.2
Hotel In SF Bay Area	6.7	8.1	1.4
Private Home SF Bay Area	22.9	13.2	-9.7
Outside SF Bay Area	10.1	6.5	-3.6
Total	100.0	100.0	

Figure 13. Areas Visited In San Francisco Prior or After Alcatraz Cruise, 2012**Table 16. Areas Visited In SF Prior or After AC**

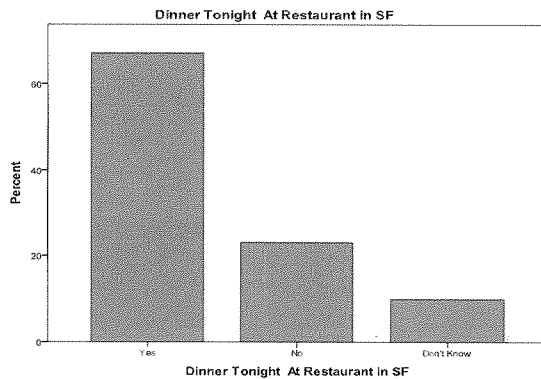
Area	2007	2012	Percent Change
Fisherman's Wharf	71.9	72.2	0.3
Golden Gate Bridge	31.7	40.6	8.9
Union Square	28.1	32.8	4.7
Financial Dist.	26.0	30.6	4.6
Embarcadero	17.2	18.1	0.9
North Beach	16.7	14.4	-2.3
Civic Center	5.3	3.6	-1.7
Moscone MOMA	5.2	3.1	-2.1
Other Areas in SF	1.0	4.0	3.0

Figure 14 and Table 17. Activities Passengers Will Do At Fisherman's Wharf, Day Of Cruise, 2012 (Percent of Fisherman's Wharf Visitors Only)



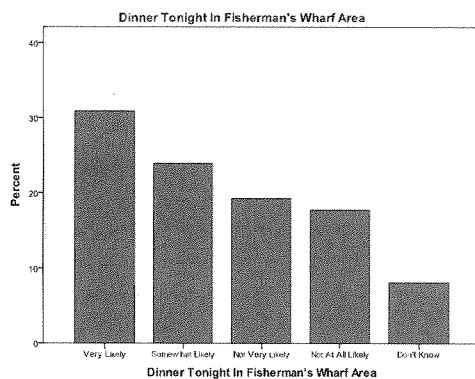
Activities In FW	2007	2012	Percent Change
Shop	76	51.7	-24.3
Visit Attractions	46.8	41.1	-5.7
Have Lunch	93.9	64.7	-29.2

Figure 15 and Table 18. Passenger Plans For Dinner In San Francisco, Day Of Cruise



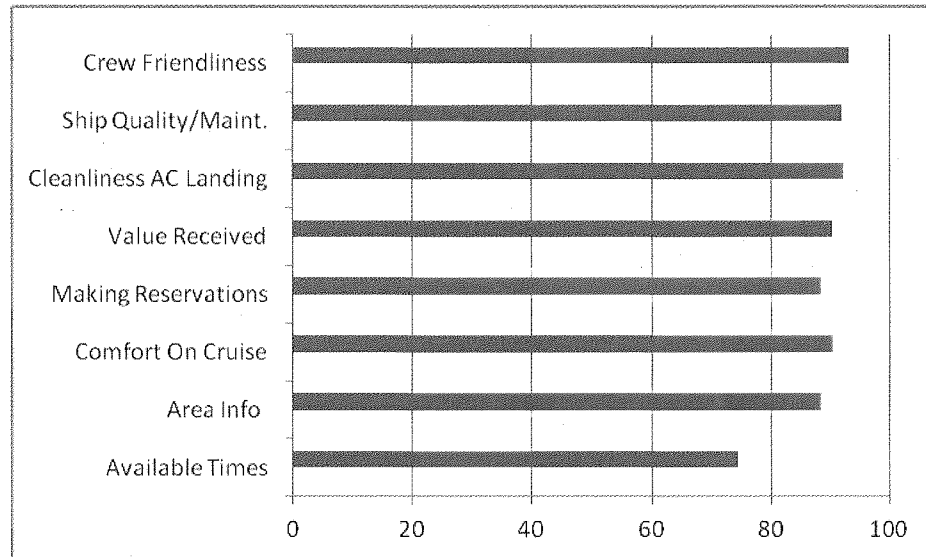
Dine In SF	2007	2012	Percent Change
No	8.0	21.9	13.9
Yes	86.7	63.9	-22.8
Don't Know	5.3	9.9	4.6
Total	100.0	100.0	

Figure 16 and Table 19. Dinner Tonight In Fisherman's Wharf



Likelihood of Dinner in FW	2012 %
Very Likely	30.9
Somewhat Likely	23.9
Not Very Likely	19.3
Not At All Likely	17.8
Don't Know	8.1
Total	100.0

**Figure 17. Passenger Satisfaction Level With Elements Of Alcatraz Cruise
Percentage Extremely Or Very Satisfied, 2012**



**Table 20. Passenger Satisfaction Level With Elements Of Alcatraz Cruise
Percentage Extremely Or Very Satisfied**

Cruise Element	2007	2012	Percent Change
Available Times	73.2	74.4	1.2
Area Info	79.9	88.5	8.6
Comfort On Cruise	83.1	90.5	7.4
Making Reservations	84.0	88.5	4.5
Value Received	86.3	90.2	3.9
Cleanliness AC Landing	87.8	92.2	4.4
Ship Quality/Maint.	88.6	91.9	3.3
Crew Friendliness	91.9	93.2	1.3

**Table 21. Most Common Themes In Passenger Written Comments, 2012
(Most To Least Frequently Mentioned)**

-
- Great/good/nice
 - Excellent tour
 - Fun/enjoyable
 - Friendly staff
 - Well organized tour
 - Very informative
 - Beautiful day
 - Better seating arrangements needed
 - Overpriced
 - Will come back
-

Table 22. Suggestions or Concerns Expressed

Of the 128 written comments received, the following were the primary ones offering suggestions or expressing concerns. Comments are verbatim.

- 1st boat was not up to scratch with seating arrangements.
- Better seating accommodations needed.
- Had group of 11. Could only order 8 tickets at a time online.
- Felt like we were taken advantage of as far as purchasing tickets through a tour group.
- "Scalping"
- Not enough shuttle service
- Need more night cruises
- On phone to Australia & via website email got confusing answers to the cost of GoCard and Alcatraz Tour for 3 Adult and 1 child. Slow on phone!
- Need new chairs
- I think that it is sad for people visiting SF and not know about purchasing tickets before hand. So many people this morning were turned away. You should hold back 20% of ticket sales for that any for last minute tours.
- Information on loud speakers was beyond loud. In fact, concert sound levels.
- Not enough tickets available. Had to stand in line at 6am to get tickets.
- Should have been told that I needed to have all my family members with me in order to purchase tickets for family of 4.
- Some chairs on boat need replacing.
- The 7am early ticket queue was disorganized. People were jumping the line.
- Reserve some seats for walk on people. The next available booking isn't until 10 days
- This cruise is extremely overpriced. \$28 per person, it should be \$8. I hope you have to pay the park service a great deal for your monopoly.

- Tickets should be refundable
 - Tickets were sold out so had to show up @5am
 - Update seating
 - Very overpriced for a 10 minute ride.
 - Did not need to have photo taken at boarding
-

Appendix A. Survey Instrument

The survey questionnaire used in 2012 appears on the next two pages.

2012 Alcatraz Cruise Visitor Survey

Please complete and return the survey to the person who gave it to you before you leave the area. All responses will be kept confidential.

- What is the location of your primary residence? (check just one response)
 - ☒ City of San Francisco
 - ☐ San Francisco Bay Area, outside of San Francisco
 - ☐ California outside the San Francisco Bay Area
 - ☐ State other than California (name it _____)
 - ☐ Country outside the USA (name it _____)
- How many days are you in the City of San Francisco on this trip? (check just one response).
 - ☐ 1/2 day or less
 - ☐ 1 day but not overnight
 - ☐ 2 days
 - ☐ 3 days
 - ☒ 4-6 days
 - ☐ 7-10 days
 - ☐ 11 or more days
- Now think about the Alcatraz Cruise (AC) you experienced today. Tell us how you purchased the tickets for your Cruise by checking the one best alternative below.
 - ☐ By phone directly to the AC office
 - ☐ On the AC website (www.alcatrazcruises.com)
 - ☐ On another website other than AC (such as www.alcatraztickets.com)
 - ☒ At the AC ticket booth on Pier 33
 - ☐ Through a hotel in San Francisco
 - ☐ Through a travel agency in/near your home town
 - ☐ Other (please describe _____)
- Please describe the type of Alcatraz Cruise you purchased and any other tours included in your package. (check one response)
 - ☐ Half day Alcatraz Tour only
 - ☐ Alcatraz Night Tour
 - ☐ Combination Alcatraz Tour and Bay Cruise to Golden Gate Bridge
 - ☐ Combination Alcatraz Tour and Ferry to Angel Island
 - ☐ Combination Alcatraz Tour and a San Francisco City Tour
 - ☐ Other Alcatraz Tour combination (please describe _____)
- Today, which type(s) of transportation did you use to arrive at Pier 33 for your Alcatraz Cruise? (check all that apply)
 - ☒ Rental car
 - ☐ Personally owned automobile
 - ☐ Taxi
 - ☒ Walked more than 2 blocks
 - ☐ Private chartered bus/coach
 - ☐ Public transportation (bus, rail)
 - ☐ Cable car
 - ☐ Ferry
 - ☐ Official Alcatraz Shuttle
 - ☐ Other (describe _____)
- How satisfied were you with your transportation and access to Pier 33 today? For each transportation aspect shown below, check your level of satisfaction with that element. (check just one level for each element)

Transportation Element	Level of Satisfaction				
	Extremely 5	Very 4	Somewhat 3	Not Very 2	Not At All 1
a. Ease of <u>finding</u> the AC meeting place at Pier 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Ease of <u>access/transportation</u> to Pier 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. <u>Overall satisfaction</u> with access/transportation to Pier 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any comments about access and transportation to Pier 33 today? _____
- Do you consider Pier 33 (Alcatraz Landing) to be part of Fisherman's Wharf? (check just one) ☐ Yes ☐ No
- What was the type and general location of your prior nights lodging accommodations? (check just one)
 - ☐ Hotel/motel at Fisherman's Wharf, Maritime Museum, Ghirardelli Sq., Anchorage/Cannery Shopping Centers area
 - ☐ Hotel/motel at Embarcadero, Downtown Financial District, Market Street, Ferry Building, Justin Herman Plaza area
 - ☐ Hotel/motel in another area in City of San Francisco
 - ☐ Hotel/motel in San Francisco Bay Area but outside of City of San Francisco
 - ☐ Private home of friends or family in San Francisco Bay Area
 - ☐ Location outside of San Francisco Bay Area

OVER TO FINAL PAGE

9. Prior to or after your Alcatraz Cruise starting at Pier 33, which areas in San Francisco did or will you visit today? For each area shown below, check if you did or will visit it before or after your Alcatraz Cruise. (check all areas you did/will visit)
- ☐ Fisherman's Wharf area, Maritime Museum, Ghirardelli Sq., Cannery/Anchorage Shopping Centers
- ☐ Downtown Financial District, Market Street
- ☐ Embarcadero, Ferry Building, Justin Herman Plaza,
- ☐ North Beach, Washington Square, Coit Tower
- ☐ Union Square, Theatre District
- ☐ Moscone Convention Center, Yerba Buena Gardens, Museum of Modern Art area
- ☐ Civic Center, City Hall, Asian Art Museum area
- ☐ Golden Gate Bridge
- ☐ Other areas in San Francisco
- ☐ Will not visit other areas in San Francisco, came to and will leave directly from Pier 33
10. Today, prior or after your Alcatraz Cruise, have or will you visit the Fisherman's Wharf area (Fisherman's Wharf, Maritime Museum, Ghirardelli Sq., Cannery/Anchorage Shopping Centers area) for each of the services/activities shown below.
- ☐ Shopping ☐ Visit attractions (museums, ships, clubs) ☐ Buy lunch or snacks ☐ Will not visit Fisherman's Wharf
11. Do you plan to have tonight's dinner at a restaurant in San Francisco?
- ☐ Yes (Go to Q12) ☐ No (Skip to Q13) ☐ Don't Know (Skip to Q13)
12. If you plan to have dinner at a restaurant in San Francisco today, how likely is it that the restaurant will be located in the Fisherman's Wharf area (Fisherman's Wharf, SF Maritime Museum, Ghirardelli Sq., Cannery/Anchorage Shopping Centers)?
- ☐ Very Likely ☐ Somewhat Likely ☐ Not Very Likely ☐ Not At All Likely ☐ Don't Know
13. How satisfied were you with your Alcatraz Cruise to and from Alcatraz Island. For each aspect of the AC shown below, check your level of satisfaction with that element. (check just one level for each element)
- | Cruise Element | Level of Satisfaction | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | Extremely
5 | Very
4 | Somewhat
3 | Not Very
2 | Not At All
1 |
| a. Making reservations for the Alcatraz Cruise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Availability of tickets for departure time I wanted | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Friendliness of staff in office and on ship | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Information about area provided during cruise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Comfort during cruise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Ship quality and maintenance | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Cleanliness of AC meeting and landing areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Value received - AC cruise only (<u>not</u> on Alcatraz Island) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
14. Any comments about just your Alcatraz Cruise (boat ride) today? _____
- _____
- _____

Thank you for completing this survey. Please hand it back to the person who gave it to you before you leave the area so we can include your information and provide your gift of appreciation.

Appendix B. Unedited Passenger Comments

	Frequency
1st boat was not up to scratch with seating arrangements. 2nd boat was great.	1
All good. It was fun.	1
Amazing	1
Audio touris futuristic. Really enjoyed	1
Awesome all the way around!	1
Awesome!	2
Beautiful day for a boat cruise.	1
Better seating accommodations needed.	1
Friendly staff	
Boat ride was fine. Felt like we were taken advantage of as far as purchasing tickets through a tour group. "Scalping"	1
Cant really see how it can be improved.	1
Could vie more onfo about alcatraz or tour	1
Enjoyable	1
Enjoyed every aspect of the trip	1
Everything was great.	1
Overall a great experience.	
Exactly as expected. Thank you.	1

Excellent	3
Excellent trip	1
Excellent view	1
Excellent views, friendly and positive, excited environment	1
Excellent!	2
Extremely satisfied.	1
Fabulous!	1
Friendly staff very informative	1
Fun	1
Good	1
Good a lot to see!	1
Good. Lots of seating	1
Great	1
Great cruise	1
Great cruise with great views!	1
Great cruise.	1
Great day trip would recommend it to others.	1
Great day trip!	1
Great experience!	1
Great for the family!	1
Great staff!	1
Great time!	1
Great Tour	1
Great tour, boat ride & overall experience	1
Great weather & scenery we couldn't go wrong	1
Great!	3
Great! Loved it, great service!	1
Great! Need to sell sunscreen!	1

Great! Thanks!	2
Great.	1
Great. No problems calm seas.	1
Great. Thank you.	1
Had a great time.	1
Had group of 11. Could only order 8 tickets at a time online.	1
I enjoyed it and it was very interesting.	1
I had a great time on the boat. The sights were great.	1
I think that it is sad for people visiting SF and not know about purchasing tickets before hand. So many people this morning were turned away. You should hold back 20% of ticket sales for that any for last minute tours.	1
I'll come back again.	1
Im glad that friend told me to book the trip in advance	1
Information on loud speakers was beyond loud. In fact, concert sound levels.	1
It was a great trip out to the island.	1
It was fun	1
It was good!	1
It was great!	1
It was great.	1
It was nice	1
It was perfect!	1
It was very interesting. I will surely visit again. Enjoyable.	1

It was very nice	1
Keep up the good work!	1
Like kissing an angel.	1
Loved the Rock!	1
Need more night cruise.	1
Need new chairs	1
Nice and interesting trip	1
Nice job by all!	1
Nice safety feeling. It was ok.	1
not enough shuttle service	1
Not enough tickets available. Had to stand in line at 6am to get tickets.	1
On phone to Australia & via website email got confusing answers to the cost of GoCard and Alcatraz Tour for 3 Adult and 1 child. Slow on phone!	1
Perfect!	1
Pleasant	2
Really enjoyed the audio tour. It was helpful & could do it at our own pace. Boat and staff were very polite and clean facilities.	1
Reserve some seat for walk on people. The next available booking isnt until 10 days from now. We were here in 1989 and were able just walkon. A bit pricey family rate?	1
Satisfied with my tour	1
Second trip this year. Great always!	1

Should have been told that I needed to have all my family members with me in order to purchase tickets for family of 4.	1
Some chairs on boat need replacing.	1
Thanks	2
The 7am early ticket que was disorganized. People were jumping the line.	1
This cruise is extremely overpriced. \$28 per person, it should ne \$8. I hope you have to pay the park service a great deal for your monopoly.	1
Thoroughly enjoyable and informative	1
Tickets should be refundable	1
Tickets were sold out so had to show up @ 5am- glad we could make it	1
Update seating	1
Very comfortable	1
Very comfortable and easy to access. I will remind it to people I know.	1
Very educational	1
Very efficiently handled.	1
Very enjoyable and informative	1
Very enjoyable trip	1
Very enjoyable.	1
Very fun. Thanks.	1
Very nice	1
Very nice!	2

Very orderly and enjoyable.	1
Great food (vegan sandwich)	
Very organized. Lines moved quickly	1
Very overpriced for a 10 minute ride	1
Very pleasant! Thanks.	1
very pleasant. Quick and efficient and the staff were friendly	1
Very relaxing	2
Very satisfied	1
Very simple, did not need to have photo taken at boarding	1
Very smooth	2
Very worth it	1
Want well and had fun	1
Weather superb, venue and audio superb. Well worth it	1
Well organised	1
Windy enjoyable!	1
Wish you could tour more of Alcatraz	1
Wonderful	1
Total	360

Enter fuel cost	3.25	Hours/yr operating	6,790
Tons CO2/gal	0.01115		
Tons CO2/acre absorbed	3.6665		
Tons CO2/car	5.725	12,500 mi EPA avg economy	

	AC Vessels	Current Concessioner	Difference	Emissions as a Percentage	
				Alcatraz Cruises	Blue & Gold Fleet
Fuel Burned	211848.000	349990.000	138142.000	61%	1
NOx	16.030	93.000	76.970	17%	1
HC	0.460	3.700	3.240	12%	1
CO	1.680	20.720	19.040	8%	1
PM	0.360	1.290	0.930	28%	1
CO ₂	2362.105	3902.389	1540.283	61%	1

Fuel Cost	\$688,506	\$1,137,468	448961.50	61%
-----------	-----------	-------------	-----------	-----



201 Mission Street
Suite 1450
San Francisco, CA 94105-1831
(415) 495-6201
(415) 495-5305 fax
www.wilbursmith.com

June 9, 2006

Mr. Joe R. Wyman
Hornblower Cruises & Events
Pier 3, The Embarcadero
San Francisco, California 94111

**Re: Transportation Study – Hornblower Alcatraz Island Cruises
Near-term Analysis DRAFT**

Dear Joe:

Wilbur Smith Associates (WSA) is pleased to submit this report documenting the near-term analyses that have been conducted to address traffic and pedestrian issues in the vicinity of the Hornblower Alcatraz Island operations site at Piers 31½-33. The Proposed Project will involve daily ferry services from Pier 31½-33 to Alcatraz Island, utilizing two or three vessels. Alcatraz Island runs are scheduled daily, approximately every 30 minutes starting at 8:30 a.m., with a final run off the island at approximately 6:30 p.m. Existing evening dinner cruise service from Pier 31½ will continue. It is estimated that 12 inbound trips and 15 outbound trips — a total of 27 one-way trips — will arrive or depart from Alcatraz Island on a typical weekday during peak park visitation periods. On weekends, a total of 13 trips (6 inbound to the island and 7 outbound trips) will take place. The Blue and Gold Fleet currently runs a similar visitor transportation service to Alcatraz Islands from Pier 41, which will be discontinued.

According to the National Parks Service, it is estimated that approximately 1.4 million visitors will come to Alcatraz Island annually, which translates into approximately 3,800 average daily visitors. Approximately 5,000 visitors can be expected in a peak demand day. A maximum of 300 visitors are allowed to be transported per trip to the Island, however, there is no passenger limit for trips departing from the Island. It is conservatively estimated that the proposed tours would generate 300 persons per inbound or outbound trip during peak operational periods.

The analysis presented in this document addresses the possible impacts assuming that operations of the Alcatraz Island tours initiate in September 2006 without major physical modifications to the existing site. Of specific interest is the potential impact on vehicle traffic northbound on The Embarcadero with additional passenger drop-offs/pick-ups and increased pedestrian traffic on The Embarcadero promenade

Albany NY, Anaheim CA, Atlanta GA, Baltimore MD, Bangkok Thailand, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Hong Kong, Houston TX, Iselin NJ, Kansas City MO, Knoxville TN, Lansing MI, Lexington KY, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Salt Lake City UT, San Francisco CA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

(Herb Caen Way), as well as the effects on the pedestrian traffic on the promenade resulting from the shuttle bus service crossing the promenade to drop-off/pick-up passengers.

TRAFFIC ANALYSIS

Near-term (existing-plus-project) traffic conditions have been analyzed at four key nearby intersections for weekday evening and weekend midday periods and are shown in Table 1. These represent the peak traffic periods for a weekday and a weekend day.

Table 1 Intersection Level of Service Existing and Existing plus Project Conditions – Weekend Midday Peak Hour and Weekday PM Peak Hour									
Intersection	Control	Weekend Midday		Weekend Midday+ Project		Weekday PM		Weekday PM+ Project	
		Delay ⁽¹⁾	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Bay Street / The Embarcadero	Traffic Signal	14.7	B	11.0	B	20.5	C	17.3	B
Chestnut Street / The Embarcadero	Traffic Signal	22.3	C	20.9	C	36.5	D	33.0	C
Broadway / The Embarcadero	Traffic Signal	44.1	D	53.8	D	23.9	C	26.4	C
Washington Street / The Embarcadero	Traffic Signal	-	-	-	-	28.7	C	23.5	C

Source: Wilbur Smith Associates – June 2006

Notes:

(1) Intersection delay presented in seconds per vehicle.

By examination of Table 1, the LOS of the vehicle traffic at intersections in the study area remains the same under near-term (existing plus project) conditions as they are currently. All study intersections will be at an acceptable LOS (D or better) under existing-plus-project conditions.

PEDESTRIAN ANALYSIS

Three crosswalks on The Embarcadero near the project site have been assessed for near-term conditions. These are the crossing at Bay Street (just to the north of Pier 33), the crossing at Sansome Street (to the south of the project near Pier 29), and the crossing at Lombard Street (just to the south of the Sansome crossing). Existing and near-term (existing plus project) pedestrian conditions at these crossings are summarized in Table 2.

Table 2 Crosswalk Level of Service Existing and Existing plus Project Conditions – Weekday PM and Weekend Midday Peak Hours						
Analysis Location	Existing			Existing plus Project		
	Pedestrian Volume	MOE ¹	LOS	Pedestrian Volume	MOE ¹	LOS
WEEKDAY PM PEAK HOUR						
Bay Street/The Embarcadero						
North	230	278	A	335	417	A
West (Bay)	246	234	A	295	376	A
Sansome Street/Chestnut Street/The Embarcadero						
South	103	1,085	A	243	245	A
West (Chestnut)	140	303	A	153	553	A
West (Sansome)	59	257	A	80	317	A
Lombard Street/Battery Street/The Embarcadero						
North	160	400	A	230	249	A
West (Lombard)	113	319	A	179	215	A
West (Battery)	118	475	A	140	398	A
WEEKEND MIDDAY PEAK HOUR						
Bay Street/The Embarcadero						
North	85	189	A	265	315	A
West (Bay)	187	201	A	268	224	A
Sansome Street/Chestnut Street/The Embarcadero						
South	84	107	A	338	148	A
West (Chestnut)	104	173	A	124	451	A
West (Sansome)	93	124	A	121	416	A
Lombard Street/Battery Street/The Embarcadero						
North	249	135	A	371	145	A
West (Lombard)	139	92	A	256	171	A
West (Battery)	187	251	A	225	323	A

Note:

(1) Presented as Square Feet per Pedestrian for the Maximum Surge conditions for crosswalk locations.

In addition, near-term pedestrian conditions on the promenade (Herb Caen Way) in front of the project site have also been evaluated. Herb Caen Way is generally 29 feet wide between the roadway curb at The Embarcadero and the face of the project site, with an approximate effective width — the walkable portion of the sidewalk — of 14 feet. Table 3 shows the peak hour pedestrian volumes and LOS on Herb Caen Way adjacent to the project site for the existing and the existing-plus-project scenarios. With the addition of the project there is expected to be a flow of one pedestrian every 4.5 seconds during the PM peak period, and a flow of one pedestrian about every 2 seconds during the weekend midday period.

<p align="center">Table 3 Embarcadero Sidewalk Existing and Existing plus Project Conditions – Weekday PM and Weekend Midday Peak Hours</p>						
SCENARIO	Weekday PM Peak			Weekend Midday Peak		
	Volume (ped/hour)	Flow rate (ped/min/ft)	LOS	Volume (ped/hour)	Flow rate (ped/min/ft)	LOS
Existing	480	0.57	A	1,380	1.64	A
Existing plus Project	795	0.95	A	1,935	2.30	A

Note:

Assumes 14 foot effective sidewalk width.

All pedestrian levels of service in the area are expected to be LOS A under existing and existing-plus-project scenarios.

SHUTTLE BUS ANALYSIS

Shuttle bus service will be provided via four motor coaches that will continuously service two routes between downtown and the project site. Service will occur every 30 minutes at each pick-up location. This equates to a maximum of 2 roundtrips per shuttle per hour or 16 total trips (8 inbound and 8 outbound). This amounts to a shuttle crossing the pedestrian promenade every 3 minutes 45 seconds on average to drop-off and/or pick-up passengers. A conservative estimate would be 10 seconds of delay to pedestrian movements per shuttle bus. This is sufficient time for a shuttle bus to traverse the promenade. Given pedestrian volumes, this is likely to affect only about two pedestrian per incident during the p.m. peak period and about five pedestrian per incident during the weekend midday peak.

Shuttles buses may delay traffic northbound on The Embarcadero while trying to turn into the project site. Two of the shuttle routes enter and exit the site to the south on The Embarcadero while the other shuttle accesses the project site from the north on The Embarcadero. Shuttle bus services should not impact southbound automobile traffic on The Embarcadero nor other transit options.

Shuttles buses exiting the project site may cause delays to pedestrians if they partially block the promenade while waiting to enter northbound Embarcadero. This can be improved by shuttles waiting on site without entering the promenade until they are able to continue onto The Embarcadero. Even in the event of a shuttle bus partially blocking the promenade, it should be enough space for pedestrians to walk around the vehicle.

DROP OFF AND PICK UP ANALYSIS

Near-term (existing-plus-project) traffic conditions have also been analyzed at along the frontage of the site on The Embarcadero to determine the effects of drop-offs/pick-ups and the increased pedestrian traffic on the operations of the northbound vehicle traffic on The Embarcadero. There is not currently a loading/

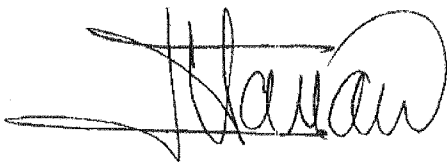
unloading zone along The Embarcadero in front of to the project site. There are a few metered parking spaces, but they are not planned to be converted to a white zone (loading/unloading passenger zone) as part of the near-term project. Therefore, all pick-ups/drop-offs by taxis, etc would have to cross the promenade and enter the parking area. It is estimated that during the peak hours, 39 person-trips will access the site by taxis. This will add an additional 78 total crossings of the promenade during peak. These additional northbound trips on The Embarcadero could delay northbound automobile traffic as these drop-off/ pick-up trips attempt to turn right into the project site. However, delays should be minimal given the platooning characteristic of pedestrian traffic: meaning that gaps in the pedestrian traffic should be common. Vehicle traffic approaching southbound on The Embarcadero does not have direct access to the project site due to the presence of the streetcar tracks on the median.

CONCLUSION

Beginning operations at the project site in September should not have a significant impact on the adjacent promenade and The Embarcadero with regard to pedestrian, automobile, and transit modes. The interactions of the vehicle modes with pedestrian traffic should not be significant. Drop-offs/pick-ups will need to occur on site, by traversing the promenade since there is no available curbside space to accommodate them. Pedestrian movements will experience LOS A at all crosswalks and along the promenade in the vicinity of the project with the project in place.

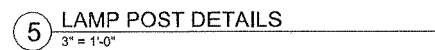
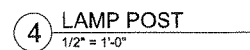
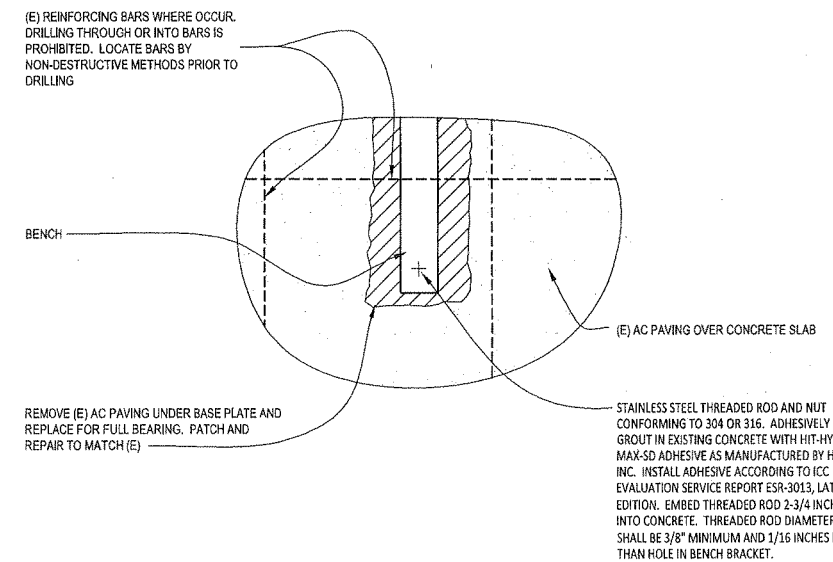
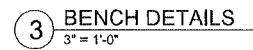
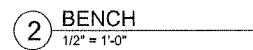
Very truly yours,

WILBUR SMITH ASSOCIATES

A handwritten signature in black ink, appearing to read "José I. Farrán", with a stylized flourish at the end.

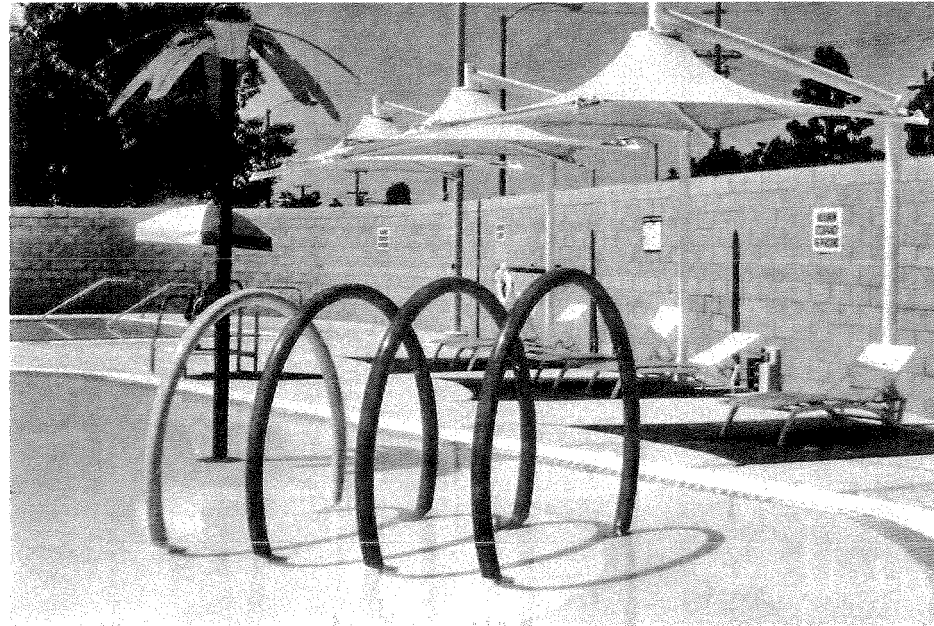
José I. Farrán, P.E.
Project Manager

543440

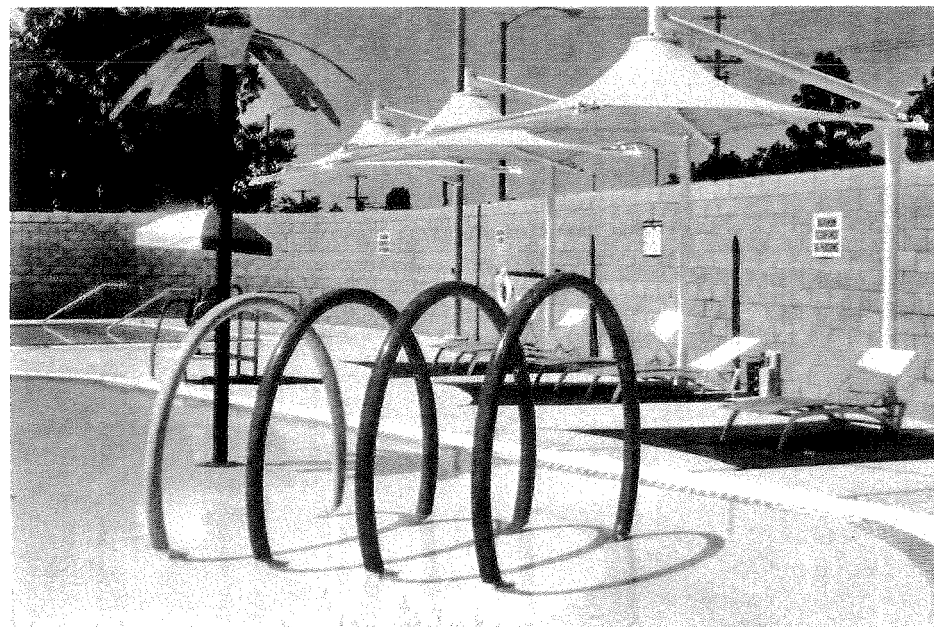


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APRIL 6, 2012



FABRITEC "SOLANA" UMBRELLA
PVC FABRIC, COLOR TO MATCH "ALCATRAZ LANDING "BUTTERCUP" COLOR,
WITH LOGO PRINTED.
\$6,230, with \$100-200 additional charge for logo



FABRITEC "SOLANA" UMBRELLA
PTFE FABRIC, WHITE COLOR TO MATCH PASSENGER CANOPY STRUCTURE
NO LOGO
\$8,849

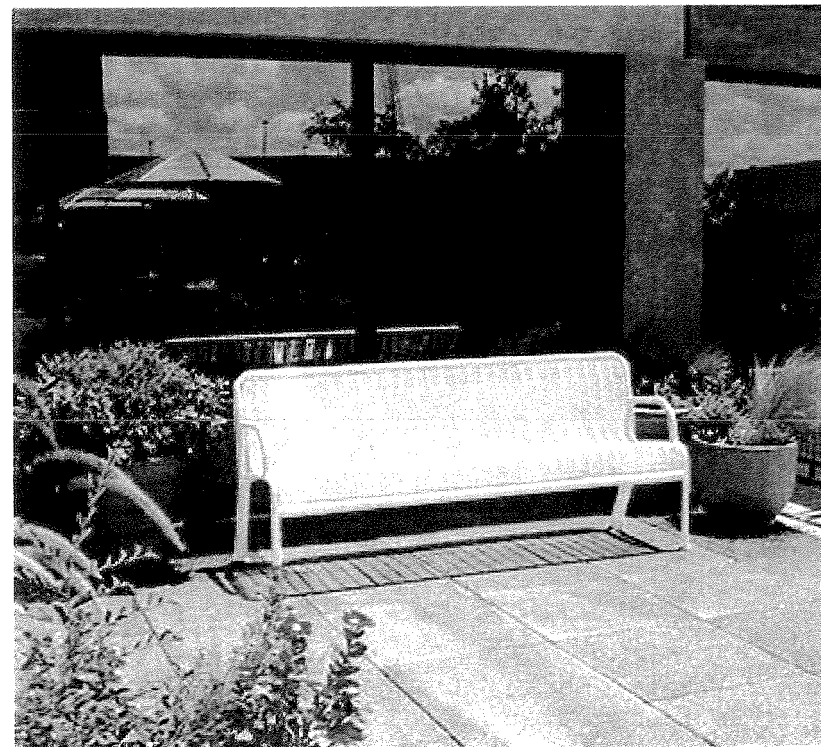


ALCATRAZ LANDING: PIER 31 1/2 & PIER 33

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APRIL 6, 2012



LANDSCAPEFORMS "MANISTEE" Bench
Backed with Armrests
(Buttercup color to match Alcatraz Landing logo)
\$910, additional \$670 per order for custom color



LANDSCAPEFORMS "MANISTEE" Bench
Backed with Armrests
Stainless Steel Finish
\$910

ALCATRAZ LANDING: PIER 31 1/2 & PIER 33

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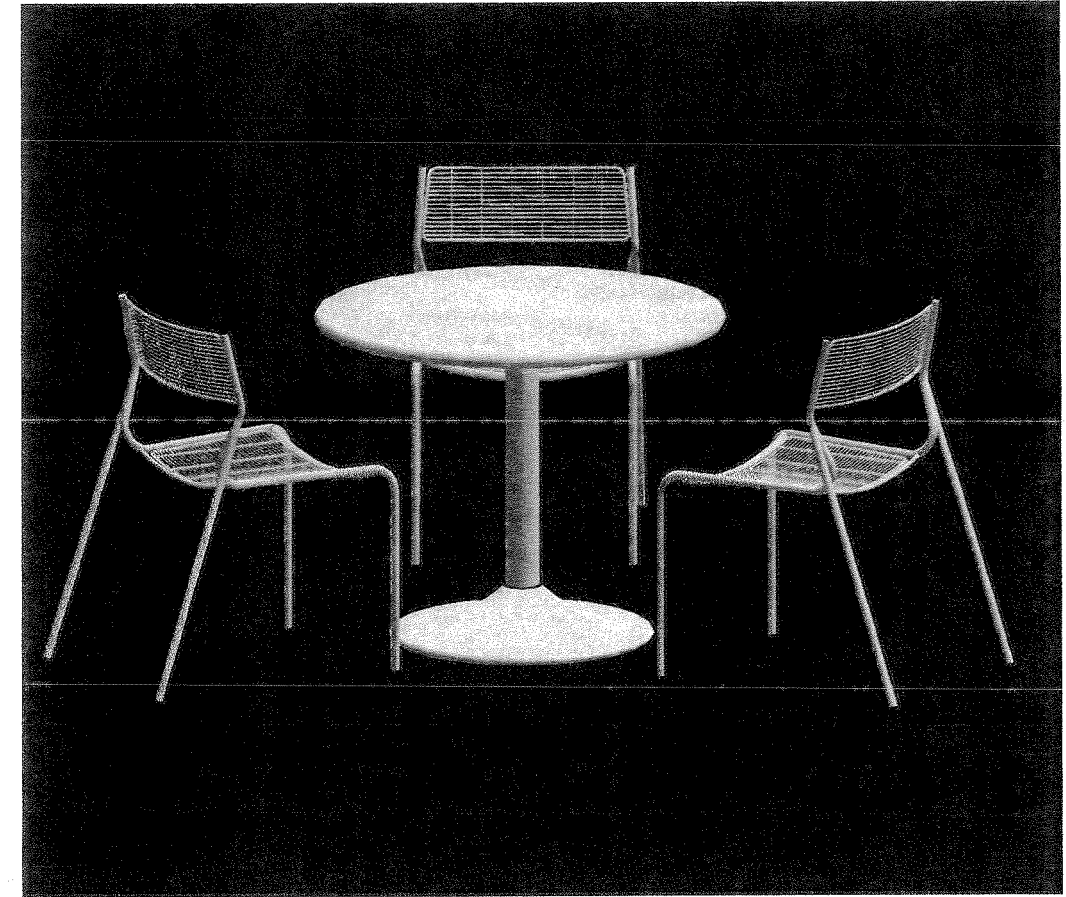
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APRIL 6, 2012



LANDSCAPEFORMS VERONA CHAIRS
without Armrests
(Buttercup color to match Alcatraz Landing logo)
\$210

CANTENA TABLE, 36" (170 lb.)
Powdercoated Table Top w/ Cantena Support
(Buttercup color to match Alcatraz Landing logo)
\$840, additional \$670 per order for custom order



LANDSCAPEFORMS VERONA CHAIRS
without Armrests
Stainless Steel Finish, Grid finish
\$210

CANTENA TABLE, 36" (170 lb.)
Stainless Steel Finish, with Cantena Support
\$940

ALCATRAZ LANDING: PIER 31 1/2 & PIER 33

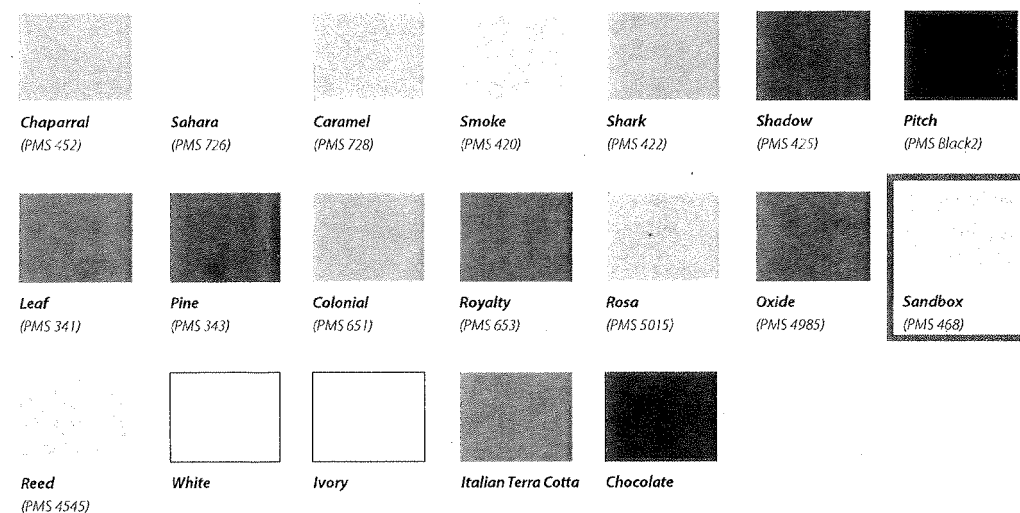
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TOURNESOL "WILSHIRE" PLANTERS
24" SQ., FRP fiberglass finish
(Buttercup color to match Alcatraz Landing logo, custom color matching available)
\$335, Volume order discount available

Standard Colors (FRP, Metal & LLDPE products)

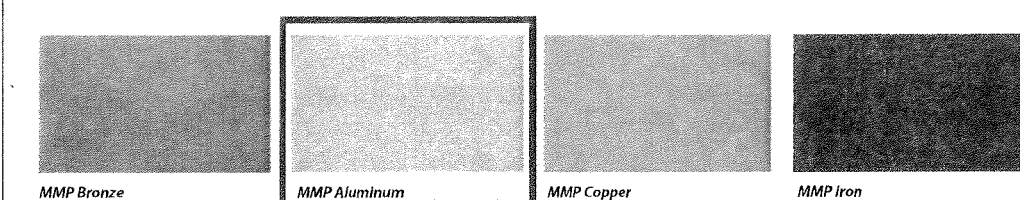
Most of our standard colors coordinate with Pantone® (PMS) colors, so you can be confident of the color you are getting. Colors may vary slightly with texture (T-0, T-1 and T-2 in FRP products), or finish (semi-gloss or satin). Call us to discuss your custom matched color needs.



TOURNESOL "WILSHIRE" PLANTERS
24" SQ., FRP fiberglass finish
Metal Matched Paint Aluminum Finish
\$370, Volume order discount available

Metal Matched Paint (FRP products)

Our new Metal Matched Paint (MMP) colors lend FRP products the look of a metal-infused finish at a considerably lower cost. They don't age or weather, and provide uniformity for commercial applications. Other interesting looks can be created using the MMP custom matches.



APRIL 6, 2012

ALCATRAZ LANDING: PIER 31 1/2 & PIER 33

ALCATRAZ CRUISES, LLC

SAN FRANCISCO, CA

PLANTERS

HELLER MANUS
ARCHITECTS **HM**



United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

In reply refer to:
C38 (GOGA-BMD)
CC-GOGA001-06

JAN - 2 2008

Mr. Terry MacRae
Alcatraz Cruises
Alcatraz Landing
San Francisco, CA 94111
Attention: Scott Thornton

Re: Alcatraz Landing Plan Approval

Terry
Dear Mr. MacRae:

Thank you for your submission of the draft Alcatraz Landing Plan per your concession contract CC-GRCA001-06. We are very excited to move forward with the proposed plan, and approve it subject to the attached conditions. We believe both the transition and long-term landing plans you propose will provide a significantly enhanced Alcatraz visitor experience and look forward to working with you on their implementation. Keep us informed on how the permitting process with the Port of San Francisco proceeds.

Sincerely,

Brian O'Neill
General Superintendent

cc: Greg Moore, Golden Gate National Parks Conservancy

Attachment A
National Park Service Landing Plan Approval Conditions
CC-GOGA001-08

Information Kiosk

The information kiosk is offered to comply with Operating Plan's requirement to provide a concierge/visitor services desk (Exhibit A, 1.b. viii). The kiosk will not be static but will change over the contract term. The kiosk will offer information to visitors about San Francisco, the GGNRA, and the surrounding district neighborhoods, such as Fisherman's Wharf and North Beach. The kiosk will also offer relevant transportation information to visitors requiring directions to different destinations. Alcatraz Cruises will initially staff the booth with Alcatraz Cruises employees, but it may be possible that kiosk can be staffed by other trained docents or volunteers from other organizations such as the Conservancy or the Convention and Visitors Bureau, or automated with walk-up informational terminals. Alcatraz Cruises will provide a list of materials available through the booth for the Service to add suggestions and provide approval. Information provided will include Accessibility information.

Stand-by guest area

The area is demarked with moveable stanchions and barricades may be adjusted to accommodate range of sizes as needed. Area could also be divided to accommodate groups and VIP's guests.

Accessibility drop-offs

Site plans have been adjusted to accommodate vehicular drop off for the disabled and mobility impaired. Alcatraz Cruises will allocate Operations personnel to handle vehicular management on site accommodating a range of vehicles on the site.

Gift Shop / Retail

The plan includes no more than one concession cart and three mobile vending kiosks in the landing area. Alcatraz Cruises will provide a list of options sold for approval in the mobile concession cart and mobile vending kiosks. Alcatraz Cruises offers what is marked as a "Volunteer Center w/Retail Gift Shop" on the revised drawings, as required in the Operations Plan, as a site for the Golden Gate National Parks Conservancy to provide "an educational bookstore and outlet for interpretive publications and ancillary activities", (Attachment 6, Section 1.b.v). NPS approval of this plan is contingent on Alcatraz Cruises and GGNPC executing a business agreement to provide the retail gift shop. Alcatraz Cruises and GGNPC based on their retail agreement will provide a list of items for approval as a scope of sales.

The area currently marked "volunteer center with gift shop" may accommodate special events for volunteers and general public – lectures, book signings, art opening or could be integrated into the retail area. Storage for the retail space will be available across the drive isle or bayside history walk.

Truck

The proposed truck is to be period specific – International Harvester Metro Van or School Bus late 1950's or 1960's vintage painted to accurately reflect Federal Bureau of Prisons equipment on the Island. Alcatraz Cruises does not propose overall Alcatraz Landing signage for the period vehicle, rather the interior of the vehicle may be used for displays, distribution of interpretative materials and general information to visitors. In long term site plan, the truck could be placed elsewhere on the site. Additional "front entrance" improvements will be made

with decorative bollards and chains, or signage kiosks to better direct visitors toward the Landing beyond.

Bay Side History Walk

The Bay Side History Walk is a public access feature described in the Port of San Francisco Waterfront Plan, and the Waterfront Design and Access Element. "Goal: Access to and Along the Waterfront. The Plan encourages access improvements which will allow everyone to experience the City's diverse social, natural and cultural environment by creating a "Port Walk" which integrates new open spaces and exciting new Pier activities with a continuous public access way from Fisherman's Wharf through Mission Bay."(Waterfront Plan).

"Bayside History Walk". The adaptive reuse of historic waterfront buildings in new developments presents the opportunity to create another way to explore San Francisco's historic waterfront. The Bayside History Walk will be part of these developments that will provide public access behind historic bulkheads and connector buildings to the Bay's intimate and quiet spaces. The Bayside History Walk will include views of the inner structure of the historic pier buildings and connections to pier aprons and walkways behind the bulkhead buildings. This Walk can be a self-guided tour of the waterfront with historic photographs, explanatory text and maritime artifacts.

Iconic Entrance

The Lighthouse is a placeholder. Alcatraz Cruises will provide various alternatives for a "iconic" entrance elements along the Embarcadero depicting a sense of arrival to a National Park. Other thoughts may include: 1) A set of substantial pillars on either side of the drive aisle in a "City Beautiful" architectural style (i.e.; similar to Port Bulkhead Buildings). Pillars could then be used for mounting representative logos of NPS/GGNRA, and Alcatraz Cruises. 2) Other "iconic" symbols associated with the Island such as a civil war era cannon and stacking cannon balls, or substantial sign depicting the entrance into "Fort Alcatraz" (ie; sign above the Sally Port on the Island). Alcatraz Cruises will provide a range of alternatives and the Service will work with Alcatraz Cruises to select the NPS preferred alternative, engaging cultural resources as needed.

Photo Sales

All photo sales have been consolidated at the north end of the queue area.

Accessible Drop Off

Drop off area will accommodate a two axle bus (approximately 30' in length with a passenger capacity of 50 - 60). If we are not able to secure a white zone designation along the Embarcadero, the turnaround will have to be expanded to accommodate larger buses up to 45' in length. White zone will have to be shared with queuing taxis for Cruise ship arrivals and departures at Pier 35.

Area Marked Valet Parking

Area will be used for NPS contractors and overflow staff parking during the day. Space may be used for parking needs outside of normal operation hours. Valet parking may be offered only for special events as agreed to by NPS, GGNPC, and Alcatraz Cruises.

Displays

Interpretive displays will be faced "outward" from the queue lines. Several reverse sides of the dockside exhibits will be appointed with digital screens to allow for flexible format in presenting

information. In coordination with the Service we plan to offer various messages encouraging guests to visit other parks in the GGNRA, as well San Francisco and other Bay area attractions.

Restrooms

Yes, there will be restrooms in the café. Space is currently sub-let from a master lessee (Pier 33 LLC). Term runs through 2020. Use of the space is limited by Master lessee's agreement with the Port of San Francisco which requires land uses that are consistent with "public trust" doctrine granted by the State of California. Public trust doctrine allows for a range of visitor serving uses such as eating establishments, retail sales, and restrooms.

Specific Interpretive and Informational Material

Alcatraz Cruises acknowledges that detailed drawings and or product specifications will be submitted to the Service for review prior to submission for Building Permit from Port of San Francisco (if permit is required).

Accessibility

Detailed drawings and or product specifications will be submitted to the Service's accessibility coordinator for review prior to submission for Building Permit from Port of San Francisco (if permit is required).

Island and Canon models

Detailed drawings and or product specifications will be submitted to the Service for review prior to submission for Building Permit from Port of San Francisco (if permit is required). All improvements will be fabricated to be as portable as possible so that they may be used at alternate sites.

Interpretive elements

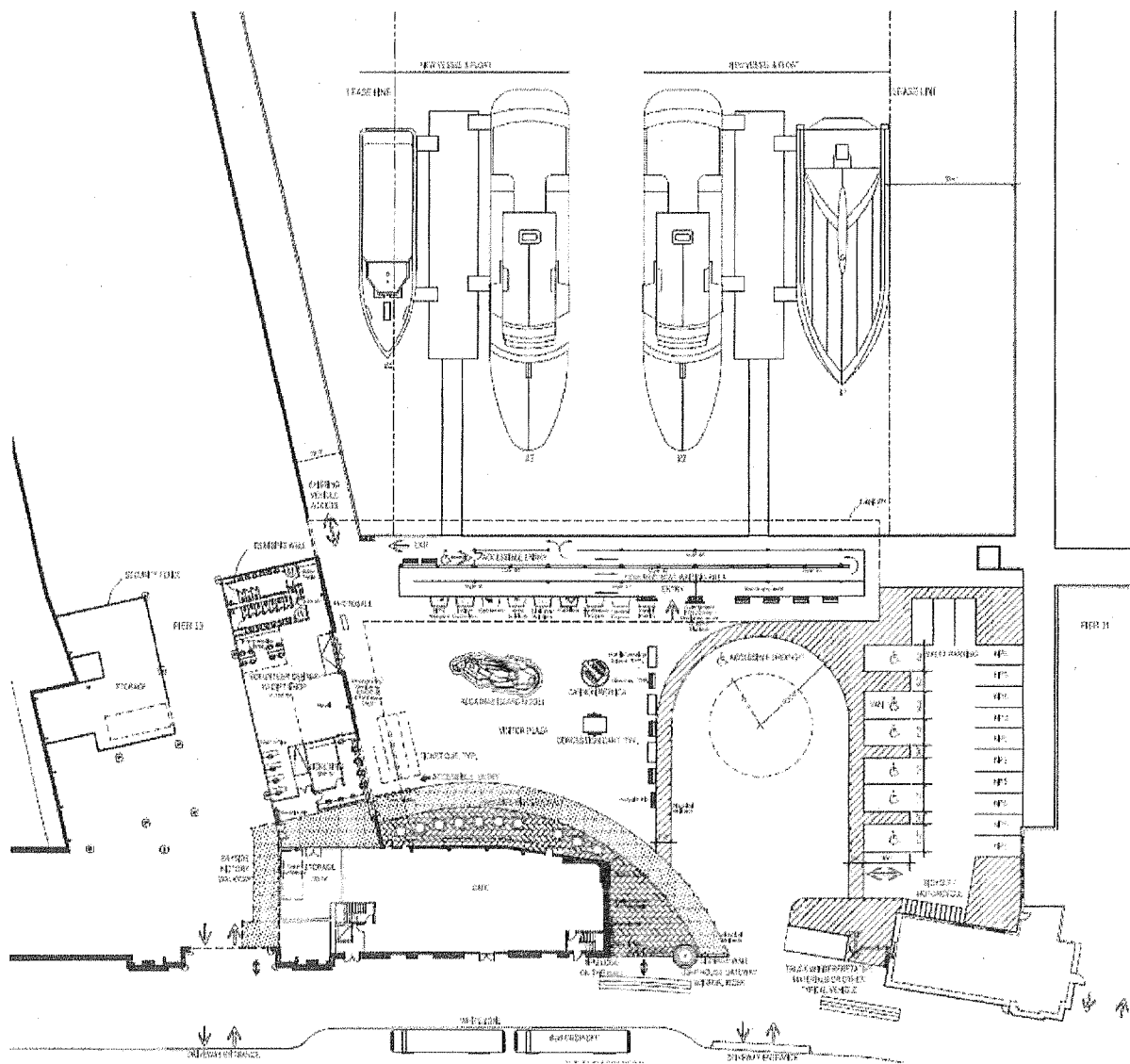
Other comments and requested changes regarding interpretive materials are incorporated.

Sustainability

Per the concession contract environmentally preferred procurement and installation/construction practices will be utilized in the implementation of the plan.

Attachment B: Approved Schematic Drawings

Long-Term Plan-Pier 33



The floor plan depicts the Port of Los Angeles, showing a complex layout of land and water areas. Key features include:

- Harbor and Water Areas:** Large open spaces at the top and right, labeled "HARBOR" and "WATER AREA".
- Port Facilities:** Two large, parallel structures at the top, likely piers or docks, with "PORT OF LOS ANGELES" written below them.
- Central Building Complex:** A large, multi-sectioned building in the center, featuring a prominent circular area labeled "WATER AREA" and various rooms and corridors.
- Surrounding Land:** Areas to the left and bottom, including "HARBOR" and "WATER AREA" labels, and various smaller structures and parking lots.
- Orientation:** The plan is oriented with North at the top, as indicated by the "N" label in the upper right corner.

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		2005								LAST 12 MONTHS								(Jan '05 - December '05)			
		December				Percentage								Percentage							
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.				
RESTAURANTS - FULL SERVICE		FISHERMAN'S WHARF																			
Alioto's	12,271	841,872	5% (10)	14,452	20,135	34,587	-33%	68.61	\$2.82	10,924,503	3%	161,503	528,457	689,960	0%	890.27	56.23				
Castagnola's	15,990	183,535	26%	17,489	0	17,489	13%	11.48	1.09	2,693,737	50%	197,496	7,762	205,258	2%	168.46	12.84				
Fisherman's Grotto #9	25,414	433,675	11% (10)	24,170	2,014	26,184	3%	17.06	1.03	6,620,692	3%	272,946	157,743	430,689	3%	260.51	16.95				
Mama Franceschi (Franceschi)	3,607	0	* (11)	3,521	0	3,521	0%	0.00	0.98	769	-100%	42,252	0	42,252	-32%	0.21	11.71				
SFS39, Inc. (formerly Franciscan Restaurant)	12,143	270,892	-10%	23,152	0	23,152	0%	22.31	1.91	5,363,172	-1%	277,821	113,161	390,982	-1%	441.67	32.20				
Nick's Lighthouse	1,653	348,279	5% (10)	2,008	10,315	12,323	-43%	210.69	7.46	3,950,965	-5%	21,736	224,766	246,502	-9%	2,390.18	149.12				
Pompei's Grotto	4,140	153,027	0%	9,634	695	10,329	0%	36.96	2.50	2,242,174	-4%	112,059	39,289	151,348	-4%	541.59	36.56				
Sabella & La Torre	1,906	245,093	8% (10)	2,141	6,895	9,036	-39%	128.59	4.74	4,654,688	2%	23,921	271,732	295,653	0%	2,442.12	155.12				
Scoma's	15,354	1,022,056	4%	17,882	48,565	66,447	4%	66.57	4.33	13,647,829	2%	201,936	685,350	887,286	2%	888.88	57.79				
SFO Forecast, Inc.	7,430	244,302	6%	4,242	12,248	16,490	6%	32.88	2.22	4,333,848	5%	48,299	244,232	292,531	5%	583.29	39.37				
Tarantino's	7,153	220,192	12% (10)	10,603	1,856	12,459	-2%	30.78	1.74	3,015,689	-1%	118,486	75,720	194,206	-2%	421.60	27.15				
SUBTOTAL:		\$3,962,923	4%	\$129,295	\$102,722	\$232,018	-10%	-	-	\$57,448,066	1%	\$1,478,456	\$2,348,211	\$3,826,668	0%	-	-				
OTHER FOOD & BEVERAGE																					
Boudin's (Alioto/Expo)	5,742	942,329	* (12)	22,500	0	22,500	100%	-	-	6,893,774	28670% (12a)	202,500	21,513	224,013	65%	-	-				
Boudin's (Gelardi's)		92,142	-38%	2,238	6,055	8,293	-38%	16.05	1.44	1,879,097	-12%	26,856	142,269	169,125	-12%	327.25	29.45				
D & G Co.		92,447	-13%	5,961	294	6,255	-13%	-	-	2,365,768	-7%	71,532	88,758	160,290	-7%	-	-				
Frances Chu (The Crab Station)	927	101,916	18%	839	5,786	6,625	18%	109.94	7.15	1,107,506	7%	9,583	62,408	71,991	7%	1194.72	77.66				
Patio Sandwich Shop	1,276	28,008	12%	158	2,146	2,304	12%	21.95	1.81	594,996	-14%	1,897	47,283	49,180	-13%	466.30	38.54				
SUBTOTAL:		\$1,256,843	243%	\$31,696	\$14,281	\$45,976	16%	-	-	\$12,841,142	99%	\$312,368	\$362,231	\$674,598	8%	-	-				
PARKING																					
Central Parking (SWL #314)		25,850	27%	23,195	0	23,195	72%	-	-	405,763	40%	185,560	89,928	275,488	44%	-	-				
Franciscan Parking		31,656	4% (13)	8,006	0	8,006	-60%	-	-	553,068	10%	96,069	22,088	118,157	-48%	-	-				
SUBTOTAL:		\$57,506	13%	\$31,201	\$0	\$31,201	-7%	-	-	\$958,831	21%	\$281,829	\$112,016	\$393,645	-6%	-	-				
EXCURSIONS/TRANSPORTATION																					
Blue & Gold Fleet		965,260	-11%	25,767	46,240	72,007	-11%	-	-	22,367,902	3%	293,389	1,379,368	1,672,757	3%	-	-				
CUSA/GBL (Jefferson st.)		33,202	91%	5,302	0	5,302	0%	-	-	422,150	14%	63,624	0	63,624	0%	-	-				
CUSA/GBL (Emb. st.)		46,488	2%	19,344	0	19,344	2%	-	-	1,355,599	8%	229,602	3,688	233,290	3%	-	-				
Henriquez, Reinaldo		481	* (14)	20	43	63	*	-	-	3,052	*	140	259	399	*	-	-				
Waterfront Horse Carriage Service		6,740	-1%	1,445	0	1,445	0%	-	-	111,955	12%	17,300	1,327	18,627	7%	-	-				
SUBTOTAL:		\$1,052,171	-9%	\$51,878	\$46,283	\$98,161	-1%	-	-	\$24,260,658	3%	\$604,055	\$1,384,642	\$1,988,697	3%	-	-				
RETAIL SHOPS																					
Coast Marine & Industrial Supply	20,915	15,859	86%	7,825	0	7,825	0%	0.76	0.37	158,541	-2%	93,900	0	93,900	0%	7.58	4.49				
Cory Gallery	2,039	43,486	52%	3,749	56	3,805	2%	21.33	1.87	499,471	-22%	44,983	3,728	48,711	-21%	244.96	23.89				
Eleanor & Barney Silver	80	579	-60%	177	0	177	-3%	7.24	2.22	35,059	-15%	2,084	2,406	4,490	-13%	438.24	56.13				
Frank's Fisherman's Supply	8,385	53,443	3%	3,138	2,206	5,344	3%	6.37	0.64	691,055	3%	37,724	31,378	69,102	3%	82.42	8.24				
Guardino's Souvenir & Gift	1,571	169,648	8% (10)	1,066	5,328	6,394	-42%	107.99	4.07	1,909,555	5%	11,542	119,069	130,611	1%	1,215.50	83.14				
Hoppe, Arthur		109,693	-7%	12,020	0	12,020	12%	-	-	2,432,833	6%	135,595	81,841	217,436	6%	-	-				
SUBTOTAL:		\$392,708	7%	\$27,976	\$7,590	\$35,567	-1%	-	-	\$5,726,514	2%	\$325,829	\$238,422	\$564,252	0%	-	-				

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

TENANT	AREA (GLA)	December 2005								LAST 12 MONTHS (Jan '05 - December '05)							
		SALES	% Change (Over Prior Yr)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr)	Sales/ Sq.Ft.	Rent/ Sq.Ft.
OTHER																	
National Liberty Ship Memorial		14,253	2%	2,554	0	2,554	2%	-	-	326,150	2%	30,102	619	30,721	27%	-	-
S. F. Maritime Nat'l Park Assoc.		37,798	12%	4,291	0	4,291	2%	-	-	794,620	0%	49,378	10,416	59,794	8%	-	-
S. F. Museum and Historical Society		23,948	-39%	3,098	0	3,098	-19%	-	-	485,395	4%	36,850	4,459	41,309	6%	-	-
SUBTOTAL:		\$75,998	-13%	\$9,943	\$0	\$9,943	-5%	-	-	\$1,606,164	2%	\$116,330	\$15,494	\$131,824	11%	-	-
Pier 39		0	0% (15)	41,667	1,140	42,807	0%	-	-	21,033,181	-1%	500,000	1,444,931	1,944,931	14%	-	-
Pier 39/Aquarium Of The Bay		1,137,826	23% (15)	6,579	6,184	12,763	74%	-	-	5,934,824	14%	78,359	25,471	103,830	13%	-	-
SUBTOTAL:		\$1,137,826	23%	\$48,246	\$7,324	\$55,570	11%	-	-	\$26,968,005	2%	\$578,359	\$1,470,402	\$2,048,761	14%	-	-
TOTAL: FISHERMAN'S WHARF		\$7,935,975	18%	\$330,235	\$178,200	\$508,434	-5%	-	-	\$129,809,380	7%	\$3,697,026	\$5,931,418	\$9,628,444	4%		
TOTAL PORT		\$16,377,907	27%	\$752,798	\$389,836	\$1,142,633	-3%			\$209,839,633	10%	\$8,713,087	\$8,935,929	\$17,649,015	4%		

12 MONTH SUMMARY:

\$ IMPACT

CENTRAL & SOUTHERN

FISHERMAN'S WHARF

- TOTAL PORT -

	Total Sales	Revenues To Port	Total Sales	Revenues To Port	Total Sales	Revenues To Port
CURRENT "YEAR" ->	\$80,030,253	\$8,020,571	\$129,809,380	\$9,628,444	\$209,839,633	\$17,649,015
PRIOR "YEAR" ->	\$69,022,577	\$7,678,509	\$121,334,326	\$9,291,209	\$190,356,903	\$16,969,718
CHANGE ->	16% \$11,007,675	4% \$342,062	7% \$8,475,055	4% \$337,235	10% \$19,482,730	4% \$679,297

- (10) Percentage rent reflects 50% rent credit on tenant improvement settlement.
- (11) Mama Franceschi has no Dec 2005 sales due to remodeling construction started in mid Dec 2004.
- (12) Boundin's (Alioto/Expo) has no sales in Dec 2004 due to major construction started in Jan 2004.
- (12a) Due to the construction, Boundin's "Jan 04 - Dec 04" sales totaled to \$23,964.00
- (13) Percentage rent reflects 100% tenant improvement amortization.
- (14) Tenancy commenced in 6/05, no complete data for both "prior yr 12/04" and "last 12 months" comparison (1/04 - 12/04).
- (15) Rent revenues reported on a quarterly basis

DISTRIBUTION: L. Adams / J. Bauer / C. Davison / N. Dempsey / Vicky Lee / M. Loxovoy / D. Martinez / E. Riley / P. Williamson / J. Chan / W. Young
All Commissioners / G. Roybal / K. Bennett / J. Davey / J. Woo / Z. Alejandrino / L. Anderson

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		2005								LAST '12' MONTHS (Jan '05 - December '05)							
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr)	Sales/ Sq.Ft.	Rent/ Sq.Ft.
RESTAURANTS - FULL SERVICE		CENTRAL & SOUTHERN															
Blue Jeans Equities / Fog City Diner	7,627	350,252	12%	5,606	18,036	23,642	12%	45.82	3.10	3,848,266	7%	66,466	192,023	258,489	6%	504.56	33.89
Jelly's - A Dance Cafe	2,287	22,283	-3%	3,222	0	3,222	1%	9.74	1.41	437,839	-7%	38,349	7,860	46,209	-3%	191.45	20.21
Kelly's Mission Rock	10,000	60,185	-56%	12,190	0	12,190	2%	6.02	1.22	662,417	-52%	145,152	0	145,152	1%	66.24	14.52
Pier 23 Cafe	4,835	112,452	-18%	13,909	0	13,909	2%	23.26	2.88	2,628,603	-4%	164,892	46,409	211,301	0%	543.66	43.70
The Ramp Restaurant		47,915	-9%	5,950	0	5,950	1%	-	-	1,724,915	0%	71,148	25,888	97,036	3%	-	-
Red's Java House	772	33,114	-23%	1,025	1,293	2,318	-23%	42.89	3.00	802,370	3%	12,207	44,569	56,776	4%	1039.34	73.54
RGN Corporation/Butterfly Restaurant		246,398	0%	7,175	10,073	17,248	17%	-	-	2,236,664	-9%	99,379	62,688	162,067	5%	-	-
Sinbad's	6,000	148,485	-5%	18,058	0	18,058	0%	24.75	3.01	1,647,794	-4%	216,697	0	216,697	1%	274.63	36.12
Sitting By, Inc. dba Hivive		75,689	1% (1)	3,431	1,867	5,298	3%	-	-	906,171	*	41,131	20,142	61,273	*	-	-
The Pound SF (Bo's Bounty Bar & Grill)	6,506	12,577	-18%	1,964	0	1,964	1%	1.93	0.30	174,245	33%	23,395	518	23,913	3%	26.78	3.68
Waterfront Restaurant	4,245	460,204	47%	10,000	0	10,000	0%	108.41	2.36	4,236,507	3%	120,000	0	120,000	0%	998.00	28.27
SUBTOTAL:		\$1,569,553	4%	\$82,530	\$31,269	\$113,799	5%	-	-	\$19,305,790	-1%	\$998,816	\$400,097	\$1,398,913	4%	-	-
PARKING																	
Central Parking System (Pier 27 Apron)		13,741	-4%	0	9,069	9,069	-4%	-	-	208,079	-4%	0	137,331	137,331	-4%	-	-
Central Parking System (Piers 27/29)		52,373	2%	0	34,566	34,566	2%	-	-	696,387	3%	0	459,615	459,615	5%	-	-
Central Parking System (SWL #324)		4,286	*(2)	0	2,829	2,829	*	-	-	47,686	*	0	31,474	31,474	*	-	-
China Basin Ball Park Co.		210,108	323% (3)	117,092	0	117,092	15%	-	-	3,991,503	19%	1,358,490	531,264	1,889,754	6%	-	-
Imperial Parking Inc. (Piers 30/32))		51,065	148%	0	33,703	33,703	148%	-	-	700,361	20%	0	462,238	462,238	20%	-	-
Imperial Parking Inc. (SWL #330)		33,458	150%	34,414	0	34,414	8%	-	-	822,894	7%	403,022	158,624	561,646	-3%	-	-
Imperial Parking Inc. (SWL #337)		6,192	1073% (4)	0	4,087	4,087	1074%	-	-	78,137	137%	0	51,568	51,568	137%	-	-
Pacific Park Management, Inc.		49,050	19%	40,316	0	40,316	1%	-	-	522,762	3%	479,832	0	479,832	1%	-	-
SUBTOTAL:		\$420,271	120%	\$191,822	\$84,253	\$276,075	20%	-	-	\$7,067,607	15%	\$2,241,344	\$1,832,113	\$4,073,457	7%	-	-
EXCURSIONS/TRANSPORTATION																	
Electric Time Car Rental, LLC		850	*(5)	100	0	100	0%	-	-	17,550	*	1,200	872	2,072	*	-	-
Hornblower Yachts, Inc. (Pier 31 1/2)		891,215	3%	2,648	59,153	61,801	-2%	-	-	6,437,391	16%	31,058	336,915	367,973	-14%	-	-
Hornblower Yachts, Inc. (Pier 3)		461,541	27%	15,352	30,258	45,609	10%	-	-	2,222,876	-33%	184,224	101,541	285,764	-21%	-	-
Pacific Marine Yacht Charters		391,853	23% (6)	14,024	6,703	20,727	15%	-	-	3,394,956	22%	167,124	48,609	215,733	13%	-	-
SUBTOTAL:		\$1,745,460	13%	\$32,124	\$96,113	\$128,237	5%	-	-	\$12,072,774	4%	\$383,605	\$487,936	\$871,542	-11%	-	-

(1) Tenancy commenced in 5/2004, no complete data for "last 12 months" comparison (01/04 - 12/04).

(2) Tenancy commenced in 1/2005, no complete data for both "prior yr 12/04" and "last 12 months" comparison (01/04 - 12/04).

(3) Dec 2004 sales was \$49,681.00

(4) Dec 2004 sales was \$528.00

(5) Tenancy commenced in 7/2004, no complete data for "last 12 months" comparison (01/04 - 12/04), and Dec 2004 sales was \$0.00.

(6) Percentage rent reflects 50% tenant improvement amortization.

• (Continued on Next Page) •

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		2005								LAST -12- MONTHS (Jan '05 - December '05)											
		December				Percentage						LAST -12- MONTHS				Percentage					
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr)	MINIMUM Rent		Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr)	Sales per Sq.Ft.	Rent per Sq.Ft.		SALES	% Change (Over Prior Yr.)	MINIMUM Rent		Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.	
• OTHER •		CENTRAL & SOUTHERN																			
Ferry Boat Santa Rosa Partners		34,600	8%	3,932		0	3,932	0%	-	-		412,769	7%	47,184		0	47,184	0%	-	-	
Pacific Telephone(pending due of new contract)		0	* (7)	0		0	0	*	-	-		0	0%	0		0	0	0%	-	-	
Pier 38 Maritime Recreation Center		48,331	36% (8)	24,000		0	24,000	0%	-	-		584,456	26%	288,000		0	288,000	0%	-	-	
S. F. Pier 33, LLC (Makagon, Kira)		20,631	0%	5,424		0	5,424	1%	-	-		247,576	0%	64,739		0	64,739	1%	-	-	
St.Francis Marine: S.F. Boat Works		98,694	-6%	11,899		0	11,899	1%	-	-		1,916,527	14%	142,373		51,657	194,030	3%	-	-	
BAE Systems/San Francisco Drydock, Inc.		612,263	4,504,392	67% (9)	70,833	0	70,833	-48%	7.36	0.12		38,422,564	33%	850,000		232,706	1,082,706	14%	62.75	1.77	
SUBTOTAL:		\$4,706,648	63%	\$116,088	\$0	\$116,088	-36%	-	-		\$41,583,882	31%	\$1,392,296	\$284,363	\$1,676,659	9%	-	-	-	-	
TOTAL :	CENTRAL & SOUTHERN	\$8,441,932	37%	\$422,563	\$211,636	\$634,199	-1%	-	-		\$80,030,253	16%	\$5,016,061	\$3,004,510	\$8,020,571	4%	-	-	-	-	

(7) No sales for the month of Dec 2005.

(8) Adjustment made on min. rental to reflect actual billable amount after CR was taken.

(9) Overage is required when YTD percentage rent @ 3.3% of Gross Sales is more than the YTD minimum rent of \$70,833.00/mo.

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		December 2011								LAST 12 MONTHS (January '11 - December '11)								
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.	
RESTAURANTS - FULL SERVICE		FISHERMAN'S WHARF																
Alioto's	6,270	823,371	16%	16,249		37,270	53,519	16%	131.32	8.54	10,888,254	15%	194,988	513,159	708,147	15%	1736.56	112.94
Capurro's (formerly Mama Franceschi / Franceschi)	4,286	152,869	28%	5,000		5,319	10,319	28%	35.67	2.41	1,923,985	3%	60,000	69,870	129,870	3%	448.90	30.30
Castagnola's	9,107	150,296	-34%	19,663		0	19,663	0%	16.50	2.16	2,995,789	-14%	235,959	12,048	248,007	-2%	328.95	27.23
D & G Co.(Lou's Blue)	2,120	0	-100% (13)	12,173		0	12,173	2%	0.00	5.74	2,049,217	-6%	144,768	31,343	176,111	10%	966.61	83.07
Fisherman's Grotto #9	18,796	405,324	-1%	27,175		0	27,175	0%	21.56	1.45	5,773,227	6%	326,098	68,829	394,927	9%	307.15	21.01
Nick's Lighthouse	2,238	487,808	45%	2,258		29,450	31,707	45%	217.97	14.17	5,008,884	6%	27,097	298,483	325,579	6%	2,238.11	145.48
Pompei's Grotto	4,140	169,483	31%	10,830		611	11,440	6%	40.94	2.76	2,617,847	5%	129,957	49,899	179,855	4%	632.33	43.44
Sabella & La Torre	2,236	444,066	24%	2,407		26,457	28,864	24%	198.60	12.91	5,040,400	1%	28,881	298,743	327,624	1%	2,254.20	146.52
Scoma's	12,421	1,196,961	7%	20,106		57,705	77,811	7%	96.37	6.26	15,161,076	6%	241,271	744,373	985,644	6%	1220.60	79.35
SFO Forecast, Inc.(Portco)	7,430	371,950	41%	4,769		20,338	25,107	41%	50.06	3.38	5,574,508	10%	57,227	319,057	376,284	10%	750.27	50.64
SFS39, inc. (formerly Franciscan Restaurant)	12,143	621,597	14%	25,577		15,761	41,339	14%	51.19	3.40	9,009,191	14%	306,930	303,376	610,306	14%	741.92	50.26
Tarantino's	7,153	253,199	23%	11,921		4,537	16,458	23%	35.40	2.30	2,756,552	-4%	143,053	41,949	185,002	-1%	385.37	25.86
SUBTOTAL:		\$5,076,924	13%	\$158,127		\$197,448	\$355,575	15%	-	-	\$68,798,930	6%	\$1,896,228	\$2,751,129	\$4,647,356	8%	-	-
OTHER FOOD & BEVERAGE																		
Boudin Properties, Inc.	19891	1,839,297	15%	27,083		27,277	54,360	16%	92.47	2.73	20,755,084	13%	324,996	286,374	611,370	13%	14.40	30.74
Boudin's Bakery & Café	4,400	146,469	1776% (14)	6,008		7,175	13,182	427%	33.29	3.00	1,559,535	187%	72,094	83,169	155,262	183%	354.44	35.29
Frances Chu (The Crab Station)	927	124,749	30%	943		7,166	8,109	30%	134.57	8.75	1,215,659	6%	11,314	67,701	79,015	6%	1311.39	85.24
Guardino's Souvenir & Gift	1,824	102,811	18%	1,199		5,873	7,072	17%	56.37	3.88	1,087,434	-14%	14,390	62,984	77,374	-14%	596.18	42.42
SUBTOTAL:		\$2,213,326	23%	\$35,233		\$47,491	\$82,724	34%	-	-	\$24,617,712	15%	\$422,794	\$500,228	\$923,022	22%	-	-
EXCURSIONS/TRANSPORTATION																		
Blue & Gold Fleet	59292	231,876	49%	28,961	0	28,961	0%	3.91	0.49	7,433,138	21%	347,536	284,445	631,981	18%	125.36	10.66	
CUSA/GBL (Jefferson st.)		6,187	-37%	6,323	0	6,323	16%	-	-	114,196	-49%	71,996	0	71,996	10%	-	-	
CUSA/GBL (Emb. st.)		16,194	-29%	22,384	0	22,384	16%	-	-	413,287	-20%	250,368	0	250,368	8%	-	-	
Golden Gate Pedicab		1,975	-1%	300	0	300	0%	-	-	49,175	*(15)	3,600	1,752	5,352	-	-	-	
Henriquez, Reinaldo		308	32%	20	20	40	33%	-	-	1,961	-55%	240	117	357	-39%	-	-	
Pedicab/K.Saggers		3,335	76%	240	93	333	39%	-	-	58,005	-3%	2,880	2,940	5,820	-4%	-	-	
SUBTOTAL:		\$259,875	35%	\$58,228	\$113	\$58,341	7%	-	-	\$8,069,762	18%	\$678,620	\$289,264	\$965,874	14%	-	-	
RETAIL SHOPS																		
Coast Marine & Industrial Supply	20,915	28,668	-46%	10,094	0	10,094	12%	1.37	0.48	298,399	12%	121,132	0	121,132	12%	14.27	5.79	
Frank's Fisherman's Supply	8,183	52,148	75%	3,583	1,632	5,215	46%	6.37	0.64	722,946	12%	42,995	29,645	72,640	12%	88.35	8.88	
Hoppe, Arthur	10,413	141,042	16%	13,353	0	13,353	0%	13.54	1.28	3,138,327	5%	160,234	118,325	278,559	4%	301.39	26.75	
Portco, Inc./ Safe Harbor (swl 302)		46,239	-11%	9,153	0	9,153	3%	-	-	1,212,770	11%	108,725	19,365	128,090	8%	-	-	
SUBTOTAL:		\$268,098	5%	\$36,183	\$1,632	\$37,815	9%	-	-	\$5,372,443	7%	\$433,086	\$167,335	\$600,421	7%	-	-	

(Continued on Next Page)

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

TENANT	AREA (GLA)	December 2011								LAST 12 MONTHS (January '11 - December '11)							
		SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.
OTHER																	
National Liberty Ship Memorial	5,223	17,883	-12%	2,841	0	2,841	0%	3.42	0.54	377,638	0%	34,092	848	34,940	-2%	72.30	6.69
S. F. Maritime Nat'l Park Assoc.	8,096	35,669	25%	6,279	0	6,279	3%	4.41	0.78	666,813	19%	74,256	684	74,940	16%	82.36	9.26
S. F. Museum and Historical Society	9,406	28,799	14%	3,535	0	3,535	2%	3.06	0.38	590,948	12%	42,369	8,700	51,069	10%	62.93	5.43
SUBTOTAL:		\$82,351	11%	\$12,655	\$0	\$12,655	2%	-	-	\$1,635,399	11%	\$160,717	\$10,232	\$160,949	10%	-	-
Pier 39																	
The Bay Institutes (formerly Aquarium of the Bay)		10,097,081	7% (16)	41,667	1,117,627	1,159,294	6%	-	-	28,158,273	4%	500,000	2,286,519	2,786,519	4%	-	-
		1,535,683	7% (16)	7,273	39,610	46,883	9%	-	-	8,385,554	8%	87,271	248,172	335,443	8%	-	-
SUBTOTAL:		\$11,632,765	7%	\$48,940	\$1,157,236	\$1,206,176	6%	-	-	\$36,543,828	5%	\$667,271	\$2,534,690	\$3,121,962	5%	-	-
TOTAL: FISHERMAN'S WHARF		\$19,533,338	10%	\$349,367	\$1,403,920	\$1,753,287	9%	-	-	\$145,038,073	8%	\$4,166,717	\$6,252,868	\$10,419,585	8%		
TOTAL PORT		\$35,985,126	26%	\$1,144,468	\$2,279,268	\$3,423,736	20%			\$264,399,585	8%	\$15,753,925	\$12,840,940	\$28,594,865	11%		

12 MONTH SUMMARY

\$ IMPACT

CENTRAL & SOUTHERN

NORTHERN

FISHERMAN'S WHARF

- TOTAL PORT -

	Total Sales	Revenues To Port	Total Sales	Revenues To Port	Total Sales	Revenues To Port	Total Sales	Revenues To Port
CURRENT "YEAR" →	\$63,956,494	\$8,997,693	\$55,405,018	\$9,177,588	\$145,038,073	\$10,419,585	\$264,399,585	\$28,594,865
PRIOR "YEAR" →	\$58,913,296	\$7,713,979	\$52,502,601	\$8,328,384	\$134,483,271	\$9,611,908	\$245,899,168	\$25,654,271
CHANGE →	9% \$5,043,198	17% \$1,283,713	6% \$2,902,417	10% \$849,204	8% \$10,554,802	8% \$807,677	8% \$18,500,417	11% \$2,940,594

(13) Rent abatement on both minimum & % rent due to renovation in progress. Business closure effective November 2011.

(14) Rent abatement on both minimum & % rent due to delayed credit for construction period. Both min. & % rent provided for reference only. Dec 2010 sales was \$7,806,000

(15) New lease began May 2010, insufficient historical data for comparison.

(16) Quarterly reporting on rent revenues.

DISTRIBUTION: J. Bauer / J. Chan / V. Lee / M. Lozovoy / E. Riley / W. Young / E. Lamb / M. Correl / J. Edwards / R. Solis / R. Malloy / N. Cruz
M. Moyer / G. Roybal / J. Davey / J. Woo / K. Ip / M. Yeh / B. Benson / P. Williamson / B. Rhett / J. Doll / J. Stern

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		2011								LAST 12 MONTHS (January '11 - December '11)							
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.
RESTAURANTS - FULL SERVICE		CENTRAL & SOUTHERN															
Ferry Plaza Limited Partnership		0	* (1) (2)	16,509	0	16,509	*	-	-	516,408	* (1)	198,106	0	198,106	*	-	-
Java House, LLC		10,305	10%	2,522	0	2,522	0%	-	-	191,729	11%	30,258	0	30,258	0%	-	-
Jelly's - A Dance Cafe	3,419	0	0% (2)	3,615	0	3,615	0%	0.00	1.06	0	-100%	43,378	0	43,378	-4%	0.00	12.69
JMA Waterfront Properties LLC		301,235	6% (3)	16,667	11,812	28,479	6%	-	-	1,169,012	6%	200,000	43,656	243,656	3%	-	-
Kelly's Mission Rock	10,000	0	* (2)	13,934	0	13,934	2%	0.00	1.39	537,294	27%	166,513	0	166,513	2%	53.73	16.65
The Ramp Restaurant		109,870	81%	6,790	0	6,790	2%	-	-	2,480,657	14%	81,316	38,104	119,420	11%	-	-
Red's Java House	772	38,645	14%	1,187	1,518	2,705	14%	50.06	3.50	794,027	-1%	13,999	41,583	55,582	-1%	1028.53	72.00
Sinbad's	8,528	157,364	22%	21,326	0	21,326	3%	18.45	2.50	1,525,958	3%	250,472	0	250,472	1%	178.94	29.37
Sitting By, Inc. dba Hivide	1,937	109,984	-9%	5,932	1,767	7,699	-9%	56.78	3.97	1,518,835	2%	67,123	39,201	106,324	2%	784.12	54.89
SUBTOTAL:		\$727,403	14%	\$88,481	\$15,097	\$103,578	22%	-	-	\$8,733,820	11%	\$1,081,164	\$162,544	\$1,213,708	22%	-	-
PARKING																	
China Basin Ball Park Co.	619,317	283,197	344% (4)	45,000	143,610	188,610	61%	0.46	0.30	4,907,013	15%	2,616,273	1,041,335	3,657,608	65%	7.92	5.91
Imperial Parking Inc. (Piers 30/32))		78,621	0%	0	51,890	51,890	0%	-	-	1,516,579	18%	0	1,000,941	1,000,941	18%	-	-
Imperial Parking Inc. (SWL #330)	101,471	56,255	21%	38,644	0	38,644	0%	0.55	0.38	962,064	18%	463,725	191,006	654,731	11%	9.48	6.45
Imperial Parking Inc. (SWL #337)	39,820	1,807	235% (4)	0	0	0	-100%	0.05	0.00	168,695	34%	0	4,030	4,030	-95%	4.24	0.10
Imperial Parking Inc. (pier 48)		768	* (4)	0	0	0	*	-	-	945,034	0%	0	9,797	9,797	-98%	-	-
SUBTOTAL:		\$420,649	122%	\$83,644	\$195,500	\$279,144	34%	-	-	\$8,499,386	14%	\$3,078,998	\$2,247,109	\$5,327,107	22%	-	-
OTHER																	
Pacific Telephone(pending due to new contract)		0	* (2)	0	0	0	*	-	-	0	0%	0	0	0	0%	-	-
Pier 38 Maritime Recreation Center	283,800	0	* (2)	22,000	0	22,000	*	0.00	0.08	0	0%	264,000	0	264,000	0%	0.00	0.93
St.Francis Marine: S.F. Boat Works		128,275	58%	13,579	0	13,579	2%	-	-	2,011,394	14%	162,621	76,207	238,828	11%	-	-
BAE Systems/San Francisco Drydock, Inc.	791,490	9,724,932	109% (5)	79,167	416,578	495,745	278%	12.29	0.63	43,175,635	5% (5a)	950,000	474,796	1,424,795	5%	54.55	1.80
Sustainable Crushing Ventures, LLC		418,164	6% (6)	44,105	0	44,105	0%	-	-	1,536,159	81%	529,254	0	529,254	0%	-	-
SUBTOTAL:		\$10,271,371	100%	\$158,850	\$416,578	\$575,428	173%	-	-	\$46,723,188	7%	\$1,908,875	\$551,003	\$2,456,878	4%	-	-
TOTAL:	CENTRAL & SOUTHERN	\$11,419,423	92%	\$330,975	\$627,175	\$958,150	90%	-	-	\$63,956,494	9%	\$6,037,037	\$2,960,656	\$8,997,693	17%	-	-

(1) New business operator effective 1/1/2011. Insufficient historical data for comparison.

(2) December 2011 sales unavailable.

(3) Quarterly reporting on rent revenues. Participation rent is off-set by rent credit as per the lease.

(4) New interim lease began April 2011, lease combines revenues from CBBP, SWL 337 & P-48 for % overage rent calculation & is reported under CBBP. CBBP's base rent under interim lease from Oct to March is \$45,000.00/month.

(5) Percentage rent is due when YTD percentage rent @ 3.3% of Gross Sales is in excess of minimum rent per calendar quarter. (5a) 2011 year to date % rent reflects adjustment from underperformed 3rd quarter.

(6) Quarterly reporting on rent revenues, quarter covers Aug 11 to Oct 11.

(Continued on Next Page)

PORT OF SAN FRANCISCO :

MONTHLY SALES & RENT REPORT

		2011								LAST 12 MONTHS (January '11 - December '11)							
TENANT	AREA (GLA)	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	% Change (Over Prior Yr.)	Sales per Sq.Ft.	Rent per Sq.Ft.	SALES	% Change (Over Prior Yr.)	MINIMUM Rent	Percentage Rent (over Minimum)	TOTAL RENT	%Change (Over Prior Yr.)	Sales/ Sq.Ft.	Rent/ Sq.Ft.
RESTAURANTS - FULL SERVICE		Northern															
Blue Jeans Equities / Fog City Diner	7,627	292,847	-5%	7,512	12,255	19,767	-5%	38.40	2.59	3,461,446	-5%	90,148	143,501	233,649	5%	453.84	30.63
Pier 23 Cafe	4,835	246,419	34%	15,420	1,829	17,249	16%	50.97	3.57	3,810,219	10%	182,661	87,722	270,383	4%	788.05	55.92
RGN Corporation/Butterfly Restaurant	6,772	221,336	-9%	8,349	7,145	15,494	-9%	32.68	2.29	2,240,370	-5%	99,041	56,159	155,200	4%	330.83	22.92
Waterfront Restaurant	11,894	588,421	29%	10,000	12,653	22,653	21%	49.47	1.90	5,138,937	7%	120,000	94,170	214,170	6%	432.06	18.01
SUBTOTAL:		\$1,349,023	13%	\$41,281	\$33,882	\$75,163	5%	-	-	\$14,650,972	7%	\$491,860	\$381,552	\$873,401	5%	-	-
PARKING																	
Central Parking (SWL #314)	29,917	65,486	63% (7)	50,406	0	50,406	3%	2.19	1.68	910,061	16%	599,968	63,727	663,695	18%	30.42	22.18
Central Parking (Triangle lot)		149,400	16% (7)	115,850	0	115,850	3%	-	-	1,955,007	* (7a)	1,379,246	60,814	1,440,060	*	-	-
Central Parking (Pier 45-the shed)		23,591	139% (7)	0	15,570	15,570	139%	-	-	285,757	* (7a)	0	188,600	188,600	*	-	-
Priority Parking (SWL 324)	5,046	0	-100% (8)	137,310	0	137,310	4%	0.00	27.21	1,875,570	-3%	1,647,718	2,463	1,650,181	4%	371.69	327.03
Priority Parking (Pier 27 apron)		0	-100% (8)	0	0	0	-100%	-	-	70,616	-41%	0	46,606	46,606	-41%	-	-
Priority Parking (Piers 27/29)	98,456	0	-100% (8)	0	0	0	-100%	0.00	0.00	858,883	-9%	0	566,863	566,863	-9%	8.72	5.76
Priority Parking (Pier 29 1/2 connecting shed)		0	-100% (8)	0	0	0	-100%	-	-	252,041	* (8a)	0	166,347	166,347	*	-	-
Priority Parking (Swl 322-1)	37,812	0	-100% (8)	47,152	0	47,152	3%	0.00	1.25	612,577	-11%	565,820	595	566,415	3%	16.20	14.98
Priority Parking (Pier 19)		0	-100% (8)	0	0	0	-100%	-	-	159,705	* (9)	0	105,405	105,405	*	-	-
Priority Parking (Pier 33)		0	* (8),(10)	0	0	0	*	-	-	12,144	* (10)	0	8,014	8,014	*	-	-
SUBTOTAL:		\$238,477	-53%	\$360,718	\$15,570	\$366,288	-14%	-	-	\$6,992,361	11%	\$4,192,752	\$1,209,434	\$5,402,186	16%	-	-
EXCURSIONS/TRANSPORTATION																	
Hornblower Yachts, Inc. (Pier 31 1/2)		1,110,063	10%	2,934	63,670	66,604	10%	-	-	19,335,509	-2%	35,208	1,124,926	1,160,134	-2%	-	-
Hornblower Yachts, Inc. (Pier 3)		985,750	3% (11)	17,255	67,367	84,622	0%	-	-	8,528,062	19%	207,061	638,499	845,560	8%	-	-
SUBTOTAL:		\$2,095,813	7%	\$20,189	\$131,037	\$151,226	4%	-	-	\$27,863,571	4%	\$242,269	\$1,763,425	\$2,005,694	2%	-	-
OTHER																	
Ferry Boat Santa Rosa Partners		40,000	0%	4,445	0	4,445	0%	-	-	480,000	0%	53,378	0	53,378	1%	-	-
S. F. Pier 33, LLC (Makagon, Kira)	4,300	24,483	-31%	5,827	0	5,827	-29%	5.69	1.36	383,213	0%	69,924	17,774	87,698	-2%	89.12	20.39
S. F. Waterfront Partners, Inc.		1,284,570	6% (12)	41,667	67,684	109,351	11%	-	-	5,034,902	4%	500,000	255,231	755,232	4%	-	-
SUBTOTAL:		\$1,349,053	5%	\$51,939	\$67,684	\$119,623	8%	-	-	\$5,898,115	3%	\$623,302	\$273,005	\$896,308	3%	-	-
TOTAL:	NORTHERN	\$5,032,365	2%	\$464,126	\$248,173	\$712,299	-5%	-	-	\$55,405,018	6%	\$5,550,172	\$3,627,416	\$9,177,588	10%	-	-

(7) Percentage rent provided for reference only, adjustment is made pursuant to interim agreement allowing for consolidated % rent calculation combining three lots. (7a) Lease began April 2010, insufficient historical data for comparison.

(8) December 2011 sales unavailable. (8a) New lot / lease began on Sept 2010, insufficient historical data for comparison.

(9) New lot / lease began on May 2010, insufficient historical data for comparison.

(10) New expansion lot effective May 2011, operation began in June 2011. Insufficient historical data for comparison.

(11) Provisional data - pending revisions from tenant.

(12) Quarterly reporting on rent revenues. Percentage rent is off-set by rent credit as per sect. 2.5 of the lease.

(Continued on Next Page)

Joe Wyman

From: Joe.Roger@sfport.com
Sent: Wednesday, February 29, 2012 7:51 AM
To: Joe Wyman
Cc: Jay.Edwards@sfport.com
Subject: Re: Pier 31 1/2 Marginal Wharf Review of RSA dated 2009

Joe,

Port Engineering has reviewed URS' Memorandum, dated 12/14/2011, RE: Pier 31-1/2 Marginal Wharf. We have also reviewed AME's Condition Survey and Materials Testing Report, dated 11/18/2011, which was included as an attachment to URS's Report.

Port Engineering takes no exception to URS' recommendation noted in the last paragraph of their Memorandum.

Port Engineering requests that Hornblower follow URS' recommendation.

Additionally Port Engineering will revise its RSA, accordingly, for subject Marginal Wharf ASAP.

Joe Roger

MEMORANDUM

URS

One Montgomery Street, Suite 900

San Francisco, CA 94104-4538

Telephone: (415) 896-5858

Facsimile: (415) 882-9261

Architectural & Engineering Services

TO: Mr. Joe Wyman, AICP
Manager, Planning and Development

Hornblower Cruises and Events
Hornblower Landing
Pier 3, The Embarcadero
San Francisco, CA 94111

DATE: December 14, 2011
PROJECT: Hornblower at Pier 31½
JOB NO.: URS Job #28067841

RE: Pier 31½ - RSA by POSF
Yellow Tagged Old Wharf

FROM: Steven T. Brokken, S.E.
URS Structural Engineering Department Manager

As part of the Port of San Francisco (POSF) review of Port property, a Rapid Structural Assessment (RSA) was performed at the substructure portion of Pier 31½ consisting of the old wharf area immediately adjacent to the seawall. The RSA identified beam deterioration and slab deterioration evidenced by spalling, and recommended more review is needed. As a result of the observed spalling of concrete at various beams and columns, the POSF additionally issued a restriction to limit the gross tonnage of operating vehicles to 10 (ten) tons.

In response to the POSF recommendation for additional review, this office recommended a visual survey be performed to map and document the extents of visible underdeck deterioration, and specifically map areas where deterioration is observed. This visual survey has been performed by Applied Materials & Engineering, Inc., (AME), of Oakland California, and is documented in their report dated November 18, 2011. A copy of this report is attached for your reference. Steven Brokken, S.E., and Carolina Aguilar, P.E., of this office attended the commencement of inspections by AME to confirm the scope of inspection meet the requirements to be responsive to the appropriate follow-up inspections in response to recommendations by the RSA. Steven Brokken and Carolina Aguilar traveled and viewed the entire underdeck extents of the old wharf area in question at Pier 31½. Independent observation during this underdeck travel by Brokken and Aguilar are in agreement with the visual survey documentation provided by AME.

Our review of the survey report by AME leads us to conclude that the damaged areas on the old wharf region of Pier 31½ are localized. Within these localized areas, deterioration is evidenced by spalled concrete and visible corrosion of exposed reinforcing bar. Areas where deteriorated beam elements occur are localized and the drive isle for vehicle travel can be confirmed as clear of regions where beam deterioration has been mapped. We note that at slab areas, while corrosion of reinforcement is visible, loss of section appears to be less than 25%, and should be repaired by installation of patching to the below deck areas to prevent further loss of section. Note the largest localized damaged area reported is approximately 15 square feet.

Based upon our review of the substructure for Pier 31½, we recommend that if the drive isle is clearly marked to provide limits of travel clear of deteriorated beams, then the drive isle is suitable for passage of H20 vehicles from the Embarcadero across the old wharf region and onto the new regions of the pier 31½ wharf. Yellow tagging should be retained for remaining regions of the old wharf, with use limited to 10 (ten) ton gross vehicle weights. We note that the total extent of repair necessary to correct observed damage is a relatively small area, and as such should require a relatively modest budget for construction operations. We recommend that repairs to the observed deteriorated areas should be scheduled for completion in a timely manner.



APPLIED MATERIALS & ENGINEERING, INC.

980 41st Street
Oakland, CA 94608

Tel: (510) 420-8190
FAX: (510) 420-8186
e-mail: info@appmateng.com

November 18, 2011

Project No. 111592C

Mr. Joe Wyman
Project Manager, Park Projects
HORNBLOWER CRUISES & EVENTS
Hornblower Landing
Pier 3, Embarcadero
San Francisco, CA 94111

Email: Ljwyman@comcast.net

Subject: Pier Substructure Condition Survey & Materials Testing
Pier 31-1/2, San Francisco, CA

Dear Mr. Wyman:

As requested, Applied Materials & Engineering, Inc. (AME) has completed an on-site visual survey of existing conditions and materials testing for the substructure at Pier 31½ "old wharf". The survey was limited to the area adjacent to the seawall and between the superstructures to the north and south of Pier 31½. The visual survey included substructure concrete and reinforcing steel (rebar) conditions visible from the underside of the pier. In addition, materials testing to determine the compressive strength and chloride content of the concrete were performed. Asphalt thickness measurements were also obtained at top of deck.

PROCEDURES & RESULTS

1. Substructure Condition Visual Survey

The structural elements surveyed included concrete piles (above water line), beams, girders and underside of deck slab.

Results of our visual survey are presented in Table I and Photos 1 through 8. Locations with damaged elements are shown in Figure 1.

2. Concrete Core Compressive Strength

A total of two (2) concrete core samples (C1 & C2) were removed and tested for compressive strength. The core samples were removed from the haunch at two pile locations and tested in as-received condition per ASTM C42. Locations of the removed cores are shown in Figure 2.

Results of the compressive strength tests are given in Table II. Based on these results, the average compressive strength was determined to be 3880 psi.

3. Chloride Ion Content Analysis

Three (3) concrete specimens were removed adjacent to each core sample as described above. Specimens were removed at one inch increments from the exterior surface to a depth of three inches. Specimens 1-1, 1-2 and 1-3 were adjacent to core C1, and specimens 2-1, 2-2 and 2-3 were adjacent to core C2.

The chloride ion content analysis was performed in accordance with the procedures described by Germann Instruments Rapid Chloride Test (RCT). The precision of the RCT compares favorably with AASHTO T260 potentiometric titration for acid-soluble chloride ion content of hardened concrete (Germann Instruments published product literature).

The results of the chloride ion concrete tests are given in Table III and shown in Figure 3. The chloride ion content in the concrete tested exceeds the theoretical threshold level for chloride – induced corrosion of steel reinforcement in concrete, which is generally agreed to be 0.028% by weight of concrete.

4. Asphalt Concrete Thickness Measurements

GPR (radar) equipment was used to determine asphalt concrete thickness at six (6) locations (T1 through T6) on the pier deck. Locations (approximate) of thickness measurements are shown in Figure 2.

Results of the asphalt thickness measurements are as follows:

<u>Location ID</u>	<u>Asphalt Concrete Thickness Measurements (in.)</u>
T1	2½
T2	3¾
T3	3
T4	3¾
T5	3¼
T6	4¼

Please call if you have any questions regarding the above.

Sincerely,

APPLIED MATERIALS & ENGINEERING, INC.

Reviewed by:


Dean Wilson
Project Manager


Mohammed Faiyaz
Laboratory Manager

TABLE I

SUBSTRUCTURE CONDITION REPORT

"Old Wharf" Pier 31-1/2, San Francisco, CA

AME Project No. 111592C

Survey ID#	Existing Conditions Observed
D1	2' x 2' area of slab with spalled concrete and exposed reinforcing bars, minor corrosion of bars, less than 1/2" concrete cover to bars. No tar coating at this area. See Photo #1.
D2	10" x 10" area of slab with spalled concrete, 2" through hole with cut reinforcing.
D3	5' x 3' area with spalled concrete and exposed reinforcing bars, minor corrosion of bars. No tar coating at this area. See Photo #2.
D4	2' x 4' area at thickened slab with spalled concrete and exposed reinforcing steel, minor corrosion of bars. See Photo #3.
D5	12" long exposed slab reinforcing with minor corrosion. See Photo #4.
D6	18" x 2' area of slab with exposed reinforcing, minor corrosion of reinforcing, no tar coating. Photo #5.
D7	2' long cracked concrete ready to spall off of thickened slab section.
D8	10" x 2' spalled slab concrete with exposed reinforcing, minor corrosion.
D9	3' x 5' area of slab with exposed reinforcing, minor corrosion. Less than 1/2" concrete cover to bars. See Photo #6.
D10	8" long exposed reinforcing at slab, minor corrosion.
D11	12" x 2' area of slab with spalled concrete and exposed reinforcing minor corrosion.
D12	12" x 12" area of slab with spalled concrete and exposed reinforcing, minor corrosion.
D13	3' x 3' area of slab with spalled concrete and exposed reinforcing, minor corrosion. No tar coating at this area. See Photo 7.
D14	2' long exposed reinforcing at thickened slab section minor corrosion. See Photo #8.
D15	6" long exposed slab reinforcing with minor corrosion.

CONCRETE CORE COMPRESSIVE STRENGTH RESULTS

AME Project No. 111592C

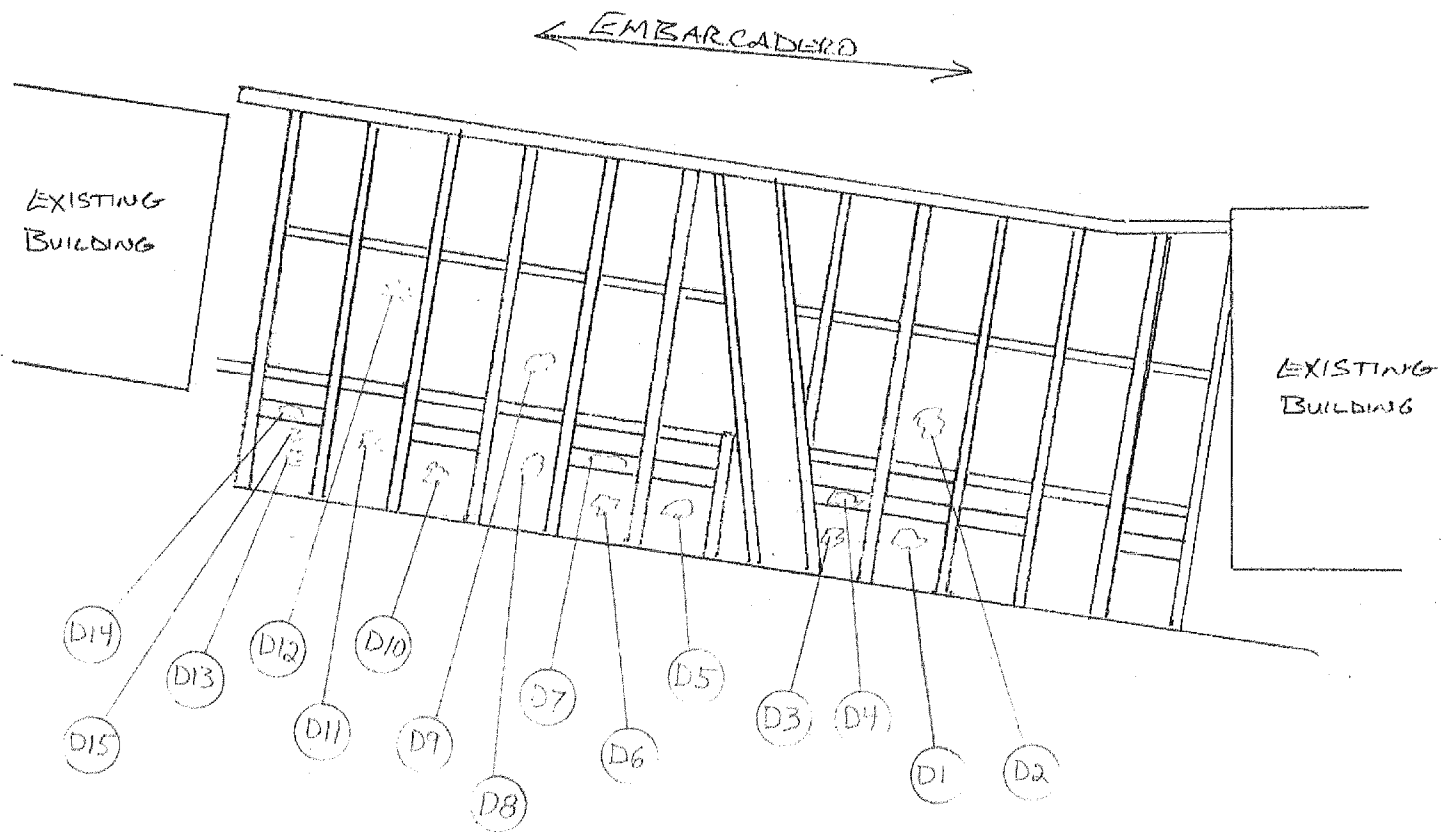
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TABLE III
CONCRETE CHLORIDE ION CONTENT
“Old Wharf” Pier 31-1/2, San Francisco, CA
AME Project No. 111592C

Test Results				
Sample ID	Distance from Exterior Face (in.)	Meter Reading (mV)	Chlorides by Weight of Concrete (%)	Above threshold level
1 – 1	1	-15.0	0.577	Yes
1 – 2	2	-11.4	0.498	Yes
1 – 3	3	-7.4	0.422	Yes
2 – 1	1	0.3	0.307	Yes
2 – 2	2	0.6	0.303	Yes
2 – 3	3	10.2	0.204	Yes

Calibration			
Standard Reference Solutions (% Chloride)	Meter Reading (mV)	Chlorides by Weight of Concrete (%)	Calibration Factor:
0.005	100.1	0.005	$y = 0.3107e^{-0.0413x}$
0.02	66.5	0.020	
0.05	44.2	0.050	
0.5	-11.5	0.500	

NOT TO SCALE
11-18-11



LEGEND
① DAMAGE LOCATION

Figure 1. "Old Wharf" partial substructure framing plan showing damaged areas.

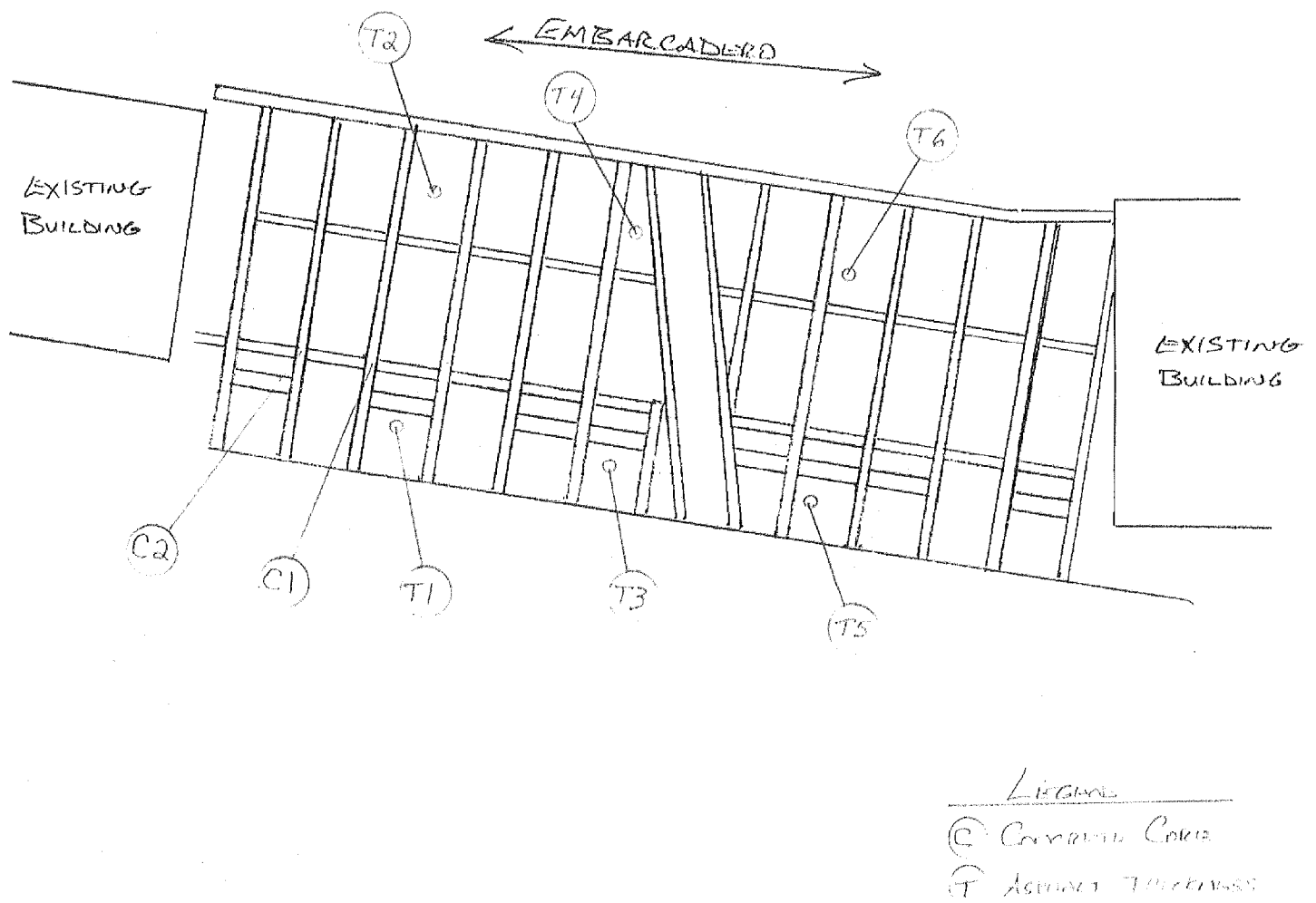


Figure 2. "Old Wharf" partial plan showing core and asphalt thickness locations.

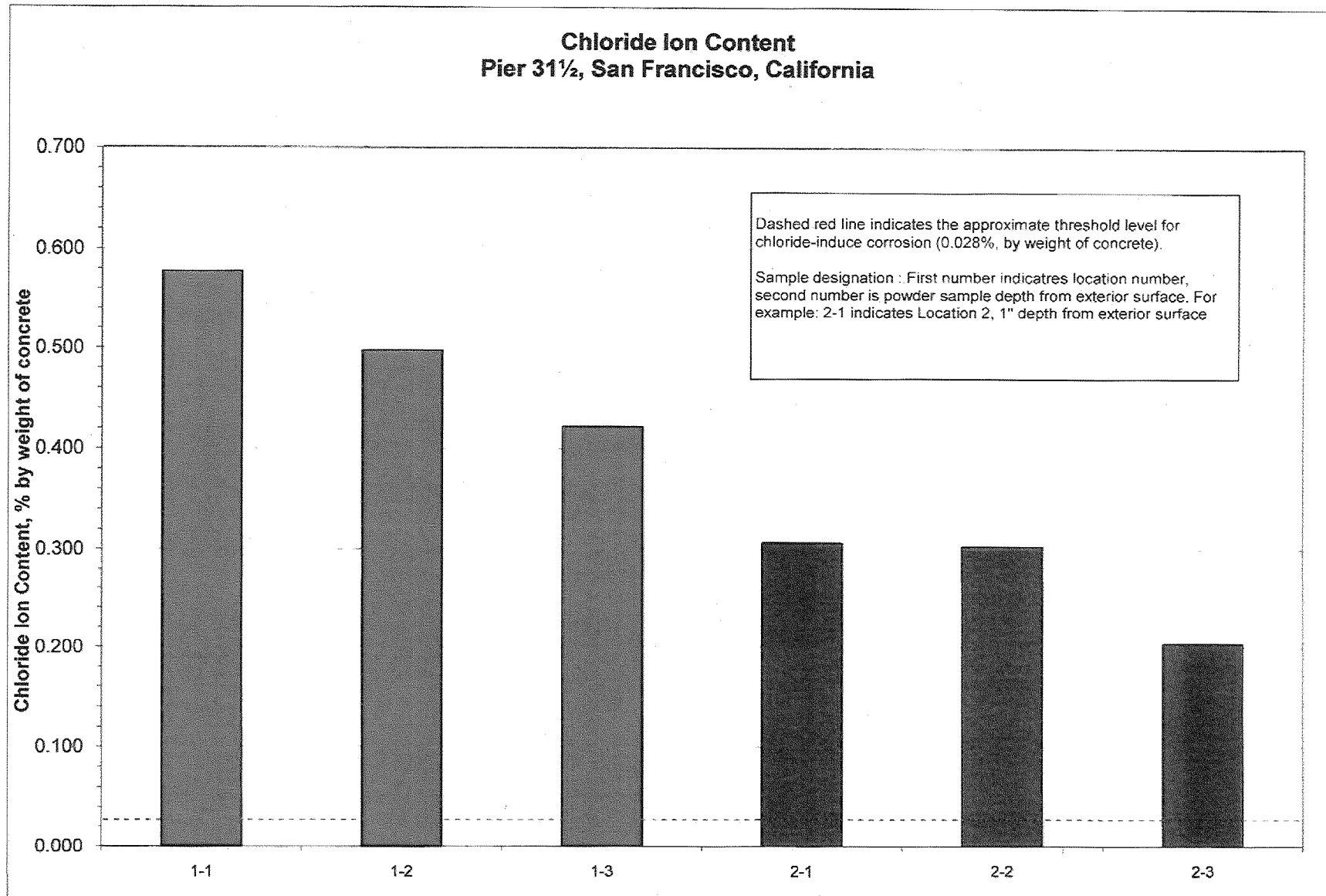


Figure 3. Chloride ion content chart.

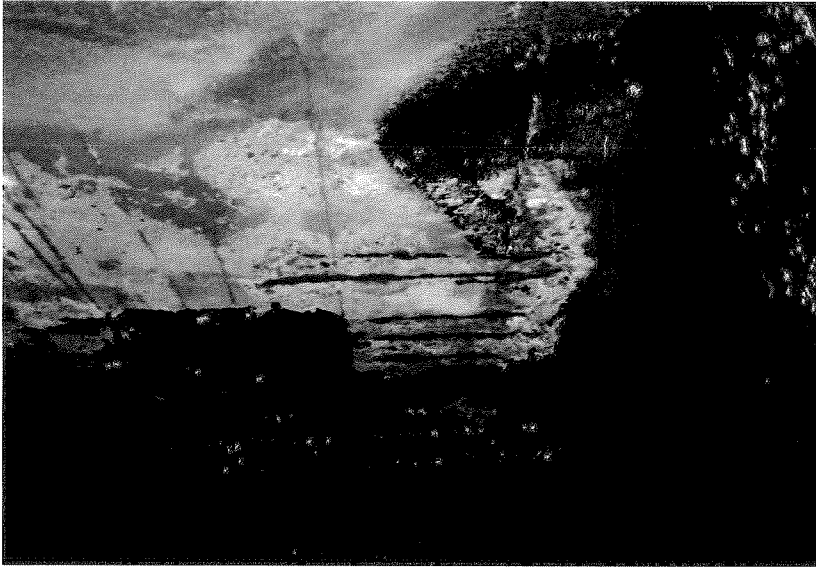


Photo No. 1

Exposed reinforcing at slab soffit. Location D1. No tar coating.

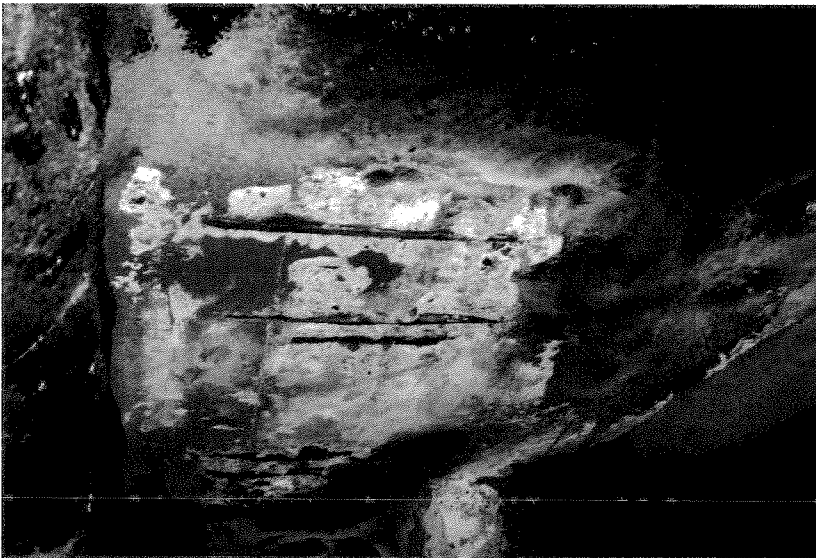


Photo No. 2

Exposed reinforcing at slab soffit. Location D3. No tar coating.



Photo No. 3

Spalled concrete with exposed reinforcing at Location D4.



Photo No. 4

**Exposed reinforcing at slab
soffit. Location D5.**

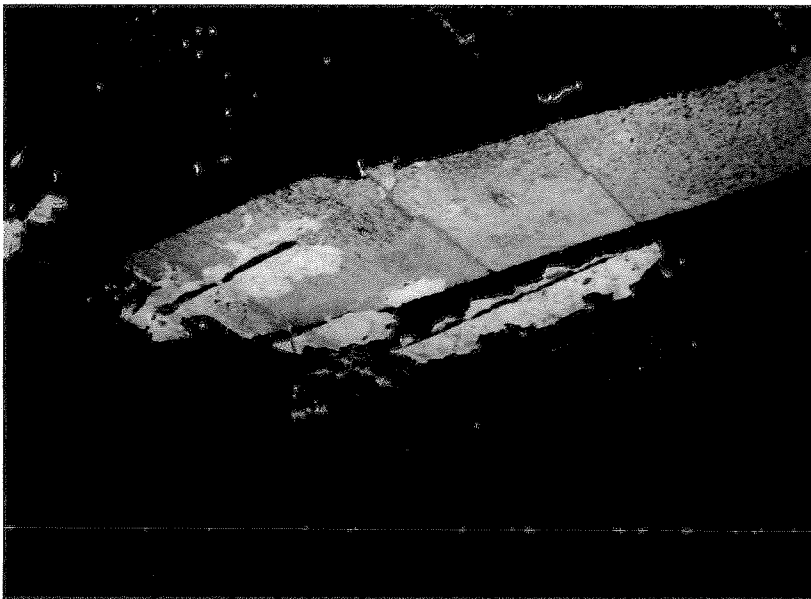


Photo No. 5

**Exposed reinforcing at slab
soffit Location D6. No tar
coating.**



Photo No. 6

**Exposed reinforcing at slab
soffit Location D9.**



Photo No. 7

Exposed reinforcing at slab soffit Location D13. No tar coating.

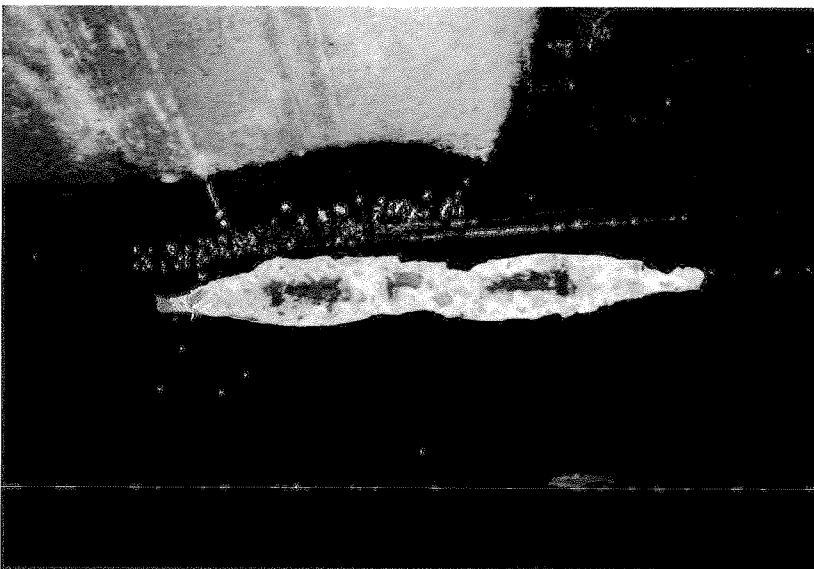


Photo No. 8

Exposed corner bar at thickened slab section. Location D14.



August 4, 2009

Via USPS Regular & Certified Mail
Certified No. 7008 2810 0001 8967 6120

Mr. Joe Wyman
Hornblower Yachts, Inc.
Pier 3, The Embarcadero
San Francisco, CA 94111

Re: **Lease Number L-12501**
Notification of Rapid Structural Assessment Inspection: Substructure
Leasehold Premises at Pier 31.5

Dear Mr. Wyman:

The Port of San Francisco conducted an inspection of the: substructure of the premises you occupy pursuant to the above-referenced lease. The inspection was performed to determine the general condition of the property through a Rapid Structural Assessment (RSA).

Enclosed for your reference and records please find a copy of the Port's Rapid Structural Assessment report dated March 13th, 2009. In the report, the Port's engineering inspectors have indicated their findings and identified problem areas that will require further investigation as stated in Section 11.1 of the above mentioned lease. Attached to the report you will also find photographs of various conditions noted as part of this inspection.

Yellow-tagged Area

Please be advised that Port's RSA has assigned a yellow rating to a portion of your Pier 31.5 leasehold (old wharf area adjacent to the seawall) due to deterioration in the slab, beams and girders of the concrete substructure deck. For safety reasons, the Port's RSA requires the restriction of vehicles with gross tonnage of more than 10 (ten) tons from entering this yellow tagged area. The Port recommends that you take the necessary measures of installing load limit signs to warn and protect your employees, visitors, invitees and other members of public from the hazards associated with deteriorated substructure condition. The load limit signs should state "Weight Limit 10 ton gross" and be posted at the parking lot entrance and in several conspicuous areas. Please contact the Port's associate civil engineer, Sherban Duncan at 415- 274-0558 if you have any questions about the need for restricted access or loading.

Joe Wyman
Hornblower Yachts, Inc.
Re: RSA – Yellow-tagged
August 4, 2009
Page 2 of 2

Please refer to your lease agreement, Section 11.1 (Maintenance and Repairs) with reference to the requirements to undertake regular maintenance and repair of the leased facility and its substructure. Please see attached relevant lease pages. Although the Tenant does not have an obligation to maintain or repair the substructure, you may wish to consider an engineering investigation to determine what measures are appropriate to prevent any further deterioration and possible loss of leasehold space in the future.

I believe that you share the Port's objective of ensuring that the waterfront facilities entrusted to us are maintained for the safe use and enjoyment of this and future generations of San Franciscans and the public. I thank you in advance for your efforts toward this achieving this goal and assure you that the Port is also doing its part by inspecting and repairing its facilities. If you have any questions or need additional information, please contact Katharine Arrow, Senior Property Manager, at (415) 274-0267.

Sincerely,



Susan Reynolds
Deputy Director, Real Estate

cc: Ed Byrne, Chief Harbor Engineer
Tim Yoshida, Deputy City Attorney
Katharine Arrow, Senior Property Manager
Uday Prasad, Senior Civil Engineer
Sherban Duncan, Associate Civil Engineer
File

Enclosures

SUBSTRUCTURE RAPID STRUCTURAL ASSESSMENT FORM (rev 2009)

Facility Name: Pier 31.5 Substructure

Facility ID: 1315SUB

Inspection Number (Facility ID-YYYY): 1315SUB-2009

Inspector's Name: Sherban A. Duncan, P.E.

Affiliation: Port of San Francisco

Inspection Date (MM/DD/YYYY): 03/13/2009

Start Time: 1100

End Time: 1300

Purpose of Inspection-(periodic insp., maritime request, real estate request, tenant move-in, tenant move-out, etc.): Periodic Inspection, Real Estate request

Rating Criteria:

Green – Unrestricted use. May require some minor repair, or minimal barricading.

Yellow – Restricted use. May require further review, may require load limits, limiting access and barricading until repairs completed.

Red – Unsafe notice. Shall be barricaded to prevent public access and use.

Overall Rating: Green XX

Yellow XX

Red

Immediate Actions:

Load Limits: Install sign at entrance to parking lot to read as follows: WEIGHT LIMIT 10 TON GROSS.

Barricades:

Long Term Actions:

Detailed Structural/Geotechnical Evaluation Required: TBD

Repair Required: Major: Minor: Spalling at old pier.

Condition Assessment Summary:

Condition	Yes	No	More Review Needed
1) Severe seawall failure		X	
2) Many missing piles		X	
3) Many significantly damaged piles		X	
4) Significant beam deterioration	X		X
5) Significant slab deterioration	X		X
6) Other hazard present		X	

Comments-

Soffit of slab and beams at the old wharf area shows spalling.

Attachments:

Appendix A- Facility Data

Appendix B- Photographs

Appendix C-Structural Rating Map

SUBSTRUCTURE RAPID STRUCTURAL ASSESSMENT FORM (rev 2009)
Appendix A-Facility Data

Name of Facility: Pier 31.5
Facility Code: 1315
Address: Pier 31.5
Lease Number(s):

Building Data – N.A.

Building Structure ID:
No. of stories:
Support over water:
Support over land:
Construction type (Wood, concrete, steel, masonry or combination):
Occupancy Type (Commercial, office, industrial, assembly, residential, emergency service, etc.):

Detailed Building Description (If available):

Substructure/Foundation Data:

Substructure ID: 1315SUB
Piling type: Concrete
Substructure Deck Type: Concrete
Apron Type: N.A.

Detailed Substructure Description (if available):

Wharf was built in two phases ("old" and "new"). Substructure consists of concrete slab on concrete beams supported by concrete piles. There is a concrete seawall.

SUBSTRUCTURE RAPID STRUCTURAL ASSESSMENT FORM (rev 2009)

Appendix B- Photographs

Facility ID: 1315SUB

Inspection Date: 03/13/09

Facility Name: Pier 31.5

Inspection Number: 1315SUB-2009

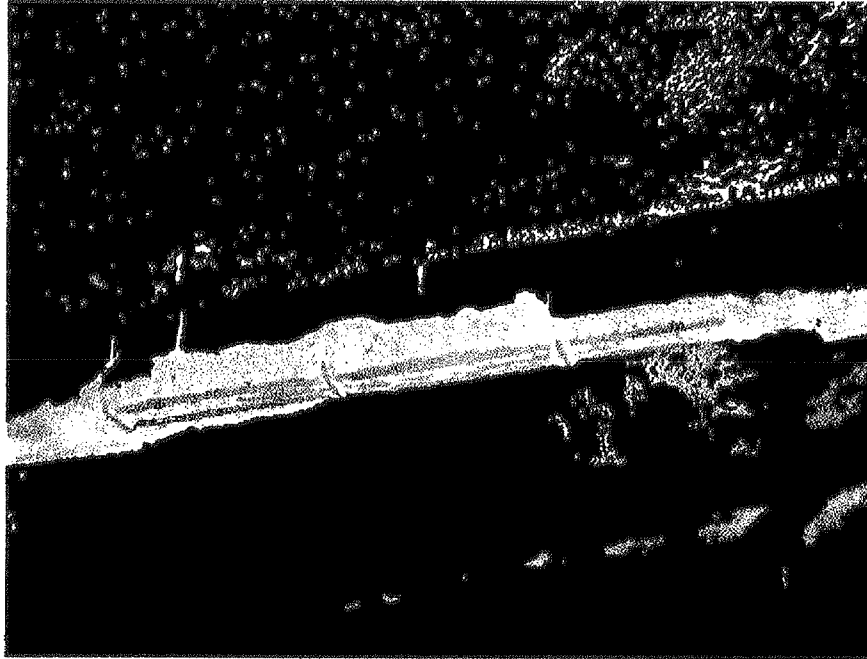


Photo 1. Concrete spalling and exposed rebar at old pier

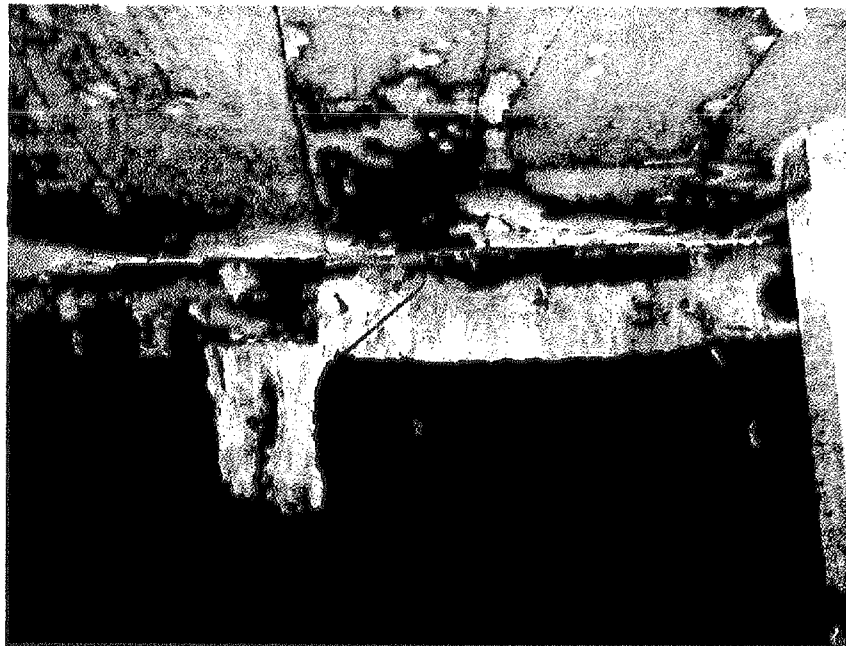


Photo 2. New pier addition

SUBSTRUCTURE RAPID STRUCTURAL ASSESSMENT FORM (rev 2009)

Appendix B- Photographs

Facility ID: 1315SUB

Inspection Date: 03/13/09

Facility Name: Pier 31.5

Inspection Number: 1315SUB-2009



Photo 3. Top of the deck

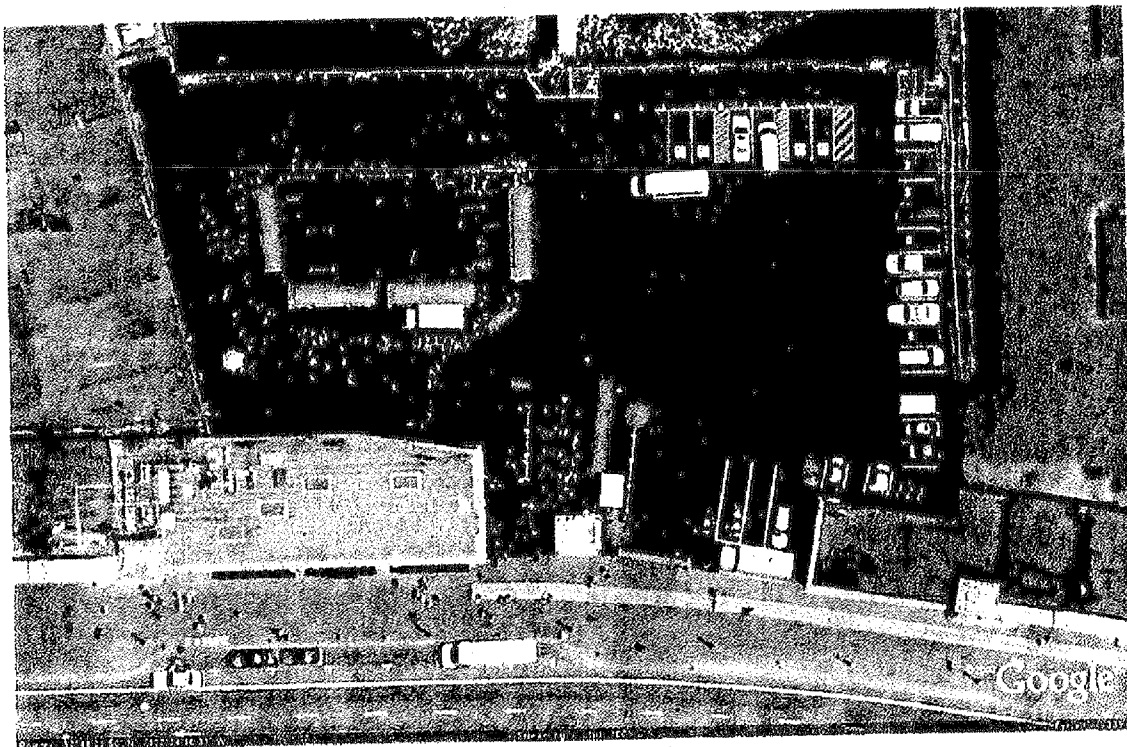
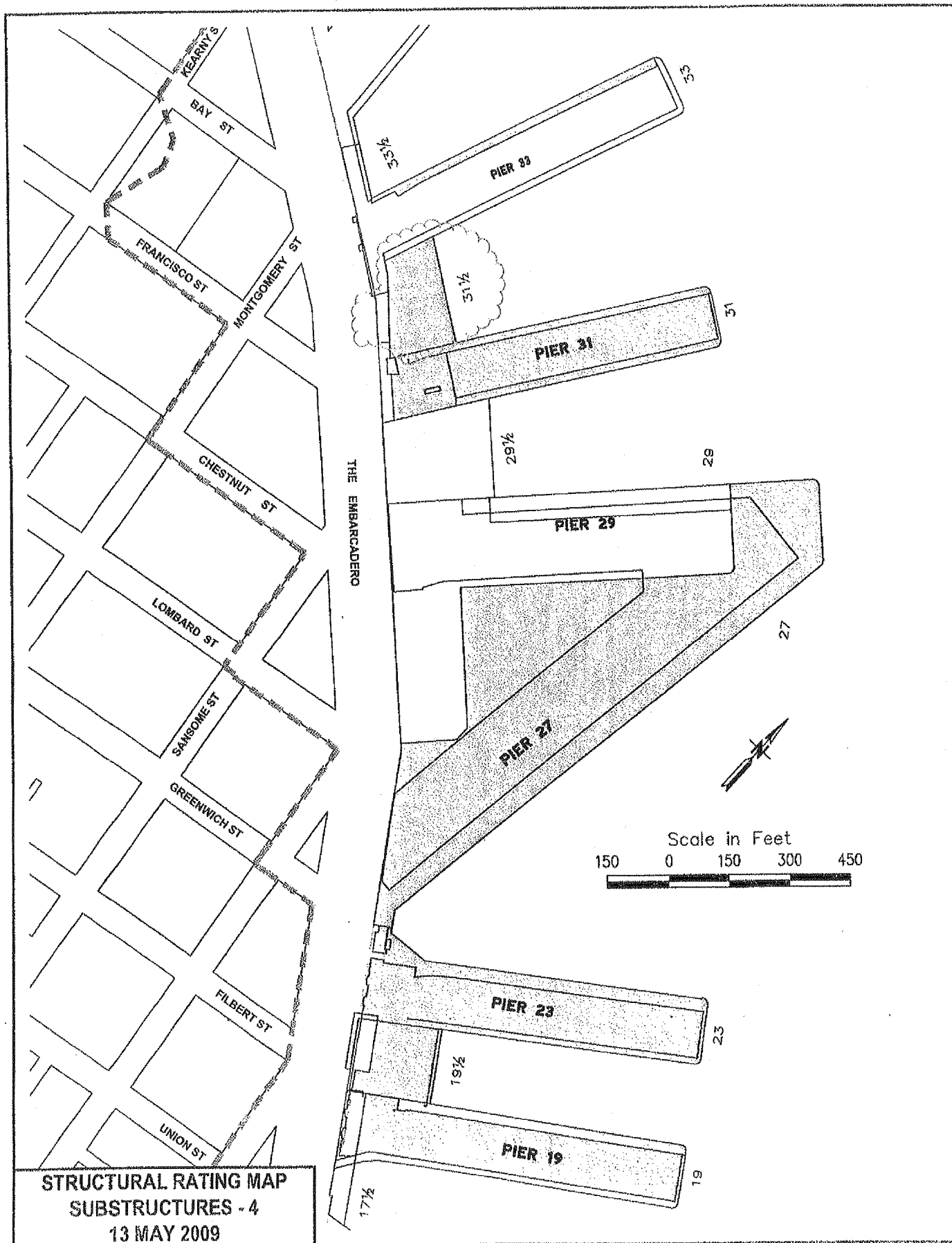


Photo 4. Aerial view

SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING	TENANT	DRAWN BY: ECC CHECKED BY: S. DUNCAN PLACE CODE NO.	DATE: APR 9, 2008 SCALE: 1" = 30' SHEET NO.
	PIER 31 1/2	3150-00	OF SHEETS

G:\STAFF\ELUSTOD\311-35-365812_PIER31 1/2.DWG



Historic Resource Evaluation Report for Improvements to Piers 31 1/2 and 33



prepared for
Turnstone Consulting

prepared by
Architectural Resources Group
Architects, Planners & Conservators
San Francisco, California

11 June 2012

11 June 2012

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Appendix

Existing Conditions Photographs

Photosimulations

IX. INTEGRITY ANALYSIS

To be eligible for either the National or the California Registers, a resource must not only be historically or architecturally significant, it must also retain integrity: the ability to convey its significance. Integrity is grounded in an understanding of a property's physical features and how they relate to its significance within one or more contexts. Integrity involves seven aspects: location, design, setting, materials, workmanship, feeling and association. When listed on the National Register, it was determined that the Port of San Francisco Embarcadero Historic District possessed a substantial degree of integrity in all seven aspects of integrity.

The following is an analysis of the potential for the proposed project to impair the integrity of the Port of San Francisco Embarcadero Historic District and the contributors to the district—the Pier 33 bulkhead building and transit shed and Pier 31½ deck (part of Sections 2 and 3 of the Bulkhead Wharf)—according to the seven aspects of integrity.

1. LOCATION is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

The Port of San Francisco Embarcadero Historic District and its contributing elements at Piers 31½ and 33 would remain in their historic locations. The proposed project would not have an impact on the integrity of location of either the historic district or the individual resources present at the project site, the Pier 33 bulkhead building and transit shed and Pier 31½ deck.

The proposed project would maintain integrity of location.

2. DESIGN is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. Design includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design integrity also applies to historic districts, whether they are significant primarily for historic association, architectural value, information potential, or a combination thereof. For historic districts significant primarily for association or architectural value, evaluating impacts on their design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related, for

CEQA Historic Resource Evaluation Report for
IMPROVEMENTS TO PIERS 31½ AND 33

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example: spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

The contributing buildings and resources of the Port of San Francisco Embarcadero Historic District were designed within a particular architectural vocabulary. The proposed project will slightly alter that design vocabulary in several ways including glazing roll-down door openings and introducing new canopies awnings and numerous site features. However, the alteration is minor.

The proposed project would maintain integrity of design.

3. SETTING is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical [sic] role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property involved the relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings.

Historically, The Embarcadero was a busy working port with maritime workers using vessels, trains, and trucks to transport goods. The Port of San Francisco is no longer a true "working" port. The setting along The Embarcadero and that of the historic district and Piers 31½ and 33 has changed over time with tourist and recreation uses altering the setting. In addition to the large waiting area canopy, there are a large number of site features proposed for Pier 31½ including café seating and umbrellas, Alcatraz model on raised base, replica canon, exhibits, kiosk, seating and planters, signage, and lighting. As a group they are likely to visually fill in the gap between bulkhead buildings 31 and 33. However, many of the objects are moveable, not permanent, and the impact to the setting is minimal.

The proposed project would maintain integrity of setting.

4. MATERIALS are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a recreation; a

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recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible.

The materials of the proposed project are generally compatible with those of the historic district, and the project at Piers 31½ and 33 will not likely impair the collective integrity of materials of the historic district.

As details for the awnings, particularly their mounting systems, are developed, they should be reviewed by City or Port staff or a qualified professional to ensure that they will not damage the historic fabric of the bulkhead building or transit shed.

The proposed project would maintain integrity of materials.

5. WORKMANSHIP is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

The original workmanship of the bulkhead building, transit shed and deck at Piers 31½ and 33 was of high-quality industrial construction with the bulkhead building having the most "designed" features. The proposed project would not necessarily impair the workmanship of these resources. The proposed new features such as the canopies, awnings, entrance monument, and other site features should be of high-quality materials to match the historic workmanship embodied in the resources present.

The proposed project would maintain integrity of workmanship.

6. FEELING is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century.

The historic district conveys a strong historic feeling of a particular time and place--an early twentieth-century working port. The proposed project would not compromise the overall feeling of maritime use in the historic district, and the new features would "read" as modern.

The proposed project would maintain integrity of feeling.

7. ASSOCIATION is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to

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IMPROVEMENTS TO PIERS 31½ AND 33

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convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the NRHP.

There are many historic associations with the entire Port of San Francisco Embarcadero Historic District. However, there are no individual historic associations related to Piers 31½ and 33 that would be impaired or impacted by this project. The retention of maritime uses at the site supports the historic associations related to the historic district. The proposed project would maintain integrity of association.

The proposed project would maintain the overall integrity of the historic district as well as the integrity of Piers 31 ½ and 33, which are historic district contributors.

X. CONCLUSION

ARG evaluated the proposed project at Piers 31 ½ and 33 and concluded that the project is consistent with *The Standards*. ARG also evaluated the impact of the proposed project on the integrity of the historical resource, the Port of San Francisco Embarcadero National Register Historic District, as well as the district contributors, Piers 31 ½ and 33, and found that their integrity would be retained. As defined by CEQA, the impacts of the proposed project have been mitigated to a level of insignificance and would not result in substantial adverse change, material impairment, or cumulative impacts to the Port of San Francisco Embarcadero National Register Historic District.

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
Green Building (LEED-NC V2.2) Priorities Matrix

Prepared by Simon & Associates, Inc.

DRAFT 12.17.07

CREDIT		DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
Sustainable Sites						
SS Prereq. 1	Construction Activity Pollution Prevention	Create and implement an Erosion and Sedimentation Control (ESC) Plan for all construction activities associated with the project. The ESC Plan shall conform to the erosion and sedimentation requirements of the 2003 EPA Construction General Permit, OR local erosion and sedimentation control standards and codes, whichever is more stringent. The Plan shall describe the measures implemented to accomplish the following objectives: <ul style="list-style-type: none"> • Prevent loss of soil during construction by stormwater runoff and/or wind erosion, including protecting topsoil by stockpiling for reuse. • Prevent sedimentation of storm sewer or receiving streams. • Prevent polluting the air with dust and particulate matter. 	X		Civil Engineer	Because the project is on the Bay, whatever is done will meet this credit.
SS 1.0	Site Selection	Do not develop buildings, hardscape, roads or parking areas on portions of sites that meet any one of the following criteria: <ul style="list-style-type: none"> • Prime farmland as defined by the United States Department of Agriculture in the United States Code of Federal Regulations, Title 7, Volume 6, Parts 400 to 699, Section 657.5 (citation 7CFR657.5) • Previously undeveloped land whose elevation is lower than 5 feet above the elevation of the 100-year flood as defined by FEMA • Land which is specifically identified as habitat for any species on Federal or State threatened or endangered lists • Within 100 feet of any wetlands as defined by United States Code of Federal Regulations 40 CFR, Parts 230-233 and Part 22, and isolated wetlands or areas of special concern identified by state or local rule, OR within setback distances from wetlands prescribed in state or local regulations, as defined by local or state rule or law, whichever is more stringent • Previously undeveloped land that is within 50 feet of a water body, defined as seas, lakes rivers, streams and tributaries which support or could support fish, recreation or industrial use, consistent with the terminology in the Clean Water Act • Land which prior to acquisition for the project was public parkland, unless land of equal or greater value as parkland is accepted in trade by the public landowner (Park Authority projects are exempt). 	1		Architect	
SS 2.0	Development Density & Community Connectivity	OPTION 2 - COMMUNITY CONNECTIVITY Construct or renovate building on a previously developed site AND within 1/2 mile of a residential zone or neighborhood with an average density of 10 units per acre net AND within 1/2 mile of at least 10 Basic Services AND with pedestrian access between the building and the services. Basic Services include, but are not limited to: 3) Convenience Grocery; 4) Day Care; 5) Cleaners; 7) Hair Care; 12) Senior Care Facility; 13) Park; 16) Restaurant; 19) Commercial Office; 21) Fitness Center; 22) Museum. Proximity is determined by drawing a 1/2 mile radius around the main building entrance on a site map and counting the services within that radius.	1		Architect	Using Option 2
SS 3.0	Brownfield Redevelopment	Develop on a site documented as contaminated (by means of an ASTM E1903-97 Phase II Environmental Site Assessment or a local Voluntary Cleanup Program) OR on a site defined as a brownfield by a local, state or federal government agency.		1	Owner	Look up ASTM for contaminants. Lead and asbestos are on site and removal could qualify.

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
Green Building (LEED-NC V2.2) Priorities Matrix

Prepared by Simon & Associates, Inc.

DRAFT 12.17.07

CREDIT	DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
SS 4.1	Alternative Transportation Public Transportation Access: Locate project within 1/2 mile of an existing, or planned and funded, commuter rail, light rail or subway station . OR Locate project within 1/4 mile of one or more stops for two or more public or campus bus lines usable by building occupants.	1		Architect	
SS 4.2	Bicycle Storage & Changing Rooms: For commercial or institutional buildings, provide secure bicycle storage (within 200 yards of a building entrance) for 5% or more of all building users (measured at peak periods), AND provide shower and changing facilities in the building, or within 200 yards of a building entrance, for 0.5% of Full-Time Equivalent (FTE) employees.	1		Architect	FTE = 55. Project needs 35 bikes (has 40) 300 (700?) peak users (high). Client is transit first.
SS 4.3	Low Emitting and Fuel Efficient Vehicles: OPTION 2: Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total vehicle parking capacity of the site.	1		Architect	23 spaces available under interim scheme. 10 provided in final scheme. Parking is reduced from 123 to 10. 1 space designated as fuel efficient parking is required. Signage is only req't.
SS 4.4	Parking Capacity: OPTION 1 -- NON-RESIDENTIAL • Size parking capacity to meet, but not exceed, minimum local zoning requirements, AND, provide preferred parking for carpools or vanpools, marked as such, capable of serving 5% of the total provided parking spaces; OR OPTION 2 -- NON-RESIDENTIAL For projects that provide parking for less than 5% of FTE building occupants: • Provide preferred parking for carpools or vanpools, marked as such, capable of serving 5% of FTE building occupants or the equivalent of 5% of total provided parking spaces; OR OPTION 4 -- ALL Provide no new parking. "Preferred parking" refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes provided at a discounted rate.	1		Architect	No zoning req't for parking. FTE = 55. Provide a narrative OR official letter saying would have req'd X (120?) spaces, but project is only supplying 10. Intent of credit is being met.

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Green Building (LEED-NC V2.2) Priorities Matrix

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SS 5.1	Site Development Protect or Restore Habitat: OPTION 2: On previously developed or graded sites, restore or protect a minimum of 50% of the site area (excluding the building footprint) with native or adapted vegetation. Native/adapted plants are plants indigenous to a locality or cultivars of native plants that are adapted to the local climate and are not considered invasive species or noxious weeds. Projects earning SS credit 2 and using vegetated roof surfaces may apply the vegetated roof surface to this calculation if the plants meet the definition of native/adapted.			Contractor or Landscape Architect	If SS2 is met and if green roof is used, project could get credit 3-5 pts. Look at Eco Trust Bldg in Portland for ideas.
SS 5.2	Maximize Open Space: OPTION 1: Reduce the development footprint (defined as the total area of the building footprint, hardscape, access roads and parking) and/or provide vegetated open space within the project boundary to exceed the local zoning's open space requirement for the site by 25%. OR OPTION 2: For areas with no local zoning requirements (e.g., some university campuses, military bases), designate open space area adjacent to the building that is equal to the building footprint. OR OPTION 3: Where a zoning ordinance exists, but there is no requirement for open space (zero), and the project is located in an urban area (as demonstrated by compliance with SSc2), designate open space equal to 20% of the project's site area. ALL OPTIONS: • For projects located in urban areas that earn SS credit 2, vegetated roof areas can contribute to credit compliance. • For projects located in urban areas that earn SS Credit 2, pedestrian oriented hardscape areas can contribute to credit compliance. For such projects, a minimum of 25% of the open space counted must be vegetated. • Wetlands or naturally designed ponds may count as open space if the side slope gradients average 1:4 (vertical:horizontal) or less and are vegetated.		1	Architect	Take 25% of the 20% of bldg footprint. HM will figure out sf.
SS 6.1	Stormwater Design Quantity Control: Implement a stormwater management plan that protects receiving stream channels from excessive erosion by implementing a stream channel protection strategy and quantity control strategies. CASE 2: IF THE EXISTING IMPERVIOUSNESS IS GREATER THAN 50% Implement a stormwater management plan that results in a 25% decrease in the volume of stormwater runoff from the two-year 24-hour design storm.		1	Civil Engineer	Project is greater than 50%. Water is going into the bay! S&A to explore/draft a CIR. ("Recharging the earth's aquifer.")
SS 6.2	Quality Control: Implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90% of the average annual rainfall (see Rating System for rainfall rates per relevant watershed) using acceptable best management practices (BMPs). Best management practices (BMPs) used to treat runoff must be capable of removing 80% of the average annual post development total suspended solids (TSS) load based on existing monitoring reports. BMPs are considered to meet these criteria if (1) they are designed in accordance with standards and specifications from a state or local program that has adopted these performance standards, or (2) there exists in-field performance monitoring data demonstrating compliance with the criteria. Data must conform to accepted protocol [e.g., Technology Acceptance Reciprocity Partnership (TARP), Washington State Department of Ecology] for BMP monitoring.		1	Civil Engineer	Site already has filters. Can they be installed to capture 80%. Port has a SWP and BMP and water testing occurs.

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SS 7.1	Heat Island Effect Non-Roof: OPTION 1: Provide any combination of the following strategies for 50% of the site hardscape (including roads, sidewalks, courtyards and parking lot areas): • Shade (within 5 years of occupancy) • Paving materials with a Solar Reflectance Index (SRI) of at least 29 • Open grid pavement system		1	Architect or Landscape Architect	Option 1: Only way to get credit is to meet SRI of 29. Concrete does it. Will historic register allow this?
SS 7.2	Roof: OPTION 2: Install a "green" (vegetated) roof for at least 50% of the roof area, OR OPTION 3: Install high albedo and vegetated roof surfaces that, in combination, meet the following criteria: (Area of SRI Roof/0.75) + (Area of vegetated roof /0.5) <= Total Roof Area Table 2 Roof Type Slope Low-Sloped Roof ≤ 2:12 = SRI 78 Steep-Sloped Roof > 2:12 = SRI 29		1	Architect, Landscape Architect, Green Roof Consultant	Low sloped roof: Options available. But only way to get this is to do 50% OF AREA (LESS PVs) as green roof, but PVs on bulk-head might cause SHPO problems. 9,000-10,000 sf.
SS 8.0	Light Pollution Reduction FOR INTERIOR LIGHTING: The angle of maximum candela from each interior luminaire as located in the building shall intersect opaque building interior surfaces and not exit out through the windows. OR All non-emergency interior lighting to be automatically controlled to turn off during nonbusiness hours. Provide manual override capability for after hours use. AND FOR EXTERIOR LIGHTING: Only light areas as required for safety and comfort. Do not exceed 80% of the lighting power densities for exterior areas and 50% for building facades and landscape features as defined in ASHRAE/IESNA Standard 90.1-2004, Exterior Lighting Section, without amendments. All projects shall be classified under one of the following zones and shall follow all of the requirements for that specific zone: LZ4 - High (Major City Centers, Entertainment Districts) Please refer to the Rating System or Reference Guide for explanations of the zones.		1	Electrical Engineer	T24 reqt gets interior lighting pt. Exterior lighting: We are in LZ4 zone. John from Timmons will look into night lighting for the night cruises. Security lgt might affect this because people want it HIGH.

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Water Efficiency						
WE 1.1	Water Efficient Landscaping	Reduce by 50%: Reduce potable water consumption for irrigation by 50% from a calculated mid-summer base-line case. Reductions shall be attributed to any combination of the following items: • Plant species factor • Irrigation efficiency • Use of captured rainwater • Use of recycled waste water • Use of water treated and conveyed by public agency specifically for non-potable uses		1	Landscape Architect	Only if raised planter is designed.
WE 1.2		No Potable Water Use or No Irrigation: Achieve WE credit 1.1 and use only captured rainwater, recycled wastewater, recycled greywater, or water treated and conveyed by a public agency specifically for nonpotable uses for irrigation. OR Install landscaping that does not require permanent irrigation systems. Temporary irrigation systems used for plant establishment are allowed only if removed within one year of installation.	0		Landscape Architect	
WE 2.0	Innovative Wastewater Technologies	OPTION 1: Reduce potable water use for building sewage conveyance by 50% through the use of water conserving fixtures (water closets, urinals) or non-potable water (captured rainwater, recycled greywater, and on-site or municipally treated wastewater). OR OPTION 2: Treat 50% of wastewater on-site to tertiary standards. Treated water must be infiltrated or used on site.	0		Plumbing Engineer	Hornblower very interested yet city won't allow waterless urinals.
WE 3.1	Water Use Reduction	Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Calculations are based on estimated occupant usage and shall include the following fixtures (as applicable to the building): water closets, urinals, lavatory faucets, showers, and kitchen sinks.	1		Plumbing Engineer	
WE 3.2		Employ strategies that in aggregate use 30% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.		1	Plumbing Engineer	

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Energy and Atmosphere						
EA Prereq. 1	Fundamental Commissioning of the Building Energy Systems	<p>The following commissioning process activities shall be completed by the commissioning team, in accordance with the LEED-NC 2.2 Reference Guide.</p> <p>1) Designate an individual as the Commissioning Authority (CxA) to lead, review, and oversee the completion of the commissioning process activities.</p> <p>a) The CxA shall have documented commissioning authority experience in at least two building projects with technical and managerial complexity similar to this project.</p> <p>b) The individual serving as the CxA shall be independent of the project's design and construction teams, though they may be employees of the firms providing those services. The CxA may be a qualified employee or consultant of the Owner.</p> <p>c) The CxA shall report directly to the Owner.</p> <p>d) For projects smaller than 50,000 gross square feet, the CxA may include qualified persons on the design or construction teams who have the required experience).</p> <p>2) The Owner shall document the Owner's Project Requirements (OPR). The design team shall develop the Basis of Design (BOD). The CxA shall review these documents for clarity and completeness. The Owner and design team shall be responsible for updates to their respective documents.</p> <p>3) Develop and incorporate commissioning requirements into the construction documents.</p> <p>4) Develop and implement a commissioning plan.</p> <p>5) Verify the installation and performance of the systems to be commissioned.</p> <p>6) Complete a summary commissioning report.</p> <p>Commissioned Systems: Commissioning process activities shall be completed for the following energy related systems, at a minimum:</p> <ul style="list-style-type: none"> • Heating, ventilating, air conditioning, and refrigeration (HVAC&R) systems (mechanical and passive) and associated controls • Lighting and daylighting controls • Domestic hot water systems • Renewable energy systems (PV, wind, solar etc.) 	X		Commissioning Agent -- Timmons	
EA Prereq. 2	Minimum Energy Performance	<p>Design the building project to comply with both:</p> <ul style="list-style-type: none"> • the mandatory provisions (Sections 5.4, 6.4, 7.4, 8.4, 9.4, and 10.4) of ASHRAE/IESNA Standard 90.1-2004 (without amendments); and • the prescriptive requirements (Sections 5.5, 6.5, 7.5, and 9.5) or performance requirements (Section 11) of ASHRAE/IESNA Standard 90.1-2004 (without amendments). 	X		Mechanical Engineer	Historic renovation not allowed to meet T24 for envelope. But can for lighting and systems. Sean will provide soft costs for energy modeling.
EA Prereq. 3	Fundamental Refrigerant Management Required	Zero use of CFC-based refrigerants in new base building HVAC&R systems. When reusing existing base building HVAC equipment, complete a comprehensive CFC phase-out conversion prior to project completion. Phase out plans extending beyond the project completion date will be considered on their merits.	X		Mechanical Engineer	No cooling in bldg.

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EA 1	Optimize Energy Performance	Select one of the three compliance path options described below. Project teams documenting achievement using any of the three options are assumed to be in compliance with EAp2.			Mechanical and Electrical Engineer	The USGBC will allow an equivalency of using T-24 instead of ASHRAE with the same thresholds as identified on the Table under Option 1.
		OPTION 1 – WHOLE BUILDING ENERGY SIMULATION (1-10 Points)				
		Demonstrate a percentage improvement in the proposed building performance rating compared to the baseline building performance rating per ASHRAE/IESNA Standard 90.1-2004 (without amendments) by a whole building project simulation using the Building Performance Rating Method in Appendix G of the Standard.				
		% Energy Cost Savings (minimum) Points				
		% Savings Points				
		3.5% 1	1			
		7% 2	1			
		10.5% 3	1			
		14% 4	1			
		17.5% 5		1		
		21% 6		1		
		24.5% 7		1		
		28% 8				
		31.5% 9				
>35% 10						
		Appendix G of Standard 90.1-2004 requires that the energy analysis done for the Building Performance Rating Method include ALL of the energy costs within and associated with the building project. To achieve points using this credit, the proposed design:				AS OF JUNE 2007, ALL PROJECT MUST EXCEED T-24 BY 14% TO ACHIEVE CERTIFICATION.
		• must comply with the mandatory provisions (Sections 5.4, 6.4, 7.4, 8.4, 9.4, and 10.4) in Standard 90.1-2004 (without amendments);				Sean will run #s. Could comply w/EB standards. Savings should be over 20%. Natural ventilation would be a problem because of seafood processing plant.
		• must include all the energy costs within and associated with the building project; and				
		• must be compared against a baseline building that both complies with Appendix G to Standard 90.1-2004 (without amendments). The default process energy cost is 25% of the total energy cost for the baseline building. For buildings where the process energy cost is less than 25% of the baseline building energy cost, the LEED submittal must include supporting documentation substantiating that process energy inputs are appropriate.				
		For the purpose of this analysis, process energy is considered to include, but is not limited to, office and general miscellaneous equipment, computers, elevators and escalators, kitchen cooking and refrigeration, laundry washing and drying, lighting exempt from the lighting power allowance (e.g. lighting integral to medical equipment) and other (e.g. waterfall pumps). Regulated (nonprocess) energy includes lighting (such as for the interior, parking garage, surface parking, façade, or building grounds, except as noted above), HVAC (such as for space heating, space cooling, fans, pumps, toilet exhaust, parking garage ventilation, kitchen hood exhaust, etc.), and service water heating for domestic or space heating purposes. For EA Credit 1, process loads shall be identical for both the baseline building performance rating and for the proposed building performance rating.				
		However, project teams may follow the Exceptional Calculation Method (ASHRAE 90.1-2004 G2.5) to document measures that reduce process loads. Documentation of process load energy savings shall include a list of the assumptions made for both the base and proposed design, and theoretical or empirical information supporting these assumptions.				

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EA 2	On-Site Renewable Energy (1-3 points)	Use on-site renewable energy systems to offset building energy cost. Calculate project performance by expressing the energy produced by the renewable systems as a percentage of the building annual energy cost and using the table below to determine the number of points achieved. Use the building annual energy cost calculated in EA credit 1 or use the Department of Energy (DOE) Commercial Buildings Energy Consumption Survey (CBECS) database to determine the estimated electricity use. (Table of use for different building types provided in Reference Guide) % Renewable Energy Points			Electrical Engineer	Port and City and NPS could provide \$ support for PVs. Covered walkways cd be used for Pvs. Transparent are an option. HM will resolve view shed issue. How many PVs would be needed to meet LEED and what would be cost to meet points? Sean will research. We need to get firm # for sf Restaurant is not included. Need total electrical load for this project in order to determine pts.
		2.5% 1		1		
		7.5% 2		1		
		12.5% 3		1		
EA 3.0	Enhanced Commissioning	Implement, or have a contract in place to implement, the following additional commissioning process activities in addition to the requirements of EA prerequisite 1 and in accordance with the LEED-NC 2.2 Reference Guide: 1. Prior to the start of the construction documents phase, designate an independent Commissioning Authority (CA) to lead, review, and oversee the completion of all commissioning process activities. The CA shall, at a minimum, perform Tasks 2, 3, and 6. Other team members may perform Tasks 4 and 5. a. The CA shall have documented commissioning authority experience in at least two building projects with similar technical and managerial complexity as this project. b. The individual serving as the CA shall be: i. Independent of the design and construction process, ii. Not an employee of the design team, though they may be contracted through them, and iii. Not an employee of, or contracted through, a contractor or construction manager holding construction contracts. iv. The CA may be a qualified employee or consultant of the Owner. c. The CA shall report directly to the Owner. d. This requirement has no deviation for project size. 2. The CA shall conduct, at a minimum, one commissioning design review of the Owner's Project Requirements (OPR), Basis of Design (BOD), and design documents prior to mid-construction documents phase and back-check the review comments following design submission. 3. The CA shall review contractor submittals applicable to systems being commissioned for compliance with the OPR and BOD. This review shall be concurrent with A/E reviews and submitted to the design team and the Owner. 4. Develop a systems manual that provides future operating staff the information needed to understand and optimally operate the commissioned systems5. Verify that the requirements for training operating personnel and building occupants are completed. 6. Assure the involvement by the CA in reviewing building operation within 10 months after substantial completion with O&M staff and occupants. Include a plan for resolution of outstanding commissioning-related issues.		1	Commissioning Agent	Get estimates, Sean could give an approx number for this piece but a 3rd party would need to do the Cx work.

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EA 4.0	Enhanced Refrigerant Management	OPTION 1: Do not use refrigerants. AND Do not install fire suppression systems that contain ozone depleting substances (CFCs, HCFCs or Halons).	1		Mechanical Engineer	Option 1
EA 5.0	Measurement & Verification	<ul style="list-style-type: none"> Develop and implement a Measurement and Verification (M&V) plan consistent with Option D: Calibrated Simulation (Savings Estimation Method 2), or Option B: Energy Conservation Measure Isolation, as specified in the International Performance Measurement & Verification Protocol (IPMVP) Volume III: Concepts and Options for Determining Energy Savings in New Construction, April, 2003. The M&V period shall cover a period of no less than one year of post-construction occupancy. The M&V period shall cover a period of no less than one year of post-construction occupancy. 		1	Commissioning Agent or Mechanical Engineer	Need costing. There is an increased construction cost for metering. Plan-soft costs.
EA 6.0	Green Power	Provide at least 35% of the building's electricity from renewable sources by engaging in at least a two-year renewable energy contract. Renewable sources are as defined by the Center for Resource Solutions (CRS) Green-e products certification requirements. DETERMINE THE BASELINE ELECTRICITY USE: Use the annual electricity consumption from the results of EA Credit 1 OR Use the Department of Energy (DOE) Commercial Buildings Energy Consumption Survey (CBECS) database to determine the estimated electricity use.	1		Owner	Get Kwh from Sean.
Materials and Resources						
MR Prereq.	Storage & Collection of Recyclables	Provide an easily accessible area that serves the entire building and is dedicated to the collection and storage of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics and metals.	X		Architect	Already doing this.
MR 1.1	Building Reuse	Maintain 75% of Existing Walls, Floors, and Roof: Maintain at least 75% (based on surface area) of existing building structure (including structural floor and roof decking) and envelope (exterior skin and framing, excluding window assemblies and non-structural roofing material). Hazardous materials that are remediated as a part of the project scope shall be excluded from the calculation of the percent maintained. If the project includes an addition to an existing building, this credit is not applicable if the square footage of the addition is more than 2 times the square footage of the existing building.	1		Architect	Shed and restaurant
MR 1.2		Maintain 95% of Existing Walls, Floors, and Roof: Maintain an additional 20% (95% total, based on area) of existing building structure (including structural floor and roof decking) and envelope (exterior skin and framing, excluding window assemblies and non-structural roofing material). Hazardous materials that are re-mediated as a part of the project scope shall be excluded from the calculation of the percent maintained. If the project includes an addition to an existing building, this credit is not applicable if the square footage of the addition is more than 2 times the square footage of the existing building.	1		Architect	
MR 1.3		Maintain 50% of Interior Non-Structural Elements: Use existing interior non-structural elements (interior walls, doors, floor coverings, and ceiling systems) in at least 50% (by area) of the completed building (including additions). If the project includes an addition to an existing building, this credit is not applicable if the square footage of the addition is more than 2 times the square footage of the existing building.	0		Architect	

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MR 2.1	Construction Waste Management	Divert 50% From Disposal: Recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. Develop and implement a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land clearing debris do not contribute to this credit. Calculations can be done by weight or volume, but must be consistent throughout.	1		Contractor	
MR 2.2		Divert 75% From Disposal: Recycle and/or salvage an additional 25% beyond MR credit 2.1 (75% total) of non-hazardous construction and demolition debris.	1		Contractor	May get an innovation point because Nibbi is achieving 95% in other projects.
MR 3.1	Materials Reuse	5% salvaged, refurbished or reused: Use salvaged, refurbished or reused materials such that the sum of these materials constitutes at least 5%, based on cost, of the total value of materials on the project. Mechanical, electrical and plumbing components and specialty items such as elevators and equipment shall not be included in this calculation. Only include materials permanently installed in the project. Furniture may be included, providing it is included consistently in MR Credits 3-7.		1	Architect, Contractor	\$4M --- 1.8M is the 45% default so 90K must be from reused materials in Div 2-10.
MR 3.2		10% salvaged, refurbished or reused	0		Architect, Contractor	Would have to meet \$180K
MR 4.1	Recycled Content	10% (post-consumer + 1/2 pre-consumer): Use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% (based on cost) of the total value of the materials in the project. The recycled content value of a material assembly shall be determined by weight. The recycled fraction of the assembly is then multiplied by the cost of assembly to determine the recycled content values. Mechanical, electrical and plumbing components and specialty items such as elevators and equipment shall not be included in this calculation. Only include materials permanently installed in the project. Furniture may be included, providing it is included consistently in MR Credits 3-7.	1		Architect, Contractor	\$180K would be the 10% target figure. Materials that could qualify: metal studs, site furniture is plastic (50K), drywall, carpet, floor tile, pavers.
MR 4.2		20% (post-consumer + 1/2 pre-consumer): Use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes and additional 10% beyond MR credit 4.1 (Total of 20%, based on cost) of the total value of the materials in the project.		1	Architect, Contractor	
MR 5.1	Regional Materials	10% extracted, processed and manufactured regionally: Use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10% (based on cost) of the total materials value. If only a fraction of the material is extracted/harvested/recovered and manufactured locally, then only that percentage (by weight) shall contribute to the regional value. Mechanical, electrical and plumbing components and specialty items such as elevators and equipment shall not be included in this calculation. Only include materials permanently installed in the project. Furniture may be included, providing it is included consistently in MR Credits 3-7.	1		Architect, Contractor	\$180k's worth would need to be regional.
MR 5.2		20% extracted, processed and manufactured regionally: Use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for an additional 10% beyond MR credit 5.1 (Total of 20%, based on cost) of the total materials value.		1	Architect, Contractor	
MR 6.0	Rapidly Renewable Materials	Use rapidly renewable materials	0		Architect, Contractor	\$45K need to be Rapidly Renewable.
MR 7.0	Certified Wood	Use a minimum of 50% of wood-based materials and products, certified in accordance with the Forest Stewardship Council's (FSC) Principles and Criteria, for wood building components. The components include, but not limited to, structural framing and general dimensional framing, flooring, sub-flooring, wood doors and finishes. Only include materials permanently installed in the project. Furniture may be included, providing it is included consistently in MR Credits 3-7.		1	Architect, Contractor	Are there other wood products besides the wood ticket counters?

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Indoor Environmental Quality					
EQ Prereq. 1	Minimum IAQ Performance	Meet the minimum requirements of sections 4 through 7 of ASHRAE 62.1-2004, Ventilation for Acceptable Indoor Air Quality. Mechanical ventilation systems shall be designated using the Ventilation Rate Procedure or the applicable local code, whichever is more stringent. Naturally ventilated buildings shall comply with ASHRAE 62.1-2004, paragraph 5.1.	X		Mechanical
EQ Prereq. 2	Environmental Tobacco Smoke (ETS) Control	Option 1. Prohibit smoking in the building. • Prohibit smoking in the building • Locate any exterior designated smoking areas at least 25 feet away from entries, outdoor air intakes and operable windows.	X		Owner
EQ 1.0	Outdoor Air Delivery Monitoring	Install permanent monitoring systems that provide feedback on ventilation system performance to ensure that ventilation systems maintain design minimum ventilation requirements. Configure all monitoring equipment to generate an alarm if under-ventilation is detected, via either a building automation system alarm to the building operator or via a visual or audible alert to the building occupants. FOR MECHANICALLY VENTILATED SPACES • Monitor carbon dioxide concentrations within all densely occupied spaces (those with a design occupant density greater than or equal to 25 people per 1000 ft ²). CO ² monitoring locations shall be between 3 feet and 6 feet above the floor. • For mechanical ventilation systems serving non-densely occupied spaces, provide a direct outdoor airflow measurement device capable of measuring the minimum outdoor airflow rate with an accuracy of plus or minus 15% of the design minimum outdoor air rate, as defined by ASHRAE 62.1-2004. FOR NATURALLY VENTILATED SPACES Monitor CO ² concentrations within all naturally ventilated spaces. CO ² monitoring shall be located within the room between 3 feet and 6 feet above the floor. One CO ² sensor may be used to represent multiple spaces if the natural ventilation design uses passive stack(s) or other means to induce airflow through those spaces equally and simultaneously without intervention by building occupants.	1		Mechanical Construction cost budget increase.
EQ 2.0	Increased Ventilation	FOR MECHANICALLY VENTILATED SPACES: • Increase breathing zone outdoor air ventilation rates to all occupied spaces by at least 30% above the minimum rates required by ASHRAE Standard 62.1-2004 as determined by EQ Prerequisite 1. FOR NATURALLY VENTILATED SPACES: • Design natural ventilation systems for occupied spaces to meet the recommendations set forth in the Carbon Trust "Good Practice Guide 237" [1998]. Determine that natural ventilation is an effective strategy for the project by following the flow diagram process shown in Figure 1.18 of the Chartered Institution of Building Services Engineers (CIBSE) "Applications Manual 10: 2005, Natural ventilation in non-domestic buildings." AND o Use diagrams and calculations to show that the design of the natural ventilation systems meets the recommendations set forth in the CIBSE Applications Manual 10: 2005, Natural ventilation in non-domestic buildings OR o Use a macroscopic, multi-zone, analytic model to predict that room-by-room airflows will effectively naturally ventilate, defined as providing the minimum ventilation rates required by ASHRAE 62.1-2004 Chapter 6, for at least 90% of occupied spaces.		1	Mechanical Need to know number of air changes per occupant load factor.

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
Green Building (LEED-NC V2.2) Priorities Matrix

Prepared by Simon & Associates, Inc.

DRAFT 12.17.07

CREDIT		DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
EQ 3.1	Construction IAQ Management Plan	<p>During Construction:</p> <p>Develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phases of the building as follows:</p> <ul style="list-style-type: none"> • During construction meet or exceed the recommended Design Approaches of the Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guideline for Occupied Buildings under Construction, 1995, Chapter 3. • Protect stored on-site or installed absorptive materials from moisture damage. • If permanently installed air handlers are used during construction, filtration media with a Minimum Efficiency Reporting Value (MERV) of 8 shall be used at each return air grill, as determined by ASHRAE 52.2-1999. Replace all filtration media immediately prior to occupancy. 	1		Contractor	
EQ 3.2		<p>Before Occupancy:</p> <p>Develop and implement an Indoor Air Quality (IAQ) Management Plan for the pre occupancy phase as follows:</p> <p>OPTION 1 - Flush-Out • After construction ends, prior to occupancy and with all interior finishes installed, install new filtration media and perform a building flush-out by supplying a total air volume of 14,000 ft3 of outdoor air per ft2 of floor area while maintaining an internal temperature of at least 60 degrees F and, where mechanical cooling is operated, relative humidity no higher than 60% OR</p> <ul style="list-style-type: none"> • If occupancy is desired prior to completion of the flush-out, the space may be occupied following delivery of a minimum of 3,500 ft3 of outdoor air per sq.ft. of floor area to the space. Once a space is occupied, it be ventilated at a minimum rate of 0.30 cfm/sq.ft. of outside air or the design minimum outside air rate determined in EQ Prerequisite 1, whichever is greater. During each day of the flush-out period, ventilation shall begin a minimum of three hours prior to occupancy and continue during occupancy. These conditions shall be maintained until a total of 14,000 ft3/ft2 of outside air has been delivered to the space. OR <p>OPTION 2 - Air Testing • Conduct baseline IAQ testing, after construction ends and prior to occupancy, using testing protocols consistent with the United States Environmental Protection Agency "Compendium of Methods for the Determination of Air Pollutants in Indoor Air" and as additionally detailed in the Reference Guide.</p> <ul style="list-style-type: none"> • Demonstrate that the contaminant maximum concentrations listed in the rating system are not exceeded. 	1		Mechanical or Commis. Agent	

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
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CREDIT	DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
EQ 4.1	Low-Emitting Materials Adhesives and Sealants: All adhesives and sealants that are used indoors (defined as inside of the weatherproofing system and applied on-site) shall comply with the requirements of the following reference standards: • Adhesives, Sealants and Sealant Primers: South Coast Air Quality Management District (SCAQMD) Rule #1168. VOC limits are listed in the table on page 333 of the Reference Guide and correspond to an effective date of July 1, 2005 and rule amendment date of January 7, 2005. • Aerosol Adhesives: Green Seal Standard for Commercial Adhesives GS-36 requirements in effect on October 19, 2000. Paints and Coatings: Paints and coatings used on the interior of the building (defined as inside of the weatherproofing system and applied on-site) shall comply with the following standards: • Architectural Paints, coatings and primers applied to interior walls and ceilings. Do not exceed the VOC contents limits established in Green Seal Standard GS-11, Paints, First Edition, May 20, 1993. Flats: 50g/L Non-Flats: 150 g/L • Anti-Corrosive and Anti-Rust Paints applied to interior ferrous metal substrates: Do not exceed the VOC content limit of 250 g/L established in Green Seal Standard GC-03, Anti-Corrosive Paints, Second Edition, January 7, 1997. • Clear wood finishes, floor coatings, stains, and shellacs applied to interior elements: Do not exceed the VOC content limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113, Architectural Coatings, rules in effect on January 1, 2004. • Clear wood finishes: varnish 350 g/L; lacquer 550g/L • Floor Coatings: 100 g/L • Sealers: Waterproof sealers 250 g/L, sanding sealers 275 g/L; all other sealers 200 g/L • Shellacs: Clear 730 g/L; pigmented 550 g/L • Stains: 250 g/L Carpet: All carpet installed in the project shall meet the testing and product requirements of the Carpet and Rug Institute's Green Label Plus program All carpet cushion installed in the building shall meet the requirements of the Carpet and Rug Institute Green Label program. All carpet adhesive shall meet the requirements of EQ credit 4.1: VOC limit of 50 g/L Composite Wood and Agrifiber Products: Composite wood and agrifiber products used on the interior of the building (defined as inside of the weather proofing system), shall contain no added urea formaldehyde resins. Laminating adhesives used to fabricate on-site and shop-applied assemblies shall contain no added urea-formaldehyde resins. Composite wood and agrifiber products are defined as: particleboard, Medium Density fiberboard (MDF), plywood, wheatboard, strawboard, panel substrates and door cores. Materials considered fit-out, furniture, and equipment (FF&E) are not considered base building elements and are not included.	1		Architect, Contractor	
EQ 4.2		1		Architect, Contractor	
EQ 4.3		1		Architect, Contractor	
EQ 4.4		1		Architect, Contractor	Exhibit panels: could get an innovation point for green exhibit design. What about substrates in break rooms, bathrooms?

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
Green Building (LEED-NC V2.2) Priorities Matrix

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CREDIT	DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
EQ 5.0	Indoor Chemical & Pollutant Source Control Design to minimize and control pollutant entry into buildings and later cross contamination of regularly occupied areas: <ul style="list-style-type: none"> • Employ permanent entryway systems at least six feet long in the primary direction of travel to capture dirt, particulates, etc. from entering the building at all entryways that are directly connected to the outdoors. Acceptable entryway systems include permanently installed grates, grilles, or slotted systems that allow for cleaning underneath. Roll-out mats are only acceptable when maintained on a weekly basis by a contracted service organization. Qualifying entryways are those that serve as regular entry points for building users. • Where hazardous gases or chemicals may be present or used (including garages, housekeeping/laundry areas, and copying/printing rooms), exhaust each space sufficiently to create negative pressure. For each of these spaces, provide deck to deck partitions or a hard lid ceiling and self-closing doors with outside exhaust at a rate of at least 0.50 cubic feet per minute per square foot, no air re-circulation, and operated at a negative pressure compared with the surrounding spaces of at least an average of 5 Pa (0.02 inches of water gauge) and with a minimum of 1 Pa (0.004 inches of water) when the doors to the rooms are closed. • In mechanically ventilated buildings, provide regularly occupied areas of the building with new air filtration media prior to occupancy that provides a Minimum Efficiency Reporting Value (MERV) of 13 or better. Filtration should be applied to process both return and outside air that is to be delivered as supply air. 		1	Architect, Mechanical, Plumbing, Contractor	Joe will research if it is appropriate to use roll out mats with K for cleaning in this facility. Trip hazard? Can meet last 2 reqts. Need to know if mats are feasible. Joe will need to determine if this is appropriate for facility to have roll up mats.
EQ 6.1	Controllability of Systems Lighting: Provide individual lighting controls for 90% (minimum) of the building occupants to enable adjustments to suit individual task needs and preferences. AND Provide lighting system controllability for all shared multi-occupant spaces to enable lighting adjustment that meets group needs and preferences.	1		Architect, Electrical	FTEs in office space only
EQ 6.2	Thermal Comfort: Provide individual comfort controls for 50% (minimum) of the building occupants to enable adjustments to suit individual task needs and preferences. Operable windows can be used in lieu of comfort controls for occupants of areas that are 20 feet inside of and 10 feet to either side of the operable part of the window. The areas of operable window must meet the requirements of ASHRAE 62.1-2004 paragraph 5.1 Natural Ventilation. AND Provide comfort system controls for all shared multi-occupant spaces to enable adjustments to suit group needs and preferences. Conditions for thermal comfort are described in ASHRAE Standard 55-2004 to include the primary factors: of air temperature, radiant temperature, air speed, and humidity. Comfort system control for the purposes of this credit is defined as the provision of control over at least one of these primary factors in the occupant's local environment.		1	Architect, Mechanical	FTEs in office space only. Raised floor will qualify but is not in the budget. Joe would include if doing so will get the project to LEED. Do not need to include the conference room, but ticket offices would qualify.
EQ 7.1	Thermal Comfort Design: Design HVAC systems and the building envelope to meet the requirements of ASHRAE Standard 55-2004, Thermal Comfort Conditions for Human Occupancy. Demonstrate design compliance in accordance with the Section 6.1.1 Documentation.	1		Mechanical	
EQ 7.2	Verification: Agree to implement a thermal comfort survey of building occupants with-in a period of six to 18 months after occupancy. This survey should collect anonymous responses about thermal comfort in the building including an assessment of overall satisfaction with thermal performance and identification of thermal comfort related problems. Agree to develop a plan for corrective action if the survey results indicate that more than 20% of the occupants are dissatisfied with thermal comfort in the building. This plan should include measurement of relevant environmental variables in problem areas in accordance with ASHRAE Standard 55-2004.	1		Owner	Thermal comfort survey for staff.

Alcatraz Landing, Piers 31-1/2 - 33, San Francisco, Interior: 7,300 sf/Exterior: 40,000 sf
Green Building (LEED-NC V2.2) Priorities Matrix

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CREDIT		DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
EQ 8.1	Daylight and Views	<p>OPTION 1 - CALCULATION Achieve a minimum glazing factor of 2% in a minimum of 75% of all regularly occupied areas. The glazing factor is calculated as follows: Glazing Window Area [SF] Window Actual Tvis Window Factor = Floor Area [SF] x Geometry Factor x Minimum Tvis x Height Factor</p> <p>OR</p> <p>OPTION 2 - SIMULATION Demonstrate, through computer simulation, that a minimum daylight illumination level of 25 footcandles has been achieved in a minimum of 75% of all regularly occupied areas. Modeling must demonstrate 25 horizontal footcandles under clear sky conditions, at noon, on the equinox, at 30 inches above the floor.</p> <p>OR</p> <p>OPTION 3 - MEASUREMENT Demonstrate, through records of indoor light measurements, that a minimum daylight illumination level of 25 footcandles has been achieved in at least 75% of all regularly occupied areas. Measurements must be taken on a 10-foot grid for all occupied spaces and must be recorded on building floor plans. In all cases, only the square footage associated with the portions of rooms or spaces meeting the minimum illumination requirements can be applied towards the 75% of total area calculation required to qualify for this credit. In all cases, provide daylight redirection and/or glare control devices to avoid high-contrast situations that could impede visual tasks. Exceptions for areas where tasks would be hindered by the use of daylight will be considered on their merits.</p>		1	Architect	Option 1 Likely will get. Bill will assist with these calcs and make this a standard template?
EQ 8.2		<p>Views for 90% of Spaces: Achieve direct line of sight to the outdoor environment via vision glazing between 2'6" and 7'6" for building occupants in 90% of all regularly occupied areas. Determine the area with direct line of sight by totaling the regularly occupied square footage that meets the following criteria:</p> <ul style="list-style-type: none"> • In plan view, the area is within sight lines drawn from perimeter vision glazing. • In section view, a direct sight line can be drawn from the area to perimeter vision glazing. Line of sight may be drawn through interior glazing. For private offices, the entire square footage of the office can be counted if 75% or more of the area has direct line of sight to perimeter vision glazing. For multi-occupant spaces, the actual square footage with direct line of sight to perimeter vision glazing is counted. 	1		Architect	

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Prepared by Simon & Associates, Inc.

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CREDIT		DESIGN/CONSTRUCTION REQUIREMENTS	YES / NO (1,0)	MAYBE	PARTIES RESPONSIBLE FOR DOCUMENTATION	COMMENTS/ACTION ITEMS
Innovation & Design Process						
	Innovation in Design	Intent To provide design teams and projects the opportunity to be awarded points for exceptional performance above the requirements set by the LEED-NC Green Building Rating System and/or innovative performance in Green Building categories not specifically addressed by the LEED-NC Green Building Rating System. Requirements In writing, identify the intent of the proposed innovation credit, the proposed requirement for compliance, the proposed submittals to demonstrate compliance, and the design approach (strategies) that might be used to meet the requirements.				
ID 1.1	Building as an Educational Tool	Must compete two of the following: comprehensive signage program; case study, manual or guidelines; and educational outreach program or guided tour [e.g., to MEP groups].	1		Owner	Who will do? 10-20k--soft cost budget item. Discovery Channel will do show?
ID 1.2	95% CWMP	Exemplary performance in C&D waste diversion.	1		Nibbi	
ID 1.3	Respect for Planet Staff Program	Staff education		1	TBD	Draft a CIR to see if possible.
ID 1.4	Fabulous Solar Sailor Vessel	PV powered ferry boat		1	TBD	Component of vessel program because it responds to AQ in terms of NOx and SOx
ID Extra	Eco Passes					Look at Eco Passes for staff.
ID 2.0	LEED Accredited Professional	At least one principal participant of the project team that has successfully completed the LEED Accredited Professional exam	1		S&A	
TOTAL POINTS			33	28		

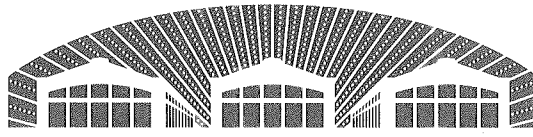
LEED Certified = 26-32, Silver = 33-38, Gold = 39-51, Platinum = 52 or more

RESPONSIBLE PARTY KEY:

Owner Hornblower
Architect Heller Manus
Civil
Landscape
Electrical Timmons Design
Mechanical Timmons Design
Plumbing Timmons Design
Cx Agent
LEED/Sustainability Simon & Associates, Inc.
Contractor Nibbi Brothers
Green roof
Construction Manager
Exhibit Designer Academy Design

Simon & Associates, Inc.
 200 Brannan St., #204
 San Francisco, CA 94107
 Phone: 415-908-3757; Fax: 415.908.3766
www.greenbuild.com

LEED-Online Access: <http://leedonline.usgbc.org>



FORT MASON CENTER

SAN FRANCISCO

ADDRESS

LANDMARK BUILDING A, FORT MASON CENTER
SAN FRANCISCO, CALIFORNIA 94123-1382

WORLDWIDE

www.fortmason.org

TEL

415.345.7500

FAX

415.441.3405

July 31, 2012

Frank Dean, Superintendent
Golden Gate National Recreation Area
Building 201
Fort Mason
San Francisco, CA 94123

Dear Superintendent Dean,

Thank you for your continued work and consultation with Fort Mason Center (FMC) in the planning to establish a new, long-term ferry embarkation site in San Francisco to serve Alcatraz Island. Although we have provided feedback to you and GGNRA staff throughout this process, I thought it would be helpful to respond more formally during the public scoping period.

We understand the need and rationale for a new embarkation site for this important facility, and we recognize some of the benefits of locating the facility at FMC, such as the need for significant resources to rehabilitate FMC's buildings and infrastructure. However, bringing the ferry embarkation and its 1.4 million visitors annually to FMC also presents many significant issues and challenges that should be analyzed and studied when considering alternatives for inclusion in the environmental review process.

FMC and GGNRA have worked together for more than thirty-five years to convert this former military base into a thriving arts and cultural center. Many of our resident organizations and clients have been at FMC for much of that time, including the Magic Theatre, Greens Restaurant, the Museo ItaloAmericano, the Mexican Museum, BATS Improv, the San Francisco Fall Antiques Show, the Arts of Pacific Asia Show, the American Craft Council Show and many others. More than 15,000 events take place here annually equating to more than 1.5 million visitors.

Working together, we have set the standard for successful conversions of former military bases to public use. While we recognize the need for increased vitality and significant capital investment in the buildings and infrastructure at FMC, we hope to accomplish this while still being consistent with our original mission.

Within that context, below are three areas of specific concern.

Programmatic:

- The addition of 1.4 million visitors may have serious and significant impacts on the current activities of FMC, its residents, and its clients, which should be analyzed.
- The use of FMC as the Alcatraz embarkation may be programmatically inconsistent with the current activities that take place at FMC. The compatibility of the embarkation with the current programming should be analyzed as part of the scoping process. Will the existing residents and events continue to operate at FMC if the embarkation were sited here? What type of uses would be compatible with the Alcatraz embarkation at FMC?
- Currently in our lease with GGNRA, there are restrictions on the use of FMC space. For example, our permanent residents must be nonprofit organizations. Are these use restrictions compatible and feasible if the Alcatraz Embarkation were to locate at FMC?

Operational:

- Currently public transportation options to and from FMC are severely limited. The public transportation plan should be a major focus of study for any FMC option. Will the EIS assume that the F-Line will be extended to FMC?
- During many events, FMC's on-site parking and the adjacent Recreation and Park Department controlled lots are at capacity, with many visitors looking for parking in the adjacent neighborhood. Many of our existing clients cite the lack of parking as a primary issue in their decision whether or not to locate their programs at FMC. The Alcatraz Embarkation will exacerbate this issue and should be thoroughly analyzed.
- Automobile access to and from FMC is limited to the single intersection of Marina Blvd and Buchanan Street, an intersection that is severely impacted during peak periods. Changes to this intersection, as well as the City owned lot directly outside of FMC's gates, will be required to accommodate the Alcatraz Embarkation. The impact on Marina Boulevard and adjacent streets should be analyzed.

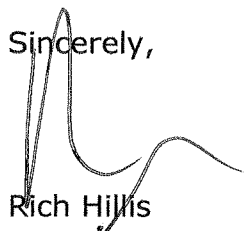
- How will the additional visitors affect the infrastructure, water supply, and sewer capacity of FMC? Is there any plan to increase infrastructure to accommodate these additional visitors?
- Increased automobile and foot traffic could pose safety issues during load-in and load-out for events at FMC and should be analyzed.

Fiscal:

- Siting the Alcatraz Embarkation at FMC may significantly decrease our ability to retain and attract residents and events. The fiscal impact of this decrease in rental income should be part of the study, as this is a primary source of revenue for our operations and planned improvements to the buildings and infrastructure.
- In order to raise philanthropic funding for the repair of FMC's buildings and infrastructure, we need to continue to strengthen our identity as a unique arts and cultural center serving nonprofits in San Francisco. The location of a major visitor attraction such as the Alcatraz Embarkation may impact our identity and our ability to attract funding and should be considered and analyzed during the scoping process.

Thank you again for GGNRA's continued dialogue with the FMC board and staff on this important project and on all of your efforts in making FMC a unique part of the Golden Gate National Recreation Area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rich Hillis', with a stylized, flowing script.

Rich Hillis
Executive Director
Fort Mason Center



THE FISHERMAN'S WHARF RESTAURANT ASSOCIATION

**Alioto's • Bistro Boudin • Boudin Bakery & Café • Chowder Hut •
Crab Station • Fisherman's Grotto #9 • Franciscan • Guardino's •
Nick's Lighthouse • Nono Rose • Sabella & LaTorre • Tarantino's**

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July 30, 2012

Frank Dean
General Superintendent
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, CA 94123

RE: Notice of Intent to Prepare an EIS for the Alcatraz Ferry Embarkation Site

Dear Frank:

As the Fisherman's Wharf Restaurant Association (FWRA), we represent ten restaurateurs who generate millions in revenue for the City each year. Members include Boudin, Alioto's and the Franciscan among others – all restaurants that represent the city's rich and unique culinary history. We proudly employ over 2,000 staff members and serve millions of customers each year.

We are committed to ensuring Fisherman's Wharf and the Waterfront remain a vital part of the city's tourism industry. We understand the current contract for the Alcatraz ferry at Pier 31 ½ expires in 2016 and the GGNRA is exploring other locations along the waterfront for a more permanent facility.

A representative for FWRA attended your June open houses to discuss the scoping process in more detail and learn more about the sites being considered. We urge you to keep the ferry service close to Fisherman's Wharf to enable the estimated 1.5 million annual Alcatraz visitors to easily access all of the merchants, restaurants and historic attractions that draw people to the Wharf. We do not agree with the sites being considered at Fort Mason, and we believe there has been significant push back from the concerned Marina residents and community groups who agree that increasing traffic in those neighborhoods would create unnecessary congestion in the area.

We understand that Pier 41, a previous ferry embarkation site, is under consideration. Situated in the middle of Fisherman's Wharf, we feel Pier 41 is well-positioned for a long-term Alcatraz ferry location. In addition, we have been working with the Mayor's office, Department of Public Works, Planning Department, and the Port on the Jefferson Street Public Realm Plan, which will be completed and implemented next year. Our goal is to make Jefferson Street a more pleasant pedestrian and bicycle-friendly experience, as well as calm traffic and parking congestion, making the Wharf more accessible to visitors. We believe these improvements, combined with the Alcatraz ferry moving closer to the Wharf, would enhance the tourist experience for all.

Thank you for your attention and consideration.

Sincerely,

Louis J. Giraudo
Dante Serafini
Fisherman's Wharf Restaurant Association

**Pier 43 ½ • San Francisco, CA • 94133
(415) 362-7733 • DanteSerafini@gmail.com**

July 31, 2012

Superintendent
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

RECEIVED
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Supt. Office



Re: Alcatraz Ferry Embarkation EIS – Public Scoping Comments

The Golden Gate Bridge, Highway and Transportation District (District) herein provides comments on the scoping for the Alcatraz Ferry Embarkation Project EIS. The Project Description for the Alcatraz Ferry Embarkation Project states, “The Alcatraz Ferry Embarkation Environmental Impact Statement (EIS) will also evaluate a ferry connection from the San Francisco embarkation site to existing piers at Sausalito and/or Fort Baker. The NPS is developing the project in coordination with the Port of San Francisco (Port) and City and County of San Francisco (City).” As stated, the Project Objectives are to: “Provide facilities for expanded ferry service to accommodate existing and future visitor demand for travel to Alcatraz Island and the Marin Headlands, and for connecting shuttle bus service to Muir Woods.”

The District has operated ferry service from its San Francisco Ferry Terminal to its Sausalito Ferry Landing for 40 years. The District has a vital interest in any plans to add ferry service from San Francisco to Sausalito, as the corridor falls under its jurisdiction. Further, any plans to use the existing piers at Sausalito, which would presumably be the District’s Sausalito Ferry Landing, would require careful review and approval by the District.

The District owns the Sausalito Ferry Landing and all waterside improvements, including floats and piers, associated with the Sausalito Ferry Landing. Thus, the District is an interested party in the EIS and should be included in all notices and all planning and alternatives discussions with respect to “the use of the existing piers at Sausalito.” As identified in the public scoping material maps, the existing piers at Sausalito in fact refer to the District’s Sausalito Ferry Landing, which consists of just one pier.

The original Sausalito Ferry Landing was built in 1970 and improved in 1990 under permits from the Bay Conservation and Development Commission (BCDC). The District built and owns the waterside improvements, as well as portions of the landside improvements. The District most recently installed Ticket Vending Machines and new ferry schedule signs. The District leases the waterside area from the City of Sausalito by virtue of a long-term lease. The City of Sausalito constructed and owns the majority of landside improvements, including the plaza area and adjacent parking lots, as well as other supporting landside public improvements.

Although the District was not invited to scoping sessions for the Alcatraz Ferry Embarkation Project, Ferry Division management and staff met with NPS and its consultants in the past year regarding this project.

Additional ferry service at the District's Sausalito Ferry Landing would have to be examined very carefully; current operations consist of complex scheduling logistics. Further, the Sausalito Ferry Landing water and landside facilities are extremely crowded under existing conditions, especially in the peak summertime periods. Average ridership during the peak summertime months (June through September) is 2,150 passengers on the 9 weekday round-trips and 2,700 passengers on the 6 weekend round-trips.


Additional ferry trips in Sausalito may create negative impacts, triggering the need for a larger float to accommodate simultaneous ferryboat landings. This could also trigger the need for increased passenger waiting areas on the already crowded landside of the ferry landing.

The landside areas are owned by the City of Sausalito, so any landside infrastructure improvements would have to be approved by the City of Sausalito. The Sausalito Ferry Landing area is physically constrained, and it is unclear if any landside expansion is possible.

The District is currently moving forward with its Sausalito Ferry Landing Vessel Boarding Improvements Project. The timing of this project is such that any changes in scope could impact grant funding and deadlines. The City is concurrently pursuing landside changes to improve passenger and bicycle circulation and ease congestion. Also, the District and the City are jointly pursuing landside improvements to improve the functionality of the Sausalito Ferry Landing area.

It is the District's position that any and all additional ferry service to the District's Sausalito Ferry Landing should be operated by the District.

Very truly yours,

A handwritten signature in black ink, appearing to read "Ron Downing", written over a horizontal line.

Ron Downing
Director of Planning

Cc: Denis Mulligan, General Manager
James Swindler, Deputy General Manager, Ferry Division
Maurice Palumbo, Principal Planner
Norma Jellison, Property Management and Development Specialist
Planning: EIRs file



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July 31, 2012

Superintendent, Golden Gate National Recreation Area
Attn: Alcatraz
Ferry Embarkation EIS
Fort Mason, Bldg. 201
San Francisco, CA 94123

Dear Sir or Madam,

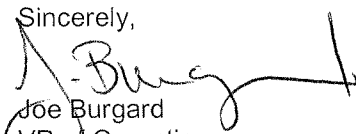
We support the National Park Service in finding a long-term home along the San Francisco waterfront and believe Fort Mason has many benefits which would best serve the mission of the National Park Service. As noted in the Federal Register Volume 77, Number 106, Fort Mason meets many of the stated needs, including:

- A long term, permanent location enabling service continuity and infrastructure investments
- A rent structure allowing for a greater portion of revenue to be reinvested in the facilities as Fort Mason is already National Park property
- Fort Mason has large under-utilized spaces on its piers which could easily handle the current NPS visitation as well as accommodate growth.
- Landings can be installed which will accommodate water transit services to both Alcatraz and other bay area locations.
- As the NPS' home in the Bay Area, Fort Mason is undoubtedly the preferred location for the objective to "provide an identifiable area for [a] quality welcome, orientation, and interpretation of the natural, cultural, scenic and recreational resources of Alcatraz, the larger GGNRA, and the national park system."
- With the extension of the F-Line and the development of the Van Ness Bus Rapid Transit project, Fort Mason will become a public transit hub and therefore be easily accessible.

While Pier 45 has many financial benefits to the merchants of Fisherman's Wharf by bringing visitors to the neighborhood, it may also mean the dislocation of the Red and White Fleet, a long-term port tenant and internationally recognized San Francisco tour and travel icon at Pier 43 ½. We have obvious concerns regarding this possible outcome.

Wherever the NPS chooses to make its long term home for water transit entry into its Bay Area parks, the Red and White Fleet looks forward to supporting its efforts with our long history of professional maritime operations. We appreciate your consideration of our comments in this EIS process.

Sincerely,


Joe Burgard
VP of Operations
Red and White Fleet

Member, Board of Supervisors
District 2



City and County of San Francisco

Orig. - B. Aviles
Cy: F. Dean
A. Rath
H. Levitt

MARK E. FARRELL

July 31, 2012

RECEIVED
AUG - 3 2012
SUPT. OFFICE

Superintendent Frank Dean
Golden Gate National Recreation Area
Attn: Alcatraz Ferry Embarkation EIS
Fort Mason, Building 201
San Francisco, CA 94123

Dear Superintendent Dean:

As the District 2 Supervisor in the City and County of San Francisco, I write to you to express my concerns regarding the National Park Service's (NPS) intention to study Fort Mason as a possible location for passenger ferry service between the northern San Francisco waterfront and Alcatraz Island and existing piers at Sausalito and/or Fort Baker. In addition, to the extent this project study moves forward, I would also request that any study to consider Fort Mason as a potential site undergo a CEQA analysis in addition to NEPA for the reasons stated below.

According to the NPS' Notice of Intent to Prepare an Environmental Impact Statement, over 1.4 million people visit Alcatraz Island annually from the existing ferry embarkation site at Piers 31 and 33 in San Francisco at Fisherman's Wharf. This area is a bustling commercial district with restaurants, gift shops, and other tourist attractions well served by public transportation. Contrast that to Fort Mason in the Marina – a predominantly residential neighborhood with a population of 23,000 residents, NPS is looking at a very different landscape than what is currently in place at Fisherman's Wharf. Fort Mason also pales in comparison to the public transportation options offered at Fisherman's Wharf – one of the City's most popular tourist destinations.

Adding the potential of 5,000 visitors per day or 35,000 visitors per week will more than double the population of the Marina and create extreme adverse impacts on parking and traffic in an already congested area. This number of course does not take into account how many visitors would increase if ferry service was established between Sausalito and Fort Baker in addition to Alcatraz Ferry Service. If Fort Mason is selected as the best alternative site, this could mean an addition of 1.5 Million people annually coming through the Marina neighborhood looking for parking, creating traffic, and a likely increase in tour bus activity. In addition to a ferry embarkation point, NPS' desire to create an on-land experience with a visitor center, store and/or museum will also increase the expected impacts.

Based on the Draft Environmental Impact Statement (DEIS) NPS published for the F-Line Extension, we already know that traffic impacts will be long-term and adverse in this area. The DEIS stated, "The [traffic] effect could be adverse if large numbers of people search parking at the marina, creating traffic congestions at local intersections." Unfortunately, my calls for a more thorough analysis of the traffic and parking issues on just the F-Line extension were not satisfactorily addressed in the FEIS which gives me even greater pause considering the enormity of NPS' idea to locate Alcatraz ferry service in Fort Mason.

Drastically altering a residential neighborhood and the businesses already established at Fort Mason is rather bold, especially considering that the Fort Mason Center and the Fort Mason merchants group does not believe it's a feasible alternative due to compatibility of use and the glaring absence of public transportation to the site. Furthermore, there are currently 4,297 parking lot spaces with walking distances of Piers 31-45 but only 738 near the Fort Mason piers. The Marina Green is already at capacity on the weekends due to children's athletic leagues such as soccer and various festivals that are permitted through the Recreation and Park Department, all of which I fully support. I understand that the public scoping process is necessary to draw these questions out but the idea to locate Alcatraz Ferry Service at Fort Mason seems tenuous at best.

What makes the idea even more distressing to residents and establishments in the Marina, is the lack of environmental review to which they will have the opportunity to be intimately involved and heard. The Notice of Intent states that environmental review will be conducted under the National Environmental Policy Act (NEPA) but further states that if a Port Authority pier is selected as the preferred alternative, the NPS will also produce an environmental impact report (EIR) under the California Environmental Quality Act (CEQA) because the Port is considered City property whereas Fort Mason is federal. Without a CEQA process in place for the Fort Mason site, the enormous change contemplated in the Marina will never be considered by the Planning Commission nor the Board of Supervisors. Any appeal to the EIS under NEPA would have to take place in Washington through the federal courts.

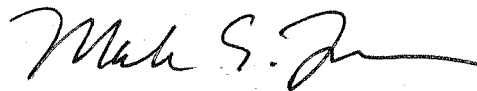
If NPS is prepared to undergo a CEQA analysis for the sites located at the Port piers, it should also do so for the piers located at Fort Mason, especially given the fact that the City will inevitably have to weigh in and take action to address all the impacts associated with such a proposal. Given the scope of this project and the drastic implications it will have on the Marina area and the City and County of San Francisco for the next 50 years and beyond, the environmental impacts should be evaluated by the City and County of San Francisco's Planning Department, Planning Commission and ultimately by the Board of Supervisors. Further NPS has requested that the City be a "cooperating agency" for the EIS as defined in NEPA. Section 1501.6 of NEPA defines the responsibilities of a cooperating agency and states that the lead agency (NPS) may ask the City to assume responsibility for those portions of the EIS for which the City has "special expertise." The impacts that will flow from this project to the Marina district is certainly an area of study where the City has more expertise than NPS.

Thus, I would ask NPS to reconsider even studying Fort Mason as a potential site for the reasons stated above. In the event the Fort Mason piers are chosen as the preferred alternative, I

respectfully request that a thorough CEQA analysis be done in addition to NEPA so that a project of this magnitude receive proper review and the residents bound to be negatively affected by it have the opportunity to be heard by their City and County representatives.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark E. Farrell", with a long horizontal flourish extending to the right.

Supervisor Mark E. Farrell
District 2 Supervisor
City and County of San Francisco

cc: United States Senator Dianne Feinstein
United States Congresswoman Nancy Pelosi
San Francisco Mayor Ed Lee
John Rahaim, Director, San Francisco Planning Department
Rodney Fong, President of the Planning Commission
Ed Reiskin, SFMTA Director of Transportation
Jose-Luis Moscovich, Executive Director San Francisco County Transportation Authority
Monique Moyer, Executive Director Port of San Francisco
Phil Ginsburg, General Manager, Recreation and Parks Department
Rich Hillis, Executive Director Fort Mason Center
Ariel Kelley, President of the Marina Community Association
Ferris Ferdon, Marina Merchants Association



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

NPS 641/135971 JANUARY 2017



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National Park Service
U.S. Department of the Interior

Golden Gate National Recreation Area
California