FINDING OF EFFECT

Yerba Buena Island Ramps Improvement Project

San Francisco, California

04-SF-80, PM 12.3-13.2/7.6-8.1

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1. INTRODUCTION

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA is the Lead Agency under CEQA while Caltrans is the lead agency under NEPA. JRP Historical Consulting, LLC (JRP) prepared this Finding of Effect (FOE) as part of the environmental compliance for the Project. The purpose of this document is to comply with applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as these pertain to federally funded undertakings and their impacts on historic properties.

The Historic Property Survey Report (HPSR) prepared for this project identified five historic properties within the Focused APE for this Project: Senior Officers' Quarters Historic District; Quarters 10 (which includes Building 267); Quarters 8; a portion of the East Span of the San Francisco-Oakland Bay Bridge (SFOBB); and prehistoric site CA-SFr-04/H. The Focused APE and plan views of the historic properties and the proposed project alternatives are provided in Appendix A, with existing and simulated views of the proposed alternatives in Appendix B.

The Senior Officers' Quarters district, Quarters 10, and the SFOBB are listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Quarters 8 has been determined eligible for listing in the NRHP and CRHR. The State Historic Preservation Officer (SHPO) concurred (August 1998) that the prehistoric component of CA-SFr-04/H was a contributing element to the site's NRHP eligibility but that the historic-era components consisting of various structure remains and refuse deposits and elements of the U.S. Naval Training Station were non-contributing elements. Even though no column footings are proposed within or near CA-SFr-04/H for any alternative, an ESA will be established for this site.

All of the historic properties are also considered historical resources for the purposes of CEQA. Although a portion of the East Span of the SFOBB is located within the Focused APE, this historic property was documented as part of the SFOBB East Span Seismic Safety (Earthquake Retrofit) Project, which was completed in 2001. Because the current project proposes the construction of new ramps that would connect to the new East Bay Span currently under construction, the proposed project has no potential to affect the existing SFOBB historic property. No further study of the SFOBB as a historic resource was required for this project. These properties are further described in Section 4.

This FOE concludes that construction of Project Alternative 2B and Alternative 4 would cause an Adverse Effect to the Senior Officers' Quarters Historic District (including Quarters 1) and Quarters 10 (and Building 267). Caltrans has determined that the undertaking will have an Adverse Effect on historic properties pursuant to Section 106 Programmatic Agreement (Section 106 PA) Stipulation X.C. and, is consulting SHPO regarding the resolution of adverse effects, pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a), and 800.6(b)(1).

2. DESCRIPTION OF THE UNDERTAKING

2.1. Project Description

Yerba Buena Island (YBI) is located in the San Francisco Bay approximately halfway between Oakland and San Francisco.[1] YBI is only accessible to vehicular traffic via the San Francisco Oakland Bay Bridge (SFOBB) stretch of I-80. The SFOBB is considered a "lifeline structure" and is a critical link between the East Bay and San Francisco. It provides the only vehicle access to YBI, the active U.S. Coast Guard (USCG) facilities located on the south side of the island, and Treasure Island, located immediately north of YBI. See Maps 1-5, Appendix A.

The proposed project would replace the existing westbound on- and off-ramps located on the east side of YBI with new westbound on- and off-ramps. The proposed project would not change the existing exit and entrance ramps on the west side of the YBI tunnel. The new ramps would maintain the functional role of the current ramps while satisfying seismic requirements, highway design standards, traffic operations, and improve safety. Although the APE maps appear to show the ramps impacting CA-SFr-04/H (ESA-1a, 1b), the ramp is actually an elevated structure and no support columns are planned within or near ESA 1a or 1b. The YBI Ramps Improvement Project is independent of both the SFOBB East Span Seismic Safety Project, currently under construction, and the Treasure Island and Yerba Buena Island (TI/YBI) Redevelopment Plan, currently undergoing its own environmental review process.

The purpose of the project is to improve the safety of the westbound on- and off-ramps to the extent physically and economically feasible. The current ramps do not meet current Caltrans design standards. The proposed project would provide standard deceleration length for the off-ramp and improved acceleration/merging length for the on-ramp. In addition, the project would improve traffic operations to and from YBI.

Alternatives have been proposed to address the geometric deficiencies of the existing on- and off-ramps. In addition to the no-build alternative, the proposed build alternatives would analyze the effects to the SFOBB (I-80) mainline structure and YBI. The proposed project is located between post-mile (PM) 7.6 and 8.1[2] beginning at the east portal of the YBI tunnel and ending at the east side of the Transition Structure portion of the new SFOBB. The SFOBB Transition Structure is located between PM 7.9 and 8.1 between the YBI tunnel and the SFOBB Self-Anchored Suspension (SAS) span.[3]

No Build Alternative

This Alternative assumes that the existing on- and off-ramps would remain in place and no further action or improvements would occur.

Alternative 2B

Alternative 2B would include removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound loop on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

[1] The project description was prepared by EDAW/AECOM.
[2] Kilometer Post (KP) 12.3 and 13.2.
[3] The SFOBB Transition Structure is the name of a section of the new Bay Bridge. The Transition Structure will connect the Self-Anchored Suspension (SAS) span to Yerba Buena Island, and will transition the East Span's side-by-side road decks to the upper and lower decks of the YBI tunnel and West Span.

Alternative 2B is the locally preferred alternative. Alternative 2B is shown in the first sheet of Map 3, as well as in plan view in Map 4, Appendix A. Views showing existing and proposed conditions for Alternative 2B appear in Figures 6-13, Appendix B.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI – This ramp would begin at a "T" intersection at Macalla Road, loop right with a tight radius, and merge on to the north side of the Bay Bridge. The length of this ramp would be approximately 876 feet (267 meters). This ramp would have two traffic lanes, merging into one as it connects to the SFOBB. One lane would be a high occupancy vehicle (HOV) lane and the other a mixed-flow[4] lane.

- Westbound off-ramp on the east side of YBI – This ramp would diverge from the new SFOBB Transition Structure between bents W3 and W4 curving around the Nimitz House and terminate at a "T" intersection at Macalla Road. The length of this ramp would be approximately 1,115 feet (340 meters). A stop sign is proposed at the ramp terminus.

- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on- and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The stairway adjacent to the Caltrans Substation would be relocated to the west side of the building to make room for the new retaining wall. The roadway width would vary around the curve at South Gate Road to provide proper width for truck turning movements.

- Under Alternative 2B, the westbound on- and off-ramps would terminate at Macalla Road where Quarters 10 and Building 267 are currently located, requiring their removal.[5]

Alternative 4

Alternative 4 would include the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of westbound on-ramp from South Gate Road, and construction of westbound off-ramp to Macalla Road on the east side of YBI. Alternative 4 is shown in the second sheet of Map 3, as well as in plan view in Map 5, Appendix A. Views showing existing and proposed conditions for Alternative 4 appear in Figures 14-21, Appendix B.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI. This ramp would begin at South Gate Road, proceed east paralleling the eastbound on-ramp, loop under the new SFOBB Transition

[4] A mixed-flow lane is a general purpose travel lane with no traffic restrictions.

[5] Quarters 10 and Building 267 (a contributing garage) are listed in the National Register of Historic Places at the local level, under Criterion C, as a significant example of mid twentieth century residential architecture.

Structure near its eastern end to provide adequate merging distances, and cross over the westbound off-ramp at the north side of the SFOBB. The ramp would be approximately 2,883 ft (879 meters) long. An HOV lane would not be provided under Alternative 4.

- Westbound off-ramp on the east side of YBI. This ramp would diverge from the new SFOBB Transition Structure between bents W2 and W3, parallel the Transition Structure, cross under the westbound on-ramp and terminate at a "T" intersection at North Gate Road. The length of this ramp would be approximately 1,168 feet (356 meters). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 660 feet adjacent to the terminus of the westbound on-and off-ramps. The existing roadway is about 20 feet wide near the ramp terminus. The roadway widening is required to accommodate a 12-foot wide multi-use pedestrian/bike path and two 12-foot wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 4 to 16 feet and would retain the hillside above Macalla Road. The roadway width would vary around the curve at South Gate Road to provide proper width for truck turning movements.
- Under Alternative 4, Quarters 10 and Building 267 and its associated landscaping would remain in place.

2.2. Area of Potential Effects (APE)

JRP Historical Consulting, LLC (JRP), in consultation with the California Department of Transportation (Caltrans), developed the architectural Area of Potential Effects (APE) for this project in October 2008. Caltrans signed the APE on October 23 and 24, 2008. The APE is composed of two areas: a General APE and Focused APE. The General APE was developed to encompass both the project area, and the contributing elements of the large, linear, multi-component SFOBB historic property that extend outside of the project area. The Focused APE encompasses only the project area; therefore, those portions of the SFOBB property that may be potentially affected by the Project are included.

The Focused APE maps for historic architecture are shown in Map 2 and Map 3 (first two sheets), in Appendix A. Consistent with Caltrans policies and general cultural resource practices, the APE for the built environment encompassed areas that might be either directly or indirectly affected by construction; i.e., those areas within which the project could cause a change in character or use of historic properties. A small segment of the westernmost portion of the East Span is extant within the Focused APE. Besides the SFOBB, there are three other resources within the Focused APE: the Senior Officers' Quarters Historic District, Quarters 10 (which includes Building 267), and Quarters 8, see Maps 4–5, Appendix A. Only those resources located within the architectural APE were included in the survey. Because the current project proposes the construction of new ramps that would connect to the new East Bay Span currently under construction, the proposed project has no potential to affect any components of the existing SFOBB historic property and it did not require further study under this FOE. The Focused APE for archaeological resources is depicted on Map 3 (last two sheets of Map 3) and includes all areas that could be subject to ground-disturbing activities under Alternative 2B or Alternative 4.

The archaeological APE was developed in consultation with Caltrans and includes only the project area and not elements of the SFOBB property. This does not include areas containing standing historic buildings and structures such as the Senior Officer's Quarters Historic District, Quarters 10 and Quarters 8. The archaeological APE only includes areas that would be potentially subject to ground disturbances related to activities such as project construction, equipment staging, and materiel storage. This APE was also developed considering the location of CA-SFr-04/H. While no ground-disturbing activities are planned that would impact this site, the site could be subject to unintended disturbances related to project construction.

3. PUBLIC PARTICIPATION

This section presents the environmental and Section 106 process activities that have been completed and those taking place concurrently with the preparation of this Draft FOE. To date, efforts to involve the public in the Section 106 process have included:

- SFCTA issued a Notice of Preparation (NOP) on September 5, 2008.
- Caltrans issued a Notice of Intent (NOI) to prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on September 5, 2008.
- A Public Scoping meeting was held at the Port of San Francisco office, Bayside Conference Room, Pier 1, San Francisco, on September 24, 2008. The consultant for historic architectural resources attended the meeting. No comments or questions were received regarding historic architectural resources.
- San Francisco Bay Conservation and Development Commission (BCDC) – Design Review Board held a public hearing on April 6, 2009. SFCTA gave an informational presentation on the project and its progress. No comments or questions were received regarding historic architectural resources.
- EDAW sent a contact letter to the Native American Heritage Commission (NAHC) on November 7, 2008 requesting a search of the Sacred Lands File and a list of suitable Native American tribal organizations and individuals that might have an interest in or concerns with the Project. EDAW sent contact letters to the NAHC-suggested Ohlone/Costanoan representatives on December 17, 2008 and followed up with phone calls approximately two weeks later. No responses were received.
- JRP, on behalf of SFCTA, sent letters to interested parties on December 11, 2008, to inform area planning agencies, local governments, historical societies, museums, and other interested parties of the proposed project. No responses were received. Copies of the transmittal letters are included in Appendix C. The following organizations received this letter:

  San Francisco Architectural Heritage
  San Francisco Landmark Preservation Advisory Board
  Preservation Coordinator, San Francisco Planning Department
  San Francisco History Association
  San Francisco Museum and Historical Society
  California Historical Society
  San Francisco Beautiful
  California Heritage Council
  California Preservation Foundation
  National Trust for Historic Preservation Western Office
  National Park Service, Pacific West Region Office
  Oakland Heritage Alliance
  Oakland Landmarks Preservation Advisory Board
  Oakland Cultural Heritage Survey
  Alameda County Historical Society
  Alameda County Parks, Recreation and Historical Commission

4. DESCRIPTION OF HISTORIC PROPERTIES

4.1. Efforts to Identify Historic Properties

4.1.1. Efforts to Identify: Built Environment

Previous projects have identified, evaluated, and in some cases listed in the National Register, four historic properties that are located within the Focused APE for the current project:

- Senior Officers' Quarters Historic District (a multi component property)
- Quarters 10 (a property that includes Building 267)
- Quarters 8
- a portion of the East Span of the San Francisco-Oakland Bay Bridge (SFOBB).

All four historic properties were previously evaluated, and although they did not require re-evaluation for the current project, the properties were field checked and update forms were prepared for the District and the individual quarters buildings. The updates forms were included in the HPSR for this project. A summary of identification efforts conducted to date is as follows:

The Senior Officers' Quarters Historic District is listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). JRP inventoried and evaluated the district in 1997 as part of the report entitled "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California." The State Historic Preservation Officer (SHPO) generally concurred with the finding of this report in October 1997 (OHP Reference USN 970708A) and requested some clarifications for the district property. Final SHPO concurrence was obtained in 1998.[6] Five years later, in 2003, JRP completed a NRHP nomination for the district, as well as Historic American Building Survey (HABS No. CA-1793-A through –K) documentation. The district was listed in the NRHP and CRHR on February 26, 2008.[7]

Quarters 10 and Building 267 are listed in the NRHP and the CRHR. Caltrans inventoried and evaluated Quarters 10 in 1998 as part of the report entitled "Historic Architecture Survey Report for the Construction of a New East Span for the San Francisco-Oakland Bay Bridge." As a result of that survey, Caltrans found that Quarters 10 and its associated garage (Building 267) appeared to be eligible for listing in the NRHP at the local level of significance under Criterion C, as significant example of mid twentieth century residential architecture. SHPO concurred with those findings in 1998. JRP prepared a NRHP nomination for the district in 2003, and on February 26, 2008, this property was listed in the NRHP and CRHR.[8]

Quarters 8 has been determined eligible for listing in the NRHP and CRHR. JRP inventoried and evaluated Quarters 8 in 1997 as part of the report entitled "Cultural Resources Inventory and Evaluation Investigations: Yerba Buena Island and Treasure Island Naval Station Treasure Island, San Francisco, California." SHPO generally concurred with the finding of this report in

[6] Caltrans, "Historic Property Survey Report, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project," EA 01200 (September 1998).

[7] National Register Information System Reference Nos. 08000085 and 91001380; HABS No. CA-233-A (1998); and see correspondence in Appendix D.

[8] National Register Information System Reference No. 08000084; and see correspondence in Appendix D.

October 1997 (SHPO Reference USN 970708A) and requested clarification for some buildings. Final concurrence was obtained in 1998.[9]

SFOBB is a multi-component property listed in the NRHP and the CRHR. This historic property was inventoried, evaluated, and documented as part of the SFOBB East Span Seismic Safety (Earthquake Retrofit) Project in 2000–2001. The historic bridge property was listed in the NRHP and CRHR on August 13, 2001.[10] A portion of the East Span of the SFOBB is located within the Focused APE; however, the current project proposes construction of new ramps that will connect to the new East Bay Span structure currently under construction and the proposed project has no potential to affect the existing SFOBB historic property. No further study of the SFOBB as a historic property was required for this project.

The detailed background information for these properties and previous identification efforts were provided in the Historic Resources Evaluation Report (HRER) prepared for this project. The HRER provides updates of the previous inventory and evaluation of the three historic properties identified above: Senior Officers' Quarters Historic District, Quarters 10, and Quarters 8. The HRER concluded that the Senior Officers' Quarters Historic District, Quarters 10/Building 267, and Quarters 8 have remained relatively unchanged since they were listed or determined eligible for listing in the NRHP and changes to their listing or eligibility were not warranted. All of these properties remain historical resources for the purposes of CEQA.

4.2. Description of Historic Properties

4.2.1. Description:

This section describes three historic architectural properties within the project APE that are listed in the National Register or have been determined eligible for listing in the National Register and that have the potential to be affected by the proposed project. The location of these properties in relation to the two alternatives is shown in Map 4 and Map 5, Appendix A.

Quarters 8 Map Reference 1

Quarters 8, a symmetrical three-story, wood-frame, Mediterranean style residence constructed in 1905, has been determined eligible for the National Register at the local level of significance. The building is significant under Criterion A within the context of military history, and under Criterion C, as an unusual example of Mediterranean-style architecture and as the work of the master architectural firm of the Reid Brothers. The period of significance extends from 1905 to 1947. Character-defining features of Quarters 8 include its massing, recessed third floor, symmetrical façade, smooth stucco and wood siding, parapets, full-width front porch with square columns and solid railing, second-floor balcony, hip roof with box cornice and block modillions, and original fifteen-over-one, twelve-over-one, and eight-over-one double hung wood windows, exterior brick chimneys, and triangular-shaped property.

Quarters 10 (and Building 267) Map Reference 2

Quarters 10, a 1948 Moderne/International/Bay Region residence and its contributing garage (Building 267), are listed in the National Register. The property is significant at the local level

[9] Caltrans, "HPSR, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project," (September 1998).

[10] National Register Information System Reference No. 00000525; and see correspondence in Appendix D.

under Criterion C, as significant example of mid twentieth century residential architecture. The property boundary includes Quarters 10, Building 267 and the landscape immediately adjacent to these buildings including lawn, garden, driveway and the northern retaining wall. The period of significance for this property is 1948, the year of its construction. Character-defining features of Quarters 10 include its setting and landscape, and those distinctive architectural characteristics of the International, Moderne and Bay (Regional) Tradition styles: flat roof with overhanging eaves supported by slender pipe columns; exposed rafters; corner windows; casement windows with horizontal muntins; curved east wall; board formed concrete wall surface; and lap wood siding. Character-defining features of Building 267 are similar to Quarters 10 and include the lap wood siding, board formed concrete wall surface, flat roof with overhanging eaves, and exposed rafter tails.

Senior Officers' Quarters Historic District (and Quarters 1) Map Reference 3

The Senior Officers' Quarters Historic District is listed in the National Register. The district includes eleven contributing elements: seven residences (Quarters 1 through 7), two apartments/garages (Buildings 83 and 230), a five-car garage (Building 205), and the landscape that surrounds the district. The district is generally bounded by North Gate Road on the west and north, the greensward on the east, the SFOBB and hillside on the south, and the southern edge of the informal landscaping south of Building 230 and directly west of Quarters 1. The property is significant at the local level under Criterion A, for its association with the early development of military facilities on the West Coast, and under Criterion C, as significant examples of Classical Revival/Colonial Revival residential architecture. The period of significance for the district extends from 1900, when the first building was constructed, to 1947, when the station was decommissioned as a "Receiving Ship" facility and ceased its operations as a naval training and distribution center.

Figure 1. View of historic district looking north, with Quarters 1 in left foreground. [Treasure Island Museum Collection, unnumbered.]

The character-defining features of the district include its setting: relationship between each contributing building, size and massing of buildings, landscaping (greensward in front of Quarters 1–3, formal terraced garden behind Quarters 1, central terraced garden behind Quarters 2–5, planting beds adjacent to each building, and hardscape, such as walkways, patios, masonry walls, and roadways); historic integrity of individual contributors (Quarters 1 through 7, Quarters 10, Buildings 267, 83, 205, and 230, and the landscape within the district boundary); the

Classical Revival/Colonial Revival architecture; and view shed from Quarters 1–5. Additionally, Quarters 1 is listed in the National Register as an individual property and is significant under Criterion A, for its association with the development of West Coast military facilities, and under Criterion C, as an important example of Classical Revival architecture. Its period of significance is identified as 1898–1916. The character-defining features of this building consist of those architectural features that contribute to its Classical Revival style including, but not limited to, its size and massing, symmetrical façade, brick foundation, porch with portico, dormers, weatherboard siding with decorative cornerboards, stringcourse between first and second floors, flared eaves with box cornices and frieze, brick chimneys, and multi-light wood windows.

Figure 2. View of Quarters 1 looking southwest
[Treasure Island Museum Collection, Unit 1, Shelf A, Yerba Buena Island Folder.]

San Francisco-Oakland Bay Bridge Map Reference 4

The SFOBB is listed in the National Register with a period of significance of 1936, as identified on the National Register nomination form. The property is significant at the national level under Criterion A, for its important influence on transportation in San Francisco Bay Area and the state as a whole. The bridge is also significant for its engineering design (Criterion C). The SFOBB consists of fifteen contributing elements. Six contributing elements are buildings: Transbay Transit Terminal Building (San Francisco), Key System Electrical Substation (San Francisco), Key System Electrical Substation (Yerba Buena Island), SFOBB Firehouse (also known as the Caltrans Garage, Yerba Buena Island), Bay Bridge Substation (also known as the Caltrans substation, Oakland), and the Key Pier Substation (Oakland). The Firehouse and Key System Electrical Substation, which were once located within the Focused APE, have been demolished. The other nine contributing structures consist of individual components of the bridge itself: bridge approaches, San Francisco approach on- and off-ramps, street overcrossings (bus ramps in San Francisco), the main bridge spans (West and East Bay spans) and the Yerba Buena Tunnel.[11] Of these structures, only a short, westernmost portion of the East Bay Span (Bridge No. 33-025) is located within the Focused APE. A new East Span of the SFOBB has been under construction since 2002 and construction activity continues within the Focused APE.

4.2.2. Archaeological Site CA-SFr-04/H

The prehistoric component of CA-SFr-04/H is a well-defined shell midden site with a mortuary complex and a diversified assemblage of flaked, ground and polished stone, modified bone and shell, floral and faunal remains, and cultural features. The prehistoric component of this site was determined eligible for listing in the National Register by the SHPO in 1998. The historic component of the site, the U.S. Naval Training Station, was determined not to be a contributing element to National Register eligibility.

5. APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

5.1. Criteria of Adverse Effect

The NHPA Section 106 regulations state that if there are historic properties in the APE which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect defined in 36 CFR 800.5. An “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” Application of the criteria of adverse effect is largely an assessment of an undertaking’s impacts on the historic integrity of a historic property and how an undertaking will affect those features of a historic property that contribute to its eligibility for listing in the NRHP. Effects can be direct, indirect, and cumulative. Direct effects include physical destruction or damage. Indirect effects include the introduction of visual, auditory, or vibration

[11] The nine contributing structures have individually been assigned Caltrans Bridge numbers: Bridge Nos. 34-118R, 34-118L, 34-117S, 34-116F, 34-003, 34-004, 33-025, 34-119Y, 34-120Y.

impacts, as well as neglect of a historic property, or cumulative effects. Cumulative effects are the impacts of the project taken into account with known past or present projects along with foreseeable future projects. This FOE assesses whether the proposed project will have an adverse effect on historic properties located within the Focused APE.

Table 1. Examples of Adverse Effects provided in 36 CFR 800.5(a)(2)

Adverse effects on historic properties include, but are not limited to:	
(i)	Physical destruction of or damage to all or part of the property;
(ii)	Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
(iii)	Removal of the property from its historic location;
(iv)	Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
(v)	Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
(vi)	Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
(vii)	Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[12]

Of the seven types of effects listed above, 36 CFR 800.5(a)(2) (vi) and (vii) are not applicable to this project. This project would not result in the neglect of a historic property (vi) or the transfer, lease, or sale of property out of Federal ownership or control (vii).

[12] 36 CFR 800.5, "Assessment of adverse effects," incorporating amendments effective August 5, 2004.

5.2. Analysis of Effect to Historic Properties

This section assesses the effects of each project alternative on the historic properties. Because the new East Bay Span of the SFOBB is currently under construction and would lead to removal of the existing East Span structure, none of the alternatives has any potential to have an adverse effect on any components of the existing SFOBB historic property. This section, therefore, focuses upon the other three historic properties in the Focused APE which the project has a potential to affect. The assessment provided below identifies the direct, indirect, and cumulative effects as defined in 36 CFR 800.5 (a)(2). The section is arranged by Project alternative. Existing views, and renderings and simulations of both alternatives appear in Appendix B.

5.2.1. No-Build Alternative

The No-Build Alternative would have no effects on historic properties because it represents the existing YBI interchange condition with no project-related activities. As such, effects analysis results in no historic properties affected for this alternative, as outlined in 36 CFR 800.4(d)(1).

5.2.2. Alternative 2B

Project actions for this alternative would include the construction of elevated westbound on-ramp and off-ramp immediately adjacent to Quarters 1, in the Senior Officers' Quarters Historic District, and would require the relocation of Quarters 10/Building 267. In addition, under this alternative Macalla Road would be widened and a retaining wall would be constructed along the south side of the road. Please see Map 4, in Appendix A, for a plan view of Alternative 2B and the historic properties within the Focused APE. Visual Simulations and renderings of Alternative 2B illustrating the appearance of the alternative for all view points, as well as renderings, are provided in Figures 6-13, Appendix B.

Alternative 2B would result in indirect and direct adverse effects to the Senior Officers' Quarters Historic District under 36 CFR 800.5(a)(2)(i), (ii), (iv) and (v); and to Quarters 1 under 36 CFR 800.5(a)(2)(i), (iv) and (v); and to Quarters 10/Building 267 under 36 CFR 800.5(a)(2)(i), (ii), (iii), (iv) and (v).

Quarters 8

All construction for the on- and off-ramps for Alternative 2B would be conducted on the north side of the new SFOBB East Span. Because all construction would be more than 400 feet from Quarters 8, this alternative would not cause any direct or indirect effects to this historic property. See Map 4, Appendix A.

Quarters 10 (and Building 267)

Alternative 2B would cause a direct adverse effect to Quarters 10 by the removal of the property from its historic location. Under this alternative, Quarters 10 and its associated garage (Building 267) would be removed to accommodate the construction of both on- and off- ramps and an abutment along the south side of Macalla Road, see Figures 6-6a, Appendix B.

Senior Officers' Quarters Historic District and Quarters 1

Alternative 2B would cause a direct adverse effect to the Senior Officers' Quarters Historic District by physically destroying or damaging contributing elements and character-defining features of the district. See Figures 7-13, Appendix B. The westbound off-ramp proposed for

this alternative would be constructed directly through the southeastern boundary of the historic district. Bent W7 would be constructed immediately southeast of Quarters 1 and would remove and/or damage a portion of the district's historic landscape, including grass and border hedge of the greensward in front of Quarters 1–3, and paved driveway and curbing southeast of Quarters 1. Bent W8 would be constructed within the formal terraced garden behind Quarters 1 and would destroy much of the third level of the terrace garden. This project action could include removing or altering plantings and trees, the gradual upward slope of the land, and brick retaining walls, planters, and stairs that lead to this third garden tier. Construction activities for the westbound on-ramp under this alternative would be conducted outside of the boundaries of the historic district.

Alternative 2B may also cause an indirect adverse effect on the historic district and Quarters 1 by introducing a potential risk of damage to the historic properties significant features from construction vibration. Specific potential vibration impacts for the proposed project are unknown; however, Caltrans guidance for this type of effect is to use criteria to evaluate severity of continuous vibrations (from traffic, train and most construction vibrations). Caltrans recommends that to reduce risk of damage to ruins, ancient monuments, and historic buildings, continuous vibrations should not exceed 2.0 mm/s (0.08 in/sec).[13] This assessment of continuous vibrations does not address temporary vibrations from pavement breaking, pile driving, blasting, or other types of demolition or construction. Caltrans advises that if these types of activities would take place within 7.5 m (25 feet) or less from "normal" buildings, or within 15-30 meters (50–100 feet) of historic buildings or structures, damage is likely to occur.[14] Using this standard, there is a potential for indirect adverse effects from construction vibration to the historic district and Quarters 1. For the off-ramp structure, construction activities for Bent W7 and W8 would be approximately 4.5 meters (15 feet) and 11.5 meters (35 feet), respectively, from Quarters 1 and construction activities for Bent W9 would be located approximately 22 meters (75 feet) from Building 230. Similarly, on-ramp Bents W8 and W7 would be approximately 30 meters (100 feet) and 25 meters (82 feet), respectively, from Quarters 1 and Bents W6 and W7 would be approximately 30 meters (100 feet) from Building 230. Although Caltrans will select a pile type and construction method for bents near Quarters 1 that would minimize vibration impacts to the historic property, because the ramp structural members would be located less than 30 meters (100 feet) from Quarters 1 and Building 230, as well as the historic landscape, all of which are contribute to the historic district's significance, the project has the potential to cause damage to those buildings and structures. Quarters 1, an individual historic property, if affected by vibrations, would be adversely affected in the same way.

Alternative 2B would also cause an indirect adverse effect on the historic district by the introduction of visual or atmospheric elements that diminish the integrity of the property's significant historic features. The construction of the ramps, which would rise between approximately 55 and 100 feet above the historic district, and its structural members that would be built immediately adjacent to contributing features, would alter the view of the historic property (see Visual Simulation Nos. 3 and 4). The size, scale, and massing of such a structure is not consistent with historic design, setting, location, feeling, or setting of the historic district and

[13] Rudy Hendricks, Caltrans Technical Advisory, Vibration, TAV-02-01-R9601, "Transportation Related Earthborne Vibrations," February 20, 2002, p10-11; URS, et al., "Noise & Vibration Study, SFOBB East Span Seismic Safety Project," September 21, 1998.

[14] Hendricks, Caltrans Technical Advisory, "Transportation Related Earthborne Vibrations," February 20, 2002, 18.

would diminish the historic integrity of the historic property. Additionally, because the on- and off-ramps would be elevated above the historic district, this alternative has the potential to cause new shade and shadows in those areas beneath and adjacent to the new ramp structures. This would include Quarters 1 and its adjacent planting beds, the formal terraced garden behind Quarters 1, and the greensward. This potential new shade may cause damage to, or alter the plantings, and may alter the use of the historic landscape areas, diminishing the integrity of these contributing features.

Archaeological Site CA-SFr-04/H

A prehistoric site, CA-SFr-04/H is located within the APE. No column footings are proposed within or near CA-SFr-04/H for Alternative 2b. However, an ESA will be established for this site using "G" markers to establish visual indicators in the field. This will allow for equipment movement and storage, but no ground-disturbing activities, i.e. post holes, fencing, etc. Therefore, there will be a no adverse effect with standard conditions.

5.2.3. Alternative 4

Project activities for this alternative would include the construction of elevated westbound on-ramp and off-ramps, widening of Macalla Road and the construction of a retaining wall along the south side of Macalla Road. Please see Map 5, in Appendix A, for a plan view of Alternative 4 and the historic properties within the Focused APE. Visual Simulations and renderings of Alternative 4 illustrating the appearance of the alternatives for all view points are provided in Figures 14-21, Appendix B.

Alternative 4 would result in indirect adverse effects to Quarters 10; the Senior Officers' Quarters Historic District under 36 CFR 800.5(a)(2)(iv) and (v); and Quarters 1 under 36 CFR 800.5(a)(2)(iv) and (v).

Quarters 8

Alternative 4 would not cause any adverse effects to Quarters 8. The project proposes the construction of the westbound on-ramp in the immediate vicinity of this historic property. The entrance to the on-ramp would be located approximately 40 meters (131 feet) east of the historic property and would parallel (to the south) the eastbound on-ramp for the new SFOBB East Span project. See Map 5, Appendix A. The on-ramp would begin at grade and gently slope downward before it turned northward under the new SFOBB. This proposed alternative would not cause any direct effects Quarters 8 because it would not alter any of its character-defining features, nor would it diminish its historic integrity.

Alternative 4 would not cause any indirect effects from its construction. Construction activities would be more than 30 meters (100 feet) from the property, thus no damage to the historic structure from construction vibration is anticipated. While the new ramp would introduce a new visual element to the property, it would not diminish the historic integrity of the property because the new ramp would slope away from Quarters 8; therefore only a portion of the deck would be visible from the historic property. Furthermore, the viewshed (looking east) from Quarters 8 would not materially change from the existing conditions (before the proposed alternative's construction) or after the construction of the new SFOBB East Span project and its eastbound on-ramp.

Quarters 10 (and Building 267)

Alternative 4 would not cause any direct adverse effects to the Quarters 10 (and Building 267) because all construction actions for the on- and off-ramps would be conducted at a distance greater than approximately 20 meters (65 feet) from the boundary of the historic property. See Figures 14–14b, Appendix B. All widening activity of Macalla Road (including the construction of a retaining wall) would be restricted to the south side of the road and at a distance of more than 6 meters (20 feet) from the historic property boundary. Neither the ramps nor the widening of Macalla Road would cause any damage or alteration to the physical features that contribute to the property's significance, nor would it materially change the property's use or setting.

Alternative 4 may cause an indirect adverse effect Quarters 10 and Building 267 by potentially causing damage to the historic properties' significant features through construction vibration. Caltrans advises that construction activities, such as pavement breaking or extensive pile driving, within 15–30 meters (50–100 feet) of historic buildings or structures would likely cause damage to such buildings.[15] Because construction to widen the transition structure for the on-ramp would be approximately 25 meters (82 feet) from Building 267, it would have potential to damage that historic property and/or damage hardscape features (driveway, concrete planters, retaining wall, etc.) within the property boundary. There would be no anticipated indirect adverse effects to this historic property from the introduction of new visual elements. The historic property is generally surrounded on all sides by dense shrubs and trees which would block the view of the on- and off-ramps when looking north from the historic property. While the widening of the transition structure for the on-ramp and Macalla Road retaining wall would be visible from Building 267, there would be relatively little change to the view looking east and south, respectively.

Senior Officers' Quarters Historic District and Quarters 1

Alternative 4 would not cause any direct adverse effects to the Senior Officers' Quarters Historic District or Quarters 1 because all construction activity for the ramp structures would be conducted outside of the historic district boundary. See Figures 15-21, Appendix B. The project would not cause any damage or alteration to the physical features that contribute to the property's significance, nor would it change the property's use or setting.

Alternative 4 may cause an indirect adverse effect on the historic district and Quarters 1 by causing potential damage to the historic properties' significant features through construction vibration. For the off-ramp structure, Bent 1 would be constructed approximately 20 meters (65 feet) southeast of Quarters 1. Although Caltrans will select a pile type and construction method for bents near Quarters 1 that would minimize vibration impacts to the historic property, potential construction activities that may occur in this area (pavement breaking or extensive pile driving) has the potential to cause damage to historic buildings or structures.

Alternative 4 would also cause an indirect adverse effect on the historic district by the introduction of visual elements that diminish the integrity of the property's significant historic features. The on-ramp structure would extend northwest approximately 20 meters (65 feet) from the new east span of SFOBB at Bent 2 (which is located just outside the historic district's eastern boundary). It would be 30 meters (131 feet) wide at its widest location (near Bent 4) and would be elevated approximately 10 meters (32 feet) above Quarters 1 and approximately 150 feet above the greensward. The size, scale, and massing of such a structure is not consistent with

[15] Hendricks, Caltrans Technical Advisory, "Transportation Related Earthborne Vibrations," February 20, 2002, 18.

historic design, setting, location, feeling or setting, of Quarters 1 or the historic district and would constitute introduction of a new visual element.

Additionally, the ramp deck and bents would obstruct eastward view from Quarters 1 and because the view from this building is a character-defining feature, Alternative 4 would diminish the integrity of Quarters 1. The introduction of the ramp structures would thus cause an adverse effect to both the district and Quarters 1. Although the viewshed from Quarters 2 would be somewhat altered by the proposed ramps, it would not do so in an adverse manner as the view from this building is mostly obstructed by the row of eucalyptus trees that provide the eastern border to the historic property. Similarly, Quarters 3–5 would not be adversely affected because the new ramps would not be visible from these buildings.

Archaeological Site CA-SFr-04/H

A prehistoric site, CA-SFr-04/H is located within the APE. No column footings are proposed within or near CA-SFr-04/H for Alternative 4. However, an ESA will be established for this site resulting in a no adverse effect with standard conditions.

5.2.4. Noise Effects

The noise levels of the proposed Alternative 2B are expected to be approximately 68 dBA L_{eq} at the Nimitz House (Quarters 1), within the District.[16] This is a level of change from the existing baseline that may be detectable to the human ear in an exterior setting. This change represents an approximately 2 dBA reduction in noise levels and is not expected to further impair integrity of the setting of the building or District, which has experienced high levels of traffic noise since the original SFOBB was constructed in the 1930s. The proposed Alternative 2B, therefore, would not cause an indirect adverse effect on the District or its contributors because it would not introduce auditory elements that would diminish the integrity of the property (36 CFR 800.5[a][2][v]).

The noise levels of the proposed Alternative 4 are expected to be approximately 68 dBA L_{eq} at the Nimitz House (Quarters 1) within the District, and approximately 72 dBA L_{eq} at the Quarters 10 / Building 267 property.[17] The level of change from the existing baseline at Quarters 10 / Building 267 may be detectable to the human ear in an exterior setting, however, the SFOBB had already been in place for about a decade when Quarters 10 and Building 267 were built and the bridge and traffic noise have always been a part of the setting of this property. The proposed Alternative 4 would not cause an indirect adverse effect on either the District or the Quarters 10 / Building 267 property because it would not introduce auditory elements that would diminish their integrity (36 CFR 800.5[a][2][v]).

5.2.5. Cumulative Effects

Construction of either of the build alternatives for this project would not cause adverse cumulative effects to the historic properties within the Focused APE. Cumulative effects analysis takes into consideration that "adverse effects may include reasonably foreseeable effects

[16] EDAW-AECOM, "Draft Noise Study Report, Yerba Buena Island Ramps Improvement Project, San Francisco, California, 04-SF-80, PM 12.3-13.2/7.6-8.1, EA 04-3A64OK," August 2009. Quarters 1 was evaluated as Receiver 2, at 69 dBA, land use category C (commercial).

[17] EDAW-AECOM, "Draft Noise Study Report. Quarters 10 has predicted noise level of 72dBA, data provided via personal communication, from Bill Maddux, EDAW-AECOM, August 12, 2009.

caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative" (36 CFR 800.5 (a)(1)). Previous projects in the vicinity of the Focused APE, specifically the SFOBB East Span Seismic Safety Project (currently underway), have been subject to Section 106 effects analysis and CEQA impacts analysis. The SFOBB East Span project includes removal of a portion of the SFOBB and construction of a new East Bay span. Adverse effects to historic properties and their character-defining features identified for that project, including the removal of the East Span structures, the Caltrans Garage, and the Yerba Buena Electrical Substation.[18] Caltrans, SHPO and ACHP developed a memorandum of agreement (MOA) to mitigate these effects.[19] The construction of the SFOBB East Span project, when considered in conjunction with the YBI Ramps Project, would not adversely affect the other historic properties in the Focused APE for this project. The SFOBB East Span project would not cause an adverse cumulative effect.

No reasonably foreseeable adverse effects of future projects have been identified. Projects in the planning process include:

1. Transfer of YBI and Treasure Island (TI) from the US Navy to the City and County of San Francisco (CCSF), and the redevelopment of TI/YBI. CCSF and the US Navy have been negotiating the transfer of the property for several years. The US Navy has prepared environmental compliance documents regarding historic properties to meet its responsibilities under Section 106 and Section 110 of the NHPA.[20] It is assumed that the transfer of TI/YBI will provide for the treatment of historic properties in a manner that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68).

2. In December of 2006, the San Francisco Board of Supervisors and Treasure Island Development Authority (TIDA) endorsed a Development Plan for the redevelopment of TI/YBI.[21] The plan generally provides for the restoration and reuse of historic buildings structures, and the Senior Officers' Quarters Historic District has been identified as a potentially commercial and cultural mixed-use area. It is assumed that the Development Plan would be executed in a manner consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (36 CFR part 68).

3. San Francisco Bay Plan, by the San Francisco Bay Conservation and Development Commission. It is assumed that this plan will be executed in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68). BCDC San Francisco Bay Plan presents the following policies for TI and/or YBI:

[18] Caltrans District 4, "Finding of Adverse Effect: Buildings and Structures, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000," September 1998; Caltrans District 4, "Addendum Finding of Adverse Effect, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000," October 1999.

[19] "Memorandum of Agreement among the FHWA, the US Coast Guard, the California SHPO, and the ACHP for the San Francisco Oakland Bay Bridge East Span Seismic Safety Project …," May 2000.

[20] "Memorandum of Agreement between the Department of the Navy and the California State Historic Preservation Officer for the Layaway, Caretaker Maintenance, Interim Leasing, Sale, Transfer, and Disposal of Historic Properties on the Former Naval Station Treasure Island, San Francisco, California," June 2003.

[21] Treasure Island Development Authority, "Transfer and Redevelopment of former Naval Station Treasure Island," accessed May 17, 2009 at http://www.sfgov.org/site/treasureisland_page.asp?id=96594, ©2000-2009.

- **Yerba Buena Island - South of Bay Bridge** – redevelopment for recreational use.
- **Yerba Buena and Treasure Islands – Clipper Cove** – shoreline improvements.
- **Yerba Buena Island North of Bay Bridge** – public open space development.
- **Treasure Island Redevelopment**.[22]

[22] BCDC, "San Francisco Bay Plan, Amended September 2006, Reprinted January 2007," accessed online on May 17, 2009 at http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/Plan_Map_5.pdf.

6. ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines Section 15126.6 requires the lead agency to identify the alternatives that were considered but rejected, and to briefly explain the reasons why the lead agency found them to be infeasible.[23] A Conceptual Feasibility Report for the YBI interchange was prepared in March 2002. The project development team, in close cooperation with Caltrans, evaluated the alternatives identified in this report and used them to develop nine build alternatives and one no-build alternative.

Stakeholders were invited to several meetings with the project development team to provide their input on the design alternatives. During these meetings, the alternatives were discussed in detail, including any non-standard features of the design. A decision matrix was presented, and the stakeholders were asked to designate a high, medium, or low rating for each alternative based on their respective interests. The results were tabulated and used to compare the alternatives.

The Project Study Report (PSR), prepared by SFCTA in December 2007, summarized the results of the alternatives evaluation. The PSR recommended that two of the alternatives, Alternatives 2B and 4, be carried forward. The remaining six build alternatives were determined to be non-viable and were eliminated from further study. These alternatives and the reasons for their elimination are discussed below.

The range of alternatives discussed in the PSR was limited to the design and reconstruction of the ramps on the east side of the YBI tunnel. The ramps west of the YBI tunnel have not been considered for reconstruction because the space available is insufficient to provide enough room for the ramps to be designed and reconstructed to meet current geometric standards.

6.1. Non-Viable Alternatives

6.1.1. Alternative 1

This alternative proposes to design and reconstruct two of the six existing on- and off-ramps at the I-80/YBI interchange. All of the on- and off-ramps proposed would provide a single traffic lane with standard shoulder widths, as well as the following features:

- Eastbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the West Tie-in structure, loop left under the Transition Structure and terminate in a “T” intersection at Macalla Road.
- Eastbound on- ramp on the east side of Yerba Buena Island – This ramp would begin at Hillcrest Road, curve left and climb to merge with the Transition Structure.
- Westbound on- ramp on the east side of Yerba Buena Island – This ramp would begin in a “T” intersection at Hillcrest Road, parallel the Eastbound on-ramp, loop left under the Transition structure near its east end, cross over both the westbound on- and off-ramps, and merge with the West Tie-in structure.
- Westbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the Transition Structure near its eastern end, cross over the westbound onramp,

[23] This section was prepared by EDAW/AECOM.

cross under the westbound on-ramp, curve right, then terminate in a "T" intersection at Macalla Road.

This alternative was removed from consideration for the following reasons:

- The eastbound and westbound off-ramps are isolated off-ramps, terminating at the same location at Macalla Road. This is an uncommon situation which would possibly create driver confusion resulting in potential wrong way movements from Macalla Road onto the ramps. In addition, the added vehicle volumes from both off-ramps at the intersection would negatively impact traffic operations on Macalla Road and YBI.
- The hook-shaped eastbound off-ramp is undesirable for traffic safety reasons.
- The westbound on-ramp would cause additional environmental impacts to the BCDC 100' shoreline band and would impair accessibility to the U.S. Coast Guard property at the south side of the SFOBB.
- The westbound off-ramp would need to span over structures within the historic district creating additional environmental impacts, risk, and construction cost.
- The multiple weaving of structures under and over other structures creates additional risk and construction cost.
- The eastbound and westbound off-ramps would adversely affect the Nimitz House, a historic building north of the SFOBB. The Nimitz House would need to be relocated.

6.1.2. Alternative 1A

This alternative is similar to Alternative 1 except for the following:

- Eastbound off-ramp on the east side of Yerba Buena Island – In this alternative the ramp would loop under the Transition Structure farther east and terminate in a "T" intersection at Macalla Road south of the termination location of Alternative 1.
- Eastbound on-ramp on the east side of Yerba Buena Island – This ramp would begin at Hillcrest Road south of the location of Alternative 1, curve left, cross over the eastbound off-ramp, and merge with the Transition Structure.
- Westbound on-ramp on the east side of Yerba Buena Island – This ramp would begin in a "T" intersection at Hillcrest Road, travel east, loop left under the Transition Structure near its east end, cross over both the westbound on- and off-ramps, and merge with the West Tie-in structure.
- Westbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the Transition Structure near its eastern end, curve right and terminate in a "T" intersection at Macalla Road. This ramp would terminate at Macalla Road south of the termination location of Alternative 1.

This alternative would provide several benefits over Alternative 1. It would require less aerial easement, would avoid direct impact on the Nimitz House, and would eliminate the isolated ramps scenario. However, this alternative would still impair accessibility to the USCG facilities in a manner similar to Alternative 1.

This alternative was removed from consideration because:

- The eastbound off-ramp would disturb the archeologically sensitive area underneath the future SFOBB.
- The hook shape eastbound off-ramp is undesirable for traffic safety reasons.
- The terminus of the westbound off-ramp and eastbound off-ramp at similar locations on Macalla Road would negatively impact the traffic operations of the road and YBI.
- The westbound on-ramp would cause additional environmental impacts to the BCDC 100' shoreline band and would impair accessibility to the US Coast Guard property at the south side of the SFOBB.
- .The multiple weaving of structures under and over other structures creates additional risk and construction cost.

6.1.3. Alternative 2

This alternative is similar to Alternative 1A except for the following:

- Eastbound on-ramp on the east side of Yerba Buena Island – The ramp in this alternative would merge with the Transition Structure west of the merge location of the ramp in Alternative 1, resulting in a shorter ramp length.
- Westbound on-ramp on the east side of Yerba Buena Island – This ramp would begin in a "T" intersection at Macalla Road, travel east, loop right, cross over the eastbound off-ramp, and merge with the Transition Structure.
- Westbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the Transition Structure near its eastern end, curve right, merge with the westbound on-ramp, and terminate in a "T" intersection at Macalla Road.

This alternative would elevate the westbound on- and off-ramps through the historic district and may adversely affect the historic district. It would require additional right-of-way north of the existing SFOBB mainline. This alternative would require an aerial easement for the eastbound off-ramp, but would have minimal impact to USCG operations since most of the work and modification would occur outside the USCG property.

This alternative was removed from consideration because:

- The multiple weaving of structures under and over other structures creates additional risk and construction cost.
- The hook shape off-ramp is undesirable for traffic safety reasons.
- The westbound on-ramp and off-ramp would have adverse effects on the Nimitz House and the other historical buildings.
- The westbound on and off-ramps would need to span over structures within the historic district creating additional environmental impacts, risk, and construction cost.

6.1.4. Alternative 2A

This alternative is similar to Alternative 2 except for the following:

- Eastbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the West Tie-in structure, hook right, and terminate at Hillcrest Road.
- Eastbound on-ramp on the east side of Yerba Buena Island – This ramp would begin at Hillcrest Road, curve right and merge with the Transition Structure.

This alternative would elevate the westbound on- and off-ramps through the historic district and may have an environmental impact on the historic district. It would require additional right-of-way north of the existing SFOBB mainline. This alternative would have minimal impact to USCG operations, since most of the work and modification would occur outside of the USCG property.

This alternative was removed from consideration because:

- The westbound on and off-ramps would need to span over structures within the historic district creating additional environmental impacts, risk, and construction cost.
- The westbound on-ramp and off-ramp would adversely affect the historic buildings adjacent to the Nimitz House.
- The westbound on-ramp and off-ramp would adversely affect the other historical buildings adjacent to the SFOBB.
- The location of the westbound off-ramp join with the mainline would negatively affect the seismic design and potentially cause added stress to the SAS structure.

6.1.5. Alternative 3

This alternative is similar to Alternative 2 except for the following:

- Eastbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the West Tie-in structure, loop right over the USCG property, and terminate at a “T” intersection at Hillcrest Road.
- Eastbound on-ramp on the east side of Yerba Buena Island – This ramp would begin at Hillcrest Road south of the ramp location in Alternative 2.
- Westbound on-ramp on the east side of Yerba Buena Island – This ramp would begin at a “T” intersection at Macalla Road, merge with the westbound off-ramp, curve right near the shoreline, travel over the western side of the historic district, diverge from the westbound off-ramp, curve left and merge with the Transition Structure.
- Westbound off-ramp on the east side of Yerba Buena Island – This ramp would diverge from the West Tie-in structure, curve left, merge with the westbound off-ramp, travel over the west side of the historic district property, curve left near the shoreline, then terminate at a “T” intersection at Macalla Road.
- The eastbound on-ramp would be reconfigured to allow vertical clearance under the eastbound off-ramp.

This alternative was removed from consideration because:

- The westbound off and on-ramp would cause additional environmental impacts to the BCDC 100' shoreline band.
- The eastbound off-ramp would cause significant impacts to the US Coast Guard facility with the structure spanning over their property.
- It would result in adverse impacts to biological resources north of I-80.
- The eastbound on-ramp would encroach into an archaeologically sensitive area.
- The length of the structures required to go around the historic district would increase construction cost significantly.
- It would adversely affect the Nimitz House and the other historical buildings.

6.1.6. Alternative 5

This alternative proposes a standard tight diamond intersection with minimal nonstandard design features and would have minor impacts on USCG access and operations. However, this alternative would require excavating and daylighting the existing YBI tunnel to allow for the construction of the westbound on-ramp and eastbound off-ramp.

This alternative was removed from consideration because the approximate cost to modify the existing YBI tunnel is between $500 million and $1 billion, which is substantially higher than the estimated costs for the other build alternatives.

7. PROPOSED MITIGATION

As discussed in Section 6, both project build alternatives would have an adverse effect on historic properties. The SFCTA, in conjunction with Caltrans and FHWA, is continuing consultation with SHPO following 36 CRF 800.6, to arrive at resolution of the adverse effect(s). Caltrans, in accordance with Stipulation XI of the Section 106 PA, will prepare a draft Memorandum of Agreement (MOA) to memorialize measures that would mitigate adverse effects. The MOA signatory parties will be Caltrans, SHPO, and the Advisory Council on Historic Preservation (ACHP), should the ACHP decide to participate. SFCTA, the US Navy, TIDA, and others are anticipated to be concurring parties.

SFCTA sent a letter to interested parties on December 11, 2008, notifying interested individuals and organizations that the project is anticipated to have an adverse effect on these properties and to solicit the input of these parties (Appendix C). No responses to this letter have been received to date; however, any responses will be appended to this document and included in the environmental document if any are forthcoming. Revisions to proposed mitigation measures resulting from these responses will also be incorporated in the development of MOA stipulations if received prior to execution of the MOA.

7.1. Efforts to Avoid or Minimize Adverse Effects

The alternatives development evaluation process described in the previous section includes efforts to develop alternatives that could avoid and/or minimize adverse effects to the District, Quarters 10/267, and Quarters 8. The main design constraint for Alternative 2B was the difficult topography, as well as the existing roadway geometrics and historic buildings in the vicinity of the intersection of Alternative 2B and Macalla Road. Alternative 4, therefore, was developed in order to identify a way to construct the ramps without directly affecting the historic properties; however, Alternative 4 causes its own indirect adverse effects (see Section 5), and the alternative development process did not identify any other feasible alternatives that could completely avoid adverse effects to historic properties within the Focused APE (see Section 6).

7.2. Proposed Mitigation Measures

Caltrans will prepare a draft Memorandum of Agreement (MOA) for the project in coordination with the project proponent and Office of Historic Preservation (OHP). The MOA will stipulate various mitigation activities that will be conducted to address adverse effects that the proposed build alternatives would have on historic properties as presented in Section 5. The goal of the mitigation under development for the YBI Ramps project is to add to and compliment both previous and on-going mitigation measures being undertaken as part of the East Span project. Caltrans will ensure that SFCTA carries out these measures, insuring that: a) the historic properties are properly recorded through photography, written documentation, and/or educational/interpretive material; b) that this material is appropriately distributed; and c) that historic properties within the Focused APE are protected and monitored before and during construction. SFCTA will not authorize project-related activities that could result in an adverse effect to the historic property until these stipulations are completed. Mitigation measures proposed for the project include the following:

Relocation of Historic Structures. Alternative 2B would require the removal of Quarters 10 and Building 267. To help minimize the adverse effect of the removal, if Alternative 2B is chosen as the Preferred Alternative, the two buildings would be relocated prior to construction of the ramps at Macalla Road. Two potential relocation sites, both within the general vicinity of the original location of the property on the east side of Yerba Buena Island, are being developed. The relocation of the buildings will take into account the site layout (i.e., the orientation of the buildings to the cardinal directions and proximity to a hillside), as well as their potential reuse. As part of this effort, SFCTA is coordinating with Caltrans, SHPO, and JRP consulting architectural historians, as well as the current and future land-owning agencies: the U.S. Navy and the City and County of San Francisco. Quarters 10/Building 267 will be thoroughly recorded in a Historic Structure Report (see below), and the relocation plan will provide for project and stabilization of the building before, during, and after the move.

Screening. A planting plan could be designed to help provide visual screening between the new ramp structures and the historic properties. OHP has indicated that they would support this potential mitigation measure and SHPO has requested that illustrations of how landscaping around the Nimitz House would look over a period of time as it matured. This mitigation will be coordinated with the land-owning agencies and Caltrans prior to the start of construction to ensure that the YBI Ramps project screening plan takes into account similar landscaping mitigation projects underway for properties within the Focused APE.

Interpretive signs. Signs that incorporative narrative historic context and images could be established along the new multipurpose pathway component of the project. The signs could utilize photographs of the historic district, Quarters 10 / Building 267, as well as views from the historic properties or views from the pathway. These images could include both before and after construction of the original SFOBB and before the construction of the new ramps. The signs could also utilize historical data from HABS or HSR documentation of the properties within the Focused APE for this project.

NRHP Nomination. Quarters 8 was determined eligible for listing in the NRHP, and as part of the mitigation for the current project, SFCTA will complete and submit a nomination for Quarters 8, to the NRHP Program at the National Park Service. The photographs used in the nomination will be made prior to the start of construction; however, the nomination document may also use current and/or historic images prepared as part of other mitigation activities.

Historic American Buildings Survey (HABS) Documentation. The District and Quarters 10/Building 267 have already been the subject of HABS recordation, therefore recordation conducted as mitigation for this project will be designed to augment the previous work through HABS recordation of Quarters 8. Prior to the start of construction, large-format (four by five inch, or larger, negative size) black and white photographs will be taken showing Quarters 8 in context, as well as details of its character-defining features. The views will specifically include views of and from the building, both towards and away from the SFOBB structures. The photographs will be processed for archival permanence in accordance with HABS photographic specifications. Each view will be fully captioned, and if necessary, perspective corrected. Oblique aerial photography will be considered as a photographic recordation option in these coordination efforts.

The recordation will follow the National Park Service HABS Guidelines and the report format, views, and other documentation details will be coordinated with the Western Regional Office of

the NPS, Oakland, CA. It is anticipated that the recordation of Quarters 8 will be completed to Level I or Level II HABS written data standards, and will include archival and digital reproduction of historic images, plans, and drawings. Copies of the documentation will be offered to the San Francisco Public Library, Oakland Museum of California, Environmental Design Archives (U.C. Berkeley), Caltrans District 4 Office of Cultural Resource Studies, and the Caltrans Transportation Library and History Center at Caltrans Headquarters in Sacramento. The documentation will also be offered in printed and electronic form to any repository or organization upon which SFCTA, Caltrans, and SHPO, through consultation, may agree. The electronic copy of the report could be placed on an agency or organization's web site.

Historic Structure Report (HSR). Prior to the start of construction, SFCTA will prepare HSRs for the contributing elements of the District and for Quarters 10/Building 267. The HSRs will follow the general guidelines for such reports and as described in the OHP publication, "Historic Structure Report Format," http://ohp.parks.ca.gov/?page_id=1069. The scope of the HSRs will be developed in consultation with Caltrans, OHP, and the landowning agencies, and copies of the reports will be provided to the same. The HSR for Quarters 10/Building 267 will include documentation of the properties existing landscaping. The landscape elements of the District, will be documented in a Historic Landscape Report, described below. Caltrans will provide copies of photographs and/or plans prepared as part of previous mitigation activities at these buildings for use in the HSRs. The HSRs will be used in the on-going planning process and reuse of the properties.

Historic Landscape Report (HLR). Prior to the start of construction, SFCTA will prepare an HLR for the contributing landscape elements of the District. The HLR will be informed by the general guidelines for the Historic American Landscape Survey (HALS), as described in the NPS online publication, "HALS Guidelines," http://www.nps.gov/hdp/standards/halsguidelines.htm. The scope of the HLR will be developed in consultation with Caltrans, OHP, and the landowning agencies, and copies of the reports will be provided to the same. Caltrans will provide copies of photographs and/or plans prepared as part of previous mitigation activities within the district that may be relevant to the contributing landscape elements. The HLR documentation will be used in the on-going planning for and reuse of the District.

Protection and Stabilization. SFCTA and Caltrans, prior to the start of construction and in consultation with the land-owning agencies, will develop and implement measures to protect the Nimitz House (Quarters 1) from damage by any aspect of the project. Such measures will include, but not necessarily be limited to, vibration monitoring during pile driving or general construction of the pier structures in the vicinity of this building. If Alternative 4 is selected as the Preferred Alternative, SFCTA and Caltrans, prior to the start of construction and in consultation with the land-owning agencies, will develop and implement measures to protect Quarters 10/Building 267 from damage by any aspect of the project. If Alternative 2B is selected as the Preferred Alternative, such measures will include, but are not limited to, stabilization of the buildings before, during, and after relocation, as well as protection during storage at the new site and during its subsequent rehabilitation. In addition, although historic-era site P-38-04322 is currently situated outside the Area of Direct Impact construction activities could inadvertently disturb or destroy portions of the is feature that is presently listed on the CRHR. In order to reduce chances that this feature could be inadvertently damaged during Project construction activities, it should be clearly delineated using orange "cyclone" fencing or other similar suitable materials and designated as a restricted area within which no ground-

disturbing activities could occur. The protective and stabilization measures will be included in the contract specifications.

Repair of Inadvertent Damage. SFCTA will ensure that any damage to any of the historic properties within the Focused APE resulting from the project will be repaired in accordance with the Secretary of the Interior's *Standards for Rehabilitation*. The HSR, HLR, and/or HABS recordation will photographically document the condition of the buildings prior to the start of construction to establish the baseline condition for assessing damage. A copy of this photographic documentation will be provided to Caltrans and the land-owning agencies. Prior to implementation, SFCTA shall provide the plans for any repairs to Caltrans and SHPO for review and comment to ensure conformance with the Secretary of the Interior's *Standards for Rehabilitation*.

Environmental Sensitive Area. An ESA will be established for CA-SFr-04/H (ESA 1a and 1b) to insure that no ground-disturbing activities take place within the boundaries of the site.

8. CONCLUSIONS

Caltrans finds that there are historic properties affected by the Project pursuant to Section 106 PA Stipulation IX.B. Caltrans proposes that the undertaking will have an Adverse Effect for the Senior Officers' Quarters Historic District, Quarters 1 and Quarters 10 (including Building 267). Caltrans is consulting to resolve adverse effects pursuant to Section 160 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1). At this time, this document serves only to obtain SHPO concurrence that the undertaking will have an Adverse Effect on a historic property and that mitigation measures will be discussed in a separate consultation document along with a draft MOA.

Table 2. Summary Effect Table

Historic Property	Alternative 2B Effects (see Section 5.2.2)	Alternative 4 Effects (see Section 5.2.3)
Quarters 8	No Effect	No Effect
Quarters 10 (and Building 267)	**Adverse** - Direct	**Adverse** - Indirect
Senior Officers' Quarters Historic District (including Quarters 1)	**Adverse** - Direct & Indirect	**Adverse** - Indirect
CA-SFr-04/H	No Adverse Effect with Standard Conditions	No Adverse Effect with Standard Conditions
SFOBB	No Effect	No Effect

9. REFERENCES

BCDC. "San Francisco Bay Plan, Amended September 2006, Reprinted January 2007." As of May 17, 2009. http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/Plan_Map_5.pdf.

Caltrans District 4. "Addendum Finding of Adverse Effect, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000." October 1999.

Caltrans District 4. " Finding of Adverse Effect: Buildings and Structures, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, EA 012000." September 1998.

EDAW / AECOM. "Draft Noise Study Report, Yerba Buena Island Ramps Improvement Project, San Francisco, California, 04-SF-80, PM 12.3-13.2/7.6-8.1, EA 04-3A64OK," August 2009.

HABS No. CA-233-A.

HABS No. CA-1793-A through M.

Hendricks, Rudy. Caltrans Technical Advisory, Vibration, TAV-02-01-R9601, "Transportation Related Earthborne Vibrations (Caltrans Experiences)." February 20, 2002.

"Memorandum of Agreement among the Federal Highway Administration, the United States Coast Guard, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation for the San Francisco Oakland Bay Bridge East Span Seismic Safety Project in San Francisco and Alameda Counties, California." May 2000.

"Memorandum of Agreement between the Department of the Navy and the California State Historic Preservation Officer for the Layaway, Caretaker Maintenance, Interim Leasing, Sale, Transfer, and Disposal of Historic Properties on the Former Naval Station Treasure Island, San Francisco, California." June 2003.

Treasure Island Development Authority. "Transfer and redevelopment of former Naval Station Treasure Island," http://www.sfgov.org/site/treasureisland_page.asp?id=96594. Accessed May 17, 2009.

URS / Greiner / Woodward-Clyde. "Noise & Vibration Study, San Francisco – Oakland Bay Bridge East Span Seismic Safety Project, Caltrans 04A0148, EA 012000," September 21, 1998.

10. PREPARERS' QUALIFICATIONS

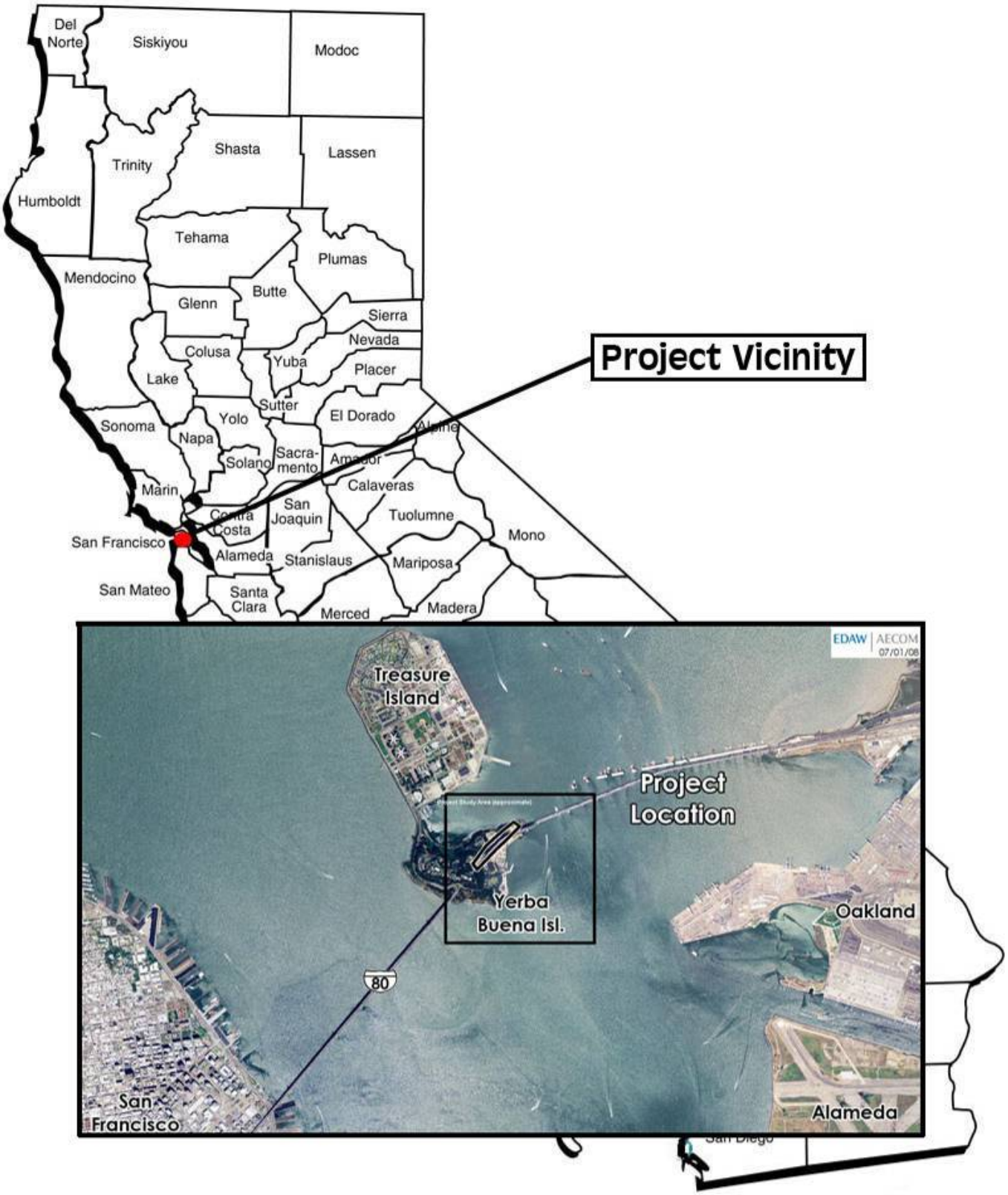
This document was conducted under the general direction of Rebecca M. Bunse (M.A. in Public History, California State University, Sacramento), a partner at JRP with more than nineteen years experience conducting these types of studies. Ms. Bunse consulted on the development of the APE, provided overall effects analysis guidance, and edited the report. Based on her level of experience and education, Ms. Bunse qualifies as a historian/architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP architectural historian Toni Webb was the lead historian for this project. Ms. Webb prepared the contextual statement and evaluations, as well as conducted fieldwork, prepared updated DPR forms, and conducted effects analysis. Ms. Webb received a B.F.A. in Historic Preservation from the Savannah College of Art & Design and has more than ten years of experience in public history and historic preservation. Based on her level of experience and education, Ms. Webb qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

EDAW Senior Archaeologist Brian Ludwig (Ph.D. anthropology/archaeology, Rutgers University) meets the Secretary of the Interior's Qualification Standards and has more than twenty-seven years experience in academic and Cultural Resources Management fields. Dr. Ludwig participated in the development of the Archaeological APE for the Project and directed the archaeological investigations.

Appendix A

Maps



Map 1. Project Location and Vicinity

General Architectural Area of Potential Effects

1 inch equals 2,000 feet

0 0.5 1 Miles

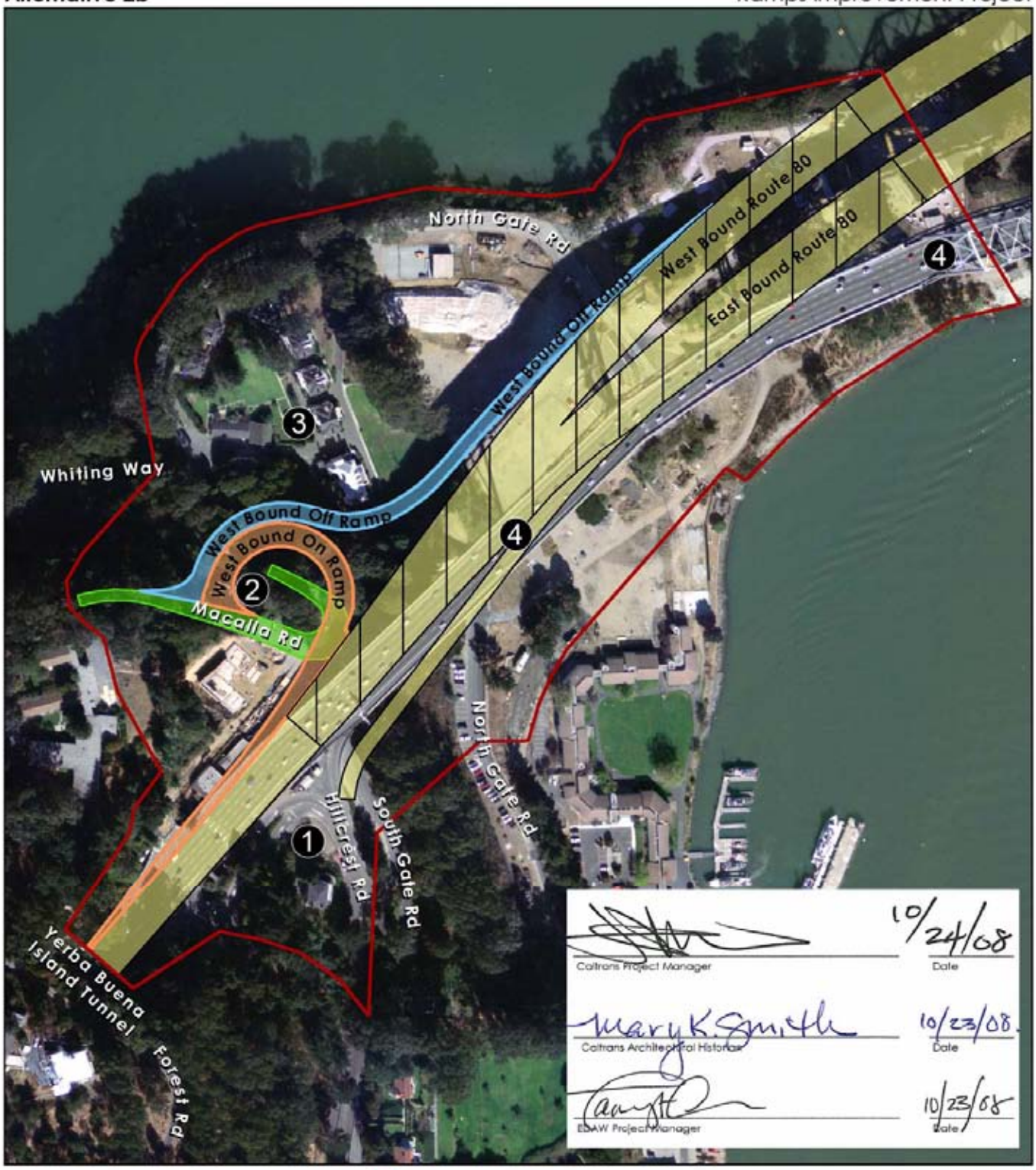
Area of Potential Effects

01-09

Map 2. General APE

Historic Architectural Focused Area of Potential Effect
Alternative 2b

Yerba Buena Island
Ramps Improvement Project



Alternative 2b Proposed Ramps

- Proposed West Bound Off-Ramp
- Proposed West Bound On-Ramp
- Proposed Macalla Road Improvements

Area of Potential Effect

Separate Project Currently Under Construction

- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

Image: Nimo/ USGS 2004
Data: DMJM Harris, EDAW
5/09

This map is a graphical representation and for general locating purposes only.

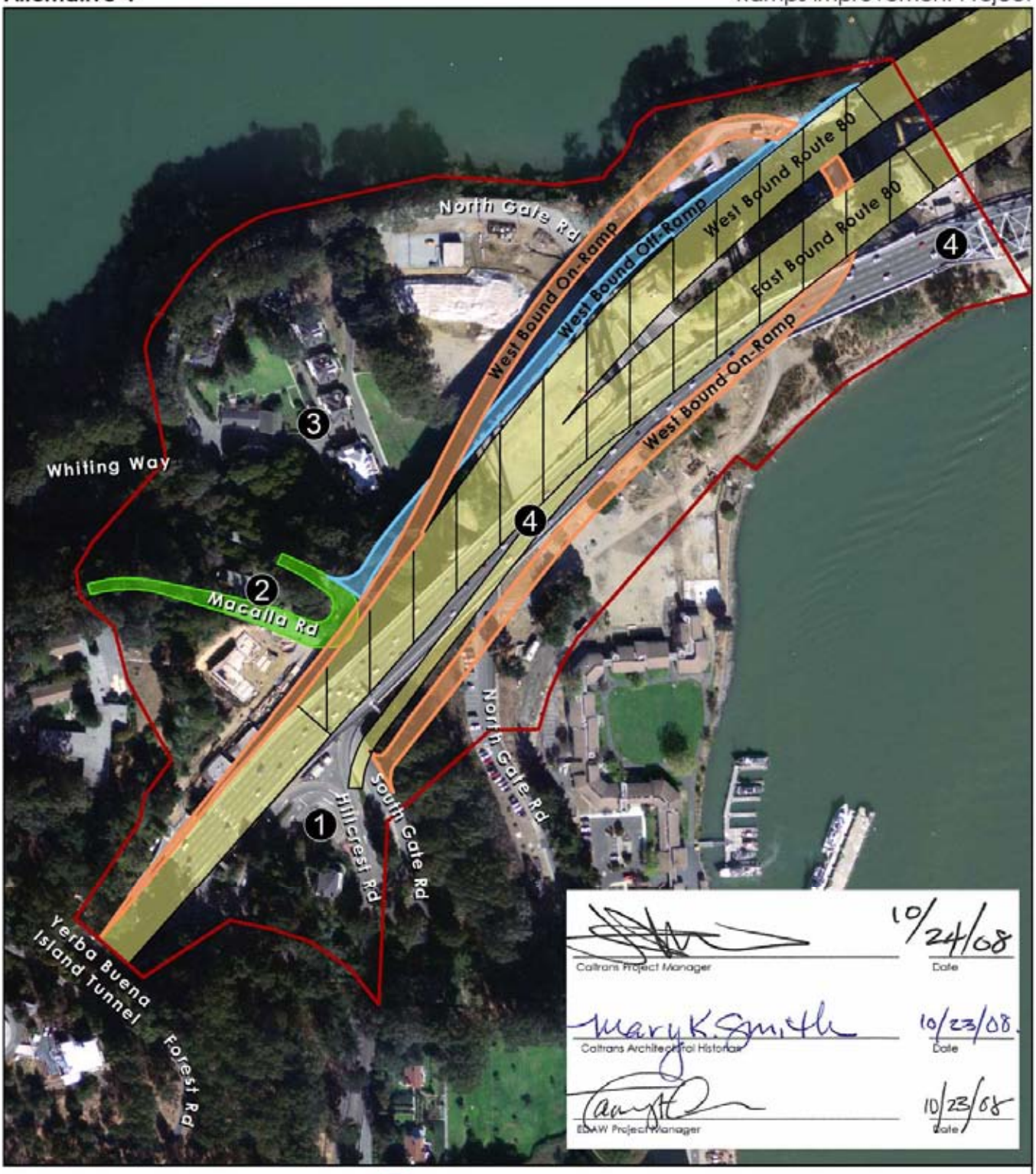
0 100 200 300 Feet

Map Reference

Map 3. Focused APE

Historic Architectural Focused Area of Potential Effect
Alternative 4

Yerba Buena Island
Ramps Improvement Project



Caltrans Project Manager — Date 10/24/08

Mary K. Smith — Caltrans Architectural Historian — Date 10/23/08

EDAW Project Manager — Date 10/23/08

Alternative 4 Proposed Ramps

- Proposed West Bound Off-Ramp
- Proposed West Bound On-Ramp
- Proposed Macalla Road Improvements

Area of Potential Effect

Separate Project Currently Under Construction

- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

Map Reference

Image: Nimo/ USGS 2004
Data: DMJM Harris, EDAW
5/09

This map is a graphical representation and for general locating purposes only.

0 100 200 300 Feet

Map 3. Focused APE

Map 3 : Alternative 2b
Archeological Area of Potential Effect

Yerba Buena Island
Ramps Improvement Project

Caltrans Project Manager — Date 10/21/08

Janet L. Pagze
Caltrans Archeologist — Date 10/21/08

SDAW Project Manager — Date 10/21/08.

Alternative 2b Proposed Ramps

- Proposed West Bound Off-Ramp
- Proposed West Bound On-Ramp
- Proposed Macalla Road Improvements

Area of Potential Effect

Separate Project Currently Under Construction

- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

Image: Nima/ USGS 2004
Data: DMJM Harris, EDAW

9/09

This map is a graphical representation and for general locating purposes only.

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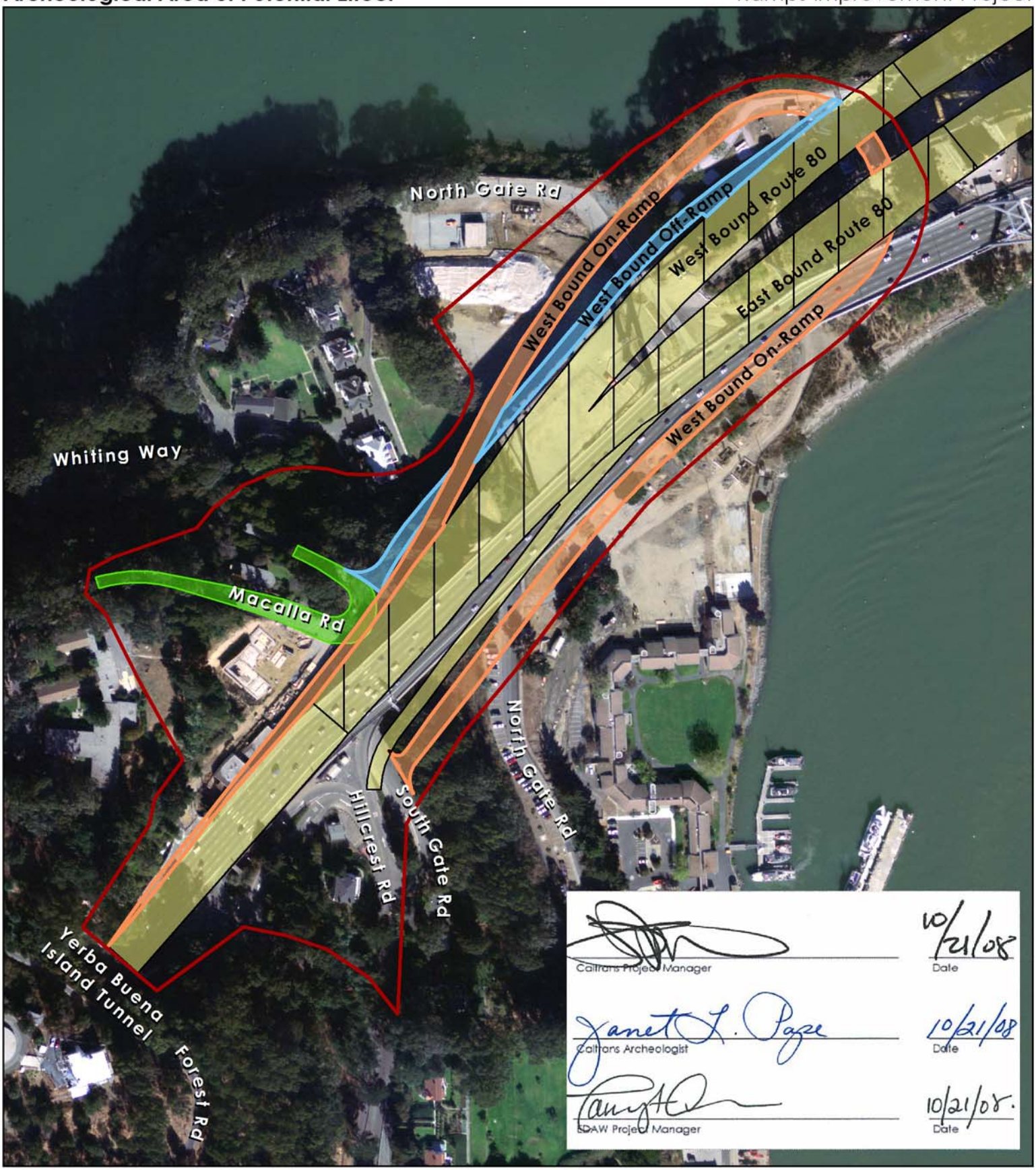
Map 3 : Alternative 4
Archeological Area of Potential Effect

Yerba Buena Island
Ramps Improvement Project



Caltrans Project Manager — Date 10/21/08

Janet L. Pagze
Caltrans Archeologist — Date 10/21/08

EDAW Project Manager — Date 10/21/08.

Alternative 4 Proposed Ramps

- Proposed West Bound Off-Ramp
- Proposed West Bound On-Ramp
- Proposed Macalla Road Improvements

Area of Potential Effect

Separate Project Currently Under Construction

- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project
- Transition Structure Portion of SFOBB

Image: Nima/ USGS 2004
Data: DMJM Harris, EDAW
9/09

This map is a graphical representation and for general locating purposes only.

0 100 200 300 Feet

CURVE DATA TABLE

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5	91.000	23°46'10"	19.151	37.752
6	909.000	10°17'01"	81.794	163.149
7	39.700	48°23'51"	17.841	33.534
8	75.000	36°40'20"	24.856	48.004
9	269.000	11°38'47"	27.434	54.679
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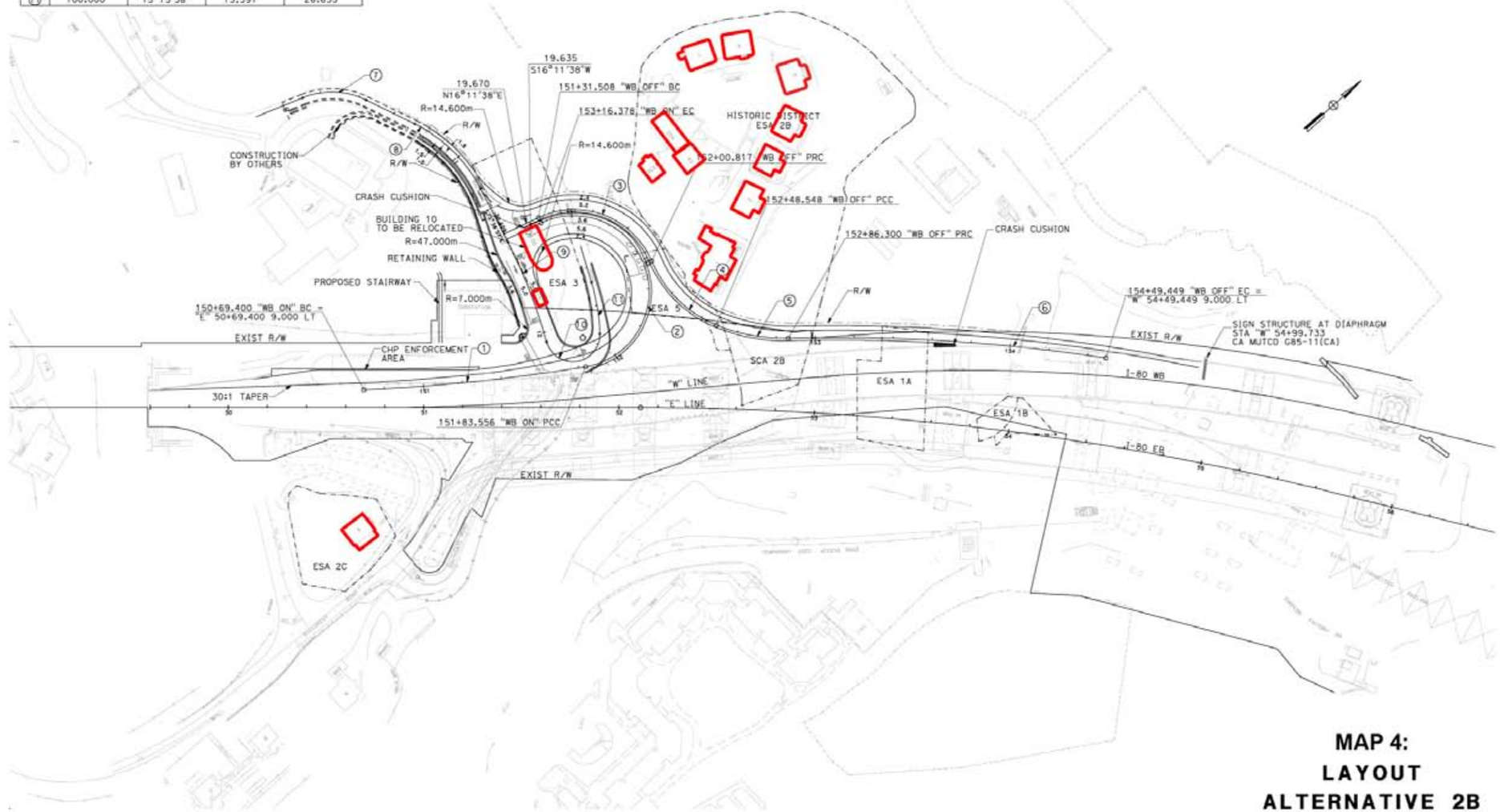

MAP 4:
LAYOUT
ALTERNATIVE 2B

DIst	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER RODNEY PIMENTEL No. 46102 EXP. CIVIL STATE OF CALIFORNIA

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AECOM TRANSPORTATION
2101 WEBSTER ST. #1900
OAKLAND, CA 94612

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

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EA 000000

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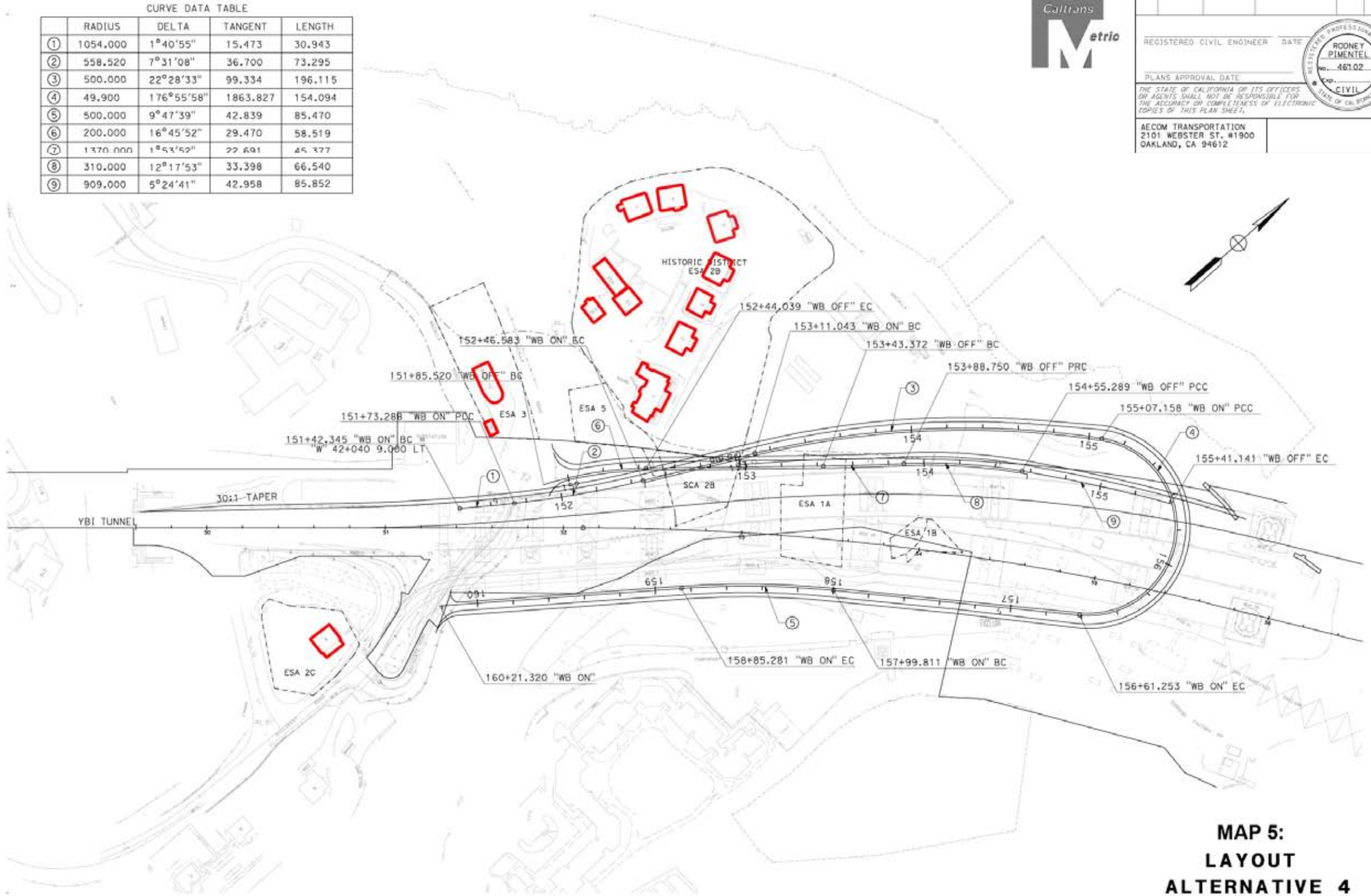
④	49.900	176°55'58"	1863.827	154.094
⑤	500.000	9°47'39"	42.839	85.470
⑥	200.000	16°45'52"	29.470	58.519
⑦	1370.000	1°53'52"	22.691	45.377
⑧	310.000	12°17'53"	33.398	66.540
⑨	909.000	5°24'41"	42.958	85.852



MAP 5:
LAYOUT
ALTERNATIVE 4

Caltrans Metric

District	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER RODNEY PIMENTEL No. 46102 EXP. CIVIL STATE OF CALIFORNIA

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AECOM TRANSPORTATION
2101 WEBSTER ST. #1900
OAKLAND, CA 94612

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY | CHECKED BY
CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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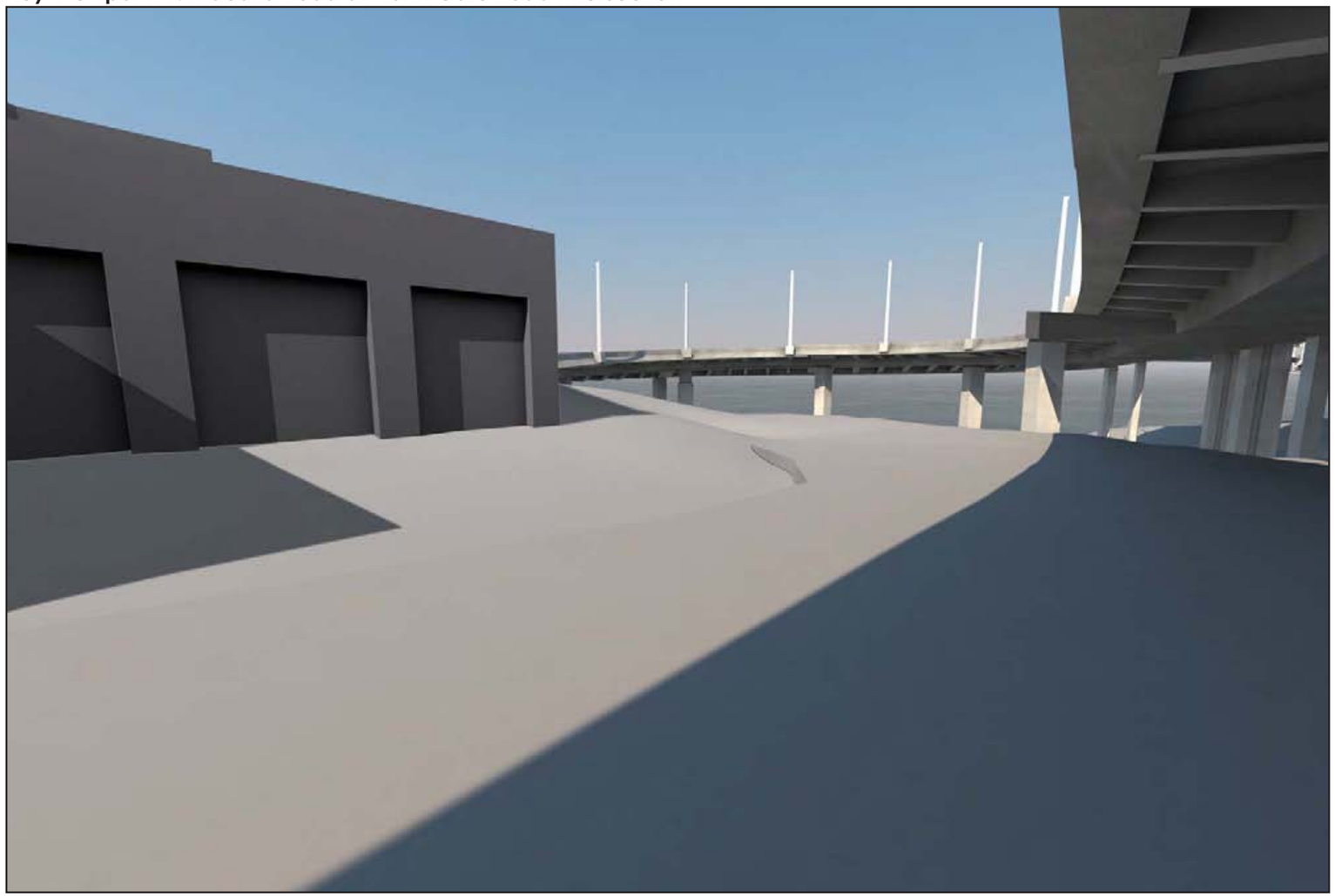
Appendix B

Visual Simulations and Renderings

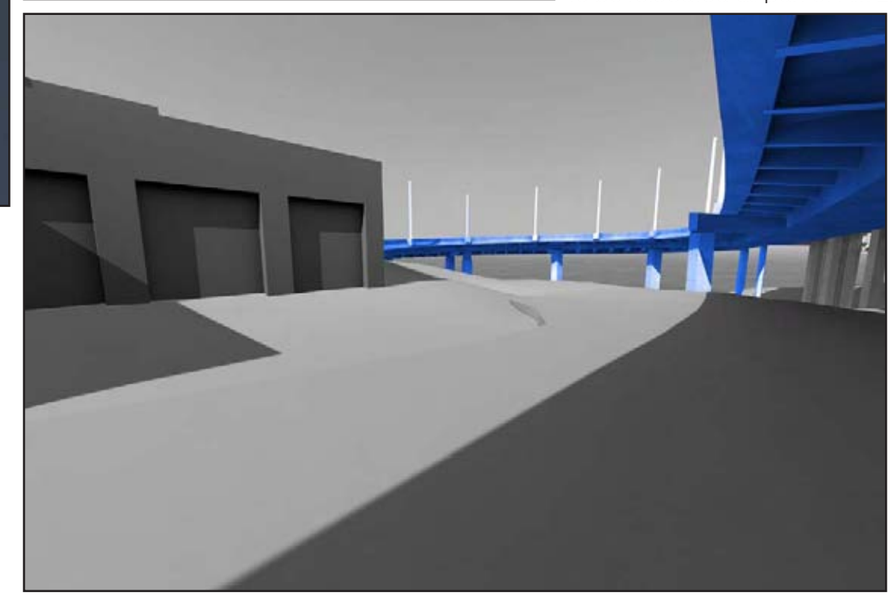
Figure 6: Alternative 2B
Key Viewpoint 1: Macalla Road at North Gate Road Intersection



Rendered View

Quarters 10
to be relocated as part of Alt. 2B

Building 267
to be relocated as part of Alt. 2B

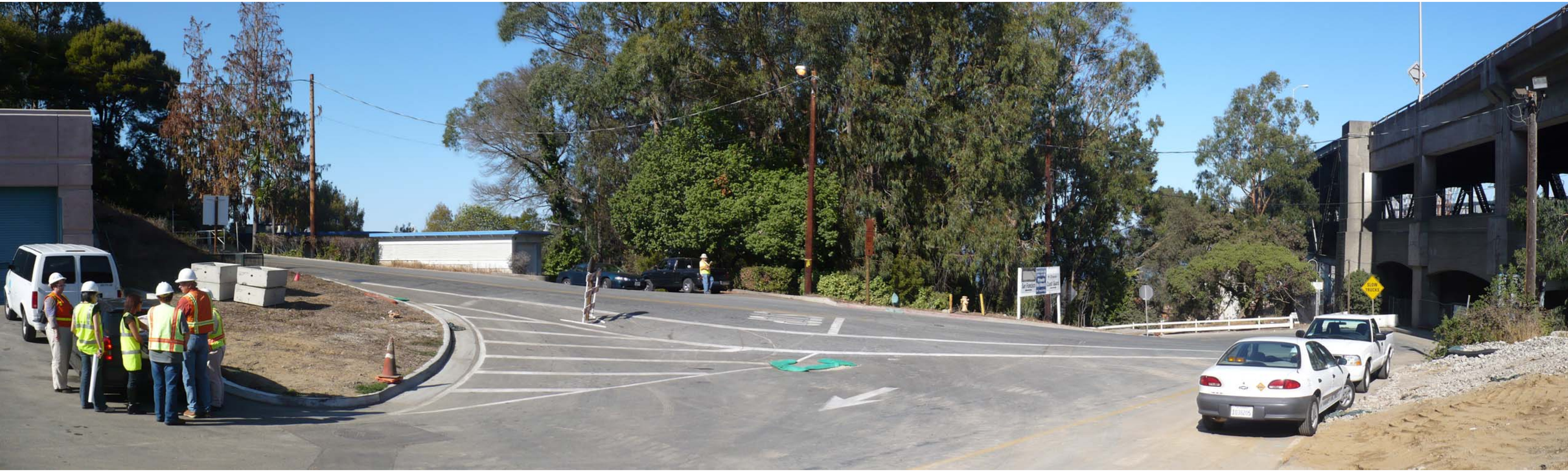


Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Figure 6a: Existing view, looking northeast
Near Key Viewpoint 1: Macalla Road at North Gate Road Intersection

Yerba Buena Island
Ramps Improvement Project



Quarters 10 and Building 267 (garage): white buildings with blue trim partly visible north of Macalla Road.

Structures at right are existing SFOBB components.

Figure 7: Alternative 2B
Key Viewpoint 2: Nimitz House

Simulated View

Existing View

Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 8: Alternative 2B
Key Viewpoint 3: Officers' Quarters Open Space

Yerba Buena Island
Ramps Improvement Project

Simulated View

Existing View

Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 9: Alternative 2B
Key Viewpoint 4: North Gate Road Staging Area

Simulated View

Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Existing view is a composite of two images, resulting in natural lens and perspective distortion. Perspective correction was used to produce the simulated view.

Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 10: Alternative 2B
Key Viewpoint 5: Treasure Island

Simulated View

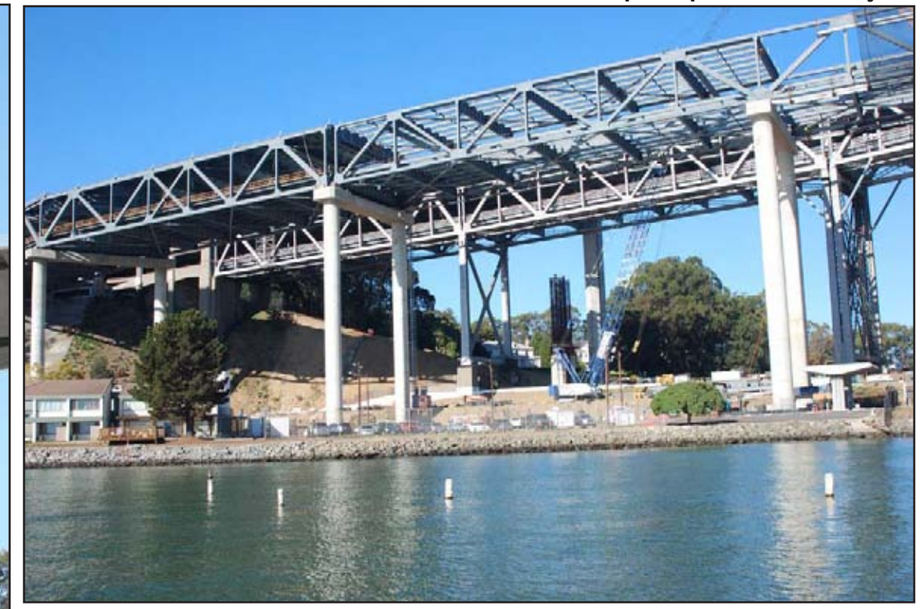
Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Existing View

Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 11: Alternative 2B
Key Viewpoint 6: Eastern Yerba Buena Island Waterborne Approach

Simulated View



Existing View

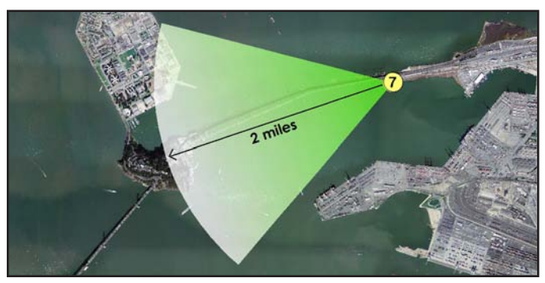
Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 12: Alternative 2B
Key Viewpoint 7: Oakland Touchdown

Simulated View

View prior to SFOBB east span and Alternative 2B construction

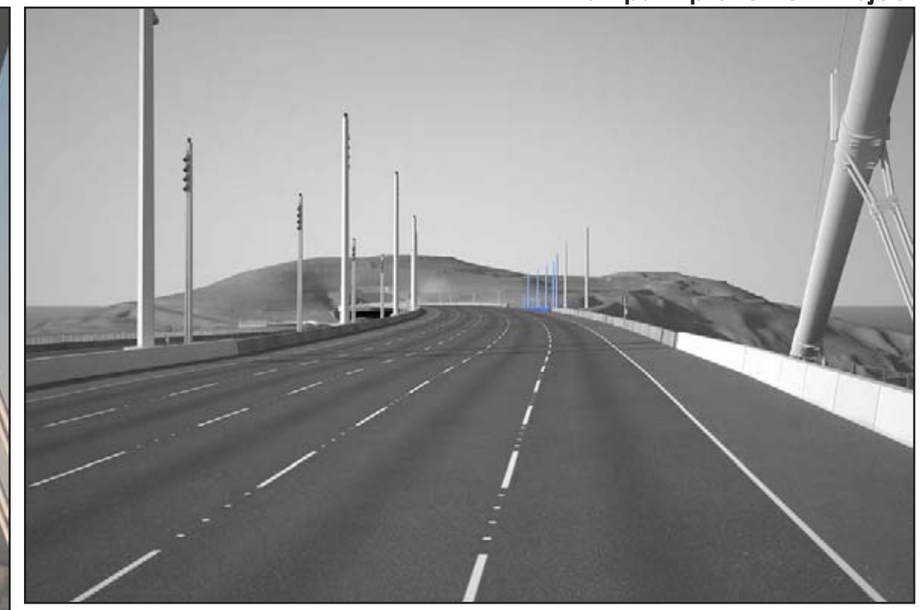


Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

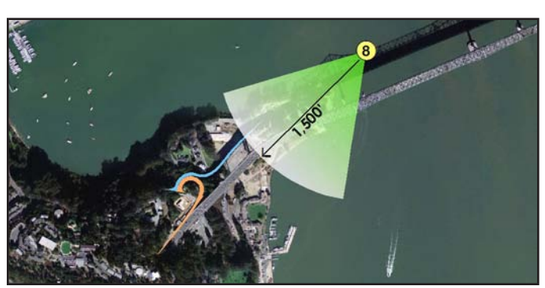
Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components

Figure 13: Alternative 2B
Key Viewpoint 8: San Francisco-Oakland Bay Bridge Transition Structure

Rendered View



Alternative 2B Ramp Components: Blue highlighting distinguishes Alternative 2B ramp components from SFOBB East Span project components



Geographic Context
Indicates distance from viewpoint to Alternative 2B ramp components

Figure 14: Alternative 4
Key Viewpoint 1: Macalla Road at North Gate Road Intersection

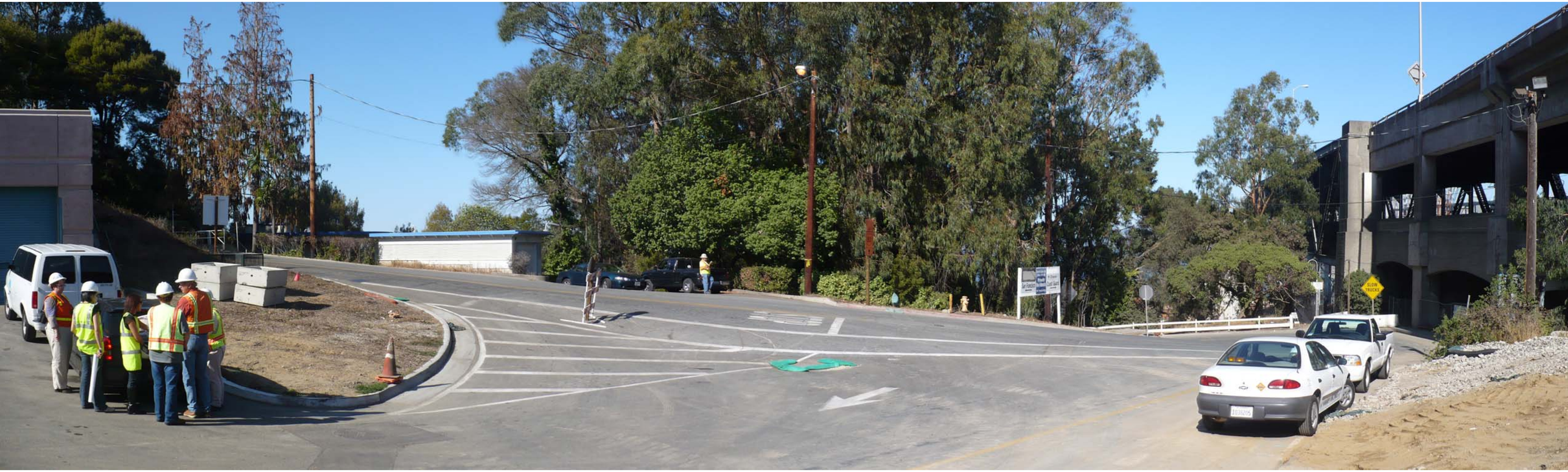
Rendered View

Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 14a: Existing view, looking northeast
Near Key Viewpoint 1: Macalla Road at North Gate Road Intersection

Yerba Buena Island
Ramps Improvement Project



Quarters 10 and Building 267 (garage): white buildings with blue trim partly visible north of Macalla Road.

Structures at right are existing SFOBB components.

Figure 15: Alternative 4
Key Viewpoint 2: Nimitz House

Simulated View

Existing View

Geographic Context
Indicates distance from viewpoint to
Alternative 4 ramp components

Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 16: Alternative 4
Key Viewpoint 3: Officers' Quarters Open Space

Simulated View

Existing View

Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

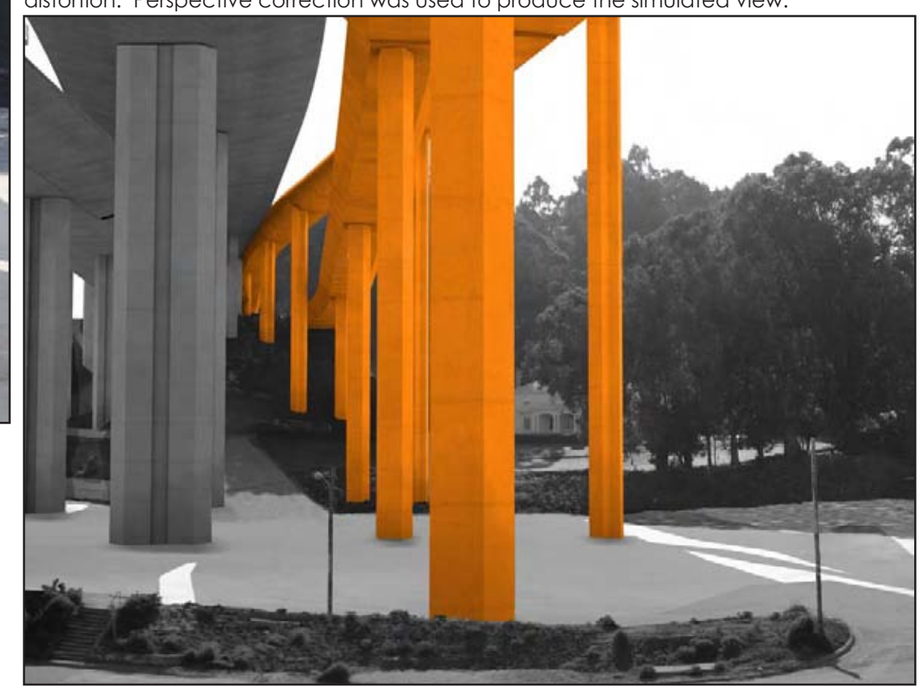
Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 17: Alternative 4
Key Viewpoint 4: North Gate Road Staging Area

Simulated View

Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

Existing view is a composite of two images, resulting in natural lens and perspective distortion. Perspective correction was used to produce the simulated view.



Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 18: Alternative 4
Key Viewpoint 5: Treasure Island

Simulated View

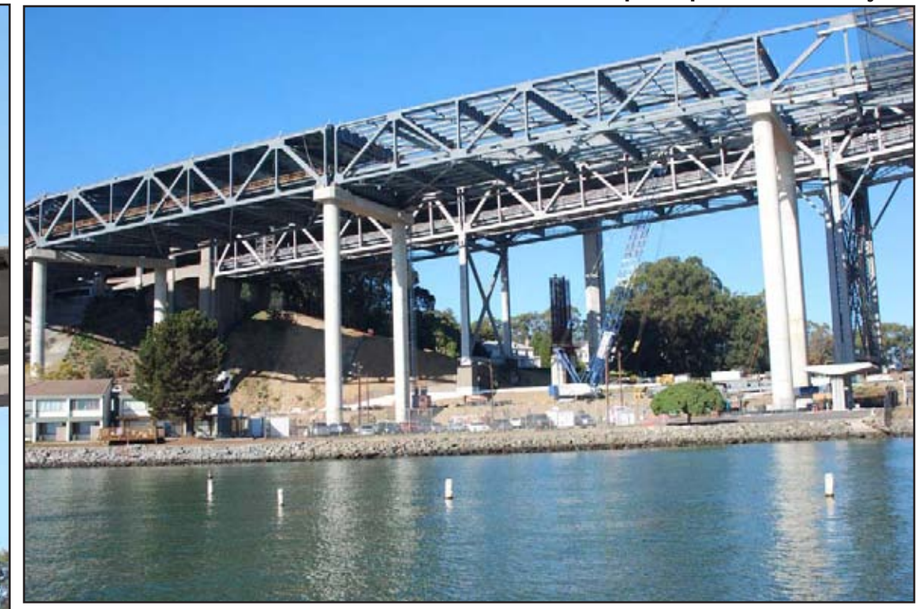
Existing View

Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

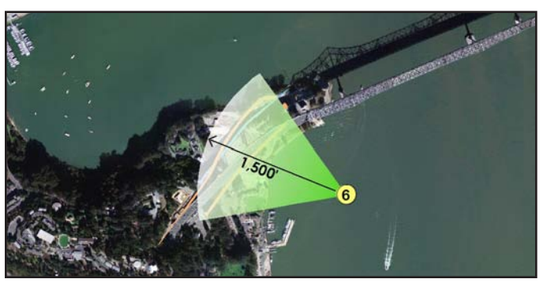
Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 19: Alternative 4
Key Viewpoint 6: Eastern Yerba Buena Island Waterborne Approach

Simulated View



Existing View



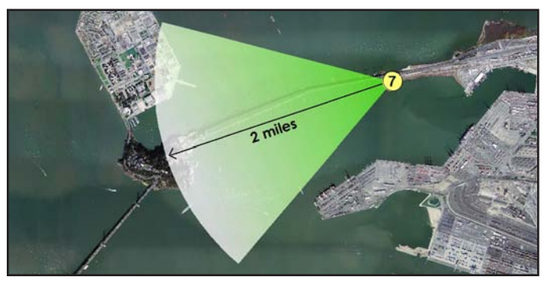
Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 20: Alternative 4
Key Viewpoint 7: Oakland Touchdown

Simulated View

View prior to SFOBB east span and Alternative 4 construction



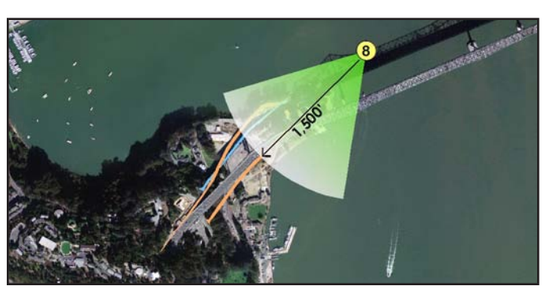
Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components

Figure 21: Alternative 4
Key Viewpoint 8: San Francisco-Oakland Bay Bridge Transition Structure

Rendered View

Alternative 4 Ramp Components: Orange highlighting distinguishes Alternative 4 ramp components from SFOBB East Span project components



Geographic Context
Indicates distance from viewpoint to Alternative 4 ramp components

Appendix C

Project Public Participation

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Jack Gold, Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,

Rebecca Meta Bunse
Partner

1490 Drew Avenue, Suite 110 • Davis, California 95618 • (530) 757-2521 • (530) 757-2566 Fax • www.jrphistorical.com
Water Resource/Land Use History • Cultural Resources Management • 106 Compliance • Expert Services

Figure 1. Project Location

Figure 2. Project Vicinity

Note: map included with each letter, but not repeated here in Appendix C.

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

M. Bridget Maley, President
San Francisco Landmark Preservation Advisory Board
1660 Mission Street, Ste. 500
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Mark Luellen, Preservation Coordinator
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Ron Ross, President
San Francisco History Association
PO Box 31907
San Francisco, CA 94131

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Erik Christoffersen, Executive Director
San Francisco Museum and Historical Society
P.O. Box 420470
San Francisco, CA 94142-0470

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Meta Bunse

Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

David Crosson, Executive Director
California Historical Society
678 Mission Street
San Francisco CA 94105

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Meta Bunse

Rebecca Meta Bunse
Partner

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Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Leigh Ann Baughman, Executive Director
San Francisco Beautiful
564 Market Street, Suite 709
San Francisco, CA 94104

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

William Applegate, President
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Water Resource/Land Use History • Cultural Resources Management • 106 Compliance • Expert Services

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Cindy Heitzman, Executive Director
California Preservation Foundation
5 Third St., Ste 424
San Francisco, CA 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Anthea Hartig Ph.D., Director
National Trust for Historic Preservation Western Office
5 Third Street, Suite 707
San Francisco, California 94103

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

John J. Reynolds, Director
National Park Service, Pacific West Region Office
1111 Jackson Street, Suite 700
Oakland, California 94607

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Valerie Garry, President
Oakland Heritage Alliance
446 17th Street, Suite 301
Oakland, CA 94612

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Meta Bunse

Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Joann Pavlinec, Secretary & Historic Preservation Planner
Oakland Landmarks Preservation Advisory Board
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

SFCTA has formed a consultant team to perform preliminary engineering and environmental technical studies to meet these state and federal environmental requirements. JRP Historical Consulting, LLC, is part of this team and is preparing a technical study of the historic architectural and engineering resources in the proposed project area. Historical resources are those properties potentially eligible, determined eligible, or listed in the National Register of Historic Places or the California Register of Historical Resources. There are four historic properties within the proposed project area, three of which are currently listed in the National Register and California Register: the SFOBB, the Senior Officers Quarters Historic District, and Quarters 10 (including its garage, Building 267). The fourth historic property, Quarters 8, has been determined eligible for both the National Register and California Register. If you or your organization has any concerns regarding specific historic resources within the project area, please respond in writing to me at the address below citing your concerns within the next thirty days, or call me at (530) 757-2521.

Sincerely,

Meta Bunse

Rebecca Meta Bunse
Partner

1490 Drew Avenue, Suite 110 • Davis, California 95618 • (530) 757-2521 • (530) 757-2566 Fax • www.jrphistorical.com
Water Resource/Land Use History • Cultural Resources Management • 106 Compliance • Expert Services

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Betty Marvin, Planner
Oakland Cultural Heritage Survey
250 Frank Ogawa Plaza, Suite 3330
Oakland, CA 94612

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Winton "Mac" McKibben, President
Alameda County Historical Society
PMB 307
484 Lake Park Ave.

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,

Meta Bunse

Rebecca Meta Bunse
Partner

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

JRP HISTORICAL CONSULTING, LLC

December 11, 2008

Alameda County Parks, Recreation and Historical Commission
224 West Winton Ave., #111
Hayward, CA 94544

RE: Yerba Buena westbound on- and off-ramps, San Francisco-Oakland Bay Bridge

Dear Sir or Madam:

San Francisco County Transportation Authority (SFCTA) proposes the replacement of westbound on- and off-ramps to the San Francisco-Oakland Bay Bridge (SFOBB) on the east side of Yerba Buena Island. The proposed project would improve the seismic, traffic safety requirements, and design standards of the current ramps. SFCTA, in cooperation with the Caltrans, is preparing an Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the project, in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SFTA is the Lead Agency under CEQA, while Caltrans is the lead agency under NEPA. Maps depicting the project location and vicinity are attached.

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Sincerely,

Meta Bunse

Rebecca Meta Bunse
Partner

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Water Resource/Land Use History • Cultural Resources Management • 106 Compliance • Expert Services

Appendix D

National Register of Historic Places Correspondence

Paul Hensley CR file

STATE OF CALIFORNIA – THE RESOURCES AGENCY

GRAY DAVIS, Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov

EXECUTIVE OFFICE
01 DEC 13 AM 10:22

December 5, 2001

HARRY TAHATA
CALIFORNIA DEPARTMENT OF TRANSPORTATION
POST OFFICE BOX 23660
OAKLAND, CA 94623-0660

RE: SAN FRANCISCO—OAKLAND BAY BRIDGE
OAKLAND, ALAMEDA COUNTY, CALIFORNIA
SAN FRANCISCO, SAN FRANCISCO COUNTY, CALIFORNIA

On August 13, 2001, the property listed above was placed on the National Register of Historic Places. On that date, this property was also placed on the California Register of Historical Resources, pursuant to Section 5024.1(d) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse effects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer

Nr.notice.listing

STATE OF CALIFORNIA - THE RESOURCES AGENCY

Arnold Schwarzenegger, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov

May 1, 2008

Douglas E. Gilkey
1405 Frazee Road, Suite 900
San Diego, California 92108-4310

RE: Senior Officers Quarters Historic District, Yerba Buena Island Listing on the National Register of Historic Places

Dear Mr. Gilkey:

I am pleased to notify you that on February 26, 2008, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

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If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

Stephen D. Mikesell for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY

Arnold Schwarzenegger, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov

May 1, 2008

Douglas E. Gilkey
1455 Frazee Road, Suite 900
San Diego, California 92108-4310

RE: Quarters 10 and Building 267, Yerba Buena Island Listing on the National Register of Historic Places

Dear Mr. Gilkey:

I am pleased to notify you that on February 26, 2008, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

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If you have any questions or require further information, please contact the Registration Unit at (916) 653-6624.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

April 25, 2008

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: http://www.nps.gov/history/nr/nrlist.htm

Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW.
Washington D.C. 20005

Please have any Fed Ex, UPS packages sent to the above address. Please continue to use alternate carriers, as all mail delivered to us via United States Postal Service is irradiated and subsequently damaged.

Landscape Architecture Month:
http://www.nps.gov/history/nr/feature/landscape/index.htm

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 4/14/08 THROUGH 4/18/08

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, SAN FRANCISCO COUNTY,
Administration Building, Treasure Island, SE Corner of Avenue of the Palms and California Ave., Treasure Island, 08000081, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Hall of Transportation, Treasure Island, SE Side of California Ave. between Avenue D and Avenue F, Treasure Island, 08000082, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Palace of Fine and Decorative Arts, Treasure Island, SE Side of California Ave. between Avenue F and Avenue I, Treasure Island. 08000083, LISTED, 2/26/08

CALIFORNIA, SAN FRANCISCO COUNTY,
Quarters 10 and Building 267, Yerba Buena Island, Jct. Northgate & Macalla Rds., North Shore of Yerba Buena Island, Yerba Buena Island, 08000084, LISTED, 2/26/08