

**FERRY POINT PIER
AND
FERRY POINT TERMINAL**

**AMENDMENT
to the
MILLER-KNOX REGIONAL SHORELINE
LAND USE-DEVELOPMENT PLAN**

Prepared by:

East Bay Regional Park District
Planning/Stewardship Department
2950 Peralta Oaks Court
P.O. Box 5381
Oakland, CA 94605-0381
(510) 635-0135

October 1995

**FERRY POINT PIER
AND
FERRY POINT TERMINAL**

Amendment
to the
Miller-Knox Regional Shoreline
Land Use-Development Plan

Adopted: October 1, 1995
Resolution No: 1995-10-263

**Ferry Point Pier
And
Ferry Point Terminal**

**Amendment
to the
Miller-Knox Regional Shoreline
Land Use-Development Plan**

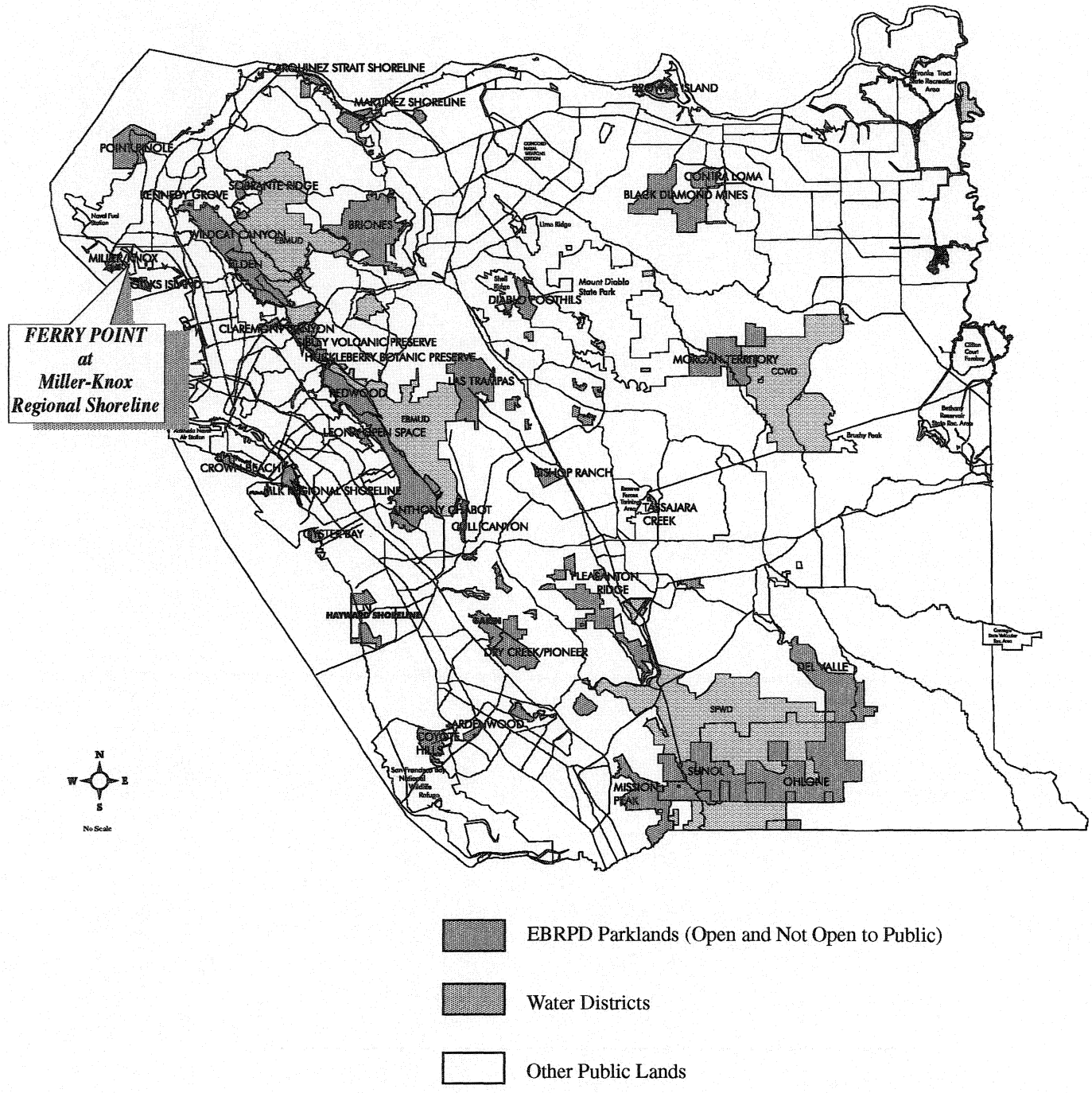
TABLE OF CONTENTS

	<u>Page</u>
I. Purpose and Summary	1
II. A Vision For Ferry Point	1
III. Site Description/Existing Conditions/ Resource Analysis	2
Physical Conditions	2
History	4
IV. Proposed Zoning and Land Use	8
V. Resource Management	10

Figures

1 Site Map	i
2 Location Map	ii
3 Land Use Zones, Recreation Unit (including major trail connections) and Special Protection Units Map	12

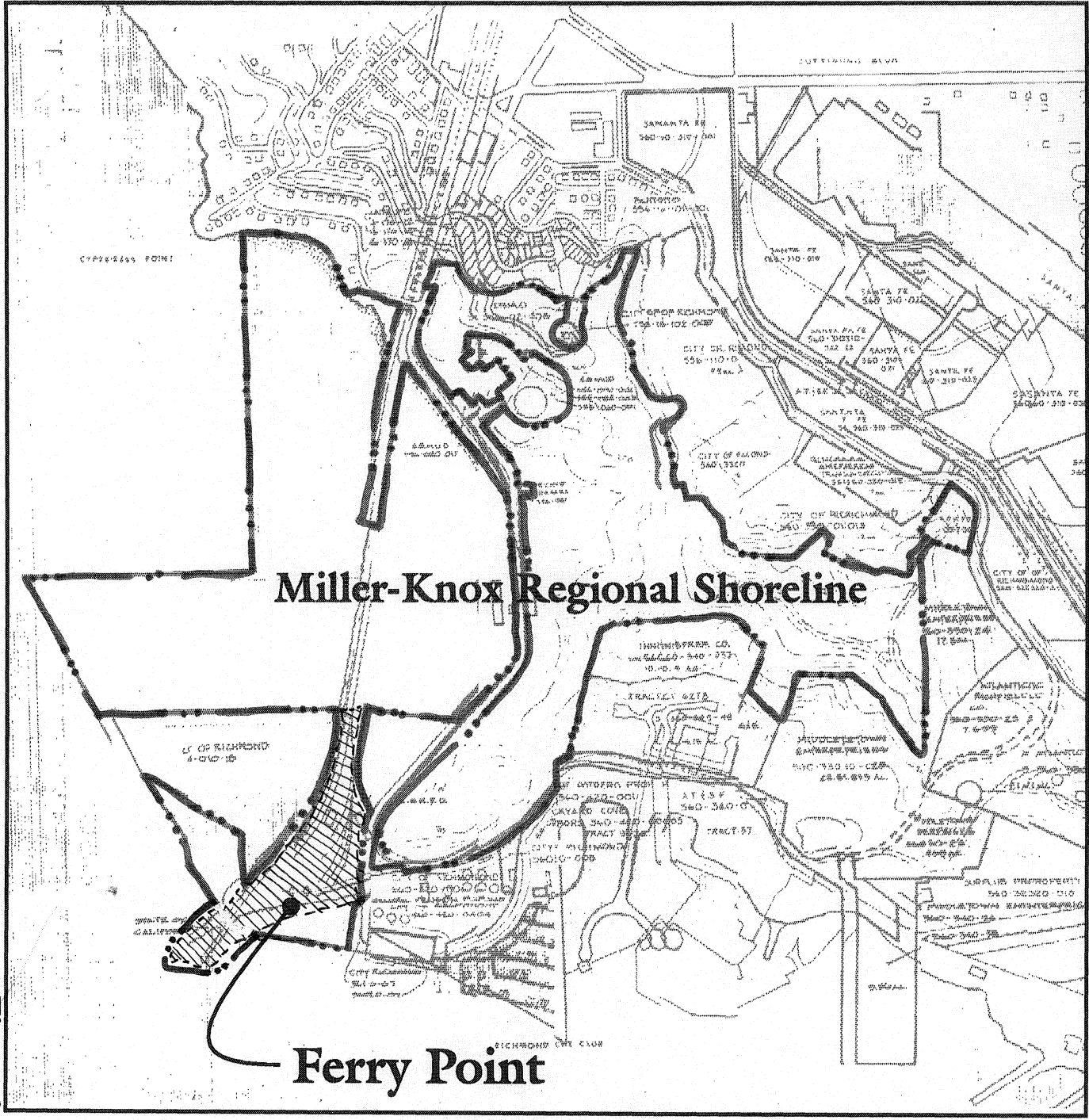
East Bay Regional Park District



Ferry Point Pier and Ferry Point Terminal
DRAFT Amendment to the Miller-Knox Regional Shoreline Land Use-Development Plan
 Prepared by the East Bay Regional Park District - Planning / Stewardship Department
 August - 1995

**Ferry Point Pier
and
Ferry Point Terminal
DRAFT Amendment
to the
Miller-Knox Regional Shoreline
Land Use-Development Plan**

**Location
Map**



ii

Figure 2

**FERRY POINT PIER
AND
FERRY POINT TERMINAL**

**DRAFT AMENDMENT
to the
MILLER-KNOX REGIONAL SHORELINE
LAND USE-DEVELOPMENT PLAN**

I. PURPOSE AND SUMMARY

The purpose of this Amendment is to take the Ferry Point parcels, two recent acquisitions consisting of the Ferry Point terminus site (Santa Fe) and the Ferry Point Pier (State Lands Commission), out of Land Bank status and to establish appropriate zoning and use criteria for these properties. This amendment is a "stand-alone" Amendment to the Miller-Knox Regional Shoreline Land Use-Development Plan (LUDP) which was adopted December 20, 1983.

This LUDP Amendment adds the Ferry Point parcels, a total of 28 acres, to the Regional Shoreline. The land portion of Ferry Point is 10 acres and designated as a Recreation Unit. The shoreline area immediately adjacent to the water will be available for public enjoyment and education. Parking facilities will be a minimum of 100 feet from the shoreline.

Active recreational pursuits at Ferry Point may include picnicking, shoreline fishing, pier uses (including fishing), visitor center, educational and interpretive facilities, intermodal transportation linkages, viewpoints, park concessions and special events.

This amendment identifies shoreline access as part of the Bay Trail system and establishes a trail connection to the high use areas in Miller Knox. Maximum public access to the shoreline will be provided at the Ferry Point Recreation Unit, including a shoreline trail, loop trails, pier access over the bay, and potential for future passenger ferry routes to view or to connect to other Regional Shorelines, as well as to other parts of San Francisco Bay.

II. A VISION FOR FERRY POINT

Ferry Point is one of the East Bay Regional Park District's most recent and interesting acquisitions. It is a wedge of rockfilled land on San Francisco Bay with a rich railroad history as the western land terminus of the Atchison, Topeka and Santa Fe Railroad System, hereafter referred to as Santa Fe. Built at the crossroads of the shipping lanes and ferry routes between the Ports of San Francisco Bay and the Delta Estuary, the site had a pivotal role in California inland navigation during the transition from sail and coal-fired steamers to deep-sea ships and tankers.

After a century of private industrial use, a half mile of San Francisco Bay shoreline is being "recaptured" for public use. The location of Ferry Point as it juts out into the Bay provides extraordinary panoramic views from a unique vantage point where one feels as if they were in the middle of the Bay. The site also provides wonderful opportunities to explore the rocky shoreline and sandy beaches and to fish at one of the most productive fishing spots in the Bay.

For 75 years Ferry Point operated as an intermodal site for passengers and freight during the era when Santa Fe was a leader in the use of oil-fired locomotive technology. The western land terminus for Santa Fe at Ferry Point stimulated the development of Point Richmond, the City of Richmond, the location of Standard Oil of California, and was the forerunner of the Port of Richmond. The vision for Ferry Point builds on this history of oil technology, intermodal passenger activity, land-sea freight transfer and its unique shoreline location.

Facing the Golden Gate, Ferry Point has the potential to be a recreation site where visitors may explore a new access to the shoreline, experience new fishing opportunities, rest on the seawall, bring a lunch and experience a panoramic sweep of the bay from the Ferry Point Pier. This panoramic vista may include the Potrero Hills behind with their patchwork of oil storage tanks, close-by major shipping channel activity connected to the many terminals of Port Richmond found on both sides of Ferry Point and the more distant views of bay islands, Mount Tamalpais and the San Francisco skyline.

Ferry Point may be a future location for small ferries linked to San Francisco, Jack London Square, Carquinez Strait and other shoreline and island locations. Combined with future acquisitions, funding support and partnerships, a unique opportunity exists for a visitor destination that can provide both traditional shoreline park activities as well as interpret the history of intermodal transportation and ferries on San Francisco Bay.

III. SITE DESCRIPTION/EXISTING CONDITIONS/RESOURCE ANALYSIS

Physical Conditions

Ferry Point is at the southwest tip of the Potrero Hills, now the community of Point Richmond. The hills were once an island of Franciscan rock, belonging to the same formation as Mount Tamalpais. They originally connected to the mainland by marshes. The Potrero Hills parallel the northwest trending fault zones that define the San Francisco Bay. These hills became linked to the mainland by landfill for rail and road with the construction of the Santa Fe Railroad in 1899, followed by the platting of Point Richmond, the establishment of California Standard Oil in 1901 and the incorporation of the City of Richmond. The rail connection also made feasible several quarry operations utilizing the local rock.

Climate: Ferry Point is typically windy, mild and dry. Climate extremes are moderated by its location on the bay, making Ferry Point an attractive place to be in most conditions, despite the prevailing wind.

Shore Zone: The tidal range is 5.8 feet with an extreme low of 11 feet. Bay water quality varies downstream of a City of Richmond sewer outfall located north of Ferry Point. Flotsam and jetsam is found throughout the rocky beach zone. The coarse and overscaled broken concrete riprap shore treatment is presently not suited to public use.

Shoreline Habitat: Ferry Point is located on the central portion of San Francisco Bay, an area that attracts water birds throughout the year, particularly wintering birds November to March. Areas of rock fill and riprap are used by small mammals. The nature of the rocky promontory underlying Ferry Point includes a rapid drop-off at its westerly end. The combination of rapid changes in water depth, feeding conditions and the pier pilings appears to favor the site as a preferred fish habitat. Eel grass beds are visible from shore near the pier during low tide. Eel grass is the single food source for black brant that are present in the Bay seasonally. The highly productive subtidal habitat created by Eel grass beds supports a large assemblage of fishes and invertebrates increasing significantly the biodiversity in subtidal areas where it is found. Coastal plant communities include Coyote Brush Scrub and Non-native Grassland. Wildlife sightings include Double-crested Cormorant, House Finch, Red-Tailed Hawk, Turkey Vulture, California Ground Squirrel, Western Fence Lizard, gopher snakes, jack rabbits and frogs. The offshore area is potential habitat for the Brown Pelican and Double-crested Cormorant.

Access: Ferry Point is accessed by Dornan Drive, a two lane road connected through the Garrard Tunnel to the community of Point Richmond, via Garrard Boulevard. Ferry Point is one mile south of the I-580 Garrard Boulevard highway exit. This highway exit is one mile east of the Richmond-San Rafael Bridge plaza. Miller-Knox parking areas presently reach capacity on peak weekends during the summer. Ferry Point is also accessible by public transit and is on an active line of the Santa Fe, presently receiving occasional use.

Adjacent Land Uses: Ferry Point is adjacent to San Francisco Bay and major shipping lanes to the south and west. To the east is the hillside Natural Unit of Miller-Knox Regional Shoreline. To the north is the Recreation Unit area of Miller-Knox, popular for picnicking and general recreation. Immediately adjacent to Ferry Point are Bray Terminals and Richmond Terminal No. 1, both inactive or receiving minimal use. The closest neighborhoods are Brickyard Cove Marina (east of Miller Knox) and Point Richmond (north of Miller-Knox) which are also served by Garrard Boulevard and Dornan Drive.

Pier Description: Ferry Point retains much of its industrial character as an intermodal link, including visual links to San Francisco and other bay waterfronts. The transcontinental rails are still in place as are the apron and hydraulic hoist on the freight pier. The approach wharf to the freight pier was fire-damaged in 1984 but the overall structure has retained its integrity and is a significant landmark and navigation feature on San Francisco Bay.

Terminal Description: The concrete building that housed fuel warming and pumping equipment and its companion warehouse are still located near the pier, above the site where warmed oil was pumped down to the tugs. The massive paved "footprint" of the coach terminal building, removed during the 1970's, still extends towards the pier. Santa Fe retains an active rail alignment on the east boundary. The overall terminal site of 10 acres is distinctive in its flat expanse, panoramic open views, compacted soils and limited vegetative growth. The service road on the south shoreline dates from 1913, includes buried utilities, and is within the San Francisco Bay Conservation and Development (BCDC) 100 foot zone of jurisdiction landward of the mean high water level.

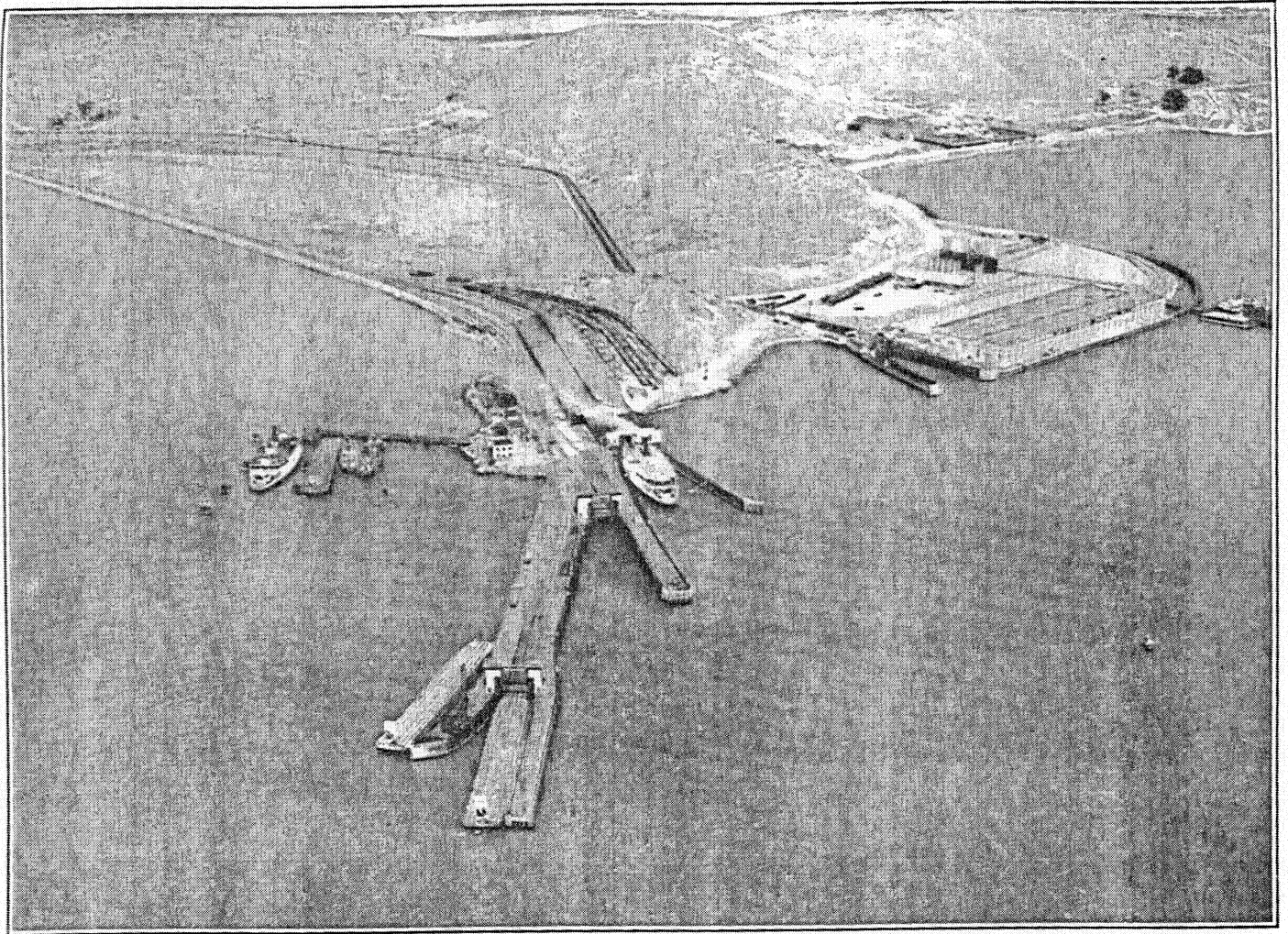
Site Remediation: Ferry Point was acquired under the conditions of a remediation plan approved by the Regional Water Quality Control Board (RWQCB) in 1991. Piles of waste were removed at that time. Soil removal from car cleaning sites and replacement with clean fill is underway in an updated phased remediation plan reviewed by the RWQCB in 1995.

History

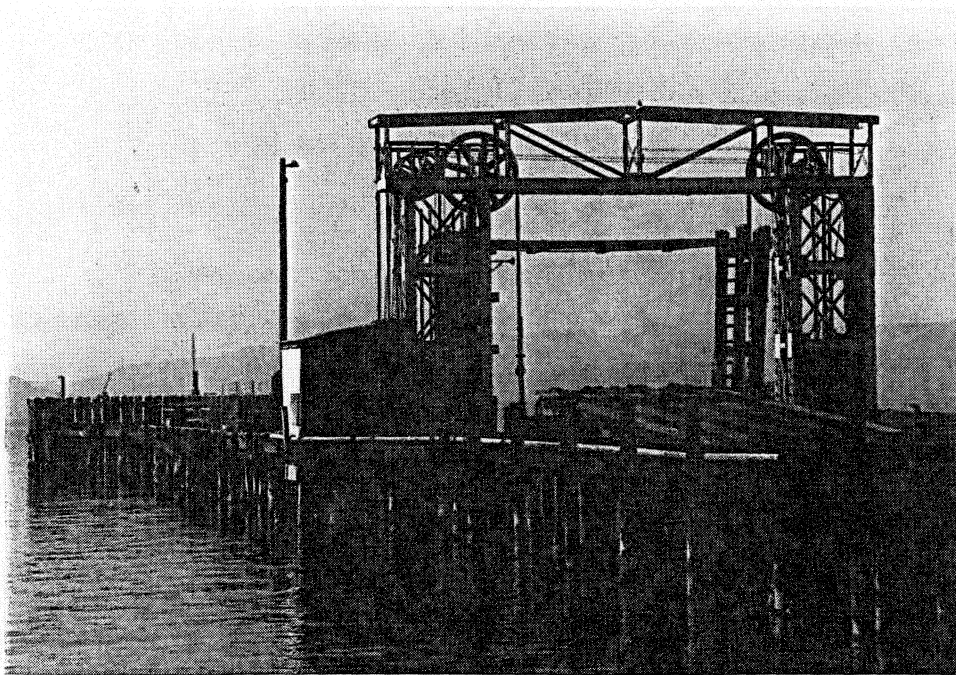
The Santa Fe Railroad Ferry Point Terminal and Pier is potentially eligible for the National Register of Historic Places. Santa Fe chose this remote location to challenge Southern Pacific in the East Bay, providing competitive rates for freight routes serving the Central Valley and the Port of San Francisco. Ferry Point replaced Stockton as the western land terminus of the Santa Fe, providing water frontage and a land-sea transfer facility right on San Francisco Bay.

The design drawings were completed for the Ferry Point Pier on July 26, 1899. The first freight run across the San Francisco Bay was May 1, 1900 and the first passenger ferry ran in the first week of July that same year. The transport of freight to and from Ferry Point was the precursor to the future Port of Richmond. For over 30 years interstate and intrastate train passengers came directly to Ferry Point to board Santa Fe's passenger ferries for their destination at the Ferry Building in San Francisco.

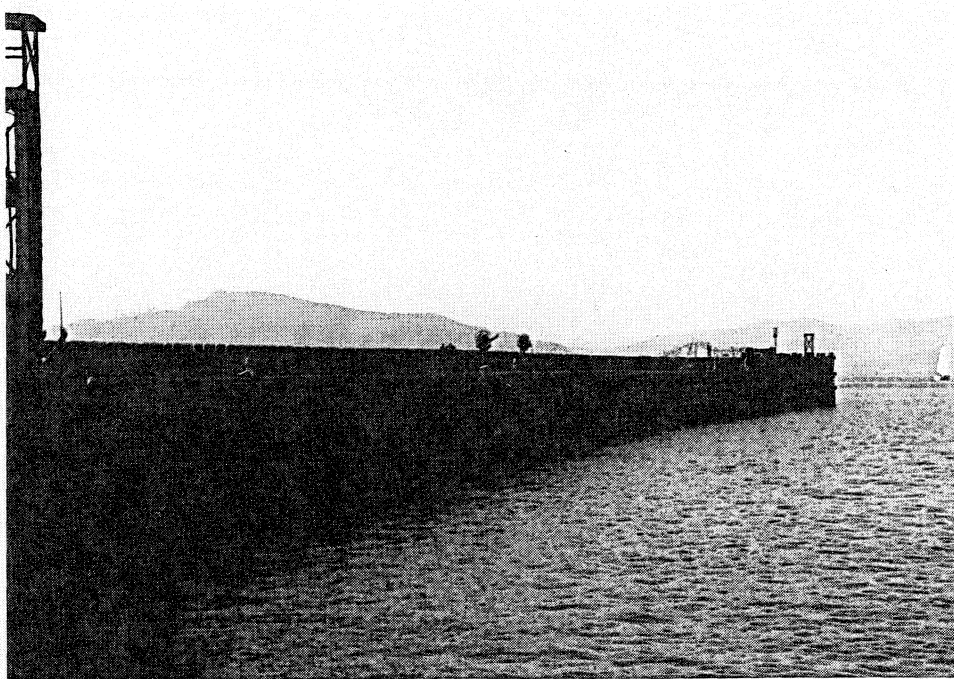
Ferry Point continued to be a key node in the freight route during the first half of the twentieth century, closely linked to the agricultural growth in the San Joaquin Valley, and was one of the first railroads to shift from coal-fired steam to oil and diesel-electric technologies. Active passenger ferry use ceased in 1933. Ferry Point was used to transport military troops and freight between 1942-1945. During World War II Ferry Point was the destination for some of the longest steam locomotive hauls in railroad history. Between 1945 and 1970 Ferry Point continued as a freight shipping terminus using diesel based tugboat and locomotive equipment. After World War II the adjacent Port of Richmond began to take on many of the functions of the western terminus of the Santa Fe, as loading of deep sea freighters could be handled directly. By 1975 the shift was complete and Santa Fe retired its last tug and railbarge at Ferry Point. Ferry Point is unique in the San Francisco Bay as the longest-lived, railbased, land-sea transfer facility for a transcontinental railroad on San Francisco Bay.



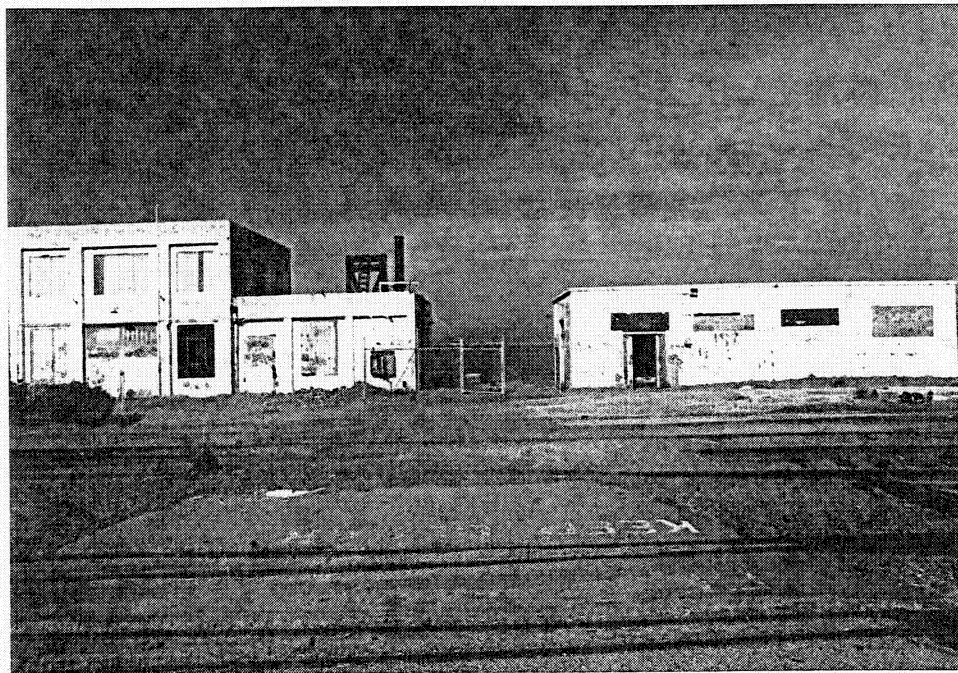
Aerial view of Ferry Point, ca. 1938, showing Santa Fe car float and passenger ferry slips in center; Santa Fe mooring dock on the left; and Southern Pacific auto ferry slip and Parr-Richmond terminal off to the right. (U.S. Army Air Service; p. 219 in Corps of Engineers et al., 1939.)



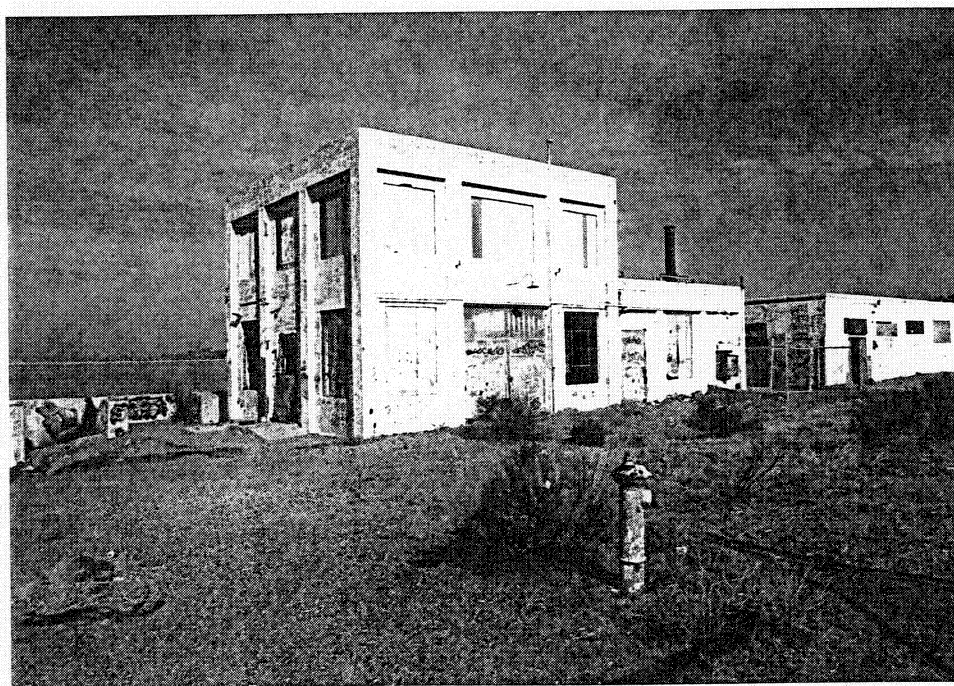
Perspective. Left approach wharf in foreground; apron, dolphin piles and gallows frame with machinery house in center; and left back-up wharf and left pierhead in background. (c. 1900)



Perspective. Right back-up wharf and right pierhead, approximately 550 feet in length. (c. 1900)



South elevation of pump house on the left and warehouse on the right, with portion of remaining terminal trackage in foreground. (c. 1930)



Perspective of pump house, in foreground, and warehouse, off to the right, looking northeast. Actual date(s) of construction unknown; these two structures do not appear to exist in a 1927 oblique aerial photo of the terminal property, whereas a 1939 oblique aerial photo indicates their presence. (c. 1930)

IV. PROPOSED ZONING AND LAND USE

The entire land area of Ferry Point shall be zoned a Recreation Unit, suitable for a wide range of shoreline activities, including potential, intermodal transportation linkages.

The 1899 Santa Fe Ferry Point Terminal and Pier shall be designated and managed as a Special Protection Unit in recognition of its historic significance.

Implementation Measures

Acquisition

Evaluate land tenure options to expand Ferry Point Recreation Unit to maximize opportunities to add parking, security residence, visitor center facilities and service functions, as opportunities, funding and partnerships arise.

Facilitate agreements that allow public use of water routes for recreational transportation.

Facilities

Development of recreation facilities at Ferry Point will relate to the existing bay setting and built infrastructure of the western land terminus of the Santa Fe and adjacent shoreline areas. The District proposes water-oriented recreation facilities such as pier fishing, shoreline access, intermodal transportation linkages, parking facilities, restrooms, picnicking, interpretive facilities, visitor facilities, food services, visitor center, corporation yard, and security residence.

Maintain open panoramic views in the development of Ferry Point, particularly at the west end of the peninsula. New buildings to be located, as required, near the east end of the Recreation Unit, near Dornan Boulevard or using the coach terminal footprint.

The District will provide access choices to park facilities for disabled persons, consistent with ADA requirements. The District encourages the opportunity to experience the sea-land interface at Ferry Point by all users.

All new site improvements shall conform to federal, state and local regulations and guidelines, including those for historic preservation, as applicable.

Other facilities or activities will be evaluated on a case-by-case basis to insure they do not negatively affect the primary shoreline recreation emphasis or the historic significance of the site. The District encourages public-private partnerships to support facilities and activities.

Access

Maintain a multipurpose trail system as part of the Bay Trail system. Upgrade the existing service road on the south shore of Ferry Point, at its existing location within the 100' foot zone above the Mean High Water (MHW), to serve as a wide paved "promenade" and multipurpose trail.

Encourage all forms of public transportation access to the Ferry Point Recreation Unit.

Improve turn-around facilities at the entrance to the Ferry Point Recreation Unit.

Encourage development of facilities and services to provide water access at the Ferry Point Recreation Unit.

Explore opportunities to return the passenger ferry functions to Ferry Point, preferably to its original location immediately south of the existing Ferry Point Pier, connecting Ferry Point to other points in San Francisco Bay; e.g., Eckley, Martinez, Pinole, Berkeley, Oakland, Alameda, San Francisco, Angel Island, Tiburon, etc. Ferry support services may be located on the coach terminal site.

Interpretive Opportunities

Interpret historical resources unique to Ferry Point, especially the land-sea transfer of freight-cars from the transcontinental railroad network, to the international shipping wharves of the Port of San Francisco, via the Point Richmond railyards and Ferry Point.

Interpret the history of passenger ferries from the East Bay to the Ferry Building in San Francisco, in particular the Santa Fe runs between 1899 and 1933 from Ferry Point, the Key System ferries on the Oakland run, the Golden Gate International Exposition at Treasure Island and construction of the Bay Bridge and the last of the old ferries in 1956.

Interpret the history of oil and diesel technology as it relates to Santa Fe, Standard Oil (Chevron) and the growth of the California economy.

Interpret Ferry Point and its relationship to the natural resources of San Francisco Bay including the fish, wildlife and migrating birds found in the vicinity of Ferry Point.

Explore funding, public-private partnerships and acquisition strategies to develop a visitor center at Ferry Point that will interpret Ferry Point as the western land terminus of the Santa Fe Railroad transcontinental system.

Install interpretive panels, provide educational materials, schedule interpretive and special events and design a future visitor center.

V. RESOURCE MANAGEMENT

Implementation Measures

Historic Resources

Pursue nomination of Ferry Point Pier and Terminal for California State Historic Landmark Status or for placement on the National Register of Historic Places.

Rehabilitation and maintenance work in the Special Protection Unit should avoid destruction of the contributing historic elements identified as the railroad freight slip, wharf and gallows, the rail alignments, the fuel pumphouse, warehouse and the overall landform supporting the terminal function. Avoid use of incompatible materials in relationship to the contributing elements.

Projects affecting significant historic contributing elements of the Ferry Point Terminal should adhere to the Secretary of the Interior's Standards for Archaeology and Historic Preservation, including the Guidelines for the Rehabilitation of Historic Landscapes. The Guidelines define rehabilitation as 'the act or process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical and cultural values.'

Water Quality

Monitor subsurface water quality consistent with the 1995 Levine Fricke Remediation Plan and the requirements of the Regional Water Quality Control Board.

Cooperate with the City of Richmond to improve sewer outfalls in the vicinity of Ferry Point affecting fishing and beach areas.

Shore Zone Use

Manage the Ferry Point shore zone for public fishing within the tidal zone where safe and feasible.

Accommodate daytime fishing on the historic railroad pier. Accommodate night time fishing if public safety requirements for police and fire can be met.

Provide fishing related services, including but not limited to: signage on fish species, fishing safety, public health warnings, fish cleaning facility and bait shop facility

Accommodate limited public boat landing and moorage in the area northeast of the historic Ferry Point Pier, as funding opportunities and need arise.

Encourage safe public use of the intertidal beach area, using signage and other announcements.

Wildlife

Manage and reconstruct riprap areas to control erosion and colonization by ground squirrels.

Implement the EBRPD's Stranded and Beached Marine Mammal Policy, 1994 as required.

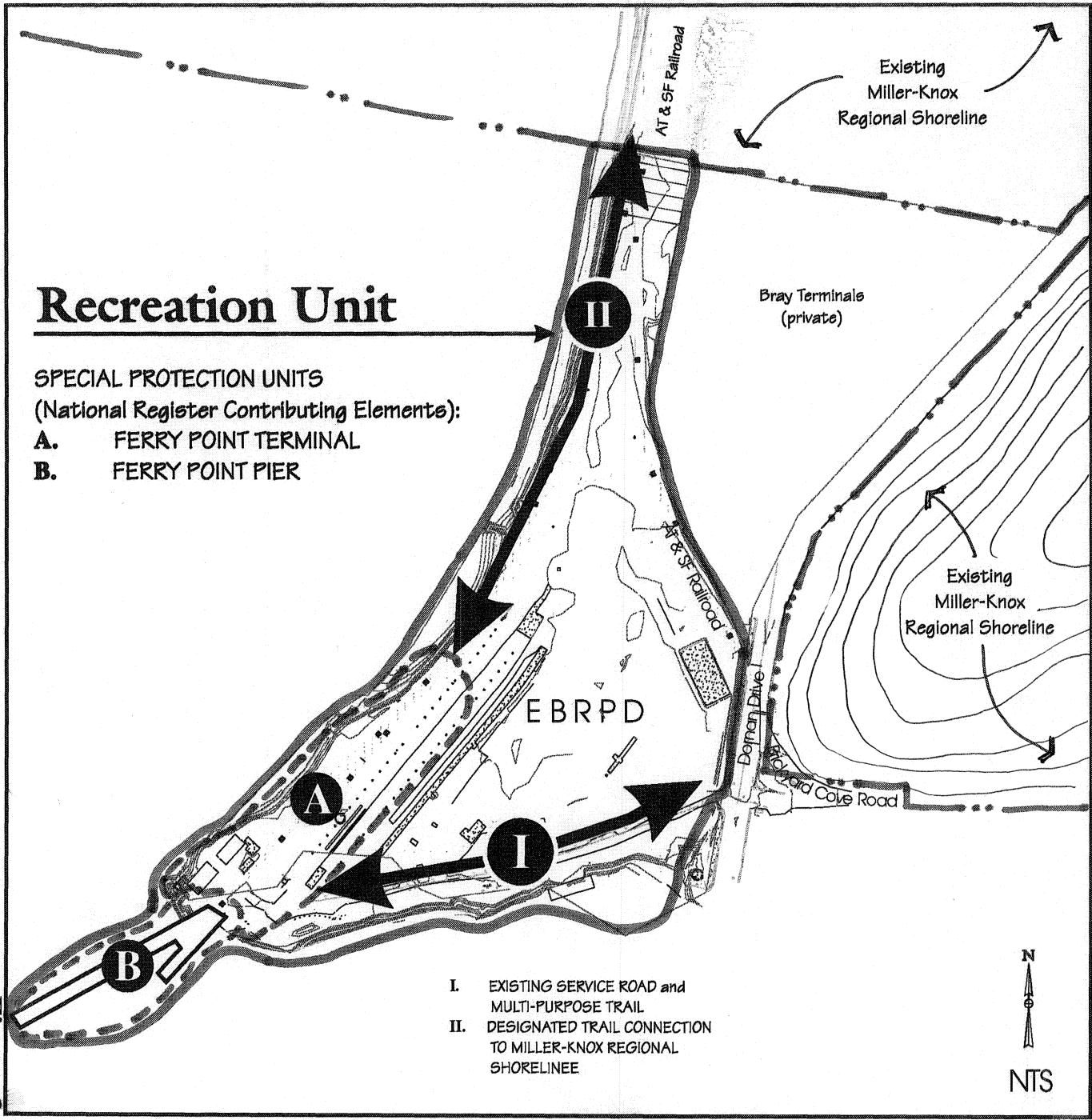
Support California Department of Fish & Game (CDF&G) in their Spill Contingency program, coordinate with bird rescue organizations and monitor water bird populations as required.

Manage pest species, in particular ground squirrels, at Ferry Point by developing an Integrated Pest Management (IPM) Plan consistent with EBRPD policy.

**Ferry Point Pier
and
Ferry Point Terminal
DRAFT Amendment
to the
Miller-Knox Regional Shoreline
Land Use-Development Plan**

Land Use Zones

**Recreation Unit
(including major trail connections)
and
Special
Protection Units**



Recreation Unit

- SPECIAL PROTECTION UNITS
(National Register Contributing Elements):
- A. FERRY POINT TERMINAL
 - B. FERRY POINT PIER

- I. EXISTING SERVICE ROAD and MULTI-PURPOSE TRAIL
- II. DESIGNATED TRAIL CONNECTION TO MILLER-KNOX REGIONAL SHORELINE



