

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX A

Title VI

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX A
CALIFORNIA DEPARTMENT OF TRANSPORTATION
TITLE VI POLICY STATEMENT

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON
Director

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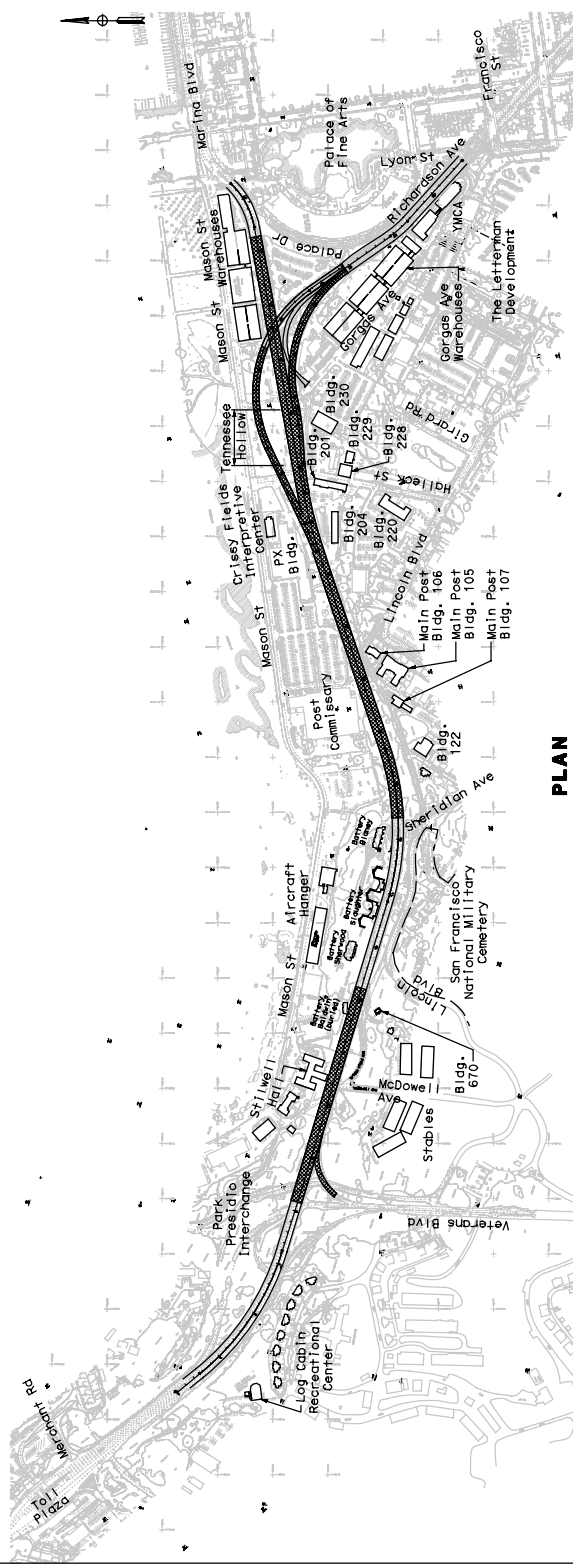
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

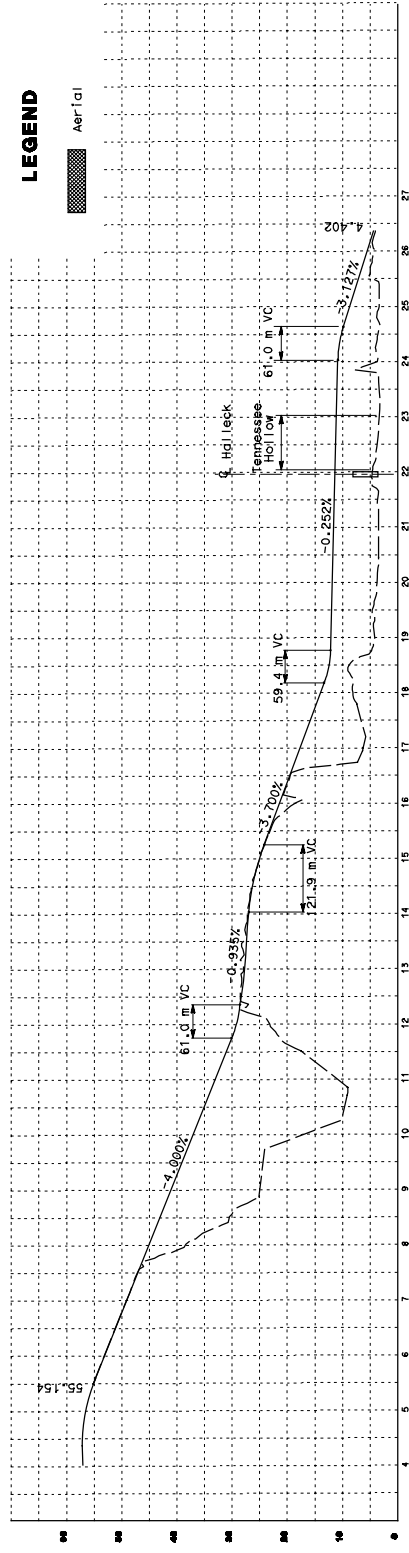
APPENDIX B

Alternative Plan Sheets

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation



PLAN

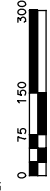


PROFILE

LEGEND

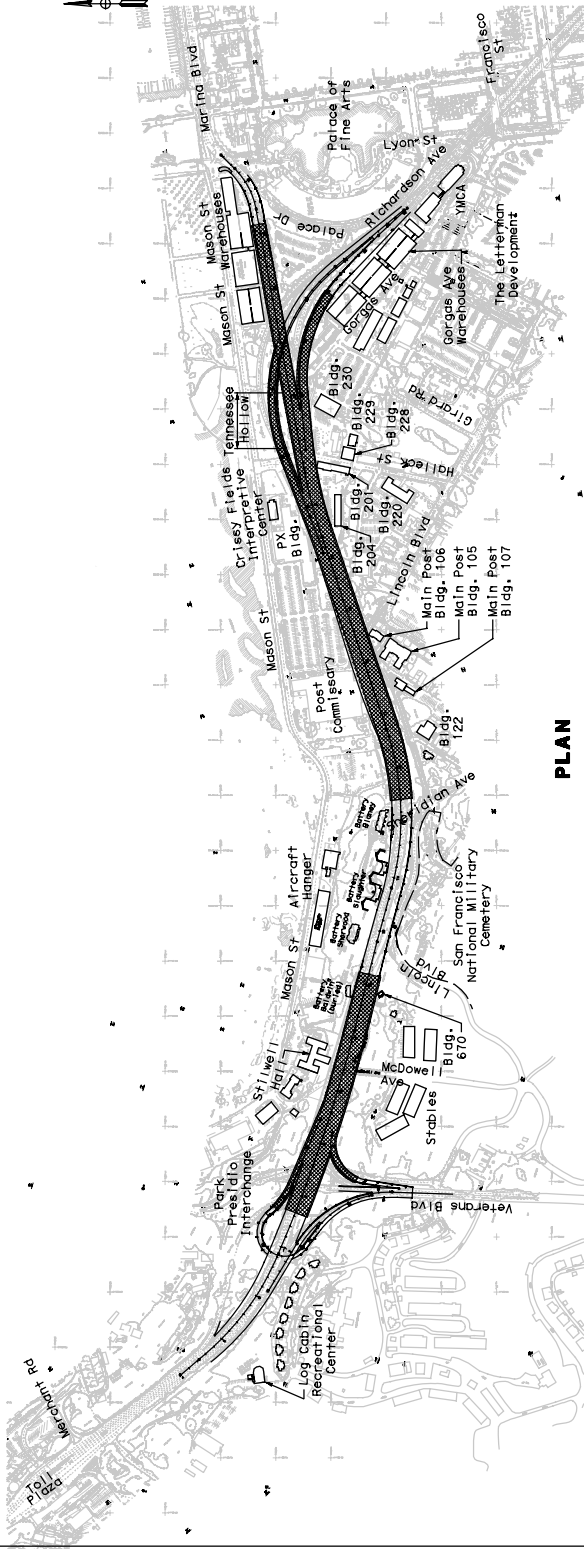


Aerial

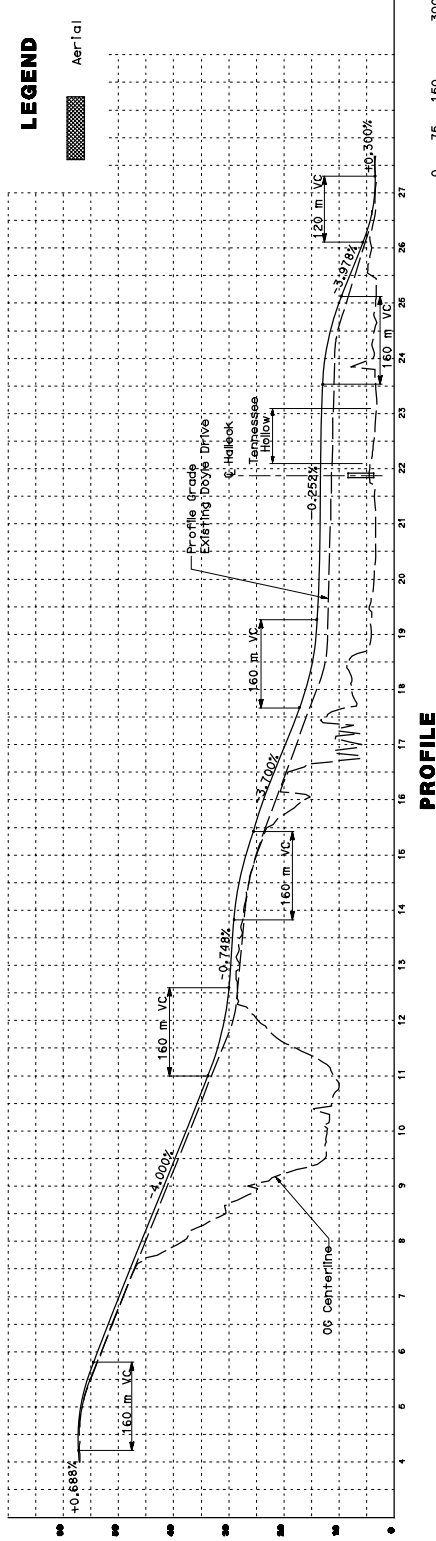


Alternative 1 - No Build

2. Replace and Widen - No Detour



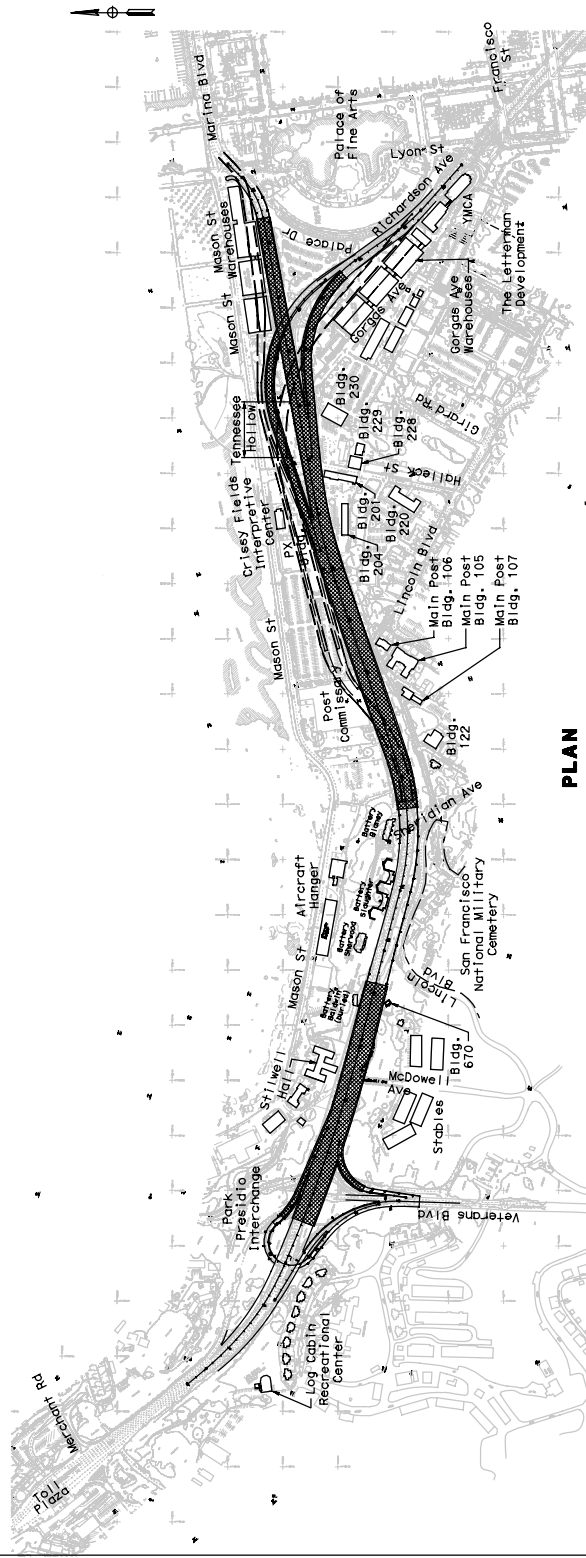
PLAN



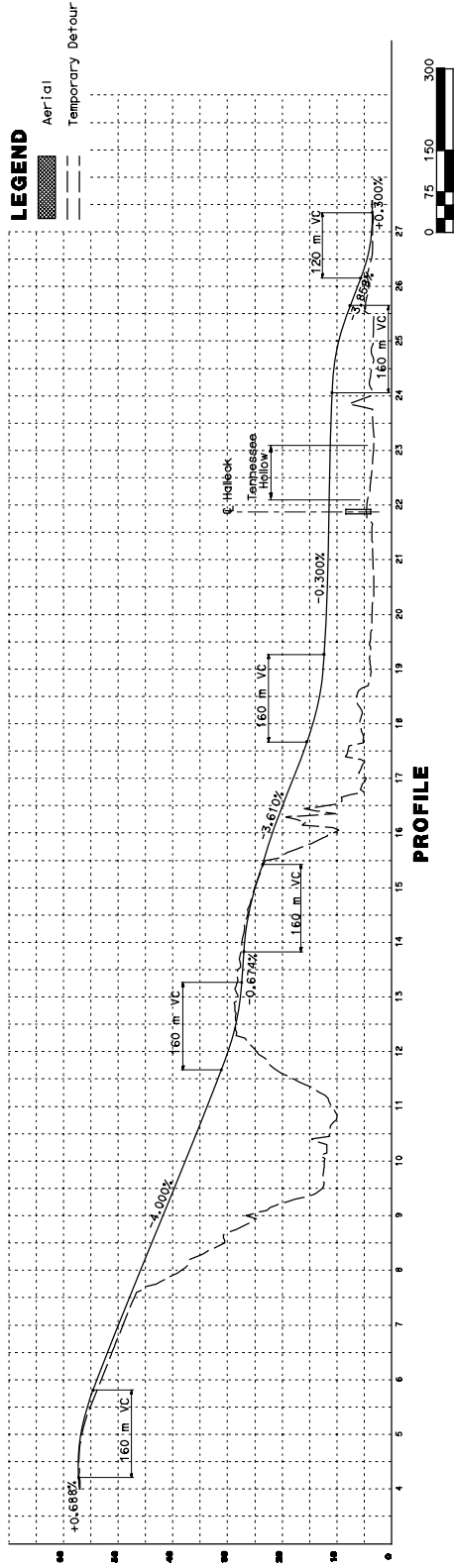
PROFILE

Alternative 2 - Replace and Widen - No Detour

2. Replace and Widen - With Detour



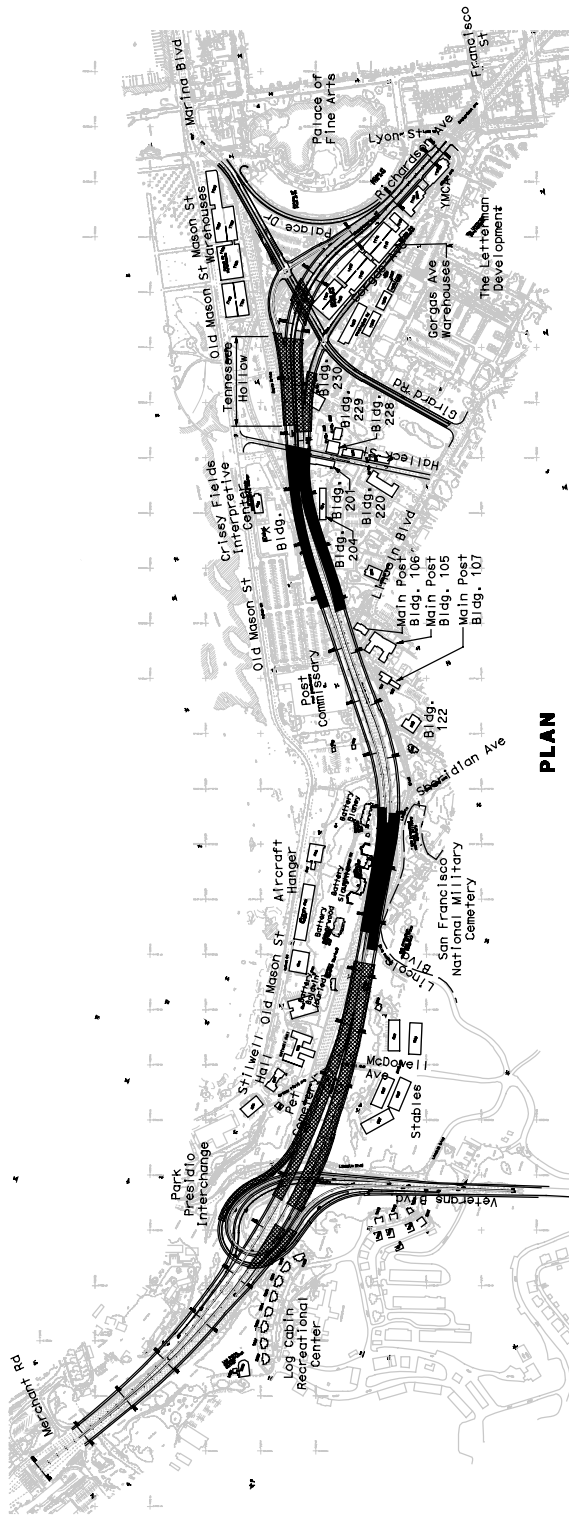
PLAN



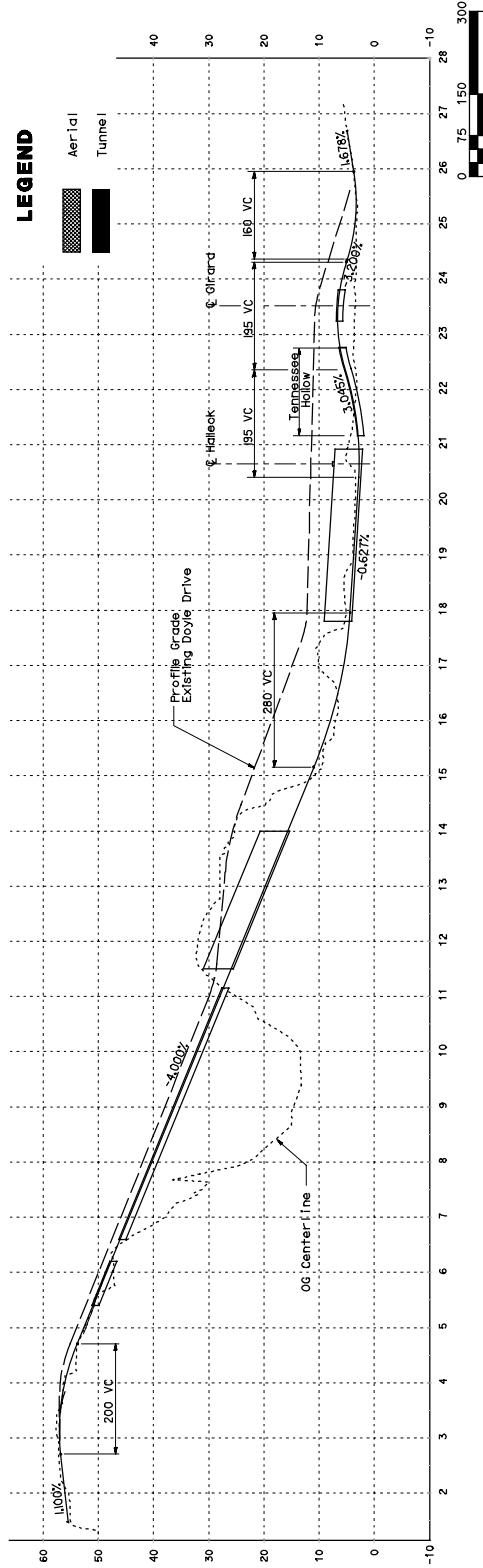
PROFILE

Alternative 2 - Replace and Widen - With Detour

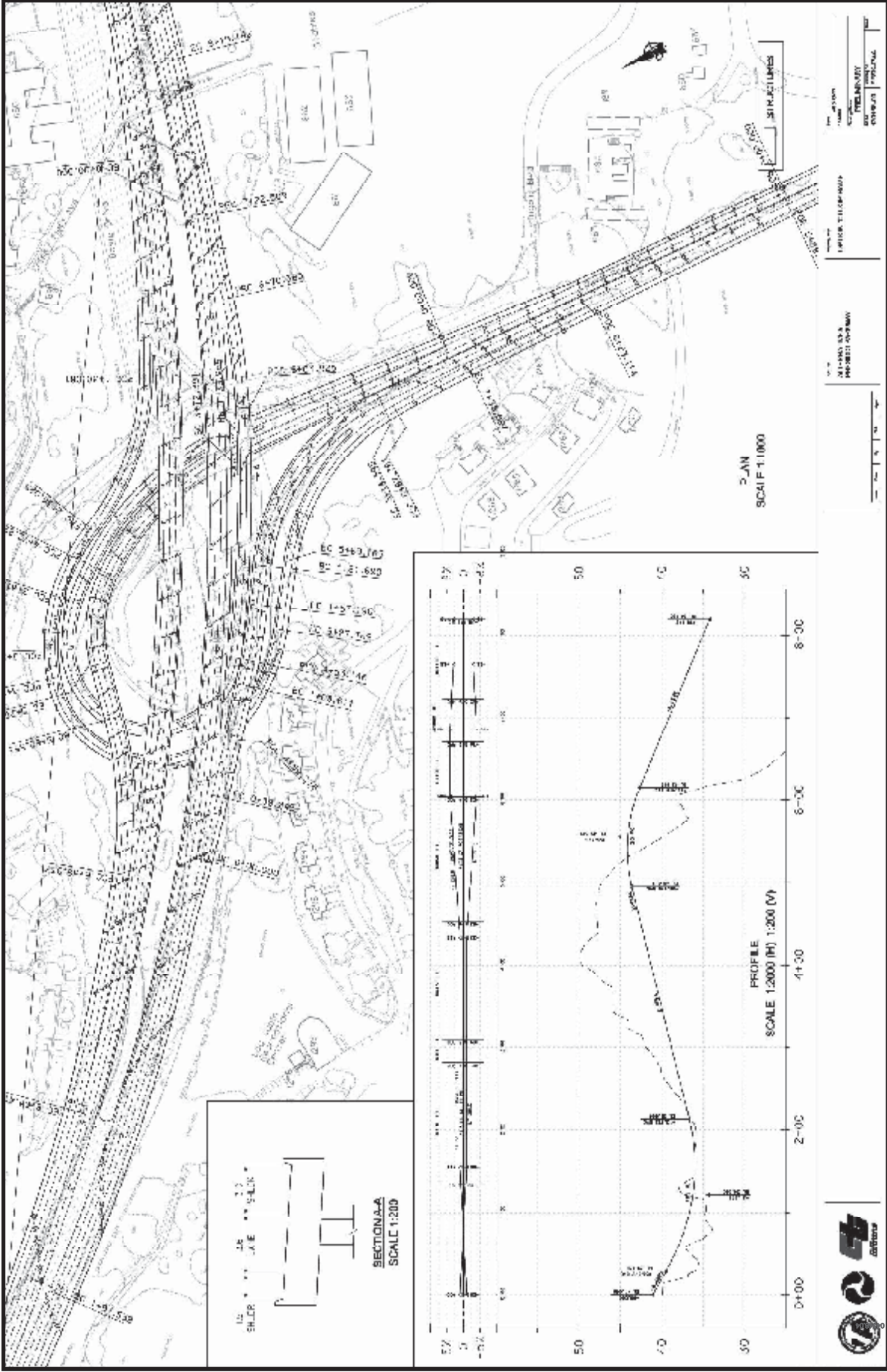
5. Presidio Parkway



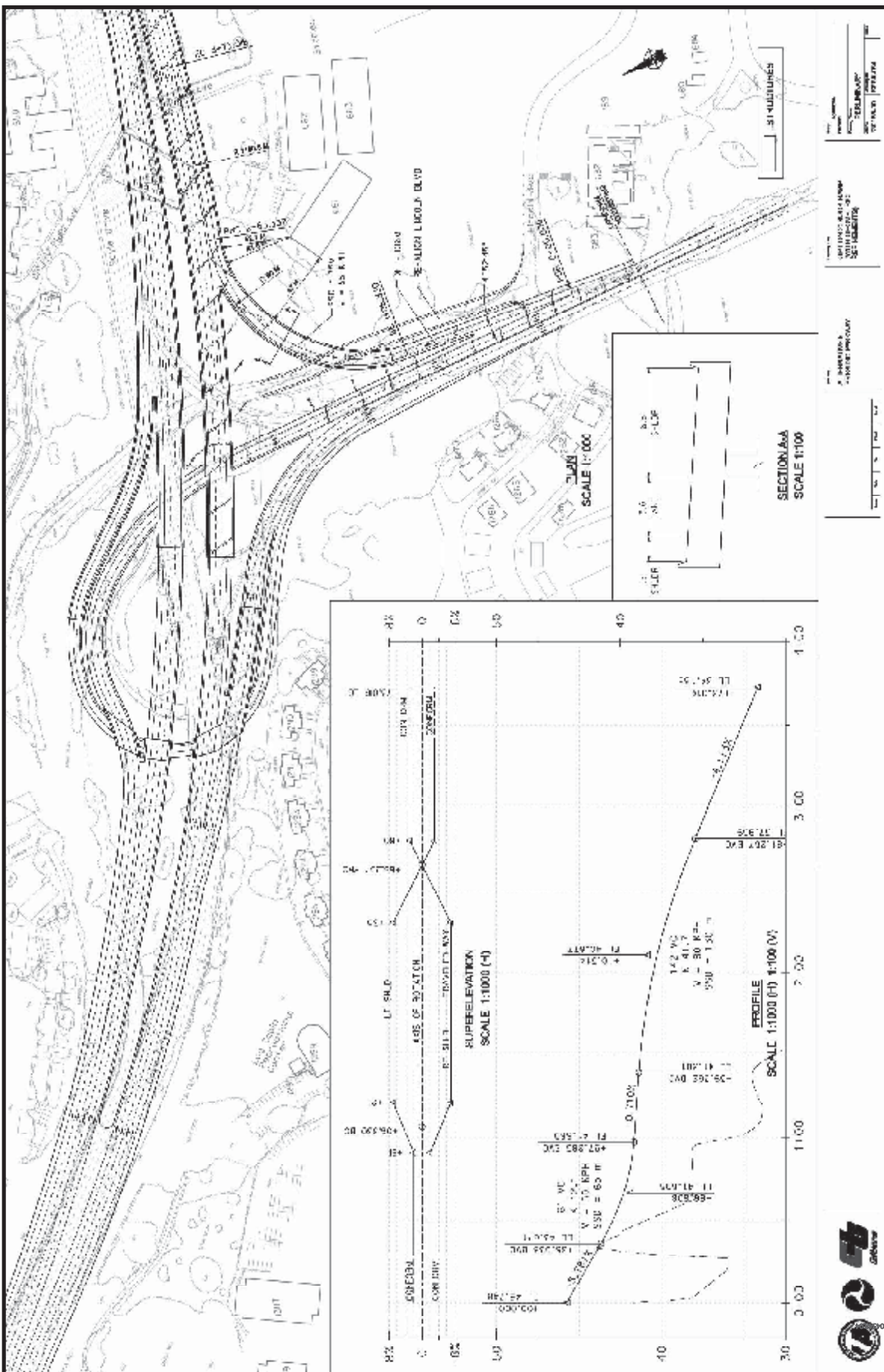
PLAN



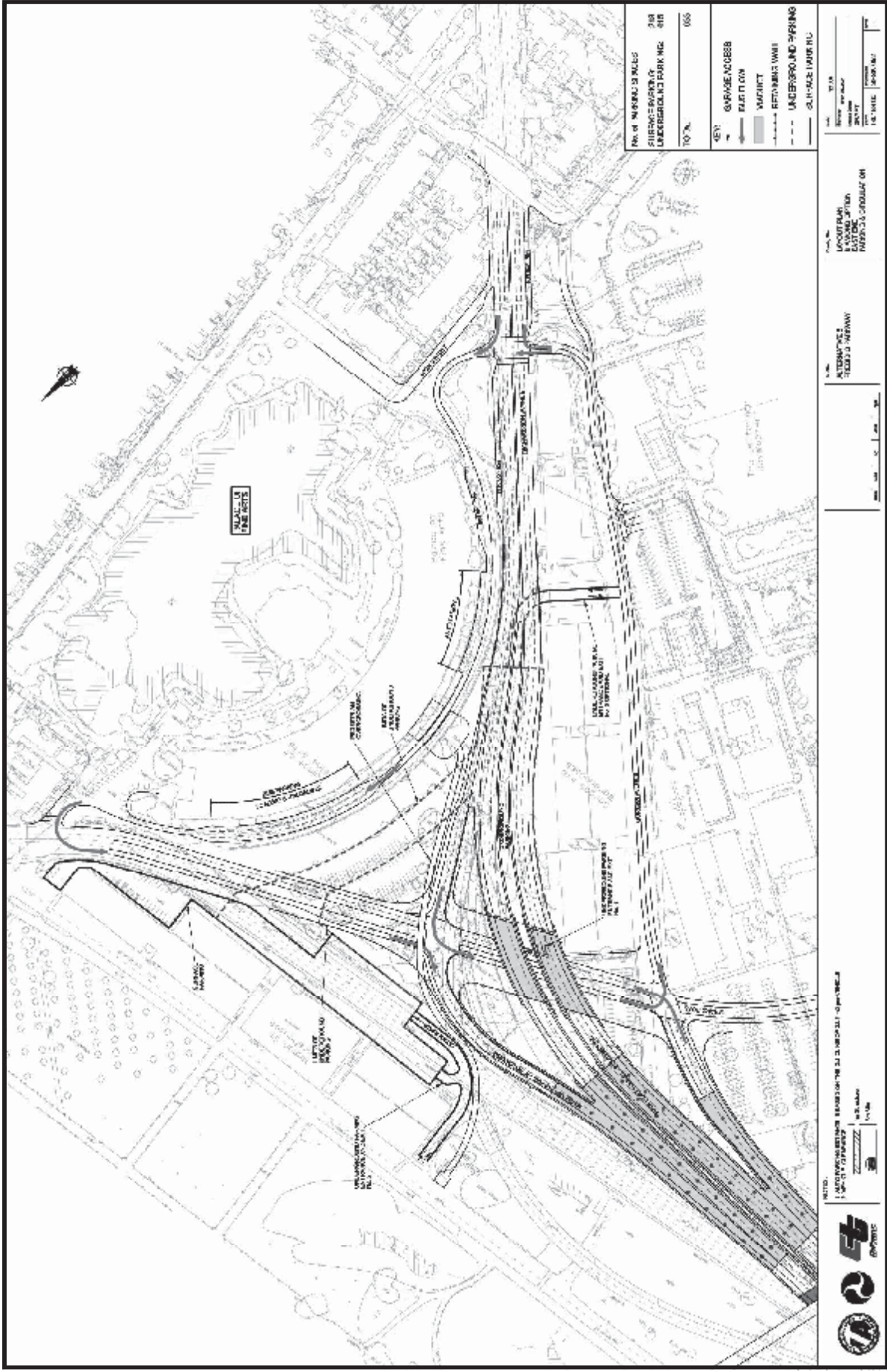
Alternative 5 - Presidio Parkway



Alternative 5—Presidio Parkway with Loop Ramp Option



Alternative 5—Presidio Parkway with Hook Ramp Option



NO. OF METERS IS MILES
 1:1000
 1:5000
 1:10000

KEY
 GARAGE ACCESS
 PLANTION
 MAINTENANCE
 RETENTION WALL
 UNDERGROUND PARKING
 OFF-RAMP/RAIL

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

PROJECT NO.: [Number]
 LOCATION: [Location]
 DRAWING NO.: [Number]

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

PROJECT NO.: [Number]
 LOCATION: [Location]
 DRAWING NO.: [Number]

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

PROJECT NO.: [Number]
 LOCATION: [Location]
 DRAWING NO.: [Number]

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

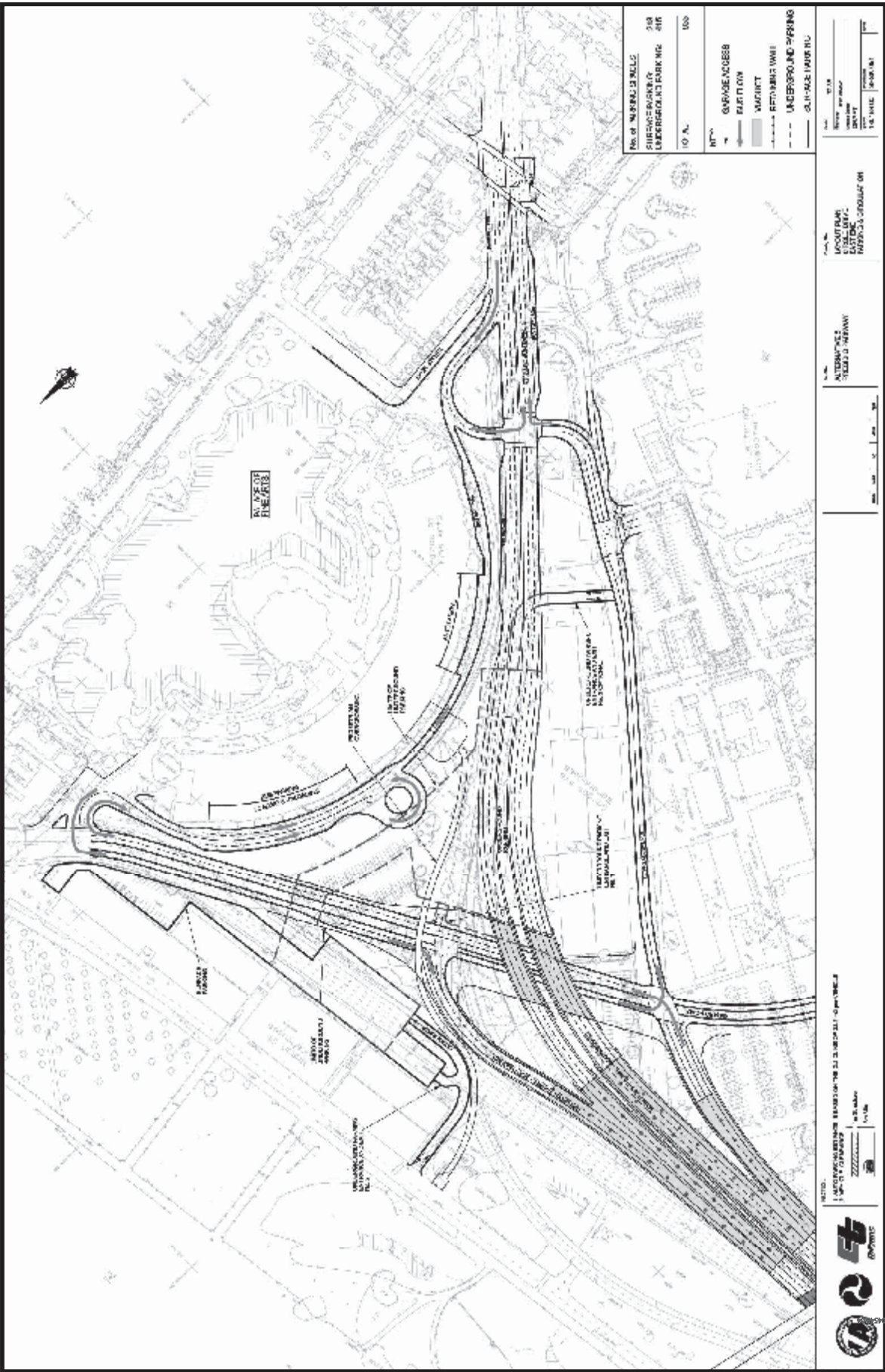
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 LOCATION: [Location]
 DRAWING NO.: [Number]

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

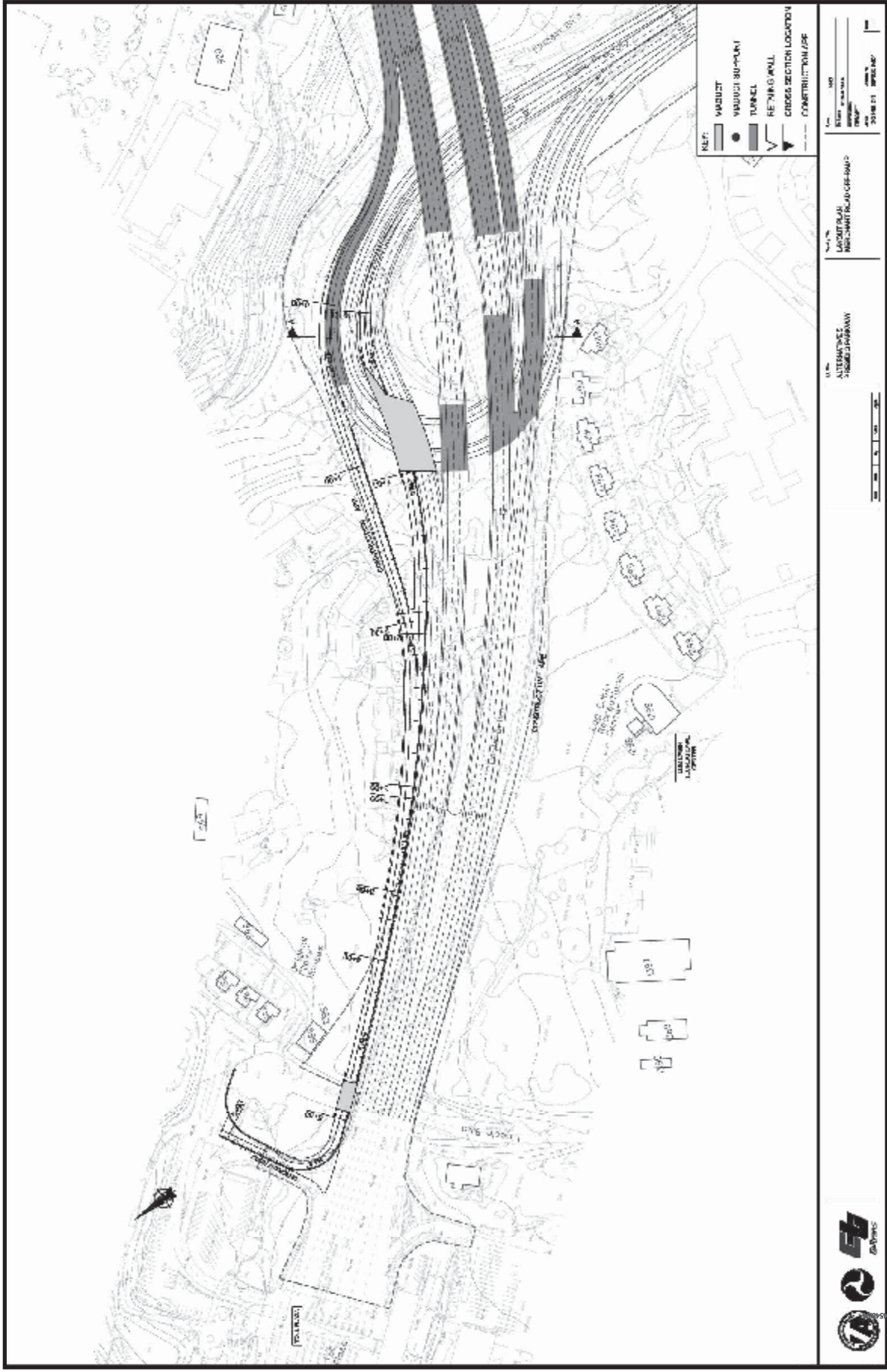
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 LOCATION: [Location]
 DRAWING NO.: [Number]

DATE: 10/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1"=100'-0"

Alternative 5—Presidio Parkway with Diamond Option



Alternative 5—Presidio Parkway with Circle Drive Option

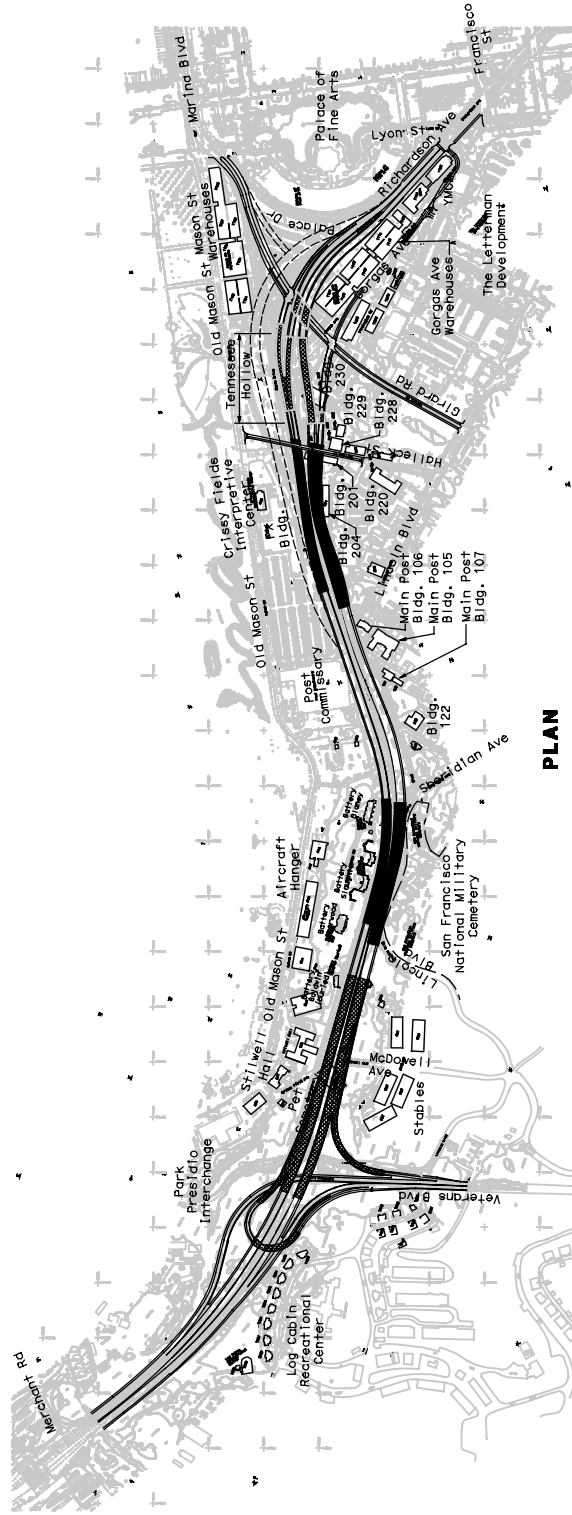


Alternative 5—Presidio Parkway with Merchant Road Slip Ramp

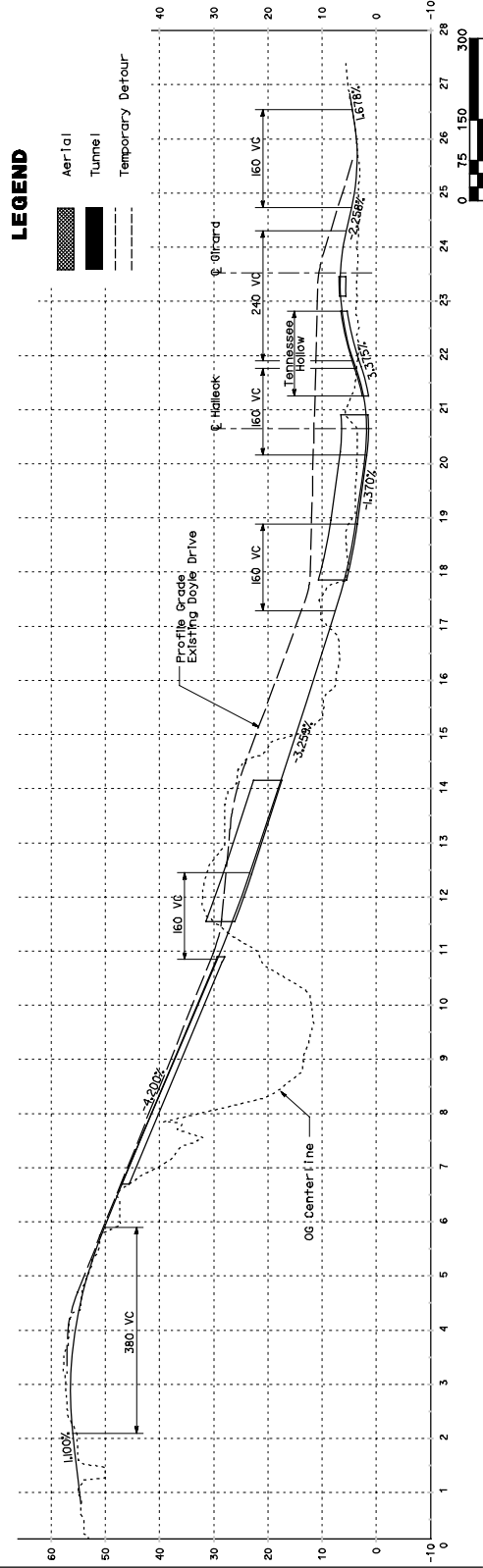
Preferred Alternative - Refined Presidio Parkway



1111
2/27/2008
1713140\Report\Drawings\Plan\A11 - 071307.V7.dgn



PLAN



LEGEND

- Aer'lal
- Tunnel
- Temporary Detour

Preferred Alternative

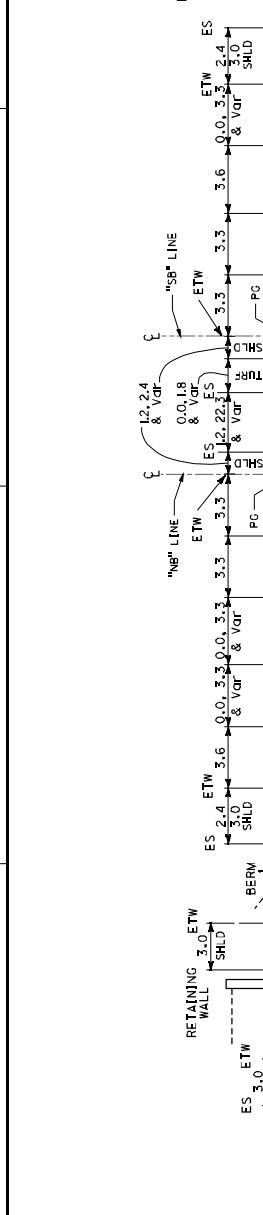
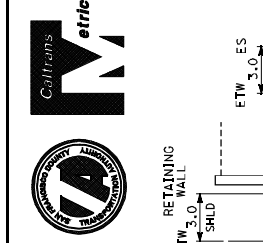
DIST	COUNTY	ROUTE	ALIGNED PER POST	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-102	MP 10.3-11.3	10	11

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: 06/07/11
 I hereby certify that the above information is true and correct, and that I am a duly licensed and registered professional engineer in the State of California, and that I am the author or compiler of the electronic copies of this plan.

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ARKIP: 801 MARKET STREET, SUITE 280
 SAN FRANCISCO, CA 94103



ROUTE 101 - DOYLE DRIVE

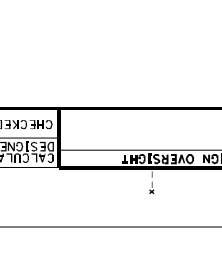
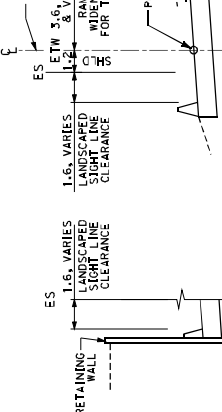
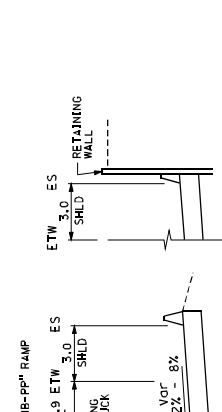
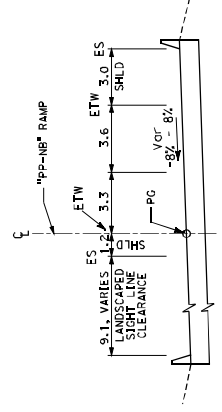
STA NB 110+90 TO 111+80
 STA NB 120+90 TO 121+35

STA NB 100+00 TO 127+25

STA SB 114+13 TO 114+46

STA SB 111+30 TO 111+54
 STA SB 114+15 TO 117+83

STA SB 110+97 TO 111+30
 STA SB 123+42 TO 124+48



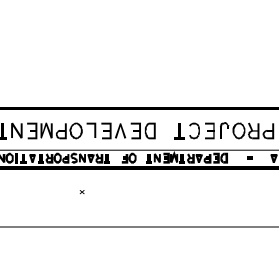
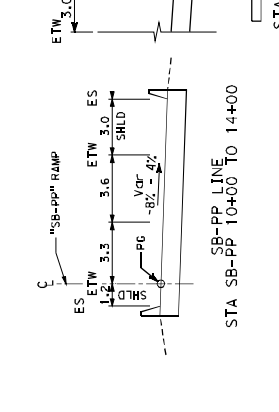
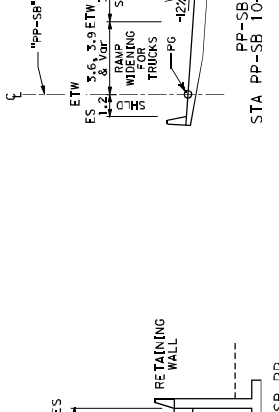
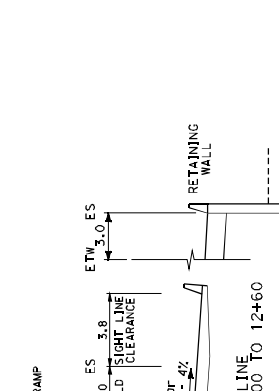
PP-NB LINE
 STA PP-NB 10+00 TO 16+45

NB PP-NB LINE
 STA NB-PP 12+05 TO 15+30

SB PP-NB LINE
 STA SB-PP 10+00 TO 14+00

PARK PRESIDIO TO NORTHBOUND DOYLE DRIVE

NB DOYLE DRIVE TO SB PARK PRESIDIO



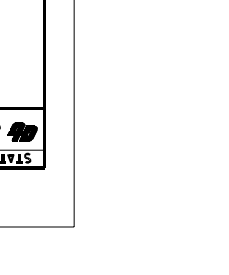
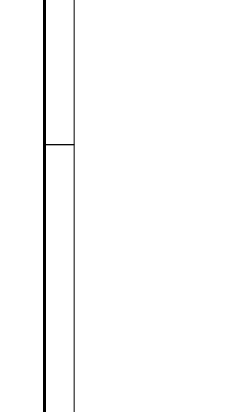
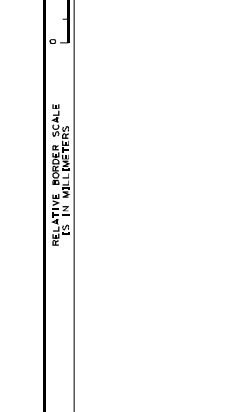
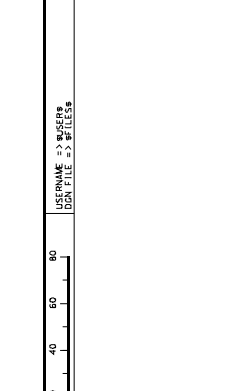
PP-NB LINE
 STA PP-NB 10+00 TO 12+60

NB PP-SB LINE
 STA NB-PP 10+25 TO 11+00

SB PP-SB LINE
 STA SB-PP 10+00 TO 14+00

PARK PRESIDIO TO SOUTHBOUND DOYLE DRIVE

SOUTHBOUND DOYLE DRIVE OFF RAMP TO PARK PRESIDIO



NOTE: STRUCTURAL SECTIONS SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE:
 1.6m LANDSCAPED SIGHT LINE CLEARANCE
 180 mm HMA-A-HB
 195 mm AB(C13)
 370 mm AS(C14)

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 TYPICAL CROSS SECTIONS**

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT DEVELOPMENT
DESIGNED BY: E. LAM	CHECKED BY: J. KARN
DATE REVISY BY: 06/07	DATE REVISY BY: 06/07

CALLIANS	PROJECT DEVELOPMENT
DESIGN OVERSIGHT	DESIGN OVERSIGHT

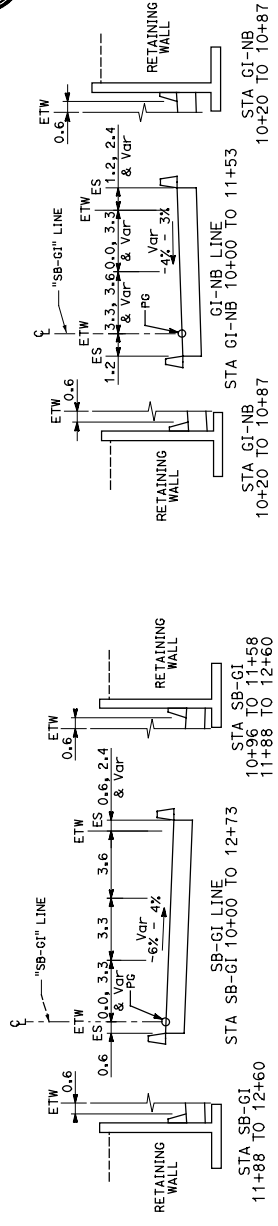
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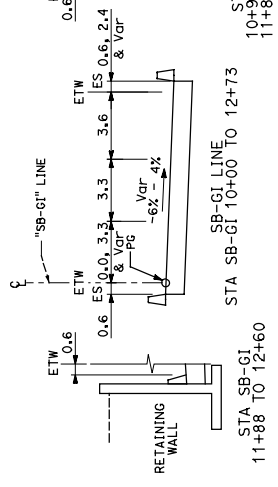
REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 I, **John M. Karm**, hereby certify that I am a duly Licensed Professional Engineer in the State of California, and I am the author of the above described plans. I am responsible for the accuracy and completeness of electronic copies of this plan.
 California now has a web site. To get to the web site, go to: <http://www.ftz.org>
 ARUP
 301 MARKET STREET, SUITE 280
 SAN FRANCISCO, CA 94103



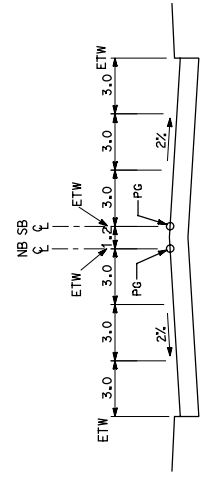
DATE	REVISOR	REVISION
06/07	J. KARN	DATE REVISOR



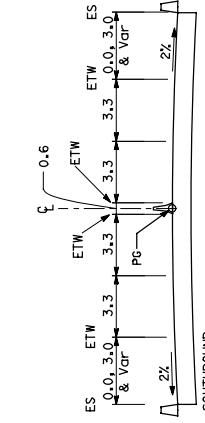
SOUTHBOUND DOYLE DRIVE OFF-RAMP TO GIRARD ROAD



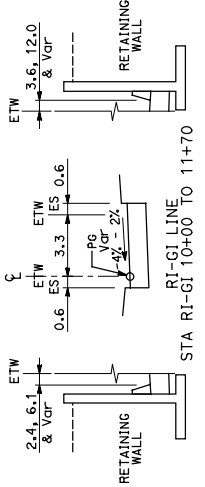
GIRARD ROAD ON-RAMP TO NORTHBOUND DOYLE DRIVE



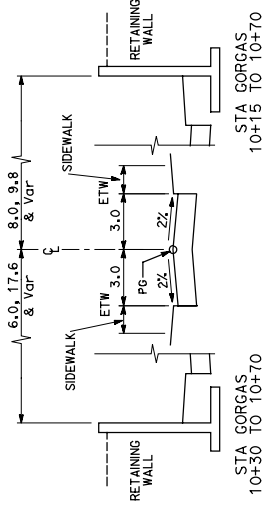
PARK PRESIDIO



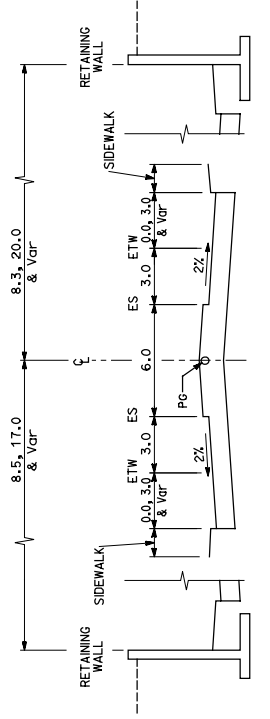
RICHARDSON AVENUE



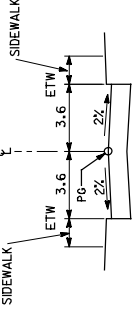
RICHARDSON OFF RAMP TO GIRARD



GORGAS AVENUE



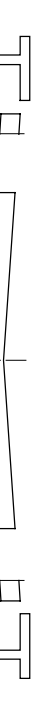
GIRARD ROAD



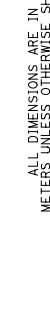
HALLECK STREET



GORGAS AVENUE



GIRARD ROAD



HALLECK STREET

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
TYPICAL CROSS SECTIONS
 NO SCALE
X-2



DIST	COUNTY	ROUTE	KILOMETER POST MILE NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	RP 12.8-15.7 RP 10.9-11.4	12	14

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

REGISTERED PROFESSIONAL ENGINEER No. _____

REGISTERED CIVIL ENGINEER No. _____

DATE OF EXPIRATION _____

California new law of web site To get to the web site go to: <http://www.fdot.com>

M&E ENGINEERING, INC.
1330 BROADWAY, SUITE 1410
DUNELAND, NJ 08042

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PREFERRED ALTERNATIVE

REFINED PRESIDIO PARKWAY

TYPICAL CROSS SECTIONS

NO SCALE

DATE PLOTTED => 08/14/14
TIME PLOTTED => 11:04 AM

LAST REVISION DATE PLOTTED => 08/14/14

EA 163700

RU 04242

USE FILE => REQUEST

0 20 40 60 80

RELATIVE BORDER SCALE IS IN MILLIMETERS

STA NB 118+06 TO 120+84

STA SB 117+83 TO 120+91

STA SB 111+54 TO 114+15

STA NB 111+80 TO 114+13

BATTERY TUNNEL

MAIN POST TUNNEL

DATE REVISION BY

06/07 DATE REVISION BY

D. AN

X. SUN

CHECKED BY

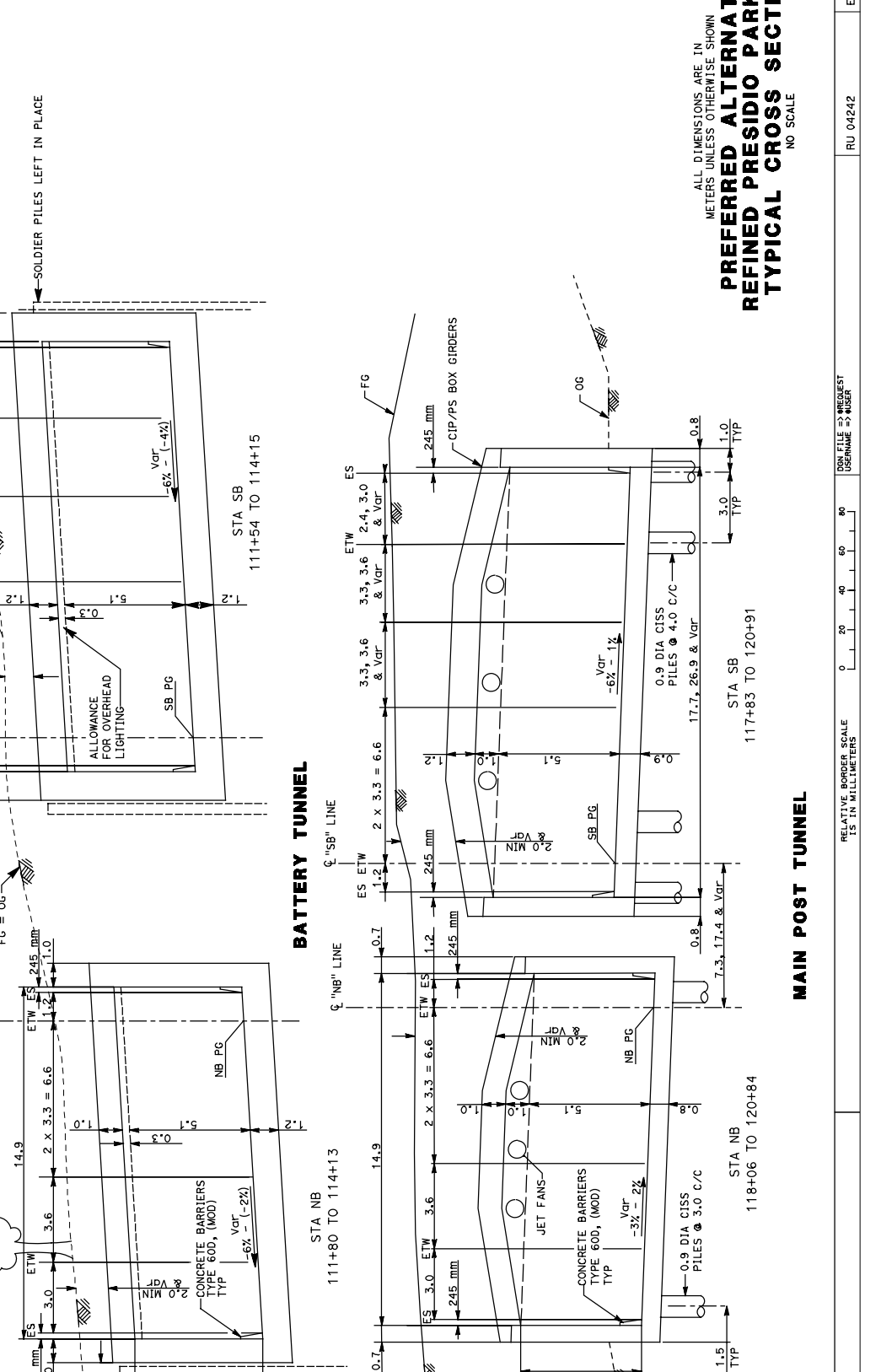
DESIGNED BY

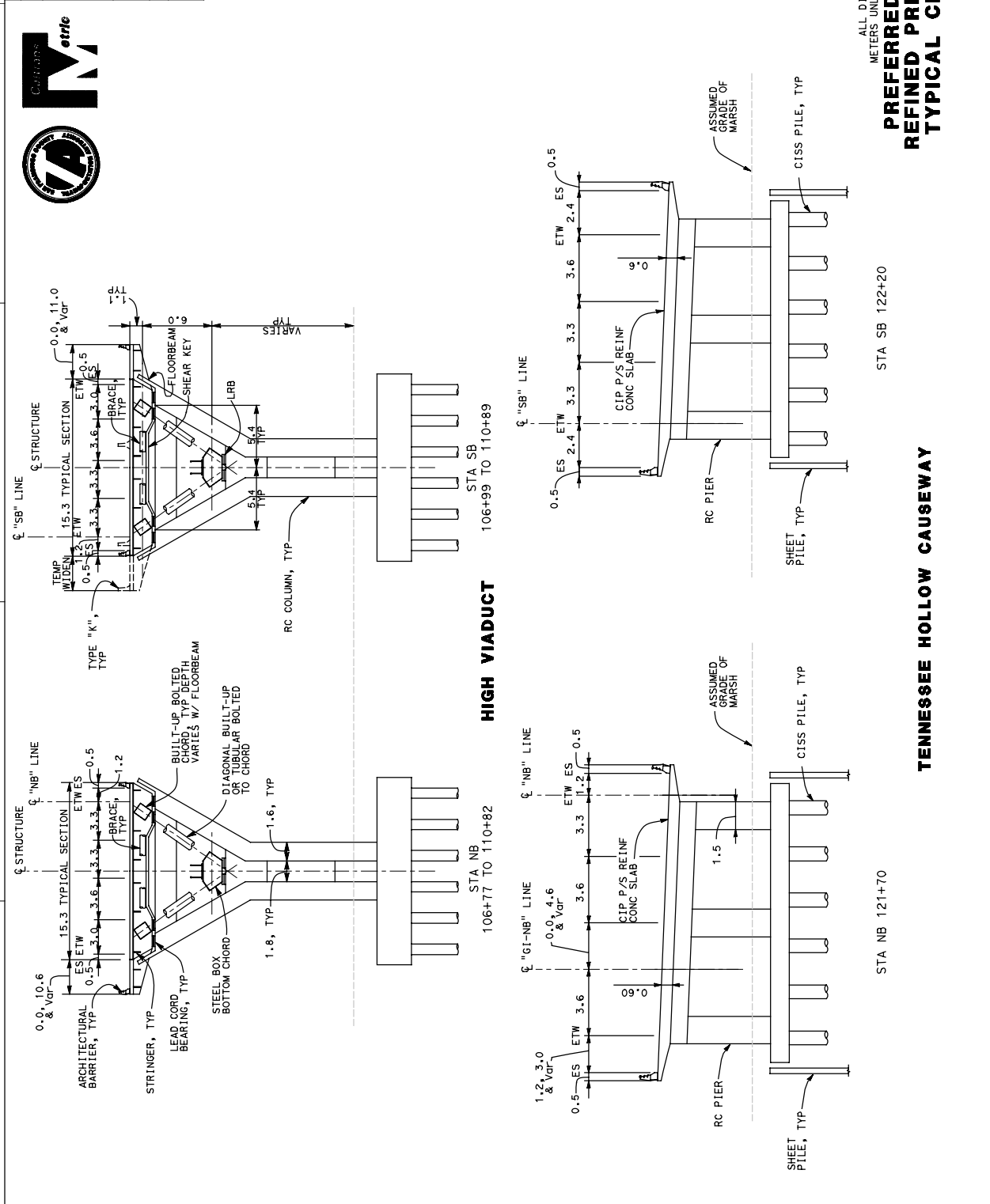
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans PROJECT DEVELOPMENT

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION





DIST	COUNTY	ROUTE	KILOMETER POST MILE NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	RP 12.8-15.7 RP 10.9-11.4		

REGISTERED CIVIL ENGINEER
 ADDRESS: 10000 WILSON AVENUE, SUITE 260, SAN FRANCISCO, CA 94135
 REGISTRATION NO. 10000
 EXPIRES: 06/30/2014

PLANS APPROVAL DATE: 06/07/14
 I, THE ENGINEER, HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA AND THAT I AM THE DESIGNER OF THIS PLAN.
 I AM NOT PROVIDING ANY GUARANTEE OR WARRANTY FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN.
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ARIP
 901 MARINE STREET, SUITE 260
 SAN FRANCISCO, CA 94135

Altamira

California

Altamira

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 TYPICAL CROSS SECTIONS**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED BY	E. LILLY	DATE REVISD BY	
Edgewise PROJECT DEVELOPMENT		CHECKED BY	G. KENNERLEY	DATE REVISD	07/07

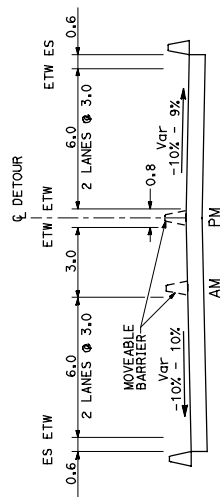
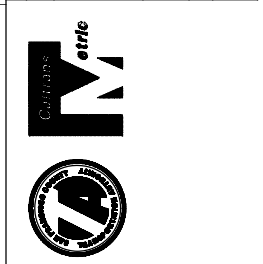
DIST	COUNTY	ROUTE	KILOMETER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	RP 12.8-15.7 RP 10.9-11.4		

REGISTERED CIVIL ENGINEER
 REGISTRATION NO. 10000
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: 07/07/10
 I, the undersigned, hereby certify that I am a duly licensed and registered professional engineer and that I am the author of the design and drawings herein. I am not responsible for the accuracy or completeness of electronic copies of this plan.

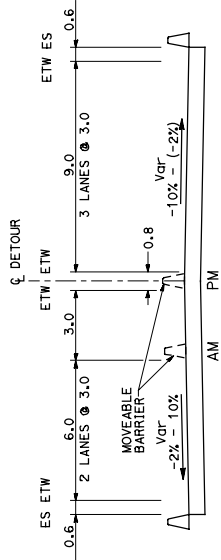
California now has a web site. To get to the web site, go to: <http://www.fdot.ca.gov>

PR 503 SECOND STREET SUITE 700N
 SAN FRANCISCO, CA 94107

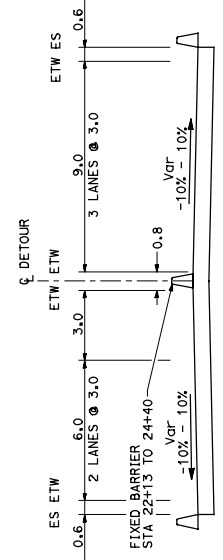


TEMPORARY CONSTRUCTION DETOUR
 STA 13+00 TO 17+20

NOTE:
 TI = 11, R = 10
 ALL STRUCTURAL SECTIONS
 SHALL BE CONFORM TO THE FOLLOWING:
 120 mm HMA-A
 195 mm AB (C13)
 370 mm AS (C14)



TEMPORARY CONSTRUCTION DETOUR
 STA 17+20 TO 22+04

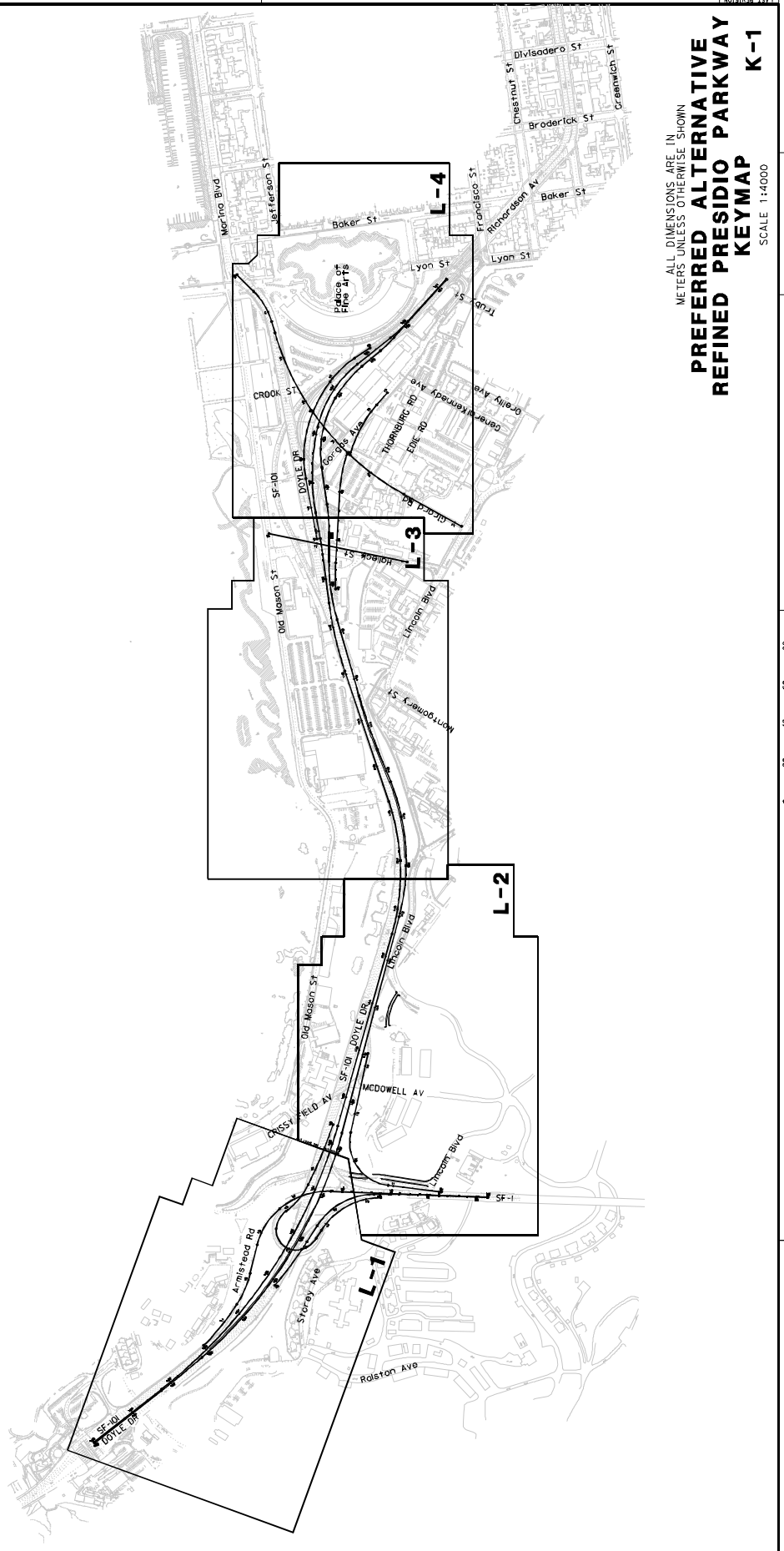
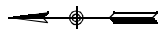


TEMPORARY CONSTRUCTION DETOUR
 STA 22+04 TO 24+40

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
TYPICAL CROSS SECTIONS
 NO SCALE

X-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT DEVELOPMENT	DESIGN OVERSIGHT	DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVISID 06/07	DATE REVISID BY
CALCULATED BY		DESIGNED BY		CHECKED BY		DATE REVISID BY



RELATIVE BORDER SCALE
IS IN MILLIMETERS

USERNAME => BAFB8
SDAT FILE => BFILE58

RU 04242

EA 163700

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PREFERRED ALTERNATIVE REFINED PRESIDIO PARKWAY KEYMAP K-1

SCALE 1:4000



DIST	COUNTY	ROUTE	ALDINE PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	NP 12.8-11.2 NP 10.3-11.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I hereby certify that the above information is true and correct to the best of my knowledge and belief, and that I am a duly licensed and registered professional engineer in the State of California.
 Signature: _____
 Address: _____
 City: _____ State: _____
 Date: _____

Callians now has a web site. To get to the web site, go to <http://www.callians.com>

AKUP
 801 MARKET STREET, SUITE 280
 SAN FRANCISCO, CA 94103

00-00-00
 DATE PLOTTED => 08/15/06
 LAST REVISION

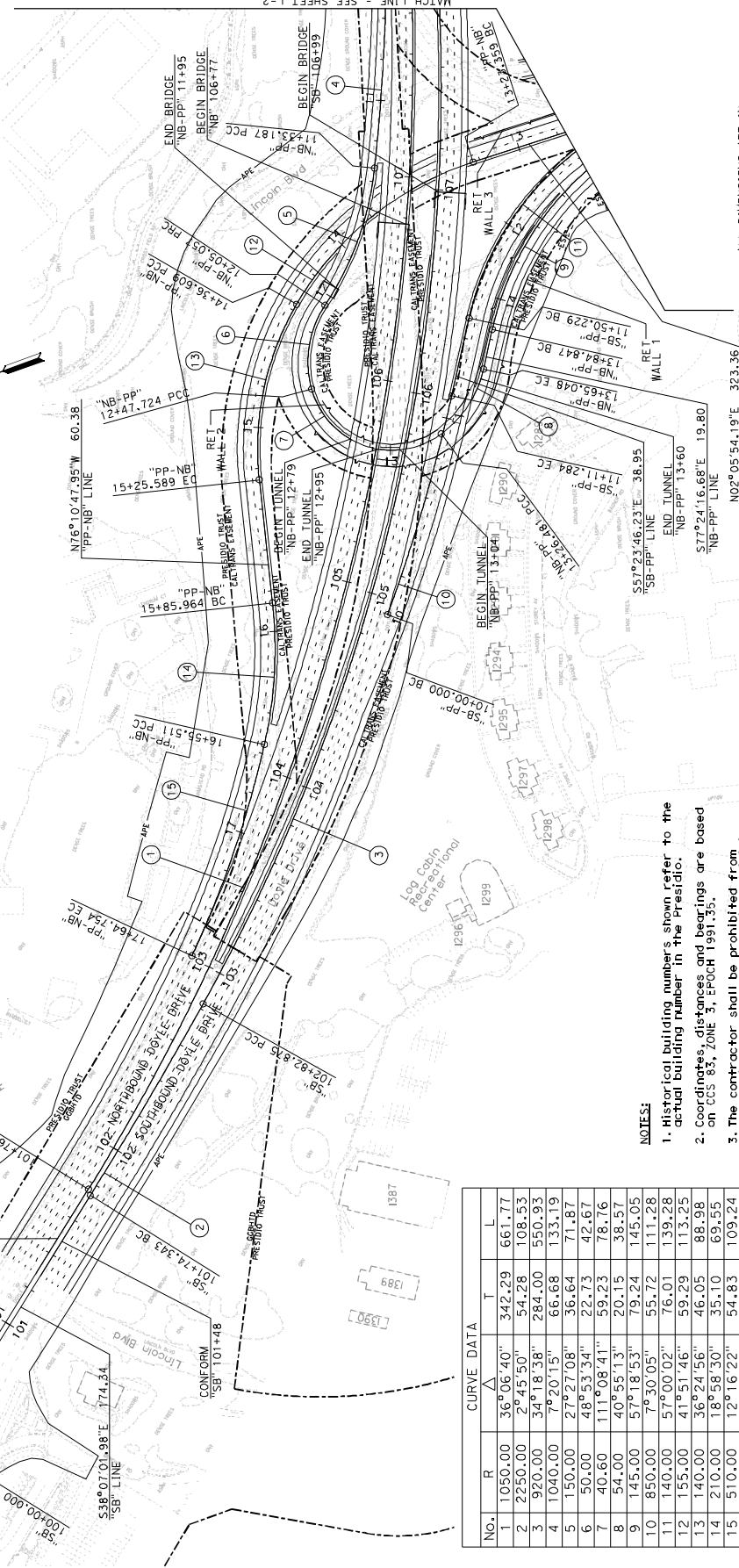
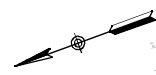
DIST	COUNTY	ROUTE	ALTERNATIVE	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	NP 12.15-11.3 NP 10.3-11.3	101	101

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: 06/07/2011
 I hereby certify that the information contained herein is true and correct to the best of my knowledge and belief, and that I am a duly licensed and registered professional engineer in the State of California.
 I am not responsible for the accuracy or completeness of electronic copies of this plan.

California now has a web site. To get to the web site, go to: <http://www.dca.ca.gov>

ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103



- NOTES:**
1. Historical building numbers shown refer to the actual building number in the Presidio.
 2. Coordinates, distances and bearings are based on CCS 83, ZONE 3, EPOCH 1991.35.
 3. The contractor shall be prohibited from conducting any disturbing activities outside of the APE boundary.

No.	R	Δ	T	L
1	1050.00	36°06'40"	342.29	661.77
2	2250.00	2°45'50"	54.28	108.53
3	920.00	34°18'38"	284.00	550.93
4	1040.00	7°20'15"	66.68	133.19
5	150.00	27°27'08"	36.64	71.87
6	50.00	48°53'34"	22.73	42.67
7	40.60	111°08'41"	59.23	78.76
8	54.00	40°55'13"	20.15	38.57
9	145.00	57°18'53"	79.24	145.05
10	850.00	7°30'05"	55.72	111.28
11	140.00	57°00'02"	76.01	139.28
12	155.00	41°51'46"	59.29	113.25
13	140.00	36°24'56"	46.05	88.98
14	210.00	18°58'30"	35.10	69.55
15	510.00	12°16'22"	54.83	109.24

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 LAYOUT**

SCALE: 1:1000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DATE PLOTTED: 06/07/2011
 TIME PLOTTED: 09:41:15 AM

RELATIVE BORDER SCALE IS IN MILLIMETERS

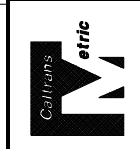
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 BDN FILE: B4FILES5

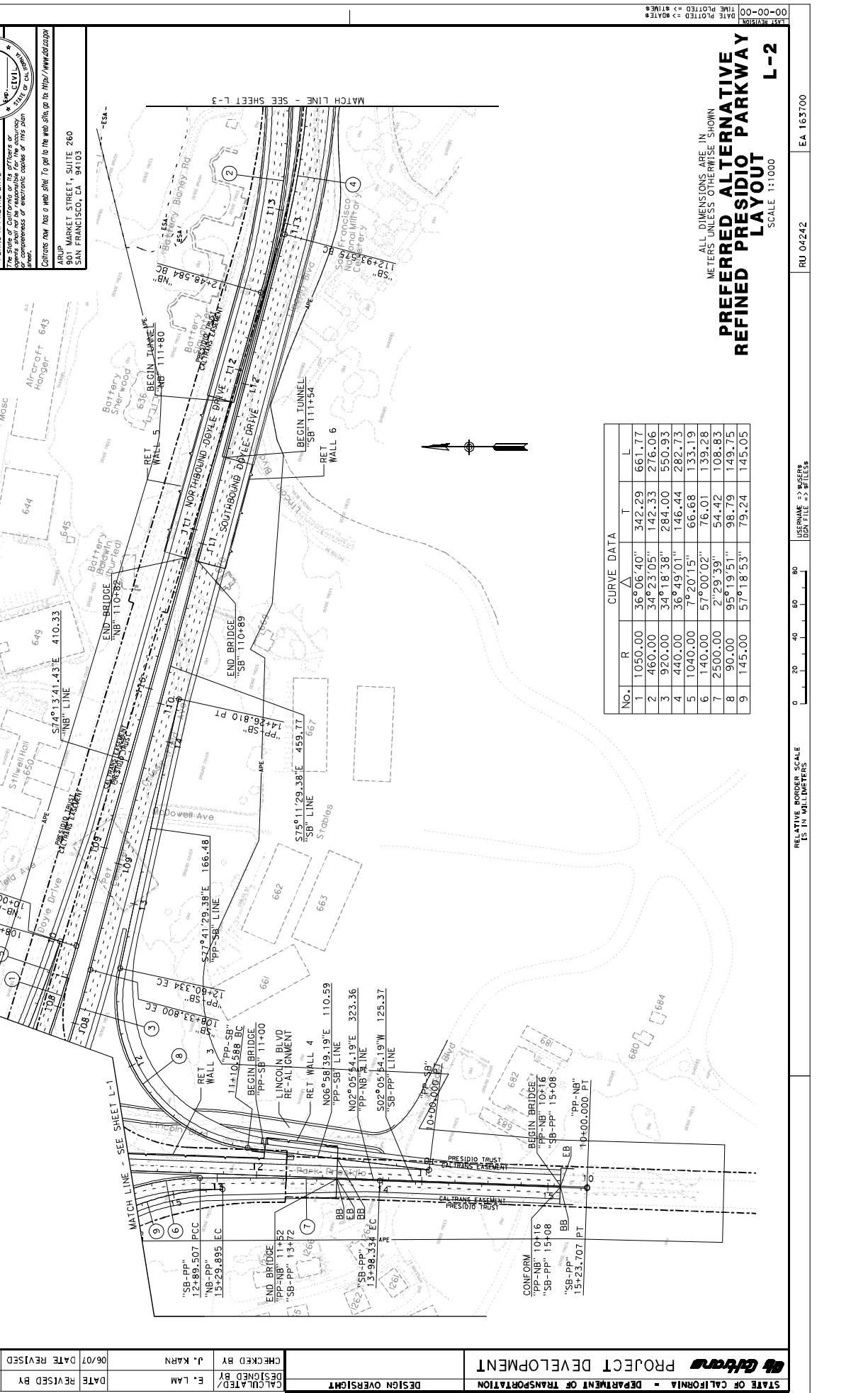
RU 04242
 EA 163700

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	DATE	REVISD BY	DATE	REVISD BY	DATE	REVISD BY
PROJECT DEVELOPMENT							
PROJECT DEVELOPMENT							
DESIGNED BY: E. LAM	CHECKED BY: J. KARN	06/07					
CALCULATED BY:							

DIST	COUNTY	ROUTE	ALONG PART POST	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101	NP 12.5-11.2	10	11
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE: _____					
REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA					
ADDRESS: 801 MARKET STREET, SUITE 260 SAN FRANCISCO, CA 94103					



801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103



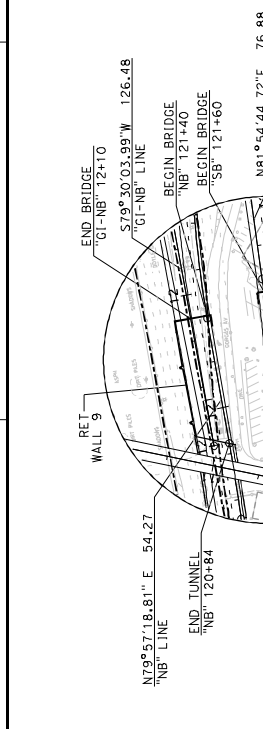
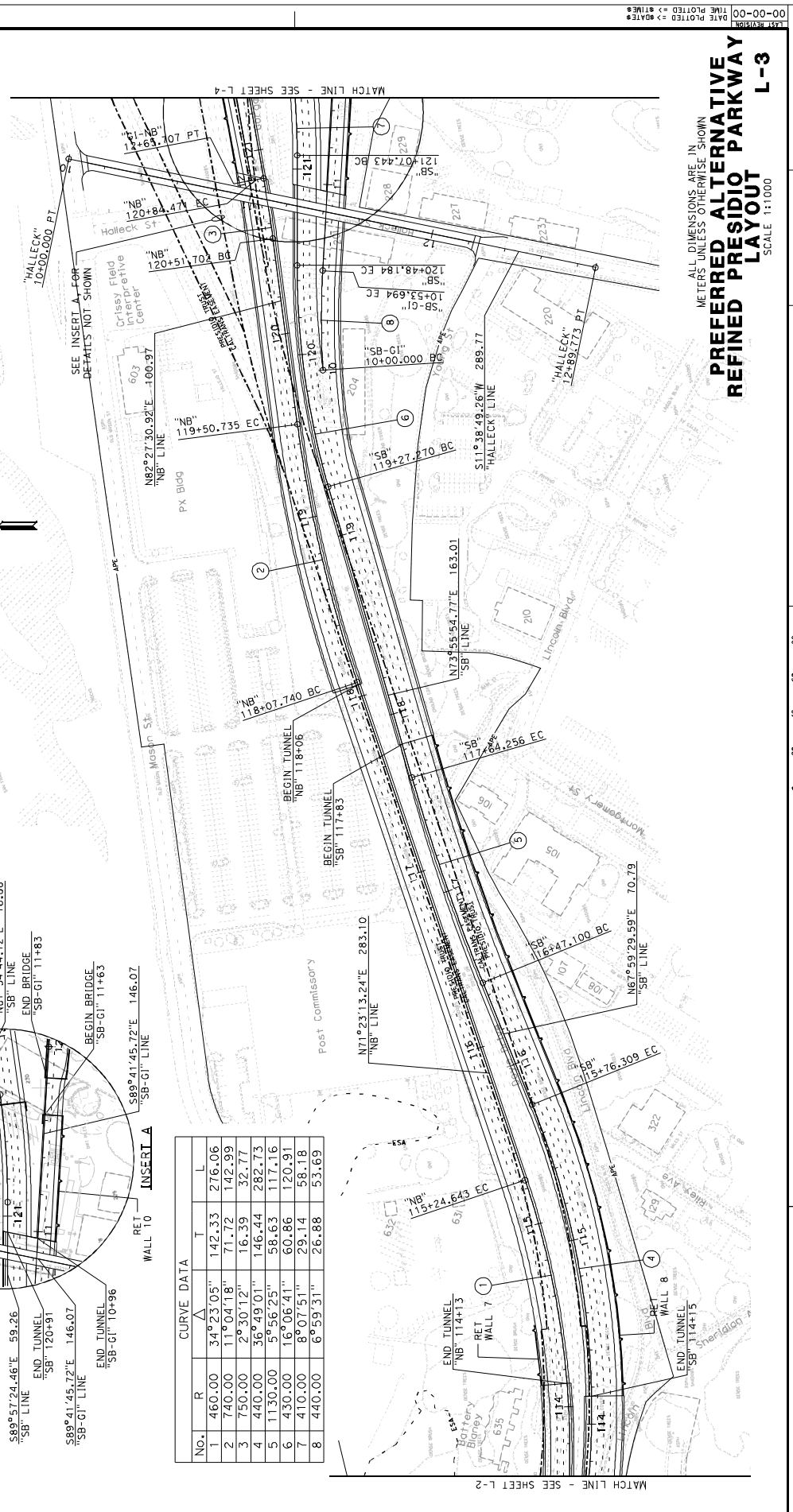
No.	R	Δ	T	L
1	1050.00	36°06'40"	342.29	661.77
2	460.00	34°23'05"	142.33	276.06
3	920.00	34°18'38"	284.00	550.93
4	440.00	36°49'01"	146.44	282.73
5	1040.00	7°20'15"	66.68	133.19
6	140.00	57°00'02"	76.01	139.28
7	2500.00	2°29'39"	54.42	108.83
8	90.00	95°19'51"	98.79	149.75
9	145.00	57°18'53"	79.24	145.05

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 LAYOUT**
 SCALE 1:1000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Collins & Metric
 REGISTERED CIVIL ENGINEER
 ROUTE 04-SF-101
 ALDINE TER. POST OFFICE BOX 101
 SAN FRANCISCO, CA 94103
 DIST. COUNTY SF
 SHEET NO. 10-3-11-3
 TOTAL SHEETS 1

PLANS APPROVAL DATE: 04/15/14
 REGISTERED CIVIL ENGINEER NO. 45813
 CIVIL
 COLLINS & METRIC ENGINEERS
 301 MARKET STREET, SUITE 280
 SAN FRANCISCO, CA 94103



RET TO INSERT A
 RET TO INSERT A

No.	R	Δ	L
1	460.00	34°23'05"	142.33
2	740.00	11°04'18"	71.72
3	750.00	2°30'12"	16.39
4	440.00	36°49'01"	146.44
5	1130.00	5°56'25"	58.63
6	430.00	16°06'41"	60.86
7	410.00	8°07'51"	29.14
8	440.00	6°59'31"	26.88

Collins & Metric
 REGISTERED CIVIL ENGINEER
 ROUTE 04-SF-101
 ALDINE TER. POST OFFICE BOX 101
 SAN FRANCISCO, CA 94103
 DIST. COUNTY SF
 SHEET NO. 10-3-11-3
 TOTAL SHEETS 1

PLANS APPROVAL DATE: 04/15/14
 REGISTERED CIVIL ENGINEER NO. 45813
 CIVIL
 COLLINS & METRIC ENGINEERS
 301 MARKET STREET, SUITE 280
 SAN FRANCISCO, CA 94103

RET TO INSERT A
 RET TO INSERT A

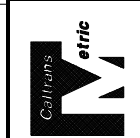
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CDOT PROJECT DEVELOPMENT
 DESIGN OVERSIGHT
 CALCULATED/DESIGNED BY E. LAM
 CHECKED BY J. KARN
 DATE REVISD BY 06/07 DATE REVISD BY

00-00-00 LAST REVISION DATE PLOTTED => 04/15/14
 00-00-00 DATE PLOTTED => 04/15/14

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 LAYOUT**
 SCALE 1:1000
 RU 04242 EA 163700
 USERNAME => BAKERB
 BDN FILE => BFILE58

DIST	COUNTY	ROUTE	ALONG PAR POST NO.	SHEET NO.
4	SF	04-SF-101 04-SF-001	NP 12-5-15-3 NP 10-5-11-3	

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

Calltrans
 metric

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT

DESIGN OVERSIGHT

CALCULATED BY
 E. LAM

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

DATE REVISD BY
 06/07 J. KARN

DESIGNED BY
 E. LAM

CHECKED BY
 J. KARN

SCALE 1:1000

RELATIVE BORDER SCALE
 IS IN MILLIMETERS

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 DDN FILE -> B7FILE5

RU 04242

EA 163700

DATE PLOTTED -> 8/1/05
 00-00-00

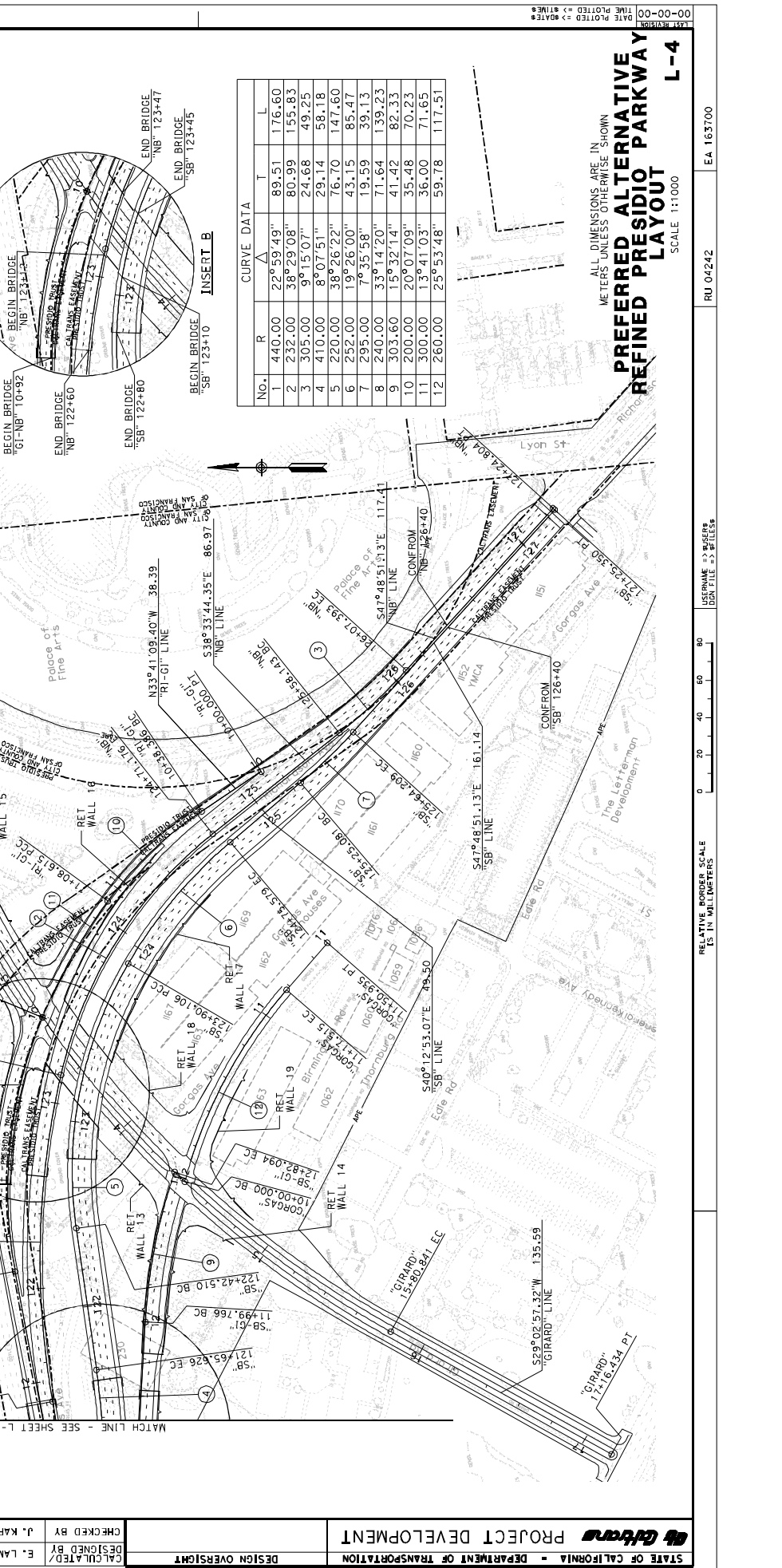
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DATE PLOTTED -> 8/1/05
 00-00-00

DATE PLOTTED -> 8/1/05
 00-00-00

DATE PLOTTED -> 8/1/05
 00-00-00

DATE PLOTTED -> 8/1/05
 00-00-00



INSERT B

NO.	R	Δ	T	L
1	440.00	22°59'49"	89.51	176.60
2	232.00	38°29'08"	80.99	155.83
3	305.00	9°15'07"	24.68	49.25
4	410.00	8°07'51"	29.14	58.18
5	220.00	38°26'22"	76.70	147.60
6	252.00	19°26'00"	43.15	85.47
7	295.00	7°35'38"	19.59	39.13
8	240.00	33°14'20"	71.64	139.23
9	303.60	15°32'14"	41.42	82.33
10	200.00	20°07'09"	35.48	70.23
11	300.00	13°41'03"	36.00	71.65
12	260.00	25°53'48"	59.18	117.51

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
**PREFERRED ALTERNATIVE
 REFINED
 LAYOUT**
 SCALE 1:1000

EA 163700

CITY	COUNTY	ROUTE	ALUMINUM POST NO.	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I, _____, hereby certify that I am a duly licensed and registered Professional Engineer in the State of California, and that I am the author of the above described plans and specifications, and that I am responsible for the accuracy or completeness of electronic copies of this plan.

DATE: _____
 CIVIL ENGINEER

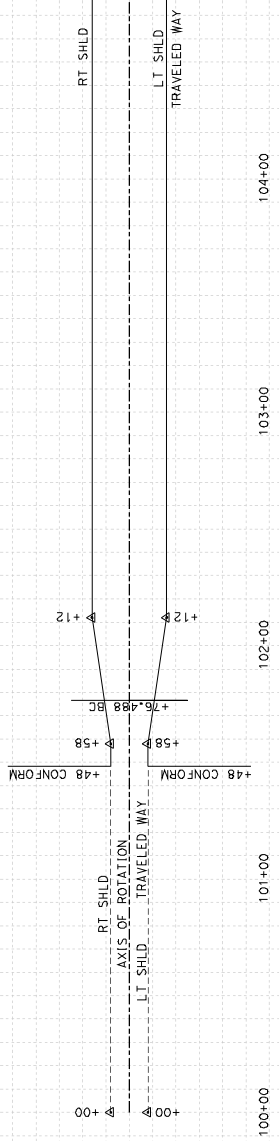
Seal: REGISTERED PROFESSIONAL ENGINEER, CIVIL, No. _____, State of California

Contract No. _____ To get to the web site, go to <http://www.dgs.ca.gov>

MARK: 901 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

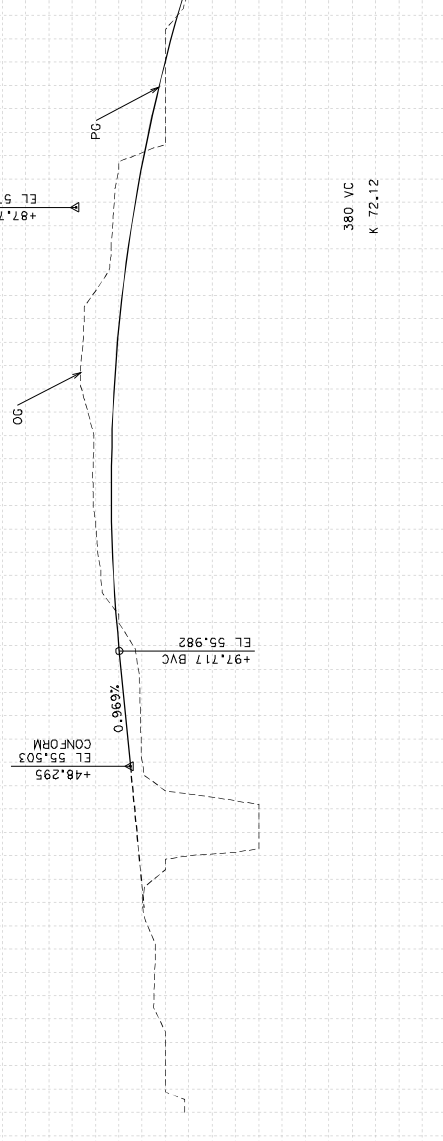


R=1050 LT



SUPERELEVATION DIAGRAM

SCALE: Horiz 1:1000



PROFILE

SCALE Horiz 1:1000
 SCALE Vert 1:100

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 PROFILE**

SCALE AS SHOWN
 P-1

NOTE:
 1. Elevation is based on 1988 North American Vertical Datum (NAVD 88).

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

MATCH LINE STA 7+30

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY: E. LAM	CHECKED BY: J. KARN	DATE REVISD BY: _____	DATE: 06/07
DATE PLOTTED: 03/11/08	DATE: 03/11/08	DATE: 03/11/08	DATE: 03/11/08	DATE: 03/11/08	DATE: 03/11/08

RELATIVE BORDER SCALE IS IN MILLIMETERS

USERNAME: BUSER
 JOB FILE: P01001

RU 04242

EA 163700

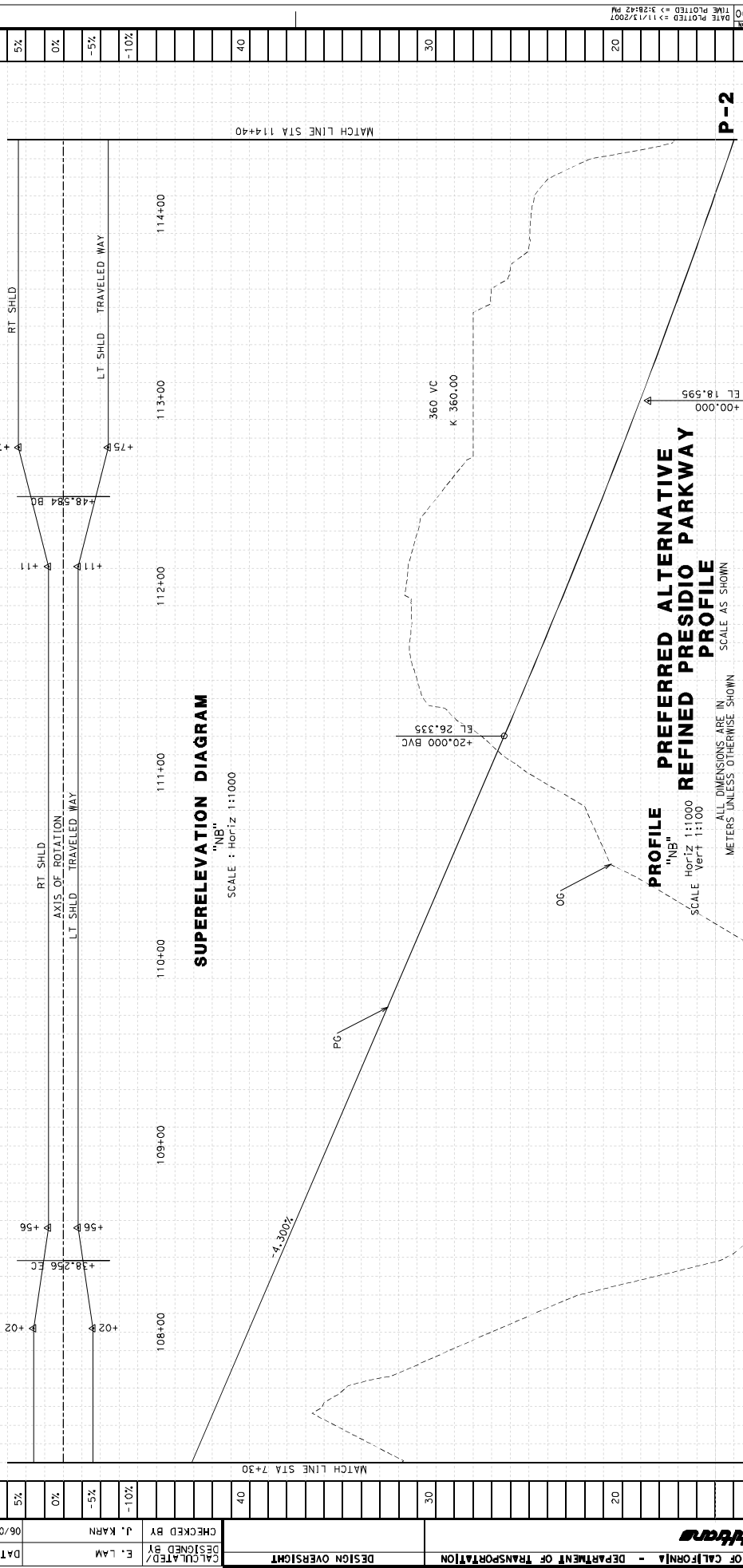
DIST	COUNTY	ROUTE	ALUMINUM POST SHEET TOTAL SHEETS
			NO. SHEETS

REGISTERED CIVIL ENGINEER	REGISTERED PROFESSIONAL ENGINEER
PLANS APPROVAL DATE	DATE
I hereby certify that I am a duly licensed and registered professional engineer in the State of California, and that I am the author of the design and specifications herein, or that I am a duly licensed and registered professional engineer in the State of California, and that I am the author of the design and specifications herein, or that I am a duly licensed and registered professional engineer in the State of California, and that I am the author of the design and specifications herein.	
I certify that the design and specifications herein were prepared by me or under my direct supervision and that I am a duly licensed and registered professional engineer in the State of California, and that I am the author of the design and specifications herein.	

ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

Collins now has a web site. To get to the web site, go to <http://www.collins.com>

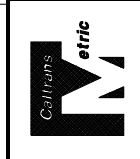
DATE	REVISOR	REVISION
06/07	J. KARN	DATE REVISOR
	E. LAM	DESIGNED BY
		CHECKED BY
		DATE



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DATE PLOTTED => 11/13/2007
DESIGN OVERSIGHT	TIME PLOTTED => 3:28:42 PM
CALCULATED/DESIGNED BY	PROJECT NO. 06040
CHECKED BY	PROJECT SHEETS - Profile
J. KARN	DATE PLOTTED
E. LAM	TIME PLOTTED
	DATE PLOTTED
	TIME PLOTTED

DIST	COUNTY	ROUTE	ALONG FOR POST	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 I hereby certify that I am a duly licensed and registered professional engineer in the State of California, and that I am responsible for the accuracy or completeness of electronic copies of this plan.



ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

Callians Metric

REGISTERED PROFESSIONAL ENGINEER

DATE REVISD BY

DESIGNED BY

CHECKED BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

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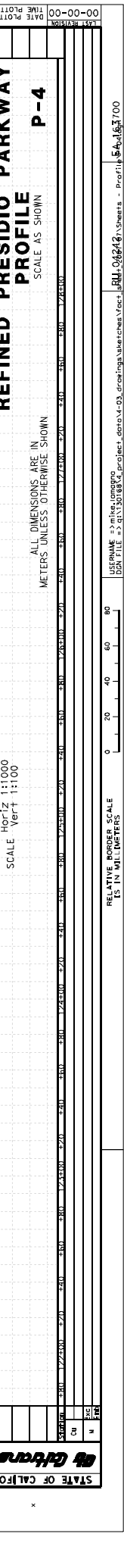
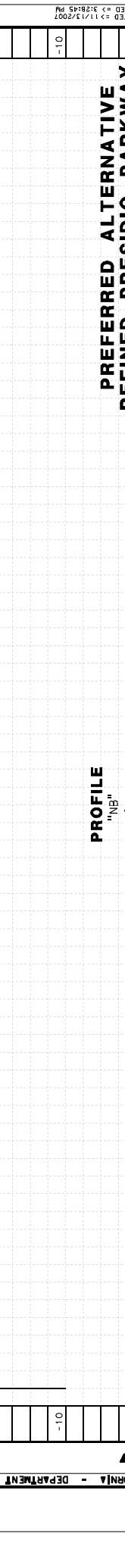
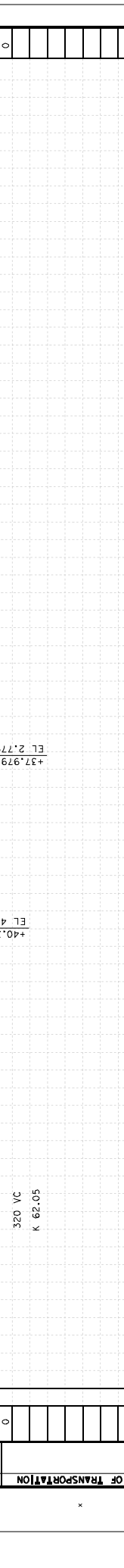
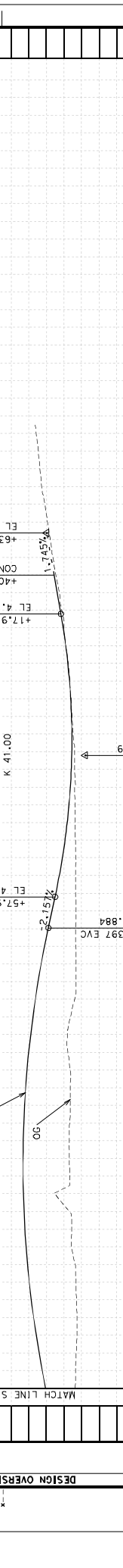
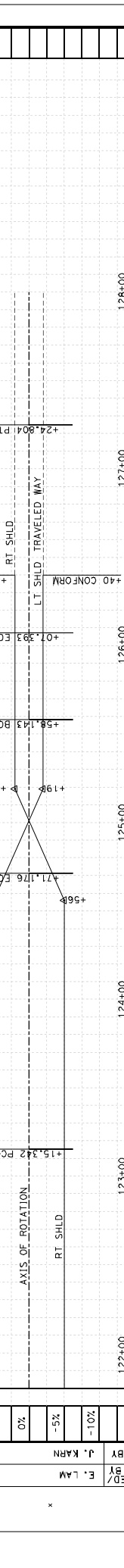
DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN OVERSIGHT

DATE REVISD BY

DESIGNED BY

CHECKED BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DESIGNED BY

CHECKED BY

DATE REVISD BY

DATE REVISD BY

DATE REVISD BY

DIST	COUNTY	ROUTE	ALCONE PER POST	SHEET TOTAL

REGISTERED CIVIL ENGINEER
 ADDRESS: CIVIL ENGINEER
 REGISTERED PROFESSIONAL ENGINEER
 No. 10000
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: 06/07/2007
 I hereby certify that the design and construction of this plan or compliance of electronic copies of this plan is in accordance with the provisions of the California Public Safety Code, Section 26100, and the California Public Safety Code, Section 26101.

Caltrans now has a web site. To get to the web site, go to <http://www.dir.ca.gov>

ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

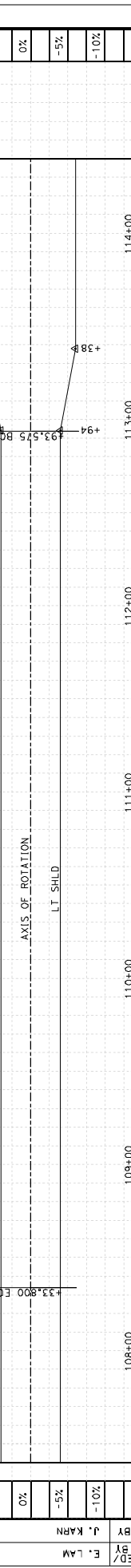
DATE REVISD BY
 06/07 DATE REVISD BY
 J. KARN
 E. LAM

CHECKED BY
 J. KARN

DESIGNED BY
 E. LAM

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



5%	0%	-5%	-10%	60	50	40

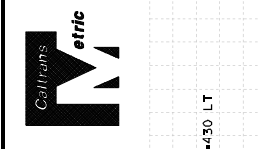
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DATE PLOTTED => 11/13/2007
 TIME PLOTTED => 3:28:49 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN OVERSIGHT

Caltrans
 PROJECT NO. 03-0000-03
 SHEET NO. 100

DIST	COUNTY	ROUTE	ALIGNED PROJECT	SHEET NO.	TOTAL SHEETS
<p>REGISTERED CIVIL ENGINEER</p> <p>PLANS APPROVAL DATE: _____</p> <p>SCALE: _____</p> <p>DATE: _____</p> <p>DATE REVIS: _____</p> <p>DATE REVIS: _____</p> <p>DATE REVIS: _____</p>					



Callitans
Metric
 CIVIL ENGINEERING
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103

Callitans now has a web site. To get to the web site, go to <http://www.callitans.com>

PLANS APPROVAL DATE: _____

SCALE: _____

DATE: _____

DATE REVIS: _____

DATE REVIS: _____

DATE REVIS: _____

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

SCALE: _____

DATE: _____

DATE REVIS: _____

DATE REVIS: _____

DATE REVIS: _____

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

SCALE: _____

DATE: _____

DATE REVIS: _____

DATE REVIS: _____

DATE REVIS: _____

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

SCALE: _____

DATE: _____

DATE REVIS: _____

DATE REVIS: _____

DATE REVIS: _____

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

SCALE: _____

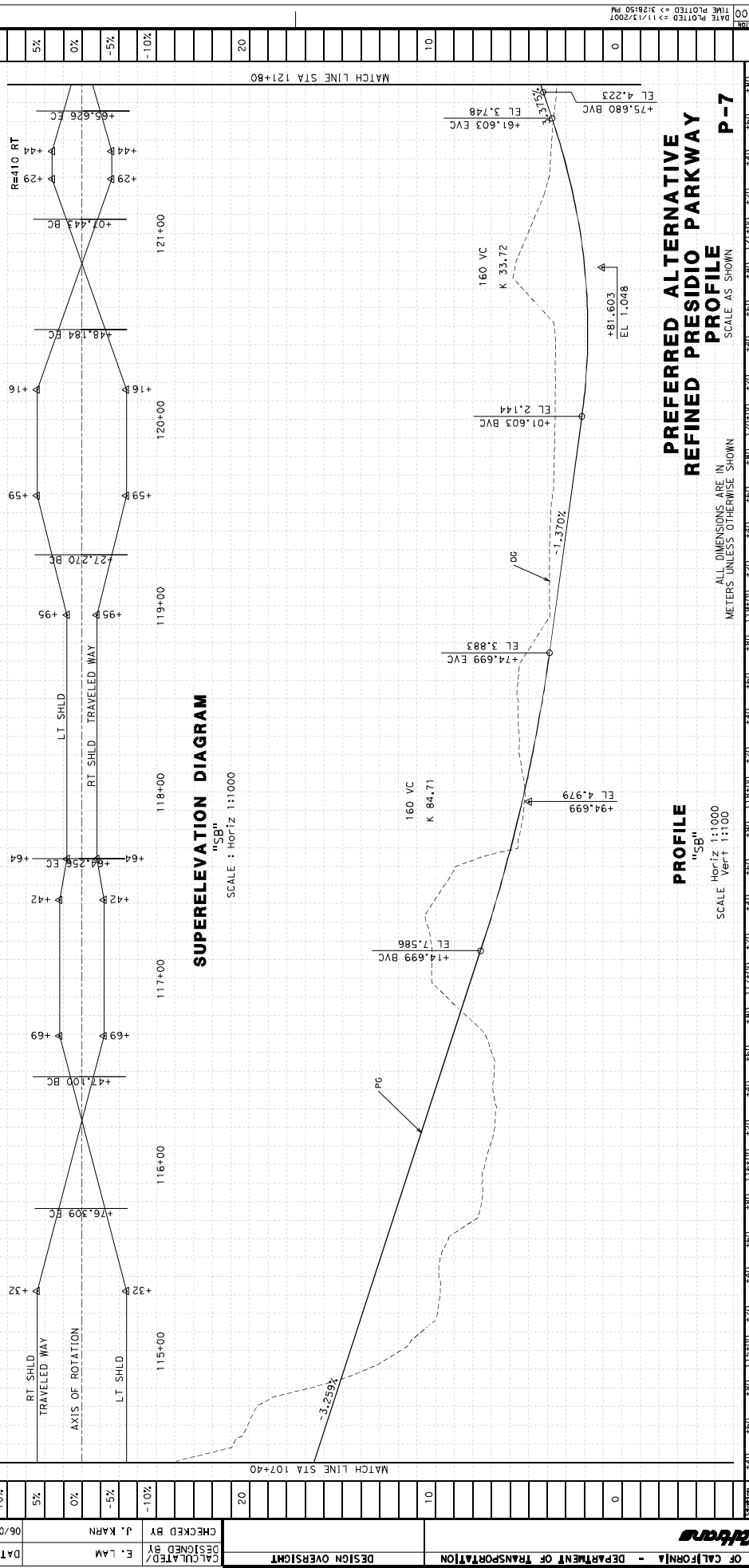
DATE: _____

DATE REVIS: _____

DATE REVIS: _____

DATE REVIS: _____

REGISTERED CIVIL ENGINEER



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVIS 06/07	DATE REVIS
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVIS 06/07	DATE REVIS
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVIS 06/07	DATE REVIS

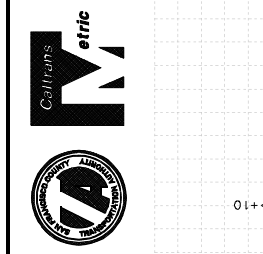
DIST	COUNTY	ROUTE	ALCONE	POST	SHEET	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

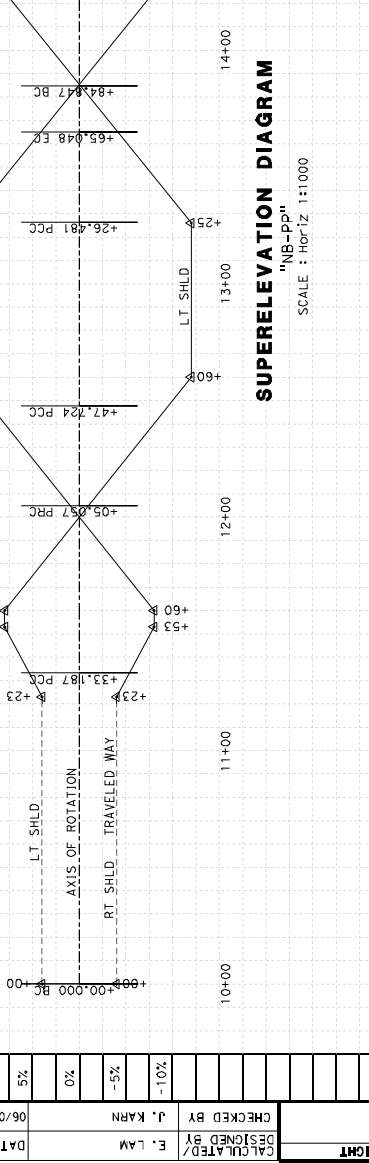
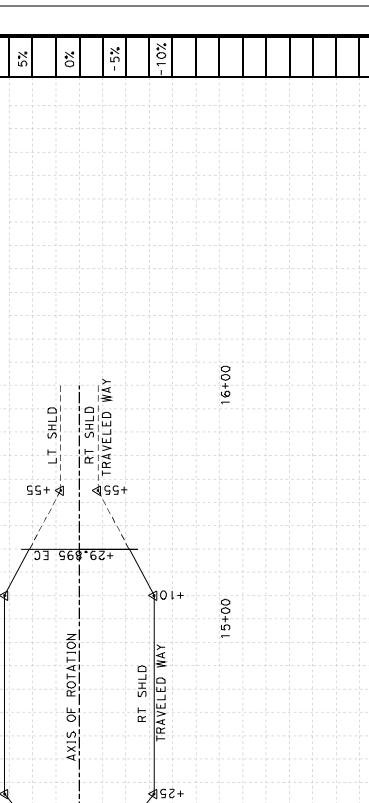
PLANS APPROVAL DATE

California now has a web site. To get to the web site, go to <http://www.dta.org>

801 MARKET STREET, SUITE 260
SAN FRANCISCO, CA 94103



Callidans



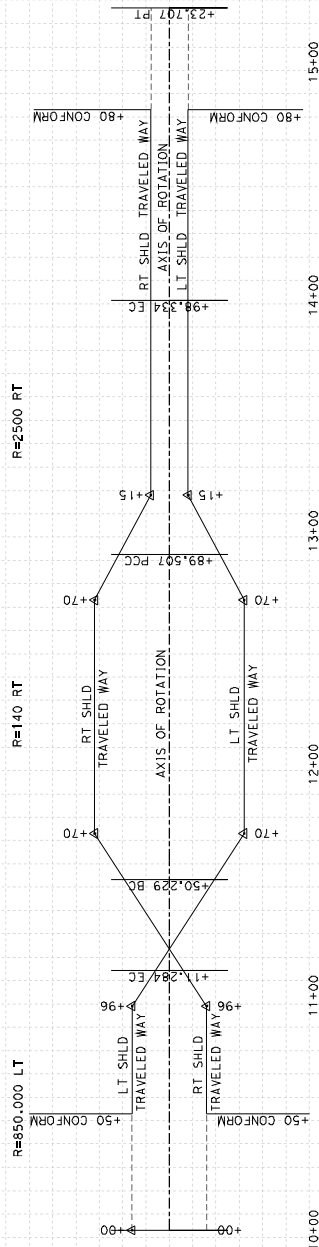
DATE	REVISOR	DESCRIPTION
06/07	J. KARN	DESIGN OVERSIGHT
	E. LAM	CALCULATED
		CHECKED BY
		DESIGNED BY
		DATE
		REVISOR
		REVISION

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 PROFILE**
 SCALE AS SHOWN

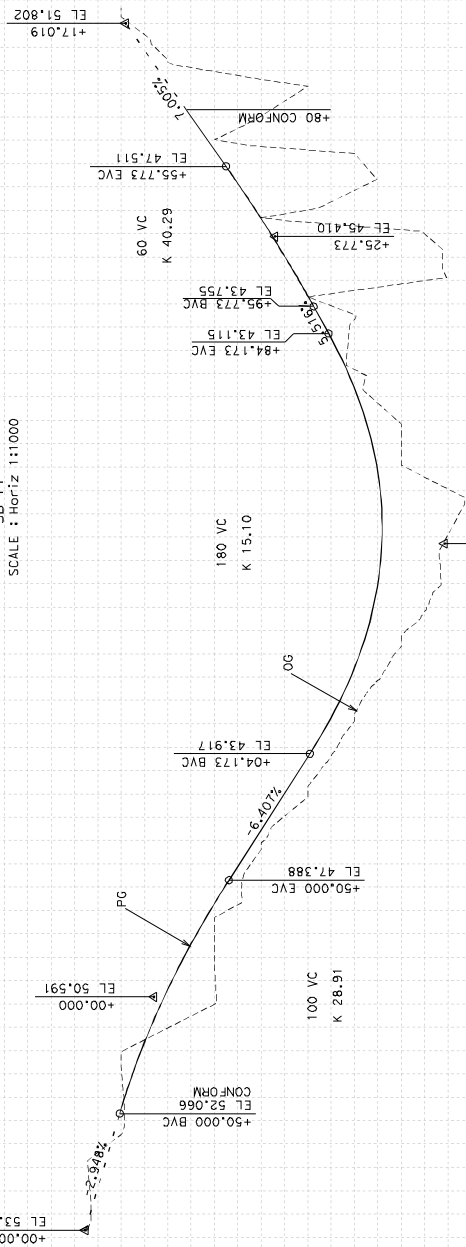
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	ALCONE (SEE POST TOTAL PROJECT NO.)	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE: [blank] APPROVED BY: [blank]
 I hereby certify that the design and construction of this project conforms with the provisions of the State Highway and Transportation Code and the rules and regulations of the State Board of Civil Engineers and Surveyors.
 I am not responsible for the accuracy or completeness of electronic copies of this plan or any other information derived therefrom.
 California now has a Web Site. To get to the web site, go to: <http://www.dgs.ca.gov>
 ARUP
 801 MARKET STREET, SUITE 260
 SAN FRANCISCO, CA 94103



SUPERELEVATION DIAGRAM
 "SB-Pp"
 SCALE: Horiz 1:1000



PROFILE
 "SB-Pp"
 SCALE Horiz 1:1000
 SCALE Vert 1:100

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 PROFILE**
 SCALE AS SHOWN
P-10

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVIS/REVISED 06/07
--	------------------	----------------------------------	-----------------------	-----------------------------

DATE	REVIS	REVISED BY

RELATIVE BORDER SCALE IS IN MILLIMETERS

USER NAME: x\mike_lungoro
 BDN FILE: >> G:\130188\CA_project\drawn\m\sheetna\sheetna.dwg
 11/13/2007 2:54:10 PM

PROJECT: 03.drawing\sheetna\sheetna.dwg
 SHEETS: 54 sheets - Profile

DATE PLOTTED: 11/13/2007
 TIME PLOTTED: 2:54:10 PM

DIST	COUNTY	ROUTE	SUBCOMB	POST MILE	TOTAL SHEETS	NO. OF SHEETS

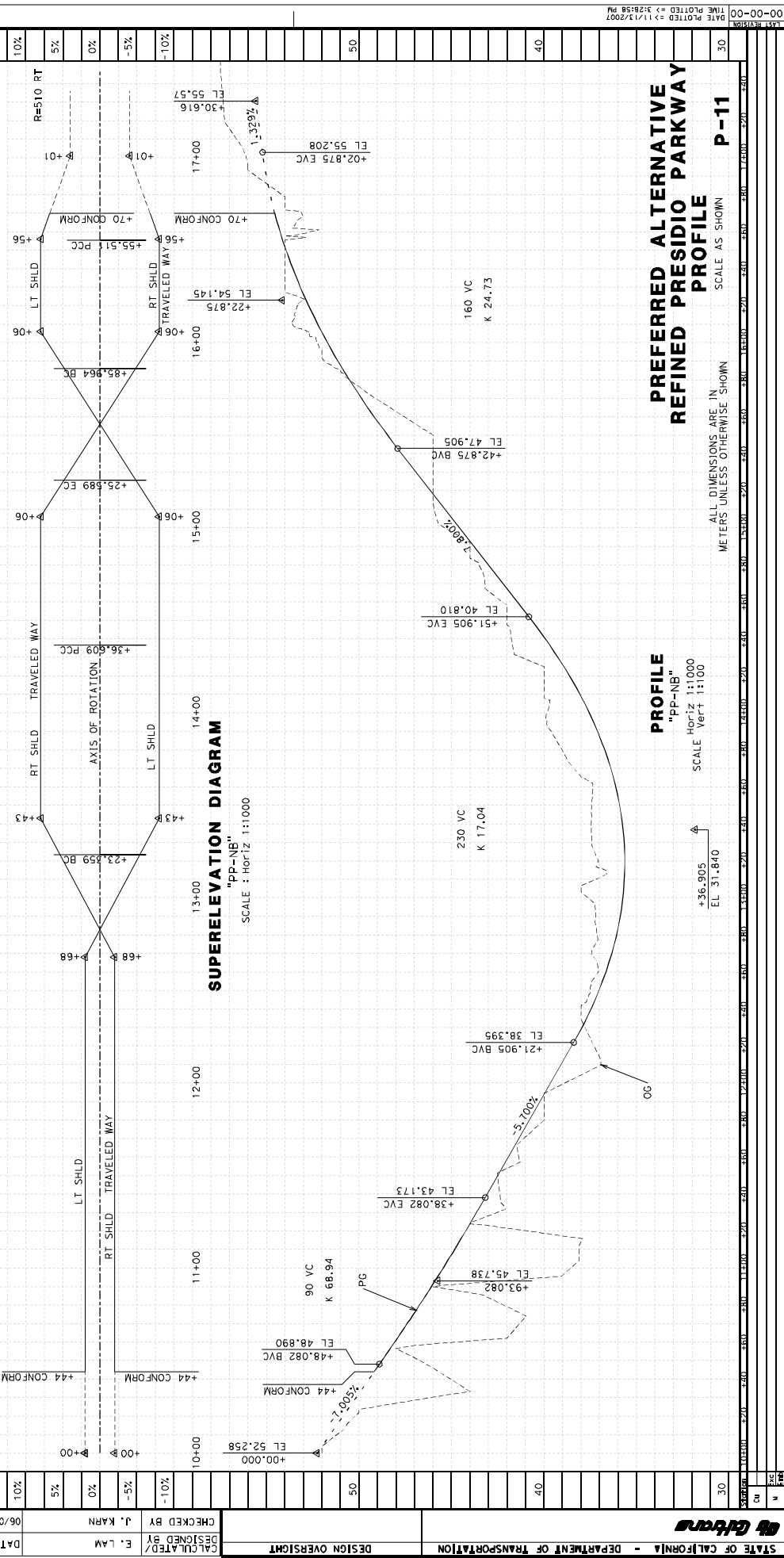
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

REGISTERED CIVIL ENGINEER

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**PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
PROFILE**
SCALE AS SHOWN
P-11

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DATE PLOTTED => 11/13/2007	TIME PLOTTED => 3:28:58 PM
PROJECT NO. 00-00-00	SHEET NO. 30
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	
DESIGN OVERSIGHT	
DESIGNED BY	E. LAM
CHECKED BY	J. KARN
DATE REVISD BY	06/07
DATE REVISD	

RELATIVE BORDER SCALE IS IN MILLIMETERS

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

PROJECT: 00-00-00

SHEET: 30

DATE: 11/13/2007

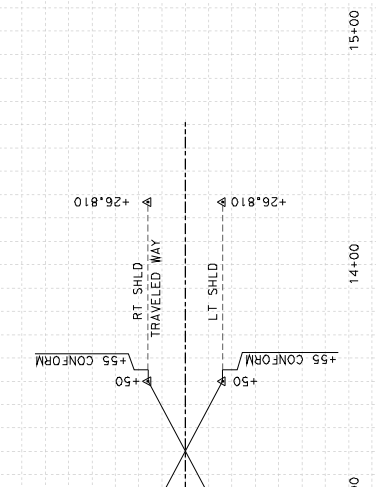
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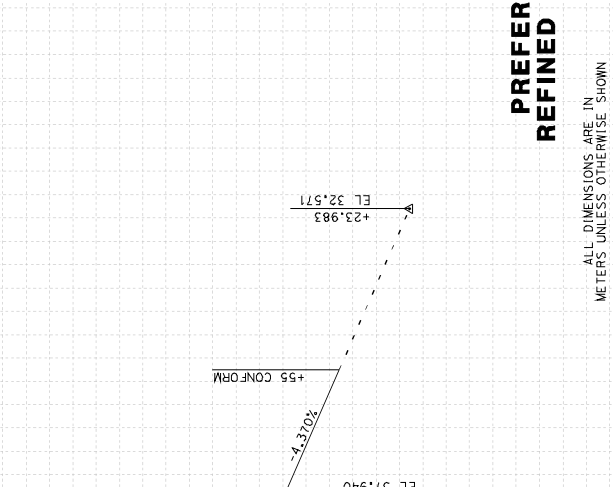
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DIST	COUNTY	ROUTE	ALCONE PER POST	SHEET TOTAL
			TOTAL PROJECT	NO. SHEETS

REGISTERED CIVIL ENGINEER	REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA
PLANS APPROVAL DATE	NO. 10000
I hereby certify that I am the author of the design and/or computations of this plan and that I am a duly licensed and registered professional engineer in the State of California.	
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ARUP 801 MARKET STREET, SUITE 260 SAN FRANCISCO, CA. 94103	



SUPERELEVATION DIAGRAM
"PP-SB"
SCALE 1: HORIZ 1:1000



PROFILE
"PP-SB"
SCALE Horiz 1:1000
Vert 1:1000

**PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
PROFILE**
SCALE AS SHOWN
P-12

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVISID 06/07
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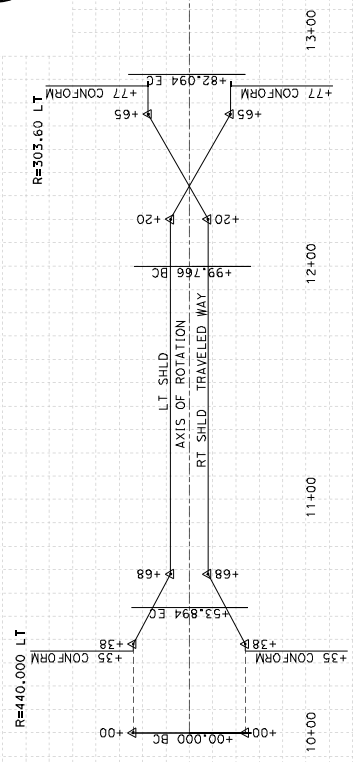
DIST	COUNTY	ROUTE	ALCONE PER POST	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

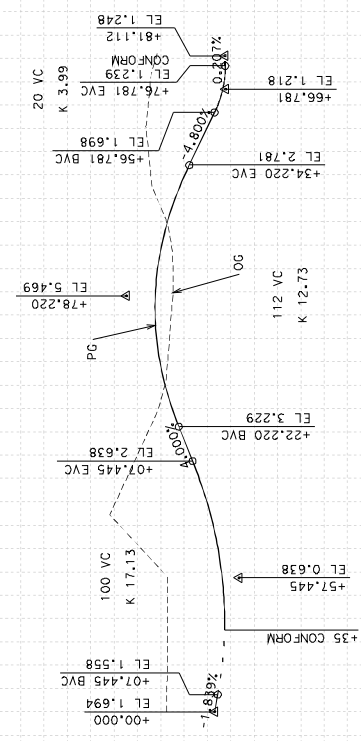
PLANS APPROVAL DATE

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SUPERELEVATION DIAGRAM
"SB-G1"
SCALE: Hor:1:2 1:1000



PROFILE
"SB-G1"
SCALE: Hor:1:2 1:1000
Vert: 1:1000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

**PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
PROFILE**
SCALE AS SHOWN
P-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY	E. LAM	DATE	REVISD BY
		CHECKED BY	J. KARN	DATE	REVISD BY
				06/07	

DIST	COUNTY	ROUTE	ALONG WITH POST TOTAL PROJECT NO.	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

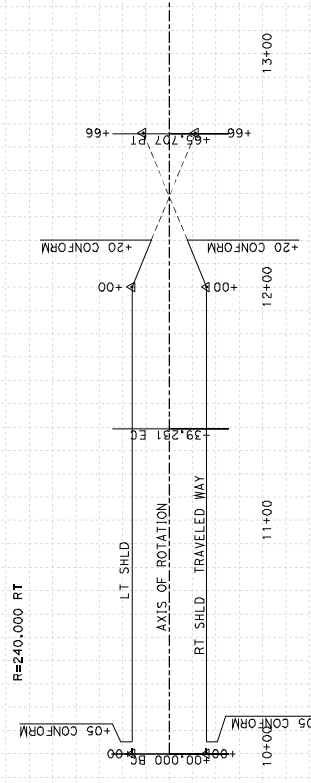
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NO. _____

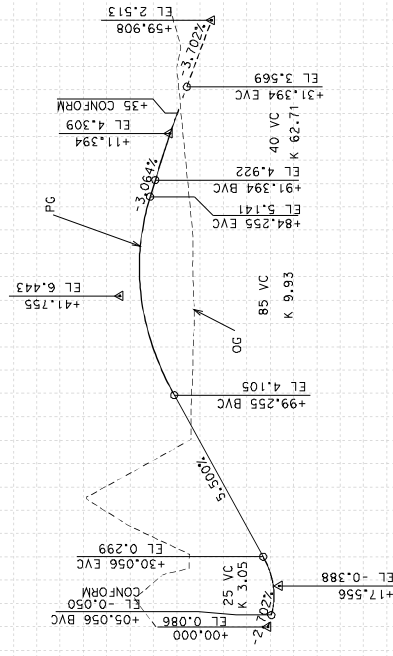
CIVIL

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SUPERELEVATION DIAGRAM
"G1-NB" LINE
SCALE: Horiz 1:1000



PROFILE
"G1-NB" LINE
SCALE Horiz 1:1000
Vert 1:100
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

**PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
PROFILE**
SCALE AS SHOWN

P-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVISD BY	DATE
				06/07	

CALCULATED/DESIGNED BY E. LAM	DATE REVISD BY	DATE	REVISD BY
CHECKED BY J. KARN	DATE REVISD	06/07	
DESIGN OVERSIGHT			
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION			

DIST	COUNTY	ROUTE	ALOCUM PER POST	SHEET NO.	TOTAL SHEETS



California State Seal



Callidians

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

APPROVAL NO.: _____

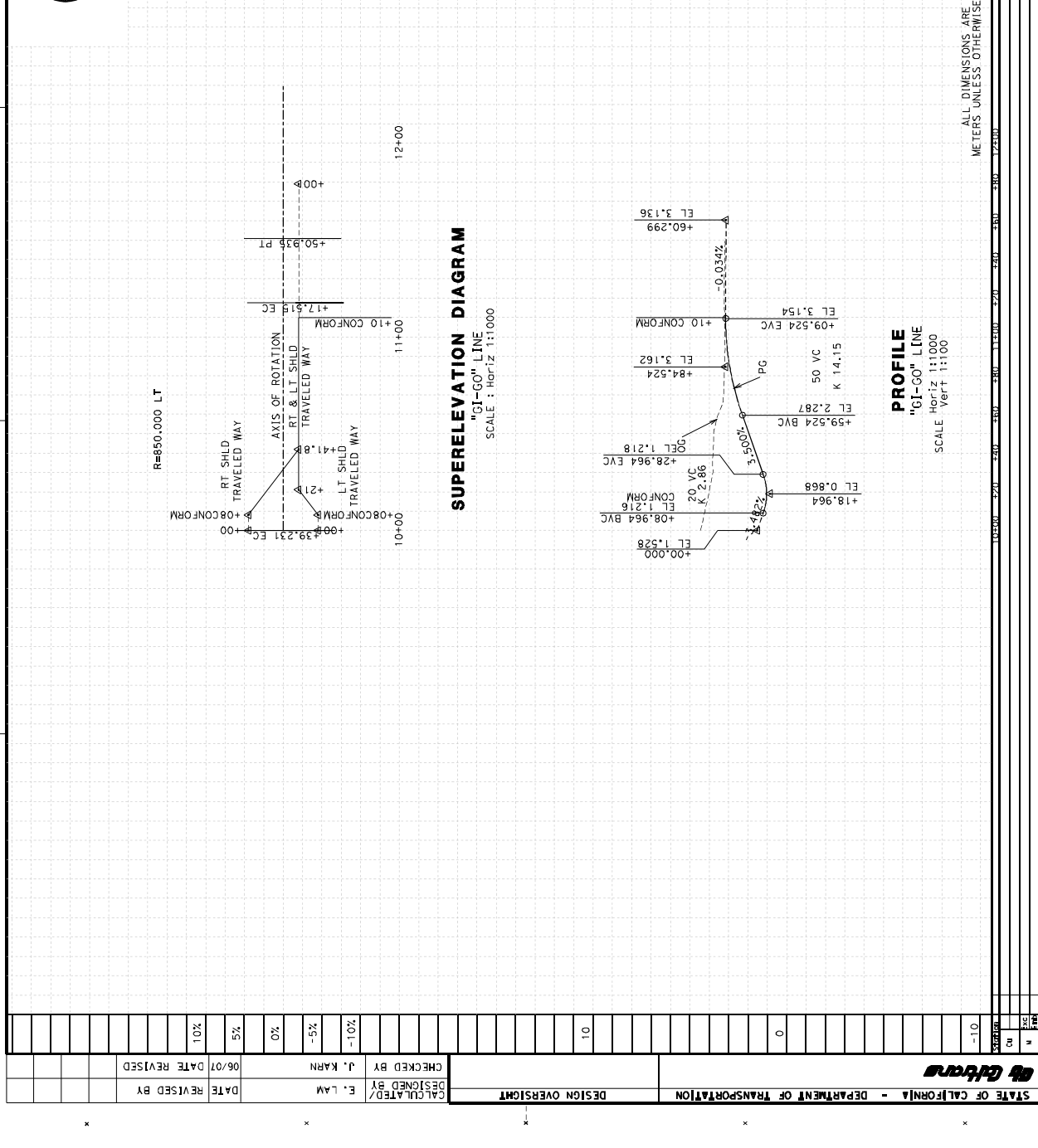
PROJECT NO.: _____

PROJECT TITLE: _____

REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA

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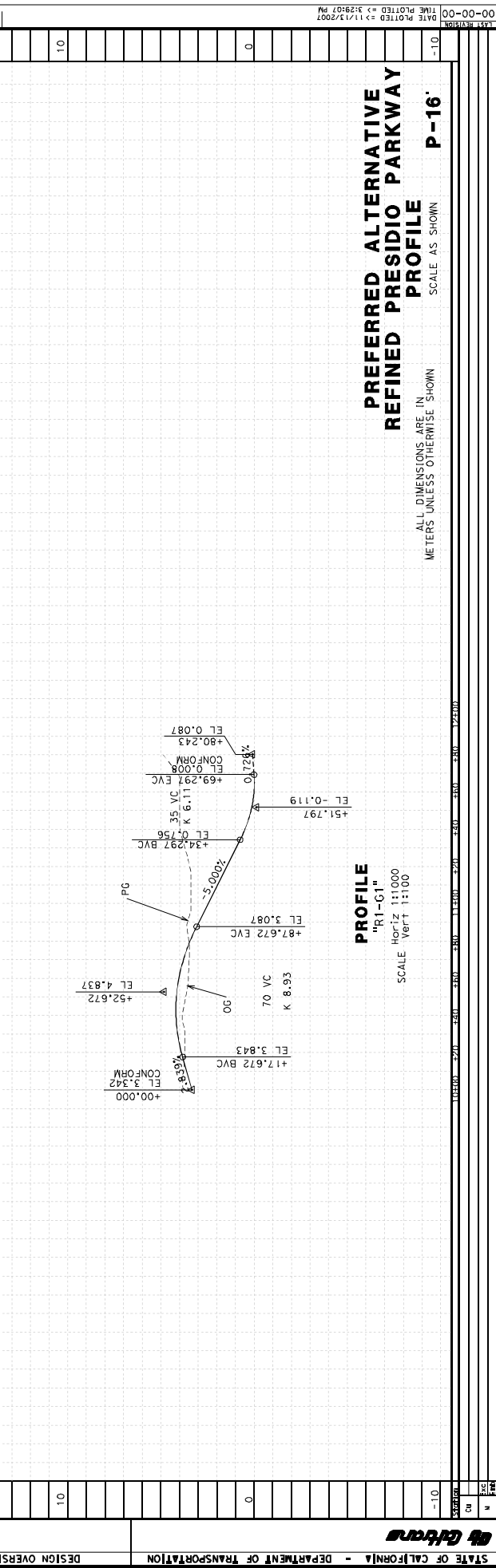
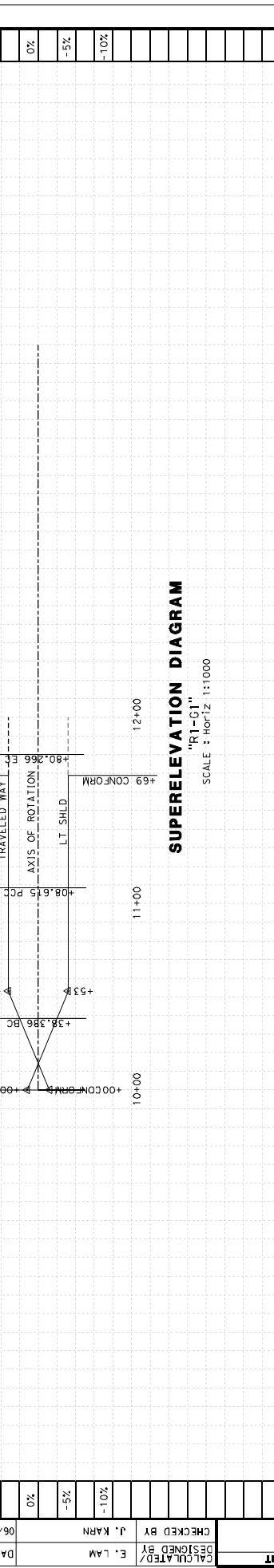


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DIST	COUNTY	ROUTE	ALCONE (SEE POST)	SHEET NO.	TOTAL SHEETS
<p>REGISTERED CIVIL ENGINEER</p> <p>PLANS APPROVAL DATE: _____</p> <p>PROJECT NO.: _____</p> <p>DATE OF EXPIRATION OF THIS PLAN: _____</p> <p>California now has a web site. To get it the web site, go to http://www.dca.gov</p> <p>ARUP 801 MARKET STREET, SUITE 260 SAN FRANCISCO, CA 94103</p>					



DATE REVISD BY	DATE	REVISD BY
06/07	DATE REVISD BY	
J. KARN	CHECKED BY	J. KARN
	DESIGNED BY	E. LAM
	CALCULATED/	
	DESIGN OVERSIGHT	



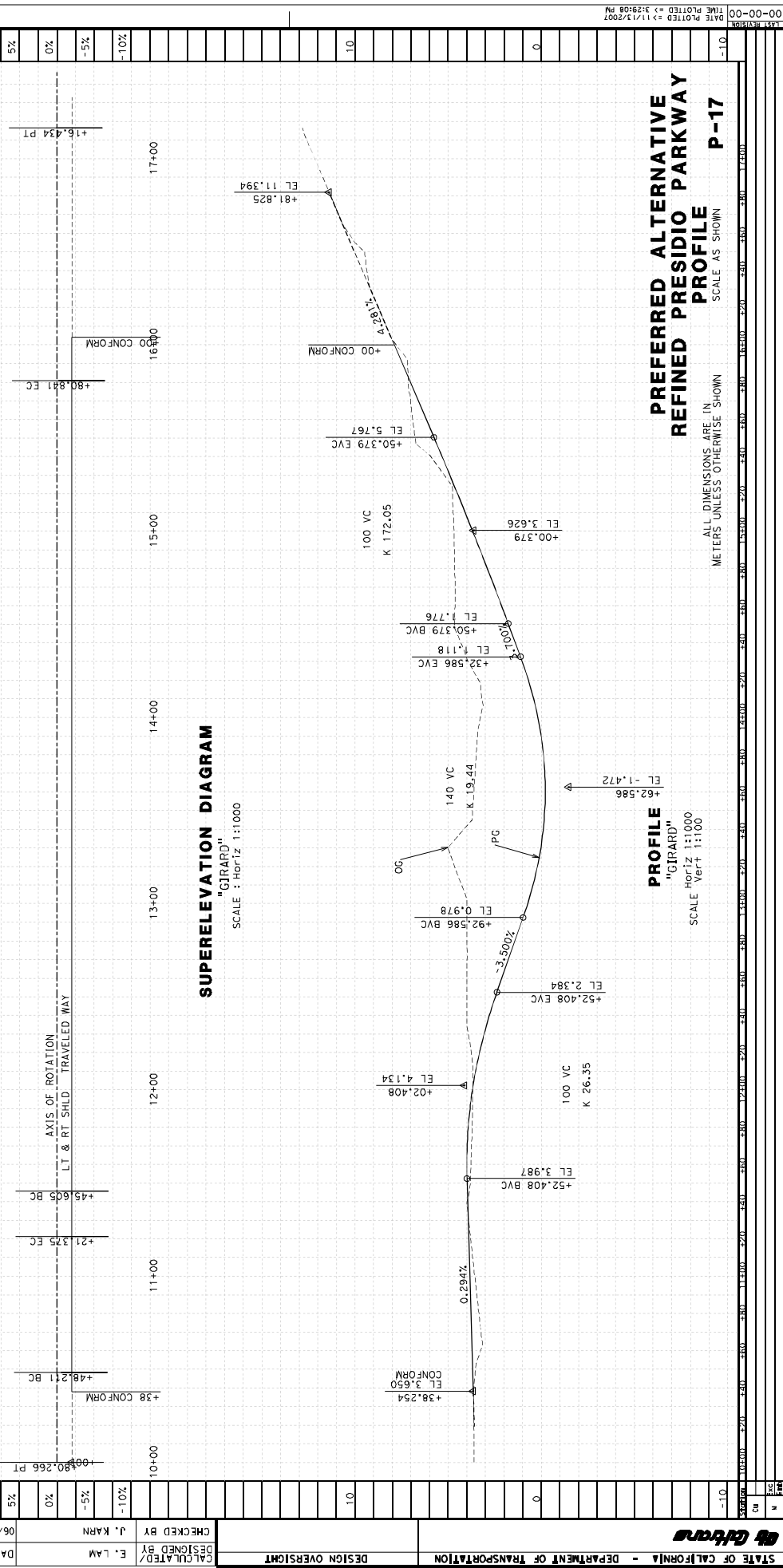
**PREFERRED ALTERNATIVE
REFINED PRESIDIO PARKWAY
PROFILE**
SCALE AS SHOWN
P-16'

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

DIST	COUNTY	ROUTE	ALONG LEG POST	SHEET TOTAL
REGISTERED CIVIL ENGINEER PLANS APPROVAL DATE: _____ I, _____, State of California, hereby certify that I am a duly licensed and registered Professional Engineer in the State of California, and I am responsible for the accuracy and completeness of electronic copies of this plan.				
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R=559.000 RT

R=146.000 LT



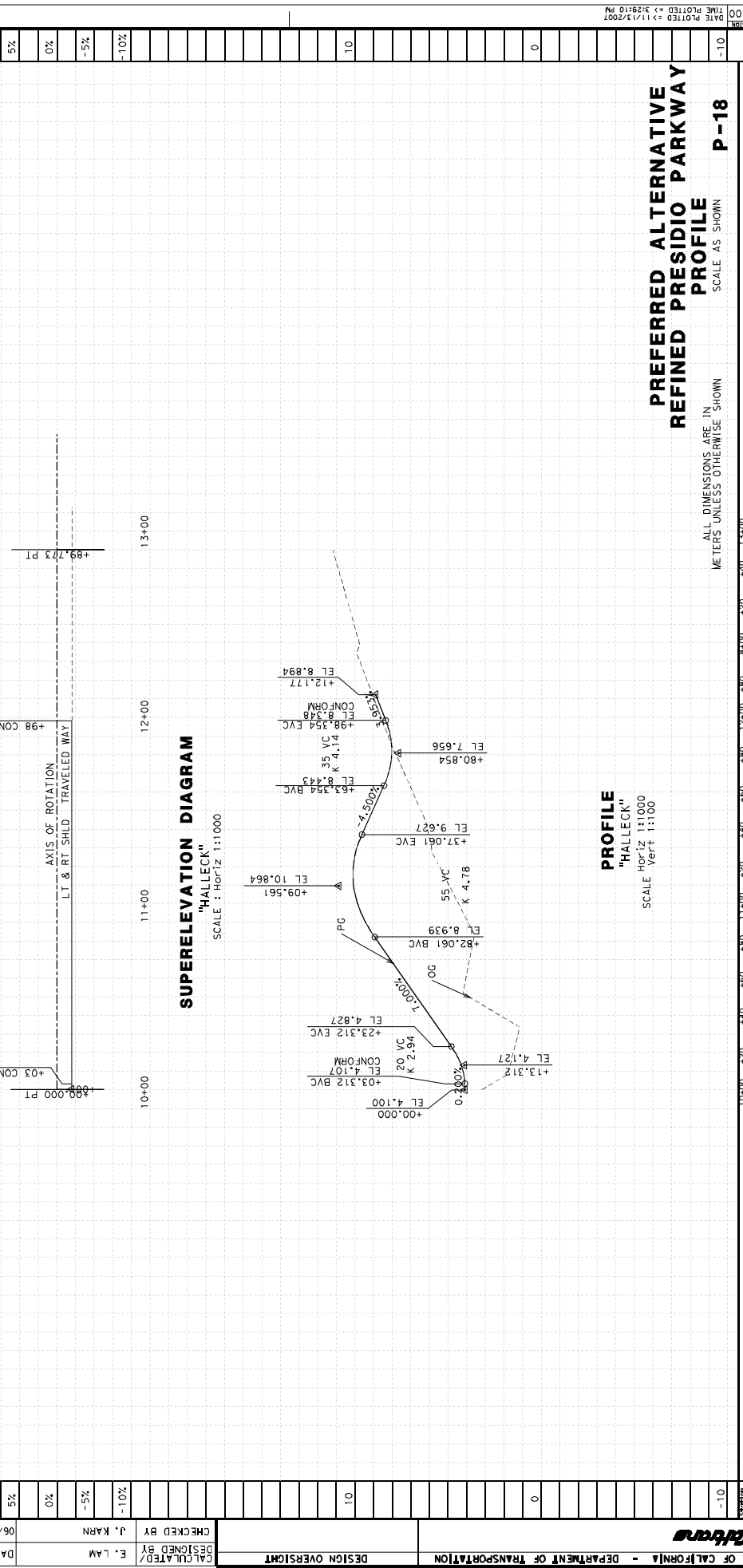
DIST	COUNTY	ROUTE	ALCONE PER POST TOTAL PROJECT NO.	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I, _____, hereby certify that the above described project is in accordance with the provisions of the California Public Works Law, Chapter 6, Article 1, Section 90000, and that the engineer is a duly licensed and competent professional engineer in the State of California.

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**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 PROFILE**

SCALE AS SHOWN

P-18

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN OVERSIGHT	CALCULATED/DESIGNED BY	E. LAM	DATE REVISD BY	
		CHECKED BY	J. KARN	DATE REVISD	06/07

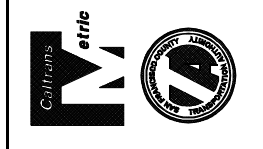
DIST	COUNTY	ROUTE	ALIGNED PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-100	NP 12.3-15.1 NP 10.3-11.2		

REGISTERED CIVIL ENGINEER

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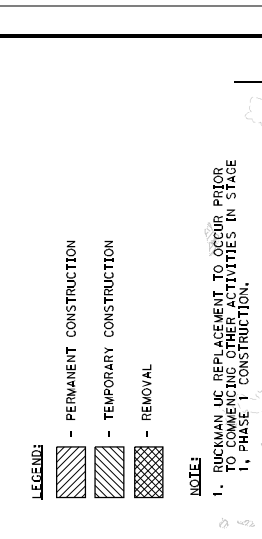
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 SAN FRANCISCO, CA 94103



TRAFFIC HANDLING - STAGE 1, PHASE 1 DURING HOURS OF LOW TRAFFIC VOLUME
AA TRAFFIC REMAINS ON EXISTING LANES WITH LANE CLOSURES DURING ALLOWABLE HOURS
BB CLOSE LINCOLN BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA MCDOWELL TO CRISSEY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN
CC CLOSE MCDOWELL AND CRISSEY FIELD AVE FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, HALLECK ST AND OLD MASON ST TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE
DD CLOSE NB VETERANS BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, HALLECK ST AND OLD MASON ST TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE
EE CLOSE NB DOYLE DRIVE TO SB VETERANS BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA MERCHANT RD EXIT RAMP TO LINCOLN BLVD TO SB DOYLE DR TO SB VETERANS BLVD
FF CLOSE RUCKMAN AVE FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, PARK BLVD, KOBBE AVE & UPTON AVE

TRAFFIC HANDLING STAGE 1, PHASE 1
A CLOSE LINCOLN BLVD AT VICINITY OF SAN FRANCISCO NATIONAL MARK CENTER AND DETOUR TRAFFIC VIA WASHINGTON AVE (SOUTH OF GENEVEY)
B CLOSE LINCOLN FOR RETAINING WALL CONSTRUCTION WITH CANTILEVER AND DETOUR TRAFFIC VIA EXISTING ROAD SOUTH OF BLDG #106
C CLOSE NB VETERANS BLVD TO SB DOYLE DRIVE FOR PERMANENT SB DOYLE DRIVE CONSTRUCTION & DETOUR TRAFFIC VIA GEARY BLVD TO VAN NESS BLVD
D CLOSE LINCOLN BLVD AT BUILDING #106 AND DETOUR TRAFFIC VIA SHERIDIAN AVE AND MONTGOMERY STREET

CALCULATED/DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVISD BY	DATE REVISD
			06/07

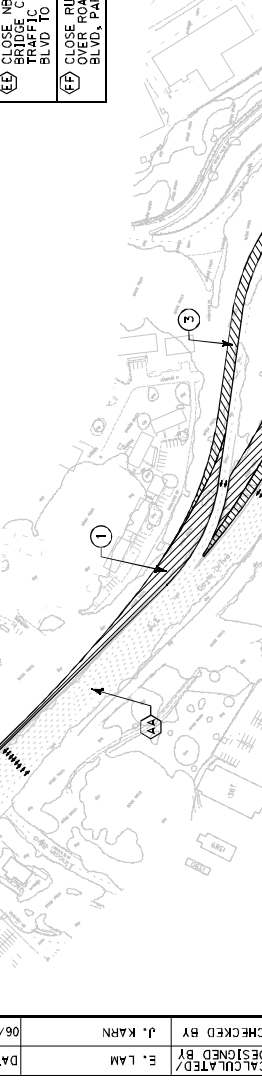


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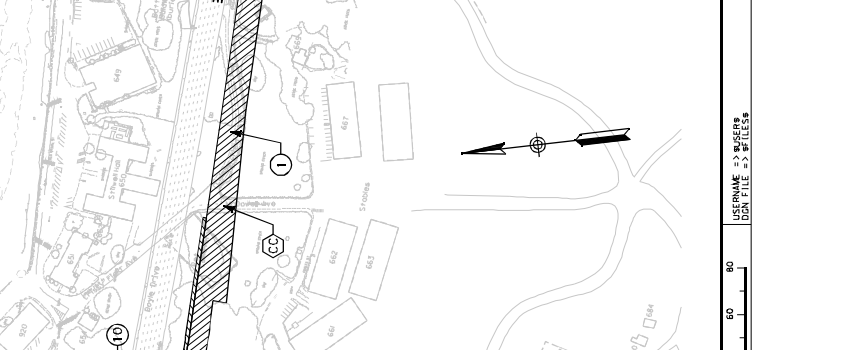
- PERMANENT CONSTRUCTION
- TEMPORARY CONSTRUCTION
- REMOVAL

NOTE:

1. RUCKMAN UC REEL AGEMENT TO OCCUR PRIOR TO COMMENCING OTHER ACTIVITIES IN STAGE 1, PHASE 1 CONSTRUCTION.

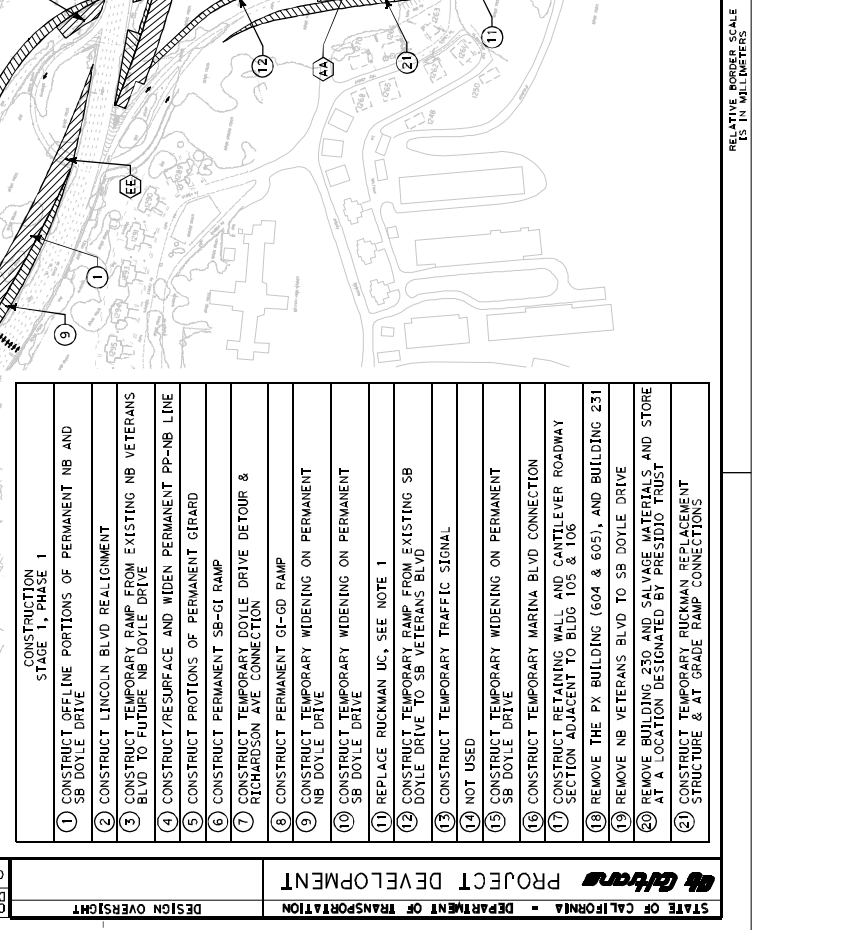


CONSTRUCTION STAGE 1, PHASE 1
1 CONSTRUCT OFFLINE PORTIONS OF PERMANENT NB AND SB DOYLE DRIVE
2 CONSTRUCT LINCOLN BLVD REALIGNMENT
3 CONSTRUCT TEMPORARY RAMP FROM EXISTING NB VETERANS BLVD TO FUTURE NB DOYLE DRIVE
4 CONSTRUCT RESURFACE AND WIDEN PERMANENT PP-NB LINE
5 CONSTRUCT PORTIONS OF PERMANENT GIRARD
6 CONSTRUCT PERMANENT SB-GI RAMP
7 CONSTRUCT TEMPORARY DOYLE DRIVE DETOUR & RICHARDSON AVE CONNECTION
8 CONSTRUCT PERMANENT GI-GD RAMP
9 CONSTRUCT TEMPORARY WIDENING ON PERMANENT NB DOYLE DRIVE
10 CONSTRUCT TEMPORARY WIDENING ON PERMANENT SB DOYLE DRIVE
11 REPLACE RUCKMAN UC, SEE NOTE 1
12 CONSTRUCT TEMPORARY RAMP FROM EXISTING SB DOYLE DRIVE TO SB VETERANS BLVD
13 CONSTRUCT TEMPORARY TRAFFIC SIGNAL
14 NOT USED
15 CONSTRUCT TEMPORARY WIDENING ON PERMANENT SB DOYLE DRIVE
16 CONSTRUCT TEMPORARY MARINA BLVD CONNECTION
17 CONSTRUCT RETAINING WALL AND CANTILEVER ROADWAY SECTION ADJACENT TO BLDG 105 & 106
18 REMOVE THE PX BUILDING (604 & 605), AND BUILDING 231
19 REMOVE NB VETERANS BLVD TO SB DOYLE DRIVE
20 REMOVE BUILDING 230 AND SALVAGE MATERIALS AND STORE AT A LOCATION DESIGNATED BY PRESIDIO TRUST
21 CONSTRUCT TEMPORARY RUCKMAN REPLACEMENT STRUCTURE & AT GRADE RAMP CONNECTIONS



NOTE:

1. RUCKMAN UC REEL AGEMENT TO OCCUR PRIOR TO COMMENCING OTHER ACTIVITIES IN STAGE 1, PHASE 1 CONSTRUCTION.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT
 DESIGN OVERSIGHT

DATE REVISD BY: _____ DATE REVISD: _____

CHECKED BY: J. KARN

DESIGNED BY: E. LAM

PROJECT DEVELOPMENT

SCALE: 1:3500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PREFERRED ALTERNATIVE
 REFINED
 STAGE 1, PHASE 1
 SC-1

EA 163700
 RU 04242
 USERNAME -> B4SRFB
 BDN FILE -> B7FILES

DIST	COUNTY	ROUTE	ALDINE PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-101	NP 12.8-15.1 NP 10.8-11.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I hereby certify that the information shown on these plans was prepared by me or under my direct supervision and that I am a duly licensed and registered professional engineer in the State of California.

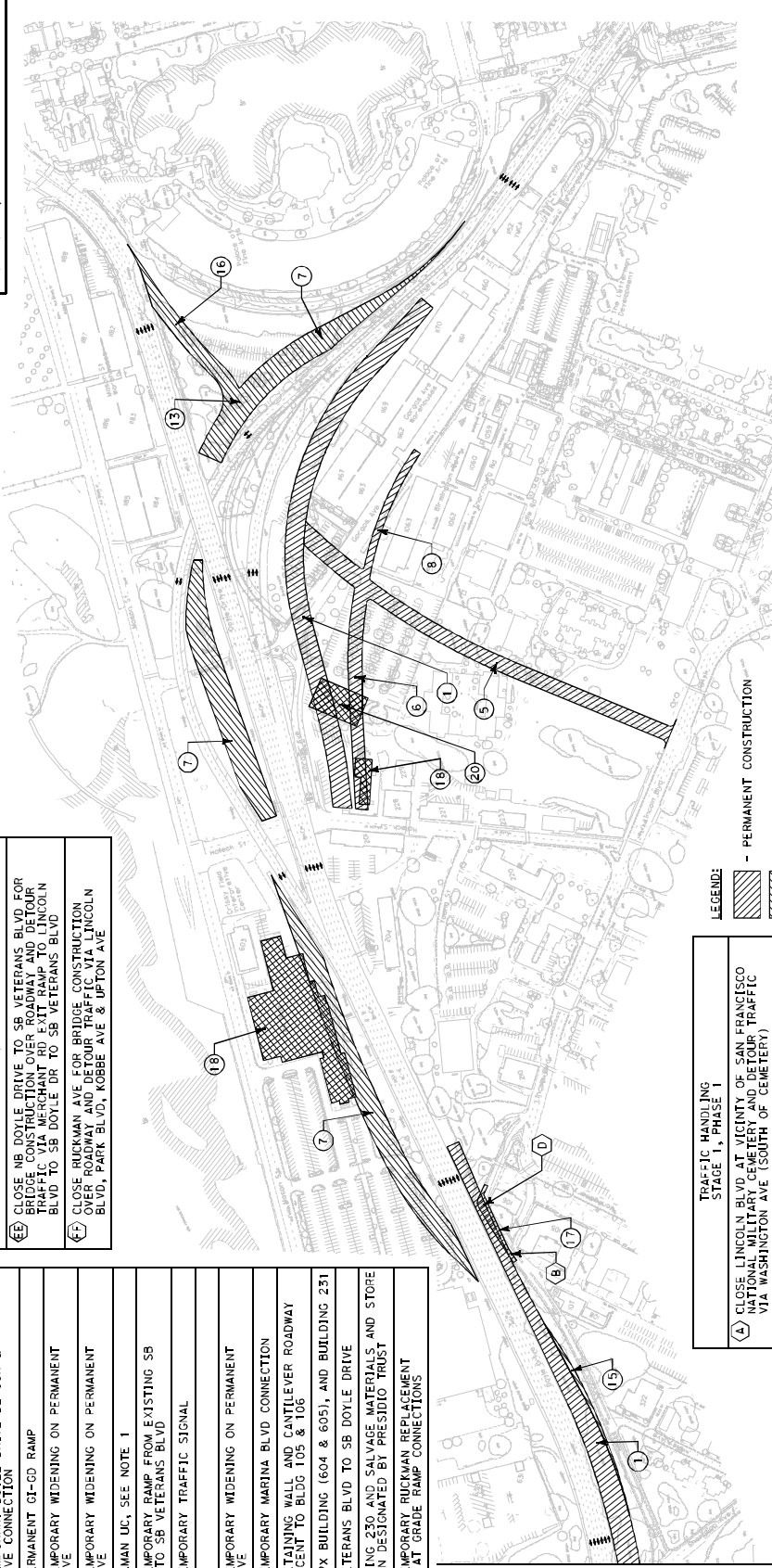
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TRAFFIC HANDLING - STAGE 1, PHASE 1 DURING HOURS OF LOW TRAFFIC VOLUME	
(A)	TRAFFIC REMAINS ON EXISTING LANES WITH LANE CLOSURES DURING ALLOWABLE HOURS
(B)	CLOSE LINCOLN BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA MCDOWELL, LINDSEY BLVD TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN
(C)	CLOSE MCDOWELL AND CRISSY FIELD AVE FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, HALLECK ST AND OLD MASON ST TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE
(D)	CLOSE NB VETERANS BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC TO NB DOYLE DRIVE
(E)	CLOSE NB DOYLE DRIVE TO SB VETERANS BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA MERCHANT RD EXIT RAMP TO LINCOLN BLVD TO SB DOYLE DR TO SB VETERANS BLVD
(F)	CLOSE RUCKMAN AVE FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, PARK BLVD, KOBBE AVE & UPTON AVE

CONSTRUCTION STAGE 1, PHASE 1	
1	CONSTRUCT OFF-LINE PORTIONS OF PERMANENT NB AND SB DOYLE DRIVE
2	CONSTRUCT LINCOLN BLVD REALIGNMENT
3	CONSTRUCT TEMPORARY RAMP FROM EXISTING NB VETERANS BLVD TO FUTURE NB DOYLE DRIVE
4	CONSTRUCT RESURFACE AND WIDEN PERMANENT PP-NB LINE
5	CONSTRUCT PORTIONS OF PERMANENT GIRARD
6	CONSTRUCT PERMANENT SB-GI RAMP
7	CONSTRUCT TEMPORARY DOYLE DRIVE DETOUR & RICHARDSON AVE CONNECTION
8	CONSTRUCT PERMANENT GI-CD RAMP
9	CONSTRUCT TEMPORARY WIDENING ON PERMANENT NB DOYLE DRIVE
10	CONSTRUCT TEMPORARY WIDENING ON PERMANENT SB DOYLE DRIVE
11	REPLACE RUCKMAN UC, SEE NOTE 1
12	CONSTRUCT TEMPORARY RAMP FROM EXISTING SB DOYLE DRIVE TO SB VETERANS BLVD
13	CONSTRUCT TEMPORARY TRAFFIC SIGNAL
14	NOT USED
15	CONSTRUCT TEMPORARY WIDENING ON PERMANENT SB DOYLE DRIVE
16	CONSTRUCT TEMPORARY MARINA BLVD CONNECTION
17	CONSTRUCT RETAINING WALL AND CANTILEVER ROADWAY SECTION ADJACENT TO BLDG 105 & 106
18	REMOVE THE PX BUILDING (604 & 605), AND BUILDING 231
19	REMOVE NB VETERANS BLVD TO SB DOYLE DRIVE
20	REMOVE BUILDING 230 AND SALVAGE MATERIALS AND STORE AT A LOCATION DESIGNATED BY PRESIDIO TRUST
21	CONSTRUCT TEMPORARY RUCKMAN REPLACEMENT STRUCTURE & AT GRADE RAMP CONNECTIONS



TRAFFIC HANDLING STAGE 1, PHASE 1	
(A)	CLOSE LINCOLN BLVD AT VICINITY OF SAN FRANCISCO NATIONAL MILITARY CEMETERY AND DETOUR TRAFFIC VIA WASHINGTON AVE (SOUTH OF CEMETERY)
(B)	CLOSE LINCOLN FOR RETAINING WALL CONSTRUCTION WITH CANTILEVER AND DETOUR TRAFFIC VIA EXISTING ROAD SOUTH OF BLDG #106
(C)	CLOSE NB VETERANS BLVD TO SB DOYLE DRIVE FOR PERMANENT SB DOYLE DRIVE CONSTRUCTION & DETOUR TRAFFIC VIA GEARY BLVD TO VAN NESS BLVD
(D)	CLOSE LINCOLN BLVD AT BUILDING #106 AND DETOUR TRAFFIC VIA SHERIDAN AVE AND MONTGOMERY STREET

	- PERMANENT CONSTRUCTION
	- TEMPORARY CONSTRUCTION
	- REMOVAL

NOTE:
 1. RUCKMAN UC REPLACEMENT TO OCCUR PRIOR TO PERMANENT CONSTRUCTION ACTIVITIES IN STAGE 1, PHASE 1 CONSTRUCTION.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 STAGE 1, PHASE 1**

SCALE 1:3500

SC-2

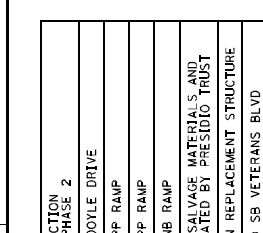
DATE	REVISOR	DATE	REVISOR
06/07			
DATE	REVISOR	DATE	REVISOR

DESIGNED BY: E. LAM
 CHECKED BY: J. KARN
 CALCULATED BY: _____
 DESIGN OVERSIGHT: _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT

DIST	COUNTY	ROUTE	ALONG PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-102	NP 12.8-11.1 NP 10.3-11.2		

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE: 06/07/11
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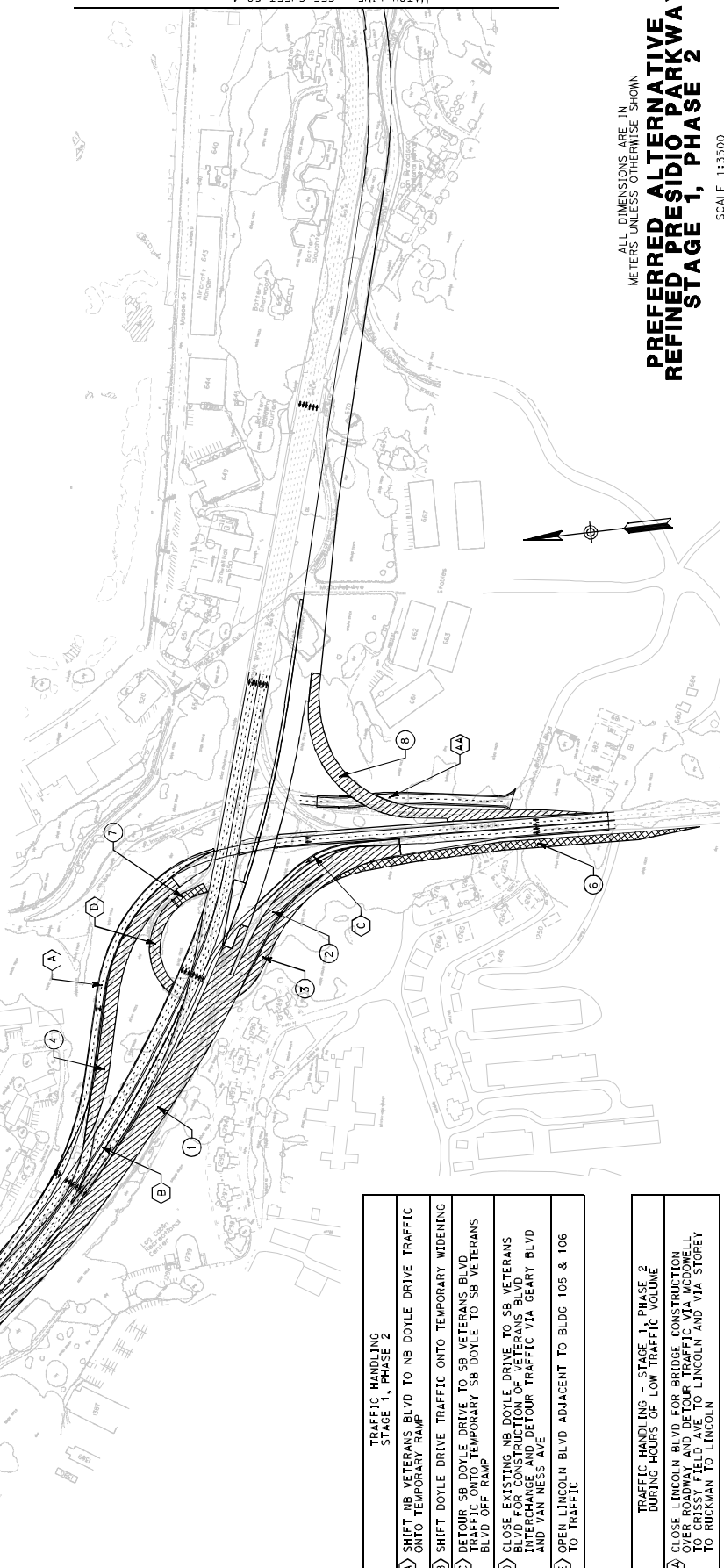


- CONSTRUCTION STAGE 1, PHASE 2
- 1 CONSTRUCT PERMANENT SB DOYLE DRIVE
 - 2 CONSTRUCT PERMANENT SB-PP RAMP
 - 3 CONSTRUCT PERMANENT NB-PP RAMP
 - 4 CONSTRUCT PERMANENT PP-NB RAMP
 - 5 REMOVE BUILDING 204 AND SALVAGE MATERIALS AND STORE AT LOCATION DESIGNATED BY PRESIDIO TRUST
 - 6 REMOVE TEMPORARY RUCKMAN REPLACEMENT STRUCTURE
 - 7 REMOVE NB DOYLE DRIVE TO SB VETERANS BLVD
 - 8 CONSTRUCT PERMANENT PP-SB RAMP

LEGEND:

	PERMANENT CONSTRUCTION
	TEMPORARY CONSTRUCTION
	REMOVAL

NOTE:
 1. TEMPORARILY RELOCATE BUILDING 201 PRIOR TO CONSTRUCTION OF MAIN POST TUNNEL



TRAFFIC HANDLING STAGE 1, PHASE 2

- A SHIFT NB VETERANS BLVD TO NB DOYLE DRIVE TRAFFIC ONTO TEMPORARY RAMP
- B SHIFT DOYLE DRIVE TRAFFIC ONTO TEMPORARY WIDENING
- C DETOUR SB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO TEMPORARY SB DOYLE TO SB VETERANS BLVD OFF RAMP
- D CLOSE EXISTING NB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO INTERCHANGE AND DETOUR TRAFFIC VIA GEARY BLVD AND VAN NESS AVE
- E OPEN LINCOLN BLVD ADJACENT TO BLDG 105 & 106 TO TRAFFIC

TRAFFIC HANDLING - STAGE 1, PHASE 2 DURING HOURS OF LOW TRAFFIC VOLUME

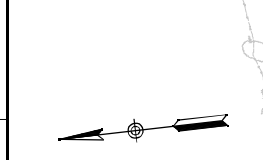
- 4A CLOSE LINCOLN BLVD FOR BRIDGE CONSTRUCTION TO CRISSEY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT DEVELOPMENT	DESIGN OVERSIGHT	DATE REVISD BY	DATE REVISD BY
06/07	J. KARN	E. LAM	06/07	J. KARN
06/07	J. KARN	E. LAM	06/07	J. KARN

DIST	COUNTY	ROUTE	ALDINE PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-100	NP 12.8-15.1 NP 10.3-11.2		

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 I hereby certify that the above
 plans were prepared by me or under
 my direct supervision and that I am
 a duly licensed professional engineer
 or architect of electronic copies of this plan
 under the seal of the State Board of
 Engineers and Architects.

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TRAFFIC HANDLING - STAGE 1, PHASE 2
 (A) SHIFT NB VETERANS BLVD TO NB DOYLE DRIVE TRAFFIC ONTO TEMPORARY RAMP
 (B) SHIFT DOYLE DRIVE TRAFFIC ONTO TEMPORARY WIDENING
 (C) DETOUR SB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO TEMPORARY SB DOYLE TO SB VETERANS BLVD OFF RAMP
 (D) CLOSE EXISTING NB DOYLE DRIVE TO SB VETERANS BLVD FOR CONSTRUCTION OF VETERANS BLVD INTERCHANGE AND DETOUR TRAFFIC VIA GEARY BLVD AND VAN NESS AVE
 (E) OPEN LINCOLN BLVD ADJACENT TO BLDG 105 & 106 TO TRAFFIC

CONSTRUCTION STAGE 1, PHASE 2
 (1) CONSTRUCT PERMANENT SB DOYLE DRIVE
 (2) CONSTRUCT PERMANENT SB-PP RAMP
 (3) CONSTRUCT PERMANENT NB-PP RAMP
 (4) CONSTRUCT PERMANENT PP-NB RAMP
 (5) REMOVE BUILDING 204 AND SALVAGE MATERIALS AND STORE AT LOCATION DESIGNATED BY PRESIDIO TRUST
 (6) REMOVE TEMPORARY RUCKMAN REPLACEMENT STRUCTURE
 (7) REMOVE NB DOYLE DRIVE TO SB VETERANS BLVD
 (8) CONSTRUCT PERMANENT PP-SB RAMP

TRAFFIC HANDLING - STAGE 1, PHASE 2 DURING HOURS OF LOW TRAFFIC VOLUME
 (AA) CLOSE LINCOLN BLVD FOR BRIDGE CONSTRUCTION OVER ROADWAY AND DETOUR TRAFFIC VIA MCDOWELL TO GRISSEY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN

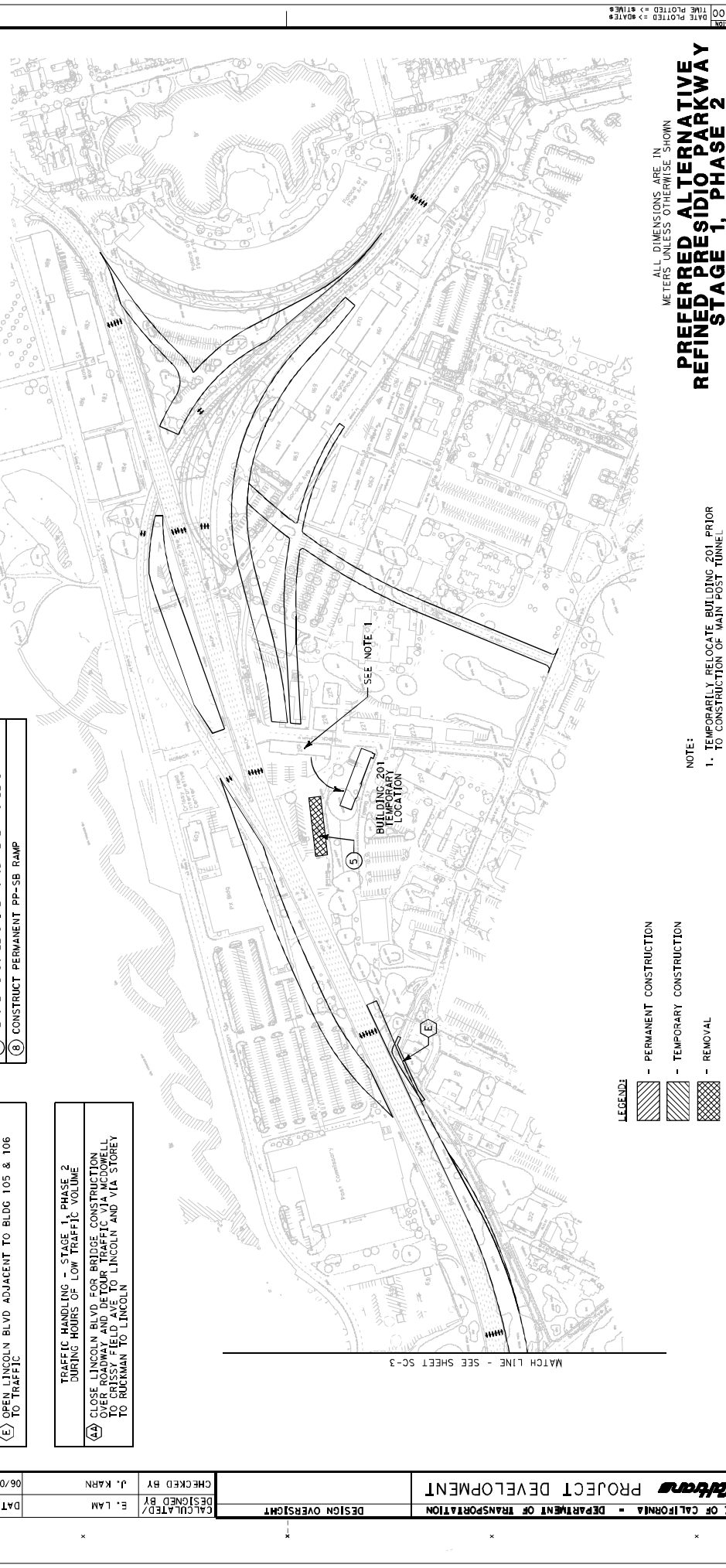
LEGEND:
 - PERMANENT CONSTRUCTION
 - TEMPORARY CONSTRUCTION
 - REMOVAL

NOTE:
 1. TEMPORARILY RELOCATE BUILDING 201 PRIOR TO CONSTRUCTION OF MAIN POST TUNNEL

SCALE 1:13500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

SC-4



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 PROJECT DEVELOPMENT
 DESIGN OVERSIGHT
 CALCULATED/DESIGNED BY: E. LAM
 CHECKED BY: J. KARN
 DATE REVISD BY: 06/07
 DATE REVISD: 06/07

DIST	COUNTY	ROUTE	ALONG PER POST	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-101	NP 12.8-15.1 NP 10.3-11.2		

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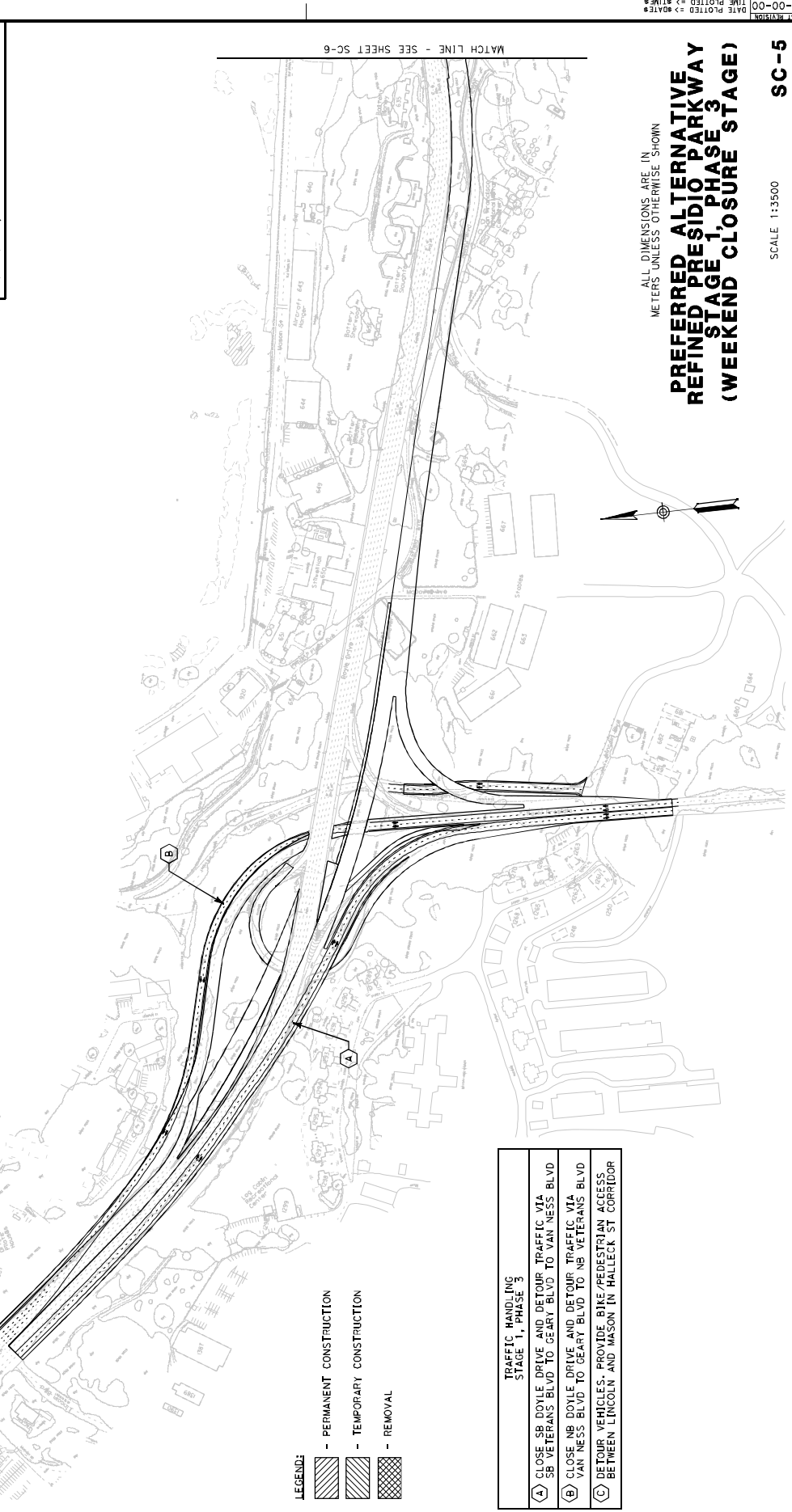
PLANS APPROVAL DATE: _____
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- CONSTRUCTION
 STAGE 1, PHASE 3
- 1 CONSTRUCT RICHARDSON TO NB & SB DOYLE DRIVE DETOUR
 - 2 CONSTRUCT PORTIONS OF SB DOYLE DRIVE
 - 3 REMOVE PORTION OF EXISTING DOYLE DRIVE
 - 4 REMOVE PORTIONS OF EXISTING RICHARDSON TO NB DOYLE DRIVE RAMP
 - 5 REMOVE PORTIONS OF EXISTING DOYLE DRIVE



- LEGEND:
- PERMANENT CONSTRUCTION
 - TEMPORARY CONSTRUCTION
 - REMOVAL

- TRAFFIC HANDLING
 STAGE 1, PHASE 3
- A) CLOSE SB DOYLE DRIVE AND DETOUR TRAFFIC VIA SB VETERANS BLVD TO GEARY BLVD TO VAN NESS BLVD
 - B) CLOSE NB DOYLE DRIVE AND DETOUR TRAFFIC VIA VAN NESS BLVD TO GEARY BLVD TO NB VETERANS BLVD
 - C) DETOUR VEHICLES. PROVIDE BIKE/PEDESTRIAN ACCESS BETWEEN LINCOLN AND MASON IN HALLECK ST CORRIDOR

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**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 STAGE 1, PHASE 3
 (WEEKEND CLOSURE STAGE)**

SCALE 1:3500

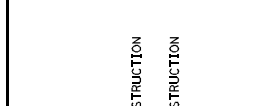
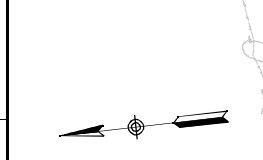
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			CHECKED BY	J. KARN	06/07	DATE	REVISY BY		

DIST	COUNTY	ROUTE	ALONG PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	NP 12.8-15.1 NP 10.3-11.2		

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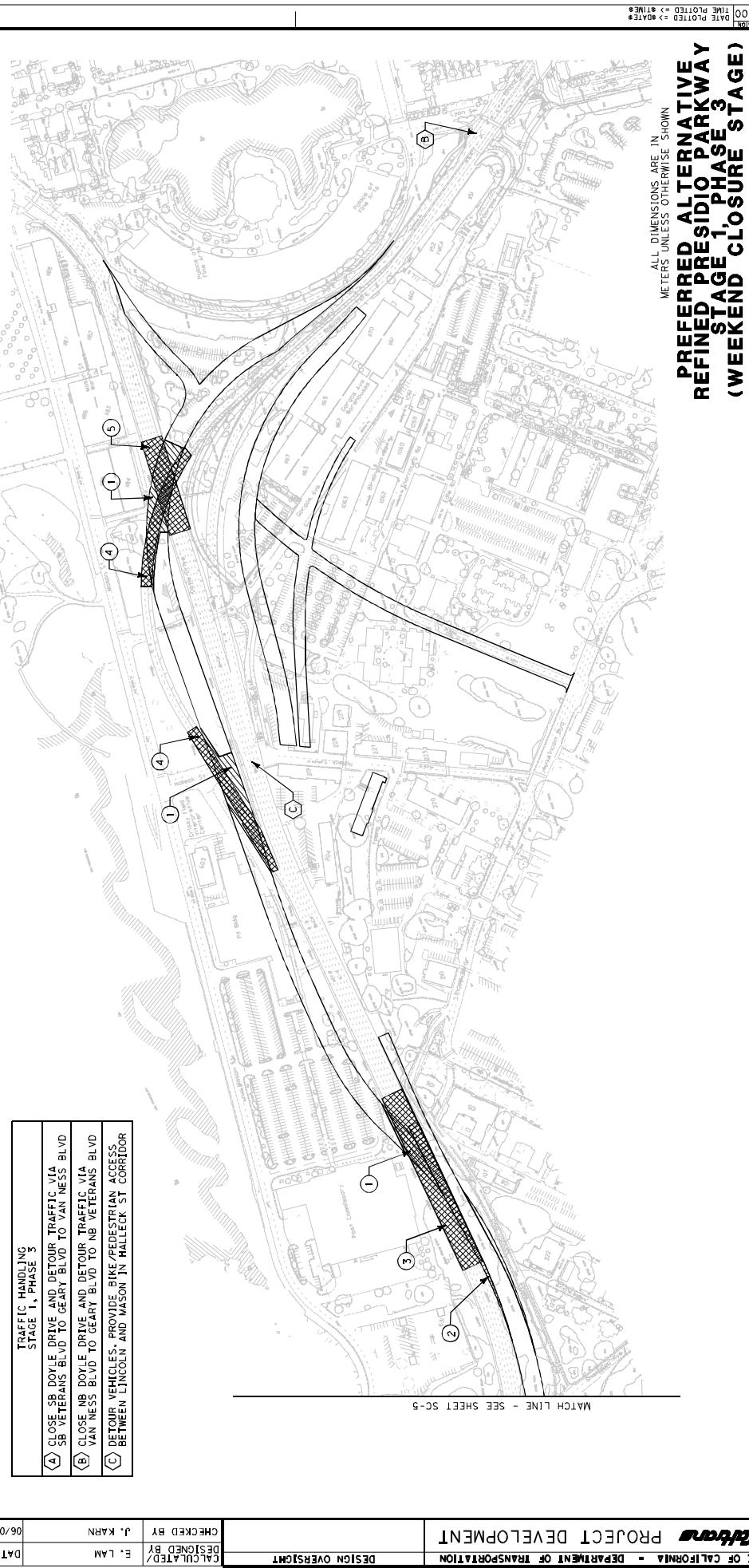
LEGENDS:

	- PERMANENT CONSTRUCTION
	- TEMPORARY CONSTRUCTION
	- REMOVAL

CONSTRUCTION STAGE 1, PHASE 3	
1	CONSTRUCT RICHARDSON TO NB & SB DOYLE DRIVE DETOUR
2	CONSTRUCT PORTIONS OF SB DOYLE DRIVE
3	REMOVE PORTION OF EXISTING DOYLE DRIVE
4	REMOVE PORTIONS OF EXISTING RICHARDSON TO NB DOYLE DRIVE RAMP
5	REMOVE PORTIONS OF EXISTING DOYLE DRIVE

TRAFFIC HANDLING STAGE 1, PHASE 3	
A	CLOSE SB DOYLE DRIVE AND DETOUR TRAFFIC VIA SB VETERANS BLVD TO GEARY BLVD TO VAN NESS BLVD
B	CLOSE NB DOYLE DRIVE AND DETOUR TRAFFIC VIA VAN NESS BLVD TO GEARY BLVD TO NB VETERANS BLVD
C	DETOUR VEHICLES, PROVIDE BIKE PEDESTRIAN ACCESS BETWEEN LINCOLN AND MASON IN HALLECK ST CORRIDOR

DATE	REVISD BY	DATE	REVISD
06/07			
DESIGNED BY	E. LAM	CHECKED BY	J. KARN
DESIGN OVERSIGHT			



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**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 STAGE 1, PHASE 3
 (WEEKEND CLOSURE STAGE)**
 SCALE 1:3500
SC-6

RELATIVE BORDER SCALE
 IS IN MILLIMETERS

USERNAME -> BAEPSB
 BDN FILE -> BFILE58

RU 04242

EA 163700

DATE REVISION
 DATE PLOTTED -> 04/15/08
 DATE PLOTTED -> 04/15/08

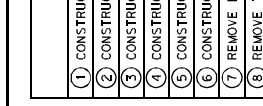
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4	SF	04-SF-101 04-SF-100	NP 12-8-11-1 NP 10-3-11-2		

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CONSTRUCTION
 STAGE 2, PHASE 1

- 1 CONSTRUCT PORTIONS OF NB DOYLE DRIVE
- 2 CONSTRUCT PORTIONS OF SB DOYLE DRIVE
- 3 CONSTRUCT GIRARD ROAD TO MARTINA CONNECTION
- 4 CONSTRUCT GI-NB RAMP
- 5 CONSTRUCT RI-GI RAMP
- 6 CONSTRUCT PORTIONS OF NB-PP RAMP
- 7 REMOVE EXISTING DOYLE DRIVE
- 8 REMOVE TEMPORARY SB DOYLE TO SB VETERANS BLVD RAMP
- 9 REMOVE EXISTING RICHARDSON TO NB DOYLE DRIVE RAMP
- 10 REMOVE TEMPORARY RAMP FROM EXISTING NB VETERANS BLVD TO FUTURE NB DOYLE DRIVE
- 11 REMOVE TEMPORARY WIDENING ON PERMANENT NB DOYLE DRIVE
- 12 REMOVE NB RICHARDSON AVE SLIP RAMP

LEGEND:

- PERMANENT CONSTRUCTION
- TEMPORARY CONSTRUCTION
- REMOVAL

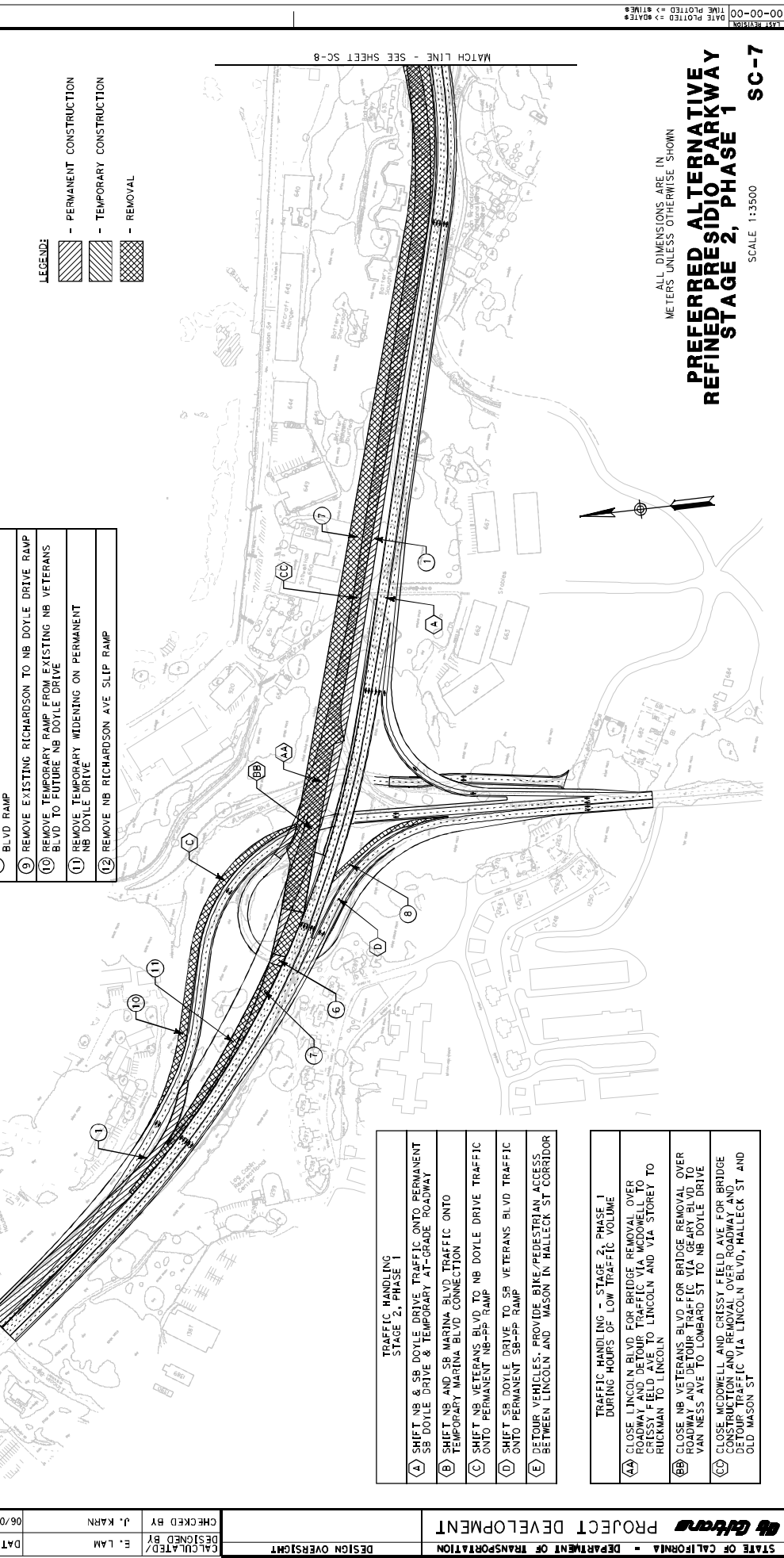
DATE REVISD BY
 06/07 DATE REVISD BY
 E. LAM
 J. KARN
 DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT

TRAFFIC HANDLING - STAGE 2, PHASE 1
 DURING HOURS OF LOW TRAFFIC VOLUME

- A) SHIFT NB & SB DOYLE DRIVE TRAFFIC ONTO PERMANENT SB DOYLE DRIVE & TEMPORARY AT-GRADE ROADWAY
- B) SHIFT NB AND SB MARTINA BLVD TRAFFIC ONTO TEMPORARY MARTINA BLVD CONNECTION
- C) SHIFT NB VETERANS BLVD TO NB DOYLE DRIVE TRAFFIC ONTO PERMANENT NB-PP RAMP
- D) SHIFT SB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO PERMANENT SB-PP RAMP
- E) DETOUR VEHICLES. PROVIDE BIKE/PEDESTRIAN ACCESS BETWEEN LINCOLN AND MASON IN HALLECK ST CORRIDOR

- AA) CLOSE LINCOLN BLVD FOR BRIDGE REMOVAL OVER ROSSBY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN
- BB) CLOSE NB VETERANS BLVD FOR BRIDGE REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA GEARY BLVD TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE
- CC) CLOSE MCDOWELL AND CRISSY FIELD AVE FOR BRIDGE CONSTRUCTION AND REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, HALLECK ST AND OLD MASON ST



MATCH LINE - SEE SHEET SC-8

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**PREFERRED ALTERNATIVE
 REFINED PRESIDIO PARKWAY
 STAGE 2, PHASE 1**

SCALE 1:3500

EA 163700
 RU 04242
 USER: BERSB
 BDN FILE => BFILE58

CONSTRUCTION STAGE 2, PHASE 1	
1	CONSTRUCT PORTIONS OF NB DOYLE DRIVE
2	CONSTRUCT PORTIONS OF SB DOYLE DRIVE
3	CONSTRUCT GIRARD ROAD TO MARINA CONNECTION
4	CONSTRUCT CI-NB RAMP
5	CONSTRUCT RI-CI RAMP
6	CONSTRUCT PORTIONS OF NB-PP RAMP
7	REMOVE EXISTING DOYLE DRIVE
8	REMOVE TEMPORARY SB DOYLE TO SB VETERANS BLVD RAMP
9	REMOVE EXISTING RICHARDSON TO NB DOYLE DRIVE RAMP
10	REMOVE TEMPORARY RAMP FROM EXISTING NB VETERANS BLVD TO FUTURE NB DOYLE DRIVE
11	REMOVE TEMPORARY WIDENING ON PERMANENT NB DOYLE DRIVE
12	REMOVE NB RICHARDSON AVE SLIP RAMP

TRAFFIC HANDLING STAGE 2, PHASE 1	
A	SHIFT NB & SB DOYLE DRIVE TRAFFIC ONTO PERMANENT SB DOYLE DRIVE & TEMPORARY AT-GRADE ROADWAY
B	SHIFT NB AND SB MARINA BLVD TRAFFIC ONTO TEMPORARY MARINA BLVD CONNECTION
C	SHIFT NB VETERANS BLVD TO NB DOYLE DRIVE TRAFFIC ONTO PERMANENT NB-PP RAMP
D	SHIFT SB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO PERMANENT SB-PP RAMP
E	DETOUR VEHICLES, PROVIDE BIKE/PEDESTRIAN ACCESS BETWEEN LINCOLN AND MASON IN HALLECK ST CORRIDOR

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: 06/07/11

PROJECT NO: 10-3-11-2

ROUTE: 04-SF-101

COUNTY: SF

DIST: 4

ALDINE PER POST NO: 10-3-11-2

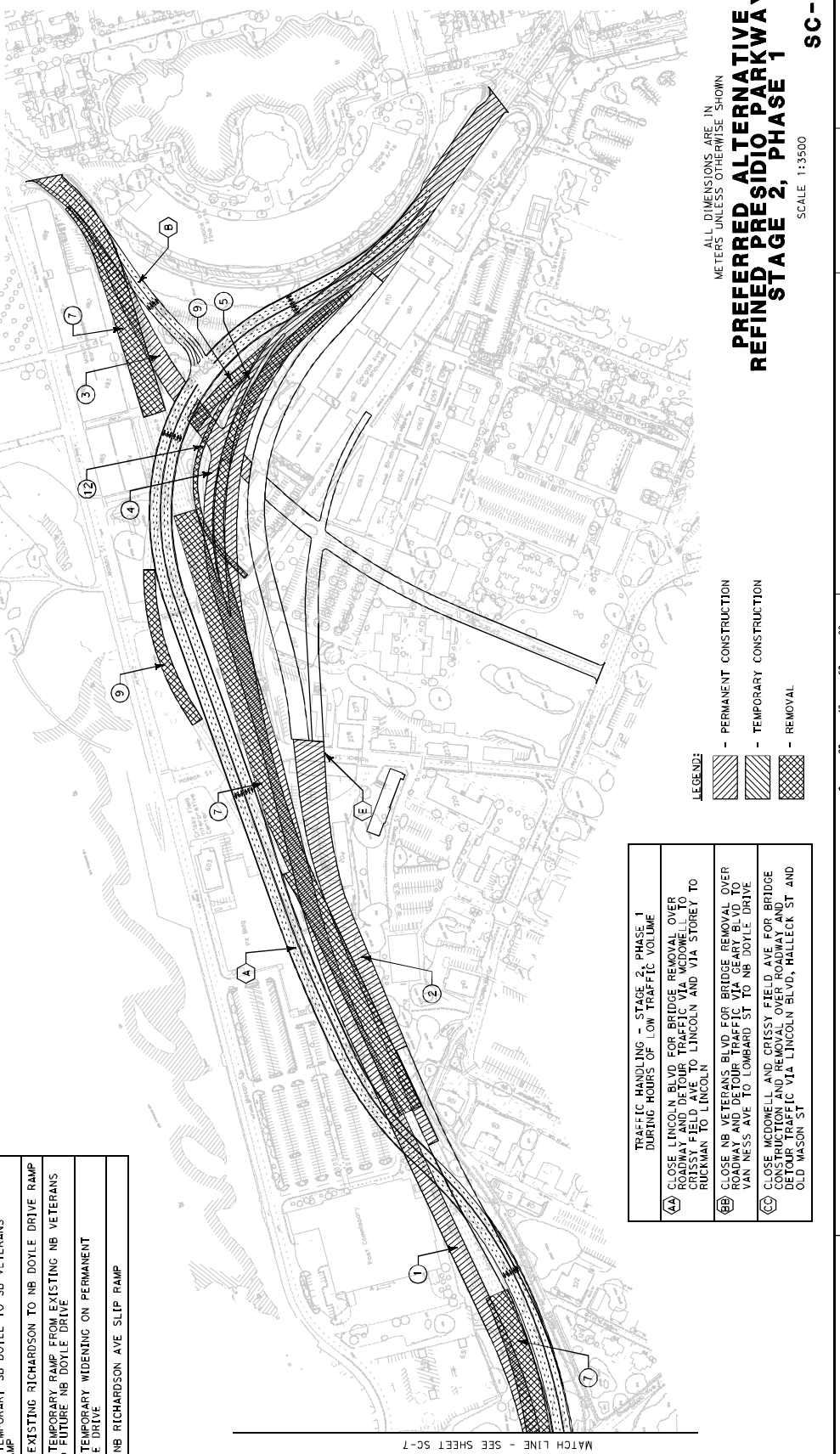
SHEET NO: 10-3-11-2

TOTAL SHEETS: 10-3-11-2

REGISTERED CIVIL ENGINEER

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TRAFFIC HANDLING - STAGE 2, PHASE 1 DURING HOURS OF LOW TRAFFIC VOLUME	
A	CLOSE LINCOLN BLVD FOR BRIDGE REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA WCDOWELL TO CRISSY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN
B	CLOSE NB VETERANS BLVD FOR BRIDGE REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA GEARY BLVD TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE
C	CLOSE WCDOWELL AND CRISSY FIELD AVE FOR BRIDGE CONSTRUCTION AND REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA LINCOLN BLVD, HALLECK ST AND OLD MASON ST

LEGEND:

- PERMANENT CONSTRUCTION
- TEMPORARY CONSTRUCTION
- REMOVAL



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**PREFERRED ALTERNATIVE
REFINED STAGE 2, PHASE 1**

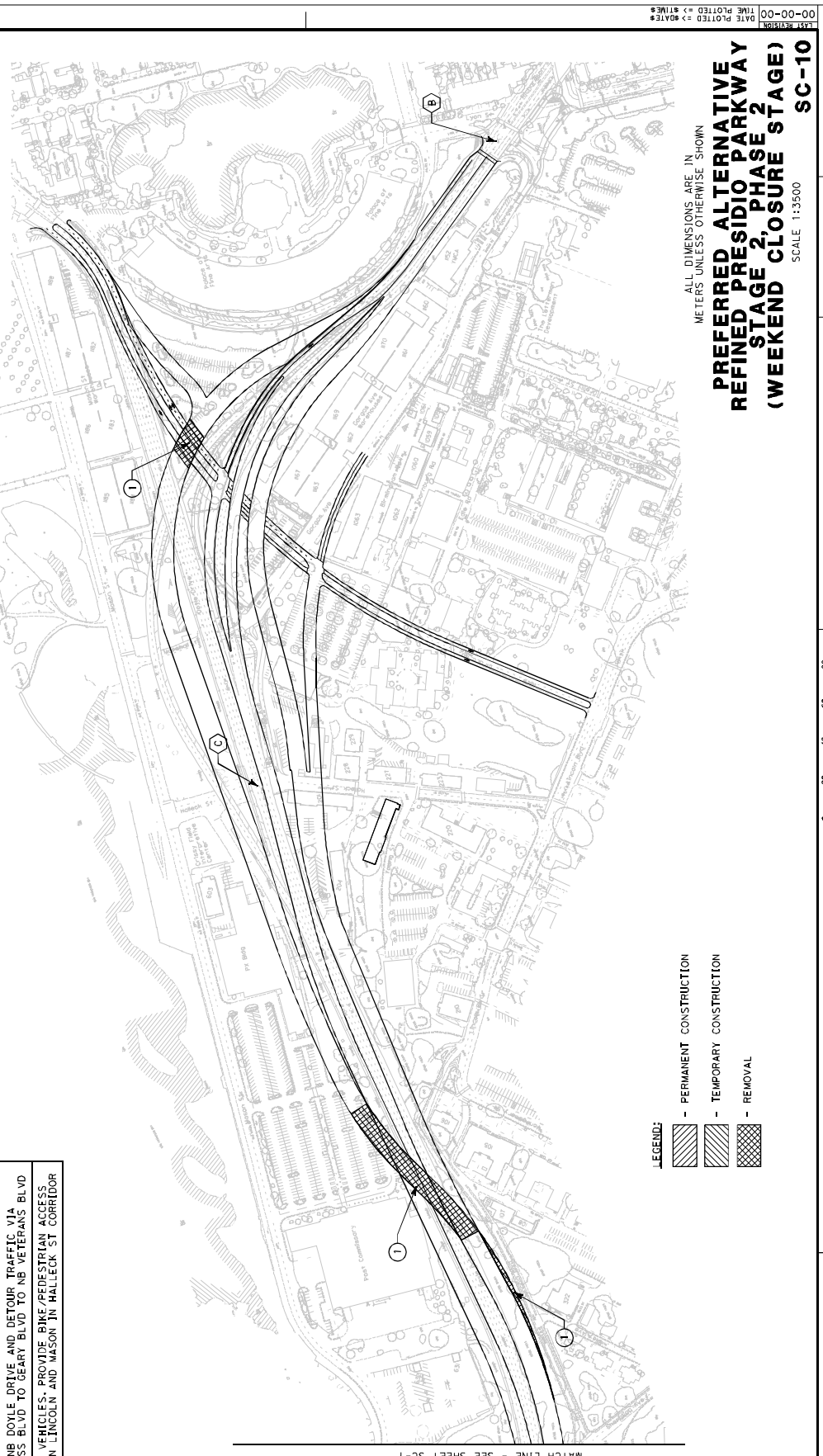
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SC-8

DIST	COUNTY	ROUTE	ALDINE PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	NP 12.8-15.1 NP 10.8-11.2		



- CONSTRUCTION STAGE 2, PHASE 2
- ① REMOVE TEMPORARY AT GRADE ROADWAY
- TRAFIC HANDLING STAGE 2, PHASE 2
- ④ CLOSE SB DOYLE DRIVE AND DETOUR TRAFFIC VIA SB VETERANS BLVD TO GEARY BLVD TO VAN NESS BLVD
- ⑤ CLOSE NB DOYLE DRIVE AND DETOUR TRAFFIC VIA VAN NESS BLVD TO GEARY BLVD TO NB VETERANS BLVD
- ⑥ DETOUR VEHICLES. PROVIDE BIKE/PEDESTRIAN ACCESS BETWEEN LINCOLN AND MASON IN HALLECK ST CORRIDOR



LEGEND:

	- PERMANENT CONSTRUCTION
	- TEMPORARY CONSTRUCTION
	- REMOVAL

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PREFERRED ALTERNATIVE REFINED PRESIDIO PARKWAY STAGE 2, PHASE 2 (WEEKEND CLOSURE STAGE) SC-10

SCALE 1:3500

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT DEVELOPMENT	DESIGN OVERSIGHT	DESIGNED BY E. LAM	CHECKED BY J. KARN	DATE REVISD BY 06/07
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DIST	COUNTY	ROUTE	ALONG PER POST NO.	SHEET NO.	TOTAL SHEETS
4	SF	04-SF-101 04-SF-001	NP 10.3-11.2		

REGISTERED CIVIL ENGINEER

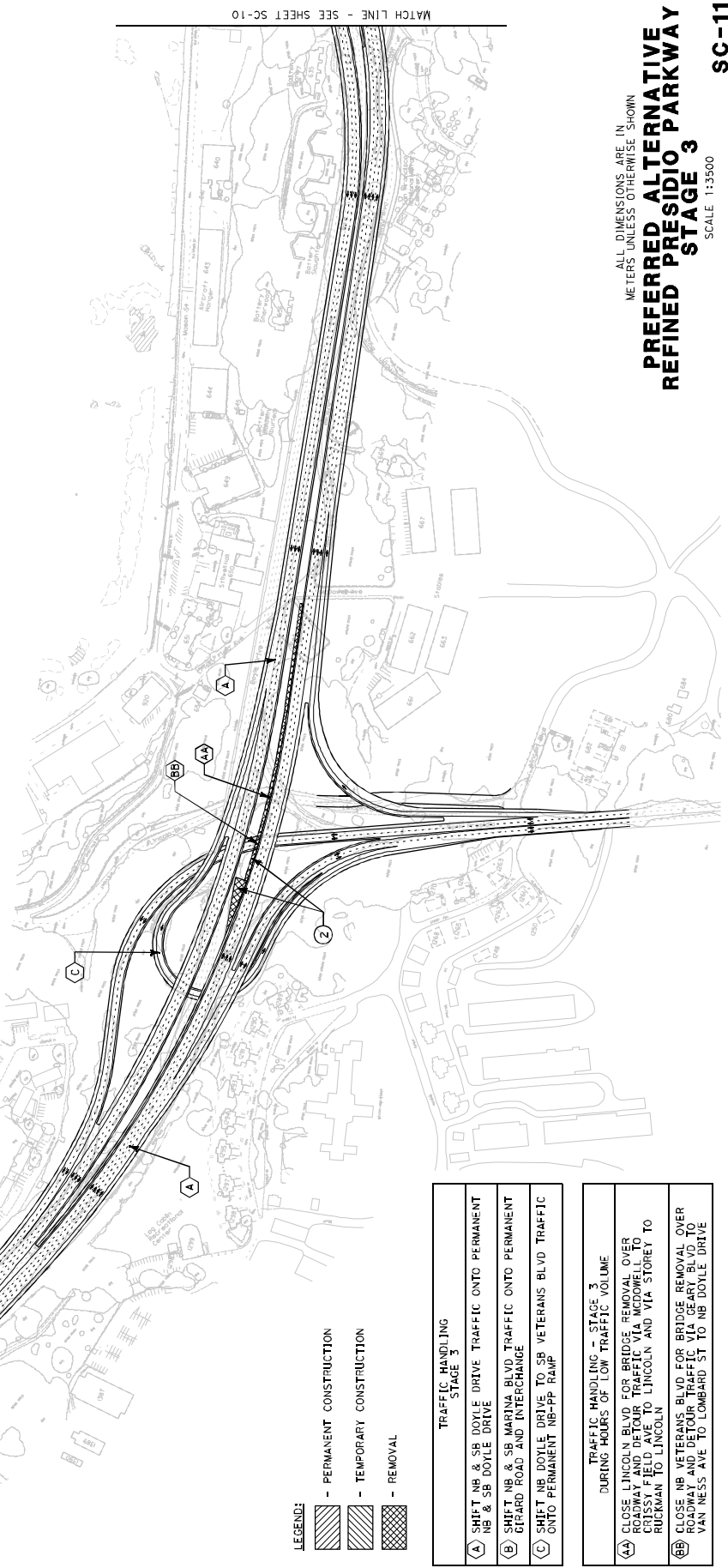
PLANS APPROVAL DATE: _____
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- CONSTRUCTION STAGE 3
- ① CONSTRUCT HALLECK STREET
 - ② REMOVE SB DOYLE DRIVE TEMPORARY WIDENING
 - ③ REMOVE TEMPORARY AT-GRADE ROADWAY
 - ④ REMOVE TEMPORARY MARINA BLVD CONNECTION
 - ⑤ CONSTRUCT GORGAS AVE CONNECTION TO RICHARDSON AVE & ASSOCIATED IMPROVEMENTS
 - ⑥ CONSTRUCT PERMANENT RETAINING WALL FINISH



MATCH LINE - SEE SHEET SC-10

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

PREFERRED ALTERNATIVE REFINED PRESIDIO PARKWAY STAGE 3

SCALE 1:3500

SC-11

- LEGEND:
- PERMANENT CONSTRUCTION
 - TEMPORARY CONSTRUCTION
 - REMOVAL

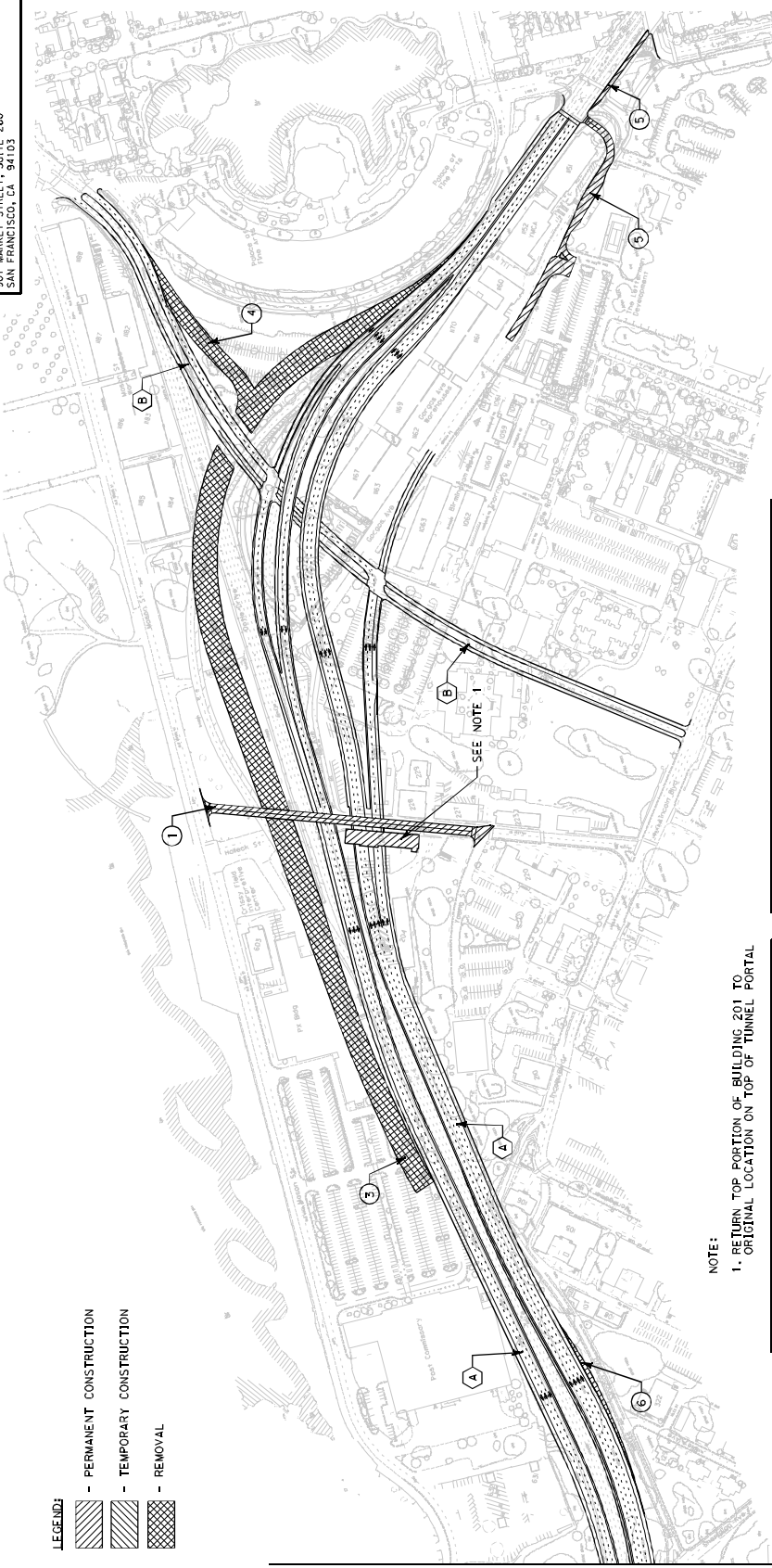
- TRAFFIC HANDLING - STAGE 3
- Ⓐ SHIFT NB & SB DOYLE DRIVE TRAFFIC ONTO PERMANENT NB & SB DOYLE DRIVE
 - Ⓑ SHIFT NB & SB MARINA BLVD TRAFFIC ONTO PERMANENT GIRARD ROAD AND INTERCHANGE
 - Ⓒ SHIFT NB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO PERMANENT NB-PP RAMP

- TRAFFIC HANDLING - STAGE 3
 DURING HOURS OF LOW TRAFFIC VOLUME
- Ⓐ CLOSE LINCOLN BLVD FOR BRIDGE REMOVAL OVER LINCOLN BLVD. TRAFFIC TO BE DIVERTED TO CRISSEY FIELD AVE TO LINCOLN AND VIA STOREY TO RUCKMAN TO LINCOLN
 - Ⓑ CLOSE NB VETERANS BLVD FOR BRIDGE REMOVAL OVER VETERANS BLVD. TRAFFIC TO BE DIVERTED TO VAN NESS AVE TO LOMBARD ST TO NB DOYLE DRIVE

CONSTRUCTION STAGE 3	
1	CONSTRUCT HALLECK STREET
2	REMOVE SB DOYLE DRIVE TEMPORARY WIDENING
3	REMOVE TEMPORARY AT-GRADE ROADWAY
4	REMOVE TEMPORARY MARINA BLVD CONNECTION
5	CONSTRUCT GORGAS AVE CONNECTION TO RICHARDSON AVE & ASSOCIATED IMPROVEMENTS
6	CONSTRUCT PERMANENT RETAINING WALL FINISH

LEGEND:

	- PERMANENT CONSTRUCTION
	- TEMPORARY CONSTRUCTION
	- REMOVAL



NOTE:
 1. RETURN TOP PORTION OF BUILDING 201 TO ORIGINAL LOCATION ON TOP OF TUNNEL PORTAL

TRAFFIC HANDLING STAGE 3	
(A)	SHIFT NB & SB DOYLE DRIVE TRAFFIC ONTO PERMANENT NB & SB DOYLE DRIVE
(B)	SHIFT NB & SB MARINA BLVD TRAFFIC ONTO PERMANENT GIPARD ROAD AND INTERCHANGE
(C)	SHIFT NB DOYLE DRIVE TO SB VETERANS BLVD TRAFFIC ONTO PERMANENT NB-PP RAMP

TRAFFIC HANDLING - STAGE 3 DURING HOURS OF LOW TRAFFIC VOLUME	
(A)	CLOSE LINCOLN BLVD FOR BRIDGE REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA MCDOWELL TO CRISSEY FIELD AVE TO LINCOLN AND VIA STOREY TO ROCKMANN TO LINCOLN
(B)	CLOSE NB VETERANS BLVD FOR BRIDGE REMOVAL OVER ROADWAY AND DETOUR TRAFFIC VIA GEARY BLVD TO VAN NESS AVE TO LOMBAR ST TO NB DOYLE DRIVE



DIST 4 COUNTY SF ROUTE 04-SF-101 KP 12.8-15.1 04-SF-001 KP 10.3-11.2 SHEET NO. TOTAL SHEETS 1 1
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 PLANS APPROVAL DATE
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 REFINED PRESIDIO PARKWAY
 STAGE 3**
 SCALE 1:13500
SC-12

RU 04242
 EA 163700

RELATIVE BORDER SCALE
 IS IN MILLIMETERS
 0 20 40 60 80
 USERNAME -> B4SRFB
 BDN FILE -> BFILE58

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX C

Visual Impact Assessment

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX C

VISUAL IMPACT ASSESSMENT

Introduction

This Appendix contains the analysis of the potential visual impacts of the Build Alternatives being evaluated for the South Access to the Golden Gate Bridge: Doyle Drive Project. The visual analysis is based on the methodology contained in the report *South Access to the Golden Gate Bridge: Doyle Drive Revised Visual Impacts Analysis*, October 2004.

The analysis begins with an analysis of the visual effects of the Replace and Widen Alternative and the Presidio Parkway Alternative within the six landscape units, which make up the project study area. Where appropriate, temporary (construction-period) visual impacts are also discussed.

This is followed by an analysis of the potential visual changes from nineteen viewpoints located within the Presidio. For each of these viewpoints, computer-generated simulations of each of the build alternatives were prepared. These simulations were used to evaluate the potential change in visual quality. For each viewpoint, a summary table is included indicating the visual quality ratings for the build alternatives.

Visual Changes by Landscape Unit

This section describes the visual changes and potential visual impacts of the proposed alternatives being studied as part of the Doyle Drive Project. For each landscape unit the visual changes that would occur during construction (short-term) and operation (permanent) were analyzed. This analysis is based on the description of each alternative contained in the report *South Access to the Golden Gate Bridge: Doyle Drive Revised Visual Impacts Analysis*, October 2004.

The No-Build Alternative would have no visual impact since it would not change the existing visual environment, but would instead perpetuate the visual conditions associated with the existing facility.

Similarly, the Replace and Widen Alternative would have minimal long-term visual impacts since it involves only modest changes to the existing facility. However, the Replace and Widen Alternative would perpetuate the visual conditions associated with the existing facility. During construction, the Replace and Widen Alternative-Detour Option would result in substantial visual changes primarily due to the construction of a temporary detour structure. The Presidio Parkway Alternative would have the most noticeable construction period and long-term visual changes because both the location and profile of the roadway would change substantially.

For all build alternatives construction equipment, including portable construction lighting, may be present during the construction period. At times residents living near the construction area may experience increased light and glare from temporary lighting sources at night due to the scheduling of nighttime construction work. This light and glare could be more visible due to the removal of existing vegetation. While light and glare from nighttime construction lighting would be considered an adverse effect, it would be temporary in duration, Portable construction lighting would also be required to be down-focused and oriented away from residential areas whenever feasible to reduce potential nighttime disturbance.

Toll Plaza

The Toll Plaza Landscape Unit starts where Doyle Drive and the Golden Gate Bridge connect at a series of toll booths that span across the southern section of the bridge. The parking lot on the east side of the toll booths on Doyle Drive contains a vista point with expansive views of the Golden Gate Bridge, San Francisco Bay, and the Marin Headlands. Across Doyle Drive, on the west side of this landscape unit, a wooded area surrounds a parking lot that provides parking for Golden Gate Transit employees as well as commuters. Across from the parking lot, and on the south side of Lincoln Road, along a grassy hillside lined with eucalyptus trees, a row of vacant white houses on Storey Avenue parallels Doyle Drive. These houses are being retained for future housing. These areas are accessed from the Merchant Road off ramps south of the Toll Plaza on Doyle Drive, and Lincoln Drive which runs under Doyle Drive south of Merchant Road. Woodlands and Marsh/Coastal areas are the image types associated with this landscape unit.

Construction Period

Replace and Widen Alternative

No construction activities would take place under the Replace and Widen Alternative in this landscape unit. Therefore, no visual impacts would occur and there would be no changes to the existing visual environment.

Presidio Parkway Alternative – Option 1 (Loop Ramp) and Option 2 (Hook Ramp)

Visual impacts would occur during both the construction and operation period under the Presidio Parkway Alternative Options 1 and 2. The thick row of trees that lines the north side of Doyle Drive would be removed to accommodate the new onramps from northbound Park Presidio to northbound Doyle Drive, and northbound Doyle Drive to southbound Park Presidio. Removal of portions of the wooded areas along the north side of Doyle Drive would open up views to and from the apartment buildings location along Armistead Road.

Presidio Parkway Alternative – Merchant Road Slip Ramp

The Merchant Road Slip Ramp would require the removal of a row of trees along the north side of Doyle Drive, as well as the removal of the row of apartment buildings along Armistead Road. Doyle Drive would be widened to accommodate the new lanes serving Merchant Road along the north side of the road.

Operation Period

Replace and Widen Alternative

As stated previously, the reconstruction of Doyle Drive for the Replace and Widen Alternative would begin south of the Toll Plaza, and no long-term visual impacts would occur as a result of this project in the Toll Plaza Landscape Unit. The visual intactness and unity of this landscape unit would remain the same both during and after construction.

Presidio Parkway Alternative – Option 1 (Loop Ramp) and Option 2 (Hook Ramp)

Long-term visual impacts would occur as a result of either Options 1 or 2 under the Presidio Parkway Alternative. Mature vegetation on the north side of Doyle Drive would be removed to accommodate the reconstructed onramps from northbound Park Presidio to northbound Doyle Drive, and northbound Doyle Drive to southbound Park Presidio. Removal of this vegetation would result in the apartment buildings located along Armistead Road to be visible to motorists traveling on Doyle Drive, resulting in a minimally adverse impact for motorists, and an adverse impact for residents.

Presidio Parkway Alternative – Merchant Road Slip Ramp

The construction of the Merchant Road Slip Ramp would require the removal of the apartment buildings along Armistead Road and some mature vegetation along the north side of Doyle Drive, resulting in an adverse impact on this landscape unit.

Toll Plaza through Park Presidio Interchange

This Landscape Unit primarily contains Doyle Drive and woodland image type, consisting mostly of tall eucalyptus and pine trees.

Construction Period

Replace and Widen Alternative – Detour Option

This alternative includes improvements within the existing alignment of Doyle Drive, which would not result in substantial visual changes. However, the removal of some trees and vegetation may be necessary to allow for heavy construction equipment to access the construction site. Substantial amounts of equipment would be present during the construction of the new interchange, and would adversely affect the visual quality of the landscape unit during

construction. A temporary detour facility would also be constructed to the north of Doyle Drive to maintain traffic through the construction period. The area would appear to be a construction site for the duration of the construction period, and would have a short-term adverse visual impact on this landscape unit.

Replace and Widen Alternative – No Detour Option

With this alternative, traffic would continue to flow on the existing facility while construction of new north and southbound lanes would begin on Doyle Drive. No additional vegetation removal would be required for detour lanes of traffic beyond that which would be removed for the new facility. Traffic would eventually begin to flow on the new lanes as construction is completed.

Presidio Parkway Alternative

The woodland image type is the predominant image type in this landscape unit. A thin row of trees (two to three rows deep) runs along Doyle Drive, giving the impression of dense woodland. Construction activities would include grading and the removal of vegetation and trees for the construction of the new Doyle Drive/Park Presidio interchange. This would result in an adverse change to the image type of this landscape unit.

During construction, a considerable amount of heavy construction equipment would be visible within the landscape unit. Demolition and construction of the new high viaduct would begin at the eastern end of this landscape unit.

Operation Period

Replace and Widen Alternative

To accommodate the replacing and widening of Doyle Road, significant amounts of vegetation and mature trees may be removed from this landscape unit. The widening of Doyle Drive would bring the alignment closer to the residential structures along Storey Avenue. Removal of this vegetation would remove the existing visual buffer between residences along Storey Avenue and Doyle Drive. This would be considered an adverse effect on the views from these residences.

The motorist's view would change due to the removal of vegetation along the north side of Doyle Drive. Removal of this vegetation could create additional views of the San Francisco Bay and the Presidio. This would result in an improvement in the motorist's viewing experience.

Overall, the visual effects of the Replace and Widen Alternative on the Toll Plaza to Park Presidio Landscape Unit may be considered negligible, with some reduction in visual quality from points within the Presidio (residences along Storey Avenue), when balanced against improved views for motorists traveling on Doyle Drive.

Presidio Parkway Alternative

The Presidio Parkway Alternative would realign Doyle Drive to the north of the existing facility, further from most of the residences along Storey Avenue. However, reconstruction of the Park Presidio Interchange would bring this facility closer to two residences on Storey Road (Buildings 1289 and 1290). Some vegetation and tree removal would be necessary along both the north and south sides of Doyle Drive in this landscape unit.

The Presidio Parkway Alternative would result in improved visual conditions for most residences along Storey Avenue. Southbound traffic flow onto Park Presidio would run below the level of the residences, and northbound traffic from Park Presidio onto Doyle Drive would be blocked from view by existing viaducts for through-traffic along Doyle Drive.

Views for motorists traveling on Doyle Drive would be reduced. On- and off-ramps to Park Presidio from Doyle Drive would have few vantage points of the San Francisco Bay or Presidio of San Francisco because traffic would flow below the existing grade.

Overall, the visual effects of the Parkway Alternative on the Toll Plaza to Park Presidio Landscape Unit would be minimal due to the construction of sub-level lanes of traffic that would be less visible from at-grade residences or from areas within the Presidio.

Park Presidio Interchange to National Cemetery

The National Cemetery Landscape Unit includes four different image types: Historic, Park/Active Recreation, Woodland, and Cemetery. Below the high viaduct structure, Stilwell Hall and other historic airfield structures are located to the north of Doyle Drive. The newly restored recreation area of Crissy Field is located to the north of Stilwell Hall, along the San Francisco Bay. The historic Cavalry Stables are located to the south of the existing high viaduct structure. To the east of Stilwell Hall and the Cavalry Stables, the high viaduct touches down and enters a wooded area at-grade, passes the National Cemetery, and then transitions into the low viaduct structure. There are no residences in this landscape unit. Two historic Battery buildings (Batteries Blaney and Slaughter) would be stabilized during the construction period and retained during the operation period.

Construction Period

During the construction period, the visual quality of the National Cemetery Landscape Unit would reflect the extensive construction activity required to dismantle the existing high viaduct, construct a new high viaduct structure, and cut and cover underground segments. Large trucks and heavy equipment would be required and would be clearly visible throughout this landscape unit. As a result, substantial alteration of the visual character of this landscape unit would

occur during the construction of either build alternative. However, these impacts would not continue beyond the construction period.

Replace and Widen Alternative – Detour Option

This alternative would include demolishing and reconstructing the high viaduct structure of Doyle Drive, and replacing and widening the at-grade road (to the east of the high viaduct structure) to Sheridan Avenue. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and the removal of plants and trees for construction. Under this option, a 20.4-meter (67-foot) temporary detour facility would be constructed to the north of existing Doyle Drive to maintain traffic through the construction period.

Replace and Widen Alternative – No Detour Option

The widened portion of the new facility would be constructed on both sides and above the existing viaduct and would maintain traffic on the existing structure. Traffic would continue to emerge from the bluff near the National Cemetery after the high viaduct structure along the existing facility, and construction would begin above the level of the existing roadway. Less vegetation removal would be necessary to accommodate detour lanes of traffic, which would be a long-term beneficial visual impact in this landscape unit.

Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure. Once all traffic is on the new structure, the existing structure would be demolished and the new portions of the facility would be connected.

Presidio Parkway Alternative – Option 1 (Loop Ramp) and Option 2 (Hook Ramp)

Construction activities would include grading and, in the case of Option 2, the removal of a row of eucalyptus trees on the southwest side of Doyle Drive to accommodate the realigned viaduct structure. Option 1 would require less removal of vegetation because the alignment of the new facility would not change substantially from the existing ramp. Option 2 would move the ramp further south, closer to the Cavalry Stables, and would require the removal of eucalyptus trees on the bluff to the west of the high viaduct structure. Heavy excavation would be necessary in this area for the tunnel trench. The Presidio Parkway Alternative would result in a temporary impact on the visual quality of this landscape unit.

Operation Period

Replace and Widen Alternative

Under the Replace and Widen Alternative, the high viaduct structure would be widened and realigned further south, closer to the Cavalry Stables. The existing high viaduct is approximately 86 meters (286 feet) from the nearest Cavalry Stables building. Under the Replace and Widen Alternative, the high viaduct

would be 69 meters (228 feet) from the nearest Cavalry Stables building. The widening of Doyle Drive would also require the removal of vegetation along the north side of Lincoln Boulevard which would affect the views from Lincoln Boulevard and the National Cemetery. Trees and vegetation removed during construction would be replanted where appropriate.

Views for motorists would not change substantially under this alternative because the alignment and profile of the high viaduct would not change, and at-grade portions of Doyle Drive near the National Cemetery would remain the same. Vegetation removal to accommodate the wider lanes may create additional views of the Presidio and Bay near the National Cemetery, which would be considered a beneficial effect on the motorist's view.

Overall, the Replace and Widen Alternative would result in a negligible change in visual quality within the National Cemetery landscape unit.

Presidio Parkway Alternative Option 1 (Loop Ramp) and Option 2 (Hook Ramp)

Upon completion of construction of Option 1, this landscape unit may look relatively the same because the new high viaduct of Doyle Drive would look similar to the existing high viaduct structure.

The realignment of Doyle Drive to the south of the existing roadway under Option 2 would have an adverse effect on views of Doyle Drive from points within the Presidio looking north. A row of eucalyptus trees (woodland image type) would be removed on the south side of the existing Doyle Drive to accommodate the new alignment of the viaduct for Option 2.

The historic image types in this landscape unit would not be directly affected; however, under Option 2 (Hook Ramp), the high viaduct and new northbound Park Presidio and eastbound Doyle Drive ramps would be much closer to the Cavalry Stables. Currently, the high viaduct is 86 meters (286 feet) at its closest point to the Cavalry Stables. Option 2 (Hook Ramp) would move the eastbound Doyle Drive onramp closer to the northwest corner of the stables to the high viaduct by approximately 42.1 meters (154.2 feet). The proximity of the realigned viaduct and ramp would result in an adverse effect on the visual continuity of the Cavalry Stables area.

A tall grove of Monterey pine, which is growing in the pet cemetery, would be removed for the new high viaduct, which would detract from the visual uniqueness of the pet cemetery. A section of mature trees on the eastern hillside would be removed where the high viaduct touches down and the portal structure begins. In addition, elements of the historic landscape by Lincoln Boulevard would be removed to relocate Doyle Drive underground. This would include the removal of several large trees in this area.

On the east side, the existing at-grade sections of Doyle Drive would be removed and Doyle Drive would be reconstructed in a tunnel. Doyle Drive is visible when looking north from the National Cemetery. Removal of the at-grade sections from this landscape unit would improve views from the National Cemetery and intactness and unity of the visual elements within this landscape unit.

The effect on motorists' views within this landscape unit would be most dramatic in this landscape unit where Doyle Drive would be removed and placed in a tunnel. Views that motorists currently have of the National Cemetery and surrounding landscape would be permanently removed. This change to the motorist's view would be adverse.

The visual experience of pedestrians traveling within this landscape unit would improve in the areas where Doyle Drive would be placed in a tunnel. In areas where a new viaduct would be constructed, the visual experience would negligibly change as the new structures would be of similar scale.

The alignment and profile of the high viaduct structure would be reconstructed lower to the ground and aligned farther south, which would have a minimal affect on the motorist's view.

The overall visual quality under the Parkway Alternative varies depending on perspective. From the perspective of views and visual quality within in the Presidio, the Parkway Alternative would result in an overall beneficial change because much of Doyle Drive would be removed from sight, allowing for the reestablishment of views and visual connectivity within the Presidio. Removal of some large trees along Lincoln Boulevard to relocate Doyle Drive and moving the high viaduct structure closer to the Cavalry Stables buildings would be considered adverse visual aspects of the Parkway Alternative. However, removal of the roadway in the eastern portion of this landscape unit would be a beneficial effect on visual quality from viewpoints within the Presidio and National Cemetery. From the motorist's perspective, the Parkway Alternative would result in an adverse effect on visual quality because of the reduction in views of the Golden Gate Bridge, San Francisco Bay, and Presidio by placing Doyle Drive in a tunnel.

Main Post

This landscape unit consists of two basic image types: historic buildings of the Main Post, located on the south side of Doyle Drive, and the newly restored marsh and wetlands of Crissy Field. Looking south from Crissy Field, the structures of the low viaduct are very prominent and block views of the Presidio and the tree-lined hillsides. Looking from the Main Post area northward, the low viaduct partially blocks views and the traffic on Doyle Drive is plainly visible. The low viaduct of Doyle Drive is visible from thirty housing units in Swords to Plowshares (a program, which provides housing, rehabilitation and counseling to veterans in need). Doyle Drive blocks views of Crissy Field from these units.

Construction Period

Construction activities would be highly visible within this landscape unit. Construction of a detour to re-route all existing traffic around the construction would result in a substantial change to the visual character of this landscape unit during the construction period.

Replace and Widen Alternative – No Detour Option

The widened portion of the new facility would approximately twice as wide and be constructed above the existing low-viaduct (approximately two meters (six feet) above the existing structure) and would maintain traffic on the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure, and the existing structure would be demolished after the new facility is complete. The visual impacts of the construction period in this landscape unit would be adverse, as it would minimize existing views of the Golden Gate and Crissy field from viewpoints on the south side of Doyle Drive and in the Presidio. The lack of a detour structure transition under this option would reduce the visual intrusion during construction.

Replace and Widen Alternative – Detour Option

Construction activities would require the presence of substantial amounts of construction and grading equipment during this process. The presence of construction equipment would adversely affect the visual quality of this landscape unit, but would be less than the amount of equipment required for the Presidio Parkway Alternative.

Construction of the temporary detour would introduce a substantial new visual element to this landscape unit during construction. The elevated detour would increase the visual barrier between the Main Post/Crissy Field during the construction period.

Presidio Parkway Alternative

Substantial alteration of the visual character of this landscape unit would occur during construction. The low viaduct would be demolished, existing buildings would be underpinned or temporarily removed, and the alignment would be excavated for the underground tunnel. This would result in temporary visual impacts that would occur during the construction period. Construction would require considerable amounts of heavy construction equipment, which would be highly noticeable throughout the project area. This would result in a temporary impact to the visual quality of this landscape unit.

Construction activities would also require removal of trees and vegetation for grading and excavation activities, and the temporary storage of stockpiles of soil and materials. These temporary visual changes would be noticeable by motorists using Doyle Drive as well as people who live, work, and recreate in the Presidio and Marina neighborhoods adjacent to the project area.

Operation Period

Replace and Widen Alternative – No Detour Option

The Replace and Widen- No Detour Option would result in a low viaduct structure approximately twice as wide and two meters (six feet) higher than the existing viaduct. The mass and scale of the new structure would result in substantially increasing the visual dominance and view obstruction in this landscape unit from viewpoints immediately adjacent to the new structure.

Replace and Widen Alternative – Detour Option

Following the replacement and widening of the roadway, the landscape unit would reflect minimal change in visual quality. The low viaduct structures would exhibit a wider profile because of the addition of shoulders and the widening of travel lanes, however the height and appearance would remain relatively unchanged.

Presidio Parkway Alternative

The existing viaduct structure would be removed from this landscape unit and Doyle Drive would be placed entirely at-grade or underground. Removal of the elevated portions of Doyle Drive in this landscape unit would improve the overall intactness and unity of the visual elements, and would open up new views of the Bay and the Main Post from locations within the Presidio. This would result in an improvement in the overall visual character of the landscape unit.

Impacts on the motorist's visual experience of this landscape unit would vary. Doyle Drive would be realigned at-grade, and a landscaped median strip between north and southbound lanes would be constructed from the National Cemetery to the Post Commissary. A row of trees and landscaping would be added to the north of the realigned Doyle Drive, which would block most views of the Golden Gate and Presidio. This would, however, along with the landscaped median, increase motorists' views of vegetation from along the roadway.

Doyle Drive would be in an underground tunnel throughout the western half of this landscape unit. Views of the Golden Gate Bridge and Presidio would be removed from the motorist's view when Doyle Drive becomes a tunnel between the Post Commissary and Halleck Street. This would adversely affect the motorist's view along Doyle Drive.

The western tunnel portal would be constructed to the west of Building 106 near the Post Commissary, and the eastern tunnel portal would be constructed to the east of Halleck Street. Tunnel portals would introduce new visual elements into this landscape unit. Added landscaping over the tunnels would allow for more visual continuity between the Main Post and Crissy Field open space areas.

From the perspective of views and visual quality within in the Presidio, the Parkway Alternative would result in an overall beneficial change because a

portion of Doyle Drive through this landscape unit would be placed underground, allowing for the reestablishment of views, visual connectivity within the Presidio, and extensions of open meadows from Crissy Field.

Marina Exit

The Marina Exit Landscape Unit includes three image types: Park/Active Recreation (Crissy Field), Light Industrial (Mason Street Warehouses) and Urban Residential (Marina neighborhood). In this area the low viaduct structures are prominent and resemble a maze of columns and cement that disperse in many directions. The landscaping in this area is undeveloped.

Construction Period

Replace and Widen Alternative

This alternative would include replacing and widening the low viaduct structure of Doyle Drive. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and removal of plants and trees for construction.

Presidio Parkway Alternative

Construction activities would require the presence of substantial amounts of construction and grading equipment during this process, especially on Richardson Avenue near the Palace of Fine Arts. Doyle Drive would merge onto Richardson Avenue after emerging from the tunnel to the east side of Halleck Street.

During the construction period, the Parkway Alternative would require the construction of minor temporary detours to route traffic around construction areas. As part of the construction, Marshall Street would be removed, Girard Road would be extended and Halleck Street would be shortened. Excavation using large trucks and heavy equipment would be required in this area during tunnel and portal construction. The Presidio Parkway Alternative would result in a substantial change in the visual quality of this landscape unit during construction.

Operation Period

Replace and Widen Alternative

Following construction, the landscape unit would reflect minimal change in visual quality. The low viaduct structures would exhibit a wider cross section because of the addition of shoulders and the widening of travel lanes. The height and appearance of Doyle Drive would remain relatively unchanged under the Detour Option, but would be slightly elevated under the No Detour option. However, under either alternative there would be a minimal change in visual quality.

The overall change in visual quality of the Marina Exit landscape unit would be negligible because minor widening of the roadway would occur.

Presidio Parkway Alternative

The existing roadway and the low viaduct structures would be removed from this landscape unit, and Doyle Drive would be reconstructed at-grade or on a low viaduct structure after a depressed Girard Road. Removal of the elevated structures of Doyle Drive would create new views from within the Presidio and from the Palace of Fine Arts. Removal of elevated portions of the roadway and replacing them with a depressed Girard Road would have an adverse effect on the motorist's view of the Golden Gate and Presidio but improved views from points within the Presidio. Landscaped buffers proposed for the at-grade sections of Doyle Drive would enhance the appearance of the roadway.

Overall, the change in visual quality within the Marina Landscape Unit would be beneficial because elevated portions of Doyle Drive would be removed, opening views and improving visual connectivity within the Presidio.

Richardson Avenue Exit

This landscape unit primarily consists of Light Industrial and Urban Residential image types.

Construction Period

If construction schedules for other projects in the Presidio overlap with construction activities for Doyle Drive, a temporary adverse visual impact would occur due to the volume and visibility of construction equipment and detour facilities.

Replace and Widen Alternative

This alternative would include replacing and widening the low viaduct structure of Doyle Drive and re-paving Richardson Avenue. Construction activities would require the presence of substantial amounts of equipment during this process and would include grading and removal of plants and trees for construction.

Presidio Parkway Alternative – Diamond and Circle Drive Options

The Richardson Avenue Exit landscape unit would require considerable alteration. Under this alternative, two options are being considered, the Diamond Option and the Circle Drive Option.

Under the *Diamond Option*, direct access to the Presidio and Marina Boulevard in both directions would be provided by the access ramps from Doyle Drive connecting to a grade-separated interchange at Girard Road. East of the new Letterman garage, Gorgas Avenue would connect to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street.

Under the Circle Drive Option, Gorgas Avenue connects with Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street. Westbound traffic from Richardson Avenue would access the Presidio and Palace Drive through a jug handle intersection with Gorgas Road.

Under both options, Doyle Drive would be re-aligned to the southwest, closer to the Gorgas Warehouses. The greatest change would occur between Richardson Avenue and Gorgas Avenue. This area includes the Gorgas Street warehouses. In the Circle Drive Option, one of the historic warehouses (Building 1151) would be demolished to make room for the Gorgas Avenue and Doyle Drive intersection. In either, large trucks and heavy equipment will be required on site during construction. The landscape unit would visually appear as a construction zone during this period, and there would be a substantial change in the visual quality of the landscape unit.

Operation Period

Replace and Widen Alternative

Following construction, this landscape unit would reflect minimal change in visual quality. The low viaduct structures would be wider due to the addition of shoulders and the widening of travel lanes. The height and appearance would remain relatively unchanged, resulting in only a minor change in visual quality.

Presidio Parkway Alternative

Long-term visual changes in this landscape unit would include realigning the northbound onramp to Doyle Drive further south, and the removal of Building 1151, to accommodate the Gorgas Avenue and Doyle Drive intersection under the Circle Drive Option.

Vegetation removal to accommodate the realignment may create additional views of the Gorgas Warehouses and the Presidio, which would be considered a beneficial effect for motorists and residents in the Marina neighborhood. Additionally, views to the Palace of Fine Arts would not significantly change under this alternative. A pedestrian overcrossing would provide access across Doyle Drive to Crissy Field, which would be considered a beneficial impact on pedestrians' views of Crissy Field, the Golden Gate, and the Presidio.

Both the Diamond and Circle Drive Options of the Presidio Parkway Alternative would result in decreased visual quality for employees of the Gorgas Warehouses. Doyle Drive would be aligned in close proximity to the structures, removing the existing mature trees that run parallel to the warehouses and act as a visual buffer between the warehouses and the existing Doyle Drive. This would be considered an adverse affect to the warehouse employees.

Visual Changes and Effect on Viewer Groups

The following section discusses the impacts of each alternative at the nineteen viewpoints. The options for Replace and Widen (No Detour, Detour) and Presidio Parkway Alternatives (Diamond, Circle Drive) are also discussed where the visual impacts of the options would differ.

Viewpoint 1: Gorgas Gate

The Gorgas Gate Viewpoint is located in the Marina Exit Landscape Unit. The view is looking northwest along Gorgas Avenue. The Gorgas Warehouses line the right side of the road creating a unique streetscape, while paved parking lots, trees and one building line the left side. Doyle Drive is a major feature from this viewpoint because of its elevated location, which blocks the lower half of distant views in the northwest. Only the two red towers of the Golden Gate Bridge and the tops of the mountains of the Marin Headlands can be seen in the distance rising up above this elevated section of Doyle Drive. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by widening the low viaduct in the vicinity and creating more space between the support columns. The widening of the support columns would slightly enhance the views of the base of the Marin Headlands. These modifications would be hardly visible from this viewpoint and the overall change in visual quality would be negligible. The Detour and No Detour Options would not differ from this viewpoint (see **Exhibit C-1** and **Exhibit C-2**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, Doyle Drive would remain on a viaduct through this area, however the viaduct would be lower than the existing structure and would be less visible under this alternative. The lowering of the viaduct would result in better views of the Golden Gate Bridge and the upper, higher elevations of the Marin Headlands. The lowering of the viaduct and construction of a wall along this portion of the Doyle Drive alignment would also obstruct views of the base of the headlands. The overall change in visual quality from this viewpoint would be minimally beneficial (see **Exhibit C-1** and **Exhibit C-2**).

Exhibit C-1
Overall Visual Quality Change from the Gorgas Gate Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Beneficial	Negligible	Negligible	Negligible	Negligible	Minimally Beneficial

Exhibit C-2
Viewpoint 1: Gorgas Gate



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 2: Cow Hollow

Summary of Existing Conditions

This viewpoint is located on Richardson Avenue at Bay Street. The existing view is looking north in front of residences in the Cow Hollow Neighborhood along Richardson Avenue. Historic warehouses line the southbound side of the road. This is near where the low viaduct portion of Doyle Drive touches down onto Richardson Avenue. The Doyle Drive Viaduct is visible in the distance. The Golden Gate Bridge and the tops of the mountains in the Marin Headlands can be seen in the distance.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with these two alternatives.

Replace and Widen Alternative

Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by widening the low viaduct in this area. These modifications would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-3** and **Exhibit C-4**).

Presidio Parkway Alternative --Diamond and Circle Drive Options

The Circle Drive Option of the Presidio Parkway Alternative would lower Doyle Drive out of view. The YMCA pool building (Building 1151) would be removed and an intersection would be created within the view. This would open views of the other historic buildings of the Presidio and of the Golden Gate Bridge. This would increase the vividness of the view and increase the overall visual quality.

The Diamond Option of the Presidio Parkway Alternative would make minor improvements on Richardson Avenue and slightly modify Doyle Drive by widening and lowering the low viaduct in the distance. The widening would not be visible from this viewpoint. The lowering of the viaduct would remove the viaduct from view, increasing the views of the Marin Headlands. The removal of the viaduct would increase the intactness and unity of the view by removing the Doyle Drive viaduct, which acts as a physical divider between the low landscape in the distance and the Marin Headlands. This would result in beneficial changes to the overall visual quality of the view (see **Exhibit C-3** and **Exhibit C-4**).

Exhibit C-3
Overall Visual Quality Change from the Cow Hollow Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	Low	Medium	Medium	Low	Low	Medium	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway (Diamond Option)	Beneficial	Beneficial	Beneficial	Slightly Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway (Circle Drive Option)	Beneficial	Beneficial	Beneficial	Slightly Beneficial	Beneficial	Beneficial	Beneficial

Exhibit C-4
Viewpoint 2: Marina Neighborhood



Existing Condition



Parkway Alternative Diamond Option



Replace and Widen Alternative



Parkway Alternative – Circle Drive Option

Viewpoint 3: Marina at Lyon

Summary of Existing Conditions

This viewpoint is located at Doyle Drive adjacent to the Palace of Fine Arts looking to the west. The existing view is of the Marina Boulevard connection with Doyle Drive. The warehouses that line Mason Street are visible on the right. The primary viewer groups from this vantage point are motorists, residents and recreation users at the Marina Green and Crissy Field.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under the Replace and Widen Alternative, Doyle Drive would be slightly modified by adding a concrete median and widening the low viaduct. The latter would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-5** and **Exhibit C-6**).

Presidio Parkway Alternative

From this viewpoint, Doyle Drive, which is the key visual element, would be slightly modified to include a grassy center median. Modifying Doyle Drive under this alternative would require the removal of many of the mature trees within this view. Views of the Presidio Buildings would open under this alternative as would additional views of Doyle Drive. Removal of the trees and natural landscape would greatly reduce the woodland element of the view, exposing the man made structures behind it. Removal of trees reduces the unity of the view in relation to the woodland elements further in the background. This alternative would result in adverse changes to the overall visual quality of the view (See **Exhibit C-5** and **Exhibit C-6**).

Exhibit C-5
Overall Visual Quality Change from the Marina Lyon Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	Low	Medium	Medium	Low	Low	Low
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Adverse	Negligible	Negligible	Adverse	Adverse	Adverse	Adverse

Exhibit C-6
Viewpoint 3: Marina at Lyon



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

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Viewpoint 4: Halleck Street North

Summary of Existing Conditions

This viewpoint is located on Halleck Street looking north. In this view, Doyle Drive is a distinct feature because of its elevated location, which spans Halleck Street. Presidio buildings line both sides of the street, while the mountaintops of the Marin Headlands are visible in the distance. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under the Replace and Widen Alternative, Doyle Drive would be modified by widening the high viaduct. The No Detour Option would elevate the viaduct and would result in the increased visual dominance of Doyle Drive. The support columns would be placed further apart, slightly increasing views of the Bay and the Marin Headlands. With the Detour Option, modifications made to the structure would not be very apparent from this viewpoint. The columns that support the low viaduct in this viewpoint would be modified and would be less visible, creating a slightly more unified view (see **Exhibit C-7** and **Exhibit C-8**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, the low viaduct of Doyle Drive, which stretches across Halleck Street and acts as a visual barrier, would be removed and placed in a tunnel. The removal of the viaduct would create a clearer view of the Marin Headlands in the distance. Removal of the above ground elements of Doyle Drive would improve the intactness and unity of the view from this location by opening up views of Crissy Field and the Marin Headlands in the distance. Additional connectivity to the Marin Headlands is also created by the elevated tunnel cover through a “rolling hills” element, further improving the unity and intactness of the view. The overall visual quality of this viewpoint would improve under this alternative (see **Exhibit C-7** and **Exhibit C-8**).

Exhibit C-7
Overall Visual Quality Change from the Halleck North Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	Low	Low	Medium	Low	Low
Change							
Replace and Widen (No Detour Option)	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Negligible	Negligible	Slightly Adverse
Replace and Widen (Detour Option)	Slightly Adverse	Minimally Beneficial	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial

Exhibit C-8
Viewpoint 4: Halleck North Viewpoint



*Replace and Widen Alternative –
No Detour Option*



*Replace and Widen Alternative –
Detour Option*



Existing Condition



*Presidio Parkway Alternative
(Unmitigated)*



Presidio Parkway Alternative

FIGURE 3.3.4 VIEWPOINT 4: HALLECK NORTH

Viewpoint 5: From the Former Burger King (Building 211)

Summary of Existing Conditions

This viewpoint is located behind the former Burger King Restaurant facing north. The existing view is the low viaduct portion of Doyle Drive with two of the Presidio buildings, Crissy Field, the Bay and the Marin Headlands beyond.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under the Replace and Widen Alternative, Doyle Drive would be modified by widening the low viaduct. The No Detour Option alternative would, elevate the viaduct resulting in increased dominance of Doyle Drive and obstruction of views of the Bay and the Marin Headlands. Modifications from the Detour Option would not be visible from this viewpoint. The columns that support the low viaduct in this viewpoint would be modified and would be less visible, creating a slightly more unified view (see **Exhibit C-9** and **Exhibit C-10**).

Presidio Parkway Alternative

From this viewpoint, the low viaduct portion of Doyle Drive, which acts as a visual barrier to visual resources in the background, would be removed and replaced in a tunnel. The PX Building and the parking lot next to the Interpretive Center would also be removed under this alternative. Removal of the low viaduct structure would open up views to the water of the San Francisco Bay, Crissy Field Interpretive Center and hills of the North Bay.

The visual intactness and unity of this view would greatly improve by visually linking the historic Interpretive Center with Crissy Field and the Bay beyond. Landscaping along Mason Street and around the interpretive Center would also become visible. Removal of the above-ground elements of Doyle Drive, the PX Building, and the parking lot would improve the intactness and unity of the view from this location by leaving only one man made structure in the view, the Crissy Field Interpretive Center. Under this alternative, the visual quality of the view from this location would improve dramatically (see **Exhibit C-9** and **Exhibit C-10**).

Exhibit C-9
Overall Visual Quality Change from the Former Burger King Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	High	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Negligible	Negligible	Slightly Adverse
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Exhibit C-10
Viewpoint 5: Former Burger King



Replace and Widen Alternative – No Detour Option



Existing Condition



Replace and Widen Alternative – Detour Option



Presidio Parkway Alternative

Viewpoint 6: Mason Street East

Summary of Existing Conditions

This viewpoint is located on the northwest corner of Mason and Halleck Streets looking east. The existing view is the low viaduct portion of Doyle Drive with the Palace of Fine Arts just beyond the elevated section of Doyle Drive. Crissy Field Recreation Area is on the left and Marina Green is beyond that. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The No Detour Option would lower the viaduct slightly and have similar, slightly noticeable visual effects as the Detour Option. Under the Detour Option, Doyle Drive would be modified by widening the viaduct structure in this area. Only slight visual effects would be noticed such as the simpler architectural aesthetic on the façade and fewer columns of the reconstructed viaduct structure (see **Exhibit C-11** and **Exhibit C-12**).

Presidio Parkway Alternative

This Alternative would result in a dramatic effect on the view from this location. The once visually dominant low viaduct structure would be removed and placed underground. The only visible roads from this viewpoint would be Gorgas Avenue, Mason Street and the realigned Halleck Street. This would greatly open up views of the Palace of Fine Arts which, under this alternative, would provide visual orientation in this view. The grassy knoll, that would cover the tunnel, would create unity to the Palace of Fine Arts and its surrounding landscape consisting of mature trees. The removal of Doyle Drive would greatly increase the intactness and unity of the elements within the view and improve the overall visual quality of the viewpoint (see **Exhibit C-11** and **Exhibit C-12**).

Exhibit C-11
Overall Visual Quality Change from Mason Street East Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Exhibit C-12
Viewpoint 6: Mason Street East



*Replace and Widen Alternative
- No Detour Option*



*Replace and Widen Alternative
- Detour Option (Unmitigated)*



Existing Condition



*Replace and Widen
Alternative - Detour Option*



Presidio Parkway Alternative

Viewpoint 7: Mason Street West

Summary of Existing Conditions

This viewpoint is located on Mason Street near Halleck. The existing view includes the low viaduct portion of Doyle Drive with the high viaduct in the distance. The prominent building in the distance is the Crissy Field Interpretive Center. Crissy Field is to the right of the Interpretive Center. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no significant visual changes from this viewpoint with these two alternatives.

Replace and Widen Alternative

The No Detour Option would lower the viaduct which would open slight views of the mature landscaping in the background. Although lowered, Doyle Drive would remain the dominant visual element of this view. Under the Detour Option of the Replace and Widen Alternative, Doyle Drive would be modified by widening the low viaduct in this vicinity. No visual aspects of these modifications would be visible from this viewpoint (See **Exhibit C-13** and **Exhibit C-14**).

Presidio Parkway Alternative

The low viaduct structure, which is a dominant visual feature from this viewpoint, would be removed and placed in a tunnel. A grassy area would be included under this alternative as well to cover the tunnel. The realigned Halleck Street would be visible, running across the grassy area covering the tunnel. A visual connection with tree covered hillsides, grassy knoll and historic Presidio buildings (particularly 201 and 228) would be created. Additional connectivity to the hills in the background is also created by the elevated tunnel cover through a “rolling hills” element, further improving the unity and intactness of the view. The entrance to the tunnel, which is visible from this view would detract from the intactness of the viewpoint, however, removing the viaduct would remain strongly beneficial to the intactness view and would improve the overall visual quality within the view (See **Exhibit C-13** and **Exhibit C-14**).

Exhibit C-13
Overall Visual Quality Change from Mason Street West Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	High	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Exhibit C-14
Viewpoint 7: Mason Street West



Replace and Widen Alternative – No Detour Option



Existing Condition



Replace and Widen Alternative – Detour Option



Presidio Parkway Alternative

Viewpoint 8: Mason Street South

Summary of Existing Conditions

This viewpoint is located on Mason Street looking across the parking lot at the PX building. The existing view is of the low viaduct structure. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no visual changes from this viewpoint because the 'no build' alternative would not modify Doyle Drive.

Replace and Widen Alternative

Under the Replace and Widen Alternative, No Detour Option, Doyle Drive would be slightly elevated, and the parking area visible in the foreground would be removed and replaced with grass, which would increase the visual unity and intactness of this viewpoint. Under the Detour Option, Doyle Drive would be modified by widening the low viaduct in the vicinity. The visual aspects of these modifications would not be visible from this viewpoint. The parking area would be removed as well, resulting in similar visual benefits as the No Detour Option. (see **Exhibit C-15** and **Exhibit C-16**).

Presidio Parkway Alternative

The low viaduct would be removed and placed in a tunnel under this alternative, thereby eliminating it from view. The tunnel would be covered by a grassy hill. The intactness and unity of the area would be improved through the removal of the low viaduct structure, and would be further enhanced by the grassy hill and reduction of the parking lot. The brick buildings of Main Post, seen atop the east bluff, would become a more central attraction from this viewpoint. Some of the mature trees would be removed under this alternative; however, the removal of the viaduct would greatly improve the overall visual quality within the view (see **Exhibit C-15** and **Exhibit C-16**).

Exhibit C-15
Overall Visual Quality Change from Mason Street South Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build Change	High	High	High	Medium	Low	Low	Low
Replace and Widen (No Detour Option)	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Replace and Widen (Detour Option)	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Beneficial	Beneficial	Beneficial	Beneficial
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Exhibit C-16
Viewpoint 8: Mason Street South



Replace and Widen Alternative - No Detour Option



Existing Condition



Replace and Widen Alternative - Detour Option



Presidio Parkway Alternative

Viewpoint 9: Crissy Field

Summary of Existing Conditions

This viewpoint is located on the northwest side of Crissy Field. The view is to the south looking across Crissy Field to Stilwell Hall with the high viaduct of Doyle Drive in the background.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. The high viaduct structure stands tall above Stilwell Hall and the level green meadow of Crissy Field. There would be no visual changes with the No-Build Alternative.

Replace and Widen Alternative

In this vicinity, the Replace and Widen Alternative would involve the construction of a new, wider high viaduct in the same location as the existing structure. Because of its larger size, the reconstructed high viaduct would increase obstruction of views to the natural landscape within the Presidio behind the viaduct. It is assumed that the relationship in appearance with the Golden Gate Bridge would be retained. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-17** and **Exhibit C-18**).

Presidio Parkway Alternative

In this vicinity, the Presidio Parkway Alternative would involve construction of a new, high viaduct south of the existing structure, slightly further from the viewer. The new structure would remain a dominant visual element from this viewpoint. The high viaduct under this alternative would be of the same approximate scale as the existing viaduct. It is assumed that its relationship in appearance with the Golden Gate Bridge would be retained. The construction of the new viaduct would result in negligible change to the overall visual quality of the viewpoint (see **Exhibit C-17** and **Exhibit C-18**).

Exhibit C-17
Overall Visual Quality Change from the Crissy Field Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build Change	High	Medium	Low	Medium	Low	Medium	Medium
Replace and Widen	Negligible	Minimally Adverse	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Exhibit C-18
Viewpoint 9: Crissy Field



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 10: Cavalry Stables North

Summary of Existing Conditions

The Cavalry Stables are located on McDowell Avenue just south of Doyle Drive. The view is from behind the stables looking north, with the stables in the foreground. From this viewpoint the high viaduct structure stands tall above the rooftops of the Cavalry Stables and partially obstructs views of Crissy Field and the water. The horizontal lines of the roofs of the Cavalry Stables combined with the horizontal lines of the high viaduct to create an interesting geometric unity from this viewpoint, which would not change substantially under either of these alternatives. However, the intactness of the area from this viewpoint remains low, due to the mixture of architectural elements, designs and colors.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual effects of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

In this vicinity, the Replace and Widen Alternative would involve the construction of a new, wider high viaduct in the same location as the existing structure. The new structure would be visible from this viewpoint, but changes in overall visual quality would be negligible because the new structure would be similar in scale to the existing viaduct. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-19** and **Exhibit C-20**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, the high viaduct would be reconstructed closer to the Cavalry Stables. Although the proposed viaduct would be lower in elevation, the views from this viewpoint would remain relatively the same although some of the forested area near the entrance of the tunnel would be removed. Under these alternatives, the overall visual quality of the view would remain approximately the same (see **Exhibit C-19** and **Exhibit C-20**).

Exhibit C-19
Overall Visual Quality Change from the Cavalry Stables Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build Change	High	Medium	Low	Medium	Low	Medium	Medium
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Exhibit C-20
Viewpoint 10: Cavalry Stables



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 11: Lincoln Boulevard

Summary of Existing Conditions

This viewpoint is looking west from Lincoln Boulevard toward the Park Presidio elevated freeway. Doyle Drive is not visible within this view.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under this alternative, the elevated structure of Doyle Drive would be slightly modified. The visual aspects of these modifications would not be visible from this viewpoint. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-21** and **Exhibit C-22**).

Presidio Parkway Alternative

Visual changes from this viewpoint would be limited to slight modifications to the elevated structure. There would be six slender columns and a thicker bridge deck that would result in some additional view obstruction underneath the elevated structure.

Since the visual changes to the elevated structure would be minimal, the overall visual quality of the view at this location would remain unchanged (see **Exhibit C-21** and **Exhibit C-22**).

Exhibit C-21
Overall Visual Quality Change from the Lincoln Boulevard Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	Medium	Low	Medium	Low	Low	Medium
Change							
Replace and Widen	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Exhibit C-22
Viewpoint 11: Lincoln Boulevard



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 12: Halleck South

Summary of Existing Conditions

This viewpoint is located on the northeast corner of Mason Street and Halleck Street looking south. The existing view includes the low viaduct portion of Doyle Drive. The primary viewer groups in this area are workers and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The No Detour Option would slightly elevate the viaduct and would result in only minor visual effects, similar to the Detour Option. Under the Detour Option, only minor visual changes would be apparent such as the simpler architectural aesthetic on the façade and columns of the reconstructed viaduct structure (see **Exhibit C-23** and **Exhibit C-24**).

Presidio Parkway Alternative

Under this alternative, the low viaduct structure would be demolished and Doyle Drive would be reconstructed in a tunnel. Removal of the low viaduct would create a visual connection between Crissy Field and the lower Tennessee Hollow/Main Post Area, although the elevated grassy knoll obstructs complete views of these buildings. Removal of the viaduct would improve the overall visual quality within the viewpoint (see **Exhibit C-23** and **Exhibit C-24**).

Exhibit C-23
Overall Visual Quality Change from Halleck Street South Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	High	Medium	Low	Low	Low	Low
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial	Strongly Beneficial

Exhibit C-24
Viewpoint 12: Halleck Street South



**Replace and Widen Alternative
- No Detour Option**



Existing Condition



**Presidio Parkway Alternative
(Unmitigated)**



**Replace and Widen Alternative
- Detour Option**



Presidio Parkway Alternative

Viewpoint 13: Motorist View on Doyle Drive

Summary of Existing Conditions

This viewpoint is from Doyle Drive in the vicinity of the National Cemetery looking east. This view represents motorists at this point traveling on Doyle Drive. The section on “Visual Changes by Landscape Unit” provides descriptions of the motorist’s views while traveling along Doyle Drive.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The No Detour Option would slightly elevate the viaduct. This would only slightly change the visual effects which would not be readily visible from this viewpoint. Under the Replace and Widen Alternative, Detour Option, a center divider would be constructed on Doyle Drive. Doyle Drive would also be widened and restriped under this alternative. These changes would have a minimal effect on the overall visual quality, as the changes would not be readily visible from this viewpoint (see **Exhibit C-25** and **Exhibit C-26**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, at-grade and above-ground portions of Doyle Drive would be removed and placed in a tunnel at this viewpoint. As motorists approach the end of the tunnel, views begin to open, however, while in the tunnel, the motorist’s view would change dramatically as the existing views of the National Cemetery, woodlands, Main Post and Crissy Field would be completely obstructed. Additionally, architectural features of Doyle Drive, such as lighting standards matching those of the Golden Gate Bridge would be replaced by tunnel lighting (see **Exhibit C-25** and **Exhibit C-26**).

This would affect approximately 105,000 to 108,000 vehicles a day in the year 2030. This change in motorists’ views under the Presidio Parkway Alternative would be considered adverse.

Exhibit C-25
Overall Visual Quality Change from Motorist's View on Doyle Drive

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	Low	None	Medium	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Negligible	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse	Strongly Adverse

Exhibit C-26
Viewpoint 13: Motorist's View on Doyle Drive



Replace and Widen Alternative - No Detour Option



Existing Condition



Replace and Widen Alternative - Detour Option



Presidio Parkway Alternative

Viewpoint 14: Halleck Northwest

Summary of Existing Conditions

This viewpoint is located on Halleck looking north, further north along Halleck Street than Viewpoint 4. Similar to Viewpoint 4, Doyle Drive is a major feature because of its elevated location in this view. Presidio buildings line both sides of the street and the mountaintops of the Marin Headlands and Angel Island are seen in the distance. The primary viewer groups in this area are workers, residents and recreation users.

Only slight visual effects would be noticed such as the simpler architectural aesthetic on the façade and columns of the reconstructed viaduct structure. The No Detour Option would slightly elevate the viaduct and would result in only slight visual effects, similar to the Detour Option.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The Replace and Widen – No Detour Option would slightly elevate the viaduct and would result in visual effects similar to the Detour Option. Under the Detour Option, Doyle Drive would be widened and re-striped, and would remain in its current alignment. These changes would have a minimal effect on the overall visual quality, as the changes would not be readily visible from this viewpoint (see **Exhibit C-27** and **Exhibit C-28**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, the Doyle Drive low viaduct would be removed and placed underground. Removal of the low viaduct would provide an open view to the bay, the Marin Headlands, and Angel Island. One of the Presidio buildings would be removed to accommodate the tunnel and replaced with a grassy field. Removal of the viaduct would improve the vividness of the viewpoint, making the bay and the Marin Headlands the dominant elements of the view. Connectivity to the Marin Headlands is also created by the elevated tunnel being covered by a “rolling hills” element, improving the unity and intactness of the view. The overall visual quality of the viewpoint would improve under the Presidio Parkway Alternative (see **Exhibit C-27** and **Exhibit C-28**).

Exhibit C-27
Overall Visual Quality Change from Halleck Northwest

Alternative	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	Medium	High	Low	Low	Medium	Low	Medium
Change							
Replace and Widen (No Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial	Beneficial

Exhibit C-28
Viewpoint 14: Halleck Northwest



Replace and Widen Alternative – No Detour Option



Existing Condition



Replace and Widen Alternative – Detour Option



Presidio Parkway Alternative

Viewpoint 15: Girard Road

Summary of Existing Conditions

This viewpoint is located in the Richardson Avenue Exit Landscape Unit. The view is looking east toward Gorgas Avenue. The Gorgas Warehouses line the left side of the road from this view, creating a unique streetscape with a paved parking lot adjacent to the north. Trees and scattered bushes run parallel to the warehouses in the background of this view. Beyond the trees in the background the dome of the Palace of Fine Arts, which stands higher than the trees, is visible. From this viewpoint, Doyle Drive is not visible. At this point, it is in a low viaduct hidden behind the trees. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The Replace and Widen – No Detour Option would place Doyle Drive into the view, partially obstructing the views of the trees as well. This would reduce the vividness of the view and the overall visual quality. Under the Detour Option, Doyle Drive would be widened and re-striped, and would remain in its current alignment. A new structure would be constructed in front of the existing parking area which would require the removal of mature trees in the background and obstruct views of the remaining trees. This would reduce the vividness of the view and the overall visual quality (see **Exhibit C-29** and **Exhibit C-30**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, Doyle Drive would be moved closer to the warehouses and into the view. The existing parking lot would be removed and replaced by the realigned Girard Avenue. The view of the Palace of Fine Arts and the Gorgas Warehouses would remain, maintaining the orientation of the view. Views of the mature trees would become partially obstructed by the low viaduct. The addition of Doyle Drive and the Girard Avenue and Gorgas Road intersection, with traffic signals, to the view would reduce the intactness and unity of the view and detract from the streetscape created by the Gorgas Warehouses, resulting in adverse changes to the overall visual quality of the view (see **Exhibit C-29** and **Exhibit C-30**).

Exhibit C-29
Overall Visual Quality Change from Girard Road

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	Low	Low	Low	Medium	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Adverse	Slightly Adverse	Slightly Adverse	Slightly Adverse	Negligible	Negligible	Slightly Adverse
Replace and Widen (Detour Option)	Negligible	Adverse	Negligible	Adverse	Negligible	Negligible	Slightly Adverse
Presidio Parkway	Strongly Adverse	Adverse	Negligible	Adverse	Adverse	Adverse	Adverse

Exhibit C-30
Viewpoint 15: Girard Road



***Replace and Widen Alternative
- No Detour Option***



***Replace and Widen Alternative
- Detour Option***



Existing Condition



***Presidio Parkway Alternative
(Unmitigated)***



Presidio Parkway Alternative

Viewpoint 16: McDowell Avenue

Summary of Existing Conditions

The view is looking north along McDowell Avenue. Doyle Drive runs across the viewshed on a high viaduct with views of Stilwell Hall, straight ahead, and two of the Calvary Stables to the left. In the distance, views of Crissy Field, the bay, and the Marin Headlands are also visible from this viewpoint. The primary viewer groups in this area are workers, residents and recreation users.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen

Under the Replace and Widen Alternative, Doyle Drive would be removed and reconstructed closer to the Calvary Stables. Because of the proximity to the stables, the structure would appear larger. The support columns would be placed at a distance that would allow a clearer view of Stilwell Hall, the Marin Headlands and the Bay beneath Doyle Drive and between the support columns. However, the increased dominance of Doyle Drive within this view would result in low intactness, unity, and overall low visual quality. The No Detour and Detour Options would not differ from this viewpoint (see **Exhibit C-31** and **Exhibit C-32**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, Doyle Drive would be removed and reconstructed closer to the Cavalry Stables. Because of the proximity to the Cavalry Stables, the structure would appear larger. The distance between support columns would be larger and allow for a clearer view of Stilwell Hall, the Marin Headlands and the Bay beneath Doyle Drive. However, the increased dominance of the Doyle Drive within this view results in low intactness, unity, and overall visual quality (see **Exhibit C-31** and **Exhibit C-32**).

Exhibit C-31
Overall Visual Quality Change from McDowell Avenue

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	Medium	Low	Medium	Medium	Medium	Medium
Change							
Replace and Widen	Minimally Adverse	Negligible	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse
Presidio Parkway	Minimally Adverse	Negligible	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse

Exhibit C-32
Viewpoint 16: McDowell Avenue



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 17: Cavalry Stables West

Summary of Existing Conditions

This viewpoint is located in front of the Cavalry Stables. The view is looking west along on Lincoln Boulevard. Doyle Drive, on a high viaduct, is visible from this view point. As the viaduct runs west, it disappears in the tall trees. Left of the trees, one of the Stables is visible. Through the supporting columns of the high viaduct, several presidio buildings are also visible. Small views of the Golden Gate Bridge and the Marin Headlands can be seen in the far distance. The primary viewer group in this area is presidio employees that work in Buildings 667 and 669.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

Under the Replace and Widen Alternative, the Doyle Drive high viaduct would be removed and reconstructed closer to the viewpoint. Because of its closer proximity, the high viaduct becomes more visually dominant in this view. The architectural design of the new viaduct should maintain its connectivity to the Golden Gate Bridge in the background. However, moving the viaduct closer to the viewpoint would increase Doyle Drive's visual dominance and reduce the intactness and unity of the view and overall visual quality of the view. The No Detour and Detour Options would not differ from this viewpoint (**Exhibit C-33** and **Exhibit C-34**).

Presidio Parkway Alternative

Under the Presidio Parkway Alternative, the Doyle Drive high viaduct would be removed and reconstructed closer to the viewpoint. Because of its closer proximity, the high viaduct would become more visually dominant in this view. The architectural design of the new viaduct, particularly the metal support beams, would maintain its visual connectivity to the Golden Gate Bridge in the background. However, moving the viaduct closer to the viewpoint would increase Doyle Drive's visual dominance and reduce the intactness and unity of the view and overall visual quality of the view (see **Exhibit C-33** and **Exhibit C-34**).

Exhibit C-33
Overall Visual Quality Change from the Calvary Stables West

Alternative	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build Change	High	Medium	Low	Medium	Medium	Medium	Medium
Replace and Widen	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse
Presidio Parkway	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse	Minimally Adverse

Exhibit C-34
Viewpoint 17: Calvary Stables West



Existing Condition



Replace and Widen Alternative



Presidio Parkway Alternative

Viewpoint 18: Toward Armistead Road

Summary of Existing Conditions

This viewpoint is located along Doyle Drive. The view is looking west toward Armistead Road. Doyle Drive is at-grade and visible from this viewpoint. Doyle Drive is lined with tall, mature trees that act as buffers on each side, creating a park-like aesthetic for motorists, the primary viewers of this viewpoint.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The Replace and Widen Alternative would not modify any of the visual elements of Doyle Drive at this location. There would be no visual changes from this viewpoint with this alternative (see **Exhibit C-35** and **Exhibit C-36**).

Presidio Parkway Alternative

The No Slip Ramp Option would remove some of the large trees to accommodate the wider road creating a gap in vegetation, exposing the apartment buildings along Armistead Road to view. This greatly decreases the park-like aesthetic for motorists traveling along this portion of Doyle Drive resulting in an adverse change in overall visual quality. Exposing the apartment buildings to motorists would also create privacy issues for the residents.

The Merchant Road Slip Ramp Option would place a slip ramp adjacent to Doyle Drive which would require the removal of trees along Doyle Drive as well as four apartment buildings along Armistead Road that would be visible under the No Slip Ramp Option resulting in a consistent landscaped/green corridor, similar to the existing aesthetic. However, the removal of some of the vegetation would result in minimally adverse changes to the vividness of the viewpoint (see **Exhibit C-35** and **Exhibit C-36**).

Exhibit C-35
Overall Visual Quality Change toward Armistead Road Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	High	Low	Low	Low	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	No Change	No Change	No Change	No Change	No Change	No Change	No Change
Presidio Parkway (Merchant Slip Ramp Option)	Negligible	Negligible	Negligible	Minimally Adverse	Negligible	Negligible	Negligible
Presidio Parkway (No Slip Ramp Option)	Negligible	Negligible	Adverse	Adverse	Adverse	Adverse	Adverse

Exhibit C-36
Viewpoint 18: Toward Armistead Road



*Replace and Widen
Alternative*



Existing Condition



*Presidio Parkway Alternative –
Merchant Road Slip Ramp Option*



Presidio Parkway Alternative

Viewpoint 19: Main Post (Building 106)

Summary of Existing Conditions

The Main Post (Building 106) viewpoint is located within the Parade Grounds of the Main Post. From this view, a portion of Doyle Drive is slightly visible through the trees. Building 106 and the parade grounds parking area are visible within this view, as well as palm trees and a variety of landscaping. The Marin Headlands are also visible in the distance. Main Post employees and recreational users are the primary viewer groups of this viewpoint.

Visual Effects of Alternatives

No-Build Alternative

The No-Build Alternative would not modify any of the visual elements of Doyle Drive. There would be no visual changes from this viewpoint with this alternative.

Replace and Widen Alternative

The Replace and Widen No Detour Option would elevate the Doyle Drive Viaduct by two meters (six feet), increasing the viaduct's visibility within this view. The elevated structure would decrease the unity of the view established by Building 106 and unique landscaping of the Presidio. Elevating Doyle Drive would also slightly obstruct views to the headlands in the distance. The increased view of the viaduct would result in adverse changes to the vividness, intactness, and unity of the viewpoint resulting in adverse changes to the overall visual quality of the view.

Under the Replace and Widen Detour Option, Doyle drive would remain at its current elevation. Modifications to Doyle Drive under this option would not be visible from this viewpoint (see **Exhibit C-37** and **Exhibit C-38**).

Presidio Parkway Alternative

The Presidio Parkway Alternative would place Doyle Drive into a tunnel at this segment and remove the viaduct from this view. Removing Doyle Drive from this viewpoint would result in slightly increased views of the headlands and minimally beneficial changes to the vividness, unity, and overall visual quality of the viewpoint (see **Exhibit C-37** and **Exhibit C-38**).

Exhibit C-37
Overall Visual Quality Change from the Main Post (Building 106) Viewpoint

<u>Alternative</u>	VISUAL DOMINANCE OF DOYLE DRIVE	VIEW OBSTRUCTION	COMMUNITY DISRUPTION/ ORIENTATION/ PRIVACY	VIVIDNESS	INTACTNESS	UNITY	OVERALL VISUAL QUALITY
Existing							
No-Build	Low	Low	Low	High	Medium	Medium	Medium
Change							
Replace and Widen (No Detour Option)	Adverse	Adverse	Negligible	Adverse	Adverse	Adverse	Adverse
Replace and Widen (Detour Option)	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Presidio Parkway	Minimally Beneficial	Minimally Beneficial	Negligible	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial	Minimally Beneficial

Exhibit C-38
Viewpoint 19: Main Post (Building 106)



Replace and Widen Alternative – No Detour Option



Existing Condition



Replace and Widen Alternative – Detour Option



Presidio Parkway Alternative

Evaluation of Potential Visual Effects of Proposed Changes to Alternative 5

The following evaluation summarizes the key visual changes that would result at each viewpoint with Alternative 5 from the Final Visual Impact Assessment (VIA).¹ This is followed by an analysis of the proposed changes to Alternative 5 and if those changes would affect the analysis or conclusion on the VIA.

Viewpoint 1: Gorgas gate

The Key visual change at this viewpoint is the lowering of the low viaduct structure and its affect on view blockage. Changes to the roadway in front of the Gorgas warehouses would not affect the analysis or conclusion in the VIA.

Viewpoint 2: Cow Hollow

The key visual change at this viewpoint is the lowering of the low viaduct structure. Moving the crosswalk would not affect the analysis or conclusions in the VIA.

Viewpoint 3: Marina @ Lyon

The key visual change at this viewpoint is related to the removal of mature trees and landscape which would open up views of man-made structures in the distance. Changes to the median would not affect the analysis or conclusion in the VIA.

Viewpoint 4: Halleck Street North

The key visual change at this viewpoint is the removal of the low viaduct structure which would open up views of the Marin hills in the distance and provide improved visual connectivity between the Main Post and Crissy Field areas. Changes to the profile of Halleck Street would have little affect on this analysis and would not change the conclusion in the VIA.

Viewpoint 5: From the Former Burger King (Building 211)

The key visual change at this viewpoint is removal of the low viaduct structure and PX building which would open up views and provide improved visual connectivity with Crissy Field. Creating a steeper slope between the Main Post and Crissy Field in this area would not affect the analysis or conclusion in the VIA.

Viewpoint 6: Mason Street East

The key visual change at this viewpoint is the removal of the low viaduct from the view and the resulting improvements in intactness and unity within the view. Raising the intersection of Mason Street and Gorgas Road would not affect the analysis or conclusions in the VIA.

Viewpoint 7: Mason Street West

The key visual change at this viewpoint is the removal of the low viaduct structure which would greatly improve the overall visual quality of this view. The analysis also takes into

¹ South Access to the Golden Gate Bridge – Doyle Drive project, Final Visual Impact Assessment, September 2004

consideration the realigned Halleck Street, which will be visible in the view. Raising the profile of Halleck Street approx. 3 feet would not affect the analysis or conclusion in the VIA.

Viewpoint 8: Mason Street South

The key visual change at this viewpoint is the removal of the low viaduct structure and the resulting improvement in intactness and unity of the area. Creating a steeper grassy slope over the tunnel would not affect the analysis or conclusions in the VIA.

Viewpoint 9: Crissy Field

No changes proposed.

Viewpoint 10: Cavalry Stables North

The VIA describes that Alternative 5 would result in the removal of some of the forested area near the entrance of the tunnel. Arching and the use of color in the portal design would not result in additional tree removal or change the conclusion in the VIA.

Viewpoint 11: Lincoln Boulevard

No changes proposed.

Viewpoint 12: Halleck South

The key visual change at this viewpoint is the removal of the low viaduct which would open up views. The analysis also points out that the grassy mound that would be constructed over the new tunnel would block views of certain buildings. Creating a steep slope on the grassy mound covering the tunnel would not change this analysis or the conclusion in the VIA.

Viewpoint 13: Motorists View

The key change at this viewpoint is that as motorists approach the end of the tunnel views begin to open up. The changes would involve lowering the wall height and changing the median profile which would improve views as motorist start to leave the tunnel and improve views for motorists on other parts of Doyle Drive.

Viewpoint 14: Halleck Northwest

No changes proposed.

Viewpoint 15: Girard Road

Key visual changes at this viewpoint include the introduction of the Girard Avenue and Gorgas Road intersection, with traffic signal which would reduce the intactness and unity of the view and detract from the historic streetscape element of the Gorgas Warehouses. The changes would move the alignment of Gorgas Road and the intersection further away from the Gorgas Warehouses which would help reduce this adverse effect, but would not eliminate it or change the conclusion in the VIA.

Viewpoint 16: McDowell Avenue

No changes proposed.

Viewpoint 17: Cavalry Stables West

The key visual change from this viewpoint is the removal and reconstruction of the high viaduct structure and moving the structure closer to the stables. The changes could involve minor changes to the off ramp locations which would not significantly affect the analysis or conclusion in the VIA.

Viewpoint 18: Toward Armistead Road

Under Alternative 5 – No Slip Ramp Option, the key visual change was the removal of some of the large trees along the north side of Doyle Drive which would expose the apartment buildings along Armistead road to motorists on Doyle Drive. The changes to this alternative would replace these trees and restore the existing visual screen that exists along Doyle Drive. As a result, the ratings of this alternative (Presidio Parkway – No Slip Ramp Option) would improve from Adverse to Negligible for all categories.

Viewpoint 19: Main Post (Building 106)

No changes proposed.

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SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX D

Cultural Resources: Potential Impacts within the APE

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

Effects on Historic Properties

PROPERTY NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
Doyle Drive Presidio Viaduct (34 0019)	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	No Adverse Effect	Adverse Effect
Doyle Drive Marina Viaduct (34 0014)	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	No Adverse Effect	Adverse Effect
Golden Gate Bridge (proposed NHL) Presidio NHL¹	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
	No Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect	Adverse Effect
Palace of Fine Arts	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
Archaeological Site CA-SFr-6/26	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

¹See following table for effects to contributing elements of the Presidio NHL.

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**Contributing Elements of the Presidio NHL within
the Focused APEs (Architectural and Archaeological) Showing Effects by Alternative**

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
None	San Francisco National Cemetery ³	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
None	Rostrum, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2224	Portal Drive, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2225	Main Drive and Officers' Circle, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2226	North Drive, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2227	First Drive, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

²The Merchant Road slip ramp option could be used as an additional design feature with either the Diamond Option or Circle Drive Option of Alternative 5. The impacts associated with the Merchant Road slip ramp option would be in addition to the impacts of either the Diamond Option or Circle Drive Option.

³The San Francisco National Cemetery is listed on the NHP as a contributor to the Presidio NHL.D, it is not listed on the register as a separate historic property (see Section 4 for a description).

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Cemetery							
2228	South Drive, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2229	First Drive West, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2230	Second Drive West, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3201	Boundary Wall, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3202	Cast-iron gate, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3203	Main Entrance, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
150	Mortuary Chapel, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
151	Housing, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN-WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
152	Restroom, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
153	Garage, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
154	Maintenance Garage, National Cemetery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
None	Park Presidio Boulevard (US 101)	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
None	Richardson Avenue (US101)	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	No Adverse Effect	Adverse Effect Direct (Alteration)
F47	Battery Slaughter	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
F47	Battery Baldwin	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2	Post Hospital	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
35	Enlisted Men's Barracks / Mess	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Hall							
36	Artillery Barracks / Military Police Offices	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
40	Bachelor Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
41	Bachelor Officer Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
50	Officers' Club	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
86	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
87	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
95	Magazine	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
96	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
97	Red Cross Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
99	WPA Theater	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
100	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
101	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
102	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
103	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
104	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
105	Barracks and Mess Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
106	Band Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
107	Switching Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
108	Storage, Electric Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
113	Garage, 5 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
116	Post Trader (Sutler)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
118	Garage, 5 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
122	Gymnasium	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
123	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
124	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
125	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
126	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
127	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
128	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
129	Enlistec Family Quarters	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
130	Chapel	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
135	Service Club, NCO Club	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
For buildings in the 150 series, see the National Cemetery listing above.								
201	Exchange Store	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)	No Adverse Effect	Adverse Effect Direct (Alteration) ⁴

⁴ Under the Preferred Alternative the top portion of Building 201 would be returned to its original location following construction of the roadway.

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
204	Exchange Store -Presidio Thrift Shop	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)	No Adverse Effect	Adverse Effect Direct (Destruction)
210	Guarc House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
218	Fire Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
220	Bakers' and Cooks' School and Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
222	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
223	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
224	Flammable Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
225	Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
227	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
228	Bakery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect (Indirect)

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
								Visual/ Setting)
229	Bakery	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
230	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destructor)	Adverse Effect Direct (Destructor)	No Adverse Effect	Adverse Effect Direct (Destructor)
575	Lombard Street Gate	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
603	Crissy Center (former commissary)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
631	Ammunition Magazines	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
632	Ammunition Magazines	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
635	Battery Blaney	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
636	Battery Shenwood	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
640	Hangar, Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
643	Aircraft Hangar	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
650	Enlisted	No Effect	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Barracks w/ Mess, Stillwell Hall		Effect	Effect	Effect	Effect	Effect	Effect
651	Administration Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
652	Transformer Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
654	Quartermaster House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
661	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
662	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
663	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
667	Stables for 102 Animals	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
668	Stables for Veterinary Hospital	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
669	Animal Crematory / Post Incinerator	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
670	Chemical Storehouse	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destructor)	Adverse Effect Direct (Destructor)	No Adverse Effect	Adverse Effect Direct (Destructor)
671	Artillery Shed	No Effect	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
			Effect	Effect	Effect	Effect	Effect	Effect
680	Electrical Substation	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
681	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
682	Enlisted Barracks and Mess	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
683	Day Room	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
920	Motor Repair Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
923	Transformer Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
926	Hanger	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
929	Gas Pump House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
931	Armorer's Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
933	Dope Shop and Boiler Houses	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
934	Major Test Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
935	Aero Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
936	Transformer	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Vault		Effect	Effect	Effect	Effect	Effect	Effect
937	Hanger	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
951	Bachelor Officer Quarters, Scott Hall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
952	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
953	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
954	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
955	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
956	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
957	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
958	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
959	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
960	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
961	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
962	Officer Family	No Effect	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Housing (pilots)		Effect	Effect	Effect	Effect	Effect	Effect
963	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
964	Officer Family Housing (pilots)	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
966	Radio Receiver Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
967	Film Vault	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
968	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
969	Garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
983	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
984	Torpedo Wharf	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
985	Mine Loading House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
986	Mine Loading House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
988	Guard Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
989	Plumbing Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
990	Flammable Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN-WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
1000	Officer Quarters	Vo Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1001	Officer Quarters	Vo Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1002	Officer Quarters	Vo Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1003	Officer Quarters	Vo Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1004	Officer Quarters	Vo Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1007	Barracks	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1008	Ward, 76 Beds	Nc Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1009	Ward, 80 Beds	Nc Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1012	Ward, 76 Beds	Nc Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1013	Ward 22 Beds, Receiving Office	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1014	Outpatient Clinic	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1016	Administration Building	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1040	Power House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
1047	Laundry	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1050	Hospital ward	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1051	Hospital ward	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1052	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1056	Animal House	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1059	Storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1060	Medical supply warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1061	Acid storage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1062	Quartermaster shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1063	Medical Supply Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1076	Ambulance garage	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1147	Tennis Court	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1151	Indoor Swimming Pool	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect, Direct (Destructive)	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN-WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
1152	Gymnasium	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1160	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1161	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1162	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1163	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1167	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1169	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1170	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1182	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1183	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1184	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1185	Warehouse	No Effect	No Adverse Effect	Adverse Effect Direct (Removal)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1186	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1187	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
			Effect	Effect	Effect	Effect	Effect	Effect
1188	Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1231	Blacksmith Shop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1233	Storehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1237	Post Office	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1243	Quartermaster Warehouse	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1245	Flammable Storage Shed	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1246	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1247	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1248	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1250	Garage, 4 Vehicle	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1261	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1262	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1263	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
1265	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1266	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1268	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1270	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1272	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1273	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1274	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1275	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1276	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1277	Enlistec Family Housing	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1283	Fire Control Station	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1285	Garage, Battery Howe-Wagner	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1287	Battery Howe-Wagner	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1289	Enlisted Family	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Housing	Effect	Effect	Effect	Effect	Effect	Effect	Effect
1290	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1291	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1293	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1294	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1295	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1297	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1298	Enlistec Family Housing	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1299	NCJ Open Mess Annex, Community Center	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1901	Officer-in-charge Quarters, USCG	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1902	Boathouse, USCG	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1903	Boathouse and Quarters.	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN-WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	USCG							
1905	Buoy Shack w/Latrine, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1906	Tide Gauge House, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1907	Shop / Garage, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
1911	Breakwater, USCG	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2004	Anza Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2005	Appleton Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2006	Arguello Boulevard	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2009	Bank Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Destruction)	Adverse Effect Direct (Destruction)	No Adverse Effect	Adverse Effect Direct (Destruction)
2012	Battery Blaney Road	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	No Adverse Effect	Adverse Effect Direct (Alteration)
2020	Battery Wagner Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2024	Birmingham Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2027	Bliss Road	No Effect	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
			Effect	Effect	Effect	Effect	Effect	Effect
2040	Cowles Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration) (Hook Ramp Option only)	Adverse Effect Direct (Alteration) (Hook Ramp Option only)	No Adverse Effect	Adverse Effect Direct (Alteration)
2042	Grassy Field Avenue	No Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	No Adverse Effect	Adverse Effect Direct (Alteration)
2049	Edie Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2054	Fisher Loop	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2058	Funston Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2059	General Kennedy Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2063	Girard Road	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	No Adverse Effect	Adverse Effect Direct (Alteration)
2064	Gorgas Avenue	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	No Adverse Effect	Adverse Effect Direct (Alteration)
2065	Graham Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2068	Helleck Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect	Adverse Effect	No Adverse Effect	Adverse Effect

PRESIDIO BUILDING No.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
		Effect	Effect	Effect Direct (Alteration)	Effect Direct (Alteration)	Effect	Effect Direct (Alteration)	Effect Direct (Alteration)
2076	Hoffman Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2080	Inchcalculator Road	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2081	Infantry Terrace (30th Infantry Terrace)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2087	Keyes Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2094	Lincoln Boulevard	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)	Adverse Effect Direct (Alteration)
2096	Lombard Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2097	Long Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2107	McDowell Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2114	Mesa Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2119	Montgomery Street	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2121	Moraga Avenue	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2130	Old Mason	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Street		Effect	Effect	Effect	Effect	Effect	Effect
2131	Ord Street	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2132	O'Reilly Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2134	Park Boulevard	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2135	Patten Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2151	Riley Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2154	Ruckmen Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2159	Shofield Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2162	Sheridan Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2174	Storey Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2176	Taylor Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2179	Thornburg Road	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2184	Upton Avenue	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2185	Vallejo Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct	Adverse Effect Direct	No Adverse Effect	Adverse Effect Direct

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
					{Destruction}	{Destruction}		{Destruction}
None	Young Street	No Effect	No Adverse Effect	No Adverse Effect	Adverse Effect Direct {Destruction}	Adverse Effect Direct {Destruction}	No Adverse Effect	Adverse Effect Direct {Destruction}
See National Cemetery listing above for streets in cemetery.								
3008	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3009	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3010	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3011	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3012	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3047	Spanish Bronze Cannon	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3048	Spanish Bronze Cannon	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3053	1876 Centennial Tree	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
See National Cemetery listing above for street features located in cemetery.								
3204	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3205	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3206	Stone Retaining	No Effect	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse	No Adverse

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN- WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Wal and Curb		Effect	Effect	Effect	Effect	Effect	Effect
3207	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3208	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3209	Stone Curb / Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3210	Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3211	Circle in Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3212	Stone Retaining Wall Complex	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3213	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3214	Stone Curb	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3215	Stone Retaining Walls	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3628	Concrete Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3701	Concrete and Stone Retaining Wall	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3702	Stone Gate Post with Ring	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3709	Concrete	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

PRESIDIO BUILDING NO.	BUILDING NAME	ALT. 1: NO-BUILD	ALT. 2: REPLACE & WIDEN, NO-DETOUR	ALT. 2: REPLACE & WIDEN - WITH DETOUR	ALT. 5: PRESIDIO PARKWAY, DIAMOND	ALT. 5: PRESIDIO PARKWAY, CIRCLE DRIVE	ALT. 5: MERCHANT SLIP RAMP OPTION ²	PREFERRED ALTERNATIVE: REFINED PRESIDIO PARKWAY
	Seaplane Ramp		Effect	Effect	Effect	Effect	Effect	Effect
3730	Wm. A Richardson Memorial	No Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

This table contains 278 known contributing elements of the Presidio NHL that are located within the Focused APEs, not including Doyle Drive, which contains two viaducts that are individually eligible for the NHP, and which is, in its totality, a contributing element to the NHL and to the Golden Gate Bridge. The project will have the following effect on Doyle Drive: Adverse Effect - Direct (Destruction).

This table does not include unnumbered cultural landscape resources, such as the cultural landscape spatial relationship, topographic features, and trees/vegetation listed in Table 5 in Section 5.

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SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX E

Public Activities and Meetings

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX E

PUBLIC ACTIVITIES, MEETINGS AND PUBLIC COMMENTS

PUBLIC INVOLVEMENT SUMMARY December 2002 to Present

OUTREACH CONDUCTED	DATES	DETAILS
<p>CAC Subcommittee Meetings - Subcommittee members receive agenda, agenda report, last meeting's minutes and other documents as needed via mail. - Meeting agendas and minutes are posted on the website.</p>	<p>3/28/00, 6/14/00, 7/27/00, 8/15/00, 11/9/00, 1/30/01, 3/07/01, 4/19/01, 6/14/01, 7/31/01, 10/02/02, 1/31/02, 4/30/02, 9/23/04. 11/17/03, 4/29/04, 9/27/05, 11/29/05, 6/22/06, 7/18/06, 11/09/06, 12/13/07, 3/27/08</p>	<p>CAC Subcommittee members (29): Cow Hollow Association; Cow Hollow Neighbors in Action; Fort Point & Presidio Historical Association; Golden Gate National Recreation Area Advisory Commission; Marina Civic Improvement & Property Owners Association; Marin Commuters; Marina Neighborhood Association; Marina Merchant Association; Neighborhood Association for Presidio Planning; Planning Association for the Richmond; Presidio Residents and Tenants; San Francisco Bicycle Coalition; San Francisco County Transportation Authority CAC; San Francisco Planning and Urban Research Association; San Francisco Tomorrow; Sierra Club</p>
<p>Update letters to Subcommittee Members</p>	<p>9/4/01, 11/12/02, 1/24/03; 4/30/03; 2/11/04, 3/3/05, 11/2/05, 9/28/06, 11/7/07, 1/14/08</p>	
<p>Executive Committee Meetings - Executive Committee members receive agenda, last meeting's minutes and other documents as needed via mail.</p>	<p>3/28/00, 4/25/00, 5/30/00, 7/25/00, 9/26/00, 10/31/00, 11/28/00, 1/16/01, 2/27/01, 3/27/01, 4/21/01, 5/29/01. 6/26/01, 7/31/01, 9/25/01, 11/27/01, 1/29/02, 3/26/02, 5/28/02, 7/30/02, 9/24/02, 11/26/02, 1/28/03; 3/25/03; 5/27/03; 7/29/03; 9/30/03; 11/17/03; 1/27/04; 3/30/04; 5/25/04; 7/27/04, 8/28/04, 11/30/04, 1/25/05, 3/29/05,</p>	<p>Executive Committee members (41): Association of Bay Area Governments; Bay Area Air Quality Management District; California Department of Transportation, District 4; Federal Highway Administration; Golden Gate Bridge, Highway, and Transportation District; Golden Gate National Recreation Area/National Park Service; Marin County, Department of Public Works; Metropolitan Transportation Commission; The Presidio Trust; San Francisco Bay Conservation & Development Commission; San Francisco City and County, Department of Parking and Traffic; San Francisco City and County, Planning Department; San Francisco County Transportation Authority; Department of Veterans Affairs</p>

OUTREACH CONDUCTED	DATES	DETAILS
	5/31/05, 7/26/05, 9/27/05, 11/29/05, 3/28/06, 5/30/06, 7/25/06, 11/28/06, 1/30/07, 3/27/07, 5/29/07, 7/31/07, 9/25/07, 11/27/07, 1/29/08, 3/25/08	
Fact Sheet "Rebuilding the South Access to the Golden Gate Bridge"	April 2003	Fact Sheet produced for funding related outreach to the FTA
Fact Sheet "Transit Improvements"	April 2003	

OUTREACH PRIOR TO PUBLIC MEETING ON 2/23/04	DATE	DETAILS
Meeting Notice Mailer	Feb 2004	Approximately 2000 notices were sent to residents, property owners, the executive Committee, the CAC subcommittee, neighborhood groups and local elected officials.
Fact Sheet "Update on Project Alternatives"	Feb 2004	Distributed at public meeting 2/23/04, update presentations, included in letters to CAC Subcommittee and neighborhood groups (see below)
Display Ads	2/5/04	Marin Independent Journal
	2/9/04	San Francisco Chronicle
	2/12/04	Sing Tao Daily (Chinese)
	2/15/04	El Mensajero (Spanish)
Meeting Notice Posting	Feb 2004	Presidio Trust Library Crissy Center Presidio YMCA
Newsletter Ads	Feb 2004 issues	SPUR Newsletter Presidio Trust Newsletter
Press Release	Feb 2004	San Francisco Chronicle San Francisco Examiner San Francisco Bay Guardian KCBS KQED KPIX KRON KTVU Craigslist.org

OUTREACH PRIOR TO PUBLIC MEETING ON 2/23/04	DATE	DETAILS
Website Update	2/11/04	Information regarding the public meeting on 2/23/04, Alternative 5, and eliminating Alternatives 3 and 4 was posted.
Letter to CAC Subcommittee	2/11/04	Meeting Notice and Fact Sheet
Letter To Neighborhood Groups	2/11/04	<p>Meeting Notice, Fact Sheet and Invitation to schedule a Doyle Drive project update presentation</p> <p>Groups contacted:</p> <ul style="list-style-type: none"> Cow Hollow Association Cow Hollow Neighbors in Action Fort Point & Presidio Historical Association Golden Gate Valley Neighborhood Association Lake Street Residents Laurel Heights Neighborhood Association Marin Advocates for Transit Marina Civic Improvement and Property Owners Association, Inc Marina Merchants Association Marina Neighborhood Association Neighborhood Association for Presidio Planning Pacific Heights Planning Association for the Richmond Presidio Heights Association of Neighbors Presidio Residents and Tenants Presidio Tenants Council Presidio Terrace Presidio Trust Richmond District Seacliff Properties Sunset District Tamalpais Valley Improvement Club Union Street Merchants West Presidio Neighborhood Association
Update Presentations to Advisory Committees	1/27/04	Executive Committee
	1/28/04	CAC Subcommittee
	3/25/04	Golden Gate Bridge, Highway and Transportation District (GGBHTD), Building and Operating Committee
Update Presentations to Individual Neighborhood Groups	2/26/04	California Heritage Council
	4/6/04	SF Architectural Heritage
	4/7/04	Presidio Community Town Hall Meeting
	4/21/04	Marina Merchants Association
	4/21/04	GG Valley Neighborhood Assn
	5/4/04	Cow Hollow Association Annual Meeting
5/5/04	Fort Point and Presidio Historical Association	

OUTREACH PRIOR TO PUBLIC HEARINGS ON 1/18 AND 2/15/2006	DATE	DETAILS
Meeting Notice Mailer		Approximately two weeks before each hearing, a direct mail flyer was sent to the complete Doyle Drive mailing list of over 2,400 people.
Display Ads	Weeks of 1/9 and 2/6	The San Francisco Chronicle The Marin Independent Journal
Press Releases	January/February 2006	San Francisco Chronicle San Francisco Examiner San Francisco Bay Guardian San Francisco Weekly KCBS KOED KPIX KRON KTVU-2 Sing Tao Daily Marin Independent Journal El Mensajero
Traffic Operations Analysis Handout	January 2006	The traffic operations handout provided detailed information and statistics used for developing the traffic model included in the DEIS/R.
Citizen's Guide	December 2005	A citizen's guide was developed to accompany the DEIS/R and serve as a basic overview of the project and description of the project impacts and proposed mitigation.
Website Update	December 2005	Information regarding the meetings on 1/18 and 2/15/2006 was posted.
Update Presentations to Advisory Committees	11/29/05	Executive Committee
	11/29/05	CAC Subcommittee
Update Presentations to Other Groups	12/8/05	Cow Hollow Association
	12/12/05	Supervisor Michaela Alioto-Piers Staff
	1/17/06	San Francisco Planning and Urban Research (SPUR), Noontime Forum
	1/24/06	Lucas Digital Arts
	1/26/06	Planning Association of the Richmond (PAR) Quarterly Membership Meeting

OUTREACH PRIOR TO PUBLIC HEARINGS ON 1/18 AND 2/15/2006	DATE	DETAILS
	1/26/06	Golden Gate Bridge, Highway & Transportation District Building and Operations Committee
	2/2/06	Nature in the City Workshop
	2/6/06	Marina Community Association
	2/8/06	Presidents of Neighborhood Associations - Organized by Supervisor Alioto-Piers Staff
	2/13/06	Lyon Street Residents
	2/14/06	Lynne Newhouse Segal - Golden Gate Bridge, Highway & Transportation District Board Member Briefing
	2/23/06	California Heritage Council
	2/28/06	Golden Gate National Recreation Area

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To: SFCTA Citizens Advisory Committee

From: Gary Kannerley, PB Project Manager
Katie Eastham, PB Environmental Task Lead

Copy: Lee Saage, SFCTA Doyle Drive Project Manager

Date: July 17, 2006

Project: South Access to the Golden Gate Bridge
Doyle Drive Environmental and Design Project
SFCTA Contract Number: 99/00-7
PB Project Number: 13145B

Subject: Summary of Issues Related from the Public Comments on the DEIS/R

During the formal comment period, we received a total of 808 comments following the public circulation of the DEIS/R. Of those comments, 335 related to project alternatives and 100 are focused on traffic issues. The remaining comments are distributed amongst the various resource areas. Generally the comments either provide an opinion or request some clarification. The comments suggest only two areas that the analysis in the DEIS/R were insufficient. One area is the lack of traffic operational analysis in the neighborhoods surrounding the project. The second is a request for greater detail on the cultural impacts analysis. Table 1 provides a list of the number of comments by resource area.

No unexpected major issues of concern have been identified. However, ongoing issues that need resolution include:

- Treatment of roadway surface water run-off and proposed connection to SFPUC system.
- Continuing concerns regarding shading and coordination with marsh restoration.
- Agreement on right of way interests with the Presidio Trust.
- The identification of cultural mitigation through the MOA and the assessment of any additional impacts of the mitigation measures.

Below is a summary of the major issues:

Biological Resources

Twelve biological resources comments are repeats of previous comments made on the administrative draft that (for reasons unknown) were never reflected in the publicly circulated DEIS/R. An apology was sent to the Presidio Trust for this oversight and the comments agreed upon at the administrative draft phase will be included in the FEIR/S.



Table 1 – Number of Comments by Resource Area

Subject	Total
Air Quality	12
Animal Species	10
CEQA Evaluation	6
Community Impacts	18
Cultural Resources	43
Cumulative	11
Energy	3
General	41
Geology etc.	3
Hazardous Waste/Materials	1
Hydrology and Floodplains	25
Invasive Species	3
Land Use	13
List of Preparers	1
Natural Communities	16
Noise and Vibration	26
Park and Recreation Facilities	8
Parking	15
Plant Species	19
Project Alternatives	358
Public Involvement	1
Purpose and Need	9
Section 4(f)	9
Summary	6
Threatened and Endangered Species	1
Traffic and Transportation	107
Visual and Aesthetics	13
Water Quality and Storm Water Run-Off	12
Wetlands and Other Waters of the United States	18
TOTAL	808

While work will be needed to prepare the final responses, there does not appear to be any additional new study or survey information needed, with one major exception. GGNRA has restated its position regarding Tennessee Hollow that extensive studies on the effects of different shade levels on both plants and animals be made part of the EIR/S, with a further analysis on how wildlife might use the corridor (Presidio Council requests that this be part of a "metapopulation analysis").



In anticipation of this concern, the team conducted a Peer Review workshop on March 22, 2006. At the workshop a panel of three wildlife and plant experts not involved in the EIR/S presented their findings and commented on the shading issues and the adequacy of the EIR/S. The outcome of the review was an understanding that the wetlands below the ultimate facility could be designed with consideration for the potential shading issues. Shade tolerate plants could be selected for placement under the structure that would also encourage the wildlife to pass through the corridor. As the Presidio Trust has not started detailed plans for the wetlands development, the Authority offered to put their resources into assisting with the planning of the wetlands as part of the mitigation process rather than expending resources to expand an already sufficient shading study.

After the close of the comment period, the Authority sent a letter to GGNRA and the other stakeholders present at the Peer Review summarizing the discussion that occurred and restating its offer to assist with the wetlands planning as a mitigation measure for the project. No responses to the letter have been received to date.

Noise

Comments received from the Cow Hollow Neighbors in Action suggest that a noise study be conducted for areas beyond the identified construction limits. While this is not likely to change the impacts or the abatement proposed, it is a question that needs to be resolved since the original noise study did not extend beyond the anticipated limits of construction.

Several comments identified buildings where sound insulation might be desirable based on noise from operational levels or construction noise. Those buildings (106, 603 - Crissy Center) will need to be investigated in more detail during the design process to determine if additional abatement in the form of window or door replacement is warranted. No additional study is needed for these areas at this time although coordination with the building owners and tenants would be worthwhile to identify architectural details that might impact the historic resource (106) or the usefulness (Crissy Center) of the buildings. These are details that can be handled as part of the design process but may warrant some discussion in the final EIS.

Air Quality

We will need to obtain information on other sensitive receptors near the construction limits, besides those listed in the EIS/R, such as schools, hospitals, recreation, etc. We also may need to consult with FHWA regarding commitment to additional recommended AQ measures.

Comments were made regarding maintaining standards for PM 10, while references were made to the pending PM 2.5 rule. We will continue to monitor the implementation of regulations for PM 2.5 rule and potential impacts on the project.



Traffic Analysis

The traffic related comments general fall into four categories with the issues of neighborhood cut-through traffic accounting for 75% of the traffic comments:

- Need to include additional neighborhood intersections and streets in the analysis and results to show impacts to surrounding neighborhoods;
- Prepare a detailed Traffic Management Plan;
- Maintain the current balance of traffic volumes between Richardson Ave and Marina Blvd., and;
- Transit operations and improvements

Although the increase in traffic results from population increases anticipated outside of the project's existence, a larger number of intersections will be included in the FEIS/R to identify neighborhood traffic operations. In addition, proposed design refinements to maintain existing traffic distribution will be analyzed.

Storm Water

Comments were received questioning the storm water data report that had not been included with the draft EIS/R. The draft report has been completed and provided to the appropriate agencies for review as well as answer which agency is accountable to monitor the compliance to the plan.

The San Francisco PUC raised concerns that the potential impacts to their facilities had not been addressed and no early consultation with their agency had occurred. The project team did communicate with the SFPUC prior to circulation of the DEIS/R and has since meet with the PUC to coordinate the responses to their concerns.

Cultural Resources

The DEIR/S stated that prior to construction, a complete inventory of the historical buildings would be completed. However, the EPA sited the cultural resources section as having insufficient information and requested that additional information be included in the final EIR/S. Completing the cultural resource studies will require hiring a historian acceptable to the Presidio Trust. SFCTA is reviewing when the completion of the study would be possible but does not believe the study is necessary to make an alternative selection.

Pending the alternative selection, additional wetlands may need to be constructed as mitigation. Prior to constructing the wetlands, additional cultural resource studies will need to be completed for the land slated to be transformed into wetlands.

Selection of the Preferred Alternative

Many of the comments requested additional study on impacts from a project alternative or element or by the proposed mitigation measure related to the alternative, which are not likely to be selected for project advancement. The team must address these concerns but must explain in the cases where additional study will not provide additional value to the EIR/S.



Table 2 provides the breakdown of the comments that relate to project alternatives and expressions of a preference for an alternative and/or the design options. As can be seen from the table, there is overwhelming support for Alternative 5, Presidio Parkway. Of the various design option under Alternative 5, there is clear support for the Hook Ramp option at the Park Presidio interchange and a strong rejection of the Merchant Road Slip Ramp (MRSR) option. The east end options are less clear cut but the majority favor the Diamond option including all the cooperating and responsible agencies and most citizens. Support for the Circle Drive option is most clearly articulated by SPUR. Several other interested parties used the same arguments in support of Circle Drive as those presented by SPUR. The largest single issue is the protection of the YMCA swimming pool with 61 citizens demanding that the pool be saved.

As can be seen in Table 2, there are many individual issues. Some of the more common themes include:

- Concerns regarding life safety in tunnels during a fire or earthquake;
- Include bicycle lanes on surface streets;
- Eliminate of the connection between Gorgas Ave. and Lyon St.;
- Prevent the conversion of shoulders into future traffic lanes, and;
- Support for continued context sensitive design solutions;

Fifteen citizens expressed a preference for Alternative 2. Their reasons were: general (3); cheaper (5); less impact to resources especially historic buildings (7); maintain the existing traffic split between Richardson and Marina (3); and preservation of views from the roadway (1). Note that some citizens expressed more than one reason. The Cow Hollow Association, the Marina and Cow Hollow Neighbors and Merchants and a petition with 44 signatures also demanded the modification of Alternative 5 to maintain the existing traffic split.

Comments received since the close of the formal comment period

Since the end of the formal comment period on March 31, 2006, additional input has been received at project workshops and through other media. Some of the issues raised were:

- Clarification of the connection to Marina Boulevard
- Continued concerns regarding potential new traffic patterns
- Configuration of the southbound exit ramp to Girard Road
- Recommendations for the preservation of historic resources

The comments dated after the close of the comment period will not be included in the formal response to comments section of the final EIS/R. However, the project team will continue to gather input from interested parties and address concerns as appropriate within the framework of the environmental process.

Table 2 – Summary of Public Comments on Project Alternatives



Issue/Option	For (Against)			
	Trust	GGNR A	GGBHTD	Groups Citizen
Alternative 1			(1)	(1) 2 (1)
Alternative 2				1 18
Detour	(1)			(1) 1 (1)
Alternative 5	1	1		19 (1) 35 (5)
MRSR	(1)	(1)	1	(6) 2 (6)
Presidio Parkway Interchange	1	1		5 (1) 6
Hook Ramp				(1) 1
Loop Ramp				
Existing Configuration				
Presidio Access				8 6 (16)
Circle Drive				
Diamond	1	1		3 7
General Concerns				
Construction Schedule	1		1	1
Transit Improvement			1	1 1
Revise Alt 1 for Weight Restrictions			1	
Save Pool- Open During Construction		1		1 52
Bike Access Needed				2 4
2 Lanes WB from Marina				2 4
Lyon Connection				4 2
Trapped in Tunnels				5
Shorten Tunnels				2 1
Need for Reduce Shading				2
Against Future Additional Lanes				2 2
ITS				2 1
Fugitive Light				2
Alternative 5/2 Hybrid				2

APPENDIX F

List of Acronyms and Abbreviations

APPENDIX F

LIST OF ACRONYMS AND ABBREVIATIONS

ACHP
Advisory Council on Historic Preservation

ACOE
U.S. Army Corps of Engineers

ADA
American's with Disabilities Act

ADL
Aerially deposited lead

APE
Area of Potential Effect

ASR
Archeological Survey Report

BAAQMD
Bay Area Air Quality Management District

BETP
Built Environment Treatment Plan

BCDC
San Francisco Bay Conservation and Development Commission

BGS
Below the ground surface

BMP
Best Management Practices

BTU
British Thermal Unit

CAC
Citizens Advisory Committee

CAFE
Corporate Average Fuel Economy

Cal EPA
California Environmental Protection Agency

CARB
California Air Resources Board

CESA
California Endangered Species Act

CDFG
California Department of Fish and Game

CEQA
California Environmental Quality Act

CERCLA
Comprehensive Environmental Response, Compensation, and Liability Act

CERFA
Community Environmental Response Facilitation Act

CHP
California Highway Patrol

CIA
Community Impact Analysis

CIDH
cast in drilled hole

CIP/PS
cast in place/pre-stressed concrete

CISS
cast in steel shell

CMAQ
Congestion Mitigation and Air Quality

CNPS
California Native Plant Society

CO
Carbon Monoxide

CPT
Cone penetrometer testing

CRHR
California Register of Historic Resources

CWA
Clean Water Act

DEIS/R
Draft Environmental Impact Statement/Report

DOSH
California Division of Occupational Safety and Health

DPT
San Francisco Department of Parking and Traffic

DTSC
California Department of Toxic Substance Control

EIR
Environmental Impact Report

EIS
Environmental Impact Statement

EPA
U.S. Environmental Protection Agency

ESA
Federal Endangered Species Act

FEIS/R
Final Environmental Statement/Report

FEMA
Federal Emergency Management Administration

FHWA
Federal Highway Administration

FOE
Finding of Effect

FPO
Federal Preservation Officer

FY
Fiscal Year

GGB
Golden Gate Bridge

GGBHTD
Golden Gate Bridge Highway and Transportation District

GGNRA
Golden Gate National Recreation Area

GMPA
General Management Plan Amendment

HABS
Historic American Building Survey

HAER
Historic American Engineering Record

HALS
Historic American Landscape Survey

HASP
Health and Safety Plan

HHS
U.S. Department of Health and Human Services

HOV
high occupancy vehicle

HPSR
Historic Property Survey Report

HSR
Historic Study Report

ITIP
Interregional Transportation Improvement Program

LID
Low impact development

LOS
Level of Service

MBTA
Migratory Bird Treaty Act

MCE
Maximum credible earthquake

MEP
Maximum extent practicable

MM
Mitigation measure

MOA
Memorandum of Agreement

MPH
Miles per Hour

MSAT
Mobile Source Air Toxics

MTC
Metropolitan Transportation Commission

NAAQS
National Ambient Air Quality Standards

NAC
Noise Abatement Criteria

NAVD
North American Vertical Datum

NEPA
National Environmental Policy Act

NHL
National Historic Landmark

NHLD
National Historic Landmark District

NO_x
Nitrogen oxides

NOAA
National Marine Fisheries Service

NOI
Notice of Intent

NPDES
National Pollutant Discharge System

NPS
National Park Service

NRHP
National Register of Historic Places

NRLM
Non-road, locomotive and marine

NGVD
National Geodetic Vertical Datum

OHP
Office of Historic Preservation

O&M
Operations and Maintenance

PA
Programmatic Agreement

PAED
Project Approval and Environmental Documentation

PAH
Polynuclear Aromatic Hydrocarbons

PG&E
Pacific Gas and Electric

PM
Particulate matter

PPM
Parts per Million

PPV
Peak Particle Velocity

PS&E
Plans, Specifications, and Estimates

PSI
Preliminary Site Investigation

PTMP
Presidio Trust Management Plan

RIP
Regional Improvement Program

ROD
Record of Decision

ROW
Right-of-Way

RSTP
Regional Surface Transportation Program

RTP
Regional Transportation Plan

RWQCB
San Francisco Regional Water Quality Control Board

SEA
Sensitive ecological area

SFBP
San Francisco Bay Plan

SFDPH
San Francisco Department of Health

SFFD
San Francisco Fire Department

SFMP
San Francisco Master Plan

SFPD
San Francisco Police Department

SFPUC
San Francisco Public Utilities Commission

SFRWQCB
San Francisco Regional Water Quality Control Board

SFTDM
San Francisco Transportation Department

SHOPP
State Highway and Operation Protection Program

SHPO
State Historic Preservation Office (Officer)

SPUI
single point urban interchange

STC
Sound Transmission Class

STP/CP
Site Management Program/Contingency Plan

SWMP
Storm Water Management Plan

SWPPP
Storm Water Pollution Prevention Plan

TENS
Technical Noise Supplement

TCD
Temporary Construction Detour

TCRP
Traffic Congestion Relief Program

TIP
Transportation Improvement Plan

TNAP
Traffic Noise Analysis Protocol

TNM
Traffic Noise Model

USCG
U.S. Coast Guard

USDOT
U.S. Department of Transportation

USFWS
U.S. Fish and Wildlife Service

USPP
U.S. Park Police

VA
U.S. Department of Veterans Affairs

VMP
Presidio of San Francisco Management Plan

VMT
Vehicle Miles Traveled

VOC
Volatile Organic Compound

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SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX G

Glossary of Terms

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX G

GLOSSARY OF TERMS

Action

An “action,” a federal term, is the construction or reconstruction, including associated activities, of a transportation facility. For the purposes of this Handbook, the terms “project”, “proposal” and “action” are used interchangeably unless otherwise specified. An action may be categorized as a “categorical exclusion” or a “major federal action.”

Advisory Council on Historic Preservation (ACHP)

An independent federal agency that provides a forum for influencing federal policy, programs, and activities as they affect historic and archaeological resources in communities and on public lands nationwide.

Area of Potential Effect

A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking.

Aquifer

A water-bearing stratum of permeable rock, sand, or gravel.

Aquitard

A layer of rock having low permeability that stores groundwater but delays its flow.

Area A

The area of the Presidio that is coastal and managed by the National Park Service.

Area B

The area of the Presidio that is non-coastal and managed by the Presidio Trust.

Association of Bay Area Governments (ABAG)

A regional planning agency working to solve problems within the Bay area, such as land use, housing, environmental quality, and economic development.

Attainment area

An area that meets air quality standards.

Attenuation

The reduction of noise.

Auxiliary lane

A traffic lane downstream of an entrance ramp to accommodate merging traffic, a lane upstream of an exit ramp to accommodate diverging traffic, or a lane between two closely spaced interchanges to accommodate weaving traffic.

Bedrock

Solid rock that underlies all soil, sand, clay, gravel, and loose material on the earth's surface.

Beneficial use

A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

California Department of Fish and Game (CDFG)

The state agency that manages California's wildlife and plant resources.

California Department of Transportation (Caltrans)

Responsible for planning, designing, building, operating, and maintaining California's state highway system.

California Environmental Quality Act (CEQA)

A California law that requires state, local, and other agencies to evaluate the environmental implications of their actions.

Candidate species

Any species of fish, wildlife, or plant which has been determined to be candidates for listing under Section 4 of the Endangered Species Act of 1973 (amended).

Cast-In-Drilled Hole (CIDH)

A re-enforced concrete pile that is cast in a pre-drilled hole or casing.

Categorical exclusion

“Categorical exclusion,” under NEPA, covers various categories of actions which do not individually or cumulatively have a significant effect on the human environment and are exempt from the requirement to prepare an Environmental Assessment or an Environmental Impact Statement. This replaces the federal term “non-major action.” The federal term refers to the action as a whole having no significant impact on the environment. It does not refer to categories of project types.

Categorical Exemption

“Categorical Exemption” (CE) means an exemption from CEQA for a class of projects that have been determined by the Secretary of the Resources Agency not to have a significant effect on the quality of the environment. Article 19 of the CEQA Guidelines describes and gives examples for each class of categorical exemption. There are several exceptions which preclude a project from being considered a Categorical Exemption under CEQA: projects located on a site included on a list of designated hazardous waste sites (the Cortese List); projects that may result in damage to scenic resources on officially designated state scenic highways; or projects that may cause substantial adverse | change to a historic resource.

Clean Water Act

A federal law that regulates the discharge of pollutants into waters of the United States.

Column

A supporting pillar.

Contaminant source

A facility that treats, stores, or disposes of hazardous waste, uses hazardous substances, or stores petroleum products on site.

Cooperating Agency

“Cooperating Agency,” under NEPA, means any agency other than the lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment. Under CEQA, the term “responsible agency” is used.

Criteria air pollutant

A pollutant that has standards that have been established to meet specific public health and welfare criteria.

Cultural resources

Archaeological and historic resources eligible for or listed on the National Register of Historic Places. Cultural resources include buildings, sites, districts, structures, or objects having historical, architectural, archaeological, cultural, or scientific importance.

Cumulative impact

The impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

dBA

A sound level in decibels, measured with a sound level meter having metering characteristics and frequency weighting specified in American National Standard Specifications for sound level meters (ANSI S1.4-1971). It is common to refer to numerical units of an A-weighted sound level as “dBA.”

Design speed

A speed selected to establish specific minimum geometric design elements for a particular section of highway.

Draft Environmental Impact Report (DEIR)

A draft report that analyzes potential environmental impacts of a proposed project in compliance with CEQA.

Draft Environmental Impact Statement (DEIS)

A draft report that analyzes potential environmental impacts of a proposed project in compliance with NEPA.

Environmental Document

“Environmental Document” means draft or final Environmental Impact Statement (EIS) or Environmental Impact Report (EIR), Finding of No Significant Impact (FONSI), Environmental Assessment (EA) or Negative Declaration (ND). A CE form is not considered an environmental document; it is rather the documentation that the project is exempt/excluded.

Environmental Protection Agency (EPA)

An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.

Equivalent Sound Level (Leq)

A measure of sound energy over a period of time, or a sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying sound during the same period.

4(f) Resources

Resources protected by Section 4(f) of the Department of Transportation Act. These include public park and recreation lands, wildlife and waterfowl refuges, and historic sites eligible or listed on the National Register.

Fatal flaw

An issue that would make an alternative infeasible.

Federal Highway Administration (FHWA)

The federal agency that coordinates highway transportation programs in cooperation with states and other partners. It provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges.

Federal Transit Administration (FTA)

The federal agency that provides financial and technical assistance to local transit systems. It also assists in the development of local and regional traffic reduction programs.

Floodplain

The part of the ground surface inundated with water on a recurring basis, usually associated with the one percent recurrence interval (100-year) flow.

FONSI

“Finding of No Significant Impact” means a document by a federal agency briefly presenting the reasons why an action, not otherwise categorically excluded, will not have a significant effect on the human environment and therefore does not require the preparation of an EIS. A FONSI is the federal equivalent of a Negative Declaration.

Franciscan Formation

Regional bedrock that is approximately 90 to 160 million years old. It is composed of sandstone and shale and is generally highly weathered.

General Plan

A document that contains policies used to implement the goals of a community.

General Management Plan Amendment (GMPA)

The primary planning document for the Presidio, prepared by the National Park Service.

Geometric design

The arrangement of the visible elements of a road, such as alignment, grade, sight distance, lane width, etc.

Geomorphic

Of the earth's surface configuration.

Geomorphic province

A topographic-geologic grouping of land based on landforms, rock types, and geologic structure.

Girder

A horizontal beam used as a main support for a structure.

Groundwater

Water beneath the earth's surface between saturated soil and rock that supplies wells and springs.

Haunched girder

An arched beam used between support piers.

High Occupancy Vehicle (HOV)

Vehicles occupied by two (sometimes three) or more persons such as carpools and buses.

High Occupancy Vehicle Lane (HOV Lane)

A system of exclusive lanes signed and striped for use by vehicles with multiple occupants (two or more or three or more persons). HOV lanes are designed on roadways to reduce traffic congestion, improve safety, reduce fuel consumption, and improve air quality.

Historic American Building Survey (HABS)

Founded by the National Park Service to document and archive significant historic architectural works.

Historic American Engineering Record (HAER)

Founded to document and archive significant engineering and industrial sites.

Hot spot

A location where air pollutant emissions from specific sources may expose individuals to elevated risks of adverse health effects.

Intelligent Transportation Systems (ITS)

Information and communication technologies that are used to better manage and improve transportation.

Inundation

The act of covering with water.

Inversion

A layer of warm air over cooler air that traps air pollution below it.

Intactness

The visual integrity of the natural and man-built landscape.

Landscape unit

A geographically distinct portion of an area that has a particular visual character.

Lead Agency

“Lead Agency” means the public agency which has primary responsibility for carrying out or approving a project which may have a significant effect on the environment and preparing the environmental document.

Level of Service (LOS)

The operating level of an intersection or roadway segment can be described using the term Level of Service. Level of Service is a qualitative description of operation based on delay and maneuverability. It can range from “A” representing free flow conditions to “F” representing gridlock.

Liquefaction

The loss of strength that can occur in loose, saturated soil during or following seismic shaking. This condition can produce a number of ground effects, including lateral spreading, boils, ground lurching, and settlement of fill material.

Maintenance area

An area that had previously been designated a non-attainment area, but now meets applicable air quality standards.

Maximum Credible Earthquake (MCE)

The largest earthquake reasonably capable of occurring based on current geological knowledge.

Metropolitan Transportation Commission (MTC)

The transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. It functions both as the region's metropolitan transportation planning agency and as the region's metropolitan planning organization—state and federal designations, respectively.

Migratory Bird Treaty Act of 1918

Reflects agreements involving the United States, Great Britain (for Canada), Mexico, Japan, and the former Soviet Union to protect migratory bird populations.

Mitigation

Measures taken to minimize adverse environmental impacts. Mitigation could reduce the magnitude and extent of an impact from a level of significance to a level of insignificance.

Monte Carlo Simulation

A computer run simulation which calculates multiple scenarios of an outcome by continually sampling random values from the expected variance.

National Environmental Policy Act (NEPA)

The United States' basic national charter for protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy.

National Historic Preservation Act of 1966

The primary federal law pertaining to protection of cultural resources, referred to as Section 106.

National Pollution Discharge Elimination System (NPDES)

A permitting mechanism to require the implementation of controls designed to prevent harmful pollutants from being washed by storm water runoff into local water bodies.

National Register of Historic Places (NRHP)

A federal listing of historic resources protected under the National Historic Preservation Act of 1966.

Non-attainment area

An area that does not meet air quality standards.

Noise Abatement Criteria (NAC)

Noise level standards above which noise reducing actions should be considered.

NPDES Permit

“National Pollutant Discharge Elimination System Permit which is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel.

Nonattainment Area

“Nonattainment Area” means any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

Nonpoint Source

A “nonpoint source” is a dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area, e.g. pesticide residues distributed over an agricultural area.

Notice of Availability

“Notice of Availability” means a formal public notice under NEPA announcing the availability of a completed EA, DEIS, or FEIS. Such notice is to be published in local newspapers. For EISs, publication of such notice in the Federal Register is also required.

Notice of Completion

The CEQA notice submitted to the State Clearinghouse when an EIR is completed. For Caltrans EIRs, the requirement for a Notice of Completion is satisfied by the cover sheet transmitting the EIR to the Clearinghouse.

Notice of Intent

“Notice of Intent” is a notice that an environmental impact statement will be prepared and considered. The Notice of Intent is published in the Federal Register by the lead federal agency. The CEQA equivalent of this notice is called the Notice of Preparation.

Pile

A rod or shaft-like linear member driven into the earth as a foundation or support for a structure.

Porter-Cologne Water Act of 1969

A California law that provides a framework for protecting the quality of waters in California for the use and enjoyment of the people of the state.

Presidio Trust Implementation Plan

The document developed by the Presidio Trust for the management of non-coastal areas transferred to the Trust from the National Park Service.

Probabilistic earthquake

An earthquake predicted based on earthquake return periods.

Project

CEQA (§21065) defines a “project” as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- a) An activity directly undertaken by any public agency.
- b) An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Record of Decision (ROD)

The “Record of Decision” is a formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project an document any required Section 4(f) approval.

Responsible Agency

A “public agency, other than the lead agency which has responsibility for carrying out or approving a project” (PRC 21069). The CEQA Guidelines further explains the statutory definition by stating that a “responsible agency” includes “all public agencies other than the Lead Agency which have discretionary approval power over the project” (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.

San Francisco Bay Regional Water Quality Control Board (RWQCB)

An agency with the California Environmental Protection Agency that is responsible for regulating pollutants to protect the water resources of the Bay Area.

Scoping

The process of determining the scope, focus and content of an EIS/EIR.

Significance – CEQA

CEQA defines a "Significant effect on the environment" as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant” (15382). CEQA requires that the lead agency identify each “significant effect on the environment” resulting from the project and avoid or mitigate it. The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

Sole Source Aquifer

An aquifer upon which a community depends exclusively for its fresh water supply.

Special status species

Any species of fish, wildlife, or plant that is officially listed as rare, threatened, endangered, or candidate for rare, threatened, or endangered species listing under the state or federal Endangered Species Acts.

State Implementation Plan (SIP)

A plan for attaining national ambient air quality standards required by the Clean Air Act.

State Office of Historic Preservation (SHPO)

The state agency that assists private citizens, private institutions, local governments, and state and federal agencies in the identification, evaluation, protection, and enhancement of properties significant in California history and archaeology; also responsible for reviewing federal undertakings that affect cultural resources on or eligible for the National Register of Historic Places.

Strike-slip fault

An approximately vertical fault plane where the rock on one side of the fault slides horizontally past the other.

Storm Water Management Plan

A plan that identifies and describes Best Management Practices (BMPs) designed to control the discharge of pollutants and reduce potential impacts to surface water quality.

Storm Water Pollution Prevention Plan

A plan to reduce the potential impacts of erosion and sedimentation from construction.

Substructure

The abutments, piers, or other constructions built to support the span or spans of a bridge or viaduct. The superstructure is supported by the substructure; the substructure is placed on the foundations.

Superstructure

The entire portion of the bridge or viaduct structure that primarily receives and supports highway or other traffic loads. It is supported by the substructure.

Surface runoff

Water that runs off streets and land and enters a body of water.

Traffic Management Plan (TMP)

A plan to manage traffic during construction of projects to reduce congestion.

Transportation Systems Management (TSM)

Changes to existing roadways and services, such as geometric and striping improvements and expanded transit service, to improve traffic operations.

Tsunamis

Seismically induced sea waves that are generated when large subsea earth or rock masses are displaced during earthquakes or very large landslides.

Type I project

A proposed federal or federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes.

Unity

The visual coherence and compositional harmony of the viewshed.

Urban canyon

Areas where air pollutants are trapped between high buildings.

US Army Corps of Engineers (ACOE)

Federal agency with jurisdiction over waters of the United States.

US Environmental Protection Agency (EPA)

The federal agency responsible for maintaining environmental quality, including air quality, noise, and hazardous waste management.

US Fish and Wildlife Service (USFWS)

The federal agency that administers the federal Endangered Species Act and is involved in protection of fish and wildlife habitat, including wetland areas.

Viaduct

A series of spans or arches used to carry a road over a wide valley or over other roads.

Visual dominance

The contrast between a project and its setting, described in terms of vegetation, landform, and structural changes.

Visual image type

An area that exhibits a fairly homogeneous visual quality. Types that are present in the study area include urban residential, historical, light industrial, parks and open space.

Vividness

The visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.

Watershed

The point of high ground dividing two different drainage systems.

Weaving

The crossing of traffic streams, moving in the same general direction, accomplished by merging and diverging.

Weaving section

A length of one-way roadway, designed to accommodate weaving, at one end of which two one-way roadways merge and at the other end of which they separate.

Wetlands

According to regulations of the US Army Corps of Engineers, wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, under normal conditions, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, and similar areas and are subject to protection under Executive Order 11990 and Section 404 of the Clean Water Act.

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX H

Notices and Letters

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

creation of a wake turbulence hazard; (b) the existence of the proposed tower may interfere with air-ground communications; (c) the location of the proposed tower presents a possible collision hazard by being near the existing Twin Island Take-Via-in-Check Point; and (7) proliferation of towers in the Point, Mackenzie area.

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Alaskan Region.

(b) The meeting will be open to all persons on a space-available basis. Every effort will be made to provide a meeting site with sufficient seating capacity for the expected participation. There will be no admission fee nor other charge in attendance or participation.

(c) Any person wishing to make a presentation to the FAA Team will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the Team to allocate an appropriate amount of time for each presenter. The Team may limit the time available for each presentation in order to accommodate all presenters. The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel. The meeting may be adjourned at any time once all persons present have had the opportunity to speak.

(d) Any person who wishes to present a petition paper to the Team pertinent to the aeronautical impact of the tower may do so.

(e) Persons wishing to hand out pertinent position papers to the attendees should present two copies to the presiding officer and have sufficient additional copies available for all attendees.

(f) The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(g) An official verbatim transcript or minutes of the informal in-space meeting will not be made. However, a list of the attendees, written statements received from attendees during and after the meeting, and a digest of discussions during the meeting will be included in the aeronautical study file.

(h) Every reasonable effort will be made to hear each request for presentation consistent with a reasonable closing time for the meeting. Written materials may also be submitted to the Team, but no later than (7) days after the close of the meeting.

Agenda

- (a) Opening Remarks and Discussion of Meeting Procedures
- (b) Briefing on Tower Proposal
- (c) Public Presentations
- (d) Closing Comments

Issued in Anchorage, Alaska February 10, 2000.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[E-R Doc. 00-0700 Filed 2-15-00; 6:45 am] BILLING CODE 47-00-12-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Francisco City and County, California

AGENCY: Federal Highway Administration (FHWA), DOT.
ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed roadway improvement project in San Francisco, City and County, California.

FOR FURTHER INFORMATION CONTACT: C. P. Bill Wang, Acting Team Leader, Project Delivery Team North, Federal Highway Administration, California Division, 9825 Ninth Street, S.F. 400, San Francisco, California 94814-2724. Telephone: 415-445-6042.

SUPPLEMENTARY INFORMATION: The FHWA, working with the California Department of Transportation and the San Francisco County Transportation Authority, will prepare an environmental impact statement (EIS) on a proposal to improve State Route 101 in the City and County of San Francisco, California. The proposed improvement would involve construction of a new roadway to replace the existing southern approach to the Golden Gate Bridge, between the Golden Gate Bridge Toll Plaza and Broadway Street for a distance of just over one mile. State Route 101 at this location is known as Doyle Drive.

The project is considered necessary to increase safety, to replace the existing elevated 57-year-old roadway to meet current seismic standards, to minimize the impacts of the highway and its traffic on the Presidio and the local communities, and improve access to the Presidio. Alternatives under consideration include (1) taking no action; (2) construct six-lane at-grade roadway on same alignment; and (3)

transportation system management improvements.

The project area is located within the Presidio of San Francisco, which is part of the Golden Gate National Recreation Area. The Presidio Trust and the National Park Service are land management agencies for the Presidio. The Presidio is a National Historic Landmark.

Letters describing this proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. Three public scoping meetings will be held on the following dates, times and locations: (1) Friday, March 3, 2000 from 10:30 a.m. to 1:00 p.m. at 190 Van Ness, 20th Floor, San Francisco; (2) Tuesday, March 7, 2000 from 10:00 a.m. to 1:00 p.m. at the Golden Gate Club, The Presidio Building 118, 16th Street, San Francisco; and (3) Wednesday, March 15, 2000 from 5:00 p.m. to 9:00 p.m. at the Marin Center, 730 Hill Avenue at the Plazas, San Rafael, CA.

To ensure that the full range of issues and concerns related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or suggestions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalogue of Federal Domestic Assistance Program Number 40.202, Highway Planning and Construction—The regulations implementing Executive Order 12072 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on February 11, 2000.

C. P. Bill Wang,

Acting Team Leader, Sacramento

[E-R Doc. 00-0607 Filed 2-11-00; 8:45 am]

BILLING CODE 4910-12-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Erie and Genesee Counties, New York

AGENCY: Federal Highway Administration (FHWA), New York State Department of Transportation (NYSDOT), New York State Thruway Authority (NYSTA)
ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be

Doyle Drive Environmental and Design Study

SCH Number: 2000032006

Type: NOP - Notice of Preparation

Project Description

The purpose of the Doyle Drive Environmental and Design Study Project is to improve traffic conditions and the Structural and seismic safety of the roadway. All alternatives will be evaluated for consistency with the San Francisco General Plan and the Final Presidio General Management Plan Amendment (GMPA).

Project Lead Agency

San Francisco, City and County of

Contact Information

Primary Contact:

Mr. Andrew Butler Nash
San Francisco County Transportation Authority
415-522-4803
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Project Location

County: San Francisco
City: San Francisco
Region:
Cross Streets: Doyle Drive, Marina Boulevard, Lyon Street, Richards Avenue

Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: Sr-1
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Local Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; California Coastal Commission; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Fish and Game, Region 3; **Native American Heritage Commission**; State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects; **Department of Toxic Substances Control**; Regional Water Quality Control Board, Region 2

United States Department of the Interior



FISH AND WILDLIFE SERVICE



Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

March 13, 2007

Document Number: 070313014638

Ynlanda Molette
Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Subject: Species List for Doyle Drive DEIS/R - South Access to the Golden Gate Bridge

Dear: Ms. Molette

We are sending this official species list in response to your March 13, 2007 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read **Important Information About Your Species List** (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be June 11, 2007.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 070313014638

Database Last Updated: March 5, 2007

Quad Lists

LISTED SPECIES

Invertebrates

- *Haliotes sorenseni*
 - white abalone (E) (NMFS)
- *Icaricia icarioides missionensis*
 - mission blue butterfly (E)
- *Incisalia mossii bayensis*
 - San Bruno elfin butterfly (E)

Fish

- *Acipenser medirostris*
 - green sturgeon (T) (NMFS)
- *Eucyclogobius newberryi*
 - tidewater goby (E)
- *Hypomesus transpacificus*
 - delta smelt (T)
- *Oncorhynchus kisutch*
 - coho salmon - central CA coast (E) (NMFS)
 - Critical habitat, coho salmon - central CA coast (X) (NMFS)
- *Oncorhynchus mykiss*
 - Central California Coastal steelhead (T) (NMFS)
 - Central Valley steelhead (T) (NMFS)
 - Critical habitat, Central California coastal steelhead (X) (NMFS)
 - Critical habitat, Central Valley steelhead (X) (NMFS)
- *Oncorhynchus tshawytscha*
 - Central Valley spring-run chinook salmon (T) (NMFS)
 - Critical habitat, winter-run chinook salmon (X) (NMFS)
 - winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- *Rana aurora draytonii*
 - California red-legged frog (T)

Birds

- *Charadrius alexandrinus nivosus*
 - western snowy plover (T)
- *Diomedea albatrus*
 - short-tailed albatross (E)
- *Haliaeetus leucocephalus*
 - bald eagle (T)
- *Pelecanus occidentalis californicus*
 - California brown pelican (E)
- *Sternula antillarum* (= *Sterna*, = *albifrons*) *browni*
 - California least tern (E)

Mammals

- *Arctocephalus townsendi*
 - Guadalupe fur seal (T) (NMFS)
- *Balaenoptera borealis*
 - sei whale (E) (NMFS)
- *Balaenoptera musculus*
 - blue whale (E) (NMFS)
- *Balaenoptera physalus*
 - finback (=fin) whale (E) (NMFS)
- *Enhydra lutris nereis*
 - southern sea otter (T)
- *Eubalaena* (= *Balaena*) *glacialis*
 - right whale (E) (NMFS)
- *Eumetopias jubatus*
 - Critical Habitat, Steller (=northern) sea-lion (X) (NMFS)
 - Steller (=northern) sea-lion (T) (NMFS)
- *Physeter catodon* (= *macrocephalus*)
 - sperm whale (E) (NMFS)

Plants

- *Arctostaphylos bookeri* ssp. *ravenii*
 - Presidio (=Raven's) manzanita (E)
- *Clarkia franciscana*
 - Presidio clarkia (E)
- *Hesperolinon congestum*
 - Marin dwarf-flax (=western flax) (T)

- *Lessingia germanorum*
 - San Francisco lessingia (E)

CANDIDATE SPECIES

Invertebrates

- *Haliotes cracherodii*
 - black abalone (C) (NMFS)

Fish

- *Oncorhynchus tshawytscha*
 - Central Valley fall/late fall-run chinook salmon (C) (NMFS)
 - Critical habitat, Central Valley fall/late fall-run chinook (C) (NMFS)

Quads Containing Listed, Proposed or Candidate Species:

SAN FRANCISCO NORTH (466C)
County Lists
San Francisco County

LISTED SPECIES

Invertebrates

- *Haliotes sorenseni*
 - white abalone (E) (NMFS)
- *Icaricia icarioides missionensis*
 - mission blue butterfly (E)
- *Incisalia mossii bayensis*
 - San Bruno elfin butterfly (E)

Fish

- *Acipenser medirostris*
 - green sturgeon (T) (NMFS)
- *Eucyclogobius newberryi*
 - tidewater goby (E)
- *Oncorhynchus kisutch*
 - coho salmon - central CA coast (E) (NMFS)
- *Oncorhynchus mykiss*
 - Central California Coastal steelhead (T) (NMFS)
 - Critical habitat, Central California coastal steelhead (X) (NMFS)
 - Critical habitat, Central Valley steelhead (X) (NMFS)
- *Oncorhynchus tshawytscha*

- Critical habitat, winter-run chinook salmon (X) (NMFS)
- winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- *Rana aurora draytonii*
 - California red-legged frog (T)

Reptiles

- *Caretta caretta*
 - loggerhead turtle (T) (NMFS)
- *Chelonia mydas (incl. agassizi)*
 - green turtle (T) (NMFS)
- *Dermochelys coriacea*
 - leatherback turtle (E) (NMFS)
- *Lepidochelys olivacea*
 - olive (=Pacific) ridley sea turtle (T) (NMFS)

Birds

- *Charadrius alexandrinus nivosus*
 - western snowy plover (T)
- *Diomedea albatrus*
 - short-tailed albatross (E)
- *Haliaeetus leucocephalus*
 - bald eagle (T)
- *Pelecanus occidentalis californicus*
 - California brown pelican (E)
- *Rallus longirostris obsoletus*
 - California clapper rail (E)

Mammals

- *Arctocephalus townsendi*
 - Guadalupe fur seal (T) (NMFS)
- *Balaenoptera borealis*
 - sei whale (E) (NMFS)
- *Balaenoptera musculus*
 - blue whale (E) (NMFS)
- *Balaenoptera physalus*
 - finback (=fin) whale (E) (NMFS)
- *Eubalaena (=Balaena) glacialis*
 - right whale (E) (NMFS)

- *Eumetopias jubatus*
 - Critical Habitat, Steller (=northern) sea-lion (X) (NMFS)
 - Steller (=northern) sea-lion (T) (NMFS)
- *Megaptera novaeangliae*
 - humpback whale (E) (NMFS)
- *Physeter catodon* (=macrocephalus)
 - sperm whale (E) (NMFS)
- *Reithrodontomys raviventris*
 - salt marsh harvest mouse (E)

Plants

- *Arctostaphylos bookeri* ssp. *ravenii*
 - Presidio (=Raven's) manzanita (E)
- *Clarkia franciscana*
 - Presidio clarkia (E)
- *Hesperolinon congestum*
 - Marin dwarf-flax (=western flax) (T)
- *Lessingia germanorum*
 - San Francisco lessingia (E)

CANDIDATE SPECIES

Invertebrates

- *Haliotis cracherodii*
 - black abalone (C) (NMFS)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Memorandum

*Flex your power!
Be energy efficient!*

To: File

Date: September 21, 2007

File: EA 163700
SF-101-PM 12.8/15.7
SF-1-PM 10.9/11.4

From: JEFFREY G. JENSEN *984*
Office Chief
Office of Biological Sciences and Permits
DEPARTMENT OF TRANSPORTATION – DISTRICT 4

Subject: Finding Of No Effect

The Natural Environment Study (NES), which was completed for the Doyle Drive Project and contained a biological report and assessment of Species of Concern, was approved by the San Francisco County Transportation Authority in 2004. The biological assessment of the NES determined that no effect would occur to any of the Species of Concern listed under the Federal or State Endangered Species Acts, or likely to become listed during the period of project implementation. Based on this assessment, it is expected that the project will have no effect on listed species.

Attachment: Natural Environment Study (July 2005)

CC: Cesar Perez (FHWA)

Caltrans CC: Jared Goldfine, Margaret Gabil, Richard Vonarb

"Caltrans improves mobility across California"

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Copy: Dana McGowan



February 13, 2007

Leroy L. Saage
Project Manager, Doyle Drive
San Francisco County Transportation Authority
100 Van Ness Avenue 26th Floor
San Francisco, California 94102

Reference: Decisions Regarding Building 201, 204 and 228, the Presidio of San Francisco

Dear Mr. Saage:

We are in receipt of your January 9, 2007, letter asking for recommendations on the treatments of buildings 201, 204, and 228 which will be affected by the Doyle Drive replacement project. We have reviewed the relocation feasibility study and subsequently submitted cost estimates for these structures. We appreciate the San Francisco County Transportation Authority's willingness to "go the extra mile" in studying the important concern that was raised about these buildings by representatives of the Fort Point and Presidio Historical Association during the Section 106 (National Historic Preservation Act) consultations. Considering the history of sound guidance and strong support that the Presidio Trust has received from the Association, we have also devoted a considerable amount of thought to reviewing all factors that must go into our treatment decisions for these buildings.

Firstly, the Presidio Trust agrees with the study's recommendation that "building 228 remain at its current site, on its existing foundation at its existing grade." The study makes clear the fragility of the structure and presents sound analysis in weighing the benefits versus impact of raising or not raising the structure. We find that the study recommendation presents the least possible impact to this important historic structure.

We understand from the draft study that moving buildings 201 and 204 would be feasible at a significant rehabilitation cost upon relocation. The Presidio Trust must consider many factors in addition to historic preservation concerns when making a decision on the treatment of these buildings. Consistency with the Presidio Trust Management Plan, avoidance of additional possible impacts to other resource values (open space, view sheds, recreation, archaeology, habitat, etc.), compatibility with Trust infrastructure

- 1 -

planning, and other such important concerns must be weighed. Therefore, the Presidio Trust recommends moving building 201 as described in the Preferred Option on page 26 of the study with reinstallation of the top floor of the building in its original location (realizing the elevation will change due to the height of the tunnel) and alignment on Halleck Street. We do not, however, support relocating building 204 from its current site but rather recommend salvage of the building components to be used by the Presidio Trust in future repairs to other historic buildings.

The Presidio Trust Management Plan outlines the agency's desired future for the Crissy Field District. The plan describes building clusters to be rehabilitated interspersed by open space for expansive views. We find that the proposal to locate building 204 in this area is not consistent with the plan. The size, scale, massing, and construction style of building 204 are not compatible with any of the existing building clusters. We also find that building 204 would not be compatible with other Presidio Planning districts where new construction is anticipated. While the proposed relocation behind the Crissy Field Education Center would not present an adverse effect to the Landmark district, it would interrupt the "open space" connections and view shed enhancement planned for the area between the Main Parade Ground and the central Crissy Field. This situation would be exacerbated when the historic bluff has been moved north to accommodate the new Doyle Drive tunnel in this location.

We also find the proposed location to be problematic with regards to landscape, parking, utilities, and other infrastructure that would be required to support the building. Again, the Presidio Trust's plans anticipate centralizing infrastructure around the historic building clusters and reducing intrusion in open landscape area.

In general, relocating historic buildings, other than for resources of exceptional significance, is inconsistent with the Department of the Interior's guidelines implementing the National Register of Historic Places and the Advisory Council on Historic Preservation's regulations implementing Section 106 of the National Historic Preservation Act. All agencies involved in the Doyle Drive project discussed this subject at length early in the Section 106 consultation process. Moving historic buildings is an adverse effect under the Section 106 Regulations (36 CFR 800.5). Relocating a building to another location within an historic property can present a second adverse effect and, at a minimum, presents a false sense of history in an historic district. Further, a key criterion for inclusion of a building into the National Register of Historic Places states, "Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved." The only exceptions allowed by the Register are buildings that represent the surviving property *most importantly associated* with a particular historic event or an important aspect of a historic person's life or buildings of exceptional architectural value. Neither exception is appropriate to building 204.

In the early Section 106 consultation discussions, all the agencies involved agreed that the historic buildings which would be impacted by the Doyle Drive project do not meet the significance level defined in the National Register's criteria for consideration of moved properties. Therefore, moving of historic buildings was only considered when

there was assurance that the building would be returned to its original location. In essence, once moved an historic structure would no longer qualify for the National Register and any decision to relocate the building would be for reasons other than historic preservation. This early decision remains valid as it represents the most appropriate historic preservation ethic an agency can demonstrate in a situation where loss of an historic structure is inevitable.

As you know, the Trust is mandated to manage Area B in accordance with the General Objectives of the General Management Plan approved for the Presidio. One of these objectives is to "preserve and (where appropriate) enhance the historical, cultural, natural, recreational, and scenic resources of the Presidio." Actions taken in accordance with the forgoing discussion will best serve that objective.

If you have any questions regarding this decision, please contact Federal Preservation Officer Ric Borjes at 561-5475 or by electronic mail at rborjes@presidiotrust.gov.

Sincerely,



Michael Boland
Chief Planning, Projects and Programs Officer

cc:

Gary Widman, FPPHA
Dana McGowan, Jones and Stokes

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SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX I

Section 106 Programmatic Agreement and Coordination Letters

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX I

SECTION 106 PROGRAMMATIC AGREEMENT AND COORDINATION LETTERS

John L. Nau, III
Chairman
Susan S. Barnes
Vice Chairmen
John M. Fowler
Executive Director



August 15, 2006

J. Richard Capka
Administrator
Federal Highway Administration
600 Seventh St., SW, Room 4218
Washington DC 20550

Dear Mr. Capka:

The California Division, FHWA, has notified the Advisory Council on Historic Preservation (ACHP) of its determination that the proposed replacement of Doyle Drive in San Francisco, California will have an adverse effect on properties listed in or determined eligible for listing in the National Register of Historic Places. This notice was provided to the ACHP pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). We are notifying you that the ACHP is pleased to consult with the FHWA, California Department of Transportation (Caltrans), the State Historic Preservation Office (SHPO), the San Francisco County Transportation Authority (SFCTA), the Presidio Trust, National Park Service, and others, to resolve the adverse effects of this project on historic properties.

In reaching this decision, the ACHP determined that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of the regulations was met due to impacts the project may have on the Presidio of San Francisco National Historic Landmark District (NHL), the Presidio Visitor, the Marina Viaduct, and the Doyle Drive portion of the Golden Gate Bridge. While FHWA and Caltrans appear to be doing an exemplary job of developing this project in a context sensitive manner, we believe our participation in consultation will help ensure the timely resolution of the Section 106 review process. We are providing FHWA with this notice as required by 36 CFR §800.6(a)(1)(ii). Enclosed is a copy of our letter to Mr. Gene Fong, Division Administrator, notifying him of our decision to participate in consultation.

Should you have any questions, feel free to contact me or Carol Legard, our FHWA Liaison, at 202-606-8503.

Sincerely,



John M. Fowler
Executive Director

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Penney Plaza Avenue NW, Suite 859 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8547 • achp@schp.gov • www.achp.gov



Preserving America's Heritage

DMB

August 15, 2006

Mr. Gene K. Fong
Division Administrator
California Division
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

RE: Proposed Replacement of Doyle Drive, State Route 101, City and County of San Francisco (HAD-CA, File#04-SF-101-Doyle, Document #654000

Dear Mr. Fong:

The Advisory Council on Historic Preservation (ACHP) has received your finding of effect report and notification that the referenced project will adversely affect properties eligible for or listed in the National Register of Historic Places. The documentation provided was excellent, and combined with information in the draft Environmental Impact Statement (DEIS) provided earlier, demonstrate the substantial effort FHWA and the California Department of Transportation (Caltrans) have put in to evaluating and minimizing the adverse effects of the undertaking on the Presidio of San Francisco National Historic Landmark District and other historic properties. We recently spoke with staff from Caltrans and the California State Historic Preservation Office (SHPO). Both parties indicated that while consultation has been productive, the involvement of multiple stakeholders, the level of public interest, and the national significance of the affected historic properties warrant the ACHP's participation in the negotiation of the Memorandum of Agreement (MOA).

Therefore, in accordance with 36 CFR §800.5(a)(1) of the ACHP's regulations, "Protection of Historic Properties," the ACHP has concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, applies to this undertaking. Despite careful planning and the use of context sensitive design, the undertaking will likely have a significant impact on historic properties of national significance, including a National Historic Landmark District. The ACHP will participate in this consultation, and provided notice of our decision (enclosed) to the Administrator of FHWA, as required by 36 CFR §800.6(a)(1)(ii).

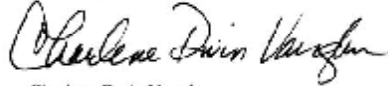
We look forward to working with you, Caltrans, the SHPO, and other consulting parties, including the Presidio Trust, National Park Service, and the San Francisco County Transportation Authority, to resolve

Received
AUG 21 2006
FHWA

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

the adverse effects of this project on historic properties. If you have any questions or wish to discuss this matter further, please contact Carol Legard, our FHWA Liaison, at (202) 606-8522, or via e-mail at clgard@schp.gov.

Sincerely,



Charlene Dwin Vaughn
Assistant Director
Office of Federal Agency Programs

Enclosure



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814
February 7, 2006

IN REPLY REFER TO
HDA-CA
File # 04-SF-101-DOYLE
Document # P53585

The Honorable Gale Norton
Secretary of the Interior
1849 C Street, N.W.
Washington DC 20240-0001

Dear Secretary Norton:

The Federal Highway Administration (FHWA), in cooperation with the California Department of Transportation (Caltrans) and the San Francisco County Transportation Authority (SFCTA), are in the planning phase of a federal undertaking to replace a section of State Route 101 known as Doyle Drive, which crosses the Presidio.

We are inviting your agency to participate in consultation regarding the Presidio of San Francisco National Historic Landmark District, pursuant to 36 CFR § 800.10(c). We have been working with staff at the National Park Service-Golden Gate National Recreation Area and at the Presidio Trust to comply with the provisions of Section 106 of the National Historic Preservation Act and have completed our survey and identification of historic properties that may be affected by the proposed project. Those properties include the Presidio National Historic Landmark, which would be adversely affected by the project. We are therefore seeking your comment on the undertaking or direction to your delegate for consultation.

We are enclosing an CD-ROM copy of the *South Access to the Golden Gate Bridge—Doyle Drive Finding of Effect* (December 2005) and will be glad to furnish your agency with other relevant supporting documentation upon request. If you have any questions, please contact Stephanie Stoermer, Senior Environmental Specialist, at (916) 498-5057, e-mail Stephanie.Stoermer@fhwa.dot.gov or Leland W. Dong, Senior Project Development Engineer, at (916) 498-5860, e-mail to Leland.Dong@fhwa.dot.gov.

Sincerely,

/s/ *Stephanie Stoermer*

For
Gene K. Fong
Division Administrator

Enclosure



|



United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060



IN REPLY REFER TO:
H30

October 30, 2006

Gene K. Fong
California Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-103
Sacramento, CA 95814

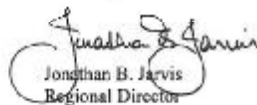
Dear Mr. Fong:

We are responding to your letter of February 7, 2006 addressed to the Secretary of the Interior Gale Norton (Secretary) regarding the replacement of the section of State Route 101 known as Doyle Drive in the Presidio of San Francisco National Historic Landmark (copy of letter enclosed). In the above-referenced letter you requested the Secretary's comment on the Doyle Drive replacement in conformance with the National Historic Preservation Act regulations providing for the special consideration of impacts to National Historic Landmark properties as a result of federal agency undertakings [36 CFR 800.10(c)].

For the purposes of commenting on the Doyle Drive undertaking, the Secretary has delegated authority to the National Park Service. It is our understanding that you have been working for several years with National Park Service staff at Golden Gate National Recreation Area (NPS-Golden Gate) on the Doyle Drive project. Therefore, we hereby designate NPS-Golden Gate staff as National Park Service representatives for the purposes of commenting on the Doyle Drive project.

Please work with Paul Scolari of the NPS-Golden Gate staff in this regard. His telephone number and email address are as follows: (415) 561-4813, and paul_scolari@nps.gov. Should you require an NPS representative in the Pacific West Regional Office please contact Elaine Jackson-Retondo at (510) 817-1428 or elaine_jackson-retondo@nps.gov.

Sincerely,


Jonathan B. Jarvis
Regional Director

Enclosure

cc:
Advisory Council on Historic Preservation
California State Historic Preservation Officer
Superintendent Golden Gate NRA
Paul Scolari, Golden Gate NRA
Elaine Jackson-Retondo Pacific West Regional Office, Oakland



Received
NOV 06 2006
FHWA

|

R 43062 unit

STATE OF CALIFORNIA - THE RESOURCES AGENCY
OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 342596
SACRAMENTO, CA 94298-6601
(916) 653-4124 Fax: (916) 653-9529
caohps@msi2.quinet.com

GRAY DAVE, Governor



*04-SF-101
(PM 8.319.4)
EA 163700
Boyle Drive Project*

December 17, 2002

REPLY TO: FHWA010326D

Gary N. Hamby, Division Administrator
Federal Highway Administration
California Division
980 Ninth Street, Suite 400
SACRAMENTO CA 95814-2724

Re: Doyle Drive Project, Presidio of San Francisco, City and County of San Francisco.

Dear Mr. Hamby:

Thank you for submitting to our office your November 1, 2002 letter and four volume Historic Property Survey Report (HPSR) regarding the proposed reconstruction of State Route (SR) 101 (Doyle Drive) from SR 1 to Marina Boulevard in the City and County of San Francisco. The project proposes the reconstruction of Doyle Drive to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park. The project may also have an effect the Doyle Drive High Viaduct, a contributing element to the Golden Gate Bridge system. The Presidio of San Francisco is a National Historic Landmark (NHL) District. The Federal Highway Administration (FHWA) is considering six alternatives for the project. These alternatives include:

- No Build Alternative
- Replace and Widen Alternative
- Alternative 3a: Detour Construction, Tunnel under Halleck, Direct Marina Access
- Alternative 3b: Detour Construction, Tunnel under Halleck and Girard, Signalized Marina Connector
- Alternative 4a: Detour Construction, bridge over Halleck, Direct Marina Access
- Alternative 4b: Detour Construction, Bridge over Halleck and Girard, Signalized Marina Connector

Detailed descriptions of these alternatives are contained on Pages 1 through 3 of Volume 1, and Pages 2 through 5 of Volume 2, of the HPSR.

A Focused Archeological Area of Potential Effects (Focused APE) was established for that area within the NHL District where the project had a potential for direct physical impact. The Focused APE includes the Area of Direct Impact (ground disturbance) for all project alternatives, detours, temporary easements, and construction access and staging areas along with a 5-meter buffer zone around its perimeter. For that portion of the proposed project that would result in modifications to Marina Boulevard and Richardson Avenue, it would constitute a direct physical impact to street and sidewalk located there (Archeological APE) and possible a visual impact to



adjacent buildings (Architectural APE). The Archeological APE was set at the proposed and existing public right-of-way and the Architectural APE for buildings and structures was set at one property beyond that right-of-way. The delineation of the aforementioned APEs appears to be adequate and meets the definition set forth in 36 CFR 800.16(d).

FHWA is seeking our concurrence on its determination of the eligibility of the following properties for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act:

- The Palace of Fine Arts, comprised of the rotunda, colonnade, and lagoon/landscaping area.
- The Palace of Fine Arts Exhibit Hall.
- Fifty-five (55) architectural properties located within the NHL District, which were constructed after the period of significance and have reached fifty years of age since 1993.
- Thirty-five (35) architectural properties located within the Marina neighborhood at the eastern end of the Focused APE.
- Archeological site CA-SFr-5/26.

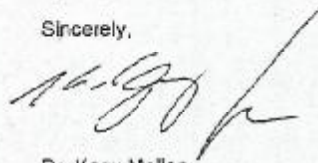
Our review of the submitted documentation leads us to concur with FHWA's determination on the following:

- All properties within the Focused APE that have been noted in the HPSR as being previously listed or determined eligible for listing on the NRHP either individually or as contributing elements to the NHL District remain eligible for the NRHP under criteria established by 36 CFR 60.4.
- The 55 architectural properties located within the NHL District that were constructed after the period of significance and that have reached fifty years of age since 1993 are not eligible for inclusion on the NRHP under any criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function. The structures also have no strong associations with events or programs associated with the Cold War-era (1945 - 1989).
- The 35 architectural properties located within the Marina neighborhood are not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The structures have no strong associations with significant historical events or persons and are not examples of outstanding architectural design or function.
- CA-SFr-5/26 is eligible for inclusion on the NRHP under Criterion D as set forth in 36 CFR 60.4. The property appears likely to yield information important to the history and prehistory of the Presidio area.

We do not concur with FHWA's determination that the Palace of the Fine Arts, as described above, is eligible for inclusion on the NRHP under Criterion Consideration E. Based on our review of the documentation submitted to support FHWA's determination, we believe that the property does not meet Criterion Consideration E because it does not meet the "no other building or structure with the same associations has survived" requirement. Since the lagoon is the only element that survives from the 1915 Pan Pacific International Exposition (PPIE) and is not individually eligible, the colonnade and rotunda cannot meet the requirements of Criteria Consideration E. It is possible that the National Register eligibility of the Palace of Fine Arts could be revisited relative to other contexts for evaluation. Please let us know if FHWA wishes to continue consultation on this property or will revise its determination to comport with our opinion that, based on the documentation submitted, the Palace of Fine Arts is not NRHP eligible.

Thank you again for seeking our comments. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

OCS file

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 842896
SACRAMENTO, CA 94293-0001
Tel: (916) 653-6624 Fax: (916) 653-9824
ohpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



January 23, 2006

Elizabeth Krase
Chief, Architectural History Branch
Office of Cultural Studies
Department of Transportation
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94263-0660

Dear Ms. Krase:

Subject: Finding of Effect, Doyle Drive FHWA010326D

Thank you for your letter of January 5, 2006, seeking my concurrence in the effects of the referenced undertaking.

Specifically, you seek my concurrence that the undertaking will cause an adverse effect to the following historic properties:

- The Presidio of San Francisco, a National Historic Landmark;
- The Presidio viaduct of Doyle Drive (Bridge 34-0019)
- The Marina Viaduct of Doyle Drive (Bridge 34-0014)
- The Doyle Drive portion of the Golden Gate Bridge

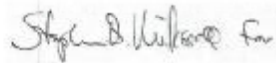
You also seek my concurrence that the undertaking will cause no adverse effect to the following historic properties:

- Archaeological site CA-SFr-6/26
- The Palace of Fine Arts

I concur in these findings. Since we are now in agreement that the undertaking will result in an adverse effect to an NHL, I suggest that you initiate contact with the Advisory Council, if you have not already done so, under 36 CFR 800.10, "Special Requirements for Protecting National Historic Landmarks."

I look forward to continuing consultation with you on this important undertaking. If you have any questions, please call Stephen Mikesell, the Deputy State Historic Preservation Officer, at (916) 653-7113.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephen Mikesell". The signature is written in a cursive style and is positioned above the typed name.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
May 2, 2007

IN REPLY REFER TO
HDA-CA
File # 04-SF-101, 04-SF-001
Doyle Drive
EA 163700
Document # P56896

CERTIFIED RETURN RECEIPT REQUESTED: **7003 1680 0002 3834 1930**

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Donaldson:

The Federal Highway Administration (FHWA) is pleased to provide the Finding of Effect (FOE) Addendum for the proposed project to replace Doyle Drive, submitted pursuant to 36 CFR Part 800.5 and the *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The California State Historic Preservation Officer, And The California Department Of Transportation*. The Doyle Drive South Access to the Golden Gate Bridge project is located on State Route 101 in the City and County of San Francisco.

This FOE Addendum supplements the information provided in the final FOE for this project (December 2005), the findings of which the California State Historic Preservation Officer (SHPO) concurred on January 23, 2006. As stated in the final FOE, FHWA has determined that the Doyle Drive Project will have an adverse effect on historic properties within the project's APE pursuant to 36 CFR 800.5(a) and (d)(2) and is consulting with SHPO regarding the resolution of adverse effects pursuant to 36 CFR 800.5. Additionally, FHWA notified the Advisory Council on Historic Preservation (ACHP) and the U.S. Secretary of the Interior of the finding of adverse effect upon a National Historic Landmark (NHL) pursuant to 36 CFR 80036(a)(1)(i)(B), thereby affording ACHP the opportunity to participate in consultation.

Following the completion of the final FOE, the lead agencies received additional comments and refined several project components in response to those comments. The FOE Addendum addresses the potential for the project refinements to cause adverse effects on historic properties within the Focused APE as established in the final FOE. The scope of the Addendum is limited to identification and analysis of effects caused by the refinements to the Preferred Alternative

**MOVING THE
AMERICAN
ECONOMY**



Mr. Milford Donaldson
May 2, 2007
Page 2

that may be different from the effects of the preferred alternative addressed in the final FOE. The FOE Addendum incorporates the final FOE by reference and reiterates on the text that is relevant to the historic properties that could be potentially affected by the refined preferred alternative.

Enclosed you will find a copy of the FOE Addendum. FHWA requests concurrence with the findings in the FOE Addendum.

If you have any questions about the project, please contact Leland Dong, Senior Project Development Engineer, at (916) 498-5860, or Amy Lamson, Environmental Specialist, at (916) 498-5866. If you have specific questions about the FOE Addendum, please contact Meg Scantlebury, Caltrans Branch Chief, at (510) 286-5616.

Sincerely,

/s/ Leland W. Dong

For
Gene K. Fong
Division Administrator

Enclosure: *Finding of Effect Addendum for Doyle Drive South Access to the Golden Gate Bridge*, prepared for SFCTA and FHWA, March 2007

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94298-0001
(916) 653-8824 Fax: (916) 653-8824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



August 1, 2007

Reply To: FHWA010326D

Gene K. Fong, Division Administrator
Federal Highway Administration
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Re: Finding of Effect for the Proposed Replacement of Doyle Drive, San Francisco, CA

Dear Mr. Fong:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The Federal Highway Administration (FHWA) is requesting my concurrence that the proposed project will have an adverse effect on historic properties as specified in the March 2007 Finding of Effect Addendum. Based on my review of the submitted documentation I concur that the proposed project will have an adverse effect.

Thank you for considering historic properties as part of your project planning. If you have any questions, please contact Natalie Lindquist of my staff at your earliest convenience at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Shattler for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

|



Preserving America's Heritage

June 11, 2007

Mr. Gene K. Fong
Division Administrator
California Division
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Re: Finding of Effect Addendum for the Replacement of Doyle Drive
South Access to the Golden Gate Bridge Project
Document #P56896
City and County of San Francisco, California

Dear Mr. Fong:

On May 8, 2007, the Advisory Council on Historic Preservation (ACHP) received your Finding of Effect (FOE) Addendum for the proposed project to replace Doyle Drive. This document was submitted in accordance with the requirements of the Programmatic Agreement regarding compliance with Section 106 of the National Historic Preservation Act for Federal Aid Projects in California. The submitted FOE Addendum is consistent with the proposed project modifications discussed at the consulting party meeting held on September 11, 2006, which I attended. The ACHP appreciates your providing us a copy of this amended FOE. We have no objections to the finding or the proposed project modifications.

We look forward to continuing to work with you in finalizing the Memorandum of Agreement for this undertaking. Should you have any questions, please contact me at 202-606-8522 or clegard@achp.gov.

Sincerely,

Charlotte Fanko

 Carol Legard
FHWA Liaison
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION,
THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY,
THE PRESIDIO TRUST,
THE NATIONAL PARK SERVICE,
THE DEPARTMENT OF VETERANS AFFAIRS,
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
THE SAN FRANCISCO RECREATION AND PARKS DEPARTMENT
FOR THE
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE,
DOYLE DRIVE REPLACEMENT PROJECT,
SAN FRANCISCO, CALIFORNIA

17 **WHEREAS**, the Federal Highway Administration (FHWA), the California Department of
 18 Transportation (Caltrans), and the San Francisco County Transportation Authority (SFCTA) propose to
 19 replace Doyle Drive, US 101 Postmile 8.0-9.8, (the Undertaking), located in the Presidio of San
 20 Francisco, within the Golden Gate National Recreation Area and the City and County of San Francisco;
 21 and
 22

23
 24 **WHEREAS**, the Undertaking consists of replacing the existing facility with a new six lane facility and
 25 an eastbound auxiliary lane, between the toll plaza for Golden Gate Bridge on the west and the east end
 26 of Doyle Drive where it splits and feeds into Richardson Avenue and Marina Boulevard. The
 27 Undertaking combines a high-viaduct with two short cut-and-cover tunnels and an open depressed
 28 roadway with a wide, heavily landscaped median; and
 29

30 **WHEREAS**, portions of this Undertaking will occur on federal lands under the jurisdiction of the
 31 Presidio Trust (Trust) and the National Park Service (NPS) which are subject to 16 USC 470h-2(f). They
 32 are responsible for lands depicted on the map of Areas B and A, respectively, attached hereto as
 33 **Appendix A**; and
 34

35 **WHEREAS** the FHWA, the NPS and the Trust have consulted and agreed that, with the exception of
 36 any responsibilities related to the Native American Graves Protection and Repatriation Act (NAGPRA),
 37 25 U.S.C. 3001-13, FHWA will be the lead Federal agency for this Undertaking pursuant to 36 CFR §
 38 800.2(a)(2); and
 39

40 **WHEREAS**, FHWA has thoroughly considered alternatives to the Undertaking, and has determined that
 41 the Undertaking, as currently proposed within the Archaeological and Architectural areas of potential
 42 effect depicted on the map in **Appendix B**, will adversely affect historic properties listed in or eligible
 43 for listing in the National Register of Historic Places (NRHP), including the Presidio National Historic
 44 Landmark District (PNHLN), Doyle Drive, a contributor to the PNHLN and the NRHP-eligible Golden
 45 Gate Bridge, and its individually eligible viaducts (Presidio Viaduct, Bridge 34 0019, and Marina
 46 Viaduct, Bridge 34 0014), for which the table of effects is attached hereto as **Appendix C**, and may
 47 affect archaeological properties and resources that have not yet been identified and that may be of

48 significance to the Muwekma Ohlone Indian Tribe, the Amah Mutsun San Juan Bautista Tribe, and the
49 other Ohlone individuals who are signatories to this Agreement; and
50

51 **WHEREAS**, the analysis of effects of the Undertaking on historic properties is contained in the Finding
52 of Effect for the South Access to the Golden Gate Bridge Doyle Drive Project, San Francisco, California
53 (SFCTA December 2005) and the Addendum Finding of Effect for the South Access to the Golden Gate
54 Bridge Doyle Drive Project, San Francisco, California (SFCTA February 2007); and
55

56 **WHEREAS**, the FHWA has consulted with the California State Historic Preservation Officer (SHPO)
57 and the Advisory Council on Historic Preservation (ACHP) pursuant to 36 CFR § 800, the regulations
58 implementing Section 106 of the National Historic Preservation Act of 1956 (16 USC Section 470f), as
59 amended (NHPA), regarding the Undertaking's effects on historic properties; and
60

61 **WHEREAS**, the FHWA has consulted with the Secretary of the Interior pursuant to 36 CFR § 800.10,
62 with regards to special requirements for protecting National Historic Landmarks, and the Secretary has
63 delegated authority for the purposes of commenting on the Doyle Drive Project to the NPS Golden Gate
64 National Recreation Area (Golden Gate NRA) and the NPS Pacific West Region (NPS PWR) jointly; and
65

66 **WHEREAS**, the NPS, as land manager for the Golden Gate NRA, a park unit which includes those areas
67 of the Presidio of San Francisco subject to indirect effects, and as delegate for the Secretary of the
68 Interior has participated in the consultation, has been invited to be a signatory party, and will have
69 specific roles and responsibilities throughout the consultation process as defined in Stipulation I.C; and
70

71 **WHEREAS**, the Trust, as the land manager for those areas of the FNIILD subject to direct impacts, has
72 participated in the consultation, has been invited to be a signatory party, and will have specific roles and
73 responsibilities throughout the consultation process as defined in Stipulation I.B; and
74

75 **WHEREAS**, the San Francisco Recreation and Parks Department (SFRP), as the land manager for the
76 Palace of Fine Arts, has participated in the consultation, has been invited to be a signatory party; and
77

78 **WHEREAS**, the Department of Veterans Affairs (VA), as the land manager for the San Francisco
79 National Cemetery, has participated in the consultation, has been invited to be a signatory party; and
80

81 **WHEREAS**, Caltrans and the SFCTA, have participated in the consultation and have been invited to be
82 signatory parties, and
83

84 **WHEREAS**, the Muwekma Ohlone Indian Tribe and the Amah Mutsun San Juan Bautista Tribe, which
85 are currently not federally-recognized tribes, and several Ohlone individuals have participated in the
86 consultation and have been invited to be concurring parties to this Agreement pursuant to 36 CFR 800.2
87 (c)(5); and
88

89 **WHEREAS**, the Presidio Historical Association, San Francisco Architectural Heritage, the California
90 Heritage Council, and the National Trust for Historic Preservation have participated in the consultation
91 and have been invited to be concurring parties to this Agreement pursuant to 36 CFR 800.2 (c)(5); and
92

93 **WHEREAS**, the FHWA and Caltrans have consulted with local governments and other interested parties
94 about the Undertaking and its effects on historic properties, and have taken all comments received from
95 these parties into account; and
96

97 **WHEREAS**, a glossary of abbreviations, acronyms, and terms the definitions of which shall apply to the
98 terms of this Agreement is included as **Appendix D**;
99

100 **NOW, THEREFORE**, the FHWA, Caltrans, SFCTA, the Trust, NPS Golden Gate NRA, NPS PWR, the
101 SHPO, ACIP, the VA and San Francisco Recreation and Parks Department agree that the Undertaking
102 will be implemented in accordance with the following stipulations in order to take into account the effect
103 of the Undertaking on historic properties.

104

105

STIPULATIONS

106 The FHWA shall ensure that the following stipulations of this Agreement are carried out as follows:

107

108

I. ROLES & RESPONSIBILITIES OF SIGNATORIES

109

A. FHWA/CALTRANS/SFCTA

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The FHWA, as lead Federal agency, has the primary responsibility pursuant to 36 CFR §
800.2(a)(2) to ensure that the provisions of this Agreement are carried out. FHWA has delegated
to Caltrans the appropriate and timely implementation of mitigation commitments outlined
herein. Caltrans is working with the SFCTA to jointly design and implement construction and
mitigation measures for the Undertaking.

115

B. Trust

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Within the Presidio, the Undertaking will be constructed entirely within Area B of the Presidio,
which is under the jurisdiction of the Trust. Because of the Trust's role in the stewardship of that
portion of the PNHLD situated in Area B, and because the Trust manages the majority of land
and resources that will be affected by the Undertaking, the Presidio Trust, through its agent,
Federal Preservation Officer (Trust FPO), will be responsible for the following activities:

121

122

123

- Review and approve the qualifications of individuals and firms considered to carry out
terms of this Agreement and participate in all source selection boards for selecting
contractors;

124

125

- Participate in the development of all contract scopes, contract modifications, and
technical reviews of Undertaking deliverables resulting from this Agreement; and

- 126 • Will be consulted regarding all NRHP-eligibility determinations, discoveries, and
127 curation of collections for resources within Area B

128 **C. NPS**

129 None of the Undertaking will be constructed within Area A of the Presidio, though some
130 construction areas will be accessed by crossing Area A, under the jurisdiction of the NPS.
131 However, as manager of the Presidio's Area A the NPS is co-manager of the PNHLD, and
132 furthermore represents the Secretary of the Interior regarding the whole PNHLD pursuant to 36
133 CFR § 800.10 and § 65.7. The NPS will be consulted regarding all NRHP-eligibility
134 determinations, discoveries, and curation of collections for historic resources within Area A, and
135 will be consulted regarding NHP contributor-determinations, treatment procedures and reports
136 involving contributors to the PNHLD.

137 **D. VA**

138 The VA has obligations under 36 CFR § 800 for the 28.54-acre San Francisco National
139 Cemetery it manages within Area B. The VA will participate in consultation regarding the
140 development of the Undertaking by receiving all reports pertaining to work adjacent to the
141 cemetery. The VA will comment in a timely manner on any concerns regarding work herein
142 prescribed. If the Undertaking is modified to pose a potential effect to the cemetery, the VA will
143 participate in the addendum 36 CFR § 800 procedures.

144 **E. SFRP**

145 The SFRP is the property manager for the National Register-listed Palace of Fine Arts, located
146 adjacent to the eastern boundary of the PNHLD, and is subject to state law and local ordinances
147 the regarding the protection of the property. The SFRP will participate in consultation regarding
148 the development of the Undertaking by receiving all reports pertaining to work adjacent to the
149 Palace of Fine Arts. The SFRP will comment in a timely manner on any concerns regarding
150 work herein prescribed. If the Undertaking is modified to pose a potential effect to the Palace of
151 Fine Arts, the SFRP will participate in the addendum 36 CFR § 800 procedures.

152 **F. Consulting parties**

153 Consulting parties have been identified for this Undertaking. Historic preservation groups
154 include the Presidio Historical Association, the California Heritage Council and San Francisco
155 Architectural Heritage. These groups are participating in the Undertaking through participation
156 in the development of this Agreement and the built environment treatment plan (BETP).

157 Representatives and members of the Ohlone Indian community who have participated in this
158 Agreement and in the development of the archaeological treatment plan (ATP) include Rosemary
159 Cambra, (Chairwoman of the Muwekma Ohlone Indian Tribe), Jakki Kehl (Mutsun Ohlone),
160 Andrew Gaivan (the Ohlone Indian Tribe), and Irene Zwierlein (Amah Mutsun San Juan
161 Bautista Mission Indians).

162 Other members of the public were provided an opportunity, through public meetings and
163 correspondence, to provide their views during the development of this Agreement.

164 **II. REVIEW OF PROJECT DESIGN**

165 If additional effects to historic properties are identified during the completion of the design process
166 for this Undertaking, FHWA shall consult with the signatories and concurring parties to this
167 Agreement (parties) to ensure that such effects are addressed in the treatment and mitigation
168 programs outlined in this Agreement. If appropriate, FHWA shall amend the BETP and ATP in
169 consultation with the parties to this Agreement to incorporate such mitigation.

170 If modifications to the Undertaking, subsequent to the execution of this Agreement, necessitate the
171 revision of the APL, FHWA will consult with the Trust, the NPS, and the SHPO to facilitate
172 agreement on the subject revisions. If FHWA, the Trust, the NPS, and the SHPO cannot reach such
173 agreement, then those parties shall resolve the dispute in accordance with stipulation VI below. If
174 FHWA, the Trust, and the SHPO reach mutual agreement on the proposed revisions, then FHWA
175 will submit to the parties to this Agreement revised map and findings, no later than 30 (thirty) days
176 following such agreement.

177 **III. TREATMENT MEASURES**

178 This Agreement outlines the treatment for historic properties that will be affected by the
179 Undertaking. These treatments are presented also in spreadsheet format, organized by resource, in
180 Appendix E. Caltrans and SFCTA shall implement and complete the treatment measures within two
181 years of completion of construction of the Undertaking, or earlier if so specified.

182 **A. Preparation of Treatment Plans**

183 Two historic property treatment plans have been prepared for the Undertaking. One plan
184 encompasses treatments for effects on archaeological resources and one identifies the treatment
185 for effects on the built environment and cultural landscape. The work described will be
186 conducted prior to construction, during construction, and after construction. Caltrans will ensure
187 that sufficient time and funding shall be provided to complete all necessary preconstruction
188 treatment before disturbances related to the Undertaking may occur.

189 **1. BUILT ENVIRONMENT TREATMENT PLAN (BETP)**

190 Caltrans and SFCTA, in consultation with the Trust and the NPS, shall prepare a built
191 environment treatment plan (BETP) to provide detailed descriptions of mitigation measures
192 for elements of the PNELD, specifically the contributing buildings, structures, and elements
193 of its cultural landscape, and the Golden Gate Bridge that will be adversely affected by the
194 Undertaking. Buildings 201, 204, 230 and 670 and approximately 115 acres of cultural
195 landscape are being directly affected by the Undertaking. The BETP will also include
196 descriptions of measures that will be taken to protect historic properties and to avoid further
197 adverse effects to historic properties. Specific areas, or sub-areas, of the larger cultural
198 landscape that will be subject to treatment as part of the mitigation measures for this
199 Undertaking will be defined in the BETP. The BETP will include the following elements:

200 **a. Architectural Criteria**

201 Caltrans and SFCTA, in consultation with the Trust and NPS Golden Gate, shall prepare
202 architectural criteria that will be utilized, where feasible, in the design process for the
203 Undertaking's new roadway. The criteria will identify design elements for the new
204 facility that are reminiscent of historic character-defining features while integrating the
205 roadway into the PNHLD landscape. The results of the process will be incorporated into
206 the BETP and will influence the project design as appropriate.

207 **b. HABS/HAER/HALS Documentation**

208 Prior to the commencement of deconstruction of Buildings 201, 204, and 230 and the
209 demolition of Building 670 and Doyle Drive, excavation within the Presidio historic
210 landscape, as well as any construction within the vicinity of Buildings 106 and 228,
211 Caltrans and the SFCTA shall complete recordation documentation of these resources in
212 accordance with the Historic American Building Survey/ Historic American Engineering
213 Record/Historic American Landscape Survey (HABS/HAER/HALS). Caltrans, the
214 SFCTA and Trust FPO shall consult with the NPS HABS/HAER/HALS program in the
215 Pacific West Regional Office to determine the level and kind of recordation appropriate
216 for each contributing resource. In addition to the requisite copies for final submission to
217 the NPS, Caltrans and SFCTA shall make archival, digital and bound library-quality
218 copies of this documentation available, as appropriate, to the SHPO, Caltrans, Trust, and
219 NPS/Golden Gate Park Archives and Records Center. Caltrans will identify and
220 distribute the documentation to other interested parties and repositories, as appropriate.

221 **c. Historic Structures Reports/Condition Assessments**

222 Caltrans and the SFCTA shall prepare Historic Structure Reports (HSRs) for each
223 historic property or contributing building within the PNHLD for which detailed
224 information is required to develop protection measures. HSRs will be prepared for
225 Buildings 106, 201, and 228. The HSRs will be written in accordance with the standards
226 established in *Preservation Brief 43: The Preparation and Use of Historic Structure*
227 *Reports* (National Park Service, 2005). The HSRs shall include a history of the
228 property/building, construction history, archaeology, architectural evaluation, conditions
229 assessment, maintenance requirements, recommendations for proposed work, copies of
230 original drawings and specifications, if available, current drawings if different from the
231 original, and historic and current photographs. Upon completion, the HSRs shall be
232 submitted to the SHPO for a (thirty) 30 day review and response.

233 Thirty-eight buildings and structures that are in close proximity to construction, for
234 which no construction impacts are anticipated, will undergo a Pre-Construction
235 Condition Assessment as a precautionary measure and to provide a baseline for a post-
236 construction assessment outlined in Stipulation III.A.1.j. (see Appendix E). The
237 assessment procedures will focus on conditions of exterior elements, character-defining
238 features in particular, and overall structural conditions. Written assessments will be
239 accompanied by digital photo documentation and field drawings.

240 The HSRs and assessments will also provide information to determine best protection
241 practices during construction for each of the buildings, and result in the preparation of a
242 field document for the architectural monitor to review the efficacy of the protective
243 measures during construction activities in proximity of the buildings.

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d. Conduct Vibration Studies

Prior to the commencement of any construction activity, Caltrans and SFCTA shall engage a structural engineer who has experience working with historic buildings to assess and evaluate the stability of Building 106 and the Palace of Fine Arts because there is a potential for construction vibration to affect these properties. In order to determine the potential for vibration impacts, Caltrans and SFCTA, working with the Trust, will use existing vibration analysis to establish the level of additional analysis needed, including number and placement of receptors and their monitoring requirements. Caltrans and SFCTA shall conduct additional studies that might be indicated. The results of these studies shall inform mitigation requirements, such as construction methodology, shoring, and building stabilization.

e. Preconstruction Protection

Caltrans and the SFCTA will take appropriate steps, including consultation with the Trust, to ensure that Buildings 201, 204, 230, and 670 will be protected prior to moving, deconstruction, or demolition to accommodate construction of the Undertaking. Building 201 will be protected in place until its upper story is temporarily relocated and its lower story is deconstructed. Building 230 measures will include securing the building after it is vacated and providing security throughout the period of vacancy prior to deconstruction. Buildings 204 and 670 are currently vacant and will likely remain so until 204 is deconstructed and 670 is demolished. These provisions will be outlined in the BEIP in consultation with the Trust FPO and the NPS, and will follow recommended standards established in *Preservation Brief 31: Mothballing Historic Buildings Measures for the Removal and Temporary Preservation of Historic Properties* (National Park Service, 1993) as appropriate.

After recordation in accordance with IIABS/HAER/HALS documentation Stipulation III.A.1.b is accepted by the NPS, Buildings 201, 204, 230, and 670 will be removed to accommodate construction of the Undertaking. Building 670 will be demolished; no salvage is anticipated. Buildings 204 and 230 will be deconstructed, as will the ground floor of Building 201, in a manner that maximizes the salvage potential of all historic building components and stored in coordination with the Trust, see Stipulation III.A.1.f. Caltrans and SFCTA, in consultation with the Trust FPO, NPS, and the SHPO, shall remove the upper floor of Building 201, temporarily preserve it and return it to its current location. Caltrans and SFCTA shall then rehabilitate it in a manner that preserves as much of the building's historic fabric as possible in accordance with requirements outlined in the BEIP and the conditions detailed in the Historic Structures Report.

Caltrans and SFCTA, to the extent feasible, shall conduct moving, storing, preservation, and reconstruction of Building 201, in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties: Standards for Preservation, Rehabilitation, Restoration, and Reconstruction* (National Park Service, 1995 and updates). The process for moving the top floor of Building 201 shall follow the approach outlined in John Obad Curtis' *Moving Historic Buildings* (American Association for State and Local History, 1975, reprint International Association of Structural Movers, 1991) and will adhere to the recommendations outlined in the 2007 feasibility report prepared for Buildings 201, 204 and 228. In addition, Building 201

288 shall be relocated by a professional mover with demonstrated experience in the
290 successful movement of historic buildings. These efforts will be conducted in
291 consultation with Trust.

292 **f. Salvage**

293 Caltrans and the SFCTA shall deconstruct Buildings 204 and 230, and the lower story of
294 Building 201 and salvage the materials in consultation with the Trust FPO and in
295 accordance with Presidio Trust policies for waste minimization in construction and
296 demolition (see *Green Building Guidelines*, Presidio Trust, 2002 and updates). At a
297 minimum, Caltrans and the SFCTA shall salvage all historic elements identified by the
298 Trust FPO as being desired for preservation and/or reuse. Salvaged materials will include
299 such elements as structural members, siding, windows, hardware, lighting and plumbing
300 fixtures, and all such items that might be used in preserving and repairing other buildings
301 of a similar vintage and construction. Salvaged materials will be transported and
302 transferred to the responsibility of the Trust at a location to be designated by the Trust
303 FPO and the Trust salvage coordinator. Materials that are salvaged will be documented
304 and cataloged as part of the salvage process. Where feasible, historic vegetation will
305 also be salvaged. Excavation for the Doyle Drive Undertaking may also uncover historic
306 hardscape, such as paths and stairways. Material such as brick and cobblestones shall
307 also be subject to recordation and salvage. This mitigation will be coordinated with
308 monitoring measures defined in the ATP.

309 After Doyle Drive has been recorded in accordance with the appropriate level of HIAER
310 documentation as determined by the NPS, Caltrans and the SFCTA shall salvage all
311 elements suitable for preservation and/or reuse. Because Doyle Drive will continue to be
312 used by the traveling public, and the light standards, a contributing element of Doyle
313 Drive, continue to deteriorate, they will be replaced on an as needed basis as public
314 health and safety require, prior to the demolition of the facility. The Golden Gate Bridge
315 and Transportation District has declined the offer of the salvaged light standard
316 components for use on the Golden Gate Bridge. If another appropriate recipient is not
317 located, the components will be disposed of properly.

318 **g. Protection Measures During Construction**

319 Protection measures, such as environmentally sensitive area (ESA) fencing, will be used
320 to protect known resources during construction. These measures will be implemented
321 for contributing elements of the PNHLID, including buildings and historic landscaping
322 that are in close proximity to the construction zone but are not anticipated to be directly
323 affected by demolition or construction activities related to the Undertaking. Protection
324 measures outlined in the BETP will include, but are not limited to, shoring and other
325 stabilization methods, fencing, scaffolding and debris netting and fire protection
326 protocols such as no-smoking zones and other stabilization measures for structures as
327 determined necessary to protect historic resources.

328 **h. Monitoring**

329 Caltrans and SFCTA will conduct monitoring of contributing elements of the PNHLID in
330 proximity to the Undertaking to support the protection measures for the built
331 environment and the cultural landscape. Monitoring protocols, which will be outlined in

332 the BETP, will include the location, frequency, and duration of monitoring for each
333 resource type. Monitoring procedures will commence with pre-construction condition
334 assessments of buildings and structures adjacent to the construction footprint in order
335 finalize monitoring requirements for built resources. If unexpected effects to historic
336 buildings or cultural landscape features are identified during construction, the provisions
337 for protection, stabilization, or mitigation outlined in the BETP will be followed in
338 consultation with the Trust FPO, NPS Golden Gate staff, the SHPO, and ACHP.

339
340
341

i. Rehabilitation of Buildings and Rehabilitation/Restoration of Cultural Landscape Features

342 Caltrans and the SFCTA shall conduct rehabilitation of the upper story of Building 201,
343 and rehabilitation and/or restoration of cultural landscape features in consultation with
344 the Trust and the NPS and shall follow the *Secretary of the Interior's Standards for the*
345 *Treatment of Historic Properties: Standards for Preservation, Rehabilitation,*
346 *Restoration, and Reconstruction* (National Park Service, 1995 and updates), the
347 *Secretary of the Interior's Standards for Treatment of Historic Properties with*
348 *Guidelines for the treatment of Cultural Landscapes* (National Park Service, 1996 and
349 updates), and *Preservation Brief 36, Protecting Cultural Landscapes: Planning,*
350 *Treatment, and Management of Historic Landscapes* (National Park Service, 1994).

351 Only portions of the Presidio's 1,491-acre cultural landscape will be affected by this
352 Undertaking. Therefore, only specific areas, or sub areas, of the larger cultural
353 landscape will be subject to treatment as part of the mitigation measures for this
354 Undertaking. The total area of the Doyle Drive construction corridor is approximately
355 115 acres. Approximately 86 acres are covered with buildings, roads, paved areas and
356 ornamental landscape, lawn, isolated trees and shrubs. The remainder is covered with
357 vegetation corridors. Most of this total area has been designated as historic and
358 contributors to the PNHLD (see Appendix F). These areas will be defined in detail in
359 the BETP. Replanting will require coordination with natural resource restoration plans,
360 Caltrans landscape protocols, erosion control engineering, and the Trust's Vegetation
361 Management Plan.

362 Caltrans and the SFCTA shall minimize to the extent feasible the effects of
363 reconstructing portions of streets contributing to the PNHLD. In particular, Caltrans
364 and the SFCTA shall reconstruct Halleck Street, which is being raised to accommodate
365 the new Doyle Drive, to minimize visual effects where adjacent to Building 228. The
366 paved walkway, approximately five feet in width and directly adjacent to the west
367 elevation of the building, shall be reconstructed at the same elevation as the building in
368 order to minimize the appearance of the building having sunk into the streetscape.
369 Caltrans and the SFCTA shall also restore buildings, structures, objects, and sites that are
370 contributors to the PNHLD that were not to be demolished, but are inadvertently
371 damaged, in accordance with the *Secretary of the Interior's Standards for the Treatment*
372 *of Historic Properties: Standards for Preservation, Rehabilitation, Restoration, and*
373 *Reconstruction* (National Park Service, 1995 and updates).

374 **j. Post-Construction Condition Assessment and Re-evaluation of Resources**

375 Following completion of construction of the new Doyle Drive, Caltrans and the SFCTA
376 shall conduct a post-construction conditions assessment and re-evaluation, pursuant to
377 NRHP criteria, of specific buildings that were previously identified as contributors to the
378 PNHLD and portions of the cultural landscape of the PNHLD to assess whether they still
379 retain sufficient historic integrity to convey their significance (see Appendix E).

380 **k. Preparation of NHL Nomination for the Golden Gate Bridge**

381 Within six months following the completion of construction of the new Doyle Drive,
382 Caltrans and the SFCTA shall provide the NPS NHL Program in the Pacific West
383 Regional Office with an updated NHL nomination. The original National Historic
384 Landmark nomination form was prepared by the National Park Service in 1997 but the
385 nomination process was never completed. The replacement of the contributing Doyle
386 Drive, as well as current seismic reinforcement carried out by the Golden Gate Bridge
387 Highway and Transportation District, will have altered this property, necessitating that
388 the contributing elements be redefined for it to be nominated as a NHL.

389 **l. Preparation of NHL Update for the Presidio of San Francisco**

390 Within six months following the completion of construction of the new Doyle Drive,
391 Caltrans and the SFCTA, in consultation with the Trust FPO and NPS shall provide the
392 NPS NHL Program in the Pacific West Regional Office with the completed NHL
393 nomination for the PNHLD (updating the existing 1993 National Historic Landmark
394 nomination and any subsequent amendments).

395 **m. Interpretation**

396 Caltrans and the SFCTA will develop public interpretive material commensurate with the
397 historic significance for the resources affected by the Undertaking. The ATP and BETP
398 will present synchronized plans including the types of public and scholarly interpretation
399 that shall be implemented. Interpretive products will include brochures, signage and
400 panels, and other appropriate media for interpretation. The interpretation plans will also
401 outline the locations where such interpretation would be installed or take place and
402 identify any interpretation that might be needed prior to and during construction to
403 educate Park visitors about the cultural resources protection measures being undertaken.
404 These shall in part be informed by the findings of fieldwork such as
405 IIABS/IIAER/HALS recordation and archaeological monitoring. Caltrans and the
406 SFCTA shall coordinate interpretive objectives for mitigating effects to historic
407 resources with the Presidio Trust and NPS interpretive program and methodologies.

408 **2. ATP**

409 The archaeology treatment plan (ATP) will describe in detail protection measures for
410 archaeological resources and resources of importance to Indian tribes, because of cultural
411 affinity, such as the establishment of environmentally sensitive areas (ESAs), use of
412 preconstruction archaeological excavation, development of a plan for monitoring during
413 construction, procedures to be followed when unanticipated discoveries are encountered,
414 processes for evaluation and data recovery of discoveries, responsibilities and coordination
415 with Indian tribes, NAGPRA compliance, and curation of recovered materials. The ATP

416 also outlines the mitigation requirements sufficiently for the purpose of developing a budget
417 for all work, including studies, documentation, fieldwork, monitoring, and curation.

418 **a. Pre-construction Exploration for Archaeological Resources**

419 Though survey for the Doyle Drive Project did not identify specific historic
420 archaeological features that would contribute to the NHL, some potential remains. One
421 prehistoric archaeological site [CA-SFr-6/26] was located within the APE and has been
422 determined eligible under Criterion D.

423 Caltrans and SFCTA will conduct additional archaeological investigations in order to
424 inform monitoring requirements and avoid costly construction shutdowns. The pre-
425 construction excavation methodology will be outlined in the ATP and depend on as-yet
426 undetermined construction methodology. Updated baseline information and Trust
427 operational monitoring that has occurred since the Undertaking's identification phase
428 will be used to inform the location and extent of preconstruction testing.

429 **b. Protection**

430 Caltrans and SFCTA shall implement protection measures to protect the archaeological
431 resource known as CA-SFr-6/26 during construction. Protection measures outlined in
432 the ATP will include, but are not limited to, the establishment of an environmentally
433 sensitive area (ESA), a plan describing the proposed location, frequency, and duration of
434 monitoring for archaeological resources, and other protection measures as determined
435 necessary to protect sensitive areas. These protection measures will be used also in the
436 event that other archaeological resources are discovered during pre-construction or
437 construction in proximity to the project area but are not anticipated to be directly
438 affected by demolition or construction activities related to the Undertaking.

439 **c. Monitoring**

440 Caltrans and the SFCTA shall monitor the Undertaking's area of direct effect (ground
441 disturbance) in order to ensure that the protection measures instituted for CA-SFr-6/26
442 are effective and in order to identify, assess, and determine the appropriate treatment of
443 archeological resources which may be discovered.

444 **d. Unanticipated Discoveries**

445 As a result of the need to undertake planning to the maximum extent possible, a special
446 requirement for protecting National Historic Landmarks pursuant to 36 CFR § 800.10,
447 evaluation and data-recovery requirements for possible post-review discoveries are
448 required, as detailed in the ATP. If potentially significant resources are encountered
449 during pre-construction investigations or during construction, the archaeological monitor
450 will temporarily halt or redirect construction activities in the area of the discovered
451 resources so that further investigation can determine significance, and/or until FHWA
452 can determine an appropriate course of action. The excavation methods employed would
453 depend on several factors, including site structure and the type of materials present. If
454 vulnerable to vandalism and/or inadvertent intrusions by machinery, the newly
455 discovered resource shall be protected by an appropriate form of barrier. Construction
456 activities will avoid any archaeological discovery until the archaeological monitor

457 indicates that the site-avoidance fencing can be removed and construction can resume in
458 the area.

459 The FHWA shall obtain the views of the Trust, NPS and SIPO on FHWA's
460 recommendation with respect to the NRHP eligibility of any property discovered during
461 the course of the Undertaking. If the SHPO, NPS, or the Trust apprise FHWA and
462 SFCTA, within thirty (30) calendar days of notification that they do not concur with the
463 FHWA's recommendation with respect to the NRHP eligibility of any property
464 discovered during the course of the Undertaking, FHWA shall request a determination
465 from the Keeper of the National Register under the Secretary of the Interior in
466 accordance with 36 CFR § 800.4(c).

467
468 The FHWA shall also notify federally recognized Indian tribes that may ascribe
469 traditional cultural and religious values to the property and afford them forty-eight (48)
470 hours to comment, if the property is of potential interest, as defined in the ATP. As no
471 federally recognized tribes currently are affiliated with the area of the Undertaking,
472 Caltrans will be responsible for notifying non-federally recognized tribes with cultural
473 affinity, including the Muwckma Ohlone Tribe, and members of the Ohlone Indian
474 Tribe, the Amah Mutsun of the Mission San Juan Bautista Indians, and the Mutsun
475 Ohlone, which have participated in consultation to date, and afford them forty-eight (48)
476 hours to comment, if the property is of potential interest, as defined in the ATP. Ohlone
477 signatories to this Agreement document agree to participate in consultation herein
478 outlined according to FHWA and Caltrans protocol. If Native American human remains,
479 funerary objects, sacred objects, or objects of cultural patrimony are uncovered,
480 compliance with the Native American Graves Protection and Repatriation Act will be
481 conducted by the Trust according to 43 CFR §10.

482
483 Caltrans and the SFCTA shall take all reasonable measures to preserve archaeological
484 resources and unanticipated buried landscape elements. If historic properties are
485 identified during monitoring that are in danger of being disturbed by construction,
486 FHWA shall notify SHPO at the earliest possible time and consult to develop actions that
487 will take the effects of the Undertaking into account. FHWA shall notify SHPO of any
488 time constraints, and FHWA and SIPO shall mutually agree upon time frames for
489 consultation. Caltrans/FHWA may participate in this consultation. FHWA shall
490 provide SHPO with written recommendations reflecting its consultation with SHPO.
491 FHWA will take into account any timely comments provided by the SIPO prior to
492 making a final decision on how to treat the discovery. If SHPO does not object to
493 FHWA's recommendations within the agreed upon time frame, FHWA shall require
494 Caltrans and the SFCTA to modify the scope of work as necessary to implement the
495 recommendations.

496
497 Caltrans and SFCTA shall treat historic properties under the above conditions according
498 to the procedures detailed in the ATP. Such procedures shall include the recovery of a
499 representative sample of the significant archaeological deposits that the implementation
500 of the Undertaking would destroy. The ATP shall establish the size and extent of such
501 representative sample and shall design the recovery of such data to address research
502 themes of interest to the archaeological research community, Indian tribes with cultural
503 affinity, and the public.

504 **e. Curation**

505 All archaeological and historical materials/collections/artifacts recovered from the
506 Presidio in Area B are the property of the United States government and under the span
507 of control of the Trust FPO. No collections may leave the Presidio without written
508 consent and only for special analyses or on loan for exhibition. Treatment of collections,
509 including cataloging and discarding, will be accomplished in accordance with the ATP.
510 Caltrans and the SFCTA shall evaluate all historical materials/collections/artifacts for
511 research potential and significance and shall provide written reports on these findings.
512 Caltrans and SFCTA shall provide the appropriate level of curation and treatment of
513 these materials to ensure maximum preservation in a museum collection. Caltrans and
514 the SFCTA shall ensure that all Undertaking collections be evaluated, accessioned,
515 catalogued, curated, and documented by professionals in their field meeting national
516 museum management standards and the NPS collections management standards.

517 **f. Public Interpretation**

518 Should any archaeological resources be affected by the Undertaking, Caltrans and the
519 SFCTA will coordinate the findings and interpretive opportunities with the
520 interpretations developed for the built environment (see Stipulation III.I.ii). Interpretive
521 products will include the brochures, signage and panels, and other appropriate media for
522 interpretation. The interpretation plans will also outline the locations where such
523 interpretation would be installed or take place and identify any interpretation that might
524 be needed prior to and during construction to educate Park visitors about the cultural
525 resources protection measures being undertaken. Caltrans and the SFCTA shall
526 coordinate interpretive objectives for mitigating effects to historic properties with the
527 Presidio Trust and NPS interpretive program and methodologies.

528 **B. Implementation**

529 Over the course of the execution of the ATP and the BETP, Caltrans and SFCTA will convene
530 regular meetings of a treatment oversight panel (TOP), which will review and coordinate
531 mitigation activities among responsible parties and communicate progress. The TOP will be
532 comprised of professionally qualified representatives from Caltrans and the SFCTA, and the
533 Trust FPO, and NPS, and include FHWA and others as deemed appropriate by FHWA. Caltrans
534 and the SFCTA shall be responsible for scheduling and convening the TOP. The TOP will meet
535 to review the development and finalization of the treatment details and resulting reports. The
536 TOP will also confer as needed regarding concerns about the implementation of the stipulations
537 outlined in the ATP and the BETP. The TOP will also consult with interested parties, as
538 appropriate, during the implementation of the ATP and the BETP, and will involve the interested
539 parties in the review of any substantive revisions to the ATP and the BETP. FHWA shall
540 receive minutes of TOP meetings and shall have final authority over the plans reviewed by the
541 TOP. Caltrans is ultimately responsible to the FHWA for the completion of the mitigation
542 measures.

543 The Mitigation Implementation Plan (MIP) is a communication tool for coordinating
544 construction phasing with the treatment measures. It will combine requirements of the ATP and
545 the BETP with design/construction information to provide detailed guidance for the temporal and
546 geographical phasing of treatment measures in the field. The plan will elaborate upon the
547 schedule for pre-construction phase of treatment, treatment that will be implemented during
548 construction of the Undertaking, and post-construction treatment. The plan will also include a
549 process for communication amongst the Agreement signatories. Caltrans and the SFCTA shall

550 complete the MIP, in consultation with the Presidio Trust and NPS during the pre-construction
551 phase of the project in order to provide direction for mitigation measures that must be phased
552 first, such as pre-condition assessments. When the Undertaking's Draft Plans Specification and
553 Estimates are circulated among the project proponents, Caltrans and SFCTA shall update the
554 MIP and distribute it to the signatories.

555

556 **IV. ADMINISTRATIVE STIPULATIONS**

557 **A. Electronic Information Management**

558 The Doyle Drive Project will use a secure internet-based collaboration tool that allows project
559 teams to communicate easily regardless of their location. Technical documents prepared in
560 accordance with this Agreement will be uploaded by SFCTA to this internet site for access by
561 signatories, consulting parties, and interested parties as needed.

562 **B. Reporting**

563 On or before January 30th and June 30th of each reporting year so long as this Agreement is in
564 effect, Caltrans shall prepare and provide to all parties to this Agreement a semi-annual report
565 (Report) describing how the FHWA is carrying out its responsibilities under this Agreement.
566 FHWA shall ensure that the Report is made available to the public and that potentially interested
567 persons and members of the public are invited to provide comments to the FHWA, as well as to
568 the ACHP and SHPO. At the request of the ACHP or SHPO, FHWA shall supplement this
569 process through meeting(s) to address comments and/or questions. The Report shall include, at a
570 minimum:

- 571 1. List of all studies, reports, actions, evaluations, or monitoring reviewed or generated
572 under the Stipulations of this Agreement
- 573 2. Efforts to identify and/or evaluate potential historic properties, monitoring efforts,
574 archaeological management assessments or research designs, and treatment of historic
575 properties.
- 576 3. Any recommendations to amend this Agreement or improve communications among the
577 parties.

578 In addition, Caltrans, in consultation with FHWA, will prepare reports at the completion of each
579 phase of work (pre-construction, during construction and post-construction) for distribution to all
580 of the signatories to this Agreement.

581 **C. Professional Standards and Report Dissemination**

582 All activities regarding history, collections management, historical archaeology and prehistoric
583 archaeology, architecture, landscape architecture, and architectural history that are accomplished
584 pursuant to this Agreement will be carried out by or under the direct supervision of persons
585 meeting the "Secretary of the Interior's Professional Qualification Standards."

586 Caltrans and the FHWA shall ensure that all reports resulting from implementation of the AIP
587 and the BETP meet contemporary professional standards and the *Secretary of the Interior's*
588 *Standards for the Treatment of Historic Properties* (National Park Service, 1995 and updates);
589 the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation*
590 (National Park Service, 1983 and updates); and the "Secretary of the Interior's Standards and
591 Guidelines for Architectural and Engineering Documentation" (*Federal Register*, 2003). Copies
592 of all final reports will be provided to the Trust, SHPO, the Northwest Information Center at
593 Sonoma State University, the NPS Golden Gate Park Archives and Records Center, the NPS
594 Pacific West Regional Office, and other interested parties as appropriate, such as Indian tribes,
595 the Native American Heritage Commission, the San Francisco Public Library, historical
596 societies, and professional archaeological societies.

597 **D. Confidentiality**

598 The signatories to this Agreement acknowledge that the handling of documentation regarding
599 historic properties covered by this Agreement are subject to the provisions of § 304 of the
600 National Historic Preservation Act of 1966, where federal land is involved and § 6254.10 of the
601 California Government Code (Public Records Act), relating to the disclosure of archaeological
602 site information, where non-federal land is involved. Having so acknowledged, the signatories
603 will ensure that all actions and documentation prescribed by this Agreement are consistent with
604 said sections, as applicable.

605

606 **V. AMENDMENT**

607

608 If any signatory to this Agreement, including any invited signatory, proposes an amendment to its
609 terms, that party shall consult with the other parties to develop an amendment. The amendment will
610 be effective on the last date a copy of it is signed by all of the signatories in counterpart. If the
611 signatories cannot agree to appropriate terms to amend the Agreement, any signatory may terminate
612 the Agreement in accordance with Stipulation VII, below.

613

614 To address minor changes in the Undertaking or the treatment of historic properties affected by the
615 Undertaking, FHWA may propose revisions to one or both Historic Properties Treatment Plans or to
616 the MIP to the other parties to this Agreement. Upon the written concurrence of SHPO, Caltrans,
617 NPS, SCTA, and the Trust, FHWA may revise the plan(s) or MIP to incorporate the agreed upon
618 changes without executing a formal amendment to this Agreement.

619

620

621 **VI. DISPUTE RESOLUTION**

622

623 Should any signatory to this Agreement object at any time to any actions proposed or the manner in
624 which the terms of this Agreement are implemented, FHWA shall consult with such party to resolve
625 the objection. If FHWA determines that such objection cannot be resolved within 15 calendar days,
626 FHWA shall:

627

628 Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the
629 ACHP. FHWA will also provide a copy to all signatories and concurring parties. The ACHP shall
630 provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving
631 adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a
632 written response that takes into account any timely advice or comments regarding the dispute from

633 the ACHP, signatories and concurring parties, and provide them with a copy of this written response.
634 FHWA will then proceed according to its final decision.
635

636 If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period,
637 FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a
638 final decision, FHWA shall prepare a written response that takes into account any timely comments
639 regarding the dispute from the signatories and concurring parties to the Agreement, and provide them
640 and the ACHP with a copy of such written response.
641

642 FHWA's responsibility to carry out all other actions subject to the terms of this Agreement that are
643 not the subject of the dispute remain unchanged.
644

645

646 VII. TERMINATION

647

648 If any signatory believes that the terms of this Agreement are not being carried out or cannot be
649 carried out, they may request that construction stop where historic properties are threatened while the
650 terms of the Agreement are amended per Stipulation V above. If within thirty (30) days, or another
651 time period agreed to by all signatories, an amendment cannot be reached, any signatory may
652 terminate the Agreement upon written notification to the other signatories.
653

654 If this Agreement is terminated for any reason, and FHWA determines that the Undertaking will
655 proceed, FHWA will either execute a new Agreement with the signatories under 36 CFR §
656 800.6(c)(1), or request, take into account, and respond to, the comments of the ACHP pursuant to 36
657 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

658

659 VIII. RESOLUTION OF PUBLIC OBJECTIONS

660 If any member of the public objects to any actions proposed in compliance with this Agreement or
661 the manner in which the provisions of this Agreement are implemented, FHWA shall immediately
662 notify the other signatories in writing of the objection and take the objection into account. FHWA
663 shall consult with the objecting party and, if the objecting party so requests, with any or all of the
664 other signatories, for no more than thirty (30) calendar days. Within fourteen (14) calendar days
665 following closure of the consultation period, FHWA shall render a decision regarding the objection
666 and notify all parties of this decision in writing. In reaching its decision, FHWA shall take comments
667 from all parties into account. FHWA's decision regarding resolution of the objection will be final.
668 No provision of this stipulation will preclude FHWA and Caltrans from continuing to implement any
669 provision of the Agreement that is subject to public objection.

670

671 IX. DURATION

672 If FHWA determines that construction of the Undertaking has not been initiated within ten years
673 following execution of this Agreement, the signatories shall consult to reconsider its terms.
674 Reconsideration may include continuation of the Agreement as originally executed, amendment, or
675 termination.

676 This Agreement will be in effect through FHWA's implementation of the Undertaking, and will
677 terminate and have no further force or effect when FHWA, in consultation with the other signatories,
678 determines that the terms of this Agreement have been fulfilled in a satisfactory manner. FHWA
679 shall provide the other signatories with written notice of its determination and of termination of this
680 Agreement.

681

682 **X. EXECUTION**

683 FHWA shall ensure that each party is provided with a copy of the fully executed Agreement. This
684 Agreement will become effective on the date that the last signatory has signed the Agreement.
685

686 Execution and implementation of this Agreement evidence that FHWA, NPS, and the Trust have
687 afforded the ACIP a reasonable opportunity to comment on the Undertaking and the effect of the
688 Undertaking on historic properties, and have themselves taken into account the effect of the
689 Undertaking on historic properties.

690

691

692 **SIGNATORIES**

693

694

695 **FEDERAL HIGHWAY ADMINISTRATION**

696 By: Vincent Mammano Date: 8/27/08

697 Name: ^{CO2} Gene Fong

698 Title: Division Administrator, California

699

700

701 **PRESIDIO TRUST**

702 By: Craig Middleton Date: 9/4/08

703 Name: Craig Middleton

704 Title: Executive Director

705

706

707 **NATIONAL PARK SERVICE**

708 By: Jonathan B. Jarvis Date: 9/12/08

709 Name: Jonathan B. Jarvis

710 Title: Regional Director, Pacific West Region

711 By: Brian O'Neill Date: 9-18-08

712 Name: Brian O'Neill
713 Title: General Superintendent, Golden Gate National Recreation Area

714

715

716 CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

717 By: Milford Wayne Donaldson Date: 29 SEP 2008

718 Name: Milford Wayne Donaldson
719 Title: State Historic Preservation Officer

720

721

722

723 ADVISORY COUNCIL ON HISTORIC PRESERVATION

724 By: John Fowler Date: 10/7/08

725 Name: John Fowler
726 Title: Executive Director

727 for

728

729

730

731 INVITED SIGNATORIES

732

733 CALIFORNIA DEPARTMENT OF TRANSPORTATION

734 By: Bijan Sachpi Date: 9-18-08

735 Name: Bijan Sachpi
736 Title: District 4 Director

737

738

739 DEPARTMENT OF VETERANS AFFAIRS

740 By: Donald F. Rinker Date: 9-22-08

741 Name: Donald F. Rinker
742 Title: Memorial Service Network V, National Cemetery Administration

743

744

745 SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

746 By: Jose Luis Moscovich Date: 9/18/08

747 Name: Jose Luis Moscovich

748

750 Title: Executive Director

751

752

753 **SAN FRANCISCO RECREATION AND PARKS DEPARTMENT**

754

755

By:  Date: 9/24/08

756

Name: Yomi Agunbiade

757

Title: General Manager

758

759

760

761 **Concurring Parties**

762

763

764 **National Trust for Historic Preservation**

765

766

By: _____ Date: _____

767

Name: Anthea Hartig, PhD

768

Title: Director, Western Regional Office

769

770

771 **Presidio Historical Association**

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By: _____ Date: _____

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Name: Gary Wickman

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Title: President

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778 **San Francisco Architectural Heritage**

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By: _____ Date: _____

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Name: Jack Gold

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Title: Executive Director

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785 **Muwekma Ohlone Tribe**

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787

By: _____ Date: _____

788

Name: Rosemary Cambra

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Title: Chairperson

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792 **Amah Mutsun of Mission San Juan Bautista Indians**

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By: _____ Date: _____

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Name: Irene Zwiertein

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798 **Mutsun Ohlone**

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800 By: _____ Date: _____

801 Name: Jakki Kell

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804 **Ohlone Indian Tribe**

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806 By: _____ Date: _____

807 Name: Andrew Galvan

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX J

Summary of Relocation Benefits

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX J

SUMMARY OF RELOCATION BENEFITS

The construction of a new Doyle Drive would require the acquisition of various buildings in order to implement the project. These acquisitions will require several businesses to relocate their operations. The following information provides a general overview of the relocation services provided by the California Department of Transportation (Caltrans) and is not intended to be a complete statement of all of Caltrans laws and regulations.

Relocation Assistance Advisory Service

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase. Relocation services are provided by a qualified Relocation Agent from Caltrans.

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or Caltrans Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from the Relocation Advisors.

At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to

purchase, and also given a more detailed explanation of Caltrans relocation programs.

Relocation Services

There are two programs available to aid businesses, farms and nonprofit organizations which must relocate including:

- The Relocation Advisory Assistance Program, which provides aid in locating a suitable replacement property, and
- The Relocation Payments Program, which provides reimbursement for certain costs involved in relocating. These payments are classified as:
 - Moving and Related Expenses (cost to move personal property not acquired).
 - Reestablishment Expenses (expenses related to the replacement property).
In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

Moving Expenses

Qualified displaced businesses, farms or nonprofit organizations are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify one must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property OR at the time Caltrans acquires title or takes possession of the property.

A business may be paid for actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less and all moving costs must be supported by paid receipts or other evidence of expenses incurred. Another option is the self move agreement which a business would be paid to move their own personal property based on the lower of two acceptable bids obtained by Caltrans.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed \$10,000 for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administration expenses.

In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property

losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 or more than \$20,000.

For a business to be eligible for a fixed payment, Caltrans must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.
2. The business cannot be relocated without a substantial loss of existing patronage.
3. The business is no part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by Caltrans.
4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

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SOUTH ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE

APPENDIX K

Minimization and Mitigation Summary

Doyle Drive Project
Final Environmental Impact Statement/Report
and Final Section 4(f) Evaluation

APPENDIX K

MINIMIZATION AND MITIGATION SUMMARY

Doyle Drive Project Minimization, Avoidance, and Mitigation Measures

This section comprises a summary of the minimization, avoidance, and mitigation measures for the Doyle Drive Project. Both *California Environmental Quality Act* (CEQA) and/or *National Environmental Policy Act* (NEPA) regulations require an enforceable mitigation monitoring program be developed for the project. Per CEQA Guideline 15907(a), “In order to ensure that the mitigation measures and project revisions identified in the EIR are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” Under NEPA regulations, “A monitoring and enforcement program shall be adopted and summarized where applicable for any mitigation” (Section 1505.2(c)). The project proponents have committed to implementing several measures as part of the project to minimize and avoid impacts with construction of a new Doyle Drive. These measures include but are not limited to elements which would be designed into the new facility, continued coordination with affected parties, and implementation of best management practices during construction. The final mitigation measures will be developed in coordination with both the Trust and NPS and subject to Trust and NPS approval.

Additional measures are proposed to mitigate the impacts associated with project implementation. Mitigation is defined by both the CEQA – Section 15370 and the NEPA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; and
- Compensates for the impacts by replacing or providing substitute resources or environments.

SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

Exhibit K-1 presents the measures committed to by the project proponents to avoid and minimize impacts associated with the project. **Exhibit K-1** is comprised of the following columns:

- Resource Area
- Conflict/Impact to Be Avoided
- Minimization/Avoidance Measure

SUMMARY OF MITIGATION MEASURES

Exhibit K-2 presents the measures developed to mitigate the impacts associated with the project. **Exhibit K-2** is comprised of the following columns:

- Resource Area
- Impact to Be Mitigated
- Mitigation Measure

Following the two exhibits is the *Summary of Required Permits and Environmental Commitments* form (PAM) which lists the project specific permits and mitigations to ensure the measures are incorporated into detailed design and implemented during construction.

**Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES**

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
1	Land Use and Planning	On-going operations within Presidio	Coordination with Presidio Trust regarding location and duration of work in Presidio will be carried out whenever feasible. Will continue to work with the Presidio Trust and NPS during Final Design for the most feasible marsh restoration solution.
2	Parks and Recreation Facilities	Conflicts with recreational programs	Coordination with Presidio Trust regarding location and duration of work in areas where may affect park and recreation facilities will be carried out whenever feasible. Public information program will keep public informed of potential impacts/closures to recreational facilities during construction process. Temporary pedestrian and bicycle access would be provided on already designated pedestrian/bicycle paths and routes on either side of the project area. Access across the Coyle Drive corridor during construction will be maintained at various locations including Lincoln Boulevard, McDowell Avenue and Lynn Street. The project is committed to providing temporary access across the roadway whenever possible.
3	Community	On-going operations within Presidio	Coordination with Presidio Trust regarding location and duration of work in Presidio will be carried out whenever feasible.
4	Parking	Temporary loss of parking	Parking study will be updated periodically in coordination with the Presidio Trust to determine the location of available parking.
5	Relocation	Impacts to buildings	Minimizing impacts to buildings was considered throughout design of Preferred Alternative. Therefore, property impacts were minimized to fullest extent throughout design of Preferred Alternative. Temporary relocate operations of Building 106
6	Environmental Justice	On-going operations within Presidio	Coordination with Presidio Trust regarding location and duration of work in Presidio will be carried out whenever feasible. The Crissy Field Center operations and sensitive educational programs will be temporarily relocated within the Presidio during the construction period.
7	Traffic and Transportation	Traffic and transportation flow during construction	In addition to continuing coordination with Presidio Trust, Golden Gate Bridge Highway and Transportation District (GGHTD), Muni, San Francisco Department of Parking and Traffic, and NPS, and implementation of a public information program, the project will adhere to traffic impact reduction strategies which will be developed as part of the transportation management plan (TMP). The TMP will include, but not be limited to, the following traffic reduction and management strategies: <ul style="list-style-type: none"> - encouraging alternatives, such as use of local San Francisco arterial streets (for local San Francisco traffic); - monitoring and maintaining operations on local roads and at the Golden Gate Bridge Toll Plaza area; - shifting travel to other time periods or use of transit; - coordinating an overall trip reduction strategy; and - implement interactive traffic monitoring, as appropriate, to determine best strategies for alleviating possible bottlenecks.

**Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES**

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
8	Transit	Transit operations during construction	A public information program will provide the general public necessary information regarding any new, temporary routes which may be in place during construction period. Coordination with Presidio Trust will ensure operation of PresidioGo shuttle service is maintained during construction. Golden Gate Transit (GGT) and Muni operations will be maintained during construction period. Coordination with GGT will occur for the development of appropriate detours for the two weekend closures of Doyle Drive. The TMP will address bus re-routing, while the public information program will inform the general public of any new, temporary routes within the project study area.
9	Visual and Aesthetics	Restoration of temporarily affected areas	Design guidelines will be developed by project proponent in conjunction with Presidio Trust, NPS, Caltrans, and SHPO. Guidelines will: <ul style="list-style-type: none"> - be a collaborative effort, and provide a planning and design framework for new construction and associated landscaping for Doyle Drive; - incorporate the Secretary of Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes (National Park Service, 1995); - provide framework to ensure that design and construction of Doyle Drive will be compatible with Golden Gate Bridge historic district; and that associated landscape will be compatible with Presidio of San Francisco National Historic Landmark District; and - include general restoration criteria concepts and methods including matching the original lighting standards of Doyle Drive, which match those of the Golden Gate Bridge. Guidelines, in accordance with Presidio Vegetation Management Plan, will also be developed by project proponent to ensure appropriate vegetation and landscaping restoration. Based on principles in Presidio Vegetation Management Plan and Presidio Trust Management Plan, some vegetation could be selectively removed to enhance views where appropriate and in consultation with Presidio Trust.
10	Cultural Resources	Cultural resources impacts	San Francisco County Transportation Authority, Caltrans, and FHWA will work closely with SHPO, Presidio Trust, NPS, ACH-P, the federal cooperating agencies, and other interested parties to ensure appropriate measures are developed and implemented as part of a Programmatic Agreement (PA) and associated archaeological and built environmental treatment plans being developed for the project.
11	Hydrology, Water Quality, and Stormwater	Hydrology, water quality, and stormwater impacts	Measures implemented to minimize or eliminate construction and operational impacts of the project include: <ul style="list-style-type: none"> - Design of roadway will need to include flood protection for low portions of roadways at eastern portal of Main Post tunnel and depressed segment of Girard Road. Flood protection features will consist of either landscaped berms or barrier structures with crests greater than 3.35 meters (11 feet) NAVD unless other designs are developed. - Tunnel construction will include placement of discrete high-permeability strip drains consisting of fabricated geocomposite core within a filter fabric around tunnel box which will allow groundwater to be intercepted on upstream (south) side of tunnel and flow through strip drains to discharge at locations outside northern side-wall of tunnel.

Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
	Hydrology, Water Quality, and Stormwater (cont'd.)		<ul style="list-style-type: none"> - Tunnel box will be constructed with permeable gravel envelope and/or strip drains around box and water will be easily transmitted to downgradient side under tunnel. Gravel envelope and/or strip drains would require that groundwater flow under tunnel box would not be impeded. - Fill soils on top of tunnel box will not be directly underlain by a groundwater table, and therefore will be seasonally dry which may require special plant selection and/or irrigation should be area be considered for revegetation. - Under requirements of the NPDES Caltrans Statewide Stormwater Permit and the Construction General Permit, the project proponent will develop a SWPPP prior to construction to reduce pollutants in stormwater discharges and potential for erosion and sedimentation. Since the project is located in an area managed by the Trust and the NPS, the project proponent will consult these agencies when preparing the SWPPP. - BMPs will be designed to reduce pollutants in stormwater discharges from the construction site. Control measures could include construction of detention structures, installation of siltation fencing, appropriate grading practices, dust control, soil stabilization, temporary seeding, and equipment wash-down facilities. - Project proponent will characterize quality of groundwater in vicinity of dewatering operations (prior to initiation of dewatering). Dewatering will take place in conformance with Caltrans permit and SWMF or any separate dewatering permit issued by San Francisco Regional Board. Any discharge of groundwater to sanitary sewer system will be required to comply with San Francisco Public Utilities Commission (SFPUC) pretreatment standards and other requirements for discharge to City's sewer system. - Representatives from the Trust, NPS, and/or the Southeast Water Pollution Control Plant and the SFRWQCB will coordinate with project proponent and Caltrans to determine acceptable thresholds for discharge to the sanitary and storm sewer systems. - In addition, project proponent shall either: 1) demonstrate through detailed hydraulic calculation that project-related effects of dewatering on Palace of Fine Arts Lagoon levels would not be substantial; or 2) enter into an agreement with SFPUC to contribute to cost of monitoring and replenishment of lagoon levels during dewatering operation period. - Two treatment options are proposed for implementation to eliminate or reduce pollutants in runoff from project: <ul style="list-style-type: none"> ▪ Stormwater Treatment Option 1. Stormwater runoff from proposed roadway, including washdown water (water from cleaning the tunnel) and incidental runoff from within tunnels will be collected and discharged to existing sanitary sewer system. Runoff will then be treated at City and County of San Francisco wastewater treatment facility. ▪ Stormwater Treatment Option 2. Runoff from new roadway will be treated prior to discharge to surface waters, to extent feasible, at or near new structure. Caltrans will coordinate with the Trust and NPS curing permanent treatment control selection process. Preferred Alternative will incorporate, to maximum extent practicable (MEP), treatment of roadway pollutants in runoff prior to discharge to any surface water systems.

**Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES**

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
	Hydrology, Water Quality, and Stormwater (cont'd.)		<ul style="list-style-type: none"> - Caltrans will conform to requirements of its SWMF to incorporate treatment controls and, during design phase, will use Caltrans approved BMPs to treat roadway runoff to the MEP. Caltrans approved BMPs include: <ul style="list-style-type: none"> ▪ land-based biofiltration, detention and infiltration treatments that employ filtering medium in combination with vegetation to filter and treat stormwater; and ▪ "in-line" structural BMPs such as media filters and multi-chamber treatment trains that treat concentrated runoff. Structural BMPs typically require less area for installation and are more maintenance intensive. ▪ If none of the approved BMPs appear feasible, Caltrans, the NPS and the Trust will work cooperatively to develop other mitigation measures for stormwater treatment.
12	Geology/Soils/ Seismic/ Topography	Geology/soils/seismic / topography impacts	<p>Geologic concerns will be addressed, through appropriate subsurface investigation and design considerations as described below.</p> <ul style="list-style-type: none"> - Seismic design for structures will be based on Caltrans Seismic Design Criteria (Caltrans, 2007). Road structure designs will be based on a Magnitude 8 earthquake on San Andreas Fault since it is the governing fault for this project. - Special design features will be incorporated into structures that will be placed in soils vulnerable to liquefaction. - While it is proposed that tunnels be supported on piles penetrating into dense sandy substrate underlying soft upper soils, alternative measures to improve soft soils could be investigated, whereby need for fillings may be eliminated. Soil improvement technique could be incorporated if it does not have impact on hydrogeologic regime. - Prior to project construction geotechnical borings from site will be reviewed to identify areas of serpentine bedrock that will be disturbed during project construction. An Asbestos Dust Mitigation Plan will be prepared and submitted to Bay Area Air Quality Management District (BAAQMD), in accordance with the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. Asbestos Dust Mitigation Plan will include BMPs to minimize dust during grading and other earthmoving operations. - All earthwork for project will conform to requirements of Section 19 (Earthwork) of most current Caltrans Standard Specifications. Soils excavated in one location will be reused as fill or backfill in another location to extent possible, provided it meets appropriate requirements. Unsuitable materials such as contaminated soils or soils with high plasticity or excessive organic content will be appropriately disposed of offsite. An earthwork management plan will be developed in coordination with Trust and the NPS. - If archaeological materials not subject to scientific study are redeposited elsewhere on the Presidio, project proponent will consult with land manager to ensure that secondary nature of materials is documented appropriately and that primary and secondary locations of such materials are plotted on appropriate maps and documented to inform future researchers.
13	Hazardous Materials	Construction-related impacts	Remedial costs related to issues defined through previous investigations will be defined during additional pre-construction investigations, and soils, groundwater, and buildings to be affected by the project are determined. Steps include:

Exhibit K-1

SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
	<p>Hazardous Materials (cont'd.)</p>		<ul style="list-style-type: none"> - A soil investigation will be performed prior to project construction to determine if aerially deposited materials from vehicle exhaust and viaduct coating have affected shallow soils near Doyle Drive. Depending on the analytical results, special soil management and disposal procedures may be required, and/or additional construction worker health and safety procedures implemented during project construction. - Prior to project construction, a Site Management Program/Contingency Plan (SMP/CP) will be prepared to address known and potential hazardous material issues during construction. SMP/CP will include available data from environmental investigations and geotechnical borings from project area, including areas of serpentine bedrock that will be disturbed during construction. SMP/CP will include measures to address management of contaminated soil and groundwater from known hazardous materials sites. - SMP/CP will include a site-specific Health and Safety Plan (HASP) prepared by a qualified environmental professional. HASP should include measures to protect construction workers and general public by including engineering controls, monitoring and security measures to prevent unauthorized entry to construction area, and reduce hazards outside it. SMP/CP will also address possibility of encountering unknown contamination or buried hazards and include procedures to protect workers and the public. - Prior to project construction, previously-prepared geotechnical reports and boring and trenching logs from site will be reviewed to identify areas of serpentine bedrock that will be disturbed during project construction. An Asbestos Dust Mitigation Plan will be prepared and submitted to BAAQMD, in accordance with the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. The Asbestos Dust Mitigation Plan will include BMPs to minimize dust during grading and other earthmoving operations. BAAQMD will also be notified at least 14 days prior to construction activities at the site. - During geotechnical examinations, in areas slated for dewatering, groundwater samples will be tested for hexavalent chromium, petroleum hydrocarbons, and possibly other contaminants. When groundwater dewatering is required during project construction, a permit from SFRWQCB and/or the San Francisco Public Utilities Commission (SFPUC) will be required. - Project construction will use techniques to minimize the amount of groundwater dewatering; therefore, limited dewatering performed during construction will not create long-term changes in groundwater flow direction or velocity and will not be expected to drastically affect other areas of groundwater contamination at the Presidio. - Prior to demolition of buildings for project construction, a lead-based paint survey and asbestos-containing materials survey will be conducted. Identified lead and asbestos will be abated in accordance with applicable regulations. Soils near structures potentially affected by lead-based paint will be investigated and remediated, if warranted, in accordance with the Presidio-Wide Lead-Based Paint in Soil Plan (Treadwell & Rollo, Inc., 2003). - All construction activities will be coordinated with the Trust to ensure that project development does not affect on-going investigation and/or remediation of hazardous materials sites.

Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
14	Air Quality	Construction-related impacts	<p>Contractor will be required to implement BAAQMD's basic dust control procedures (identified in BAAQMD Guidelines, 1989), and to maintain project construction-related impacts at acceptable levels. Elements of the dust abatement program for this project could include, but may not be limited to the following:</p> <ul style="list-style-type: none"> - Water all active construction areas at least twice daily. - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 0.6 meter (two feet) of freeboard (i.e., minimum required space between top of load and top of trailer). - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. - Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
15	Noise	Construction-related impacts	<p>Abatement measures to reduce the predicted exterior traffic noise levels associated with the temporary construction detour (TCD), particularly near the Crissy Field Center, were considered including:</p> <ul style="list-style-type: none"> - Alteration of horizontal and vertical roadway alignment; - Temporary noise barriers; - Building insulation; and - Temporary relocation. <p>Based on analysis of the proposed abatement measures, it was determined that the most adequate solution to the potential noise impacts at the Crissy Field Center would be to temporarily relocate the facility operations and educational programs during the construction period.</p> <p>Due to the uncertainty of construction noise, the areas adjacent the construction zone and deemed sensitive by the Trust and NPS will be monitored for changes in wildlife behavior. Based on distinct behavioral changes, a noise minimization plan will be developed as needed.</p> <p>Although construction noise is not expected to have any significant impacts on the human environment (including the recreational areas of Crissy Field and Crissy Marsh), a detailed construction noise plan will be developed for inclusion into the construction contract documents. This plan will include the specifications found in the current version of the <i>Caltrans Standard Specifications</i> related to noise control as well as those found in the <i>Caltrans Standard Special Provisions</i>. In addition to the noise-related specifications found in the <i>Caltrans Standard and Special Specifications</i>, the plan will include noise field monitoring of construction impacts. This monitoring will be conducted in concert with the Trust and NPS staffs, using monitoring sites and meteorological conditions that are consistent with standard practices for this type of activity.</p>
16	Vibration	Construction-related impacts	<p>The following vibration management measures will be required as needed within the Presidio and/or Palace of Fine Arts to maintain vibrations at acceptable levels during construction:</p>

Exhibit K-1

SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
<p>Vibration (cont'd.)</p>		<ul style="list-style-type: none"> - Appropriate construction vibration limits will be incorporated in the construction documents. The recommended ground vibration limits are a PPV not exceeding 5 mm/sec (0.20 in/sec) next to the closest facades of wood-frame historical buildings in good condition, and a PPV not exceeding 2 mm/sec (0.08 in/sec) next to the closest facades of historical buildings that are susceptible to damage (buildings of masonry construction and other buildings in a poor structural condition). - Impact pile driving will not be used within 80 meters (200 feet) of fragile historic structures. - As an alternative to driven piles, several methods of pile placement that will reduce noise and vibration impacts, including cast in drilled hole (CIDH) pile placement, screw piles or press-in piles. - Contractors will monitor vibrations and consider using lighter rollers when compacting soil, particularly with a heavy roller, within 20 meters (65 feet) of historical buildings that are susceptible to damage (for example, the masonry structures or buildings in poor structural condition). Vibratory rollers will not be stopped or started near sensitive buildings to avoid resonance effects. - Demolition operations will be modified as necessary to reduce vibrations caused by dropping demolished viaduct structures onto ground near historical buildings. Alternative methods include lowering demolished viaduct structures by crane or dropping sections onto earthen cushions. If earthen cushions are used, their effectiveness in reducing vibration will first be evaluated in less sensitive areas of project site. - Demolished sections of viaduct will be placed as far as possible from historic buildings before they are broken up. - Buildings that could be affected by demolition or construction activities will be inspected before work begins. Crack monitors will be installed where any substantial existing cosmetic or structural cracks are found in the pre-construction surveys and checked as construction proceeds. These buildings will be inspected immediately after completing the activity. - Before and during construction activities that will generate high levels of ground vibration, vibration levels will be monitored next to the facades of the closest historical buildings. If limits are exceeded, work causing excessive vibrations must immediately cease. Contractor will investigate modifying work or using alternate procedures to reduce vibration levels before resuming work. - If blasting is permitted, it will comply with conservative ground vibration limits at the closest buildings. Vibrations will be monitored during preliminary test blasts, which will use low charge weights, and subsequent blasts. Potentially affected structures will be surveyed both before and after construction. - Contractor will give adequate notice to residents and building occupants before work begins near their buildings. They will be advised that construction noise and vibration might cause them some disruption, but that extensive measures have been taken to carefully monitor vibrations and maintain vibrations at levels that will not cause damage to any building.

Exhibit K-1
SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
17	Energy	Construction period energy consumption	Measures intended to reduce short-term energy consumption associated construction could include: <ul style="list-style-type: none"> - The location of material production facilities on-site or within close proximity to the project site; - The use of newer, more energy efficient construction vehicles; and - Implementation of a program to encourage construction workers to carpool or use public transportation for travel to and from the construction site.
18	Natural Communities	Temporary construction-related and long-term impacts	A Monitoring Program for Biological Resources (Monitoring Program) will be established that is designed to ensure that biological monitoring is effectively administered and results in the avoidance and minimization of adverse effects on sensitive resources. It also provides that in cases where standards are not met, the appropriate parties are notified to take corrective action and implement adaptive management.
19	Wetlands and Other Waters of the United States		See measures identified in mitigation section below for discussion of measures to be implemented for wetland impacts.
20	Plant Species	Temporary construction-related and long-term impacts	The Monitoring Program will be implemented to ensure that all sensitive habitat and special-status plant species within or next to the construction corridor that are not temporarily or permanently affected by the project will be designated as ESAs. The ESAs will be off-limits to all construction activity and will be clearly marked on the project plans and fenced-off prior to construction. All terrestrial and aquatic revegetation efforts will be coordinated with and approved by the Trust and NPS natural resource staff. All terrestrial and aquatic revegetation materials, including seeding, mulching and hydroseeding, will be approved by the Trust and NPS natural resource staff.
21	Animal Species	Temporary construction-related and long-term impacts	The Monitoring Program will be implemented to ensure that periodic surveys will be conducted before and during construction for raptors and other native avian species. A Pre-Construction training session for all construction workers will present information provided by the Trust and NPS on working with these agencies and within national parks, such as picking up all trash and not feeding wildlife. Impact avoidance actions may include: designating buffer zones 300 to 500 feet around nests identified by the surveying biologist; restricting construction activities to a period (September 1 through December 31) outside of the peak bird breeding season (January 1 through August 31); removing vegetation (to the least extent practicable) during the non-nesting season (September 1 through December 31) to reduce the possibility that nests will occur within construction corridor; and/or utilizing construction methods that will reduce noise and vibration effects on birds. Vegetation plantings that detract wildlife within median of Preferred Alternative will be considered. During final restoration planting, project will avoid using plant species along or on median of roadway which will attract birds. Purpose is to reduce potential for vehicle-related bird mortality, and plants should not include seed or berry-producing genera such as <i>Acacia</i> , <i>Ailurus</i> , <i>Cornus</i> , <i>Heteromeles</i> , <i>Prunus</i> or <i>Ribes</i> .

Exhibit K-1

SUMMARY OF AVOIDANCE AND MINIMIZATION MEASURES

	Resource Area	Conflict/Impact to Be Avoided	Avoidance/Minimization Measure
	Animal Species (cont'd)		Pre-construction surveys for breeding or roosting bat species, including <i>Yuma myotis</i> bat, are proposed in event that bats occupy buildings or structures during year preceding actual demolition and construction.
22	Invasive Species	Limit spread of invasive species	<p>BMPs would be implemented during construction. Project will comply with Executive Order 13112, and subsequent guidance from FHWA. Erosion control and landscaping included in the construction of the project will not use species listed as noxious weeds. Precautions may include: inspecting and cleaning construction equipment; implementing eradication strategies should an invasion occur; and discouraging colonization of invasive, non-native species by stabilizing disturbed soil areas affected by construction areas as soon as they are completed.</p> <p>The project proponent will make available \$10,000 annually, up to five years, to fund projects controlling or removing non-native vegetation throughout the Presidio. Application for the funds may be made to the proponent either by the Trust or the NPS, depending on the location of the plant population (i.e., under the jurisdiction of the Trust or NPS).</p>

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
1	Land Use and Planning	Removal of eight buildings	Removal of these buildings would impact development plans of Presidio Trust as described in the <i>Presidio Trust Management Plan (PTMP)</i> . To mitigate, the PTMP will be adjusted accordingly upon implementation of the alternative.
2	Parks and Recreation Facilities	No impacts	No mitigation required.
3	Community	No impacts	No mitigation required.
4	Parking	Temporary shortage of parking spaces during construction	The Parade Grounds, located to southeast of project area, will be considered as a location for replacement parking. With coordination, the shuttle service (PresidioGo) currently operated by the Presidio Trust can be used to transport individuals to and from their destinations with the Presidio. Project sponsors will compensate the Presidio Trust for additional shuttle service. Proper signage will be provided in order to inform motorists of any parking changes and to direct them to available parking facilities.
		Permanent unmet parking demand of 142 spaces	As areas of deficiency are generally located to the south of Doyle Drive, the Presidio Trust has indicated area west of Halleck Street and south of Main Post tunnels might be considered for potential location of a new parking facility to mitigate unmet parking demand. Area to southeast corner of Girarc and Eddie Roads, which may be converted to a parking facility to address some of temporary unmet parking demand, may remain as such to offset any long-term parking deficiency.
5	Relocation	Permanent removal of eight buildings and partial removal of another	Project sponsor will provide relocation assistance services to affected homeowners, renters, and tenant businesses. In addition, property owners will be compensated in accordance with the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i> and other applicable law.
6	Environmental Justice	No impacts	No mitigation required.
7	Traffic and Transportation	No impacts	No mitigation required.
8	Transit	No impacts	No mitigation required.
9	Visual and Aesthetics	Construction-related adverse change to visual character of area due to removal of existing landscaping and vegetation	All areas affected by construction activities will be re-vegetated following agreed upon design guidelines to their appropriate native vegetation in natural areas, or appropriate ornamental vegetation type in landscaped areas. In some areas, full restoration of mature natural species may take between 10 and 20 years. Project proponent will monitor restored areas following plant installation using standard ecological methods that qualitatively estimate plant cover and to document survival rates and growth characteristics. Monitoring will continue until the performance criteria have been met.

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
10	Cultural Resources	Cultural resources impacts	<p>Specific mitigation measures are provided in the Programmatic Agreement (PA) and associated archaeological and built environmental treatment plans, prepared as part of the project. Specific measures will include:</p> <ul style="list-style-type: none"> - Development of architectural criteria. - Conduct vibration studies. - Recordation of buildings and the cultural landscape in accordance with the requirements of the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey programs. - Preparation of historic structures reports and condition assessment reports for affected buildings, structures, and cultural landscape features. - Stabilization/monitoring/security for buildings during construction. - Protocols for archaeological monitoring and for the treatment of archaeological resources and collections management and curation of recovered materials. - Development of specifications for the building that will be relocated during construction and for buildings that will be altered to accommodate construction. - Conduct architectural resource protection measures and cultural landscape monitoring. - Rehabilitation of buildings and restoration of cultural landscape features. - Conduct minor repairs and reconstruction. - Salvage of demolished buildings and structures. - Preparation of an updated National Historic Landmark nomination for the Presidio of San Francisco. - Preparation of an updated National Historic Landmark nomination for the Golden Gate Bridge.
11	Hydrology, Water Quality and Stormwater	Hydrology, water quality, and stormwater impacts	<p>Implementation of standard construction management practices and roadway design features will provide protection to groundwater, treat run-off and stormwater, and protect against extreme tidal events.</p> <p>Due to the potential effects to riparian habitat in the vicinity of the bluffs as a result of tunneling upslope of the bluffs, wetlands would be created in advance to ensure that this habitat is available during and after construction. For details see the Wetlands mitigation.</p>
12	Geology/Soils/Seismic/Topography	Disturbance and removal of geologic resources	<p>The disturbance and removal of geologic resources for the construction of the new roadway is an unavoidable impact. No mitigation measures are available for this impact.</p> <p>Soils excavated in one location will be reused as fill or backfill in another location to the extent possible, provided it meets the appropriate requirements. An earthwork management plan will be developed in coordination with the Presidio Trust and NPS.</p>
13	Hazardous Waste/Materials	Hazardous materials impacts	<p>Implementation of standard construction management practices and pre-construction investigations and procedures, including development of a Site Management Program/Contingency Plan (SMP/CP) will ensure that there would be no hazardous waste/material impacts associated with the project.</p>

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
14	Air Quality	Construction-related impacts	Implementation of BAAQMD basic dust control procedures will maintain project construction-related impacts at acceptable levels. There will be additional PM and NOx emission reductions for future construction equipment, since on May 11, 2004, the EPA signed the final rule introducing Tier 4 emission standards, which are to be phased-in over the period of 2008-2015 [69 FR 38957-39273, 29 June 2004].
15	Noise	Construction-related impacts Increase in noise levels at specific locations including residences along Storey Avenue, Armistead Road, Officer Family Housing, and Lyon Street	Implementation of appropriate avoidance and noise reduction measures would eliminate temporary construction noise impacts and those impacts associated with temporary construction detour (TCD). Initial investigations indicate that a noise barriers at the identified locations would not be feasible according to Caltrans protocol. In addition, a soundwall located on the north side of Doyle Drive near Armistead Road was determined to not be desirable or consistent with the cultural landscape of the Presidio. The Presidio Trust as land managers have indicated that the benefits from building this soundwall would be outweighed by the negative effects on the cultural landscape. This determination was made through the application of the historic preservation and architectural criteria developed for the Doyle Drive Project as part of the built environment treatment plan. The built environment treatment plan is part of the Programmatic Agreement which was developed as part of the Section 106 process to document the measures which will be taken to mitigate the adverse effects of the Project on cultural and historic resources.
16	Vibration	Construction-related impacts	Implementation of proper vibration management measures within the Presidio and/or Palace of Fine Arts will maintain vibrations at acceptable levels during construction and eliminate the need for impact mitigation.
17	Energy	Construction-related impacts	Implementation of appropriate avoidance measures would eliminate energy consumption impacts.
18	Natural Communities	Construction-related impacts	In order to mitigate for impact of vegetation being disturbed during construction, a plan for the revegetation of temporarily disturbed vegetation will be implemented. Details of the revegetation plan are described below under Plant Species. As described above, the Monitoring Program will be implemented to ensure that biological monitoring is effectively administered and results in the avoidance and minimization of adverse effects on sensitive resources.
19	Wetlands and Other Waters of the United States	Direct and indirect impacts	Mitigation measures to address direct impacts and indirect impacts to USACE jurisdictional waters are required to comply with Section 404 of the Clean Water Act. Similarly, mitigation measures will address impacts to Cowardin wetlands, which are protected by the NPS and Trust. Refer to the Wetland Restoration and Enhancement Mitigation Plan for further information on wetland mitigation measures. Once the plan is finalized it will be adopted by the project proponents and guide the wetland mitigation efforts for the project.

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
	<p>Wetlands and Other Waters of the United States (cont'd.)</p>		<p>The overall goals of wetland mitigation are to:</p> <ol style="list-style-type: none"> 1. Avoid, minimize or compensate (in this order) for the temporary and permanent losses of waters of the U.S. and Cowardin wetlands protected by the NPS or the Trust due to the Doyle Drive Project; 2. Satisfy the "no net loss" policy regarding type, function and value of wetlands per <i>Executive Order 11990</i> and consistent with the NPS' and Trust's policies; 3. Improve wetland and riparian value and increase wildlife habitat quality relative to the quality of waters of the U.S. and Cowardin wetlands protected by the NPS or the Trust that will be disturbed or filled; and 4. Create successful mitigation sites that will become self-supporting natural systems over time. <p>To mitigate the impacts, a <i>Wetland Restoration and Enhancement Mitigation Plan</i> will be implemented. This plan is subject to approval by the Trust and NPS. Temporary impacts will be mitigated by in-kind, in-place restoration after construction at a 1:1 ratio. Following the 2005 <i>NPS/Trust Strategy</i>, three basic strategies for mitigation of permanent and indirect impacts will be acceptable by the Trust and NPS. These are: 1) wetland creation, 2) intensive wetland enhancement, and 3) wetland enhancement. The compensatory value, respectively, are 2:1, 3:1, and 5:1 (or at ratios agreed to by all agencies as described in the final <i>Wetland Restoration and Enhancement Plan</i>) ratios of created or enhanced habitat to impacted habitat based on current discussions with the NPS and the Trust.</p> <p>Six sites were identified providing wetland creation or enhancement opportunities appropriate to address as mitigation for the project. The criteria for the site selection included: a) creation of new in-kind habitat; b) proximity to the impacted area; c) ability to support mature habitat systems, with similar cover, foraging and nesting opportunities to that lost; and d) habitat located in the same wildlife corridor as the impact. These sites, in addition to mitigation goals and values, as presented and discussed in the 2005 and the 2006 <i>NPS/Trust Strategy</i>, and the October 31, 2006 field meeting, provide the basic framework of the compensatory mitigation.</p> <p><u>Compensation Measures</u></p> <p>Compensation for permanent impacts on wetlands will include: (1) wetland creation and restoration; (2) funding of Park agency wetland enhancement and creation projects; or (3) a combination of both (1) and (2). See above for mitigation ratios.</p> <p><u>Proposed Wetland Compensation Sites</u></p> <p>All of proposed wetland compensation sites would offset permanent and indirect impacts on waters of U.S. and Cowardin wetlands.</p> <p>Six sites were chosen as potential mitigation sites for permanent and indirect wetland impacts. These sites include Dragonfly Creek, Quartermaster Reach, North Fort Scott, West Crissy Bluffs, Battery East/Marina Drive, and Tennessee Hollow, Eastern Tributary. Conceptual plans for these sites involving creation and various types of enhancement are described in the <i>Wetland Restoration and Enhancement Mitigation Plan</i>.</p>

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
	Wetlands and Other Waters of the United States (cont'd.)		<p><u>Implementation and Monitoring Plan</u></p> <p>Major construction activities for the Project will be phased over five years. Mitigation efforts will be initiated before, concurrent with, or immediately following construction of the project. At mitigation sites not disturbed by construction activities, creation and/or enhancement activities will be initiated as soon as possible, following completion of environmental review and permitting. Sites disturbed temporarily prior to planting effort will be treated immediately. All terrestrial and aquatic revegetation efforts will be coordinated with and approved by the Trust and NPS natural resource staff. All terrestrial and aquatic revegetation materials, including seeding, mulching and hydroseeding, will be approved by the Trust and NPS natural resource staff.</p> <p>During the design phase, additional geotechnical analysis will be conducted to determine underlying water conveyance in that area. If it is determined that nature of fractures are such that success of water conveyance will be in question, wetland creation will begin in advance of the project. The Trust and the NPS will review and comment on the details of monitoring program and will be included in distribution of those receiving periodic reports of data and findings.</p> <p>General biological monitoring will occur during construction and post-construction. Wetland mitigation monitoring will begin at the initiation of the planting phase of restoration. Plant installation may be phased over three years. Wetland mitigation monitoring would continue after the plants are installed until the plantings demonstrate successful establishment and the performance criteria have been met which is usually about six years (i.e., three years of monitoring site restoration and plant establishment followed by three years of monitoring post-site restoration and plant establishment). Success criteria for wetland mitigation are described in the Wetland Restoration and Enhancement Mitigation Plan. The criteria describes threshold levels for erosion, invasive species, irrigation, vegetation richness, hydrology, wildlife usage and debris. The success criteria and all aspects of wetland restoration is subject to approval by the Trust and NPS.</p>
20	Plant Species	Special-status plant species impacts	<p>If avoiding special-status plant species is not feasible, federal or state species of concern habitat will be restored at a 1:3:1 ratio. Monetary compensation will be required if federal or state species of concern restoration is impracticable.</p> <p><u>Revegetation of Temporarily Disturbed Areas</u></p> <p>Within the construction corridor, all natural areas disturbed temporarily because of project activities will be revegetated and restored to appropriate native vegetation type in natural areas, or appropriate ornamental vegetation type in landscaped areas. Revegetation and restoration will be completed in accordance with the 2001 VVIP and standard NPS and Trust restoration practices. Plants used for revegetating landscape areas will be selected in consultation with the NPS and the Trust forester. Revegetation and restoration methods will include using locally native plant material, protecting at those sites soil conditions, irrigating, and controlling aggressive non-native species. Revegetation will occur as practicable at those sites that will not be subsequently disturbed. Seed collection and propagation will occur from January to December before the year of planting. Sites disturbed before the planting effort will be treated immediately with: (1) a seed mixture and mulch using broadcast methods; or (2) hydroseed. All terrestrial and aquatic revegetation efforts will be coordinated with and approved by the Trust and NPS natural resource staff. All terrestrial and aquatic revegetation materials, including seeding, mulching and hydroseeding, will be approved by the Trust and NPS natural resource staff.</p>

**Exhibit K-2
SUMMARY OF MITIGATION MEASURES**

	Resource Area	Impact to Be Mitigated	Mitigation Measure
	<p>Plant Species (pond.)</p>		<p>Maintenance and Monitoring Project component will maintain mitigation site. Maintenance will include replacing plants, maintaining erosion control materials and irrigation systems, controlling weeds, and removing trash and other debris. Maintenance may include monitoring site every 30 days for first three months following planting and every 50 days thereafter during first year of plant establishment. Plants will be checked for disease and pests. Non-native invasive plants will be removed in accordance with Executive Order 13112. Weed removal will occur during the monitoring period if deemed necessary. Restored and revegetated sites will be monitored throughout the plant establishment period. At the end of each monitoring period the success of the restoration effort will be assessed against the restoration goals (e.g., at least 80 percent survival of plantings, 75 percent vegetative cover by desirable species, and a viable, self-sustaining plant community). The project component will monitor the mitigation site until the performance criteria have been met, which is usually about six years following plant installation. The Trust and the NPS are expected to manage the revegetated areas after the performance criteria have been met, which will be agreed upon by all agencies.</p>
21	<p>Animal Species</p>	<p>Animal species impacts</p>	<p>Mitigation actions for those impacts to animal species are situation specific, and need for and type of action are determined by qualified biologists as the work is taking place.</p>
22	<p>Invasive Species</p>	<p>Invasive species impacts</p>	<p>No mitigation measures would be required as implementation of BMPs during construction of the project would limit the spread of invasive species.</p>

| **Exhibit K-3** on the following page is a draft of the *Summary of Required Permits and Environmental Commitments* (PAM) form. The PAM summarizes the required permits and environmental commitments that must be incorporated into the project. The PAM will be completed on the approval of this environmental document.

**Exhibit K-3
Summary of Required Permits and Environmental Commitments**

TO: _____ PROJECT MANAGER: _____ ATTN: _____ PROJECT ENGINEER: _____ DESIGN OFFICE	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">DATE:</td> <td style="width: 50%;"></td> </tr> <tr> <td>CO. RTE. KP:</td> <td>SF 101</td> </tr> <tr> <td>RU/EA:</td> <td></td> </tr> <tr> <td>P.M.</td> <td></td> </tr> </table>	DATE:		CO. RTE. KP:	SF 101	RU/EA:		P.M.	
DATE:									
CO. RTE. KP:	SF 101								
RU/EA:									
P.M.									
Below is a summary of the required permits, and environmental commitments that must be incorporated into the PS&E, for this project. Please contact _____ @ _____ for further information.									
PERMITS AND AGREEMENTS	Y/N	Mit Plan Req'd (Y/N)	COMMENTS						
	CDFG 1602/03 Streambed Alteration Agreement.	N	N	Has not been deemed necessary to date. No action taken.					
	BCDC: Bay Fill Permit	N	N	Initial consultation with BCDC concluded that the project would seek a Negative Determination					
	BCDC: Development Permit	N	N						
	BCDC: Pub. Access Review	N	N						
	Coastal Dev. Permit: County	N	N						
	Coastal Dev. Permit: State	N	N						
	State Lands Lease Agreement			To be determined through right of way negotiations					
	RWQCB: NPDES	Y		Must certify that USACOE 404 Nationwide permit action meets state water quality objective by issuing a Water Quality Certification. No Action taken at this time. Waste Discharge Requirements must be identified and a WDR permit obtained. No Action taken at this time.					
	RWQCB: Water Quality Cert.	Y							
	Endangered Species Act	S	N	Initial informal consultation indicated no formal consultation was necessary. Caltrans has a record of this interaction					
	Consultation	F	N						
	USACOE 404: Nationwide	Y	Y	Wetland delineation completed in May 2007. A <i>Wetland Restoration and Enhancement Mitigation Plan</i> has been prepared.					
	USACOE 404: Individual	N							
	USACOE Section 10 Permit	N							
USCG Section 9 Permit	N								
Potential Additional Hazardous Materials Actions			Management and disposal of excavated soil and groundwater during construction could potentially require additional permits, reviews, and/or approvals by regulatory agencies. These requirements will be determined based on the findings of soil and groundwater investigations which will begin November in 2008 and expected to be complete in Summer 2009.						

ENVIRONMENTAL COMMITMENTS	Noise Attenuation	Y	Y	<p>Crissy Field Center operations will be relocated to another site during construction so not to pose constraints on functionality of the learning center.</p> <p>To the extent feasible, the contractor will ensure that:</p> <ol style="list-style-type: none"> 1. Equipment noise does not exceed 86 dBA at a distance of fifteen meters (fifty feet), following the Caltrans Traffic Noise Analysis Protocol (TNAP), and no single piece of equipment produces noise exceeding 80 dBA at a distance of thirty meters (one hundred feet) following the San Francisco Noise Ordinance. 2. Impact tools and equipment are equipped with the intake and exhaust mufflers recommended by the manufacturers and approved by the city of San Francisco Department of Public Works. 3. As an alternative to driven piles, several methods of pile placement are available to the construction contractor that will reduce noise and vibration impacts, including cast in drilled hole (CIDH) pile placement, screw piles or press-in piles. 4. Pavement breakers and jackhammers equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the city of San Francisco Department of Public Works. 5. Construction activity between the hours of 8:00 p.m. and 7:00 a.m. is prohibited if the noise level created is greater than 5 dBA above the ambient noise at the nearest noise sensitive receptor. If this level is expected to be exceeded, a variance will be requested if required. 6. The Contractor will coordinate with residents and businesses in the project area, such as the Crissy Field Center, to identify times and dates when especially noisy construction activities might take place, in order to adjust schedules. 7. When feasible, demolition near the Cavalry Stables and Stilwell Hall (as well as other areas identified during the design phase) will incorporate methods such as cutting and removal techniques, which are quieter than blasting or using jack hammers or hoe rams.
	Traffic Management			<p>Construction activities would result in temporary impacts by requiring the periodic closure of various roadways including portions of McDowell Avenue, Crissy Field Avenue, Lincoln Boulevard, Halleck Street, and Marshall Street. In addition, Halleck Street would be closed for most of the construction period. Detours would be available and signage would be provided to direct bicyclists and pedestrians to the alternate routes. Bicycle and pedestrian access across the Doyle Drive corridor would be maintained via Marshall Street, Crook Street, McDowell Avenue/Crissy Field Avenue, at the Lincoln Boulevard/Park Presidio Interchange, and at the Lincoln Boulevard/Golden Gate Bridge Toll Plaza. Bicycle and pedestrian access from Palace Drive would be maintained. Additional congestion associated with occasional construction period roadway configuration changes would occur, which would be addressed through a Transportation Management Plan. Local vehicular, pedestrian and bicycle traffic will need to be</p>

				rerouted during the period where there is a Lincoln Boulevard closure and a Halleck Street closure.
	Traffic Monitoring	Y	Y	Monitor traffic operations and adjust signal timing if needed. Reserve right of way along Girard Road for future second lane if warranted based on monitoring.
	Erosion Control	Y	Y	A <i>Stormwater Pollution Prevention Program</i> (SWPPP) would be implemented and <i>Best Management Practices</i> (BMPs) followed to minimize erosion during construction.
	Hazardous Materials Investigation/Treatment	Y	Y	A <i>Naturally-Occurring Asbestos Dust Mitigation Plan</i> (Airborne Toxic Control Measure For Construction And Grading Operations § 93105, Title 17, California Code of Regulations) should be prepared and submitted to BAAQMD during development of 100% construction plans. BAAQMD must also be notified at least 14 days prior to construction activities. A <i>Demolition and Renovation Notification</i> (BAAQMD Regulation 11, Rule 2) must be submitted at least 10 working days prior to any non-emergency building demolition or renovation required by the project. A notification is required for any demolition and for each renovation where the amount of Regulated Asbestos-Containing Material (RACM) is greater than or equal to 100 square/linear feet, or for any dry RACM removal. Asbestos surveys should be completed prior to notification submission.
	ESA (Archaeological)	Y	Y	See Programmatic Agreement (PA)
	ESA (Biology)	Y		Fencing to surround ESA during construction. See ESA map
	ESA (Historical)	Y	Y	See PA. Building 201 will be temporarily relocated during construction and top floor returned to original location after construction.
	ESA (Scenic Resources)	Y		To be determined
	Wetland/Riparian Mitigation	Y	Y	Preliminary <i>Wetland Restoration and Enhancement Mitigation Plan</i> has been prepared. The Preferred Alternative would require removal of 2.6 hectares (6.4 acres) of parkland for right of way. Wetland habitat removed will be recreated in a new location at a ratio higher than original loss.
	Biological Mitigation	Y	Y	A Biological Resource Monitoring Plan will be developed. The plan will included a pre-construction training session for all construction workers which will include a description of construction sequence and key safety concerns, provide insights into effective monitoring and inspection, establish common understanding of the monitoring program, and establish communication and reporting procedures.
□	<u>A copy of the project PS&E must be sent to Environmental for review before finalization.</u>			
	Attachments cc: Design, Senior Envir. Plan., File		OFFICE CHIEF OF ENVIRONMENTAL PLANNING	Ver 6.0 July '00

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DOYLE DRIVE PROJECT WETLAND AND WILDLIFE CORRIDOR MITIGATION PROSPECTUS – JUNE 30, 2006

Background

The purpose of the South Access to the Golden Gate Bridge - Doyle Drive Project (Project) is to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.

Doyle Drive is located in the Presidio of San Francisco (the Presidio), in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge. In 1994, when the U.S. Army transferred jurisdiction of the Presidio to the National Park Service (NPS), it became part of the National Park system and Golden Gate National Recreation Area (GGNRA). In 1998, management of the Presidio was divided between two federal agencies: The Presidio Trust (the Trust), the agency responsible for oversight of 80 percent of the Presidio; and the NPS, which is responsible for management of the coastal portions of the park, the remaining 20 percent. Doyle Drive lies predominately within Trust lands with a small portion at the western end located on land managed by the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

As the Project proceeded through its analysis under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), it was clear that natural resource staff of the NPS/Trust were not satisfied that their concerns as land stewards were being met by either the CEQA/NEPA process nor by its precursor, the Natural Environmental Study (NES) prepared by Caltrans. There were two issues: mitigation for wetland loss, especially early replacement of wetland function, and the potential fragmentation of habitat and impacts on wildlife movement caused by the Project as it crosses Tennessee Hollow, an area planned for restoration of a brackish/salt marsh interface between Tennessee Hollow and Crissy Marsh under the Presidio Trust Management Plan (PTMP).

Put simply, the EIS/R concluded that neither issue, addressed with conventional mitigation approaches, reached the level of a significant impact. Although the Project lead agencies considered this defensible, they also recognize that the intrinsic value of resources on the Presidio merited a more robust treatment as part of the Project; that is, regardless of how NEPA and CEQA are applied, there must be an adequate resolution of these issues, albeit outside the environmental analysis process.

The purpose of this *Prospectus* is to describe actions, and a commitment performing them, in order to provide a basis for agreement that the wider responsibilities of the Project – to preserve the Presidio’s natural resources – will be fulfilled.

There were two key meetings that laid the foundation for this approach. First, at a mitigation meeting attended by all parties on October 27, 2004 (see Attachment A), there was a consensus that all wetland mitigation efforts would be approved by the NPS and/or the Trust, so that any final mitigation plan is subject to NPS/Trust review – especially important when certain key details (site selection or cost assumptions, for example) are left unresolved in the NEPA/CEQA document. A second consensus was reached on the use of areas where wetland restoration projects are currently under development: all agreed that any site where there is an intent to restore but no designated source of funding could be used to mitigate Doyle Drive impacts. There was also a commitment of the lead agencies that mitigation would begin as soon as possible, either before the Project breaks ground and, failing that, at least before the Project is completed.

The second meeting focused on NPS/Trust concerns about wildlife corridors and the effects of a new Doyle Drive on the ability of animals to move from the uplands of the Tennessee Hollow drainage under the highway structure, especially the “low causeway” design option. At the request of the NPS/Trust, a peer-review panel was organized, comprising three independent natural resource scientists, and tasked with a general review of the Project biological documents. They presented their findings on March 22, 2006 to the Project lead agencies and to their consultants for Doyle Drive, Environmental Science Associates.

The discussions were lengthy and technical, but boiled down to three questions. Can the Project study the effects of shade under the causeway (or other structures) to determine what kinds of plants might grow there? Secondly, can the Project identify key species and species groups (i.e., guilds) that currently use Crissy Field and that would be expected to use the habitats that are proposed to be created at Tennessee Hollow? Finally, can the Project then evaluate and respond to the needs of these species and groups relative to the conditions (i.e., shade and possibly traffic noise) which will prevail under the roadway if the Tennessee Hollow restoration plan were implemented?

The sections that follow deal separately with the wetland and wildlife corridor issues and propose programs for their resolution. However, for both wetland and corridor issues, Memoranda of Understanding would be prepared and signed by both Project’s lead agencies and the land stewards (NPS/Trust). The memoranda would commit the lead agencies to both wetland mitigation and Project design changes (as feasible) with the same degree of enforceability as CEQA mitigation measures.

Wetlands

The reconstruction of Doyle Drive will result in the temporary or permanent loss of wetlands. Discussions concerning wetland mitigation, to satisfy permitting requirements of the U.S. Army Corps of Engineers as well as NPS and the Trust, have been ongoing since the beginning of Project, and have been reflected in various documents. These include the NES and the Project Environmental Impact Statement/ Report (EIS/R).

With this direction established, Environmental Science Associates produced a *Conceptual Mitigation Plan* (CMP, November 2004) which presented avoidance and minimization measures for wetland and riparian habitats, as well as a conceptual revegetation design and implementation, maintenance and monitoring strategies for mitigating wetland and riparian habitats in response to temporary and permanent wetland impacts.

Compensation for permanent impacts on wetlands was divided into two types: (1) wetland creation or restoration, (2) funding of local agency projects, or (3) a combination of both (1) and (2). Potential wetland compensation sites were presumed to include northern bluffs, the western bluffs, Dragonfly Creek, Lobos Creek, Mountain Lake, and Tennessee Hollow within the Doyle Drive corridor, and/or Tennessee Hollow at the Mason Street crossing within the Presidio. The CMP, as a prototype example, detailed an implementation approach at Upper Dragonfly Creek.

During most of 2005, Project planning efforts were directed toward completing the NES and the EIS/R. In November 2005, the NPS and the Trust developed and submitted a *Wetland Mitigation Strategy*, a document which was much more specific than the CMP in terms of actual sites to be used and mitigation ratios to be applied (amount of compensation to amount of wetland lost) to ensure that wetland function suffered no net loss.

This Prospectus is the next step toward a final wetland mitigation plan, using the above documents, especially the most recent NPS/Trust submittal (NPS/Trust Strategy), as a starting point.

Amount of Mitigation Required

The acreages impacted have been calculated many times in the various analyses, and final computations will be made after the most recent delineation (2007) has been verified by the Corps and the impacts formally calculated. The “Bluff Wetlands” labeled W-4, W-6d, and W-7 are a special case of “impact.” These are areas whose hydrology and thus viability might or might not be altered by the construction of tunnels associated with the Project. These potential impacts

were initially addressed by the Project through a monitoring program to determine whether significant effects occurred in the Bluff Wetlands *after construction of the Project*, i.e., the EIS/R acknowledged the vulnerability of the Bluff Wetlands but considered impacts speculative. However, in meetings and memos in 2005, it was agreed that mitigation for these sites would continue to be considered outside the EIS/R process, as long as construction was not delayed. An additional amount of acres of temporary impacts has been identified, but these are deemed by consensus as areas that will be routinely restored as part of the Project (“in-place, in-kind” mitigation), and will not be considered further since there is no compensation to be defined.

Mitigation Ratios

The guiding standard for the adequacy of compensation is the ratio described above, wherein migration for acreage lost becomes compensation for wetland function lost. The Project EIS/R is not specific on this subject (using the phrase “a ratio as agreed upon with NPS and Trust”), but the NPS/Trust Strategy states that permanent direct and potentially permanent indirect effects should be compensated according to a sliding scale of ratios depending upon what type of mitigation is proposed. This reflects the consensus that to replace function, more acreage is needed if the mitigation has only marginal benefits. These are the ratios (or ratios agreed to by all agencies as described in the final *Wetland Restoration and Enhancement Plan*) that will be used as mitigation planning moves forward:

- 2:1 ratio for wetland creation;
- 3:1 ratio for intensive enhancement; and
- 5:1 ratio simple enhancement.

Additional Environmental Analysis and Permitting Needed

Since the Project EIS/R was not specific as to wetland mitigation actions, all of the mitigation sites will need to be reviewed when all mitigation areas have been selected and approved. Since these actions will take place on federal land, a NEPA document will examine the impacts of creating or enhancing wetland on such non-biological receptors such as cultural resources.

A new delineation has been prepared as the first step in applying for a permit to fill waters under Corps jurisdiction. There are two types of wetlands at the Presidio, Corps jurisdictional waters of the U.S., and Cowardin wetlands protected by the NPS and/or the Trust. The Corps jurisdictional area is smaller than the complete suite of wetland types: it does not include, for example, the “Bluff Wetlands” (W-4, W-6d, and W-7).

When the extent of Corps jurisdiction is established, the Project will apply for the appropriate permit. It is presumed, but cannot be guaranteed, that the mitigations proposed to date in the NES, CMP, NPS/PT Strategy or the

Prospectus, or developed later in the process, will be adequate to meet the requirements of the Corps permit.

It is possible that the NEPA analysis of wetland mitigation actions and/or those derived from Corps permit conditions will disclose new information which will require an update of the Project EIS/R after a Record of Decision has been signed. These would take the form of an *addendum* to the EIR or a *supplemental information* submittal to update the EIS.

Task Sequence

The Project will be implemented in the period 2009 through 2012. The text below sets out chronologically the sequence of mitigation tasks which must be undertaken before or during construction, although many of them may not be declared complete because all mitigations must be proven successful (monitored), as judged by a list of performance criteria. Meeting those criteria may require a period six to nine years, until the treatments demonstrate successful establishment.

Task A. Identify additional mitigation areas

This will involve a 1-2 day workshop with NPS/Trust Staff and ESA, the Project's consulting biologists. It will examine other areas on the Presidio, agree on conceptual actions to create or increase wetland function, and consider the possibility of using mitigation funds for the restoration of Tennessee Hollow, if sufficient wetland improvement acreage is not available. The Tennessee Hollow effort is the re-establishment of connection with a tidally influenced marshland and may be considered "out-of-kind" and thus not appropriate. Several other venues have been discussed informally, e.g. Lobos Creek and Mountain Lake.

Task B. Complete final wetland mitigation plan

The final plan must be of sufficient detail to satisfy the requirement of the Corps permitting process and to revise the EIS/R as needed. All agencies must approve, and the final plan must be completed and approved before the Project Record of Decision is signed.

Task C. Complete permitting and additional environmental review

Task will be completed after the Record of Decision is signed.

Task D. Complete creation/enhancement actions in those areas on the Presidio which will not be affected by construction

This is the most well-defined and straightforward of the possible wetland Projects and should therefore be started first. Action most likely to occur is intensive enhancement of riparian habitat at Upper Dragonfly Creek. Task D should be initiated before construction begins.

Task E. Complete enhancement actions which will compensate for 1.86 acres of "Potential Indirect Impacts"

Presently undefined, this mitigation component needs more time to plan. However, it should begin as early as possible to demonstrate that the performance criteria are being met before construction is completed in 2012.

Task F. Complete Projects which classify as "simple enhancement"

Task F should be completed by the second year of construction (2010).

Task G. Complete work on the balance of the mitigation sites

Because these sites are not affected by construction operations, they may be executed concurrently with the Project, i.e. during the period 2009-2012.

Monitoring and Overall Wetland Mitigation Program Costs

An accurate estimate of costs cannot be made until the plan is completed. Costs must also include long term monitoring as well. Taken together, the total for planning, implementing and monitoring wetland mitigation may range from \$500,000 to \$750,000. Although not mentioned in the NPS/PT Strategy, it is likely that long term maintenance (primarily weeding of non-native plants) will be the responsibility NPS and the Trust, but that there will be some type of endowment to offset the costs.

Wildlife Corridor

Mr. Peter Baye, one of the peer reviewers addressed the issue most thoroughly, and the following draws on his recommendations.

Corridor Strategy

A group of biologists, jointly selected by the NPS, Trust and the Doyle Drive Project team would begin meeting before the Project Record of Decision is signed. The group would be provisionally labeled the *Tennessee Hollow Corridor Study Group*. The Group, using whatever materials and concept plans are available on the restoration of Tennessee (configurations, spatially explicit connections between Crissy Lagoon and Tennessee Hollow) and compare them with the Doyle Drive Preferred Alternative, including variations in bridge height.

The Group would accomplish the following tasks:

Task A. Establish Prototype Vegetation for the Doyle Drive/Tennessee Hollow North-South Corridor

1. Assess whether a complete suite of ecotonal riparian/marsh plant communities, with adequate acreages and gradients among them, could be aligned without fragmentation on the northern side of Doyle Drive. This

design approach could reduce the need for at least some wildlife species that move between riparian and tidal marsh to pass under the roadway.

2. Determine the full suite of suitable plant species (particularly community dominants) for the restored fresh-brackish wetland gradient between Crissy Marsh and southern side of Doyle Drive.

The results of A.1 and A.2 would then be evaluated relative to the ecological constraints, primarily shade, imposed on the planting palette by the highway structures. The analysis of bridge shade constraints would likely involve selecting representative brackish tidal reference sites under bridges in the Bay area, and perform a gradient analysis that addresses bridge height:width, vegetation height, density, and cover. The reference sites should include willow riparian wetlands (i.e., not necessarily tidal freshwater) as well.

Task B. Determine Wildlife Species Associated with Restoration Planting Scenario

1. The results of Task A would then be used to determine, based on the habitats which could be created, which wildlife species and species groups might be expected to access Crissy Marsh from a restored Tennessee Hollow
2. The analysis would then evaluate the natural history of these species (i.e., research the habitat suitability models, and home range, dispersal and behavioral literature) and determine how the roadways, especially the areas directly beneath, might be modified to make the passage under Doyle Drive as minimally disruptive as possible.

Corridor Study Group Report

Based on the information provided by Tasks A and B, the Study Group would prepare a draft and final report. The target schedule for this product would be necessary to be in time to interact with the Doyle Drive Project team as the design process moves closer to completion.

ATTACHMENT A

**MINUTES OF THE CONCEPTUAL
MITIGATION PLAN TECHNICAL
COORDINATION MEETING**

October 27, 2004

Doyle Drive Environmental and Design Study

Conceptual Mitigation Plan Technical Coordination Meeting
Wednesday, October 27, 2004 10:00 am
34 Graham Street, Presidio

Meeting Notes

Attendees:

Caltrans:

Jared Goldfine (jared_goldfine@dot.ca.gov)
Joseph Mihelarakis (joseph_mihelarakis@dot.ca.gov)
Richard Vonarb (richard_vonarb@dot.ca.gov)

Presidio Trust (PT):

Terri Thomas (tthomas@presidiotrust.gov)
Tania Pollak (tpollak@presidiotrust.gov)

National Park Service (NPS):

Daphne Hatch (daphne_hatch@nps.gov)

Golden Gate National Recreation Area (GGNRA)

Steve Ortega (steve_ortega@nps.gov)
Laura Castellini (laura_castellini@nps.gov)
Sue Fritzke (sue_fritzke@nps.gov)
Bill Merkle (bill_merkle@nps.gov)
Rick Foster (rick_foster@nps.gov)
Tamara Williams (tamara_williams@nps.gov)

PB:

Gary Kennerly (kennerly@pbworld.com)

ESA:

Tom Roberts (troberts@esassoc.com)
Yolanda Molette (ymolette@esassoc.com)

1. General Discussion

- Gary Kennerly (GK) reviewed the progress of the NEPA/CEQA document and how the Conceptual Mitigation Plan (CMP) would become an appendix thereto.
- Richard Vonarb (RV) described how Caltrans processed the mitigation proposals as part of the Natural Environmental Study (NES), and how the final mitigation plan differs from the conceptual version. In the discussion which followed, it was made clear that there is a parallel plan in preparation for cultural resources and that all measures would be made available for agency review and comment.

- Yolanda Molette (YM) outlined the CMP components (all had been provided an annotated outline of the CMP; meeting comments are recorded by page numbers of this document).
- Rick Foster raised the issue of mitigation ratios – deferred for later in the meeting.
- NPS/PT asked for more time to schedule meetings and for review. RV said there would likely be no more meetings; future comments could be taken by e-mail.

2. Major Specific Comments on the CMP

CMP Outline Page 1

- NPS/PT Group wanted to add the words “and adaptive management” in sections labeled “Monitoring,” in order to emphasize the link between monitoring and remedial action, where needed.

CMP Outline Page 2

- Laura Castellini (LC) made the point that wetland mitigation ratios varied according to the chance of success, with problematic restoration requiring a higher ratio. All agreed that NPS-77 Natural Resource Management Guidelines should be cited and that the minimum ratio of 1:1 must be thoroughly justified. General feeling of NPS/PT/GGNRA was that these ratios would need to be higher.
- Sue Fritzke asked that “functioning plant community” be replaced by “functioning wetland habitat.”

CMP Outline Page 3

- YM asked for comment on specific areas where restoration Projects might be used as mitigation sites: Dragonfly Creek, Lobos Creek, Mountain Lake, or other ecologically appropriate wetland habitat areas at the Presidio. PT/NPS/GGNRA responded that most of these areas were on some stage of restoration planning, from general intent through draft plans. They suggested that Tennessee Hollow and Crissy Marsh be added to the list. JV stated that DFG occasionally disallowed mitigation in areas with non-Project entities ready to carry them out anyway. The discussion concluded with a general **consensus** that any site where there is an intent to restore but no designated source of funding could be used to mitigate Doyle Drive impacts.
- As a corollary to the consensus stated above, in-lieu funding may be considered (as a less-preferred option) in cases where the restoration under NPS/PT scheduling may not take place for several years. All mitigation actions should take place before or

concurrent with construction. Therefore, the term “infeasible” was considered too vague as an adjective to summarize the reason for going to in-lieu funding.

- PT stated its policy that mitigation for impacts on PT lands must be carried out on PT lands. Terri Thomas (TT) to provide policy text.
- General **consensus** that all restoration efforts should be coordinated with *and approved by* NPS and/or the Trust (italics indicate new text). Tom Roberts (TR) noted that the changed language should be used higher in the document, and applied generally, so that any final mitigation plan is subject to PT/NPS approval – especially important when certain key details (site selection or cost assumptions, for example) are left unresolved.
- RV and others commented on CMP 2.b(1), which makes mitigation for tunnel-impeded water flows contingent upon future study. This impact should be determined and declared at this stage, and Rick Foster (RF) reiterated that there should be a wetland “bank” in place before the Project starts to account for tunnel impacts. GK confirmed that this was his understanding, as well.

CMP Outline Page 4

- NPS/PT expressed need to examine vegetation replacement ratios.
- NPS/PT expressed need to question whether 5 years was sufficient monitoring for either wetland or sensitive plant mitigation sites. RV confirmed that at the end of 5 years, proponent could walk away from responsibilities if success criteria were met – a standard practice. NPS/PT stated desire to ensure adequate funding (as part of mitigation) for maintenance of these sites in perpetuity.

CMP Outline Page 5

- NPS/PT wanted pre-construction surveys one week, as opposed to two weeks, prior to ground disturbance (CMP outline @ C.1).
- **Consensus** to remove language about “resistance to construction-related disturbance,” to clarify that removal of vegetation prior to nesting season would occur only within construction footprint, and to make “peak nesting” season between January 1st and July 31st.
- NPS/PT wants specific mitigation response to bat occurrence documented in pre-construction surveys (CMP outline @ D.1).

3. Other Points Considered

Additional comments will be submitted via e-mail by Friday, November 7. In a small group discussion after the meeting, NPS/PT staff suggested that the re-connection of Crissy Marsh and Tennessee Hollow (under Mason Street) be considered as a possible mitigation action.

SFCTA Contract Number 99/00-7

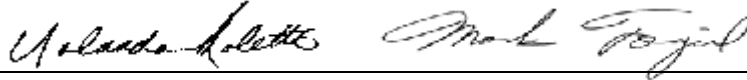
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE
DOYLE DRIVE

FINAL REPORT

Conceptual Wetland Restoration and Enhancement Mitigation Plan

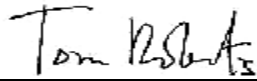
April 2008

Prepared By:



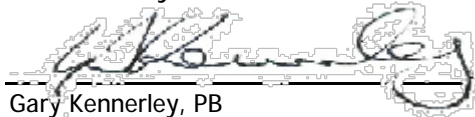
Yolanda Molette and Mark Fogiel, ESA

Checked By:



Tom Roberts, ESA

Reviewed By:



Gary Kennerley, PB

Approved By:



Leroy L. Saage, Project Manager San Francisco County Transportation Authority

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BACKGROUND

Doyle Drive is located in the Presidio of San Francisco (the Presidio) in the northern part of the City of San Francisco at the southern approach to the Golden Gate Bridge. The purpose of the Doyle Drive Project (Project) is to replace Doyle Drive in order to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.

In 1994, when the U.S. Army transferred jurisdiction of the Presidio to the National Park Service (NPS), it became part of the National Park system and Golden Gate National Recreation Area (GGNRA). In 1998, management of the Presidio was divided between two federal agencies: The Presidio Trust (Trust), the agency responsible for oversight of 80 percent of the Presidio; and the NPS, which is responsible for management of the coastal portions of the park (the remaining 20 percent). Doyle Drive lies predominately within the lands managed by the Trust with a small portion at the western end located on land operated by the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

The conclusions of the environmental analysis process under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as expressed in the Environmental Impact Statement/Report and (EIS/R), were that wetland loss, in terms of both area and function, could be addressed with conventional mitigation approaches and remain below significant levels of impact. Although the Project lead agencies considered this defensible, they also recognize, as do the natural resource staff of the NPS and the Trust, that the intrinsic value of resources on the Presidio merited a more robust treatment as part of the Project. That is, regardless of how NEPA and CEQA are applied, there must be an adequate resolution of these issues, albeit outside the environmental analysis process.

A number of meetings and documents have laid the foundation of the approach, building the level of understanding and consensus building necessary to proceed. First, at a mitigation meeting attended by all parties on October 27, 2004 (see Appendix A), there was a consensus that all wetland mitigation efforts should be coordinated with and approved by the NPS and/or the Trust, so that any final mitigation plan is subject to NPS and/or the Trust review – especially important when certain key details (site selection or cost assumptions, for example) are left unresolved in the NEPA/CEQA document. A second consensus was reached on the use of areas where wetland restoration projects are currently under development: all agreed that any site where there is an intent to restore but no designated source of funding could be used to mitigate Doyle Drive impacts. There was also a commitment of the lead agencies that mitigation would begin as soon as possible, either before the Project breaks ground and, failing that, at least before the Project is completed.

In November, 2004 Environmental Science Associates produced a *Preliminary Conceptual Mitigation Plan* (CMP) that addressed a range of biological impacts, including wetland impacts. The document presented a conceptual plan for revegetation design and implementation, maintenance and monitoring strategies for mitigating wetland and riparian habitats in response to temporary and permanent wetland impacts. Compensation for permanent impacts on wetlands was divided into two types: (1) wetland creation or restoration, (2) in-lieu funding¹, or (3) a combination of both (1) and (2). The CMP identified a number of potential wetland creation/restoration sites and detailed an implementation approach to Upper Dragonfly Creek, as a prototype example.

A more detailed basis of what would be acceptable compensatory mitigation was laid out in a November 4, 2005 Doyle Drive Wetland Mitigation Strategy memo prepared by the NPS and/or the Trust (2005 NPS and/or the Trust Strategy; see Appendix A). The memo presented a breakdown of impacts, per the Doyle Drive Natural Environmental Study (NES). Under the presumption that mitigation should be carried out in as close proximity to the impact as possible, and restricted to the Presidio, the memo stated that there was

¹ In-lieu funding was defined in the document as an amount placed in escrow adequate to carry out wetland compensation at the ratio identified, where no specific wetland restoration project is identified. For clarification, it should be noted that “carry[ing] out wetland compensation” is inclusive of all phases in Section 3, *Conceptual Mitigation Plan*, including monitoring and contingency actions necessary to assure wetland success. Also see Appendix E for federal guidance concerning use of in-lieu fees for compensatory mitigation.

insufficient acreage available to fully mitigate for impacts with in-kind wetland creation; thus it goes on to lay out a mitigation strategy beyond in-kind replacement that would be acceptable to the NPS and/or the Trust.

The NPS and/or the Trust presented three mitigation strategies for mitigation of permanent and indirect impacts. These are: 1) wetland creation, 2) intensive wetland enhancement, and 3) wetland enhancement. The compensatory value, respectively, was set as 2:1, 3:1, and 5:1, ratios of created or enhanced habitat to impacted habitat. The memo listed and quantified areas in the Presidio appropriate for these mitigation strategies and concluded that there is still not enough mitigation area identified. The potential for wetland creation in Lower Tennessee Hollow was presented, noting that this had the potential for satisfying criteria of mitigating near the area of impact. It was also noted that if the wetland areas of potential indirect impacts are not degraded or lost due to the Project, part or all the mitigation taken can be banked for future projects.

Environmental Science Associates (ESA), produced a document on June 30, 2006, entitled “Doyle Drive Project Wetland and Wildlife Corridor Mitigation Prospectus”. After summarizing the NPS and/or the Trust Strategy memo, the Prospectus provides an analysis of additional environmental analysis and permitting that the strategy will entail. It also provides an initial schedule and cost estimate for mitigation strategy components.

The Prospectus was discussed at a “Wetland Mitigation Coordination Kick-Off Meeting” on September 20, 2006 (see minutes in Appendix A). Representatives of the GGNRA, Trust, Caltrans, Parsons Brinckerhoff, and ESA were present. The meeting essentially served as a review of the Prospectus and other concerns. It was noted at the meeting that cost of restoration activities in the Presidio would most likely greatly exceed the more general cost bases used in the calculations of the Prospectus.

The NPS and/or the Trust prepared a table, entitled Doyle Drive Mitigation Strategy, dated October 20, 2006 (2006 NPS and/or the Trust Strategy, see Appendix A) that identified, classified, described and quantified suitable mitigation sites.

A field meeting occurred on October 31, 2006 (see memo regarding meeting, dated November 21, 2006, in Appendix A) with the purpose of visiting and reviewing potential mitigation sites. The meeting was attended by representatives from the Trust, NPS, Caltrans, and ESA. Led by Trust ecologist Mark Frey, all identified potential restoration sites presented in the 2006 NPS and/or the Trust Strategy table were visited and discussed. There was general agreement, although no formal approval, that, any additional acreage needed for mitigation would be achieved through participation in restoration of Tennessee Hollow. Additional meetings followed in February and June 2007 to discuss the proposed mitigation sites (see Appendix A for meeting notes).

This document is the Conceptual Wetland Restoration and Enhancement Mitigation Plan and has been extensively reviewed by the Trust and Caltrans. The NPS has been an active participant in developing this document. As part of Caltrans’ standard practice, this document will be sent to U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG) and the U.S. Army Corps of Engineers (Corps) for review.

SECTION 1.0: WETLAND IMPACTS

1.1 INTRODUCTION

There are a number of purposes of this Conceptual Wetland Restoration and Enhancement Mitigation Plan, culminating in the central purpose of serving as a tool to transition from a long period of discussion, negotiation, and broad conceptualization to a period of implementation. Goals that are part of this central purpose include:

- To provide sufficient detail of conceptual restoration and/or enhancement plans for each site in order to begin cost estimates.
- Identify sequence of tasks necessary to complete for each mitigation site to carry each from the level of planning existing presently through to the completion of mitigation.
- Develop specific strategies, acceptable to the NPS and/or the Trust, to compensate for the deficit in mitigation acreage.

1.2 WETLAND IMPACTS TO BE MITIGATED

An initial wetland delineation was prepared and verified by the Corps on August 29, 2001 and is now invalid because it is more than 5 years old. The delineation was updated in June, 2007 (ESA, 2007) and is pending verification by the Corps. Acreages used in this plan are based on the results of the updated Corps wetland delineation for evaluation of Corps wetlands and the NES for evaluation of Cowardin wetlands², which are equivalent to those projected formally for the preferred alternative as analyzed in the EIS/R.

The preferred alternative of the Doyle Drive project would permanently impact 0.33 acres of Corps jurisdictional waters of the U.S., and temporarily impact 0.08 acres of Corps jurisdictional waters of the U.S. The preferred alternative would permanently impact 0.80 acres of Cowardin wetlands, temporarily impact 0.24 acres of Cowardin wetlands, and indirectly potentially affect 1.86 acres of Cowardin wetlands. All Cowardin wetland acreages are exclusive of Corps wetlands. These acreages of wetland impacts are listed in Table 1-1 and are depicted in Figure 1-1.

1.3 ADDITIONAL ENVIRONMENTAL ANALYSIS AND PERMITTING REQUIRED

Since the Project EIS/R was not specific as to wetland mitigation actions, all of the proposed mitigation sites will require an environmental analysis when the mitigation areas have been selected and approved. Since these actions will take place on federal land, a NEPA document will examine the impacts of creating or enhancing wetland on such non-biological receptors such as cultural resources. However, a CEQA document may be required if a state agency takes on the role of the Lead Agency.

When the extent of the Corps jurisdiction is established, the project proponent will apply for the appropriate Section 404 permit from the Corps. A Section 10 permit from the Corps may also be required for temporary impacts on Tennessee Hollow. It is presumed, but cannot be guaranteed, that the mitigations proposed to date in the NES, CMP, NPS and/or the Trust Strategy or the Prospectus, or developed later in the process,

² Following wetland definitions from Cowardin, et al., 1979. Wetlands can be defined in a number of ways, with the definition affecting what types of features will qualify as wetlands and the extent of their boundaries. Two major definitions are utilized by various federal and State agencies, with the resulting wetlands often being termed "Corps wetlands" or "Cowardin wetlands." In general, Corps wetlands are more restricted, with Cowardin wetlands including areas classifiable as Corps wetlands and also including additional types of features (e.g. willow scrub in a variety of situations) and often more extended boundaries of features in common. The NPS and/or the Trust protects Cowardin wetlands in the Presidio, hence all reference to wetlands will be to Cowardin wetlands unless otherwise indicated.

**TABLE 1-1
PROJECT-RELATED WETLAND IMPACTS**

Wetland ^a	Cowardin Area Excluding Corps (acres)	Corps Area (acres)	Habitat
Permanent Wetland Impacts			
W-2	0.48	0.18	<i>Willow riparian and seasonal wetland (palustrine scrub-shrub, palustrine emergent) - dense, canopy height approx. 30 ft.; no ground cover in areas, other portions with understory consisting of native blackberry, rushes, cattails grasses.</i>
W-3	0.15	0.15	<i>Seasonal wetland (Palustrine emergent)- seasonally flooded emergent wetland</i>
W-6a	0.12	0	<i>California blackberry (palustrine scrub-shrub)</i>
W-6c	0.05	0	<i>California blackberry (palustrine scrub-shrub)</i>
Subtotal	0.80	0.33	
Temporary Wetland Impacts			
W-5	0.16	0	<i>Willow scrub (palustrine scrub-shrub)</i>
Battery Howe Wagner	0.001	0.0004	<i>Seasonal riparian (palustrine scrub-shrub, palustrine emergent) – intermittent stream with emergent wetlands</i>
Tennessee Hollow (within Doyle Drive construction corridor)	0.08	0.08	<i>Underground seasonal pipe (riverine intermittent)</i>
Subtotal	0.24	0.08	
Potential Indirect Wetland Impact			
W-4	1.74	0	<i>Willow scrub (palustrine scrub-shrub) - canopy to approx. 20 feet height, diverse structure, ranging from dense willow to more open areas; mixed native/non-native understory. Presence of blue elderberry.</i>
W-6d	0.11	0	<i>California blackberry (palustrine scrub-shrub)</i>
W-7	0.01	0	<i>Willow riparian (palustrine scrub-shrub)</i>
Subtotal	1.86	0	

Wetland^a	Cowardin Area Excluding Corps (acres)	Corps Area (acres)	Habitat
Total of permanent and potential indirect impacts only	2.66	0.33	
Total of temporary impacts	0.24	0.08	Note: temporary impacts will be mitigated by in-kind, in-place restoration after construction, thus, total impact area necessary for further mitigation is 2.99 acres.

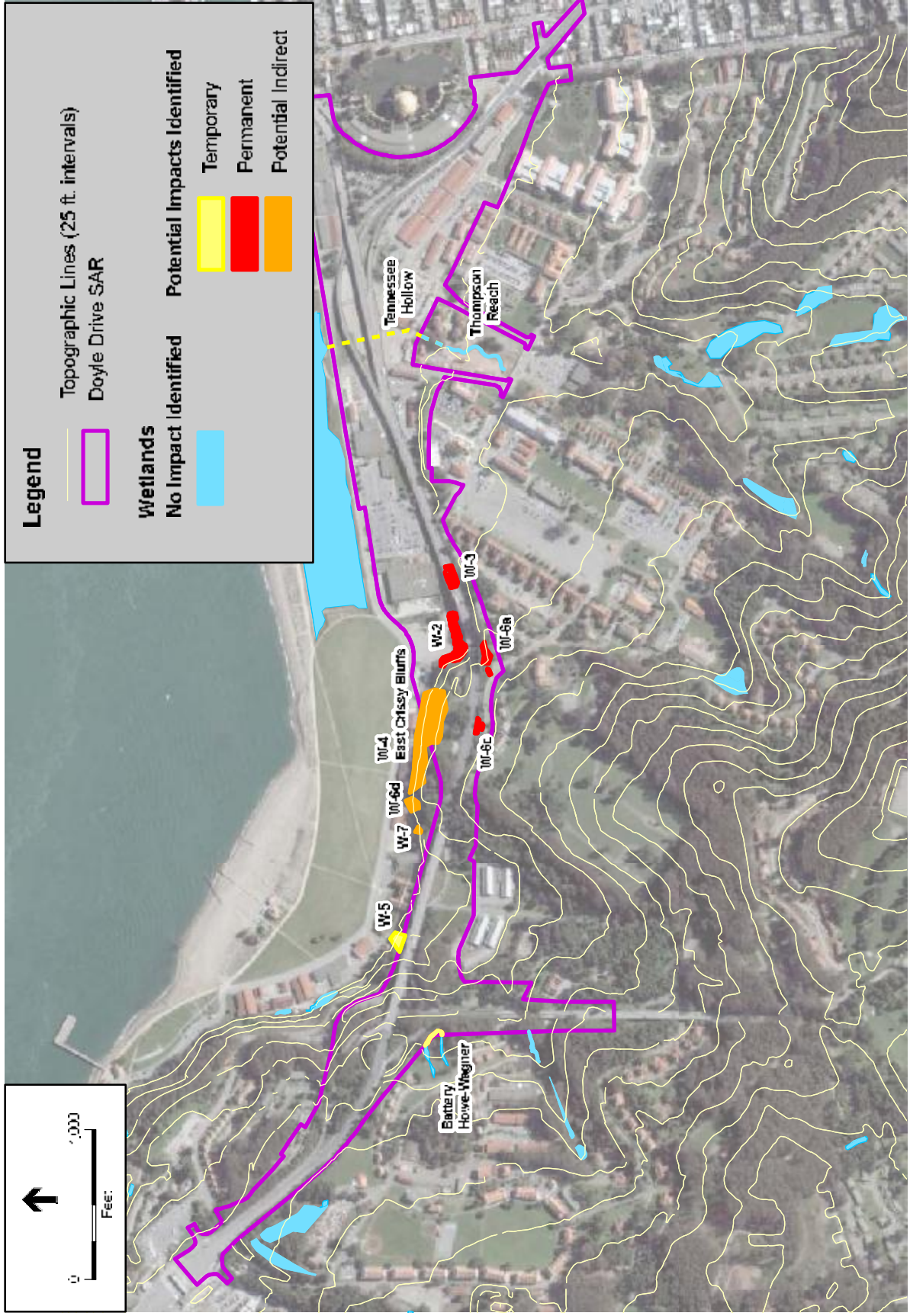
^a See Figures 1-1 and 5-1 for location of proposed wetland mitigation sites.

will be adequate to meet the requirements of the Corps permit. A Section 401 water quality certification will be required from the San Francisco Bay Regional Water Quality Control Board (RWQCB). It is the intent of the Project proponent to comply with and conduct the Doyle Drive project in a manner that is consistent with the Bay Plan to the maximum extent practicable. Based on the information developed through the EIS/EIR process, the preferred alternative will be consistent with the Bay Conservation Development Commission's (BCDC) coastal management program. BCDC may review this consistency determination and either concur with or object to it.

1.4 TENTATIVE SCHEDULE

The EIS/R process will be completed in 2007. The Project will be implemented in the period 2010 through 2015. The schedule below sets out chronologically the sequence of actions that must be taken before or during construction, although many of them may not be declared complete because all mitigations must be proven successful (monitored), as judged by a list of performance criteria. Meeting those criteria may require a minimum period of six years, until the treatments demonstrate successful establishment.

2008	Completion of Conceptual Wetland Restoration and Enhancement Mitigation Plan (this document)
2008	Completion of wetland delineation.
2008	Completion of wetland permitting for Doyle Drive project impacts
Summer/Fall, 2008	Initiation of creation and enhancement actions in areas not to be affected by Project construction.
2007 – 2015	Completion of environmental review for proposed mitigation sites as necessary.
2010	By start of Doyle Drive construction, initiate work on any remaining mitigation sites not previously initiated.
2009-2015	Initiate restoration work at temporary impact sites as soon as impact is completed.
2015	By end of Doyle Drive construction, complete work at the balance of mitigation sites (except for maintenance or other contingency requirements, or for maintenance and performance evaluation period of restored temporary impact sites).
2013-?	Complete monitoring, maintenance, and contingency requirements for temporary impact restoration sites and any remaining performance evaluation periods of other mitigation Project component elements.



Conceptual Wetland Restoration and Enhancement Mitigation Plan . 204235
Figure 1-1
 Wetland Impact Types
 in Project Study Area

SOURCE: USA 2007 USACE/USFWS/DOI, 2004; National Wetlands Services, 2007

SECTION 2.0: WETLAND MITIGATION OVERVIEW

2.1 INTRODUCTION

Following the 2005 NPS and/or the Trust Strategy, three basic strategies for mitigation of permanent and indirect impacts will be acceptable. These are: 1) wetland creation, 2) intensive wetland enhancement, and 3) wetland enhancement. The compensatory value, respectively, was set as 2:1, 3:1, and 5:1, ratios of created or enhanced habitat to impacted habitat. The most recent evaluation of acceptable mitigation sites was presented in the 2006 NPS and/or the Trust Strategy.

In the 2006 NPS and/or the Trust Strategy as well as subsequent meetings in February and June 2007, five sites were identified providing wetland creation or enhancement opportunities appropriate to address as mitigation for the Project. These sites include Dragonfly Creek (Lower, Middle and Upper), a portion of Quartermaster Reach Connection, North Fort Scott, West Crissy Bluffs, and Battery East/Marina Drive. The addition of the eastern tributary of Tennessee Hollow as a sixth site is considered by the NPS and/or the Trust as acceptable mitigation for the remaining acreage needed. The criteria for the site selection included: a) creation of new in-kind habitat; b) proximity to the impacted area; c) ability to support mature habitat systems, with similar cover, foraging and nesting opportunities to that lost; and d) habitat located in the same wildlife corridor as the impact.

These sites, in addition to mitigation goals and values, as presented and discussed in the 2005 and 2006 NPS and/or the Trust Strategies, and the October 31, 2006 field meeting, provide the basic framework of the compensatory mitigation. Mitigation would involve creation or enhancement of a total of 7.15 acres, which would result in a total of 2.99 acres of mitigated wetland and riparian habitat in accordance with the NPS and Trust mitigation ratio standards. Of the 2.99 acres of mitigated wetland and riparian habitat, approximately 1.56 acres would meet the criteria of the Corps as waters of the U.S. The remaining compensatory mitigation necessary for impacts on Cowardin wetlands at Tennessee Hollow is dependent on the acreage of mitigation achieved at the other proposed wetland mitigation sites. This acreage will be refined further in the Detailed Final Mitigation Plan for each site. A summary of basic information for these sites is presented in Table 2-1. Locations of sites are presented in Figure 2-1.

2.2 MITIGATION CONSTRAINTS

Drawing from areas of agreement resolved at the meetings and documents leading up to this plan (see Background Section above and Appendix A), the following summarizes and lists the constraints of overall mitigation planning.

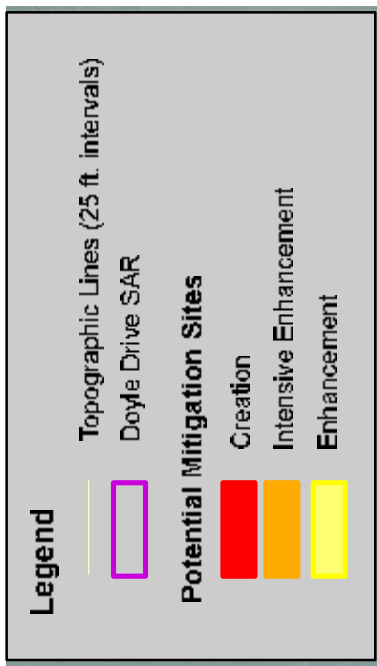
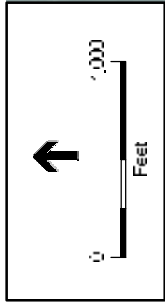
- All wetland mitigation efforts will be coordinated with and approved by the NPS and/or the Trust and permitting agencies (e.g., Corps and RWQCB). This conceptual document is subject to review by the USFWS and CDFG. The Detailed Final Mitigation plan for each wetland mitigation site is subject to NPS and/or the Trust, Corps, RWQCB, and CDFG review and/or approval.
- Any site where there is an intent to restore but no designated source of funding can be used to mitigate Doyle Drive impacts.
- Mitigation will begin as soon as possible, either before the Project breaks ground (anticipated date: 2009) and, failing that, at least before the Project is completed (anticipated date: 2012). The earliest that mitigation activities could take place would be after necessary permitting has been completed (anticipated date: 2008).
- Mitigation should be carried out in as close proximity to the impact as possible and is restricted to the Presidio.

**TABLE 2-1
PROPOSED MITIGATION SITES**

Location	Mitigation Category	Mitigation Type	Mitigation Ratio	Required Acreage	Cowardin acreage Mitigated³	Projected Corps Acreage⁴
Upper Dragonfly Creek	Intensive enhancement	Perennial stream, willow riparian, oak riparian	3:1	0.78	0.26	0.13
Middle Dragonfly Creek	Creation	Perennial stream, willow riparian	2:1	0.41	0.20	0.07
Lower Dragonfly Creek	Enhancement	Perennial stream, riparian scrub, emergent	5:1	0.26	0.05	0.04
Lower Dragonfly Creek	Creation	Perennial stream, willow riparian, emergent	2:1	0.64	0.32	0.12
Quartermaster Reach connection (fill site 6b)	Creation	Perennial stream, willow riparian, emergent	2:1	0.17	0.09	0.04
North Fort Scott	Enhancement	Freshwater wetland	5:1	0.44	0.09	0.19
West Crissy bluffs	Enhancement	Willow scrub, freshwater wetland	5:1	0.19	0.04	0.06
Battery east/ marine drive	Enhancement	Willow scrub/ freshwater wetland	5:1	0.62	0.12	0.18
Tennessee Hollow (Eastern Tributary)	Creation	Perennial stream, willow scrub, riparian scrub, emergent	2:1	3.64	1.82	0.73
Total acres mitigated					2.99	1.56
Total mitigation acreage necessary (total of permanent and potential indirect impacts)					2.99	

³ Acreage based on Mitigation Type and Mitigation Ratio as described in text.

⁴ Acreage projections are solely based upon estimate of proportion of whole mitigation areas (= Available Acreage) that will meet Corps jurisdictional criteria once mitigation is completed. Mitigation ratios, and resulting calculations of Corps acreage mitigated, is dependent upon Corps review.



Conceptual Wetland Restoration and Enhancement Mitigation Plan . 204235
Figure 2-1
 Proposed Mitigation Sites
 in Project Study Area

SOURCE: USA, 2007; US Army Corps of Engineers, 2004; National Park Service, 2007
 NOTE: See Figures 2-2 for additional mitigation areas at Tennessee Hollow

- Three types of mitigation are acceptable, these are: 1) wetland creation, 2) intensive wetland enhancement, and 3) wetland enhancement. The compensatory value will be, respectively, 2:1, 3:1, and 5:1 (ratio of required area of creation/enhancement to area of impact).
- An Environmental Analysis will be required for each proposed wetland mitigation site.
- Identified potential wetland creation and enhancement sites will mitigate for 1.17 acres. Anticipated future restoration in the Tennessee Hollow area, particularly at the Eastern Tributary, will satisfy the remaining acreage needed for mitigating the Doyle Drive wetland impacts.
- Planned mitigation must satisfy permit requirements of the Corps, water quality certification requirements of the RWQCB, and if required, streambed alteration agreement conditions of the CDFG. Planned mitigation will be sent to USFWS for review.

2.3 WETLAND MITIGATION GOALS

The goals of wetland mitigation are to:

- (1) Satisfy the “no net loss” policy regarding type, function and value of wetlands per Executive Order 11990;
- (2) Improve wetland and riparian value and increase wildlife habitat quality relative to the affected wetland or stream that would be disturbed or filled; and
- (3) Create successful mitigation sites that would become a self-supporting natural system over time.

The functions of the proposed mitigation sites are to convey seasonal or perennial flows, support native plant communities adapted to wetland and/or creek conditions, and replace suitable wildlife habitat for species displaced or disturbed by construction activity.

SECTION 3.0: CONCEPTUAL MITIGATION PLAN

All terrestrial and aquatic restoration efforts will be coordinated with and approved by the Trust and/or NPS natural resource staff. All terrestrial and aquatic restoration materials, including but is not limited to erosion control materials, planting, seeding, and mulching, will be approved by the Trust and/or NPS natural resource staff. The NPS and/or the Trust will review and/or approve all site-specific plans, including but is not limited to, erosion control plans, grading plans, the Detailed Final Mitigation Plan, suitability of all site materials (including plantings and seeds) and delineation of planting zones.

3.1 ECOLOGICAL MONITOR, RESTORATION CONSTRUCTION CONTRACTOR AND CALTRANS RESTORATION RESIDENT ENGINEER RESPONSIBILITIES

The project proponent will be responsible for implementing each mitigation plan and the establishment and care of each mitigation site, as well as restoring temporarily disturbed wetland sites. These actions will be carried out by appropriate qualified persons that include an Ecological Monitor, a Restoration Construction Contractor and a Caltrans Restoration Resident Engineer. The Ecological Monitor will be part of a separate contract that is not tied to the Restoration Construction Contractor.

As appropriate for each wetland mitigation site, the project proponent will retain an Ecological Monitor and Restoration Construction Contractor. The Ecological Monitor(s) will be a qualified biologist or landscape contractor with sufficient experience in monitoring the implementation of wetland and riparian restoration activities. The Ecological Monitor will not direct the work of the Restoration Construction Contractor, but will: (1) inspect all work of the restoration and maintenance activities; (2) make restoration recommendations (e.g., design and implementation of the final planting plan, delineation of planting zones, and suitability of plant materials) to ensure conformance with the wetland permits and authorizations, and restoration plans and specifications; and 3) make maintenance decisions and guide remedial actions as needed, such as plant replacement, so that performance criteria and permit conditions are met; (4) monitor and evaluate restoration progress; and (5) produce reports as dictated by the monitoring schedule. The Ecological Monitor will work closely with the Restoration Construction Contractor. The Ecological Monitor will also serve as the Restoration Manager and will inform the Caltrans Restoration Resident Engineer of any site recommendations. The Ecological Monitor will assist in directing planting crews as necessary. The Ecological Monitor will report directly to the Caltrans Restoration Resident Engineer.

The Restoration Construction Contractor will be a qualified biologist or landscape contractor and will have proven expertise in implementing and caring for native riparian and wetland plant restoration. The Restoration Construction Contractor will have the authority to design and implement the final planting plan, including but is not limited to preparing grading plans, delineating planting zones, clearing and grubbing, plant salvage, collecting seed if approved by NPS and the Trust, and installing plants, irrigation, and erosion control features. The Restoration Construction Contractor will direct planting crews and will be responsible for maintaining the plantings during the plant establishment period. In coordination with the project proponent, NPS and/or Trust, the Restoration Construction Contractor will prepare an as-built plan depicting locations of plantings and a table listing the species and total planted. The Restoration Construction Contractor will report directly to the Caltrans Restoration Resident Engineer.

A Caltrans Restoration Resident Engineer will supervise the activities of the Restoration Construction Contractor and ensure implementation of the final site design according to the wetland permits, authorizations and specifications and any design changes determined during implementation in the field. The Caltrans Restoration Resident Engineer will have proven expertise in implementing native riparian and wetland plant restoration.

3.2 IMPLEMENTATION PLAN

3.2.1. Site Preparation

Prior to planting, site preparation will consist of removing non-native species (e.g., eucalyptus trees, French broom and cape ivy) prior to seed set, as well as removal of non-natural refuse and debris. Removal of re-invading individuals will continue throughout the maintenance and monitoring period. Native plants would be salvaged and replanted to the extent feasible. No artificial fill, fertilizers, or amendments will be used unless specified and approved by the NPS and/or the Trust. The mitigation site would be graded as necessary to provide sufficient drainage and enhance wetland and riparian habitat. Grading plans would be prepared by the Trust, project proponent or the Restoration Construction Contractor as part of the construction documents in the Detailed Final Mitigation Plan. Site preparation activities will be the responsibility of the Restoration Construction Contractor.

3.2.2. Schedule Constraints

Major construction activities for the Project will be phased over five years. Mitigation efforts will be initiated before, concurrent with, or immediately following construction of the Project. At mitigation sites not disturbed by construction activities, creation and/or enhancement activities will be initiated as soon as possible, following completion of environmental review and permitting. All such sites must be initiated prior to commencement of Project construction activities, with all phases complete, except for monitoring and maintenance, by end of construction. The intent is to begin wetland restoration as soon as possible in order to provide compensatory habitat prior to the loss of existing habitat.

Sites disturbed temporarily prior to the planting effort will be treated immediately following construction as described below. At temporarily disturbed sites, no planting will occur until construction activities are completed in the mitigation areas. Seed collection and propagation will occur over 18 months prior to the year of planting. Willow cuttings will be taken from temporarily disturbed sites as well as from other locations in the Presidio between November and February. Willow cuttings will be planted the same day they are collected, or if necessary, stored for up to two nights. Planting will occur in the fall either just before or during the dormant period.

3.2.3. Planting Plan

The Presidio Plant Nursery will collect all seeds and propagate all plants unless otherwise approved by the Trust and NPS. All plantings will include native wetland and riparian species collected and grown on-site unless another location is approved by the Trust and/or NPS and/or collection outside the Presidio is necessary due to lack of species on the Presidio. Cuttings will be obtained from plant resources on the Presidio. Native species will be planted at high densities to ensure cover and establishment, and to allow natural thinning. All planting locations will be coordinated with the Presidio Natural Resource staff.

Temporarily disturbed wetlands will have the potential for erosion and invasion of non-native species once bare soil is exposed. These sites will be immediately treated with a (1) seeded or unseeded biodegradable erosion control mat, (2) wattles and/or (3) sterile straw or native species straw mulch. Only native species, from local sources, will be used in the seed mix, such as California brome (*Bromus carinatus*), creeping wildrye (*Leymus triticoides*), and meadow barley (*Hordeum brachyantherum*). Sterile hybrid grasses, such as Regreen, may be acceptable as long as they do not account for more than 25 percent of the total seed mix. Temporarily disturbed sites may require additional planting as described below. Seed mix species and sources are subject to approval of the NPS and/or the Trust.

Proposed wetland compensation sites will also have the potential for erosion and invasion of non-native species once bare areas are exposed. Following site preparation, planting and erosion control measures will be implemented. Erosion control measures may include using (1) coir logs for streambank stabilization at the

toe of the slope, and/or (2) erosion control mats, woven with biodegradable netting such as jute, coconut fiber, or sterile straw, in combination with a locally-derived native seed mixture or plantings on banks.

Lists of plants recommended for restoration at wetland compensation sites are presented in Appendix B. Wetland species, such as rushes and sedges will be planted at the toe of the slope in appropriate areas. Riparian species, such as willows, California blackberry and elderberry will be planted along the banks and the top of the slope. Upland edges of the riparian habitat will be planted with native grasses and other upland herbaceous and woody species. Recommended species for the range of appropriate planting zones are presented in Tables B-3 to B-7 in Appendix B.

3.2.4. Irrigation Plan

Irrigation, if determined to be necessary, will be used for the first two to three years⁵ following planting to allow successful plant establishment. The design and installation of the irrigation system will be the responsibility of the Restoration Construction Contractor and either manual or directed drip irrigation will be used. The irrigation system should be designed to minimize water usage and weed growth. Irrigation will likely be required between May and October, however, the exact schedule will be established in the Detailed Final Mitigation Plan for each wetland mitigation site and further refined in the field by the Restoration Construction Contractor and Ecological Monitor in coordination with the NPS and/or the Trust and the Caltrans Restoration Resident Engineer. Watering will be based on plant appearance and health, soil moisture levels, and weather conditions. Irrigation will cease during the rainy season, depending on storm frequency and intensity. The irrigation system will be removed when plants are successfully established, which should be by the end of the second or third year of plant installation.

3.3 MAINTENANCE

The Restoration Construction Contractor will be responsible for implementing maintenance activities. Maintenance activities will include plant replacement, upkeep of erosion control materials and irrigation system, and removal of weeds, and trash and other debris. The Restoration Construction Contractor will schedule maintenance activities, which should include visits every 30 days for the first three months following plant installation as well as during the months of February, March, April, May and June, and every 60 days thereafter during the first year of plant establishment. During years 2 and 3, maintenance activities should be monthly during February, March, April, May and June, and every 60 days thereafter. After three years, maintenance activities should occur every 60 days or quarterly as determined by the Ecological Monitor and the Restoration Construction Contractor and continue until the permitting agencies and NPS and/or the Trust agree that the site meets the success criteria.

The Restoration Construction Contractor will also check for disease and pests, and remove non-native invasive plants in accordance with Executive Order 13112 as part of maintenance activities. Removal of weeds will occur intensely during the first two to three years of plant establishment as deemed necessary by the Ecological Monitor and the Restoration Contractor. General weeding will continue to occur as part of regular site maintenance until the criteria for restoration has been met. The Restoration Contractor will maintain the mitigation site during the first three years of plant establishment to ensure that plants are establishing successfully. Following successful plant establishment, the project proponent, through the Restoration Construction Contractor or other personnel meeting the approval of the NPS and/or the Trust, will maintain the site during the remaining monitoring years until the permitting agencies and NPS and/or the Trust determine that the site meets the success criteria. It is expected that the mitigation sites will be managed as part of the Presidio of San Francisco National Park and will become the responsibility of the Presidio Trust and/or the National Park Service once the site meets the success criteria and mitigation goals. The Restoration Construction Contractor will submit maintenance reports to the Caltrans Restoration Resident Engineer describing all maintenance activities that were completed at the wetland mitigation site.

⁵ Reduced or extended irrigation period may be determined to be necessary by the Ecological Monitor and/or Restoration Contractor, pending approval by the NPS and/or the Trust.

The Caltrans Restoration Resident Engineer will provide these maintenance reports to the Ecological Monitor and, if requested, to the NPS and/or Trust.

3.4 MONITORING METHODS

3.4.1. Monitoring Program

3.4.1.1 Monitoring Schedule

An Ecological Monitor will conduct mitigation monitoring at each wetland compensation site. Some sites are prone to erosion and may require altering the monitoring frequency and method. The monitoring methods, schedule and tasks for each site will be further refined in the Detailed Final Mitigation Plan for each site.

Wetland mitigation monitoring will begin at the initiation of site implementation. Site implementation, including plant installation, may be phased over three years. Wetland mitigation monitoring would continue after the plants are installed until the plantings demonstrate successful establishment and the performance criteria have been met, which is usually about six years (i.e., three years of monitoring plant establishment after site implementation, followed by another three years of site monitoring). Monitoring will not be considered to be the “first year” or “Year 1” until one full growing season has passed following completion of plant installation. The monitoring schedule will be evaluated after six years following the period of implementation at each mitigation site to determine if additional monitoring actions and/or monitoring are necessary.

During site implementation, the Ecological Monitor will inspect all work of the restoration activities, and make restoration recommendations (e.g., design and implementation of the final planting plan, delineation of planting zones, and suitability of plant materials) to ensure conformance with the wetland permits and authorizations, and restoration plans and specifications. The monitoring schedule during site implementation will be determined on a site-by-site basis and developed in the Detailed Final Mitigation Plan for each site.

Three monitoring periods will be scheduled immediately following plant installation to quantitatively assess proper function of the mitigation design and collect baseline data. These will occur in November-February (to collect vegetative baseline data in the fall as described below for monitoring in Years 1 through 6 and to collect data in the winter to monitor erosion, hydrology, etc.... as described below), March-May (to document spring baseline conditions as described below for spring monitoring in Years 1 through 6), and July-September (to document summer baseline conditions including but is not limited to documenting irrigation maintenance and weed control).

In years 1 through 3 the Ecological Monitor will monitor the mitigation site twice per year, in the spring by May 15 and the fall by October 31. If at the end of Year 3 the trend towards success is increasing (i.e., success criteria are met), then monitoring will occur annually by October 31 in the following years. Otherwise, monitoring will continue biannually in years 4 through 6 and thereafter until the NPS, Trust and permitting agencies determine that the mitigation site is successful and self-sustaining. The frequency of monitoring will be reevaluated at the end of Year 6 as stated previously.

During the baseline year and Year 1, the Ecological Monitor will qualitatively monitor erosion control features weekly during the rainy season, monthly during the dry season and after periods of heavy rain. The Ecological Monitor will report the results of the erosion control monitoring to the Caltrans Restoration Resident Engineer and notify the Restoration Construction Contractor within 24 hours to the extent feasible or as specified in the Detailed Final Mitigation Plan for each mitigation site. The Restoration Construction Contractor will repair any failures of the erosion control within 48 hours of notification. Appropriate erosion control measures (netting, vegetation, silt fencing, straw, etc.) will be applied if unstable areas are identified. The Caltrans Restoration Resident Engineer will ensure that the repairs have been made. During years 2 and 3, in-place erosion control features, as well as the entire restoration area will be inspected for significant erosion during the designated monitoring period as well as after every major rain event by the Ecological Monitor. Appropriate erosion control measures will be applied if necessary by the Restoration Construction

Contractor. During subsequent years, inspections will be carried out during the fall monitoring visit, with erosion control measures applied to unstable areas as necessary.

During the fall monitoring survey, the Ecological Monitor will document survival of all woody plant species, as well as note vigor, and overall health. Non-woody herbaceous species will be evaluated by estimating plant cover for a given area, which will be determined by the Ecological Monitor. During the spring, percent cover of native versus non-native species will be noted. Additionally, refuse removal, weed control, access control, and irrigation repairs will be documented. The Ecological Monitor will photodocument the site at permanent photo stations during the spring and/or fall monitoring surveys. The frequency of photodocumentation will be determined on a site-by-site basis and developed in the Detailed Final Mitigation Plan for each site. Recommendations for remedial actions will be described in a brief memorandum following the spring monitoring period and summarized in the annual monitoring report.

During the spring monitoring period, the Ecological Monitor will evaluate the hydrology of the mitigation site during the monitoring periods as well as during the rainy season. The Ecological Monitor will document ponded areas and/or the Ordinary High Water Mark (OHWM), as indicated by watermarks, scouring of banks, sediment deposits, drift lines and observations of inundation, saturation and flowing water. The Ecological Monitor will also complete a Corps jurisdictional wetland delineation. It should be noted that the goal at some mitigation sites is to restore riparian and upland habitat, which may never meet the Corps criteria as waters of the U.S.

The Ecological Monitor will also conduct annual monitoring (year-end monitoring), which will involve monitoring the overall habitat, and noting observations of wildlife, hydrology, soils, and other relevant environmental characteristics. The annual monitoring method for each mitigation site will be based on the total area of the given site and the various plant communities present on site to determine percent cover within selected sample plots. The annual monitoring survey will focus on the trend of the mitigation site in regard to providing successful habitat. Each year the data collected will be assessed and documented against the restoration goal. Based upon final restoration performance, a determination will be made in coordination with the project proponent, the permitting agencies, and NPS and/or Trust as to whether or not the Project achieved the final restoration performance standards and mitigation goals, and whether additional mitigation is required following the six-year monitoring period.

Success Criteria

Final success criteria (performance standards) will be defined in the Detailed Final Mitigation Plan and will require approval from the NPS, Trust and wetland permitting agencies. The following success criteria are suggested for wetland mitigation:

- (1) There will be no excessive rills, gullies, or other erosion features (specifications to be defined in Detailed Final Mitigation Plan).
- (2) There will be no noxious or targeted invasive non-native species. Non-invasive non-native species will be controlled to the greatest extent possible.
- (3) There will be a properly functioning temporary irrigation system in Years 1 through 3 (if it is necessary to install one).
- (4) Plant species richness will include no less than 95 percent richness of the proposed revegetation planting palette.
- (5) Evidence of sufficient hydrology, such as an Ordinary High Water Mark, saturation, sediment deposits, surface soil cracks and etc....
- (6) Evidence of wetland-associated wildlife usage, such as tracks and direct observations.
- (7) No build up of garbage, refuse, or other unnatural debris in the mitigation area.

- (8) Planted woody vegetation will have no less than 80 percent survival rate, and woody and herbaceous plantings will have no less than 75 percent total cover.

Reporting

All monitoring survey periods will be documented. A report, which may be in the form of a letter, will be prepared for all monitoring surveys during the baseline year, as well as the spring and fall monitoring periods in years 1 through 6 to document results and discuss any corrective actions. These reports will be submitted to the Caltrans Restoration Resident Engineer four weeks following the monitoring survey or as specified in the Detailed Final Mitigation Plan for each mitigation site. Erosion Control data sheets will be immediately submitted to the Caltrans Restoration Resident Engineer within 24 hours to the extent feasible or as specified in the Detailed Final Mitigation Plan for each mitigation site. Mid-year field meetings may be required with NPS and/or Trust to discuss monitoring results and progress.

An Annual Monitoring Report will be submitted to the NPS and/or the Trust, reviewing agencies (CDFG and USFWS) and permitting agencies, including Corps and RWQCB by December 15 of each monitoring year. The Annual Monitoring Report would include all monitoring survey reports and erosion control data sheets in its appendix. The Annual Monitoring Report will contain the following information: (1) Methods; (2) General discussion of the site including qualitative and quantitative statistics (e.g., survival and mortality percentages); (3) Assessment of trends in development of wetland and riparian habitat, whether performance criteria are being met, and analysis of restoration success; (4) Photographs of the mitigation area using standardized photo points; (5) Map of the area including all relevant features; (6) Copies of all data sheets employed in the data gathering, and (7) Discussion of any corrective actions needed or undertaken (e.g., erosion and weed control). The Annual Monitoring Report should also comply with the Corps Mitigation and Monitoring Outline in Appendix D. All reports will include the Corps permit/file number on the cover and title page. A field meeting with NPS and/or Trust, permitting agencies (Corps and RWQCB) and/or reviewing agencies (USFWS and CDFG) may be required to discuss the annual report.

Contingency Measures

Contingency measures will be implemented if mitigation monitoring data shows a lack of success. These measures will be developed in consultation with NPS/PT and permitting agencies after evaluating the existing function and values of the mitigation site against the success criteria and migration goals. Contingency measures may include replanting, grading, or extending the mitigation monitoring. Contingency measures may also include selecting an additional mitigation site. In the event of a catastrophic event during the period of plant establishment (Years 1 through 3), then the site will be evaluated and adequate remedial actions will be taken in consultation with the NPS/PT and permitting agencies.

3.5 MITIGATION COMPLETION

Assuming the success criteria and mitigation goals are met at the end of Year 6, the project proponent will notify the NPS and/or Trust, permitting agencies (Corps and RWQCB) and reviewing agencies (USFWS and CDFG) in writing and submit a copy of the Final Annual Mitigation Monitoring Report.

The Ecological Monitor will prepare the Final Annual Mitigation Monitoring Report to document the achievement of the success criteria established for created and enhanced sites. The Caltrans Restoration Resident Engineer will forward the final report to NPS and/or Trust, permitting agencies (Corps and RWQCB) and reviewing agencies (USFWS and CDFG) with a request in writing to schedule a final field review of the sites to confirm completion of the mitigation program. Comments and questions by the NPS and/or the Trust, permitting agencies and reviewing agencies will be received at the final field review meeting. If the comments and questions require additional study or if there is a disagreement, then the responsible monitoring agency will document the comments and respond to them by formal letter after the final field review. Following agreement of completion of mitigation program the project proponent will formalize confirmation of program completion in writing and will provide copies of the written confirmation to all participating agencies.

SECTION 4.0: WETLAND MITIGATION PLANNING

4.1 INTRODUCTION

The characteristics, status of existing work done towards restoration/enhancement, and goals differ for each of the mitigation sites. This section addresses these factors for each site with the intention of providing the bridge from conceptual planning to implementation.

Global tasks completed for all sites as part of this mitigation plan include:

- (1) estimations of effective planting areas (proportion of each mitigation site that will be available for planting; see Appendix B, Table B-1, part 1);
- (2) plant community designations or estimations of basic microenvironmental conditions for each site in addition to the proportion and amount of area for each community or condition type (Table B-1, part 2);
- (3) production of an overall list of suggested species appropriate for these mitigation sites with planting zone, stock type/size, and spacing information, in addition to calculated stock and seed quantities needed (Table B-2); and
- (4) planting plans for each site with suggested quantities of stock/seed for each community or condition type at each site.

4.2 SITE: DRAGONFLY CREEK

The Trust ecologists have recently completed a Draft Ecological Restoration for Dragonfly Creek (DFC Restoration Design) (Frey, 2006; included as Appendix C). The total restoration area covered in the DFC Restoration Design is 3.2 acres, including emergent, willow scrub, willow forest, oak riparian, oak woodland, and coastal scrub habitat zones. The scope of restoration/enhance activities covered by the present Mitigation Plan include only those areas that can be considered wetland. Thus, the coastal scrub and oak woodland portions of the DFC Restoration Design are not addressed by this Mitigation Plan. The area covered by this Mitigation Plan (1.45 acres) includes approximately half of the oak riparian zone and all of the emergent, willow scrub, and willow forest zones of the DFC Restoration Design.

Site Portion: Upper Dragonfly Creek

Mitigation Strategy: Intensive Enhancement
Target Habitat: Perennial stream, Freshwater wetland, Willow/Oak riparian
Mitigation Area: 0.78 acres

Site Portion: Middle Dragonfly Creek

Mitigation Strategy: Creation
Target Habitat: Perennial stream, Willow/Oak riparian
Mitigation Area: 0.41 acres

Site Portion: Lower Dragonfly Creek (existing restored area)

Mitigation Strategy: Enhancement
Target Habitat: Perennial stream, freshwater wetland
Mitigation Area: 0.26 acres

Site Portion: Lower Dragonfly Creek (underground culvert)

Mitigation Strategy: Creation
Target Habitat: Perennial stream, Willow riparian
Mitigation Area: 0.64 acres

4.2.1. Plan Objectives (as stated in DFC Restoration Design)

1. Restore, to the extent possible, natural channel morphology to the Creek
2. Increase microtopographic complexity within the Creek
3. Establish a compositionally and structurally complex ecosystem with attributes important to native fauna
4. Restore a native-dominated riparian plant community
5. Improve water quality
6. Highlight the historic Presidio landscape features within the project area

4.2.2. Current Conditions

While the creek drainage is to some extent intact through Dragonfly Creek mitigation areas, the terrain has been greatly manipulated from previous conditions. Generally, the upper portion of the drainage appears to have been cut up to approximately 15 feet below original elevation, while lower portion of the drainage appear to contain up to 15 feet of fill (see Figure 4-1). The creek is culverted in the middle portion of the mitigation area, over which passes Schofield Road, as well as at the downstream end east of Veteran's Blvd. Vegetation presently associated with the drainage and slopes leading up from the drainage are currently dominated by eucalyptus and ivy. Some eucalyptus removal has occurred in the upper Dragonfly Creek area and the riparian area containing lower Dragonfly Creek has been partially restored with the planting of appropriate native species.

The site is surrounded on three sides by impervious surface. It appears that most runoff in the upper watershed is intercepted by a storm water system and is conveyed away from watershed. The creek has two known surface water sources in the form of stormdrain outlets. The creek head in the area apparently has subsurface input.

4.2.3. Project Standards (from DFC Restoration Design)

Objective 1: Restore, to the extent possible, natural stream morphology to the Creek.

Targets: Bankfull Width, 2-3 ft; Bankfull Depth, 1- 3 ft; Bankfull Width:Depth ratio, greater than or equal to 7.0; Mean Longitudinal Slope, 5-12%.

Objective 2: Increase microtopographic complexity within the Creek.

Constructed micro-topographic structures should remain structurally stable.

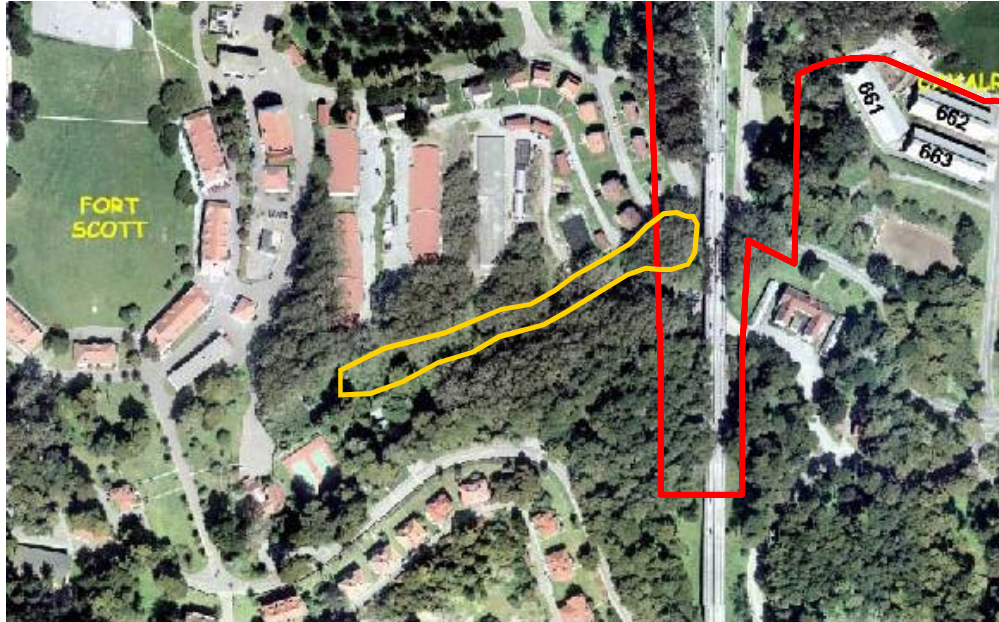
Objective 3: Establish a compositionally and structurally complex ecosystem with attributes important to native fauna.

The site should support woody plants suitable for nesting, feeding, and shelter, at multiple levels within the forest vegetation. The plants should provide a wide variety of food resources available throughout the year. The plants should produce a variety of litter to support a diverse soil fauna.

Objective 4: Restore to a native dominate riparian plant community.

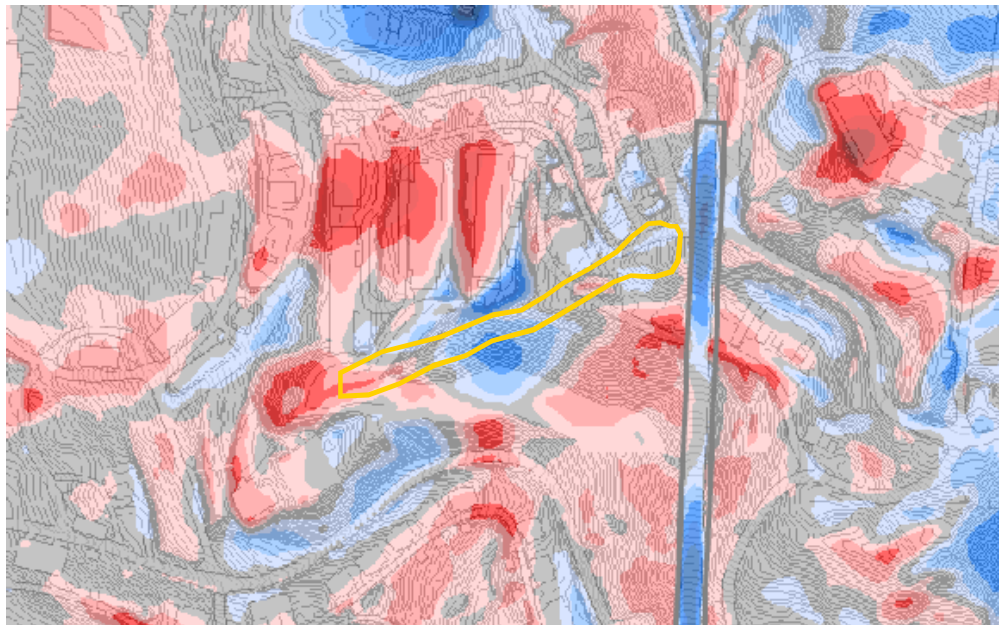
The restoration will use locally-collected native species and focus on returning natural processes to the area. Almost all propagules will be collected on the Presidio and grown at the Presidio Native Plant Nursery. Some species may be considered for introduction after careful consideration of plant occurrence records and the preparation of a reintroduction evaluation.

Current Setting of Dragonfly Creek



- Doyle Drive SAR
- Dragonfly Creek

Elevation Differences Between 1871 and 2000 Topographic Surveys



Elevation Change
1871 - 2000 (ft)

- +40
- +40 - +25
- +25 - +20
- +20 - +15
- +15 - +10
- +10 - +5
- +5 - +2
- +2 - 0
- 0 - -2
- 2 - -5
- 5 - -10
- 10 - -15
- 15 - -20
- 20 - -25
- 25 - -40

↑ Fill
↓ Cut



Objective 5: Improve water quality.

Water quality will be improved by reducing entrenchment (increasing residence time of water in the channel), removal of eucalyptus trees (reducing oil-rich litter that is slow to break down), and enhancing the pool-rifle sequence (increasing vegetation structural diversity within the channel).

See Appendix C for specific water quality characteristic targets.

Objective 6: Highlight the historic Presidio landscape features within the project area.

This objective is not addressed in this DFC Restoration Design but is rather left for future discussions with the cultural resources staff.

4.2.4. Plant Community Design (from DFC Restoration Design)

Streamside wetland vegetation will grade into an arroyo willow community on the lowest parts of the slope and, as the slope rises away from the swale, then into a coast live oak riparian community, which will grade into a coyote brush community. The upper portions of oak-dominated habitat, along with the coyote brush community are not considered part of this mitigation plan. Refer to the DFC Restoration Design in Appendix C for details on the restoration of the oak and coyote brush communities.

Bulrush wetland community – Dominated by emergent vegetation in open water and saturated soils (height: 2-3 feet). Rushes (*Juncus* spp.) will likely dominate, but the community will also include sedges (*Carex* spp.), spikerushes (*Eleocharis* spp.) and bulrushes (*Scirpus* spp.). Rooting depth is 0-20 inches. This zone of emergents will be 1 to 10 feet across. This community is designated as emergent in Tables B-1 and B-4 and is projected to occupy approximately 0.03 acre, or 2%, of the available planting area at the site.

Arroyo willow community – Large shrubs and small trees dominate (overstory height: 5-25 feet). Willows (*Salix* spp.), oaks (*Quercus agrifolia*), wax myrtles (*Myrica californica*), and red-osier dogwood (*Cornus sericea*) dominate the shrub layer and bulrush wetland vegetation grades into the understory and open areas. Rooting depth is 10-20 inches but may increase to 36 inches in Colma-derived soils. This community zone is designated as willow scrub in Tables B-1 and B-4, with willow forest grading into proposed oak dominated riparian habitat. Willow scrub is planned to occupy approximately 0.26 acres, or 18%, of the available planting area at the site. Willow forest, is planned for approximately 0.56 acres, or 39%, of the available planting area at the site.

Coast live oak community – An oak (*Quercus agrifolia*) dominated hardwood assemblage (height 10-25 feet), where species requiring shallow groundwater do not thrive. Other common woody species include California buckeye (*Aesculus californica*), California bay (*Umbellularia californica*), and holly-leaved cherry (*Prunus ilicifolia*). Rooting depth is above 36 inches. The lower approximate half of oak riparian habitat listed in the planting plan of the DFC Restoration Design is considered as part of this Mitigation Plan. The upper half, extending into oak woodland and coastal scrub, is not considered part of this mitigation plan. Oak riparian community is planned to occupy approximately 0.57 acres, or 39%, of the available planting area at the site.

An additional 0.03 acre, or 2%, of the available planting area is projected to present conditions suitable for planting of other upland species.

As noted in Table B-1, approximately 85% of the mitigation area is available for planting. Most of the upper section and all of the middle section will be replanted. The banks of the existing restored riparian area of the lower section have previously been planted with appropriate native riparian species. The only planting proposed for this section is emergent vegetation adjacent to the creek channel. Thus, appropriate riparian native plants in this section will be preserved. Below this area, the remaining portion of the lower section will be replanted. If disturbance is necessary during channel modifications or recontouring of the overall restoration site, these plants will be salvaged and replanted when disturbance is complete. The downstream reach near Veteran's Blvd. will be restored with appropriate native emergent and riparian species.

4.2.5. Critical Steps (partially based on implementation outline in DFC Restoration Plan)

1. Finish removing nonnative trees within the riparian corridor.
2. Complete hydrological and soil/substrate evaluations.
3. Prepare a Detailed Final Mitigation Plan including a grading plan.
4. Complete Environmental review and permitting.
5. Submit Nursery request (18 months prior to planting)
6. Enhance hydrologic and geomorphologic features.
 - a. Remove Schofield Road.
 - b. Remove the spring box at the headwaters of the drainage (if appropriate).
 - c. Grade creek area (for geomorphology and invasive species removal).
 - d. Construction of in-channel structures.
7. Revegetate site
 - a. Removal of non-native plants.
 - b. Planting of native plants.
8. Monitor and maintain restoration site.

4.2.6. Status of Implementation

As described above, the Trust has produced the Draft Ecological Restoration Design for the site. The Trust may prepare the grading plans for Dragonfly Creek. Some pre-restoration activities have already begun in the upper creek area, with the removal approximately 31 eucalyptus trees in 2005 and 2006. The Trust planned to remove 53 additional trees in 2007. Intensive enhancement in this area would include removal of remaining eucalyptus trees and ivy, removal of accumulated eucalyptus leaves and duff, excavation of fill areas, and revegetation of riparian corridor with native riparian species including elderberry, alder, wax-myrtle, dogwood). Some perennial stream enhancement may be possible in the form of streamside freshwater wetland in areas.

Riparian restoration activities have already occurred along the lower section of creek in the form of planting of appropriate native species. Enhancement activities along this stretch of creek would consist of establishing additional freshwater wetland area associated with the drainage.

No work has been conducted in the middle portion of the creek riparian area, presently culverted beneath Schofield Road nor downstream of the daylighted area of Dragonfly Creek near Veteran's Blvd. Restoration activities proposed in this document at Dragonfly Creek would be implemented between 2010 and 2015. Proposed activities of enhancement, wetland creation, and intensive enhancement may be phased. Refer to Table 5-1 for a tentative schedule of site requirements.

An opportunity may exist to restore a short, approximately 20-foot creek section of drainage, presently below ground, beyond the east end of the Lower Dragonfly Creek segment. This restoration may be complicated by historical concerns regarding the existing culvert.

4.3 SITE: QUARTERMASTER REACH CONNECTION (FILL SITE 6B)

Mitigation Strategy:	Creation
Target Habitat:	Perennial stream, Willow riparian
Mitigation Area:	0.17 acres

This site presently consists of a section of creek running through a subsurface culvert. Restoration (creation) at this site would result in a connection of recently restored creek and riparian area upstream to a proposed restoration of brackish marsh habitat that would connect to Crissy Marsh. The proposed brackish marsh is within the Doyle Drive construction corridor and is presently not part of this mitigation plan.

A restoration design is currently under contract with a preliminary draft expected this year. This design plan is expected to be consistent with the restoration design of the downstream Thompson Reach/Fill Site 6A,

resulting in a continuous length of riparian corridor through both sites. The abovementioned proposed brackish marsh is part of the restoration design plan but not part of this mitigation plan.

4.3.1. Plan Objectives

1. Restore, to the extent possible, natural channel morphology to the section of restored creek.
2. Create microtopographic complexity within the creek.
3. Establish a compositionally and structurally complex ecosystem with attributes important to native fauna.
4. Restore a native-dominated riparian willow scrub plant community.

4.3.2. Current Conditions

The site of the Quartermaster Reach Connection (QR Connection) presently consists of an approximately 280-foot length of creek running through a subsurface culvert. Comparison of 1871 and 2000 topographic maps show that the former creek drainage contains fill at a depth of 5-15 feet (Presidio Trust, 2006) with current surface topography similar to adjacent, relatively flat upland. The stretch of creek adjacent and south of this site has been recently restored (Thompson Reach/Site 6A). The stretch of creek adjacent and north of the site is subsurface (culverted).

4.3.3. Project Standards

Per the in-kind restoration requirements for Project impacts (and appearing to be appropriate for the site), the riparian corridor in the Quartermaster Reach Connection should consist principally of willow riparian habitat, possibly requiring a shift in dominant species from the Site 6A restoration.

Objective 1: Restore, to the extent possible, natural channel morphology to the section of restored creek. Target channel dimensions and design are expected in the draft restoration design.

Objective 2: Create microtopographic complexity within the creek. Constructed micro-topographic structures should remain structurally stable.

Objective 3: Establish a compositionally and structurally complex ecosystem with attributes important to native fauna.

The site should support woody plants suitable for nesting, feeding, and shelter, at a number of levels within the forest vegetation. The plants should provide a variety of food resources available throughout the year. The plants should produce a variety of litter to support a diverse soil fauna.

Objective 4: Restore a native-dominated riparian willow scrub plant community.

The restoration will use locally-collected native species and focus on returning natural processes to the area. Almost all propagules will be collected on the Presidio and grown at the Presidio Native Plant Nursery. Some species may be considered for introduction after careful consideration of plant occurrence records and the preparation of a reintroduction evaluation.

4.3.4. Plant Community Design

This proposed wetland creation is expected to be subject to some saline input from bay and brackish marsh connectivity downstream from the site. Thus approximately 0.01 acre of saline-influenced wetland habitat (3% of site) is proposed (see Table B-1 in Appendix B). Freshwater input is also expected, thus an equivalent area of freshwater emergent wetland is proposed. These acreages, and proposed quantities of plantings presented in Table B-4, may be modified pending hydrological analysis in the anticipated restoration design.

Most of the remaining area of expected steep banks will be restored to willow scrub (approximately 0.14 acre, 85% of site). An additional 9% of the site (approximately 0.02 acre) is expected to be suitable for upland species plantings.

4.3.5. Critical Steps

1. Conduct necessary studies, e.g., hydrologic, geologic and soil/substrate studies, and prepare grading plan.
2. Complete Doyle Drive construction in area of mitigation site.
3. Complete Environmental review.
4. Prepare draft Detailed Final Mitigation Plan.
5. Submit Nursery request (18 months prior to planting)
6. Complete permitting.
7. Finalize Detailed Final Mitigation Plan.
8. Excavate fill material and culvert.
9. Grade creek area, forming channel and establishing microtopography.
10. Revegetate with native plants.
11. Monitor and maintain restoration site.

4.3.6. Status of Implementation

As mentioned above, a restoration design is in progress and expected in 2007. The Trust is preparing the grading plans for Quartermaster Reach. The proposed date of site implementation is potentially Fall 2015 after construction of Doyle Drive. Refer to Table 5-1 for a tentative schedule of site requirements.

4.4 SITE: NORTH FORT SCOTT

Mitigation Strategy: Enhancement
Target Habitat: Freshwater wetland meadow
Mitigation Area: 0.44 acres

Invasive acacia trees and some nonnative Himalayan blackberry are the dominant species at this site. However, a fair representation of natives is present, including California blackberry, and a number of native sedges and herbs.

As will be discussed below, the goal of enhancement activities would be to establish a wet meadow at the site. It is desired to have a mosaic of inclusions of perennial wetland within a larger matrix of seasonal wetlands. Hydrological studies will be necessary to determine if this is possible with the implementation of minor grading and microtopography manipulation.

4.4.1. Plan Objectives

The goal of enhancement activities would be to establish a wet meadow at this site, by removing the acacia, nonnative blackberry, and other invasive plants, and increasing the representation of native wetland emergents, particularly native rushes and sedges. Pending further studies, a mosaic of inclusions of perennial wetland within a larger matrix of seasonal wetlands would be a desirable result, although the hydrology of the area may only be able to support seasonal wetland.

1. Restore, to the extent possible, a seasonal freshwater wetland meadow.
2. Create microtopographic complexity resulting in subtle variations in soil inundation and saturation periods.
3. Restore a native-dominated freshwater wetland meadow plant community.

4.4.2. Current Conditions

As mentioned in the introductory paragraph, this site is dominated by invasive acacia trees and some nonnative Himalayan blackberry, but with some natives is present, including California blackberry, and a number of native sedges and herbs.

4.4.3. Project Standards

Objective 1: Restore, to the extent possible, a seasonal freshwater wetland meadow.

Objective 2: Create microtopographic complexity resulting in subtle variations in soil inundation and saturation periods.

Specific characteristics of and standards for the site relevant to Objectives 1 and 2 will be dependent on the results of hydrological studies and determination of site capabilities to be discussed below.

Objective 3: Restore a native-dominated freshwater wetland meadow plant community.

The restoration will use locally-collected native species and focus on returning natural processes to the area. Almost all propagules will be collected on the Presidio and grown at the Presidio Native Plant Nursery. Some species may be considered for introduction after careful consideration of plant occurrence records and the preparation of a reintroduction evaluation.

4.4.4. Plant Community Design

The proposed planting palette in Appendix B (Table B-5) presents a suite of species suitable for restoration of meadow habitat at the site. The targeted species complement would be dominated by rushes and sedges, with a representation of moisture-loving native grasses. Scattered shrubs are also proposed.

Lacking specific information of feasibility or acreages of perennial or seasonal wetland area expected, the palette presents species in three habitat divisions based on relative moisture regimes (see Table B-5). It is anticipated that, following invasive species removal, approximately 50% of the mitigation area will be available for replanting. Appropriate native plants currently on the site would be preserved or salvaged if disturbed during overall site preparation.

4.4.5. Critical Steps

1. Conduct hydrologic testing, geologic and soil/substrate studies to determine groundwater level characteristics and other geomorphological characteristics relevant to determining feasibility of perennial and seasonal wetland restoration.
2. Complete Environmental review.
3. Prepare a draft Detailed Final Mitigation Plan inclusive of a grading plan aimed at creating subtle microtopography variation capable of forming and sustaining a mosaic of perennial and seasonal wetlands within a meadow vegetative community.
4. Submit Nursery request (18 months prior to planting)
5. Complete permitting.
6. Finalize Detailed Final Mitigation Plan.
7. Remove all invasive species and non-native species.
8. Grade and establish wetland microtopography.
9. Revegetate with native plants.
10. Monitor and maintain restoration site.

4.4.6. Status of Implementation

Implementation has not yet begun. The proposed date of site implementation is potentially Fall 2008, but most likely Fall 2009. Refer to Table 5-1 for a tentative schedule of site requirements.

4.5 SITE: WEST CRISSY BLUFFS

Mitigation Strategy: Enhancement
Target Habitat: Willow scrub, freshwater wetland
Mitigation Area: 0.19 acres

This site is presently vegetated with dense willows, Cape ivy, and Himalayan blackberry. Enhancement activities would primarily include removal of the nonnative ivy and blackberry. Potential for planting is low in the existing dense willow scrub cover. Gaps made available by the invasive species removal would be planted with appropriate native species.

4.5.1. Plan Objectives

1. Enhance wetlands in the area by removing invasive plant species and replanting with species characteristic of willow scrub and small areas of emergent wetland.
2. Enhance a compositionally and structurally complex ecosystem with attributes important to native fauna.

4.5.2. Current Conditions

As mentioned above, the site is presently vegetated with dense willows, Cape ivy, and Himalayan blackberry.

4.5.3. Project Standards

Objective 1: Enhance wetlands in the area by removing invasive plant species and replanting with species characteristic of willow scrub and small areas of emergent wetland.

This objective will be met by meeting of performance criteria for planted native species and successful reduction of invasives within the monitoring period.

Objective 2: Enhance a moderately complex ecosystem with attributes important to native fauna.

The restoration will use locally-collected native species and focus on enhancing the natural processes in the area. The site should support woody plants suitable for nesting, feeding, and shelter, within dense willow scrub vegetation. The plants should provide a wide variety of food resources available throughout the year. The plants should produce a variety of litter to support a diverse soil fauna.

4.5.4. Plant Community Design

The proposed planting palette in Appendix B (Table B-6) presents a suite of species suitable for enhancement of willow scrub and freshwater wetland habitat at the site. The targeted species complement would be understory species appropriate for planting amongst existing willows, with rushes dominant in suitable moist substrates. Appropriate native species presently occurring on suite would be left intact.

Specific qualities and quantities of planting substrates are unknown at this time and will remain generally predictable until the time of invasive species removal. The suggested planting palette presents species in three habitat divisions based on relative moisture regimes (see Table B-5). It is anticipated that, following invasive species removal, approximately 30% of the mitigation area will be available for replanting.

4.5.5. Critical Steps

1. Conduct hydrological and soil/substrate evaluations.
2. Complete Environmental review and permitting.
3. Prepare a draft Detailed Final Mitigation Plan inclusive of an invasive species removal plan that describes species to be removed, method of removal, and approach to revegetation with appropriate native species based on Table B-6.
4. Submit Nursery request (18 months prior to planting).
5. Complete permitting.
6. Finalize Detailed Final Mitigation Plan
7. Remove invasive species.
8. Revegetate with native plants.
9. Monitor and maintain restoration site.

4.5.6. Status of Implementation

Implementation has not yet begun. The proposed date of site implementation is potentially Fall 2008, but most likely Fall 2009. Refer to Table 5-1 for a tentative schedule of site requirements.

4.6 SITE: BATTERY EAST/ MARINE DRIVE

Mitigation Strategy:	Enhancement
Target Habitat:	Willow scrub/ Freshwater wetland
Mitigation Area:	0.62 acres

Presently seeps along these steep bluffs support various densities of willow scrub with a strong presence of invasive species. Enhancement activities would center on nonnative removal. Planting opportunities are few along the bluffs; most plantings of appropriate native species would be in areas of invasive species removal. The “bowl area” has already been planted with a variety of native riparian species. Enhancement activities in this area will center on intensive invasive species control in addition to augmentation of the native species.

As part of the enhancement for Battery East/Marina Drive the existing ditch at the toe of the slope would continue to undergo periodic maintenance (e.g., sediment removal and other enhancement activities for the San Francisco fork-tailed damselfly). Specific maintenance actions for the ditch would be addressed in the Detailed Final Mitigation Plan. Although the ditch is part of the enhancement area and the basic goal is self-sustenance, in order for this feature to function the NPS will most likely continue to periodically maintain this ditch as part of their regular maintenance activities as they have in the past.

4.6.1. Plan Objectives

1. Enhance wetlands in the area by removing invasive plant species and replanting with species characteristic of willow scrub.
2. Enhance a compositionally and structurally complex ecosystem with attributes important to native fauna.

4.6.2. Current Conditions

The steep bluffs presently support various densities of willow scrub with a strong presence of invasive species. The prevalent invasive species in the western portion is English ivy. The middle portion (adjacent to the western addition) has a strong presence of nasturtium and cape ivy, in addition to *Escallonia* and a few other woody plants. The eastern portion of the mitigation area has an abundance of cape and English ivy.

4.6.3. Project Standards

Objective 1: Enhance wetlands in the area by removing invasive plant species and replanting with species characteristic of willow scrub.

This objective will be met by meeting of performance criteria for planted native species and successful reduction of invasives within the monitoring period.

Objective 2: Enhance a moderately complex ecosystem with attributes important to native fauna.

The restoration will use locally-collected native species and focus on enhancing the natural processes in the area. The site should support woody plants suitable for nesting, feeding, and shelter, within dense willow scrub vegetation. The plants should provide a wide variety of food resources available throughout the year. The plants should produce a variety of litter to support a diverse soil fauna.

4.6.4. Plant Community Design

The proposed planting palette in Appendix B (Table B-6) presents a suite of species suitable for enhancement of willow scrub at the site. The targeted species complement would be dominated by understory species appropriate for planting amongst existing willows. The only area proposed for planting is the western portion.

Specific qualities and quantities of planting substrates are unknown at this time and will remain generally predictable until the time of invasive species removal. The suggested planting palette presents species in three habitat divisions based on relative moisture regimes (see Table B-6). It is anticipated that, following invasive species removal, approximately 30% of the mitigation area will be available for replanting.

4.6.5. Critical Steps

1. Conduct hydrologic and soil/substrate evaluations and other evaluations as necessary.
2. Complete Environmental review.
3. Prepare a draft Detailed Final Mitigation Plan inclusive of an invasive species removal plan that describes species to be removed, method of removal, and approach to revegetation with appropriate native species based on Table B-7.
4. Submit Nursery request (18 months prior to planting).
5. Complete permitting.
6. Finalize Detailed Final Mitigation Plan.
7. Remove invasive species.
8. Revegetate with native plants.
9. Monitor and maintain restoration site.

4.6.6. Status of Implementation

Implementation has not yet begun. The proposed date of site implementation is potentially Fall 2008, but most likely Fall 2009. Refer to Table 5-1 for a tentative schedule of site requirements.

4.7 REMAINING NECESSARY MITIGATION – TENNESSEE HOLLOW

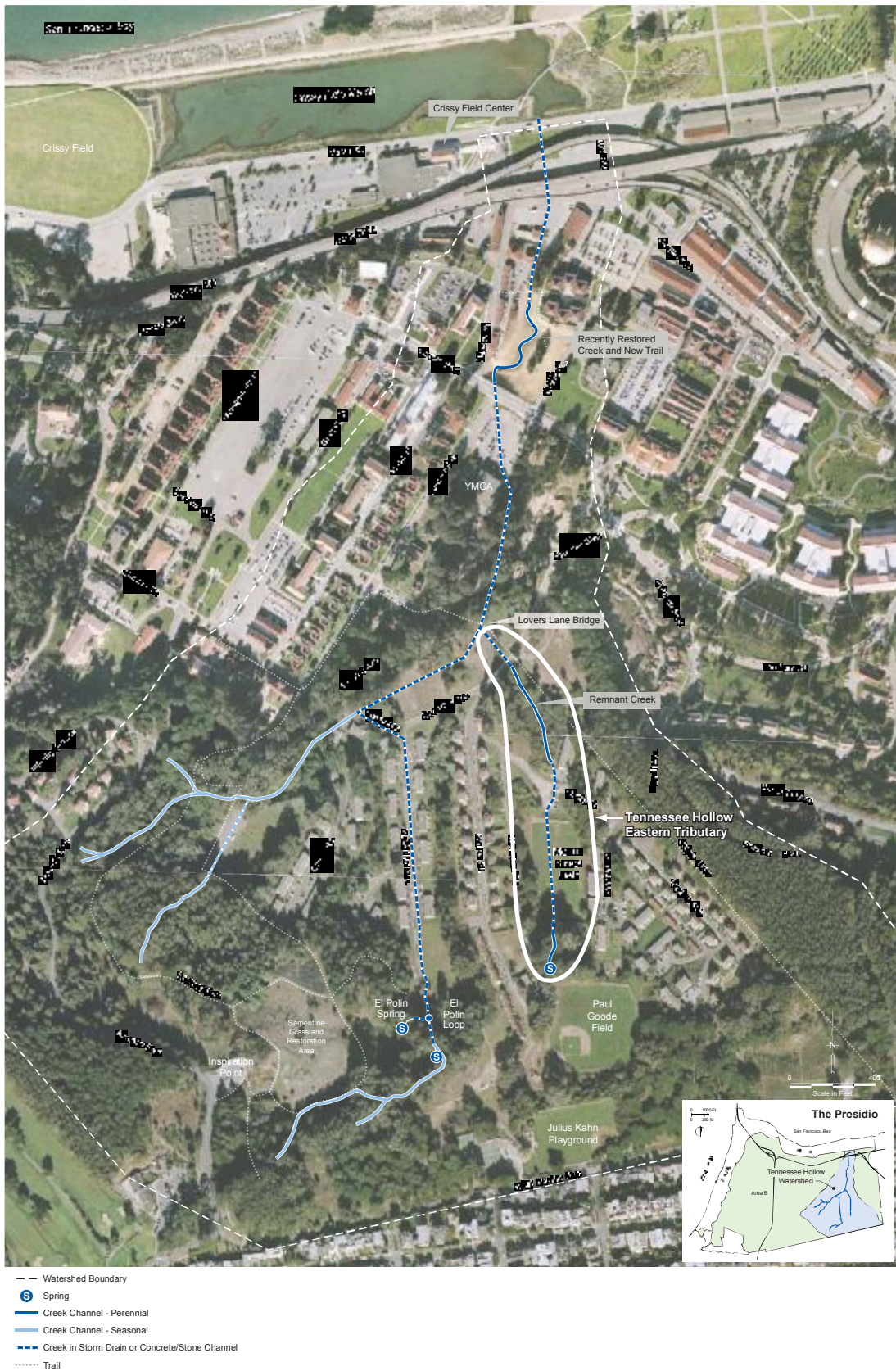
As noted in Section 2-2 above, the identified mitigation will not be sufficient to mitigate for anticipated and potential Project impacts, with a remaining 1.82⁶ acres of compensatory mitigation necessary. Anticipated future restoration in the Tennessee Hollow area, particularly at the Eastern Tributary is considered by the NPS and/or the Trust as acceptable mitigation for the remaining acreage needed (see Figure 4-2). While not in the project area, the Eastern Tributary is near and appropriate restoration in the area and would satisfy compensation requirements for Project-impacted wetlands.

The Trust prepared an Environmental Assessment (EA) for the restoration of Tennessee Hollow (Presidio Trust, 2007). For the Eastern Tributary of Tennessee Hollow, the Project seeks to daylight about 800 feet of creek currently contained in a storm drain (beneath fill materials and a playing field), restore an additional 250 feet of creek that is highly degraded, and restore/expand habitat along a 500-foot stretch of remnant creek. Once complete, the entire Eastern Tributary would be restored. The preferred alternative identified in the Tennessee Hollow EA proposes to restore 3.44 acres of willow riparian, 1.81 acres of riparian scrub and 4.66 acres of upland habitat.

The remaining compensatory mitigation necessary at Tennessee Hollow for the Doyle Drive project will depend on the final sum total of mitigated acreage achieved at the other wetland mitigation sites. Only the remaining acres needed for the Doyle Drive project will be available for mitigation at Tennessee Hollow. Thus far, restoration of 3.64 acres of riparian and emergent habitat in the Eastern Tributary of Tennessee Hollow would meet the compensatory mitigation ratio of 2:1 (which is 1.82 acres) for wetland creation. The Trust is developing a restoration plan separate from this Wetland Restoration and Enhancement Mitigation Plan.

In the event that the remaining necessary mitigation is not completely fulfilled at the Eastern Tributary of Tennessee Hollow, other optional sites will be considered such as the east arm of Mountain Lake, which has an approved Environmental Assessment and/or Macarthur Meadow, which is located within the Tennessee Hollow watershed.

⁶ The remaining compensatory mitigation necessary at Tennessee Hollow is dependent on the acreage of mitigation achieved at the other wetland mitigation sites. This acreage will be refined further in the Detailed Final Mitigation Plans.



SOURCE: Tennessee Hollow Upper Watershed Revitalization Project EA 2007

Conceptual Wetland Restoration and Enhancement Mitigation Plan . 204235

Figure 4-2
Tennessee Hollow Eastern Tributary

SECTION 5.0 NEXT STEP – DETAILED FINAL MITIGATION PLANNING PROCESS

The following lists, in ideal chronological order, the major steps that are necessary to complete the wetland mitigation process. Depending on the proposed mitigation site, some steps may occur concurrently and/or the order of steps may be modified. Following completion of the Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA), a time table needs to be developed at each site for carrying out the appropriate site studies, Detailed Final Mitigation Plan and environmental review process. Additional site studies are required at some sites prior to preparing the Detailed Final Mitigation Plan. It is possible that site implementation at some sites may be phased such as at Dragonfly Creek. Table 5-1 describes the general requirements to carry out the wetland mitigation process at each proposed mitigation site. This table provides a tentative schedule of site requirements.

It is expected that the mitigation sites will be managed as part the Presidio of San Francisco National Park and will become the responsibility of the Presidio Trust and/or the National Park Service once the site meets the success criteria and mitigation goals as agreed upon by the project proponent, NPS and/or the Trust and the permitting agencies.

1. **Submit Conceptual Wetland Restoration Mitigation Plan to Agencies.** As part of Caltrans' standard practice, this document will be sent to the USFWS, CDFG and Corps for review in 2008.
2. **Prepare Preliminary Wetland Mitigation Costs.** Preliminary costs estimates will be provided in a memorandum separate from this Conceptual Wetland Restoration and Enhancement Mitigation Plan for each wetland mitigation site in 2008.
3. **Develop MOA or MOU for Project Mitigation Measures.** The project proponent will prepare a Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA) for the Doyle Drive project wetland mitigation measures. This document is an agreement of the roles and responsibilities of each party and serves as a mechanism for implementing the Project mitigation measures. The MOU or MOA will be necessary to document that all responsible agencies agree that the mitigation proposal will mitigate the wetland impacts of the Doyle Drive project. For wetland mitigation, the MOU or MOA will clearly identify the roles and responsibilities of each party at each mitigation site. For example, the MOU or MOA Agreement will state which agency will pay for and prepare the grading plans. The MOU or MOA will include agreed upon measures that are not normally included in Caltrans Best Management Practices and Specifications.
4. **Conduct Additional Studies as Required.** Some wetland mitigation sites will require additional surveys that may be labor intensive, such as cultural resource identification and evaluation, hydrologic, soil and substrate studies or evaluations, prior to completing the Detailed Final Mitigation Plan.
5. **Complete Environmental Analysis and Permitting.** Since the Project EIS/R was not specific as to wetland mitigation actions, all of the mitigation sites will require an environmental analysis (NEPA and/or CEQA documentation). The environmental analysis will evaluate all resource issues, including, but is not limited to, hydrologic, biological and cultural resources. The NPS and/or Trust will complete their own internal NEPA documentation for each mitigation site. It should be determined if the project proponent needs to complete a separate environmental analysis or if the internal environmental analysis completed by the NPS and/or Trust would be adequate to satisfy the project proponent's needs. Following completion of the environmental review process (or during the public comment period), the project proponent will obtain the wetland permits from the Corps, RWQCB and/or CDFG and appropriate authorization(s) from the NPS and/or Trust.
6. **Complete Site-specific Detailed Final Mitigation Plans.** Prior to site implementation, a Detailed Final Mitigation Plan will be prepared for each of the proposed wetland mitigation sites and reviewed for approval by NPS and/or the Trust and permitting agencies (i.e., Corps, RWQCB and/or CDFG) following preparation of the MOU or MOA. The project proponent may submit the Detailed Final Mitigation Plan to the USFWS for review. The Detailed Final Mitigation Plans will fully describe all aspects of wetland

mitigation and monitoring if not already detailed in this plan. Each Detailed Final Mitigation Plan will be completed in accordance with the Corps 2004 Mitigation and Monitoring Proposal Guidelines (see Appendix D). The Detailed Final Mitigation Plan will also include a schematic map depicting locations of plantings and a table listing the species and total proposed for planting. The mitigation acreage at each site will be refined further during the design phase of each wetland mitigation site. If determined necessary by the project proponent and the NPS and/or the Trust, a Cooperative Agreement may be prepared after preparation of the Detailed Final Mitigation Plans.

7. **Submit Nursery Request to Trust.** Seed collection and propagation will occur over 18 months prior to the year of planting. All planting requests are due by July of each year.

TABLE 6-1
GENERAL REQUIREMENTS FOR EACH PROPOSED WETLAND MITIGATION SITE

Type of Site Implementation	Proposed Date of Site Implementation	Nursery Request (Planting Palette)	Hydrologic Study/ Evaluation	Soil and Substrate Study/ Evaluation	Section 106 Compliance	Grading Plan and Other Plans	Detailed Final Mitigation Plan	Environmental Review and Permitting	Constraints
Dragonfly Creek Intensive Enhancement, Creation, and Enhancement	Primarily between 2010 depending on cultural identification and evaluator	Needs to be submitted by July 15, 2008 or to be identified during construction	Partially completed (see May 2008)	Partially completed (see May 2008)	Calluna Care evaluation required	Grading plans may be completed by the Trust by June 2008	Initial Detailed Final Mitigation Plan is required to be submitted to the Trust by July 2008	Requires permit application and permit prior to 2008	Hydrologic and soil studies are required by 2008 prior to developing grading plan and Detailed Final Mitigation Plan
Quartermaster Reach Connection	Primarily in Fall 2008 or after construction of Joyce Drive	Needs to be submitted by July 2008 or to be identified during construction	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Not completed	Draft grading plans will be completed by the Trust	Initial Detailed Final Mitigation Plan is required to be submitted to the Trust by July 2008	Requires permit application and permit prior to 2008	Customer - Reach implementation can be delayed until completion of Joyce Drive construction in 2008
North Fort Scott	Primarily Summer or Fall 2008	Needs to be submitted by July 2008 or to be identified during construction	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Trust will complete N106, N107 and N108 process	Needs hydrologic study to determine slope ratios for grading plan by 2008	Needs to be submitted by July 2008	Requires permit application and permit prior to 2008	Requires Multi-agency coordination
West Chassy Bluffs	Primarily Summer or Fall 2009	Needs to be submitted by July 2009 or to be identified during construction	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Needs permit to develop grading plan and Detailed Final Mitigation Plan by early 2008	Trust will complete N106, N107 and N108 process	Grading plan is not prepared	Needs to be submitted by July 2008	Requires permit application and permit prior to 2008	Hydrologic and soil studies are required by 2008 prior to developing grading plan and Detailed Final Mitigation Plan

	Type of Site Implementation	Proposed Date of Site Implementation	Nursery Request (Planting Palette)	Hydrologic Study Evaluation	Soil and Substrate Study Evaluation	Section 106 Compliance	Grading Plan and Other Plans	Detailed Final Mitigation Plan	Environmental Review and Permitting	Constraints
Battery East/ Marine Drive	Permeation	Initially Summer or Fall 2009	Needs to be submitted by July 2009 or Fall 2009 starting	Needed prior to developing Detailed Final Mitigation Plan by early 2008	Needed prior to developing grading plan and Detailed Final Mitigation Plan by early 2008	SPS will conduct subject to allow	Grading plan is not promised	Needed by early 2008	Requires prior to site implementation	Initial planting schedule will be submitted by July 2009 or Fall 2009 starting Hydrologic and soil evaluations are required by 2008 or to develop the Detailed Final Mitigation Plan
Tennessee Hollow - Eastern Tributary	Construction	2011-2012	Needs to be submitted by July 16 or to be identified	Needed prior to developing grading plan and Detailed Final Mitigation Plan	Needed prior to developing grading plan and Detailed Final Mitigation Plan	Completed	Grading plans will be completed by the Trust	Initial Detailed Final Mitigation Plan is required one year prior to submitting the nursery request	Soil Assessment conducted by Trust in Fall 2007	Enhance flow in the initial planting phase General requirements for wetland mitigation assessed by Trust developed by Trust but are unknown at this time

SECTION 6.0: REFERENCES

Frey, M., 2006. Ecological Restoration Design/Dragonfly Creek. Presidio Trust. November 7, 2006.

Presidio Trust, 2007. Tennessee Hollow Upper Watershed Revitalization Project Environmental Assessment. August 2007.

Presidio Trust. 2006. Archaeological Assessment 2006 Elevation Change Model (Map).

U.S. Army Corps of Engineers, San Francisco and Sacramento Districts, 2004. Mitigation and Monitoring Proposal Guidelines. December 30, 2004.

APPENDIX A: BACKGROUND MEMOS AND MEETING MINUTES

**Doyle Drive Environmental and Design Study
Conceptual Mitigation Plan Technical Coordination Meeting**

Wednesday, October 27, 2004 10:00 am
34 Graham Street, Presidio

Meeting Notes

Attendees:

Caltrans:

Jared Goldfine (jared_goldfine@dot.ca.gov)
Joseph Mihelarakis (joseph_mihelarakis@dot.ca.gov)
Richard Vonarb (richard_vonarb@dot.ca.gov)

Presidio Trust (PT):

Terri Thomas (tthomas@presidiotrust.gov)
Tania Pollak (tpollak@presidiotrust.gov)

National Park Service (NPS):

Daphne Hatch (daphne_hatch@nps.gov)

Golden Gate National Recreation Area (GGNRA)

Steve Ortega (steve_ortega@nps.gov)
Laura Castellini (laura_castellini@nps.gov)
Sue Fritzke (sue_fritzke@nps.gov)
Bill Merkle (bill_merkle@nps.gov)
Rick Foster (rick_foster@nps.gov)
Tamara Williams (tamara_williams@nps.gov)

PB:

Gary Kennerly (kennerly@pbworld.com)

ESA:

Tom Roberts (troberts@esassoc.com)
Yolanda Molette (ymolette@esassoc.com)

1. General Discussion

- Gary Kennerly (GK) reviewed the progress of the NEPA/CEQA document and how the Conceptual Mitigation Plan (CMP) would become an appendix thereto.
- Richard Vonarb (RV) described how Caltrans processed the mitigation proposals as part of the Natural Environmental Study (NES), and how the final mitigation plan differs from the conceptual version. In the discussion which followed, it was made clear that there is a parallel plan in preparation for cultural resources and that all measures would be made available for agency review and comment.
- Yolanda Molette (YM) outlined the CMP components (all had been provided an annotated outline of the CMP; meeting comments are recorded by page numbers of this document).
- Rick Foster raised the issue of mitigation ratios – deferred for later in the meeting.
- NPS/PT asked for more time to schedule meetings and for review. RV said there would likely be no more meetings; future comments could be taken by e-mail.

2. Major Specific Comments on the CMP

CMP Outline Page 1

- NPS/PT Group wanted to add the words “and adaptive management” in sections labeled “Monitoring,” in order to emphasize the link between monitoring and remedial action, where needed.

CMP Outline Page 2

- Laura Castellini (LC) made the point that wetland mitigation ratios varied according to the chance of success, with problematic restoration requiring a higher ratio. All agreed that NPS-77 Natural Resource Management Guidelines should be cited and that the minimum ratio of 1:1 must be thoroughly justified. General feeling of NPS/PT/GGNRA was that these ratios would need to be higher.
- Sue Fritzke asked that “functioning plant community” be replaced by “functioning wetland habitat.”

CMP Outline Page 3

- YM asked for comment on specific areas where restoration projects might be used as mitigation sites: Dragonfly Creek, Lobos Creek, Mountain Lake, or other ecologically appropriate wetland habitat areas at the Presidio. PT/NPS/GGNRA responded that most of these areas were on some stage of restoration planning, from general intent through draft plans. They suggested that Tennessee Hollow and Crissy Marsh be added to the list. JV stated that DFG occasionally disallowed mitigation in areas with non-project entities ready to carry them out anyway. The discussion concluded with a general **consensus** that any site where there is an intent to restore but no designated source of funding could be used to mitigate Doyle Drive impacts.
- As a corollary to the consensus stated above, in-lieu funding may be considered (as a less-preferred option) in cases where the restoration under NPS/PT scheduling may not take place for several years. All mitigation actions should take place before or concurrent with construction. Therefore, the term “infeasible” was considered too vague as an adjective to summarize the reason for going to in-lieu funding.
- PT stated its policy that mitigation for impacts on PT lands must be carried out on PT lands. Terri Thomas (TT) to provide policy text.
- General **consensus** that all restoration efforts should be coordinated with *and approved by* NPS and/or the Trust (italics indicate new text). Tom Roberts (TR) noted that the changed language should be used higher in the document, and applied generally, so that any final mitigation plan is subject to PT/NPS approval – especially important when certain key details (site selection or cost assumptions, for example) are left unresolved.
- RV and others commented on CMP 2.b(1), which makes mitigation for tunnel-impeded water flows contingent upon future study. This impact should be determined and declared at this stage, and Rick Foster (RF) reiterated that there should be a wetland “bank” in place before the project starts to account for tunnel impacts. GK confirmed that this was his understanding, as well.

CMP Outline Page 4

- NPS/PT expressed need to examine vegetation replacement ratios.

- NPS/PT expressed need to question whether 5 years was sufficient monitoring for either wetland or sensitive plant mitigation sites. RV confirmed that at the end of 5 years, proponent could walk away from responsibilities if success criteria were met – a standard practice. NPS/PT stated desire to ensure adequate funding (as part of mitigation) for maintenance of these sites in perpetuity.

CMP Outline Page 5

- NPS/PT wanted pre-construction surveys one week, as opposed to two weeks, prior to ground disturbance (CMP outline @ C.1).
- **Consensus** to remove language about “resistance to construction-related disturbance,” to clarify that removal of vegetation prior to nesting season would occur only within construction footprint, and to make “peak nesting” season between January 1st and July 31st.
- NPS/PT wants specific mitigation response to bat occurrence documented in pre-construction surveys (CMP outline @ D.1).

3. Other Points Considered

Additional comments will be submitted via e-mail by Friday, November 7. In a small group discussion after the meeting, NPS/PT staff suggested that the re-connection of Crissy Marsh and Tennessee Hollow (under Mason Street) be considered as a possible mitigation action.

Doyle Drive Wetland Mitigation Strategy

Prepared by the National Park Service and Presidio Trust

November 4, 2005

The Doyle Drive NES identifies three types of impacts to wetlands from construction of the Alternative 5¹:

- Permanent loss of 0.74 acres of wetland
- Temporary impacts to 0.31 acres of wetland
- Potential for indirect impacts to 1.86 acres of wetland due to changes in hydrology.

Therefore, mitigation for Alternative 5 of the project must address the impacts to 2.91 acres of wetlands.

As discussed in more detail below, the Presidio Trust and National Park Service propose a combination of strategies to mitigate those impacts. While the creation of new habitat is the most appropriate mitigation for the permanent and indirect loss of wetlands, the acreage of land available for creation of in-kind wetlands is insufficient to fully mitigate for the impacts. Therefore, other mitigation strategies, including enhancement of existing wetland areas is also needed.

Permanent Impacts:

According to the NES (July 2005), 0.74 acres of wetlands will be permanently impacted with construction of Alternative 5; these wetlands are identified in the NES as W2, W3, W6a, W6c, and the lower portion of the Battery Howe Wagner wetland. The habitat impacted is a combination of willow-riparian habitat, California blackberry wetland habitat, and seasonal riparian habitat.

Description of Existing Habitat:

W-2 (the largest of the areas) provides dense willow canopy, with trees an estimated 30 feet in height. The willows provide structure (branches) from ground level to the top of the canopy. Although portions of this stand have no observable ground cover, the stand provides a dense canopy and good cover and nesting/roosting areas for wildlife. Portions of the stand support an understory of blackberry, an additional source of food and cover for wildlife, and several native plant species, including native rushes, cattails, and some native grasses. This habitat also provides a habitat connection to wetland W-4 (a wetland also potentially affected by the project).

¹ It appears that Figure 3-4 in the NES (dated July 2005) incorrectly switched the boundaries of Cowardin versus Army Corps jurisdictional wetlands in a few locations. The Presidio Trust and NPS protect all Cowardin wetlands. Any wetland that is defined as an Army Corps jurisdictional wetland meets the criteria for a Cowardin wetland. The boundaries of a wetland under the Cowardin definition may be the same or larger than the boundaries defined under the Army Corps jurisdiction; in no cases is the Cowardin boundary smaller than the Corps' boundary.

Wetland W-3 is a seasonally flooded emergent wetland, and wetlands W6a and W6c support California blackberry wetland vegetation. The Battery Howe-Wagner wetland is a seasonal stream with fringing emergent wetlands.

Potential Indirect Impacts:

According to the NES, 1.86 acres of wetlands may be impacted due to changes in hydrology from construction of tunnels associated with Alternative 5 of the Doyle Drive project. These wetlands are identified in the NES as W-4, W-6d, W-7².

Description of Existing Habitat:

The majority of the habitat potentially impacted consists of willow-riparian habitat; (1.75 acres); the remaining 0.11 acres consists primarily of California blackberry.

The East Crissy Bluffs willow-riparian area (W-4) represents some of the highest value willow habitat in the Doyle Drive project area, and is the largest site potentially impacted by construction of the cemetery tunnels. The site is 1.74 acres. The majority of the site is comprised of mature willow trees, ranging up to approximately 20 feet in height. The dense canopy and structure provides cover for wildlife and roosting/nesting areas for birds. The habitat provides a diverse structure, from ground level branches to the top canopy, and a range of areas with dense canopy to areas more open. Willow covers at least 80% of the eastern area. The understory is a mix of native and non-native species, also providing cover for wildlife.

The western, narrow section of W-4 (behind Bldg. 643) consists of more scattered willows and other species. The ground cover is predominantly non-native species. However, this area supports several large blue elderberry plants (approximately 20 ft tall), a species that is extremely rare in the Presidio. This area holds the only population of blue elderberry on the Presidio. This species is also difficult to propagate.

Temporary Impacts:

Under Alternative 5, the NES identifies temporary impacts to 0.31 acres of wetlands (identified as W-5 (willow scrub)) and potentially a small area of Tennessee Hollow drainage.

Total Impacts:

Based on the above acreages, a total of 2.91 acres of wetlands may be impacted by construction of the Doyle Drive project (under Alternative 5), and will need to be mitigated. Mitigation for the 0.31 acres of temporary impact will be mitigated by in-kind, in-place restoration after construction, and therefore will not be carried forward in the

² This acreage includes the entire wetland area, as defined in the NES, and is not limited to the acreage in the construction corridor. Should the project alter the hydrology in the area, the resulting impact is likely to occur to the entire W-4, W-6d, and W-7 wetlands.

following calculation of mitigation ratios. This leaves 2.60 acres of wetland that require the identification of mitigation sites.

Mitigation Criteria for Permanent and Indirect Impacts to Wetlands:

The criteria for site selection for mitigation of permanent and indirect impacts includes: a) creation of new in-kind habitat; b) proximity to the impacted area; c) ability to support mature habitat systems, with similar cover, foraging and nesting opportunities to that lost; and d) habitat located in the same wildlife corridor. The NES identifies 2.60 acres of wetlands potentially impacted through permanent or indirect losses.

To the extent possible, permanent and indirect impacts to wetlands shall be compensated by the creation of new habitat at a 2:1 ratio. Creation of only 2.60 acres (1:1 ratio) of new wetlands would not adequately mitigate for the loss of the existing habitat, given the difference in habitat quality, and the unknown success of the creation of new wetlands. Even if wetland creation is successful, the establishment of mature habitat, with the structure and diversity to support wildlife, similar to that being impacted, may take many years. During that time of establishment, the loss of wetland habitat due to the project would not be adequately mitigated. The uncertainty of creating new wetlands and the difference in quality between existing and newly created habitat can be partially offset by providing a larger area (2:1 ratio). At a 2:1 ratio, 5.2 acres of willow riparian wetlands must be created.

Based on the criteria for mitigation identified above, there is insufficient land available to create 5.2 acres of new habitat prior to the Doyle Drive construction. The Trust and NPS have identified 0.65 acres as feasible for the creation of new wetland habitat for mitigation for the project. Using a 2:1 ratio, creation of 0.65 acres of wetlands would mitigate for impacts of 0.33 acres of permanently or indirectly damaged wetlands. The remaining 2.27 acres of wetlands permanently or indirectly impacted by the project will still need to be mitigated.

Therefore, in addition to the creation of 0.65 acres of new willow riparian habitat, existing willow riparian areas can be enhanced by invasive species removal and planting of additional native species. This enhancement will partially offset the loss of existing habitat by providing refuge, roosting, feeding, and nesting areas for wildlife that will be displaced through the loss of existing wetland habitat. By improving the habitat quality and extent in these areas, some of the wildlife displaced by degradation in the project area could find refuge.

Wetland enhancement will result in a more diverse habitat but will not create any additional acreage of wetland. The enhancement sites already support populations of wildlife, and have an unknown maximum capacity to support more. Therefore, a ratio higher than 2:1 is necessary to adequately mitigate the permanent and indirect losses to wetlands from the project. NPS and the Trust propose a combination of 3:1 ratios and 5:1 ratios for wetland enhancement (discussed below) based on the intensity of the enhancement work.

Doyle Drive Wetland Mitigation Strategy
 Prepared by the National Park Service and Presidio Trust
 November 4, 2005

The Trust and NPS have identified areas feasible for the enhancement of wetland habitat, mainly willow riparian, which meet the criteria stated above for mitigation. The area available is limited to 3.16 acres. The remaining acres of wetlands permanently or indirectly impacted by the project will still need to be addressed. Table 1 summarizes the logic of choosing acres of mitigation.

In most cases, enhancement activities for the proposed wetlands will consist of removal of non-native species and establishment of native vegetation in relatively small areas. The potential for wetland enhancement at one of the proposed enhancement areas (upper Dragonfly Creek), is much greater than at the remaining sites identified. Enhancement of wetland habitat at upper Dragonfly Creek will require intensive ground cover removal, some eucalyptus tree removal, and potentially some grading in addition to planting a large area with native species. As a result of this more intensive effort, NPS and the Presidio Trust propose a mitigation ratio of 3:1 for this site, rather than the general 5:1 ratio for enhancement activities at other sites.

Table 1: Summary of Wetland Mitigation Acres	Acres
Acreage of wetland impacts due to Doyle Drive Construction (per NES)	
Permanent impacts:	0.74
Indirect impacts:	<u>1.86</u>
Total acres of impact:	2.60
Acreage available for mitigation within the surrounding habitat corridor	
Available acreage for new wetland creation (1 site):	0.65
Available acreage for intensive enhancement (1 site):	0.90
Available acreage for existing wetland enhancement (6 sites):	<u>1.61</u>
Total acreage available:	3.16
Wetland mitigation accommodated by identified sites	
Wetland loss mitigated by 0.65 acres of wetland creation (2:1 ratio):	0.33
Wetland loss mitigated by 0.90 acres of intensive enhancement (3:1 ratio):	0.30
Wetland loss mitigated by 1.61 acres of wetland enhancement (5:1 ratio):	<u>0.32</u>
Acres of wetland impacts mitigated:	0.95
Remaining wetland loss with no identified mitigation sites:	2.60
	<u>-0.95</u>
	1.65
Additional wetland mitigation required beyond identified sites	
a. Mitigation required at 2:1 ratio (wetland creation):	3.30
b. Mitigation required at 3:1 ratio (intensive enhancement):	4.95
c. Mitigation required at 5:1 ratio (wetland enhancement):	8.25

Proposed Mitigation Strategy:

To assure the continued availability of similar habitat to that being impacted, the Trust and NPS propose that the Doyle Drive project complete all of the following mitigation measures:

- Creation of 0.65 acres of willow riparian habitat at Fill Site 6B
- Intensive enhancement of 0.90 acres at Upper Dragonfly Creek
- Enhancement of 1.61 acres of existing willow riparian habitat based on Table 2 (attached).

If the existing 1.86 acres of willow-riparian habitat at (W-4 and W-6d) and California blackberry wetland at W-7 are not degraded or lost from construction of the tunnels, part or all of the that mitigation taken can be banked for future projects.

Additional Coordination:

Based on the information presented in this memo, it is clear that NPS and the Trust have not identified enough acreage of potential wetland enhancement to mitigate for the 2.60 acres of impact. Therefore, we propose to hold further discussions to determine where additional wetland creation or enhancement will occur. There may be potential to create new wetlands in the lower Tennessee Hollow Watershed, which would satisfy the criteria of mitigating near the area of impact.

Table 2: Summary of Wetland Impacts and Proposed Mitigation for Alternative 5 of the Doyle Drive Construction Project

Site ¹	Wetland Type	Acreage ²	Impact from Alt 5	Type of Mitigation
Category 1: Wetlands Described in Doyle Drive NES Report				
Crissy Marsh (W-1)	Restored Tidal Marsh	16.2	None	NA
Doyle Drive Willows (W-2)	Arroyo Willow Scrub	0.25	Permanent loss of all 0.25 acres	NA
Doyle Drive Underpass (W-3)	Seasonal emergent	0.28	Permanent loss of all 0.28 acres	NA
East Crissy Bluffs Willows (W-4)	Arroyo Willow Scrub	1.74	Indirect impacts due to loss of hydrology from tunneling	NA
West Crissy Willows (W-5)	Arroyo Willow Scrub	0.16	Temporary impacts to all 0.16 acres	Restore with native plants to pre-existing conditions after construction
W-6a	California blackberry wetland	0.12	Permanent loss of all 0.12 acres	NA
W-6c	California blackberry wetland	0.05	Permanent loss of all 0.05 acres	NA
W-6d	California blackberry wetland	0.11	Indirect impacts due to loss of hydrology from tunneling (0.11 ac.)	NA
W-7	Arroyo Willow Scrub	0.01	Indirect impacts due to loss of hydrology from tunneling (0.01 ac.)	NA
West Crissy Bluffs (S) (W-8, W-8a)	Arroyo Willow Scrub/freshwater wetland	0.19	None	Habitat enhancement through non-native removal and native plant establishment
West Crissy Bluffs (N) (W-8b)	Seasonal wetland	0.07	None	Habitat enhancement through non-native removal and native plant establishment
Lower Dragonfly Creek	Perennial stream with freshwater wetland	0.26	None	Habitat enhancement through non-native removal and native plant establishment



Parsons Brinckerhoff
303 Second Street, Suite 700N
San Francisco, CA. 94107-1317
415-243-4600
Fax: 415-243-9501



Implementing the Vision

Wetlands Mitigation Coordination Kick-Off Presidio Trust Conference Room MINUTES

September 20, 2006, 9:00 -11:00am

Attendees

GGNRA: Rick Foster, Tamara Williams, Laura Castellini, Bill Merkle
Presidio Trust: Tania Pollack, Terri Thomas
Caltrans: Jared Goldfine, Richard Vonarlo
Project Team: Gary Kennerley, Katie Eastham, Tom Roberts, Mark Fogiel

1. Introductions

Those present introduced themselves.

2. Wetlands Mitigation Prospectus

The complete wetlands prospectus packets were distributed to the team.

Tom Roberts (ESA) provided an overview of past activities that led up to the wetlands mitigation meeting today. The wetland prospectus also deals with the Tennessee Hollow wildlife corridor issues that were later discussed in the March 22, 2006 peer review meeting. The wetland issues have always been resolvable but have been somewhat under the radar. Tom introduced Mark as Yolanda's replacement who will pursue the permits for the project.

Rick asked is any of these wetlands mitigation efforts were going to require any additional NEPA work. Lissa McKee, CT was to identify any additional NEPA work. Gary said that the prospectus evolved as sort of a preliminary effort to assess that need.

Gary asked for input on the prospectus so that the effort can launch.

The wetlands delineation from the Army Corp of Engineers is at least 5 years old and will need to be re-done. An issue was raised regarding the resent court judgment and 'what would be wetlands.' Ultimately, if this area is not tied to the Corp any more, then a permit would not be necessary. The mitigation is not tied to what the Corp may or not require. Tom said the easiest way to work at this is to start from scratch. We should start the process with the delineation, re-map the area, etc.

The mitigation ratios used in the prospectus were done in relation to the ratios from the GGNRA and Presidio Trust's memo (as noted on page 3 of the prospectus). Dragonfly Creek was provided as a possible location, but did not meet the complete land acreage necessary to mitigate the project. Terri reported that she already has permits and \$45K into Dragonfly Creek in anticipation of meeting the needs for tree removal and grading. Terri is concerned that the entire project will cost more than the \$40K in the prospectus. Terri recommended a field trip to the proposed mitigation site to get the extent and depth of the proposed project. The project has been designed but no compliance has been

completed. GGNRA staff anticipates that it'll be an internal process. Very little of the project will need outside compliance.

Tom said that in addition to Dragonfly Creek, there were six sites proposed for mitigation. If the six sites are OK, then the additional portion of land is undefined. The first uncertainty that needs to be addressed is to figure out how to meet the unspecified wetlands needs, possibly with a one/two-day workshop out in the proposed areas to get on consensus on what should be done where. However, in the worst-case scenario, we may be unable to find enough land for mitigation. If it's small, then it could be an augmentation North of the Golden Gate Bridge. Terri said that the Trust would be very hesitant to go outside of the Presidio area to meet all the mitigation needs. Gary noted that the wetlands had to be for new wetlands and not paying for something that were already planned.

Intent is to have all the straightforward mitigation measures completed prior to construction (Jan 2009) or in concurrence with construction for a 2012 completion (or can't be started until construction is completed ie construction staging area, etc.)

Tom said that this is only the start. He envisioned a 6-month process from the kick-off through the selection process and preparation to the point that it could be presented to the Army Corp with enough detail so that costs could be assessed. He can use a GSP tools to map out the plan. It will most likely be necessary to have 12 sites necessary to meet the needs. Ultimately, everyone needs to agree on where the money should be spent (either direct or as pay back for Trust/Park expenses).

Terri said that there is a design in contract for East Arm of Mountain Lake. This effort had been anticipated to be used for another Caltrans project but is now available for consideration. Other sites are east tributary of Tennessee Hollow, MacArthur Meadow and Lobos Creek. The Trust expect to address public concerns regarding the removal of the ball park as part of the restoration of the east tributary of Tennessee Hollow. MacArthur Meadows would be ideal for a wetlands site as it is near Doyle Drive and in the Tennessee Hollow watershed, but no environmental work has been done on this site to date. An EA was prepared for Lobos Creek ten years ago and would need to be updated. Lobos Creek would be particularly challenging as it includes the water intake structure for the water treatment plant. These are the riparian systems that are priorities for Trust. Another possible location is at Lands End. Ultimately the Trust want to ensure that habitat is replaced.

3. Site Assessment Workshop:

The team is considering two blocks of time.
October 31, Nov 1-2 or November 14-15-16.

The Trust will let Katie know by Friday, September 22 which dates work best for the workshop. Prior to the workshop, the Trust will provide relevant documentation, environmental assessment, etc.

Tom asked if they wanted an outside peer reviewer for the assessment. Gary noted that there is no funding for this task. The Workshop agenda will also include a discussion of the wetlands corridor. Bring a lunch since they'll be out and about.

Richard asked that once a plan is put together that it is shared with the appropriate federal wildlife agencies.

ACTION ITEMS:

- o Terri to provide a list of the EAs and other documents for proposed mitigation area.
- o Anyone participating in the Site Assessment Workshop should provide their availability of the proposed dates to Katie at Eastham@pbworld.com by Friday, September 22.

Table 1: Summary of Wetland Mitigation Acres		Acres
Acres of wetland impacts due to Doyle Drive Construction (per NES)		
Permanent impacts:		0.74
Indirect impacts:		<u>1.86</u>
	Total acres of impact:	2.60
Wetland mitigation accommodated by sites in project corridor		
	Wetland loss mitigated by 0.65 acres of wetland creation (2:1 ratio):	0.33
	Wetland loss mitigated by 0.78 acres of intensive enhancement (3:1 ratio):	0.26
	Wetland loss mitigated by 1.51 acres of wetland enhancement (5:1 ratio):	<u>0.30</u>
	Acres of wetland impacts mitigated:	0.89
Remaining wetland loss with no identified mitigation sites:		
		2.60
		<u>-0.89</u>
		1.71
Additional wetland mitigation required beyond identified sites		
a.	Mitigation required at 2:1 ratio (wetland creation):	3.42
b.	Mitigation required at 3:1 ratio (intensive enhancement):	5.13
c.	Mitigation required at 5:1 ratio (wetland enhancement):	8.55

Priorities for Mitigation: new wetland creation within area of impact
 enhancement of wetlands within area of impact
 new wetland creation close to area of impact
 enhancement of wetlands close to area of impact

Table 2: Summary of Wetland Impacts and Proposed Mitigation for Alternative 5 of the Doyle Drive Construction Project

Site ¹	Wetland Type	Acres ²	Impact from Alt 5	Phase of DD project anticipated
Wetlands Impacted (based on Doyle Drive NES Report)				
PERMANENT IMPACTS				
Doyle Drive Willows (W-2)	Arroyo Willow Scrub	0.25	Permanent loss of all 0.25 acres	
Doyle Drive Underpass (W-3)	Seasonal emergent	0.28	Permanent loss of all 0.28 acres	
Battery Howe-Wagner	Seasonal stream with freshwater wetland	0.16	Permanent loss of lower 0.02 acres	
W-6a	California blackberry wetland	0.12	Permanent loss of all 0.12 acres	
W-6c	California blackberry wetland	0.05	Permanent loss of all 0.05 acres	
INDIRECT IMPACTS				
W-6d	California blackberry wetland	0.11	Indirect impacts due to loss of hydrology from tunneling (0.11 ac.)	
W-7	Arroyo Willow Scrub	0.01	Indirect impacts due to loss of hydrology from tunneling (0.01 ac.)	
East Crissy Bluffs Willows (W-4)	Arroyo Willow Scrub	1.74	Indirect impacts due to loss of hydrology from tunneling	
TEMPORARY IMPACTS				
West Crissy Willows (W-5)	Arroyo Willow Scrub	0.16	Temporary impacts to all 0.16 acres	Restore with native plants to pre-existing conditions after construction
Tennessee Hollow (in construction corridor)	Perennial stream (underground)	0.15	Temporary impacts to all 0.15 acres	Restore w/ native plants consistent with land-use planning after construction

Wetland Mitigation Sites

Site ¹	Wetland Type	Acres ²	Type of Mitigation	Proximity to Impact/Constraints	Phasing to Implement Mitigation
WETLAND CREATION (2:1 ratio)					
Fill Site 6B	Perennial stream	Estimated 0.65 new willow riparian. Mitigates 0.33 acres.	Wetland/riparian area creation. Mitigation will require planting of appropriate wetland plants after excavation of channel. The 0.65 acres includes that area anticipated to be riparian habitat and does not include upland/brackish marsh areas.	Close to area of impact. In-kind habitat replacement.	Proposed for construction with Doyle Drive project. Revegetation will occur after construction. Assess feasibility for earlier construction.
Tennessee Hollow	Stream and willow riparian, emergent wetland	3.96 acres new wetland. Mitigates 1.98 acres.	Restoration of Tennessee Hollow will result in mix of habitat types. Areas restored to riparian will be used for mitigation credits.	New in-kind habitat outside of project area.	Depending on completion of EA. Potential construction in 2 – 3 years.
Mitigates 2.03 acres. Remaining Acres to Mitigate: 0.57					
INTENSIVE ENHANCEMENT (3:1 mitigation ratio)					
Upper Dragonfly Creek	Perennial Stream, Arroyo Willow Scrub,	0.78 Mitigates 0.26 acres	Removal of approximately 50 non-native trees, large amounts of cape ivy, English ivy, and some woody species. Grading to re-establish a stream gradient suitable for the soil and watershed conditions. Improve flow/connection under road.	Within/close to project area; in-kind habitat. The soils will need to be characterized to identify areas of fill for removal. Model flow.	Tree removal can begin FY 07. If data collection and modeling completed, project can begin pre-construction of Doyle Drive.
Remaining Acres to Mitigate: 0.31					

Doyle Drive Wetland Mitigation Strategy
 Prepared by the National Park Service and Presidio Trust
 October 20, 2006

Site ¹	Wetland Type	Acreage ²	Type of Mitigation	Proximity to Impact/Constraints	Phasing to Implement Mitigation
ENHANCEMENT MITIGATION (5:1 mitigation ratio)					
West Crissy Bluffs (S) (W-8, W-8a)	Arroyo Willow Scrub/freshwater wetland	0.19 Mitigates 0.04 acres	Habitat enhancement through non-native removal and native plant establishment. Additional enhancement includes removal of ivy, cotoneaster, iceplant, other non-native species; removal of fence. Would require limbing willows to remove non-native species.	Within project area, in-kind habitat.	Willow pruning to be done outside of bird nesting season (March 1 – August 1). Implement pre-construction of Doyle Drive.
Lower Dragonfly Creek	Perennial stream with freshwater wetland	0.26 Mitigates 0.05 acres	Habitat enhancement through non-native removal and native plant establishment. Removal of approximately 40 eucalyptus.	Within/close to project area; in-kind habitat. Need to address visual screening of Highway 1 and possible raptor impacts with tree removal. Possible historic structures in area.	Implement pre-construction of Doyle Drive.

Doyle Drive Wetland Mitigation Strategy
 Prepared by the National Park Service and Presidio Trust
 October 20, 2006

Site ¹	Wetland Type	Acres ²	Type of Mitigation	Proximity to Impact/Constraints	Phasing to Implement Mitigation
North Fort Scott	Freshwater wetland	0.44 ³ Mitigates 0.09 acres	Removal of non-native species, including acacia & Himalayan blackberry. Area has Ca. blackberry native rushes, sedges, and other wetland species. Plant elderberry and other native plants to diversify vegetation. Possible planting of willows as buffer along edge of parking lot.	Proximity to project area; similar habitat. Area in Landscape Zone. Possible concerns with blackberry removal; good native vegetation could mitigate Himalayan blackberry removal.	Implement pre-construction of Doyle Drive
Battery East Willows / Marine Drive	Arroyo Willow Scrub / Freshwater emergent wetland	0.62 Mitigates 0.12 acres	Habitat enhancement through non-native removal and native plant establishment. Area has steep slopes. Enhancement includes removal of cape ivy, nasturtium, pampas grass and other non-native species. Includes removal underneath existing willows. Diversify understory of willows	Close to project area, in-kind habitat. Enhances contiguous habitat area. No constraints	Implement pre-construction of Doyle Drive
Mitigates 0.30 acres. Mitigates Remaining Acres to Mitigate: 0					

¹ Doyle Drive designation is W-(#)

² Acres for Category 1 wetlands indicate acreage within the Doyle Drive Project Study Area, and are taken from Final Natural Environmental Study, July 2005, ESA for the Doyle Drive Project. Category 2 acreages estimated by NPS.

³ Acreage in Doyle Drive NES is 0.06, which appears to be incorrect.

memorandum

date November 21, 2006

to Katherine Eastham, PB

from Thomas A. Roberts, CWB
Director of Biological Resources, ESA

subject Wetland Mitigation Coordination Meeting, October 31, 2006

ESA staff (myself and Restoration Botanist Mark Fogiel) met in the field with the principals involved in developing a consensus on wetland mitigation for the Doyle Drive Project (Project). Those present included Jared Goldfine (jared_goldfine@dot.ca.gov) from Caltrans, Tania Pollak (tpollak@presidiotrust.gov) from the Presidio Trust, and Rick Foster (rick_foster@nps.gov) and Tamara Williams (tamara_williams@nps.gov) from the National Park Service. The meeting was an outgrowth of the reconciliation process proposed in the document ESA prepared in response to comments on the EIS/R (2006 *Wetland and Wildlife Corridor Mitigation Prospectus*). The *Prospectus* had been presented and reviewed at the previous meeting.

All agreed on the amounts (acreage) of mitigation wetlands needed, which had been declared in the *Prospectus*. The NPS/Trust had offered to identify those areas in the Presidio where the Project could carry out, or participate in the funding of, projects previously considered or currently planned for restoration. We visited each of these, and agreed on general concepts to be applied to each site.

Upper and Lower Dragonfly Creek. Remove eucalyptus and ivy, revegetate with willows and other riparian species (elderberry, alder, wax-myrtle, dogwood); reconnect upper and lower creeks by removing fill and culvert.

North Fort Scott. Remove invasive acacia; remove non-native but leave native blackberry, create “wet meadow” type wetland supporting *Juncus* and *Carex* .

Marine Drive/Battery East. Clear pampas grass and ivy; fill in “bowl” area with willows.

West Crissy Bluffs. Improve emergent marsh at base of bluffs by removing concrete. Remove ivy.

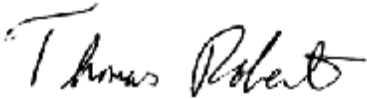
Site 6B. Restore as per prescription for adjacent Site 6A.

There was general agreement that, although the identified sites did not meet the numerical acreage requirements for Project mitigation, there was sufficient flexibility to allow for a sort of “acre-equivalent” approach, where longer-term weed control (10 years as opposed to 5) or more ambitious project elements (e.g., removal of concrete pads at West Crissy Bluffs) would make up the difference.

At this point I proposed the next step: a mitigation plan with sufficient detail to begin estimating costs, to be prepared by December. This, in turn, would be an attachment to a Memorandum of Agreement between the Project sponsors and the NPS/Trust. I stressed that the purpose of the MOA would be to ensure the NPS/Trust had a Project commitment to adequately mitigate for wetlands *independent of the NEPA/CEQA process*. In effect, the MOA would resolve mitigation, and allow sufficient time to develop detailed plans, without further delaying a decision on starting the Project.

There seemed to be an acceptance of this approach, although certainly no formal approval of it. Also, it left unaddressed the other aspect of the EIR/S that they found inadequate, i.e., an analysis of the mitigation for wildlife passage under the Doyle Drive causeway at Tennessee Hollow. From the perspective of the CEQA/NEPA analyst, neither the wetland nor the wildlife movement impacts were significant, and mitigation specifics could (and should) be left out of those documents. From the perspective of the NPS/Trust, these are very important topics and they would only be satisfied by substantially more work. Put another way, they did not feel that their EIR/S comments had been adequately answered, but gave support to the idea that the MOA process *might* result in a better outcome than would delaying the Project.

We will meet again when a conceptual plan is available for their review, sometime around mid-December.

A handwritten signature in black ink, appearing to read "Thomas Roberts". The signature is written in a cursive, flowing style.

Thomas A. Roberts
Director, Biological Resources Group, ESA

**Doyle Drive Environmental and Design Study
Wetland Mitigation Plan Technical Meeting**

Thursday, February 15, 2007, 1:00 pm
34 Graham Street, Presidio

Meeting Notes

Attendees

See attached sign-in sheet

Notes

Response to comments - ESA responded to comments received by Tania Pollack (Trust) and agreed with all of them. Additional agreed comments during the meeting included:

- Adding a functional aspect to mitigation goals
- Changing language in performance criteria - adding the term "wetland-associated species" to #7; Changing the percentage of vegetation richness from 85% to 95% (#5); adding a new criteria of documenting relative cover of native vs, non-native plant species.

Additional credit - Additional credit at Dragonfly Creek for removing the road and expanding the restoration area was discussed and generally accepted. The amount of additional credit at Quartermaster Reach needed to be clarified by the Trust and NPS. ESA and PB proposed any remaining credit required for the project to be mitigated as in-lieu funding.

All mitigation sites – ESA will add more conceptual information to all mitigation sites to show path of critical steps.

Quartermaster proposed mitigation site – It was agreed to describe this site in general terms. The Trust would provide more information. The Doyle Drive project team is deferring to the Trust to provide cultural resource clearance. Excavation of the site by SFCTA was discussed but not finalized.

Nursery information – the Presidio will grow plants for mitigation planting areas and will be involved in seed collection. The nursery will need about 18 months or more to grow the plants necessary, which will affect schedule of restoration at the mitigation sites. Betty Young is the nursery Director.

To Do

ESA will work with Mark Frey and prepare plant palette for each proposed mitigation site as well as plant spacing. ESA will prepare next Draft of Wetland Mitigation Plan by April 7, 2007. Agencies will have 2 weeks to review and submit comments.

Next Meeting

Thursday, April 26th, 2007

**Doyle Drive Environmental and Design Study
Wetland Mitigation Plan Technical Meeting**

Thursday, June 28, 2007, 1:00 pm
34 Graham Street, Presidio

Meeting Notes

Attendees

See attached sign-in sheet

Notes

General Implementation Schedule – Battery East/Marina Drive and West Crissy Bluff enhancement sites may be ready for implementation in Fall 2008. Planting palette in current draft mitigation plan would be submitted immediately to the Presidio nursery. Further modifications of planting list may push back implementation a year. North Fort Scott requires completion of hydrological studies prior to final restoration design and implementation. Dragonfly Creek implementation would not be possible in 2008. Quartermaster Reach implementation will not occur until completion of Doyle Drive construction. Doyle Drive construction anticipated to begin early 2010.

Monitoring Schedule – With input from the Trust and Caltrans, the following text was developed. *Wetland mitigation monitoring will begin at the initiation of the planting phase of site implementation. Site implementation, including plant installation, may be phased over three years. Wetland mitigation monitoring would continue after the plants are installed until the plantings demonstrate successful establishment and the performance criteria have been met, which is usually about six years (i.e., three years of monitoring plant establishment after site implementation followed by another three years of site monitoring). The monitoring schedule will be evaluated after six years following the period of implementation at each mitigation site to determine if additional monitoring actions and/or monitoring are necessary.*

Additional Review Requirements – all sites, except Quartermaster Reach, are outside of APE; therefore cultural review required. Battery East/Marina Drive and West Crissy Bluff will likely go through Trust/NPS environmental review process. If FHWA or Caltrans takes the lead on implementing restoration at one of the proposed mitigation site, then they would complete the environmental review and would require a Project Description to facilitate the process. It was questioned whether a separate environmental review needs to be completed by Caltrans and/or FHWA if NPS and Trust were already completing internal environmental documentation for the proposed mitigation sites.

Nursery Information – July is the deadline for submittal of perennials to be ready for planting in the fall of the following year.

Funding – funding for West Crissy Bluffs and Marina Drive OK for both sites for 2 years would cost about \$50k; Trust/NPS would contract out initial weed removal. This cost excludes site monitoring and subsequent weeding.

Additional Mitigation – Additional mitigation acreage needs would be met by creation in Tennessee Hollow (East tributary); all references to additional mitigation needs in document will make this clear (and remove remaining references to in-lieu funding). An EA for Tennessee Hollow should be available late July.

To Do

Comments due from FHWA, NPS, Caltrans on July 20th.

Additional Memos Necessary- The Mitigation Plan needs a statement that these will be written.

- need MOU/MOA/Co-op agreement detailing the responsibilities of each party.
- Memo laying out cost estimates

APPENDIX B: PLANTING AREA SUMMARY TABLES AND PLANTING LISTS

Regarding Planting Density

The comment from Trust regarding planting density at Dragonfly Creek (*My calculations indicate that you request only ~8000 plants for ~60,000 ft2.*) does not seem to be addressing what is proposed in the Plan.

The 9/2007 Draft shows the effective planting area as 2.09 acres or 91,040 sq ft (100% of mitigation area) on Table B-1. Table B-1 and B-3 show 21,217 plants to be planted in this area. This works out to 4.29 sq ft per plant. In addition, the tables show 104 grams of seed for the site.

The 1/2008 Draft shows the effective planting area as 1.78 acres or 77,384 sq ft (85% of mitigation area) planted with 18,289 plants. This works out to 4.23 sq ft per plant. 157 gms of seed are suggested.

Regarding Spacing

Trust comments since the last Plan draft have included:

The spacing changes from the last draft have not been changed. Shrubs and large subshrubs need more than 1 square foot of space. Spacing for these species should be 3-5. I believe you have reflected this in your calculations but I'm not sure how.

Many of the species should be spaced farther. On the first page the following are listed as 1-2ft and all should be greater than 1: Achillea millefolium, Anaphalis margaritacea, Artemisia douglasiana, Aster chilensis, Carex obnupta, Cirsium andrewsii, Eleocharis macrostachya, Erigeron glaucus, Eriogonum latifolium.

Not sure what comment refers to. Spacing of shrubs and subshrubs had minimum spacing of 3-5 ft.

In calculating the planting palette:

- Plant species spacing was designated at the midpoint of the specified range (e.g. if range specified as 1-2 ft, spacing was designated as 1.5 ft.).
- Area per plant was specified as $SC*sp^2$ where SC= spacing coefficient of 0.87 and sp= spacing. A species with spacing specified as 1.5 ft results in individual plants with 1.96 ft² of planting area. This was the minimum amount of space given to any plant.

In the Final Draft, I did not change spacing values in the calculation matrices since, amongst other things, they result in overall planting densities requested by the Trust (about 4 sq ft per plant). I did change the spacing ranges in listed within the Appendix tables so that 1.5 feet is the minimum for any given species.

Seeding Annuals

No need to seed Cardamine oligosperma

No need to plant Stachys ajugoides, Juncus bufonius, Phacelia distans, Claytonia parviflora, or other annuals. Seed them instead

Seed Plantago erecta

All changed to seeded.

Dragonfly Creek

Willows will remain an important part of the creek restoration project. However, due to their current prevalence in the upper third of the creek, their fast growth, and their use in in-stream structural elements I strongly discourage the planting of potted willows.

Planting of container willows has not been proposed.

I also strongly recommend the use of willow stakes to protect creek integrity. Natural willow riparian communities usually include many mature willows interspersed with other woody species and they often support a diverse understory. However, young willows do not usually support a diverse understory and can exclude other woody species. For the same reason that we exclude poison oak and minimize California blackberry, it is best to start with small numbers of willow individuals to allow the establishment of a diverse community.

Proposed numbers of willows have been greatly reduced

Also

In the last version, transfer of Excel tables to MS Word resulted in some errors with misalignment of number cells with species, particularly in Tables B-6 and B-7. These have been corrected.

TABLE B-1 SUMMARY OF RESTORATION/ENHANCEMENT AREAS

1) Sites

Mitigation Area	Total Mitigation Area		Estimated Effective Planting Area		Planting Plan Summary		
	Sq Ft	Acreage	Percent	Sq Ft	Number of Plantings	Average Sq Ft per Plant	Seed Quantity (gms)
Dragonfly Creek (DFC)	91,040	2.09	85%	77,384	18,289	4.23	156.8
Quartermaster Reach (QMR)	7,405	0.17	100%	7,404	1,762	4.19	43.4
North Fort Scott (NFS)	19,166	0.44	50%	9,583	2,371	4.04	41.4
West Crissy Bluffs (WCB)	8,276	0.19	30%	2,482	663	3.74	19.1
Battery East/Marina Drive (BEMD)	27,007	0.62	30%	8,101	2,369	3.42	58.1
TOTAL	152,894	3.51	-	104,954	25,454	4.12	318.8

2) Habitats/Sub-Areas within Effective Planting Areas

Mitigation Area	Sub-Area ¹	Percent/Area of Effective Planting Area		
		Percent	Sq Ft	Acre
DFC	Emergent	6%	4,643	0.107
	Willow Scrub	18%	13,929	0.320
	Willow Forest	37%	28,632	0.657
	Oak Riparian	37%	28,632	0.657
	Other Upland Area	2%	1,548	0.036
QMR	Saline Influenced	3%	222	0.005
	Fresh Emergent	3%	222	0.005
	Willow Scrub	85%	6,294	0.144
	Other Upland Area	9%	666	0.015
NFS	Wet	30%	2,875	0.066
	Mid	65%	6,229	0.143
	Dry	5%	479	0.011
WCB	Wet	15%	372	0.009
	Mid	70%	1,738	0.040
	Dry	15%	372	0.009
BEMD	Wet	15%	1,215	0.028
	Mid	70%	5,671	0.130
	Dry	15%	1,215	0.028

¹ Sub-Areas for Dragonfly Creek and Quartermaster Reach refer to habitat zones in riparian area. Remaining sites are divided in estimated areas subject to relative "wet, mid, and dry" moisture regimes.

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES

1) Container and Stake Plantings

DFC	Number of Plantings ¹					Species	Common Name	Planting ² Zone	Spacing Range (ft)
	QMR	MFS	WCB	BEMD	TOTAL				
Herbaceous									
332					332	<i>Achillea millefolium</i>	yarow	up	1.5-2'
35					35	<i>Agoseris apargioides</i>	seaside agoseris	up	1.5-2'
420	63	35			518	<i>Anaphalis margaritacea</i>	pearly everlasting	ub-up	1.5-2'
914	142	117			1173	<i>Artemisia douglasiana</i>	mugwort	lb-mb	1.5-2'
1548	57	44	30	98	1777	<i>Aster chilensis</i>	California aster	mb-up	1.5-2'
718	133	88	45	148	1130	<i>Bromus carinatus</i>	California brom	mb-up	1.5-2'
123	51	45	40	126	367	<i>Caryophyllus purpurata</i> ssp. <i>purpurata</i>	morning-glory	ub-up	1.5-2'
			15	44	59	<i>Carex brevicaulis</i>	shortstem sedge	ub-up	1.5-2'
	7	88	17	50	160	<i>Carex densa</i>	dense sedge	t-lb	1.5-2'
			17	50	67	<i>Carex harfordii</i>	Harford's sedge	t-lb	1.5-2'
1220	82	86	62	196	1046	<i>Carex obtusa</i>	slough sedge	t-mb	1.5-2'
	82	88	62	196	428	<i>Carex subbracteata</i>	smallbract sedge	mb-up	1.5-2'
123	83	45	40	126	399	<i>Castilleja</i> spp.	owl's clover	mb-up	1.5-2'
385	38	46	40	126	639	<i>Chloagalum pomericianum</i> var. <i>divaricatum</i>	Soap plant	ub-up	1.5-2'
				126	128	<i>Cirsium andrewsii</i>	Franciscan thistle	mb-up	1.5-2'
		101			101	<i>Danthonia californica</i>	California oat-grass	lb-mb	1.5-2'
	18				18	<i>Distichlis spicata</i>	Saltgrass	lb	1.5-2'
158					158	<i>Eleocharis macrostachya</i>	Spike rush	t-b	1.5-2'
287					287	<i>Elymus glaucus</i>	blue wildrye	ub-up	1.5-2'
294	4	44			342	<i>Equisetum hyemale</i>	common scouring rush	t-lb	1.5-2'
35	13		10	30	88	<i>Erigeron glaucus</i>	seaside daisy	up	1.5-2'
35	22		10	30	97	<i>Eriogonum latifolium</i>	coast buckwheat	up	1.5-2'
435	7	51			483	<i>Euthamia occidentalis</i>	western goldenrod	lb	1.5-2'
35	9				44	<i>Fragaria chiloensis</i>	beach strawberry	up	1.5-2'

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES (CONT.)

1) Container and Stake Plantings

DFC	Number of Plantings ¹				Species	Common Name	Planting Zone ²	Spacing Range (ft)
	Q/MR	NFS	WCB	BEMD				
Herbaceous (cont'd)								
53		12			Heracleum lanatum		ub-up	2-4'
86		35			Horkelia californica		mb-up	1.5-2'
718		88			Iris douglasiana		mb-up	1.5-2'
		80			Iris longipetala		lb-mb	1.5-2'
	62				Juncus balticus		lb-ub	1.5-2'
447	7		17	50	Juncus effusus		lb-mb	1.5-2'
124	75	174			Juncus falcatus		mb	1.5-2'
287					Juncus leucostylis		t-mb	1.5-2'
			45	148	Juncus occidentalis		mb-ub	1.5-2'
225	75	86			Juncus patens		lb-ub	1.5-2'
594	68	86	62	196	Juncus phaecephalus		lb-mb	1.5-2'
59					Juncus xiphioides		lb-mb	1.5-2'
332	9				Lathyrus vestitus		up	1.5-2'
715	95	86			Leymus triticoides		mb	1.5-2'
	18				Limnium californicum		lb-mb	1.5-2'
	47				Luzula comosa		ub-up	1.5-2'
62	4	7	2	6	Marah fabaceus		lb-up	4-8'
7			10	30	Monardella villosa		up	1.5-2'
177	4	51	12	37	Oenothera sarmentosa		t-b	1.5-2'
121		113			Phalaris californica		ub-up	1.5-2'
	47		12	135	Plantago maritima		lb-mb	1.5-2'
				30	Plantago subnuda		mb-ub	1.5-2'
					Polygonum paronychia		up	1.5-2'
117				117	Polygonum punctatum		t	1.5-2'
					cow parsley			
					California horkelia			
					Douglas iris			
					central coast iris			
					wire rush			
					common bog rush			
					sickle-leaved rush			
					dune rush			
					western rush			
					spreading rush			
					iris-leaved rush			
					iris-leaved rush			
					common Pacific pea			
					creeping wild-rye			
					western marsh-rosomary			
					common wood-rush			
					wild cucumber			
					coyote mint			
					water parsley			
					California canarygrass			
					maritime plantain			
					naked plantain			
					beach knotweed			
					water smartweed			

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES (CONT.)

1) Container and Stake Plantings

DFC	Number of Plantings ¹				Species	Common Name	Planting Zone ²	Spacing Range (ft)
	QMR	MFS	WCB	BE/MD				
Herbaceous (cont'd)								
238	4	104			Potentilla anserina ssp. pacifica	silverweed	lb-nrb	1.5-2'
594		13			Ranunculus californicus	California buttercup	mb-up	1.5-2'
	13				Rumex occidentalis	western dock	t-lb	1.5-2'
121	4	104			Rumex salicifolius	willow dock	lb	1.5-2'
	7				Scirpus americanus	American tula	t	1.5-2'
	7				Scirpus meritimus	prairie bulrush	t	1.5-2'
795	7			802	Scirpus macrocarpus	panicled bulrush	t-b	1.5-2'
158				158	Scirpus purgens	common threesquare	t	1.5-2'
185	47	49	30	98	Scrophularia californica	California figwort	lb-ub	1.5-2'
297				297	Sisyrinchium bellum	blue-eyed grass	ub-up	1.5-2'
88		35		123	Sisyrinchium californicum	yellow-eyed grass	t-b	1.5-2'
	18			18	Triglochin maritima	seaside arrowgrass	t-lb	1.5-2'
258		57		315	Urtica dioica ssp. holosticosa	stinging nettle	lb-mb	1.5-2'
	13			13	Vicia americana var. americana	American vetch	mb-up	1.5-2'

Ferns								
1152	4	46	23	76	1303	Athyrium filix-femina	t-ub	1.5-3'
19			5	18	40	Pentagramma triangularis	up	1.5-3'
337	32	37	17	55	478	Polypodium californicum	mb-up	1.5-3'
1311		30		71	1412	Polystichum munium	up	1.5-3'
19	18	14			49	Pteridium aculeatum var. pubescens	up	1.5-3'
99		37			138	Woodwardia floridana	lb	1.5-3'

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES (CONT.)

1) Container and Stake Plantings

DFC	Number of Plantings ¹				Species	Common Name	Planting ² Zone	Spacing Range (ft)
	QMR	MFS	WCB	BE/MD				
Shrubs								
51	5	13	2	2	73	<i>Baccharis pilularis</i>	mb-up	8-10'
13					13	<i>Ceanothus thyrsiflorus</i>	up	3-5'
62	9		2	2	75	American dogwood	lb-ub	4-8'
29		12			41	<i>Corylus cornuta</i>	mb-up	4-6'
18	7				23	<i>Ericameria ericoides</i>	up	4-8'
17	7		5	13	39	<i>Eriophyllum stachadifolium</i>	up?	2-4'
	4				4	<i>Grindelia stricta</i>	lb-mb	3-5'
66	9	13	2	2	112	<i>Helianthus scaberrimus</i>	mb-up	4-8'
44	9				53	<i>Lonicera hispidula</i> var. <i>vacillans</i>	ub-up	4-8'
108	9	20	4	8	147	<i>Lonicera involucrata</i>	mb-up	4-8'
176	28	35	7	18	260	<i>Mimulus aurantiacus</i>	ub-up	2-4'
48	9	15	3	11	86	<i>Myrica californica</i>	mb-up	4-8'
18					18	<i>Oenothera lamarckiana</i>	ub-up	4-8'
33	5	9			47	<i>Rhamnus californica</i>	ub-up	4-8'
123	7	15	3	8	154	<i>Ribes sanguineum</i> var. <i>glutinosum</i>	mb-up	4-8'
37	5				42	<i>Rosa californica</i>	mb-up	4-8'
4	2	13	2	4	22	<i>Rubus ursinus</i>	lb-ub	4-8'
36	5	6	2	2	51	<i>Sambucus racemosa</i>	ub-up	5-8'
36	4		3	8	49	<i>Symphoricarpos albus</i> var. <i>laevigatus</i>	ub-up	4-8'
Trees								
40	7		2	2	51	<i>Aesculus californica</i>	mb-ub	8-10'
66					66	<i>Alnus rubra</i>	lb-mb	8-10'
159					159	<i>Quercus agrifolia</i>	ub-up	8-10'

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES (CONT.)

1) Container and Stake Plantings

DFC	Number of Plantings ¹				Species	Common Name	Planting ₂ Zone	Spacing Range (ft)
	QMR	MFS	WCB	BEMD				
Trees (cont.)								
82	72	23	3	2	Salix lasiolepis	arroyo willow	t-lb	3-5'
23	72				Salix lucida ssp. lasiandra	Pacific willow	lb-ub	3-5'
42		3			Sambucus mexicana	blue elderberry	mb-ub	8-10'
40					Umbellularia californica	California bay laurel	mb-up	8-10'
18,289	1,782	2,371	863	2,389	OVERALL TOTAL			

2) Seeds

DFC	Number of Seeds (grams) ¹				Species	Common Name	Planting ₂ Zone
	QMR	MFS	WCB	BEMD			
		0.8			Arabis glabra	smooth rock-cress	ub-up
	0.4				Atriplex triangularis	spear-scale	t-b
			3.5		Bromus carinatus	California brome	mb-up
		1			Calandrinia ciliata	red maids	up
			1.8		Cardamine oligosperma	bitter cress	t-mb
22.7	7.9	6.1	2.4	9.0	Claytonia parviflora	narrow-leaved miner's lettuce	lb-ub
28.7	8.1	2.3	1.8	7.1	Claytonia perfoliata	miner's lettuce	lb-ub
		1			Eschscholzia californica	California poppy	up
7.8	0.4	1.9	0.8	1.9	Helenium puberulum	snazewood, rosilla	t-b
7.8	7.9	11.8			Hordeum brachyantherum	meadow barley	lb
	8.3	3.7	0.8	1.9	Juncus bufonius	toad rush	lb-mb
	0.3			2.8	Lotus scoparius	deerweed	ub-up
7.8	0.4			8	Mimulus guttatus	sheep monkeyflower	t-b

TABLE B-2 OVERALL PLANTING LIST FOR ALL SITES (CONT.)

2) Seeds

DFC	Number of Seeds (grams) ¹					Species	Common Name	Planting Zone ²
	QMR	NFS	WCB	BEMD	TOTAL			
			2.2	5.9	12.1	Navarretia squarrosa	skunkweed	ub-ub
			0.4	2.6	3.2	Phacelia distans	common phacelia	up
			0.4	2.6	3.2	Plantago a recta	dwarf plantain	up
11.8					11.8	Sanicula crassicaulis	Pacific sanicle	ub-ub
15.1	0.4	2.3			17.8	Scirpus cernuus	annual lula	t-mb
33	8.5	2.6	2.4	5.0	55.7	Stachys ajugoides	rigid hedge-nettle	lb-ub
15.1	0.4	5.1	2.4	5.0	32	Trifolium wickströmii	cow clover	lb-ub
7.6	0.4	2.6	0.6	1.9	13.3	Veronica americana	American brooklime	t-mb
156.8	43.4	41.4	19.1	58.1	318.8	OVERALL TOTAL (grams)		

¹ Planting site codes: DFC= Dragonfly Creek, QMR= Quaternaster Reach, NFS= North Fort Scott, WCB= West Crissy Bluffs, BEMD= Eastern EastMarina Drive.

² Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect degree of wetness of preferred substrate. t= toe, lo= lower bank, mb= mid-bank, ub= upper bank, up= upland.

TABLE B-3 PLANTING LIST: DRAGONFLY CREEK

1) Container and Stake Plantings

Number of Plantings per Habitat Type						Species	Growth-form ¹	Planting Zone ²	Spacing Range (ft)
Emergent	Willow Scrub	Willow Forest	Oak Riparian	Other Upland Spp	TOTAL				
			297	35	332	<i>Achillea millefolium</i>	hb	up	1.5-2'
				35	35	<i>Agoseris apargioides</i>	hb	up	1.5-2'
	88		297	35	420	<i>Anaphalis margaritacea</i>	hb	ub-up	1.5-2'
	260		654		914	<i>Artemisia douglasiana</i>	hb	lb-mb	1.5-2'
	105	849	594		1548	<i>Aster chilensis</i>	hb	mb-up	1.5-2'
	124		594		718	<i>Bromus carinatus</i>	hb	mb-up	1.5-2'
	88			35	123	<i>Calystegia purpurata</i> ssp. <i>purpurata</i>	hb	ub-up	1.5-2'
158		1062			1220	<i>Carex obnupta</i>	hb	t-mb	1.5-2'
	88			35	123	<i>Castilleja</i> spp.	hb	mb-up	1.5-2'
	88		297		385	<i>Chlorogalum pomeridianum</i>	hb	ub-up	1.5-2'
158					158	<i>Eleocharis macrostachya</i>	hb	t-lb	1.5-2'
			297		297	<i>Elymus glaucus</i>	hb	ub-up	1.5-2'
117	177				294	<i>Equisetum hyemale</i>	hb	t-lb	1.5-2'
				35	35	<i>Erigeron glaucus</i>	hb	up	1.5-2'
				35	35	<i>Eriogonum latifolium</i>	hb	up	1.5-2'
158	277				435	<i>Euthamia occidentalis</i>	hb	lb	1.5-2'
				35	35	<i>Fragaria chiloensis</i>	hb	up	1.5-2'
	44			9	53	<i>Heracleum lanatum</i>	hb	ub-up	2-4'
	88				88	<i>Horkelia californica</i>	hb	mb-up	1.5-2'
	124		594		718	<i>Iris douglasiana</i>	hb	mb-up	1.5-2'
98		349			447	<i>Juncus effusus</i>	hb	lb-mb	1.5-2'
	124				124	<i>Juncus falcatus</i>	hb	mb	1.5-2'
297					297	<i>Juncus lesueurii</i>	hb	t-mb	1.5-2'
	225				225	<i>Juncus patens</i>	hb	lb-ub	1.5-2'
			594		594	<i>Juncus phaeocephalus</i>	hb	lb-mb	1.5-2'
59					59	<i>Juncus xiphioides</i>	hb	lb-mb	1.5-2'
			297	35	332	<i>Lathyrus vestitus</i>	hb	up	1.5-2'
	121		594		715	<i>Leymus triticoides</i>	hb	mb	1.5-2'
	12	49	1		62	<i>Marah fabaceus</i>	hb	lb-up	4-6'
				7	7	<i>Monardella villosa</i>	hb	up	1.5-2'
158	19				177	<i>Oenanthe sarmentosa</i>	hb	t-lb	1.5-2'
	121				121	<i>Phalaris californica</i>	hb	ub-up	1.5-2'
117					117	<i>Polygonum punctatum</i>	hb	t	1.5-2'
117	121				238	<i>Potentilla anserina</i> ssp. <i>pacifica</i>	hb	lb-mb	1.5-2'

TABLE B-3 PLANTING LIST: DRAGONFLY CREEK (CONT.)

1) Container and Stake Plantings (cont.)

Number of Plantings per Habitat Type						Species	Growth-form ¹	Planting Zone ²	Spacing Range (ft)
Emergent	Willow Scrub	Willow Forest	Oak Riparian	Other Upland Spp	TOTAL				
			594		594	Ranunculus californicus	hb	mb-up	1.5-2'
	121				121	Rumex salicifolius var. salicifolius	hb	lb	1.5-2'
158		637			795	Scirpus microcarpus	hb	t-lb	1.5-2'
158					158	Scirpus pungens	hb	t	1.5-2'
	22	118	45		185	Scrophularia californica	hb	lb-ub	1.5-2'
			297		297	Sisyrinchium bellum	hb	ub-up	1.5-2'
	88				88	Sisyrinchium californicum	hb	t-lb	1.5-2'
117	141				258	Urtica dioica ssp. holosericea	hb	lb-mb	1.5-2'
77		1075			1152	Athyrium filix-femina	fn	t-ub	1.5-3'
				19	19	Pentagramma triangularis	fn	up	1.5-3'
	69		268		337	Polypodium californicum	fn	mb-up	1.5-3'
	69	1075	167		1311	Polystichum munitum	fn	up	1.5-3'
				19	19	Pteridium aquilinum var. pubescens	fn	up	1.5-3'
	99				99	Woodwardia fimbriata	fn	lb	1.5-3'
	38		13		51	Baccharis pilularis	sh	mb-up	6-10'
			13	6	19	Ceanothus thyrsiflorus	sh	up	3-5'
		62			62	Cornus sericea	sh	lb-ub	4-6'
	10	19			29	Corylus cornuta	sh	mb-up	4-6'
				16	16	Ericameria ericoides	sh	up	4-6'
				17	17	Eriophyllum staechadifolium	sh	up?	2-4'
	24	62			86	Heteromeles arbutifolia	sh	mb-up	4-6'
		44			44	Lonicera hispidula var. vacillans	sh	ub-up	4-6'
	65		43		108	Lonicera involucrata	sh	mb-up	4-6'
	114		45	17	176	Mimulus aurantiacus	sh	ub-up	2-4'
	48				48	Myrica californica	sh	mb-up	4-6'
			16		16	Oemleria cerasiformis	sh	ub-up	4-6'
	17		16		33	Rhamnus californica	sh	ub-up	4-6'
	29	62	32		123	Ribes sanguineum var. glutinosum	sh	mb-up	4-6'
			37		37	Rosa californica	sh	mb-up	4-6'
	4				4	Rubus ursinus	sh	lb-ub	4-6'
	7	29			36	Sambucus racemosa	sh	ub-up	5-8'
			36		36	Symphoricarpos albus var. laevigatus	sh	ub-up	4-6'
			40		40	Aesculus californica	tr	mb-ub	8-10'
		68			68	Alnus rubra	tr	lb-mb	8-10'
		58	101		159	Quercus agrifolia	tr	ub-up	8-10'

TABLE B-3 PLANTING LIST: DRAGONFLY CREEK (CONT.)

1) Container and Stake Plantings (cont.)

Number of Plantings per Habitat Type						Species	Growth-form ¹	Planting Zone ²	Spacing Range (ft)
Emergent	Willow Scrub	Willow Forest	Oak Riparian	Other Upland Spp	TOTAL				
	39	23			62	Salix lasiolepis	tr	t-lb	3-5'
		23			23	Salix lucida ssp. lasiandra	tr	lb-ub	3-5'
	7	20	15		42	Sambucus mexicana	tr	mb-ub	8-10'
			40		40	Umbellularia californica	tr	mb-up	8-10'
1947	3305	5684	6928	425	18289	TOTAL			

2) Seeds

Quantity of Seeds (grams) per Habitat Type						Species	Growth-form ¹	Planting Zone ²
Emergent	Willow Scrub	Willow Forest	Oak Riparian	Other Upland Spp	TOTAL			
	7.6	7.6	7.6		22.7	Claytonia parviflora	hb	lb-ub
	7.6	21.1			28.7	Claytonia perfoliata	hb	lb-ub
7.6					7.6	Helenium puberulum	hb	t-lb
	7.6				7.6	Hordeum brachyantherum	hb	lb
7.6					7.6	Mimulus guttatus	hb	t-lb
			11.8		11.8	Sanicula crassicaulis	hb	ub-up
7.6	7.6				15.1	Scirpus cernuus	hb	t-mb
		21.1	11.8		33.0	Stachys ajugoides	hb	lb-ub
7.6	7.6				15.1	Trifolium wormskioldii	hb	lb-ub
7.6					7.6	Veronica americana	hb	t-mb
38.0	38.0	49.8	31.2	0	156.8	TOTAL (grams)		

¹ Growthform codes: hb= herbaceous, fn= fern, sh= shrub, tr= tree.

² Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect relative degree of moisture of preferred substrate. t= toe, lb= lower bank, mb= mid-bank, ub= upper bank, up= upland.

TABLE B-4 PLANTING LIST: QUARTERMASTER REACH

1) Container and Stake Plantings

Number of Plantings per Habitat Type					Species	Growth -form ¹	Planting Zone ²	Spacing Range (ft)
Saline Influenced	Fresh Emergent	Willow Scrub	Other Up	TOTAL				
		47	16	63	Anaphalis margaritacea	hb	ub-up	1.5-2'
		142		142	Artemisia douglasiana	hb	lb-mb	1.5-2'
		57		57	Aster chilensis	hb	mb-up	1.5-2'
		133		133	Bromus carinatus	hb	ub-up	1.5-2'
		38	13	51	Calystegia purpurata ssp. purpurata	hb	ub-up	1.5-2'
	7			7	Carex densa	hb	t-lb	1.5-2'
	7	75		82	Carex obnupta	hb	t-mb	1.5-2'
	7	75		82	Carex subbracteata	hb	mb-up	1.5-2'
		47	16	63	Castilleja spp.	hb	mb-up	1.5-2'
		38		38	Chlorogalum pomeridianum var. divaricatum	hb	ub-up	1.5-2'
16				16	Distichlis spicata	hb	lb	1.5-2'
	4			4	Equisetum hyemale	hb	t-lb	1.5-2'
			13	13	Erigeron glaucus	hb	up	1.5-2'
			22	22	Eriogonum latifolium	hb	up	1.5-2'
	7			7	Euthamia occidentalis	hb	lb	1.5-2'
			9	9	Fragaria chiloensis	hb	up	1.5-2'
	7	75		82	Juncus balticus	hb	lb-ub	1.5-2'
	7			7	Juncus effusus	hb	lb-mb	1.5-2'
		75		75	Juncus falcatus	hb	mb	1.5-2'
		75		75	Juncus patens	hb	lb-ub	1.5-2'
		66		66	Juncus phaeocephalus	hb	lb-mb	1.5-2'
			9	9	Lathyrus vestitus	hb	up	1.5-2'
		95		95	Leymus triticoides	hb	mb	1.5-2'
16				16	Limonium californicum	hb	lb-mb	1.5-2'
		47		47	Luzula comosa	hb	ub-up	1.5-2'
		4		4	Marah fabaceus	hb	lb-up	4-6'
	4			4	Oenanthe sarmentosa	hb	t-lb	1.5-2'
		47		47	Plantago maritima	hb	lb-mb	1.5-2'
	4			4	Potentilla anserina ssp. pacifica	hb	lb-mb	1.5-2'
16				16	Rumex occidentalis	hb	t-lb	1.5-2'
	4			4	Rumex salicifolius	hb	lb	1.5-2'
	7			7	Scirpus americanus	hb	t	1.5-2'
	7			7	Scirpus maritimus	hb	t	1.5-2'
	7			7	Scirpus microcarpus	hb	t-lb	1.5-2'
		47		47	Scrophularia californica	hb	lb-ub	1.5-2'

TABLE B-4 PLANTING LIST: QUARTERMASTER REACH (CONT.)

1) Container and Stake Plantings (cont.)

Number of Plantings per Habitat Type					Species	Growth -form ¹	Planting Zone ²	Spacing Range (ft)
Saline Influenced	Fresh Emergent	Willow Scrub	Other Up	TOTAL				
16				16	<i>Triglochin maritima</i>	hb	t-lb	1.5-2'
		13		13	<i>Vicia americana</i>	hb	mb-up	1.5-2'
	4			4	<i>Athyrium filix-femina</i>	fn	t-ub	1.5-3'
		32		32	<i>Polypodium californicum</i>	fn	mb-up	1.5-3'
			16	16	<i>Pteridium aquilinum</i> var. <i>pubescens</i>	fn	up	1.5-3'
		5		5	<i>Baccharis pilularis</i>	sh	mb-up	6-10'
		9		9	<i>Cornus sericea</i>	sh	lb-ub	4-6'
			7	7	<i>Ericameria ericoides</i>	sh	up	4-6'
			7	7	<i>Eriophyllum staechadifolium</i>	sh	up?	2-4'
4				4	<i>Grindelia stricta</i>	sh	lb-mb	3-5'
		9		9	<i>Heteromeles arbutifolia</i>	sh	mb-up	4-6'
		9		9	<i>Lonicera hispidula</i> var. <i>vacillans</i>	sh	ub-up	4-6'
		9		9	<i>Lonicera involucrata</i>	sh	mb-up	4-6'
		26		26	<i>Mimulus aurantiacus</i>	sh	ub-up	2-4"
		9		9	<i>Myrica californica</i>	sh	mb-up	4-6'
		5		5	<i>Rhamnus californica</i>	sh	ub-up	4-6'
		7		7	<i>Ribes sanguineum</i> var. <i>glutinosum</i>	sh	mb-up	4-6'
		5		5	<i>Rosa californica</i>	sh	mb-up	4-6'
		2		2	<i>Rubus ursinus</i>	sh	lb-ub	4-6'
			5	5	<i>Sambucus racemosa</i>	sh	ub-up	5-8'
		4		4	<i>Symphoricarpos albus</i> var. <i>laevigatus</i>	sh	ub-up	4-6'
		7		7	<i>Aesculus californica</i>	tr	mb-ub	8-10'
		72		72	<i>Salix lasiolepis</i>	tr	t-lb	3-5'
		72		72	<i>Salix lucida</i> ssp. <i>lasiandra</i>	tr	lb-ub	3-5'
68	83	1478	133	1762	TOTAL			

TABLE B-4 PLANTING LIST: QUARTERMASTER REACH

2) Seeds

Quantity of Seeds (grams) per Habitat Type					Species	Growth form ¹	Planting Zone ²
Saline Influenced	Fresh Emergent	Willow Scrub	Other Up	TOTAL			
0.4				0.4	Atriplex triangularis	hb	t-lb
		7.9		7.9	Claytonia parviflora	hb	lb-ub
		7.9	0.3	8.2	Claytonia perfoliata	hb	lb-ub
	0.4			0.4	Helenium puberulum	hb	t-lb
		7.9		7.9	Hordeum brachyantherum	hb	lb
	0.4	7.9		8.3	Juncus bufonius	hb	lb-mb
			0.3	0.3	Lotus scoparius	hb	ub-up
	0.4			0.4	Mimulus guttatus	hb	t-lb
	0.4			0.4	Scirpus cernuus	hb	t-mb
	0.4	7.9	0.3	8.6	Stachys ajugoides	hb	lb-ub
	0.4			0.4	Trifolium wormskioldii	hb	lb-ub
	0.4			0.4	Veronica americana	hb	t-lb
0.4	2.8	39.5	0.9	43.4	TOTAL		

¹ Growthform codes: hb= herbaceous, fn= fern, sh= shrub, tr= tree.

² Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect relative degree of moisture of preferred substrate. t= toe, lb= lower bank, mb= mid-bank, ub= upper bank, up= upland.

TABLE B-5 PLANTING LIST: NORTH FORT SCOTT

1) Container and Stake Plantings

Number of Plantings ¹				Species	Growth-form ²	Planting Zone ³	Spacing Range (ft)
Wet	Mid	Dry	TOTAL				
	35		35	Anaphalis margaritacea	hb	ub-up	1.5-2'
51	66		117	Artemisia douglasiana	hb	lb-mb	1.5-2'
	44		44	Aster chilensis	hb	mb-up	1.5-2'
	88		88	Bromus carinatus	hb	mb-up	1.5-2'
	35	10	45	Calystegia purpurata ssp. purpurata	hb	ub-up	1.5-2'
86			86	Carex densa	hb	t-lb	1.5-2'
86			86	Carex obnupta	hb	t-mb	1.5-2'
86			86	Carex subbracteata	hb	mb-up	1.5-2'
	35	10	45	Castilleja spp.	hb	mb-up	1.5-2'
	35	13	48	Chlorogalum pomeridianum var. divaricatum	hb	ub-up	1.5-2'
101			101	Danthonia californica	hb	lb-mb	1.5-2'
	44		44	Equisetum hyemale	hb	t-lb	1.5-2'
51			51	Euthamia occidentalis	hb	lb	1.5-2'
	12		12	Heracleum lanatum	hb	ub-up	2-4'
	35		35	Horkelia californica	hb	mb-up	1.5-2'
	53	13	66	Iris douglasiana	hb	mb-up	1.5-2'
60			60	Iris longipetala	hb	lb-mb	1.5-2'
86	88		174	Juncus falcatus	hb	mb	1.5-2'
	88		88	Juncus patens	hb	lb-ub	1.5-2'
86			86	Juncus phaeocephalus	hb	lb-mb	1.5-2'
	88		88	Leymus triticoides	hb	mb	1.5-2'
	7		7	Marah fabaceus	hb	lb-up	4-6'
51			51	Oenanthe sarmentosa	hb	t-lb	1.5-2'
	88	25	113	Phalaris californica	hb	ub-up	1.5-2'
		13	13	Plantago subnuda	hb	mb-ub	1.5-2'
51	53		104	Potentilla anserina ssp. pacifica	hb	lb-mb	1.5-2'
		13	13	Ranunculus californicus	hb	mb-up	1.5-2'
51	53		104	Rumex salicifolius	hb	lb	1.5-2'
	49		49	Scrophularia californica	hb	lb-ub	1.5-2'
	35		35	Sisyrinchium californicum	hb	t-lb	1.5-2'
	57		57	Urtica dioica ssp. holosericea	hb	lb-mb	1.5-2'
48			48	Athyrium filix-femina	fn	t-ub	1.5-3'
	37		37	Polypodium californicum	fn	mb-up	1.5-3'
	30		30	Polystichum munitum	fn	up	1.5-3'
		14	14	Pteridium aquilinum var. pubescens	fn	up	1.5-3'
	37		37	Woodwardia fimbriata	fn	lb	1.5-3'
	10	3	13	Baccharis pilularis	sh	mb-up	6-10'

TABLE B-5 PLANTING LIST: NORTH FORT SCOTT (CONT.)

1) Container and Stake Plantings (cont.)

Number of Plantings ¹				Species	Growth-form ²	Planting Zone ³	Spacing Range (ft)
Wet	Mid	Dry	TOTAL				
	12		12	<i>Corylus cornuta</i>	sh	mb-up	4-6'
	13		13	<i>Heteromeles arbutifolia</i>	sh	mb-up	4-6'
	20		20	<i>Lonicera involucrata</i>	sh	mb-up	4-6'
	35		35	<i>Mimulus aurantiacus</i>	sh	ub-up	2-4'
	15		15	<i>Myrica californica</i>	sh	mb-up	4-6'
	9		9	<i>Rhamnus californica</i>	sh	ub-up	4-6'
	15		15	<i>Ribes sanguineum</i> var. <i>glutinosum</i>	sh	mb-up	4-6'
8	2		10	<i>Rubus ursinus</i>	sh	lb-ub	4-6'
	3	3	6	<i>Sambucus racemosa</i>	sh	ub-up	5-8'
12	11		23	<i>Salix lasiolepis</i>	tr	t-lb	3-5'
	3		3	<i>Sambucus mexicana</i>	tr	mb-ub	8-10'
914	1340	117	2371	TOTAL			

2) Seeds

Quantity of Seeds (grams) per Habitat Type ¹				Species	Growth-form ²	Planting Zone ³
Wet	Mid	Dry	TOTAL			
		0.8	0.8	<i>Arabis glabra</i>	hb	ub-up
		1.0	1.0	<i>Calandrinia ciliata</i>	hb	up
3.7	2.3		6.0	<i>Claytonia parviflora</i>	hb	lb-ub
	2.3		2.3	<i>Claytonia perfoliata</i>	hb	lb-ub
		1.0	1.0	<i>Eschscholzia californica</i>	hb	up
1.9			1.9	<i>Helenium puberulum</i>	hb	t-lb
9.3	2.3		11.6	<i>Hordeum brachyantherum</i>	hb	lb
3.7			3.7	<i>Juncus bufonius</i> var. <i>bufonius</i>	hb	lb-mb
	2.3		2.3	<i>Scirpus cernuus</i>	hb	t-mb
2.8			2.8	<i>Stachys ajugoides</i>	hb	lb-ub
2.8	2.3		5.1	<i>Trifolium wormskioldii</i>	hb	lb-ub
2.8			2.8	<i>Veronica americana</i>	hb	t-mb
27.0	11.5	2.8	41.4	TOTAL		

¹ "wet, mid and dry" refer to anticipated planting conditions present in enhancement area. See TABLE B-1 for estimations of these areas.

² Growthform codes: hb= herbaceous, fn= fern, sh= shrub, tr= tree.

³ Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect relative degree of moisture of preferred substrate. t= toe, lb= lower bank, mb= mid-bank, ub= upper bank, up= upland.

TABLE B-6 PLANTING LIST: WEST CRISSY BLUFFS

1) Container and Stake Plantings

Number of Plantings ¹				Species	Growth-form ²	Planting Zone ³	Spacing Range (ft)
Wet	Mid	Dry	TOTAL				
	30		30	Aster chilensis	hb	mb-up	1.5-2'
	45		45	Bromus carinatus	hb	ub-up	1.5-2'
	30	10	40	Calystegia purpurata ssp. purpurata	hb	ub-up	1.5-2'
		15	15	Carex brevicaulis	hb	ub-up	1.5-2'
17			17	Carex densa	hb	t-lb	1.5-2'
17			17	Carex harfordii	hb	t-lb	1.5-2'
17	45		62	Carex obnupta	hb	t-mb	1.5-2'
17	45		62	Carex subbracteata	hb	mb-up	1.5-2'
	30	10	40	Castilleja spp.	hb	mb-up	1.5-2'
	30	10	40	Chlorogalum pomeridianum var. divaricatum	hb	ub-up	1.5-2'
		10	10	Erigeron glaucus	hb	up	1.5-2'
		10	10	Eriogonum latifolium	hb	up	1.5-2'
17			17	Juncus effusus var. brunneus	hb	lb-mb	1.5-2'
	45		45	Juncus occidentalis	hb	mb-ub	1.5-2'
17	45		62	Juncus phaeocephalus	hb	lb-mb	1.5-2'
	2		2	Marah fabaceus	hb	lb-up	4-6'
		10	10	Monardella villosa	hb	up	1.5-2'
12			12	Oenanthe sarmentosa	hb	t-lb	1.5-2'
12			12	Plantago maritima	hb	lb-mb	1.5-2'
	30		30	Scrophularia californica	hb	lb-ub	1.5-2'
6	17		23	Athyrium filix-femina	fn	t-ub	1.5-3'
		5	5	Pentagramma triangularis	fn	up	1.5-3'
	17		17	Polypodium californicum	fn	mb-up	1.5-3'
		2	2	Baccharis pilularis	sh	mb-up	6-10'
	2		2	Cornus sericea	sh	lb-ub	4-6'
		5	5	Eriophyllum staechadifolium	sh	up?	2-4'
	2		2	Heteromeles arbutifolia	sh	mb-up	4-6'
	4		4	Lonicera involucrata	sh	mb-up	4-6'
	7		7	Mimulus aurantiacus	sh	ub-up	2-4'
	3		3	Myrica californica	sh	mb-up	4-6'
	3		3	Ribes sanguineum var. glutinosum	sh	mb-up	4-6'
	2		2	Rubus ursinus	sh	lb-ub	4-6'
		2	2	Sambucus racemosa	sh	ub-up	5-8'
	3		3	Symphoricarpos albus var. laevigatus	sh	ub-up	4-6'
	2		2	Aesculus californica	tr	mb-ub	8-12'
3			3	Salix lasiolepis	tr	t-lb	3-5'
135	439	89	663	TOTAL			

TABLE B-6 PLANTING LIST: WEST CRISSY BLUFFS (CONT.)

2) Seeds

Quantity of Seeds (grams) per Habitat Type ¹				Species	Growth- form ²	Planting Zone ³
Wet	Mid	Dry	TOTAL			
	3.5		3.5	Bromus carinatus	sd	mb-up
	1.8		1.8	Cardamine oligosperma	sd	t-mb
0.6	1.8		2.4	Claytonia parviflora	sd	lb-ub
	1.8		1.8	Claytonia perfoliata	sd	lb-ub
0.6			0.6	Helenium puberulum	sd	t-lb
0.6			0.6	Juncus bufonius var. bufonius	sd	lb-mb
	1.8	0.4	2.2	Navarretia squarrosa	sd	ub-up
		0.4	0.4	Phacelia distans	sd	up
		0.4	0.4	Plantago erecta	sd	up
0.6	1.8		2.4	Stachys ajugoides	sd	lb-ub
0.6	1.8		2.4	Trifolium wormskioldii	sd	lb-ub
0.6			0.6	Veronica americana	sd	t-mb
3.6	14.3	1.2	19.1	TOTAL		

¹ "wet, mid and dry" refer to anticipated planting conditions present in enhancement area. See TABLE B-1 for estimations of these areas.

² Growthform codes: hb= herbaceous, fn= fern, sh= shrub, tr= tree.

³ Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect relative degree of moisture of preferred substrate. t= toe, lb= lower bank, mb= mid-bank, ub= upper bank, up= upland.

TABLE B-7 PLANTING LIST: BATTERY EAST/MARINA DRIVE

1) Container and Stake Plantings

Number of Plantings ¹				Species	Growth-form ²	Planting Zone ³	Spacing Range (ft)
Wet	Mid	Dry	TOTAL				
	98		98	<i>Aster chilensis</i>	hb	mb-up	1.5-2'
	146		146	<i>Bromus carinatus</i>	hb	ub-up	1.5-2'
	98	30	128	<i>Calystegia purpurata</i> ssp. <i>purpurata</i>	hb	ub-up	1.5-2'
		44	44	<i>Carex brevicaulis</i>	hb	ub-up	1.5-2'
50			50	<i>Carex densa</i>	hb	t-lb	1.5-2'
50			50	<i>Carex harfordii</i>	hb	t-lb	1.5-2'
50	146		196	<i>Carex obnupta</i>	hb	t-mb	1.5-2'
50	146		196	<i>Carex subbracteata</i>	hb	mb-up	1.5-2'
	98	30	128	<i>Castilleja</i> spp.	hb	mb-up	1.5-2'
	98	30	128	<i>Chlorogalum pomeridianum</i> var. <i>divaricatum</i>	hb	ub-up	1.5-2'
	98	30	128	<i>Cirsium andrewsii</i>	hb	mb-up	1.5-2'
		30	30	<i>Erigeron glaucus</i>	hb	up	1.5-2'
		30	30	<i>Eriogonum latifolium</i>	hb	up	1.5-2'
50			50	<i>Juncus effusus</i> var. <i>brunneus</i>	hb	lb-mb	1.5-2'
	146		146	<i>Juncus occidentalis</i>	hb	mb-ub	1.5-2'
50	146		196	<i>Juncus phaeocephalus</i>	hb	lb-mb	1.5-2'
	6		6	<i>Marah fabaceus</i>	hb	lb-up	4-6'
		30	30	<i>Monardella villosa</i>	hb	up	1.5-2'
37			37	<i>Oenanthe sarmentosa</i>	hb	t-lb	1.5-2'
37	98		135	<i>Plantago maritima</i>	hb	lb-mb	1.5-2'
		30	30	<i>Polygonum paronychia</i>	hb	up	1.5-2'
	98		98	<i>Scrophularia californica</i>	hb	lb-ub	1.5-2'
21	55		76	<i>Athyrium filix-femina</i>	fn	t-ub	1.5-3'
		16	16	<i>Pentagramma triangularis</i>	fn	up	1.5-3'
	55		55	<i>Polypodium californicum</i>	fn	mb-up	1.5-3'
	55	16	71	<i>Polystichum munitum</i>	fn	up	1.5-3'
		2	2	<i>Baccharis pilularis</i>	sh	mb-up	6-10'
	2		2	<i>Cornus sericea</i>	sh	lb-ub	4-6'
		10	10	<i>Eriophyllum staechadifolium</i>	sh	up?	2-4'
	2		2	<i>Heteromeles arbutifolia</i>	sh	mb-up	4-6'
	6		6	<i>Lonicera involucrata</i>	sh	mb-up	4-6'
	16		16	<i>Mimulus aurantiacus</i>	sh	ub-up	2-4'
	11		11	<i>Myrica californica</i>	sh	mb-up	4-6'
	6		6	<i>Ribes sanguineum</i> var. <i>glutinosum</i>	sh	mb-up	4-6'
1	3		4	<i>Rubus ursinus</i>	sh	lb-ub	4-6'
		2	2	<i>Sambucus racemosa</i>	sh	ub-up	5-8'
	6		6	<i>Symphoricarpos albus</i> var. <i>laevigatus</i>	sh	ub-up	4-6'

TABLE B-7 PLANTING LIST: BATTERY EAST/MARINA DRIVE (CONT.)

1) Container and Stake Plantings (cont.)

Number of Plantings ¹				Species	Growth-form ²	Planting Zone ³	Spacing Range (ft)
Wet	Mid	Dry	TOTAL				
	2		2	<i>Aesculus californica</i>	tr	mb-ub	8-12'
2			2	<i>Salix lasiolepis</i>	tr	t-lb	3-5'
398	1641	330	2369	TOTAL			

2) Seeds

Quantity of Seeds (grams) per Habitat Type ¹				Species	Growth-form ²	Planting Zone ³
Wet	Mid	Dry	TOTAL			
1.9	7.1		9.0	<i>Claytonia parviflora</i>	hb	lb-ub
	7.1		7.1	<i>Claytonia perfoliata</i>	hb	lb-ub
1.9			1.9	<i>Helenium puberulum</i>	hb	t-lb
1.9			1.9	<i>Juncus bufonius</i> var. <i>bufonius</i>	hb	lb-mb
		2.8	2.8	<i>Lotus scoparius</i>	hb	ub-up
	7.1	2.8	9.9	<i>Navarretia squarrosa</i>	hb	ub-up
		2.8	2.8	<i>Phacelia distans</i>	hb	up
		2.8	2.8	<i>Plantago erecta</i>	hb	up
1.9	7.1		9.0	<i>Stachys ajugoides</i>	hb	lb-ub
1.9	7.1		9.0	<i>Trifolium wormskioldii</i>	hb	lb-ub
1.9			1.9	<i>Veronica americana</i>	hb	t-mb
11.4	35.5	11.2	58.1	TOTAL		

¹ "wet, mid and dry" refer to anticipated planting conditions present in enhancement area. See TABLE B-1 for estimations of these areas.

² Growthform codes: hb= herbaceous, fn= fern, sh= shrub, tr= tree.

³ Planting Zone designations specifically refer to position on stream bank in relation to a waterway, but in some cases reflect relative degree of moisture of preferred substrate. t= toe, lb= lower bank, mb= mid-bank, ub= upper bank, up= upland.

**APPENDIX C: DRAFT TRUST DRAGONFLY CREEK ECOLOGICAL RESTORATION
DESIGN (DFC RESTORATION DESIGN)**

DRAFT

ECOLOGICAL RESTORATION DESIGN

Project Name: Dragonfly Creek

Project Manager: Mark Frey

Author of Plan: Mark Frey

Date: November 7, 2006

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- C. Preliminary Planting Plan
- D. Reach Descriptions based on BBL

Suggested Citation: Frey, M. 2006. Ecological Restoration Design for Dragonfly Creek (11/7/06 Draft). Presidio Trust. Presidio of San Francisco, CA

I. BACKGROUND

A. Project Description

This document outlines a multi-stage multi-year plan to restore Dragonfly Creek. The plan does not give a specific timetable as each step is subject to many factors. Restoration will increase hydrologic and biogeochemical function and enhance biological diversity. Restoration will not reduce the area of jurisdictional wetlands but the removal of Eucalyptus trees may alter the local hydrology.

Dragonfly Creek is located in the Presidio of San Francisco, west of Highway One and southeast of Fort Scott in the Presidio. The Project area is approximately 3.2 acres. The Creek extends upstream to 0546494 E, 4183527 N (UTM Zone 10, NAD 1927). Dragonfly Creek flows generally northeast for approximately 950 ft., where it enters a box culvert. This box culvert lies under Highway One at 0546765, E 4183638 N.

In 2003 Blasland, Bouck & Lee, Inc. (BBL; formerly L.C. Lee & Associates, Inc.) was contracted to develop a restoration plan (BBL 2004a) and JARPA (BBL 2004b) for Dragonfly Creek. The contract with BBL provided some of the information and text in this plan.

Restoration of Dragonfly Creek will create approximately 625 feet of free-flowing creek.

Reference Sites for this project are few. Dragonfly Creek and the remnant Reach of Tennessee Hollow are the healthiest natural channels in the Presidio. Lake Merced features a remnant riparian stretch but I believe the substrate there is much less sandy. Further work is needed to identify potential reference sites.

This design document does not fully cover Dragonfly Creek Restoration; rather it provides a solid background for restoration activities. The geomorphologic and hydrological manipulations necessary to have a successful project have not yet been determined and the vegetation design work is in a very rough form. This document should be a useful starting place.

B. Objectives

1. Restore, to the extent possible, natural channel morphology to the Creek
2. Increase microtopographic complexity within the Creek
3. Establish a compositionally and structurally complex ecosystem with attributes important to native fauna
4. Restore a native-dominated riparian plant community
5. Improve water quality
6. Highlight the historic Presidio landscape features within the project area

C. Regulatory Context/Wetlands

In 2002, NPS and URS Corporation (URS) delineated waters of the U.S., including wetlands, at Dragonfly Creek as part of an effort to inventory wetland resources at the Presidio (GGNRA *et. al.* 2003). The inventory also included an attempt to classify wetland habitat using U.S. Fish & Wildlife Service protocol (Cowardin *et al.* 1979). The primary purpose of this Presidio-wide mapping and delineation effort was to prepare a single and comprehensive waters/wetland report for planning, permitting, and resource protection. The NPS/URS field effort resulted in 0.34 acres of potential federal jurisdiction of waters/wetlands at the site (GGNRA *et. al.* 2003). In February 2004, BBL conducted a field review of the NPS/URS delineation. In May 2004, BBL and NPS staff met in the field with the U.S. Army Corps of Engineers (USACE) to verify the extent of jurisdiction. This effort resulted in a minor modification to the original delineation. USACE expanded the geographic extent of waters of the U.S., including wetlands, to approximately 0.40 acres (17,424 ft). **Check for USFWS area**

For details on the regulatory context of waters/wetlands within the site, refer to *Presidio Wetland Resources* (GGNRA *et al.* 2003) and the JARPA (BBL 2004b). BBL submitted the JARPA to the agencies outlined in Table 1.

Table 1. Agencies to which BBL submitted the JARPA

	Regulatory Agency	Permit/Certification
Federal	U.S. Army Corps of Engineers	Clean Water Act, Section 404 permit
State	California Department of Fish and Game	Section 1601, Streambed Alteration permit
	San Francisco Regional Water Quality Control Board	Clean Water Act (Water Quality Certification) Section 401 permit
	Bay Conservation & Development Commission	Bay Plan consistency
Local	City and County of San Francisco	Grading permit

However, this project is on Federal property and it appears that the BBL assessment was inaccurate. After consulting with Andrea Anderson (the environmental attorney for the Presidio Trust) in October 2006 she informed me that, as a federal entity, the following apply:

If the wetland is determined to be a “water of the U.S.”:

- CWA Sec 404 permit
- CWA Sec 401 water quality certification

Whether or not it is a “water of the U.S.”:

- Coastal Zone Management Act/SF Bay Conservation and Development Commission (BCDC) consistency determination
- E.O. 11990, *Protection of Wetlands*, 42 Fed. Reg. 26962

D. Site History

1. Vegetation History

A 1938 aerial photograph and a photograph from 1935 appear to show a pond of some sort upstream of the two palms. The site looked mostly open with trees thickest on the left bank.

There are many former gardens nearby that have not been maintained recently.

2. Human History

Photos found in the Presidio Archives by SFSU students (SFSU 2004) show a manicured landscape near the creek that has been dubbed Dragonfly Creek. The Army never referred to the creek by name during the period of significance (M. Lamb, pers. comm.). It appears that these photos are from the 1920s-1940s. Many of the stone walks are still visible.

E. Site Characteristics

1. Soils and Geology

Soil nomenclature follows Schoenberger *et al.* (1998). Throughout the Dragonfly Creek riparian zone, depth to soil saturation increases markedly with increasing distance from the stream channel; ranging from a few inches in depth at the channel edge to approximately 24 inches in depth several feet from the channel. In some locations surface and/or shallow subsurface water is perched on very fine sandy loams (i.e., episaturated).

Soils within the site are fine sand and loamy fine sand and are well drained. Soils have been highly-modified through anthropogenic alterations. Three general soil types were found within the drainage (Orthents, Epi- and Endoaquents, and Orthents-Urban Land) as well as one area that is a Fill-Argiustoll-Orthent complex as a result of earthwork associated with access roads, paths, ditches, etc. See the BBL report (BBL 2004a) for detailed soil descriptions.

Major landforms on the San Francisco peninsula include steep coastal hills, transitional footslopes, alluvial fans, alluvial terraces and valleys, marine terraces, dunes, and ocean beaches. Dragonfly Creek flows within a ravine eroded into a highly modified coastal terrace.

2. Hydrology/WQ

When examined at a scale of 1:24,000, Dragonfly Creek is a first order (Strahler 1952) perennial, regulated stream. The upper portions of the Dragonfly Creek watershed have been highly manipulated, and the ravine through which it flows is surrounded on three

sides by impervious surfaces. It appears that most surface and shallow subsurface runoff originating within upper portions of the watershed is intercepted by storm water culvert systems that convey water out of the watershed.

There are two known surface water sources for Dragonfly Creek. Approximately 10 ft down-gradient from the intersection of the stone and concrete channel and the main Dragonfly Creek channel, a 24-inch inside diameter (ID) ceramic stormwater culvert is present on the east side of the rock channel. Additionally, there is an open concrete ditch that directs stormwater flows into the stone and concrete reach of the main Dragonfly Creek channel approximately 50 ft down-gradient from the 24-inch ceramic culvert.

In the upper end of Dragonfly Creek, shallow subsurface flow emerges and becomes surface flow immediately upstream from and surrounding a spring box. Most of this surface and shallow subsurface water is believed to be captured by the spring box and discharged, via a buried pipe, into a reach of the main Dragonfly Creek channel, which is approximately 120 ft down-gradient from the spring box. From the point of discharge to the main channel, flow continues for approximately 435 ft down a 5 - 7% percent longitudinal gradient to a 60 ft long 22-inch ID corrugated metal pipe (CMP) culvert. It allows flow to pass under Schofield Rd. adjacent to the Native Plant Nursery. From the downstream end of the 22" CMP culvert, Dragonfly Creek flow continues in the main channel for approximately 130 ft before entering a stone and concrete channel that is approximately 4 ft wide and 1.5 ft deep. After entering the stone and concrete channel, flow continues down a five percent longitudinal slope for approximately 45 ft before entering a concrete box culvert that is routed under Highway 1 to the San Francisco Bay. The water enters this final box culvert and drops down a few feet. It appears that debris has clogged a grate so that the grate now functions as a dam.

Although there are no visible culverts beneath the stone bridge, water can easily move under the bridge via shallow subsurface flow through fine sandy soils or possible through culverts that are now sub-surface. BBL observed no outlets that convey storm water to Dragonfly Creek, despite documentation of the existence of a number of storm water "drop-ins" associated with the surrounding impervious surfaces.

Mary Coopridger, a Water Quality Specialist for the San Francisco Bay Area Network sampled the Creek in 2004. She sampled once in winter, spring, and summer of 2004 at 3 sites; 1) near the source spring, 2) just upstream of first culvert, and 3) just upstream of second culvert below site 2 (Table 2).

The Urban Watershed Project has collected data in 2005 and 2006 but I do not yet have that information.

Table 2 NPS data from 2004

Station	Sample Season	Air Temperature	pH	Water Temperature	Specific Conductance (uS/cm)	Conductivity (uS/cm)	Salinity (ppt)	Dissolved Oxygen (mg/L)	Oxygen Percent	Flow (cfs)	Stream Width(ft)	Nitrate as NO3 (mg/L)	Ammonia as N (mg/L)	Total Coliform (MPN/100mL)	Fecal coliform (MPN/100mL)
DF1	winter	12.6	7.20	14.2	564.0	447.6	0.3	5.91	57.0	NA	10	0.3	70	50	
DF1	spring	13.1	6.70	14.9	569.0	459.0	0.3	7.13	71.0	NA	3.2	ND	50	ND	
DF1	summer	15.3	7.20	15.5	607.0	496.0	0.3	6.65	66.0		1.4	ND	22	11	
DF2	winter	12.6	8.10	12.4	552.0	419.1	0.3	8.82	82.8	NA	6.9	ND	50	23	
DF2	spring	15.2	7.70	15.2	547.0	444.3	0.3	9.27	92.6		2.3	ND	300	50	
DF2	summer	15.3	7.90	14.6	584.0	468.0	0.3	8.40	84.3		9.5	ND	1600	1600	
DF3	winter	12.6	8.10	11.4	518.0	383.2	0.3	8.71	79.7	~.07	1	7.3	ND	300	130
DF3	spring	15.2	7.70	14.9	410.6	331.7	0.2	9.38	93.0	~.026	1.3	2.2	ND	30	30
DF3	summer	15.3	7.90	14.4	586.0	468.0	0.3	8.78	84.0		9	ND	1600	1600	
Average		14.1	7.6	14.2	548.6	435.2	0.3	8.1	78.9		1.2	5.8	0.3	446.9	436.8

3. Climate

The City of San Francisco has a temperate marine climate that is strongly influenced by onshore flow of marine air masses. While most measurable precipitation occurs during the interval September through May, temperature and relative humidity remain fairly constant through annual and daily cycles. Based on a 30 year average calculated from data obtained during the interval 1971-2000 at the Richmond District station, the average daily maximum temperature is 62° F (range 57.5° F - 66.3° F), while the average daily minimum is 49.4° F (Range 43.9° F - 54.7° F). The extreme high temperature recorded during the interval 1971-2000 is 96° F; the extreme low temperature is 26° F; the average temperature is 55.7° F. Precipitation from the same period was 19.60 inches. Total average number of days per month with 0.1 inches or more of precipitation is 3.3 days, with a range of 0 days (June - September) to 7 (January - February) (USDA 2004).

4. Vegetation

The Vegetation Management Plan (VMP; GGNRA *et. al.* 2001) shows the Creek as an arroyo willow (*Salix lasiolepis*) riparian forest. Arroyo willow riparian forest is associated with streams or lakes on the peninsula, with this willow as the dominant species. Arroyo willow can and often does appear in dense, monotypic stands. Live oak riparian forests also are associated with streams or lakes on the peninsula, and coast live oak (*Quercus agrifolia*) dominates that vegetation.

Vegetation in this reach likely was dominated by palustrine persistent herbaceous vegetation, such as Small-fruited bulrush (*Scirpus microcarpus*) and Giant horsetail (*Equisetum telmateia* ssp. *braunii*). Both of these species persist at the site. It is also possible that the Franciscan thistle (Federal Species of Concern, *Cirsium andrewsii*) occurred in this type of vegetation, as it is found occasionally today in the same geomorphic position -- i.e., headwaters and upper reaches of small perennial streams within nearby GGNRA properties (e.g., Marin Headlands).

The site is currently dominated by an overstory of *Eucalyptus globulus* and an understory of *Delairea odorata*. However, the site supports a remarkable diversity of native plants (at least 68 species). See Appendix B for a current plant list.

The forest adjacent to the site is primarily blue gum eucalyptus (*Eucalyptus globulus*), with small stands of coast redwood (*Sequoia sempervirens*), blackwood acacia (*Acacia melanoxylon*), and Monterey pine (*Pinus radiata*).

5. Fauna

Faunal habitats within the Dragonfly Creek watershed are highly degraded via urban habitat fragmentation, breaks in longitudinal connectivity of aquatic and terrestrial components of the riparian corridor, and the impervious surfaces throughout the watershed.

The macroinvertebrate community was surveyed in November 1998 and May 1999 (Castellini 2001). Taxa richness was higher in Dragonfly Creek than in the Tennessee Hollow watershed. The fraction of organisms observed that are sensitive to disturbance (e.g. Ephemeroptera and Plecoptera), shredders, predators, scrapers, and filterers were all higher in Dragonfly Creek than in Tennessee Hollow.

Castellini (2001) performed a Rapid Biological Habitat assessment on Dragonfly Creek. The non-concrete portions of the stream received high ratings for “habitat (epifaunal substrate/available cover, bank stability, vegetative protection)” and “flow (channel flow status, frequency of riffles or bends, channel alteration).” The stream rated low for “optimal substrate (sediment deposition, embeddedness).” The stream outscored even the highest quality Tennessee Hollow reach except in Vegetative protection and Riparian Vegetation Zone Width.

A Presidio bird survey (Gardali 2003) did not survey this area. However, it was the areas with water and many willows that supported the highest diversity of bird species. The area currently has water but few willows. After restoration the site will support more willows and, presumably, more birds.

The site supports California slender salamanders (*Batrachoseps attenuatus*) and ensatina (*Ensatina eschscholtzii*) but the herpetile survey being conducted in 2005 and 2006 has found very few herpetiles under eucalyptus forests (M. Koo pers. comm.).

6. Land Use

Dragonfly Creek is located in Fort Scott, once headquarters to the Coastal Artillery Corps. Situated near the gun batteries of the coastal bluffs, Fort Scott was established in 1912. The first Spanish Revival style buildings on the Presidio were built at Fort Scott (and now dominate). With the advent of missiles and long-range bombers after World War II, Fort Scott lost its strategic position and became part of the Presidio in 1956. The post was eventually converted to an Army Education Center. The Fort Scott

neighborhoods are mostly restored and occupied but the center piece of the district, the Barracks surrounding a large parade ground, is largely unoccupied.

One of the remarkable features of the Fort Scott District is a series of formal gardens connected by stone-lined walks.

The area surrounding Dragonfly Creek includes a Tennis Court, ball court, historic forest, Presidio Native Plant Nursery, and the Recycling and Salvage buildings. Some of the stone-lined walks that traverse the area are still used.

II. IMPLEMENTATION

A. Overview

1. Work Outline

1. Phase I: Removal of nonnative trees within the riparian corridor.
2. Prepare a final restoration plan.¹
3. Phase II: Hydrologic and geomorphologic enhancement
 - a. Remove Schofield Road
 - b. Remove the spring box at the headwaters of the drainage (if appropriate)
 - c. Grade creek area (for geomorphology and invasive species removal)
 - d. Construction of in-channel structures
4. Phase III: Revegetation
 - a. Removal of non-native plants
 - b. Planting of native plants
5. Monitoring and maintenance

2. Project Standards

Objective #1: *Restore, to the extent possible, natural stream morphology to the Creek.*
Targets developed by BBL: Bankfull Width, 2-3 ft; Bankfull Depth, 1- 3 ft; Bankfull Width:Depth ratio, greater than or equal to 7.0; Mean Longitudinal Slope, 5-12%.

Objective #2: *Increase microtopographic complexity within the Creek.*
Constructed micro-topographic structures remain structurally stable.

Objective #3: *Establish a compositionally and structurally complex ecosystem with attributes important to native fauna.*

The site should support woody plants suitable for nesting, feeding, and shelter, at multiple levels within the forest vegetation. The plants should provide a wide variety of food resources available throughout the year. The plants should produce a variety of litter to support a diverse soil fauna.

Objective #4: *Restore a native-dominated riparian plant community.*

The restoration will use locally-collected native species and focus on returning natural processes to the area. Almost all propagules will be collected on the Presidio and grown at the Presidio Native Plant Nursery. Some species may be considered for introduction after careful consideration of plant occurrence records and the preparation of a reintroduction evaluation.

Objective #5: *Improve water quality*

¹ BBL recommends a Riverine Ecosystem Restoration Monitoring Plan (Monitoring Plan) and Storm Water Pollution and Prevention Plan (SWPPP) with a Temporary Erosion and Sediment Control Plan (TESC Plan) be submitted to the USACE, CDFG, RWQCB, and the City of San Francisco, prior to initiation of Restoration. The need for this will be evaluated. In any case, Army Corps input will be sought.

Water quality will be improved by reducing entrenchment (increasing residence time of water in the channel), removal of eucalyptus trees (reducing oil-rich litter that is slow to break down), and enhancing the pool-rifle sequence (increasing vegetation structural diversity within the channel). The light environment will change with the removal of the overstory and replacing it with a structurally-diverse native plant community. This may cause more or less shading, which in turn may alter water temperature. Warm water generally reduces quality by reducing available oxygen and therefore reducing the macroinvertebrate community. However, under the cool conditions of the Presidio this change may not be significant. And, it is not at all clear that the temperature will go up or down.

Targets established by BBL: pH. 6.5 - 8.5; Dissolved Oxygen , greater than 6.5 mg/L; Turbidity, less than 25 NTU.

Objective #6: *Highlight the historic Presidio landscape features within the project area*
This objective is not addressed in this plan but is rather left for future discussions with the cultural resources staff.

3. Plant Community Design

After the completion of the As Built for of Thompson Reach the Dragonfly Creek planting plan will be modified. Wetland vegetation will grade into an arroyo willow community on the lowest parts of the slope and, as the slope rises away from the swale, then into a coast live oak riparian community, which will grade into a coyote brush community. See Appendix C for a revegetation species list. See Appendix A for a map. See below for plant community descriptions:

- Bulrush wetland community- Dominated by emergent vegetation in open water and saturated soils (height: 2-3 feet). Rushes (*Juncus* spp.) will likely dominate, but the community will also include sedges (*Carex* spp.), spikerushes (*Eleocharis* spp.) and bulrushes (*Scirpus* spp.). Rooting depth is 0-20 inches. This zone of emergents will be 1 to 10 feet across.
- Arroyo willow community- Large shrubs and small trees dominate (overstory height: 5-25 feet). Willows (*Salix* spp.), oaks (*Quercus agrifolia*), wax myrtles (*Myrica californica*), and red-osier dog wood (*Cornus sericea*) dominate the shrub layer and bulrush wetland vegetation grades into the understory and open areas. Rooting depth is 10-20 inches but may increase to 36 inches in Colma-derived soils.
- Coast live oak community- An oak (*Quercus agrifolia*) dominated hardwood assemblage (height 10-25 feet), where species requiring shallow groundwater do not thrive. Other common woody species include California buckeye (*Aesculus californica*), California bay (*Umbellularia californica*), and holly-leaved cherry (*Prunus ilicifolia*). Rooting depth is above 36 inches.
- Coyote brush community- A mix of many shrub and sub-shrub species including coyote brush (*Baccharis pilularis*), toyon (*Heteromeles arbutifolia*), yarrow (*Achillea*

millefolium) dominate (height mostly 2-5 feet with occasional small trees <15 feet). An upland habitat, rooting depths not considered. This plant community will be modified as the site is cleared of trees. Soil and light conditions may shift this plant palette.

B. Special Considerations

1. Erosion control/weed suppression

Soils within the proposed project area at Dragonfly Creek are generally sandy but contain sufficient fine particles and have hydrophobic character that erosion may be a concern. Restoration activities within the proposed project area will minimize the area(s) of exposed soil as much as possible. Exposed soils will be minimized where possible during the rainy season. Measures will be taken to minimize disturbance of soils during tree removal and to protect any exposed soils during grading.

2. Public use

The area is not heavily used. One trail crosses the site parallel to the creek. Most visitors to the area are users of the tennis courts. The closest neighbors are the native plant nursery and the recycling/salvage program. The former Ft. Scott officers club (Building 1331) is slated for renovation. When Ft. Scott is leased the site will likely be used more than it is now. Another important consideration is the visibility from Hwy. 1.

3. Utilities

A power utility line runs across the Dragonfly Creek corridor at the Schofield Road crossing. Aerial utilities may be removed from the site if they pose a hazard during tree removal and either relocated away from Dragonfly Creek or placed underground.

4. Cultural resources

The VMP encourages developing native species "Buffer Areas" adjacent to natural areas, "to reduce the need for containment efforts and to increase forest species diversity" (GGNRA *et. al.* 2001). Creation of buffer areas will reduce maintenance and non-native plant containment costs.

The stonework throughout the site will be protected in place. Any digging will require consultation with Archaeology and NHPA compliance.

The site will be cleared of small trees so that they do not become a removal issue as they get larger.

Leo Barker, the NPS Archaeologist related the following information in April of 2005 regarding the stone pieces found near Schofield road.

The materials were found buried beneath the Doyle Drive viaduct during seismic remediation work in about 1997. They were located between Crissy Field Avenue and the equally buried Battery Baldwin. There were over seventy items as I recall and they were placed on the road to Battery Blamey for safekeeping until about 1999 when they

were moved to their present location. I believe we still need to retrieve whatever information they contain, retain any that should be kept in the park collection, and then the remainder can be used for whatever. Many of them are border curbs and entry steps to family burial plots different from the national cemetery. They were dumped against the support pylons of the Doyle viaduct sometime after 1934 (when the viaduct was constructed), and more of this same tumulus pile may extend under Crissy Field Avenue and beyond. I've researched the cemetery archives in the Presidio and nothing matched. Some of the stones are also from the doorways of Building 662.

Leo Barker is working on finding a new home for these materials.

The cobble stones placed on the site are being used by Michael Lamb and he is working on finding a new home for these materials.

D. Phase I: Tree removal

Public education will be required. Tree removal should be completed before Ft. Scott is occupied.

Access to the upper riparian areas will require the removal of at least a few trees in the Landscape zone adjacent to building 1242 or an innovative staging/crane placement strategy. The trees are currently exacerbating structural problems for that building and may be removed when that building is worked on. This zone of removal will require further discussion and coordination with the Planning Department.

Tree removal began in 2005 with the removal of 15 trees just north of Schofield road and an additional 16 trees just north of that (see Appendix A). Each proposed removal project needs N2 approval. During 2005 and 2006 stumps were tarped with a double layer of thick, impermeable black plastic and the edges of the tarps were well buried. In 2006 the stumps that had been covered for one year appeared to have died. The tarps were left on to be sure.

Items of particular concern during tree removal include sufficient and appropriate staging areas, cultural resources (above-ground known resources are under the protection of the NHPA person and buried resources are under the Archaeologist's jurisdiction), preventing tree resprouts (tarping with well-secured black plastic and monitoring), minimizing damage to the wet soils, and avoiding bird nesting season.

E. Phase II: Hydrologic and geomorphologic enhancement

1. Application of the HGM Approach to Restoration Plan

To the extent possible BBL used the hydro geomorphic approach (HGM) to assess waters/wetland functions. Use of HGM is consistent with current federal guidance [Clean Water Act Section 404 (40 CFR Part 232 and 233); Federal Register: August 161996 Volume 61, Number 160, Pages 42593-42603; Federal Register: June 201997 Volume 62, Number 119, Pages 33607-33620]. The HGM approach restores the highest possible

ecosystem functioning to the site. However, historic modifications to the site as well as design constraints associated with the limit of work and adjacent historic forest make it impossible to return the site to its pre-European contact conditions.

The HGM approach recognizes four general categories of ecosystem functioning. These four categories include (1) hydrology, (2) biogeochemistry, (3) maintenance of native plant communities, and (4) faunal support/habitat. Data is collected on each of these functions from reference wetlands in the same geographic region and wetland class. Then, the data is used to guide restoration design and establish Project Targets for monitoring activities.

The geologic, geomorphic, and anthropogenic histories of the Dragonfly Creek valley all limit possibilities for restoration of channel morphology. Currently, the channel is constrained within steep valley walls and fill. The channel is longitudinally constrained between a seep and a box culvert under HWY 1. The channel loses approximately 70 ft. between the seep and HWY 1, resulting in an overall channel slope of approximately 7%. With a relatively high channel slope, the expected channel form is a relatively straight channel with step-pool morphology. The existing Dragonfly Creek channel is straight (i.e. Sinuosity less than 1.1) partly because the channel has been modified and deepened via anthropogenic activities. Step-pool morphology is present in portions of the reach, but only in locations where allocthonous inputs to the channel (e.g., debris, fallen trees) have blocked portions of the flow. It appears that the relatively homogenous sediment load of the channel (medium silt to coarse sand) is entirely mobile at higher flows, thereby eliminating the possibility of larger particles forming typical step and pool morphology.

2. Morphology

BBL measured three cross-sections within the proposed Dragonfly Creek project site. Each cross-section is described below.

Channel Cross-Section #1

Cross-Section 1 is located approximately 40 ft upgradient from the upstream end of the 22-inch ID CMP culvert. Measured dimensions and estimated discharge are:

Ordinary High Water dimensions & discharge:

Width: 8 ft
Depth: 2 ft
Observed Discharge: 0.5 cfs
Observed Velocity: 1 ft/sec

Low flow channel dimensions:

Width: 1.5 ft
Depth: 1.0 ft

Channel Cross-Section #2

Cross-Section 2 is located approximately 125 ft upgradient of the upper end of the 22-inch ID CMP culvert. Measured dimensions and estimated discharge are:

Ordinary High Water (OHW) dimensions & discharge:

Width: 10ft
Depth: 1.5 ft
Observed Discharge: <0.5 cfs
Observed Velocity: <1.0 ft/sec

Channel Cross-Section #3

Cross-Section 3 is located approximately 400 ft upgradient of the upper end of the 22-inch ID CMP culvert. The measured dimensions and estimated discharge are:

Ordinary High Water (OHW) dimensions & discharge:

Width: 5.5 ft
Depth: 1.5 ft
Observed Discharge: <0.75 cfs
Observed Velocity: < 1.0 ft/sec

Low flow channel dimensions:

Width: 2.0 ft
Depth: 1.0 ft

3. Restored Sediment Transport

The homogenous fine channel bed materials are mobile with medium or higher flows within Dragonfly Creek. Further, since surface flow originates at the spring box, there is no upstream source of sediment being transported to the site. Thus, with any higher flows, net erosion occurs, resulting in channel widening or deepening. This process is evidenced by the deposition of sediment at downstream culverts, and within the stone/concrete channel reach. Sediment transport will be reduced within the restoration site by (1) the introduction of roughness within the channel, and (2) by increasing the channel cross-sectional area where possible. The combination of greater roughness and larger flow area should reduce flow velocities, and therefore sediment transport. Large wood in the channel will provide enough structure for longer (i.e., greater than one year) storage of sediment and will stabilize steps to dissipate energy and prevent erosion.

It is expected that, during the first years of the restoration, flows will sort channel sediments, resulting in changes in local channel slope and morphology. Once initial sorting is complete, we do not expect significant sediment transport (i.e., channel degradation) due to high roughness within the channel, and the relatively low flows within this reach of Dragonfly Creek.

If sediment transport is high, manual transport of sediment upstream may be required.

4. Floodplain

BBL recommends maximizing floodplain area within the site. A larger, more frequently engaged floodplain will result in greater waters/wetlands area, greater riparian area, and increased contact time between Dragonfly Creek waters, soils, and vegetation adjacent to

the channel. To increase water residence/contact time within the site, they recommend creating microtopographic features (e.g. windthrow mounds and microdepressions) that add topographic roughness and hydrologic complexity to the floodplain.

F. Phase III: Revegetation

The use of heavy equipment will be necessary to remove most of the site's vegetation. Even areas dominated by native species may be scraped if there is sufficient weed coverage.

Composition of restored native plant communities is based on professional judgment, reference sites, and plant community types described in the VMP (GGNRA et. al. 2001). Plant community names are taken from Sawyer and Keeler-Wolf (1995)

1. Bulrush wetland community
2. Arroyo willow community
3. Coast live oak community
4. Coyote brush community

All construction activities must adhere to a SWPPP and TESC plan, which Trust or its consultants must prepare and submit to the USACE, CDFG, RWQCB, and City of San Francisco, prior to earthmoving (if earthmoving is required).

G. Monitoring and Maintenance

1. Monitoring Schedule

If earth moving is required BBL suggests that the Trust submit a Monitoring Plan to regulatory agencies.

2. Maintenance / exotic species control

Tree resprouts and young trees will be the focus of efforts during tree removal. If tree removal causes rapid growth in cape ivy and that growth threatens remnant native plants then action will be taken to reduce that threat. Stewardship of the Dragonfly Creek area has involved approximately one volunteer event a year. Volunteer activities have focused on cape ivy removal and may have exacerbated the Ehrharta and *Holcus lanatus* invasion.

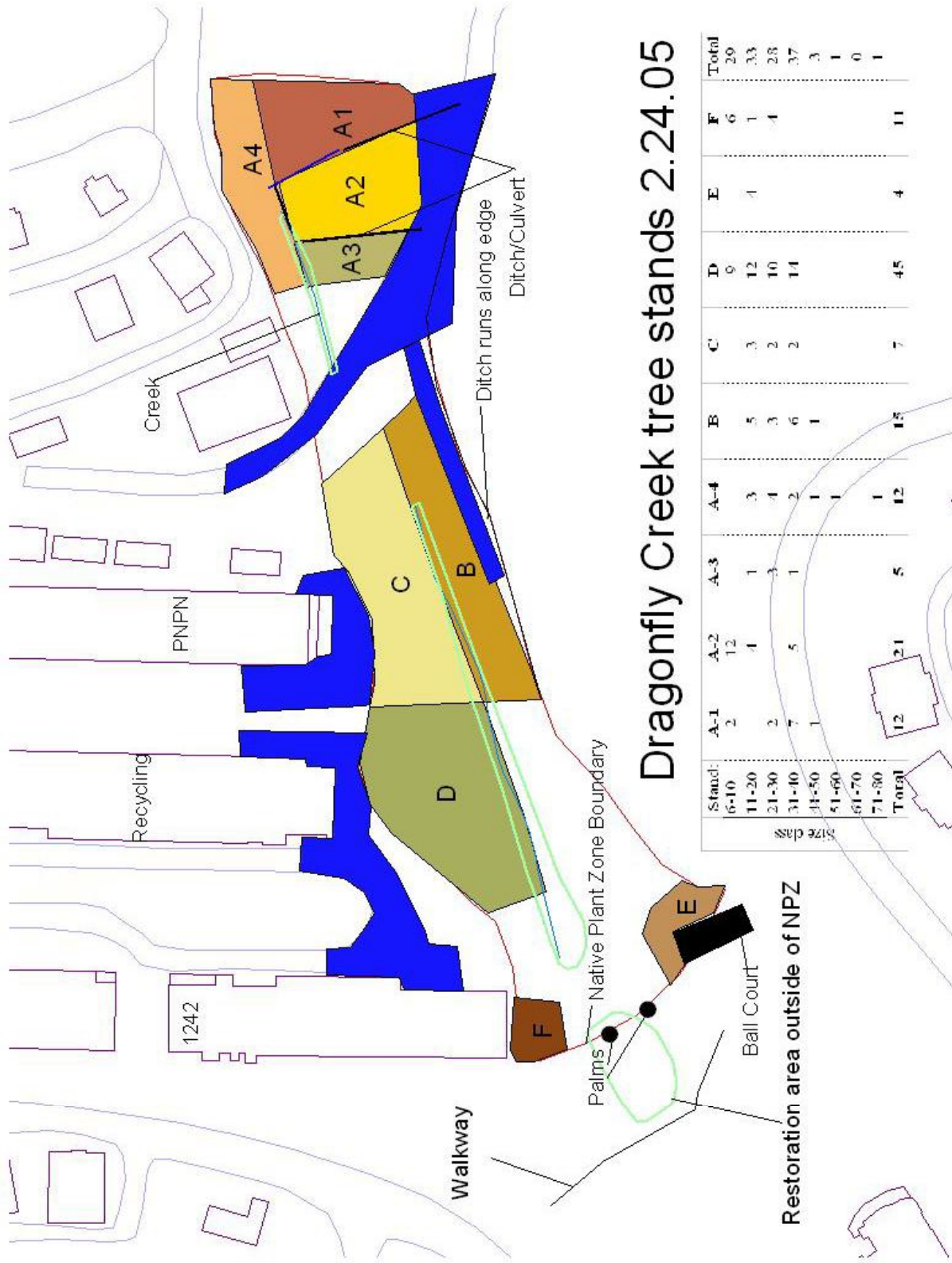
3. Public Use / Education / Fencing

The public will be excluding from active tree felling areas. During revegetation the public will be excluded from the area until plants are established. Fencing will probably be required.

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Appendix A Site map. 31 trees in B and C, and a small portion of D were removed in 2005 and 2006.



Dragonfly Creek tree stands 2.24.05

Appendix B: Vascular Plant Species in Dragonfly Creek

Friday, February 04, 2005

Native Species:

Scientific Name	Year	Frutillaria affinis	1994	2002	Polystichum munitum	2002
Aster chilensis	2002	Gadium aparine	2002	2002	Potentilla anserina ssp. pacifica	1999
Athyrium filix-femina	2002	Heteromeles arbutifolia	2002	2002	pubescens	2002
Baccharis pilularis	1994	Iris douglasiana	1994	1994	Ranunculus californicus	1994
Bromus carinatus	1994	Iris longipetala	1994	1994	Rhamnus californica	1994
Bromus carinatus var. maritimus	1994	Juncus balticus	1994	1994	Ribes sanguineum var. glutinosum	2002
Calystegia purpurata ssp. purpurata	1994	Juncus bufonius	1994	1994	Rorippa nasturtium-aquaticum	2002
Carex brevicaulis	1994	Juncus effusus	2002	2002	Rubus ursinus	2002
Carex obnupta	2002	Juncus patens	2002	2002	Salix lasiolepis	2002
Ceanothus thyrsiflorus	1994	Juncus phaeocephalus	2002	2002	Salix lucida ssp. lasiandra	2002
Chlorogalum pomeridianum	1994	Lathyrus vestitus	1994	1994	Sambucus racemosa	1994
Claytonia perfoliata	2002	Leymus triticoides	1994	1994	Sanicula crassicaulis	2002
Danthonia californica	1994	Lonicera hispidula var. vacillans	2002	2002	Scirpus microcarpus	2002
Daucus pusillus	1994	Lotus micranthus	2003	2003	Scirpus pungens	2002
Dichondra donnelliana	1994	Lupinus arboreus	1994	1994	Scrophularia californica	2002
Eleocharis macrostachya	1999	Lupinus bicolor	1994	1994	Sisyrinchium bellum	1994
Elymus glaucus	1994	Lupinus nanus	1994	1994	Stachys ajugoides	2002
Epilobium brachycarpum	1994	Marah fabaceus	2002	2002	Stachys ajugoides var. rigida	1994
Epilobium ciliatum	2002	Mimulus guttatus	2002	2002	Symphoricarpos albus	2002
braunii	2002	Oenothera cerasiformis	2002	2002	Toxicodendron diversilobum	2002
Eschscholzia californica	1994	Oenothera sarmentosa	2002	2002	Triteleia laxa	1994
Fragaria chiloensis	1994	Pentagramma triangulatis	1994	1994	Veronica americana	1994
Fragaria vesca	1994	Polypodium californicum	1994	1994	Vicia americana	1994

Non-Native Species:						
<i>Acacia decurrens</i>	1994	<i>Erechtites minima</i>	1994	<i>Pittosporum eugenioides</i>	1994	
<i>Acacia longifolia</i>	1999	<i>Erodium cicutarium</i>	1994	<i>Pittosporum tenuifolium</i>	1994	
<i>Acacia melanoxylon</i>	1994	<i>Erodium moschatum</i>	1994	<i>Pittosporum undulatum</i>	2002	
<i>Acacia retinodes</i>	2002	<i>Lucalyptus globulus</i>	2002	<i>Plantago lanceolata</i>	2002	
<i>Acacia verticillata</i>	1994	<i>Euphorbia pepus</i>	2002	<i>Poa annua</i>	1994	
<i>Agrostis vicidis</i>	2002	<i>Festuca arundinacea</i>	1994	<i>Polygonum arenastrum</i>	1994	
<i>Allium triquetrum</i>	1994	<i>Focucium vulgare</i>	1994	<i>Prunus cerasiformis</i>	1994	
<i>Anagallis arvensis</i>	1994	<i>Humaria parviflora</i>	2002	<i>Prunus laurocerasus</i>	1994	
<i>Anthriscus caucalis</i>	1994	<i>Gemista monspessulana</i>	2002	<i>Raphanus sativus</i>	2002	
<i>Avena barbata</i>	1994	<i>Geranium dissectum</i>	1994	<i>Rubus discolor</i>	2002	
<i>Avena fatua</i>	1994	<i>Hedera helix</i>	2002	<i>Rumex acetosella</i>	1994	
<i>Avena sativa</i>	2002	<i>Holcus lanatus</i>	2002	<i>Rumex conglomeratus</i>	2002	
<i>Bellis perennis</i>	1994	<i>Hordeum murinum</i> ssp. <i>leponnum</i>	1994	<i>Rumex crispus</i>	1994	
<i>Briza maxima</i>	2002	<i>Hypochoeris radicata</i>	1994	<i>Rumex obtusifolius</i>	1999	
<i>Bromus diandrus</i>	2002	<i>Ilex aquifolium</i>	2002	<i>Sequoia sempervirens</i>	1994	
<i>Bromus hordeaceus</i>	1994	<i>Lathyrus latifolius</i>	1994	<i>Silene gallica</i>	1994	
<i>Carduus pycnocephalus</i>	1994	<i>Leptospermum laevigatum</i>	1994	<i>Solanum aviculare</i>	1994	
<i>Carpobrotus edulis</i>	1994	<i>Lolium multiflorum</i>	1994	<i>Solanum furcatum</i>	1994	
<i>Centranthus ruber</i>	2002	<i>Lotus corniculatus</i>	1994	<i>Sonchus oleraceus</i>	2002	
<i>Cirsium arvense</i>	1994	<i>Malva nicaeensis</i>	1994	<i>Stellaria media</i>	2002	
<i>Conium maculatum</i>	1994	<i>Malva parviflora</i>	1994	<i>Taraxacum officinale</i>	2002	
<i>Coprosma repens</i>	1994	<i>Medicago polymorpha</i>	1994	<i>Tetragonia tetragonioides</i>	1994	
<i>Cotoneaster pannosa</i>	2002	<i>Melilotus officinalis</i>	1994	<i>Tonifis arvensis</i>	1994	
<i>Crataegus monogyna</i>	1994	<i>Muehlenbeckia complexa</i>	2002	<i>Tropaeolum majus</i>	2002	
<i>Cupressus macrocarpa</i>	2002	<i>Oxalis incarnata</i>	1994	<i>Urtica urens</i>	2002	
<i>Dactylis glomerata</i>	2002	<i>Oxalis pes-caprae</i>	1994	<i>Vicia sativa</i>	1994	
<i>Delaware odorata</i>	2002	<i>Pennisetum clandestinum</i>	1994	<i>Vicia sativa</i> ssp. <i>sativa</i>	2002	
<i>Ehrharta crecta</i>	2002	<i>Pinus radiata</i>	2002	<i>Vinca major</i>	1994	
		<i>Pittosporum crassifolium</i>	1994	<i>Zantedeschia aethiopica</i>	2002	

Appendix C: Preliminary species list: Spacing and plant ratios have not yet been determined.

	size (ac)	0.03	0.27	0.57	1.16	0.97	0.33	
	Size (ft2)	1306.8	11761.2	24829.2	50529.6	42253.2	14374.8	
ScientificName	Present	Emergen	Willow R	Willow R	Oak Ripæ	Oak woo	Coastal	Scrub
<i>Achillea millifolium</i>		0	0	0	0	0	23	23
<i>Aesculus californica</i>		0	0	0	7	6	0	13
<i>Alnus rubra</i>		0	0	248	0	0	0	248
<i>Anaphalis margaritacea</i>		0	0	0	0	0	23	23
<i>Artemisia douglasiana</i>		0	52	0	624	522	144	1341
<i>Aster chilensis</i>	Y	0	8	13	418	0	10	449
<i>Athyrium filix-femina</i>	Y	0	0	18	0	0	0	18
<i>Baccharis pilularis</i>	Y	0	82	0	0	0	144	225
<i>Bromus carinatus</i>	Y	0	3	0	197	165	3	369
<i>Calystegia purpurata ssp. purpurata</i>	Y	0	19	0	0	0	9	28
<i>Carex brevicaulis</i>	Y	0	0	0	0	0	0	0
<i>Carex obnupta</i>	Y	9	0	127	0	0	0	136
<i>Castilleja affinis</i>		0	10	0	0	0	12	21
<i>Ceanothus thyrsiflorus</i>	Y	0	0	0	0	0	64	64
<i>Chlorogalum pomeridianum</i>	Y	0	2	0	23	19	3	47
<i>Cirsium andrewsii</i>		0	0	0	0	0	0	0
<i>Claytonia perfoliata</i>	Y	0	0	0	0	0	0	0
<i>Cornus sericea</i>		0	0	388	0	0	0	388
<i>Danthonia californica</i>	Y	0	0	0	0	0	0	0
<i>Daucus pusillus</i>	Y	0	0	0	0	0	0	0
<i>Dichondra donelliana</i>	Y	0	0	0	0	0	0	0
<i>Eleocharis macrostachya</i>	Y	36	0	0	0	0	0	36
<i>Elymus glaucus</i>	Y	0	0	0	126	106	0	232
<i>Equisetum telmateia ssp. braunii</i>	Y	0	0	0	0	0	0	0
<i>Eriogonum latifolium</i>		0	0	0	0	0	144	144
<i>Eriophyllum stachaedifolium</i>		0	0	0	0	0	64	64
<i>Eschscholzia californica</i>	Y	0	0	0	0	0	0	0
<i>Euthamia occidentalis</i>		0	0	6	0	0	0	6
<i>Fragaria chiloensis</i>	Y	0	0	0	0	0	23	23
<i>Fragaria vesca</i>	Y	0	0	0	0	0	0	0
<i>Fritillaria affinis</i>	Y	0	0	0	0	0	0	0
<i>Galium aparine</i>	Y	0	0	0	0	0	0	0
<i>Helenium puberulum</i>		3	0	0	0	0	0	3
<i>Heracleum lanatum</i>		0	13	0	0	0	16	29
<i>Heteromeles arbutifolia</i>	Y	0	19	0	29	24	0	71

<i>Iris douglasiana</i>	Y	0	8	0	29	24	10	71
<i>Iris longipetala</i>	Y	0	0	0	0	0	0	0
<i>Juncus balticus</i>	Y	0	0	1552	0	0	0	1552
<i>Juncus bufonius</i>	Y	0	0	0	0	0	0	0
<i>Juncus effusus</i>	Y	0	0	110	0	0	0	110
<i>Juncus effusus</i> var.								
<i>brunneus</i>		6	0	0	0	0	0	6
<i>Juncus patens</i>	Y	0	13	0	0	0	16	29
<i>Juncus phaeocephalus</i>	Y	0	0	0	21	0	0	21
<i>Lathyrus vestitus</i>	Y	0	0	0	0	0	0	0
<i>Leymus triticoides</i>	Y	0	2	0	46	0	0	49
<i>Lonicera hispidula</i> var.								
<i>vacillans</i>	Y	0	0	6	0	0	0	6
<i>Lonicera involucrata</i>		0	52	0	29	24	0	105
<i>Lotus micranthus</i>	Y	0	0	0	0	0	23	23
<i>Lupinus arboreus</i>	Y	0	0	0	0	0	16	16
<i>Lupinus bicolor</i>	Y	0	0	0	0	0	0	0
<i>Lupinus nanus</i>	Y	0	0	0	0	0	0	0
<i>Marah fabaceus</i>	Y	0	15	3	41	12	9	80
<i>Mimulus auranticus</i>		0	82	0	0	0	144	225
<i>Mimulus guttatus</i>	Y	0	0	0	0	0	0	0
<i>Myrica californica</i>		0	10	0	0	0	0	10
<i>Oemleria cerasiformis</i>	Y	0	0	0	12	0	0	12
<i>Oenanthe sarmentosa</i>	Y	2	0	248	0	0	0	250
<i>Pentagramma triangularis</i>	Y	0	0	0	0	0	16	16
<i>Polypodium californicum</i>	Y	0	0	0	0	0	0	0
<i>Polystichum munitum</i>	Y	0	13	6	126	106	16	267
<i>Potentilla anserina</i> ssp.								
<i>pacifica</i>	Y	0	0	0	0	0	0	0
<i>Pteridium aquilinum</i> var.								
<i>pubescens</i>	Y	0	0	0	0	0	0	0
<i>Quercus agrifolia</i>		0	0	0	23	188	0	211
<i>Ranunculus californicus</i>	Y	0	0	0	790	0	0	790
<i>Rhamnus californica</i>	Y	0	15	0	14	0	64	93
<i>Ribes sanguineum</i> var.								
<i>glutinatum</i>	Y	0	19	5	17	0	23	64
<i>Rorippa nasturtium-</i>								
<i>aquaticum</i>	Y	0	0	0	0	0	0	0
<i>Rosa californica</i>		0	0	0	14	12	0	26
<i>Salix lasiolepis</i>	Y	0	52	1552	0	0	0	1604
<i>Salix lucida</i> ssp. <i>lasiandra</i>	Y	0	0	388	0	0	0	388

<i>Sambucus racemosa</i>	Y	0	13	4	0	0	0	17
<i>Sanicula crassicaulis</i>	Y	0	0	0	197	165	0	362
<i>Scirpus microcarpus</i>	Y	20	0	248	0	0	0	269
<i>Scirpus pungens</i>	Y	0	0	0	0	0	0	0
<i>Scrophularia californica</i>	Y	0	19	28	140	117	23	326
<i>Sisyrinchium bellum</i>	Y	0	0	0	21	18	0	39
<i>Stachys ajugoides var. rigida</i>	Y	0	0	43	197	0	0	240
<i>Symphoricarpos albus</i>	Y	0	0	0	0	0	0	0
<i>Symphoricarpos mollis</i>		0	0	0	12	10	16	38
<i>Triteleia laxa</i>	Y	0	0	0	0	0	0	0
<i>Veronica americana</i>	Y	0	0	0	0	0	0	0
<i>Vicia americana</i>	Y	0	0	0	0	0	0	0
Total								11316

Appendix D: Reach Descriptions

This information is taken from BBL (2004a); see that document for more details. The reach descriptions do not directly match the above plan but the information is valuable for assessing the creek.

1. Upper Reach

a. Location Description

This reach of Dragonfly Creek extends from the pavement surrounding the tennis courts by Wool Court down gradient to the downstream (northeast) side of the historic foot bridge. UTM coordinates are NAD 27, 10S 0546494E 4183527N for the upstream limit, and 10S 0546499E 4183530N for the downstream limit. The *HGM Waters/Wetlands Classification* for the Upper Reach is Riverine/Hillslope.

c. Dimensions

The Upper portion of the Dragonfly Creek site is approximately 0.26 acres.

d. Current Conditions

i. Hydrology

The upper part of the Dragonfly Creek watershed has been highly manipulated. The Upper Reach is surrounded on three sides by impervious surfaces associated with buildings, parking areas, streets, and recreation facilities (e.g. tennis courts). In its current condition, the upstream or uppermost end of the Dragonfly Creek channel system is a "draw" that exhibits no signs of surface flow. A stone bridge spans the drainage at the downstream end of the upper reach. Although we found no apparent existing culvert beneath the bridge, water can easily move under the bridge via shallow subsurface flow through fine sandy soils. Longitudinal slopes within the upper reach of Dragonfly Creek range from 6-11%.

iii. Vegetation

We found the Upper Reach of Dragonfly Creek to overgrown almost entirely by Mattress wire weed (*Muhlenbeckia complexa* var. *microphylla*), an escaped ornamental species. Also present is Himalayan blackberry (*Rubus discolor*). Trees present include *Eucalyptus globulus*, *Eucalyptus* sp., *Pinus radiata*, *Myoporum laetum*, and *Acacia decurrens* (Table 3).

Table 3. Stand Table for Upper Reach of Dragonfly Creek.

Tree Class	Diameter Range	Height Range	# Individuals (approximate)
Large	34" - > 75"	130' - 160'	6
Moderate	20 - 33"	100' - 130'	8
Pole	10 - 19"	70 - 100'	10
Total			24

2. Upper-Middle Reach

a. Location Description

The Upper Middle Reach of Dragonfly Creek is delimited from the downstream (northeast) side of the historic foot bridge at the upstream limit to the small stand of young Arroyo willow (*Salix lasiolepis*) at the downstream end. This reach includes a concrete spring box, which is connected to an approximately 120 ft long buried pipe, daylighting at the Arroyo willow stand at the end of this reach. The Upper Middle Reach also includes a large berm immediately up gradient of the spring box, with two historic Canary palms (*Phoenix canariensis*) planted on either side of the channel. On stream right is "historic forest" which extends the length of the site. On stream left is a stand of Tasmanian bluegum, as well as *Myoporum laetum*, and *Acacia decurrens* (Green acacia). This reach lies immediately upstream of Lower Middle Reach, described in the *Section III.F*. UTM coordinates are NAD 27, 1 OS 0546499E 4183530N at the upstream end and 1 OS 0546570E 4183575N at the downstream end. The *HGM Waters/Wetlands Classification* for the Upper-Middle Reach is Riverine.

c. Dimensions

The Upper Middle Reach is approximately 280 linear ft. of channel within a 1.16 acre area.

d. Current Conditions

i. Hydrology

The upper part of this reach of Dragonfly Creek is surrounded on its north, west, and southwest sides by impervious surfaces associated with buildings, parking areas, and streets. At the upstream limit, we documented water entering the reach via shallow subsurface flow through fine sandy soils under the historic bridge. The shallow subsurface flow emerges from the "draw" and becomes surface flow immediately upstream from the spring box, which is approximately 75 ft downstream of the bridge (Figure 7). Most of this surface and shallow subsurface water is captured by the spring box and discharged, via a buried pipe, approximately 120 ft down gradient from the spring box. Here water ponds and then flows into the Lower Middle Reach of the Dragonfly Creek channel. Longitudinal slope within this reach ranges from 5-6%.

iii. Vegetation

Vegetation is extremely dense in the Upper Middle Reach of Dragonfly Creek. At its upstream end, just below the historic bridge, the riparian zone is dominated by Himalayan blackberry and Cape Ivy (*Delairea odorata*). Herbaceous vegetation includes both native (e.g., Giant horsetail [*Equisetum telmateia* var. *braunii*], Water parsley [*Oenanthe sarmentosa*]) and nonnative elements (e.g., Calla lily [*Zantedeschia aethiopica*], Canary palm [*Phoenix canariensis*]). As discussed above, the downstream end of the reach is demarcated by a stand of Arroyo willow. Trees present include *Eucalyptus globulus*, *Eucalyptus* sp., *Pinus radiata*, *Myoporum laetum*, and *Acacia decurrens* (Table 5).

Table 4. Stand Table for Upper Middle Reach.

Tree Class	Diameter Range	Height Range	# Individuals app
Large	34" - > 75"	130'- 160'	6

Moderate	20 - 33"	100' - 130'	3
Pole	10-19"	70 - 100'	6
Total			15

3. Lower Middle Reach

a. Location Description

The Lower Middle Reach of Dragonfly Creek lies immediately downstream of Upper Middle Reach, the upstream end delimited by a small stand of young Arroyo willow where water from the spring box culvert daylight. The reach extends to the downstream side of Schofield Drive through fill, to the down gradient end of the 22-inch corrugated metal pipe (CMP) culvert. The through fill and associated 22-inch CMP culvert, installed at the downstream end of this reach, provide nursery staff access to parking on the south side of the creek. UTM coordinates are NAD 27 10S 0546570E 4183575N for the up gradient end of the reach and NAD 27 10S 0546674E 4183606N for the down gradient end of the reach. On stream right is historic forest. On stream left is a series of buildings. The *HGM Waters/Wetlands Classification* for the Lower Middle Reach is Riverine.

c. Dimensions

The Lower Middle Reach of Dragonfly Creek reach includes approximately 300 linear ft. of channel within an approximately 1.15 acre area.

d. Current Conditions

i. Hydrology

The Lower Middle Reach of Dragonfly Creek is down gradient of the outfall of the culvert that drains the spring box. Flow from the spring box culvert is sufficient to create distinct bed and channel bank features within this reach. At the upper end of this reach, a series of small step pools exist as a result of down wood within, and proximate to, the stream channel. Sediment has been retained within this reach due to the presence of wood within the channel. At the down gradient end of the reach, water flows through a 60 ft long 22-inch CMP culvert under the through fill, exiting into the Lower Reach of Dragonfly Creek.

iii. Vegetation

Vegetation is dense in the Lower Middle Reach of Dragonfly Creek, but we found it not quite as overgrown as in Upper Middle Reach. At the upstream extent of this reach is the stand of young Arroyo willow, with an understory of Giant horsetail and Water parsley. Himalayan blackberry forms a dense layer throughout the horsetail along banks. Also present in significant amounts is Cape ivy. As in all reaches, shade from adjacent Tasmanian blue gum stand strongly influences composition of the understory. Trees present include *Eucalyptus globules*, *Eucalyptus sp.*, *Pines radiata*, *Myoporum laetum*, and *Acacia decurrens* (Table 6).

Table 5. Stand Table for Lower Middle Reach.

Tree Class	Diameter Range	Height Range	# Individuals (approximate)
------------	----------------	--------------	-----------------------------

Large	34" - > 75"	130' - 160'	20
Moderate	20 - 33"	100' - 130'	24
Pole	10-19"	70 - 100'	22
Total			66

4. Lower Reach

a. Location Description

The Lower Reach of Dragonfly Creek extends from the down gradient end of the through fill/road crossing down gradient to where it flows into a concrete box culvert. This concrete box culvert routes Dragonfly Creek waters under Highway 1 to tidal waters of San Francisco Bay. On stream right is historic forest, which extends the length of the site. UTM coordinates are NAD 27 I OS 0546674E 4183606N for the up gradient end of the reach and NAD 27 10S 0546765E 4183638N for the down gradient limit of work. The *HGM Waters/Wetlands Classification* for the Lower Reach is Riverine.

c. Dimensions

The Lower Reach includes approximately 380 linear ft. (some within culverts and stone channels) of channel within an approximately 1.14 acre area (Figure 7).

d. Current Conditions

i. Hydrology

This reach of Dragonfly Creek is just down gradient of the 60 ft long 22-inch CMP culvert under Schofield Road. From the downstream end of 22-inch CMP culvert, Dragonfly Creek flow continues northeast in the main channel for approximately 130 ft before entering a stone and concrete channel. This channel is approximately 4 ft wide and 1.5 ft deep. Approximately 10 ft down gradient from the intersection of the stone and concrete channel and the main Dragonfly Creek channel, there is a 24-inch internal diameter (ID) ceramic storm water culvert on stream right. Approximately 50 ft down gradient from this 24-inch ID ceramic storm water culvert, there is an open concrete ditch (stream right) that directs storm water flows into the stone and concrete channel. In the stone and concrete channel, flow continues down a 5% longitudinal slope for a total of approximately 95 ft before entering a concrete box culvert that routes flow under Highway One to tidal waters of San Francisco Bay.

iii. Vegetation

In the Lower Reach of Dragonfly Creek, a small stand of Tasmanian bluegum dominates the site (Table 7). Immediately up gradient of this stand, GGNRA nursery staff has planted the upper portion of floodplain and channel bank environment with a mix of native vegetation. Species include *Aesculus californica*, *Baccharis pilularis*, *Eriophyllum staechadifolium*, *Ceanothus thyrsiflorus*, *Cornus sericea* ssp. *sericea*, *Heracleum lanatum*, *Heteromeles arbutifolia*, *Iris douglasiana*, *Juncus effusus*, *Juncus patens*, *Mimulus aurantiacus*, *Myrica californica*, *Oenanthе sарmentosa*, *Polystichum munitum*, *Quercus agrifolia*, *Rhamnus californica*, *Ribes sanguineum* var. *glutinosum*, and *Symphoricarpos mollis*.

Table 6. Stand Table for Lower Reach.

Tree Class	Diameter Range	Height Range	# Individuals approximate
Large	34" - > 75"	130'- 160'	8
Moderate	20 - 33"	100'- 130'	7
Pole	10-19"	70 - 100'	15
Total			30

**APPENDIX D: U.S. ARMY CORPS OF ENGINEERS 2004 MITIGATION AND
MONITORING PROPOSAL GUIDELINES**



**US Army Corps
of Engineers**

**SPECIAL
PUBLIC NOTICE**
SAN FRANCISCO and SACRAMENTO DISTRICTS

MITIGATION AND MONITORING PROPOSAL GUIDELINES
December 30, 2004

INTRODUCTION

The Sacramento and San Francisco Districts of the Corps are jointly publishing these Mitigation and Monitoring Proposal Guidelines to update the existing Habitat Mitigation and Monitoring Guidelines published October 25, 1996 in the Sacramento District and October of 1991 in the San Francisco District. These Guidelines have been updated based upon experience, field investigations, and public input, but retain the main elements presented in the previous Guidelines.

These Guidelines apply throughout the U.S. Army Corps of Engineers' (Corps) San Francisco District, which encompasses the coastal portions of California from northern San Luis Obispo County to the Oregon border; and the Sacramento District, which covers the Central Valley of California, Nevada, Utah and western Colorado (see Figure 1). Both the San Francisco and Sacramento Districts shall herein be referred to as the "Districts." If modifications occur to the Districts' boundaries in the future, these Mitigation and Monitoring Proposal Guidelines will apply to all areas within the revised boundaries.

Overview

U.S. Army Corps of Engineers and U.S. Environmental Protection Agency (EPA) regulations (33 CFR Parts 320-331 and 40 CFR Part 230) authorize the Corps to require compensatory mitigation for unavoidable impacts to wetlands and other jurisdictional waters of the U.S. The Corps has commenced several initiatives in response to recommendations contained in the recent National Academy of Science / National Research Council publication "Compensating for Wetland Losses under the Clean Water Act," (2001) and is committed to improving the success of future compensatory mitigation projects.

After the applicant has demonstrated maximum avoidance and minimization of project impacts to waters of the U.S., Corps Districts will likely require compensatory mitigation for the remaining unavoidable impacts. While there may be other options for compensatory mitigation, these guidelines apply to development of plans for onsite and/or offsite establishment (creation), enhancement, and restoration activities, as well as mitigation bank design.

These Mitigation and Monitoring Proposal Guidelines are designed to assist the regulated public and their hired consultants with all aspects of the mitigation process. Approval of a mitigation plan is based on a demonstration that the proposed mitigation can successfully replace all lost functions and values associated with regulated impacts to waters of the U.S.

Changes from the December 31, 2003 Draft Guidelines

This Public Notice finalizes the draft guidance proposed in the Public Notice issued for public comment on December 31, 2003. Based upon comments received during the one-month comment period, we have made significant revisions to the Guidelines format. Most notably, Section I of the original Public Notice included both a section of the comprehensive report entitled "Compensating for Wetland Losses Under the Clean Water Act," from the National Research Council (NRC), and a list of ten guidelines to aid in planning and implementing successful mitigation projects ("Operational Guidelines for Creating or Restoring Wetlands that are Ecologically Self-Sustaining"; NRC, 2001). Section I, according to many commenters, created unnecessary confusion, contained too many examples of habitat types that are not represented within the boundaries of either District, and was redundant with other portions of the Public Notice. As a result, we did not include the information in this final version (however for reference, this section's content can be found in Chapter 7 of the National Academy of Science's report found at http://www.usace.army.mil/inet/functions/cw/for_topics/nrcchottopic.htm). Section II has been simplified and renamed "Section I. Mitigation Planning." Finally, we moved the annotated proposal outline from Appendix A to the main text of the final guidelines to accurately accentuate its importance in this document and mitigation planning.

Changes from Sacramento District's 1996 and San Francisco District's 1991 Guidelines

Sacramento District

There have been a number of changes to the Sacramento District's 1996 guidelines as a result of the adoption of these guidelines. The Corps policy section and mitigation-banking summary have been replaced, primarily, with a reference list of relevant regulations, guidance, and agreements. The section concerning different submittals for individual and nationwide permits has been removed. Contact information has been updated and enhanced by inclusion of links to the Districts' websites. *Section I. Mitigation Planning* has been added.

Guidelines for submittal of information on both the project and mitigation sites have been updated. Requests to submit Cowardin designations for types of jurisdictional areas and discuss proposed compensation ratios and long-term goals have been added. The success criteria section has been modified to better allow for site-specific selection of success criteria. Sections on "Maintenance During Monitoring Period" and "Long-term Management" have been added. The request to identify contingency mitigation sites has been removed. Finally, an outline for monitoring reports, and a list of common Cowardin habitat types that occur within the boundaries of the two districts, are included as appendices.

San Francisco District

The primary changes from the previous SF District Proposal Guidelines include requests for Cowardin descriptor codes, slope ratios, groundwater and soil information, aquatic functions, identification of compensation ratios (by applicant), monitoring schedule, and long-term management plans. Expanded information is requested for the monitoring and report sections.

Contact Information for Project Specific Questions:

For answers to questions regarding the interpretation of these Mitigation and Monitoring Proposal Guidelines or acceptable compensatory mitigation for a specific project, contact the Corps Project Manager responsible for your geographic area of interest:

San Francisco District Office general line	415-977-8436
Eureka Field Office general line	707-443-0855
Sacramento District Office general line	916-557-5250
Redding Office	530-223-9534
Reno Office	775-784-5304
Bountiful Office	801-295-8380
Colorado/Gunnison Basin Office	970-243-1199
Durango Office	970-375-9506
Frisco Office	970-668-9676
St. George Office	435-986-3979

References

The documents listed below have been used in creating this guidance and pertain to Corps mitigation policy. They are available for your use on the internet at www.epoaccess.gov/legislative.html or www.usace.army.mil/inet/functions/cwr/cecwof/reg/admin3.htm.

1. Clean Water Act Section 404 (33 USC Section 1344)
2. Rivers and Harbors Act of 1899 Section 10 (33 USC Sections 403 et seq.)
3. Environmental Protection Agency, Section 404 (b)(1) Guidelines (10 CFR Part 230)
4. Department of the Army Permit Regulations (33 CFR Parts 220-337)
5. *Memorandum of Agreement between the Environmental Protection Agency and the Department of the Army Concerning the Determination of Mitigation under the Clean Water Act Section 404 (b)(1) Guidelines*, dated 6 Feb 1990
6. *Federal Guidance for the Establishment, Use and Operation of Mitigation Banks*, dated 28 Nov 1995
7. *Federal Guidance on the Use of In-Lieu-Fee Arrangements for Compensatory Mitigation under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act*, dated 7 Nov 2000
8. *Guidance on Compensatory Mitigation Projects for Aquatic Resource Impacts Under the Corps Regulatory Program Pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899*, dated 26 Dec 2002 (RGL 02-02)

Additional Information Available on the Internet

The Corps Regulatory websites also provide important information regarding Corps jurisdiction, processing of permit applications, mitigation design, vernal pools, riparian mitigation guidelines, conservation easements, operation and maintenance plans, dredging, etc.

San Francisco District's site: www.sfn.usace.army.mil/regulatory/

Sacramento District's site: www.spk.usace.army.mil/regulatory.html

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I. MITIGATION PLANNING

Compensatory mitigation projects will proceed through several stages. There are specific issues the applicant must address at each stage in the process, to increase the probability of a successful compensatory mitigation project. The key stages in the development of a compensatory mitigation project are (A) Project Site Impact Assessment, (B) Compensatory Mitigation Site Selection, (C) Compensatory Mitigation Site Design, (D) Compensatory Mitigation Site Construction, (E) Long-Term Compensatory Mitigation Site Maintenance and Monitoring, and (F) Long-Term Site Management. Within each of these areas, the Corps has identified specific concerns that the applicant needs to consider in developing an adequate compensatory mitigation and monitoring plan.

A. Project Site Impact Assessment

An important aspect of any permit application is the assessment of the project site before impacts occur. An adequate assessment of site functions and values is important for determining the relative importance of the existing aquatic resources to the site and to the region or watershed. Assessment results can provide a basis for modifying pre-construction plans to avoid and/or minimize impacts to these resources. This assessment should be completed before the proposed project is designed or the proposed compensatory mitigation site is selected.

B. Compensatory Mitigation Site Selection

1. The selection of a site with suitable hydrologic conditions has been one of the most neglected aspects of compensatory mitigation planning. The National Research Council's *Compensating for Wetland Losses Under the Clean Water Act* (2001) stated that hydrological conditions, including variability in water levels and flow rates, are the primary driving force influencing wetland development, structure, functioning, and persistence. Without a naturally variable source of water (e.g., stream, lake, tidal action), hydrologic processes may not function fully. Lack of a natural

water source has been the number one physical factor leading to the low rate of success of past compensatory mitigation projects. Therefore mitigation projects that rely on artificial hydrology are generally unacceptable.

2. Site selection should include and prioritize the following criteria:

- a. Natural Hydrology.* The goal should be to have the aquatic feature be supported by a self-sustaining, natural hydrologic process requiring little or no long-term maintenance. It is recommended that the applicant compare hydrologic information at the compensatory mitigation site to similar reference (i.e., high-functioning) sites in the region, as well as to the impact site for design guidance.
- b. Wildlife Corridors.* Where possible compensatory mitigation projects should be developed adjacent to existing high-quality habitats. Even more desirable would be the construction of a compensatory mitigation site that links two or more habitats, which had been previously separated.
- c. Soil Characteristics.* Many past compensatory mitigation projects did not address the development of suitable soils. Examination of soils at reference sites will provide important information on the target habitat. Thorough assessments of mitigation site soils should be conducted to determine the site's suitability for supporting the target habitat. In the case of in-kind compensatory mitigation for wetlands, soils from the impacted aquatic habitat can be used at the compensatory mitigation site.

3. Generally, the physical characteristics of the sites considered determine whether establishment (i.e., creation), restoration, enhancement, or, more rarely, preservation are viable compensatory mitigation options. The categories of compensatory mitigation, as applied to wetlands and as defined in Regulatory Guidance Letter 02-02, are:

- a. Establishment (Creation):* The manipulation of the physical, chemical or biological characteristics present to develop a wetland on an upland or deepwater site, where a wetland did not previously exist. Establishment results in a gain in wetland acres.
- b. Restoration:* The manipulation of the physical, chemical or biological characteristics of a site with the goal of returning natural or historic functions to a former or degraded wetland. For the purpose of tracking net gains in wetland acres, restoration is divided into:
 - i. Re-establishment:* The manipulation of the physical, chemical or biological characteristics of a site with the goal of returning natural or historic functions to a former wetland. Re-establishment results in rebuilding a former wetland and results in a gain in wetland acres.
 - ii. Rehabilitation:* The manipulation of the physical, chemical or biological characteristics of a site with the goal of repairing natural or historic functions of a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland acres.
- c. Enhancement:* The manipulation of the physical, chemical or biological characteristics of a wetland (undisturbed or degraded) site to heighten, intensify or improve specific function(s) or to change the growth stage or composition of the

vegetation present. Enhancement is undertaken for specified purposes such as water quality improvement, flood water retention or wildlife habitat. Enhancement results in a change in wetland function(s) and can lead to a decline in other wetland functions, but does not result in a gain in wetland acres. This term includes activities commonly associated with enhancement, management, manipulation and direct alteration.

d. Protection/Maintenance (Preservation): The removal of a threat to, or preventing the decline of, wetland conditions by an action in or near a wetland. This term includes the purchase of land or easements, repairing water control structures or fences, or structural protection such as repairing a barrier island. This term also includes activities commonly associated with the term preservation. Preservation does not result in a gain of wetland acres and will be used as mitigation only in exceptional circumstances.

C. Compensatory Mitigation Site Design

1. Use a reference site to guide the design of mitigation. A reference site is a functioning aquatic system containing habitat that functions equal to or preferably better than the impact site and should be used to guide both the mitigation design and the success criteria of the final compensatory mitigation plan. The reference site may be the impact site or a similar site near the proposed mitigation site that supports the target habitat.

2. There are several important features to any successful compensatory mitigation design or plan. Each aspect of the plan must be identified in detail and explained clearly. Although there may be variation in the number of items required for a particular plan, those identified below should be assumed to be the minimum. The Corps strongly recommends that contents of written submittals follow the format provided in "Section II. Mitigation and Monitoring Proposals."

a. *Clearly Define the Purpose of the Compensatory Mitigation Project.* The purpose of the compensatory mitigation project shall be clearly identified and include specific statements about the type(s) of habitat (and associated functions and values) impacted by constructing the proposed project, the functions and values that would be replaced at the proposed compensatory mitigation site, and any other functions and/or values that are desired (e.g., endangered species habitat, water quality functions, etc.).

b. *Develop a Comprehensive Hydrology Component.* For wetlands, information should be developed on depth, duration, and timing of ponding/saturation (inland areas); porosity of underlying soils; tidal ranges and frequencies (estuarine and marine areas); groundwater levels and fluctuations; mitigation site topography; and whether urban stormwater runoff is a water source. Provide information about the amount and the variability of water available to the site in an average rain year (October 1 - September 30). For channels, information should be developed on longitudinal profiles, frequency and depth of flooding (usually for 2-year, 5-year, 10-year, and 100-year storms), bank full (channel-forming) flows under current and projected conditions, relevant cross-sections, substrate in the project/reference reach, channel history, upstream watershed conditions, and water-rights availability (if applicable).

c. *Develop a Complete Grading Plan Making Use of the Hydrology Data.* Elevations are critical to design success; grading plans should depict no coarser than one-foot

contours. Topographic variation should often be incorporated into the design to maximize aquatic habitat diversity. Examine adjacent or nearby viable habitats as a reference.

- d. *Determine the Adequacy of the Soils to Support the Target Habitat Types.* It is important to consider whether the soils will support the target aquatic habitat. Additionally, consider whether site preparation activities will significantly alter the site's ability to support the target aquatic habitat type. Finally, determine whether soil amendments will be necessary for long-term habitat development (e.g., organic matter, nitrogen, etc.).
- e. *Develop a Draft Plant Palette Based on the Compensatory Mitigation Project Purpose, Soil Types, and Hydrology.* Identify tree, shrub, and herbaceous species to be planted, the source of the material, and the number and size of individual plants. Plant stock should be obtained from areas as near to the compensatory mitigation site as possible, to preserve the genetic integrity of the area.
- f. *Propose Realistic Success Criteria Based on the Purpose of the Compensatory Mitigation, Design of the Site, and Functional Assessment Criteria.* Develop measurable success criteria consistent with the purpose and goals of the compensatory mitigation project, that are achievable by the end of the maintenance and monitoring period (generally five years to ten years). Success criteria in compensatory mitigation projects have included percent canopy cover, percent plant survival, plant vigor, percent of native species, period of inundation, stability of designed hydrologic features, wildlife usage and plant heights.
- g. *Develop a Specific Maintenance and Monitoring Program Including Contingency Measures.* Cover all subjects in the Guidelines that are appropriate to your project. The discussion of potential contingency measures should be brief, but acknowledge that should all or a portion of the required mitigation fail, additional measures may be necessary to fulfill the permittee's mitigation responsibility. If all feasible mitigation areas at the original mitigation location have already been used, a new off site location may be necessary to complete the mitigation.

3. In general, the Corps prefers that the compensatory mitigation site be constructed prior to or concurrently with the project construction. If compensatory mitigation will not be constructed until after project impacts, the Corps will likely increase the replacement ratio, to minimize temporal losses of functions and values associated with project impacts.

D. Compensatory Mitigation Site Construction

The permittee will not begin construction until the Corps approves the final compensatory mitigation and monitoring plan. The mitigation implementation process will normally require on-site management of construction personnel by one or more of the permittee's representatives, who have complete knowledge of the compensatory mitigation and monitoring plan and an understanding of soil science, hydrology, and botany, horticulture, or plant ecology. Sensitive areas should be staked, flagged or fenced to preclude unauthorized construction impacts. The permittee is responsible for the successful implementation of the compensatory mitigation. Any significant deviations identified during construction must be approved by the Corps. Additionally, consideration should be given to exotic species control during site preparation to minimize future maintenance and ensure successful mitigation. Personnel should consider removal of

exotic species prior to grading and take invasive plant material from the site; in some circumstances, it may be necessary to remove the exotic seed banks by scraping and disposing the top few inches of soil.

E. Long-Term Compensatory Mitigation Site Maintenance and Monitoring

1. Develop specifics regarding the type and timing of maintenance and monitoring. Detail how often and when it will occur.
2. After the site has been graded and planted, the maintenance and monitoring phase of the compensatory mitigation project begins immediately. There are many invasive problematic plant species that will readily colonize a recently disturbed site. A proactive program to remove these plants upon discovery is usually advisable to allow establishment of desirable vegetation. As the target vegetation becomes established, the need for invasive plant species removal will likely lessen.
3. An important aspect of the maintenance and monitoring phase of nearly all compensatory mitigation projects is ensuring the appropriate depth, duration, and timing of onsite water. It is recommended that the permittee compare hydrologic information at the compensatory mitigation site to reference (i.e., high-functioning) sites in the region.
4. Contingency measures should be considered in mitigation site design. If approved success criteria are not met, the permittee must prepare an analysis of the likely cause(s) of failure(s) and propose remedial actions for Corps approval. Consider what sources of funding will be available to ensure the required compensatory mitigation occurs successfully. Contingency measures could include selection of an alternative location.
5. Monitoring reports are required for all mitigation sites. Propose annual dates that monitoring reports will be provided to the Corps. Appendix C provides an outline of what content should be provided in the specific pages of the monitoring report. The Corps recognizes there may be cases where this outline would not be practical (for very small, large, or complex compensatory mitigation projects). Failure to submit complete and timely monitoring reports could result in suspension of the permit or requirements for additional compensatory mitigation. Non-compliance with Corps permit conditions, which can result in additional compensatory mitigation requirements, may be subject to the Corps' Enforcement Procedures (33 CFR Part 326).

F. Long-Term Site Management

1. Protection of mitigation sites is usually required "in perpetuity" in keeping with the mitigation goals. The mitigation and monitoring plan must include the identification of a long-term manager/owner (usually a non-profit or a governmental agency), and should include a conservation easement or other documentation of long-term protection and a well-designed long-term management plan.
2. The permittee is usually required to provide a realistic endowment or other financial assurance to cover long-term maintenance activities.

SECTION II. RECOMMENDED PROPOSAL CONTENTS

A. Table of Contents

B. Responsible Parties: Provide names, titles, addresses, and phone numbers of responsible parties including contact persons.

1. *Applicant/Permittee:* The project proponent, not consultant, should be listed
2. *Applicant's Designated Agent* (if any)
3. *Preparer(s) of the Proposal/Plan*

C. Project Requiring Mitigation

1. **Location:** Describe location and provide: a) road map with site location clearly shown, and b) USGS quad map with project site and watershed outlined (clear photocopies are acceptable).
2. **Brief Summary of Overall Project:** In a few paragraphs, describe the overall project for which a permit or authorization is required. Include type of development (or other work), project size, and a brief projected schedule of project construction.
3. **Site Characteristics:**
 - a. *Jurisdictional Areas* - Identify those jurisdictional areas as shown on the approved delineation to be directly or indirectly affected by the project. Provide an appropriately sized topo base map with jurisdictional areas and impacts clearly shown (may be same map as under "1." above). Indicate on the map whether the jurisdictional areas are wetlands and/or other waters. Also provide a table indicating acreage of wetland impacts by habitat common name with Cowardin designation, and linear feet and width of impacts to streams and/or tributaries.
 - b. *Aquatic Functions* - Describe functions of aquatic features that will be lost and/or directly or indirectly impacted. This may include, but is not limited to, water filtration, sediment storage, flood retention, wildlife habitat, endangered species habitat, etc. (For further information, see <http://www.epa.gov/watertrain/wetlands/>).
 - c. *Hydrology/Topography* - Describe hydrology and topography, including slope ratios of wetland features and stream banks, and identify the water's source, frequency, duration and depth of inundation for the site. Indicate groundwater level(s), if known, and significant pollutants.
 - d. *Soils/Substrate* - Describe texture, organic matter content, permeability, and presence of restrictive layers in aquatic features.
 - e. *Vegetation* - The dominant plant communities, as well as special status plant species, of each stratum in the vegetated plot should be identified. Provide a map of the dominant plant communities.

- f. Threatened/Endangered Species* - Identify any federally-listed (including proposed) species found on or near the site for which suitable habitat is present, including whether the site is within designated critical habitat.

D. Mitigation Design

1. Location – Describe location and provide: a) road map with site location clearly shown, and b) USGS quad map with project site outlined. Clear photocopies are acceptable.

2. Basis for Design: Provide a concise summary of the rationale for choosing the proposed type(s) and location(s) of mitigation.

3. Characteristics of Design Reference Site (if different from impact site):

- a. Jurisdictional Areas* - Provide a jurisdictional determination of the reference site(s) with identified sample plots that are large enough to capture the desired aquatic design characteristics.
- b. Aquatic Functions* – Describe functions of the reference aquatic site. This may include but is not limited to, water filtration, sediment storage, flood retention, wildlife habitat, endangered species habitat, etc.
- c. Hydrology/Topography* – Describe hydrology and topography, including slope ratios of wetland features and stream banks, and identify the water's source, frequency, duration and depth of inundation for the site. Indicate groundwater level(s) if known and significant pollutants.
- d. Soils/Substrate* -- Describe texture, organic matter content, permeability, and presence of restrictive layers in aquatic features.
- e. Vegetation* - The dominant plant communities, as well as special status plant species, of each stratum in the vegetated plot should be identified.

4. Proposed Mitigation Site

- a. Location* – Describe location, indicating distance from project site, if applicable. Provide the following maps: a) site location on a road map, and b) original or copy of USGS quad map with mitigation location outlined.
- b. Ownership Status* – Indicate who owns the proposed mitigation site. If different from permit applicant(s), describe the property's availability and easement history.
- c. Jurisdictional Areas* (if any) – Provide a proposed jurisdictional map of the site. Indicate what portions of the jurisdictional areas, if any, are to be filled and/or altered under the mitigation proposal.
- d. Aquatic Functions* (if any) - Describe expected functions and values of any existing aquatic features on the mitigation site. This may include, but is not limited to, water filtration, sediment storage, flood retention, wildlife habitat, endangered species habitat, etc.

- e. *Hydrology/Topography* – Describe the current hydrology and topography of the site, including intended water source for mitigation features.
- f. *Soils/Substrate* – Describe overall site series and existing channel substrate (if applicable).
- g. *Vegetation* – Describe and provide a map of the existing dominant plant communities, as well as any special status plant species. Also provide a table indicating approximate acreage of the habitats.
- h. *Present and Historical Uses of Mitigation Area* - Briefly describe all known present and historical uses of mitigation area. On a plan view, indicate any pipelines, power lines, roads, encroachments, or easements. Also show distance and location of nearest structures, if any, on the mitigation property or on any properties adjoining the mitigation project. Give all present and proposed zoning designations for mitigation site, including city and county.
- g. *Present and Proposed Uses of All Adjacent Areas* - Briefly describe all known present and proposed uses and zoning designations of all property sharing a common border with the proposed mitigation site.

5. *Created/Restored Habitat(s)*

- a. *Compensation Ratios* - Provide a table indicating the ratio(s) of impact wetland acreage and/or linear feet of channel to compensation acreage and/or linear feet of channel, both overall and by aquatic feature type.
- b. *Long-Term Goal(s)* - Describe the target habitat to be created/restored. Most mitigation designs are aimed at a habitat with certain characteristics that will not exist at the site until long after the monitoring period has ended. Please describe the projected state of the mitigation area in 10 to 50 years following implementation.
- c. *Aquatic Functions* - Describe expected functions of the compensatory aquatic features.
- d. *Hydrology/Topography* – Provide a hydrologic budget that identifies source, duration, volume and direction of water flow for the proposed mitigation feature(s) during the average climatic year. Provide information on the feature's hydrologic connectivity to downstream tributaries and navigable waters, as applicable. If the mitigation site is targeting a saturated, flooded or ponded wetland, an estimation of the average period of saturation, ponding or flooding should be included, as well as a wetland watershed map.

Include a grading plan indicating intended slope ratios of wetlands and/or stream banks and overall area of disturbance.
- e. *Soils/Substrate* - Describe suitability of soils/substrate at intended compensation locations for creation/restoration of aquatic features.
- f. *Vegetation* – Describe target plant communities and species. Provide a proposed planting plan.

E. Success Criteria and Monitoring

1. Success Criteria – Provide a table of success criteria. Quantifiable success criteria are used to determine completion of a permittee's mitigation responsibilities and are proposed by the applicant for Corps approval. Meeting these criteria will indicate that the mitigation area is progressing well towards replacement of lost functions and achievement of the long-term mitigation goals. The criteria should address each major aspect of the project, including hydrological success, establishment of appropriate vegetation, and habitat establishment.

2. Monitoring

- a. Methods* – Explain why each method has been chosen to evaluate progress in relation to each success criterion. The appropriateness of a method will depend on the objective it is addressing and the characteristics of the feature being surveyed. Describe sampling methods used. Include size of sample unit, number of samples. If using transects for assessment of vegetation, provide a map of the mitigation area(s) showing intended transect lines.
- b. Monitoring Schedule* – Monitoring should be tied to the appropriate growing, tidal or hydrology cycle rather than the point at which implementation happens to occur. Monitoring will generally not be considered to be "first year" monitoring until one full growing season (for vegetation) or target activity period (for hydrology/geomorphology) has passed following completion of installation. Also, although in many situations it is crucial to monitor all project components during the first five years or so, this is not necessarily true for every project. In some cases, it is not appropriate to begin quantitatively monitoring one or another component until a few years after implementation. In other cases it may be necessary to do annual monitoring for the first four to six years, and then monitor every other year for the remainder of the monitoring period. (However, in years where formal monitoring reports are not required, on-site inspections and documentation of site conditions should still occur.)
- c. Photo-Documentation* – In addition to quantitative methods, ground and/or aerial photos can be used to illustrate year-to-year progress of the overall project. Ground photos should generally be panoramic, and taken from a high point relative to the mitigation site such that photos taken in later years will not be obscured by developing vegetation. All such photos should be taken from the exact same point every year to allow for inter-annual comparison. If aerial photos are being used for measurements, they should be directly vertical and have identifiable ground-references to provide a reasonably accurate scale. Copies of color photos should be done in color.

F. Implementation Plan

1. Site Preparation

- a. Grading Implementation* - Describe equipment, procedures, access paths, etc., if they affect aquatic resources.
- b. Avoidance Measures* - Describe any measures used to avoid sensitive areas outside of the grading plan.

- c. *Soil Disposal* – Indicate storage location, if any, and ultimate destination of any excavated materials.
- d. *Soil Treatment* – Indicate any soil modification(s) planned for the mitigation site, including spreading of inoculum. Also indicate source, storage location, storage duration, and intended placement of any soil to be used.
- e. *Pest Plant Removal* – Describe method(s) to be used to remove any pest plants from the mitigation site.
- f. *Construction Monitor* – Provide a statement that a person/firm familiar with the mitigation/monitoring plan will supervise all site phases of mitigation construction. This person should have authority to direct equipment operators, and should submit a summary report to the Corps documenting construction observations and any problems that arose during construction.

2. *Planting/Seeding*

- a. *Planting Plan* – Provide a table of species to be planted and indicate geographic source of plants (should be as local as possible), type of propagules to be used, and season in which seeding/planting/transplanting is to be done. Include size and quantity of propagules and/or intended spacing.
 - b. *Nature and Source of Propagules* – Indicate types, sizes, and sources of propagules. Seeds, seedlings, canes, young plants and transplants should be from as local a stock as possible. For transplant propagules, describe method, location of harvest site, and duration of storage, if applicable.
3. *Irrigation* – Most mitigation projects should become hydrologically self-sustaining. The function of irrigation in the early years of a project is to give new vegetation a head start at becoming established. Describe any proposed irrigation methods, including estimated frequency, and indicate month(s) in which it is to occur. Also indicate water source(s) for irrigation. In arid climates, mitigation planning should include contingency irrigation in case of drought. In most cases, irrigation is usually confined to the first 2-5 years after plant installation, and success criteria are not considered met until at least two years have passed since irrigation ceased.
4. *Implementation Schedule* – Provide a schedule showing intended timing (by month) of site preparation, any seed/topsoil storage, seed/topsoil application, and plantings.

G. Maintenance during Monitoring Period

1. *Maintenance Activities*

- e. *Overall* – Describe planned maintenance activities (e.g. inspection of irrigation system, inspection of water structure(s), erosion control, weeding, etc.). Note that irrigation-system failure is a common source of difficulties in the early years of a project. Many of these problems can be avoided by relatively frequent inspections of the system during the dry season in the first couple of years.

- b. *Pest Species Control* - Identify any pest species (plant and/or animal) that might cause problems on the site, and provide a control plan for these species if appropriate. Indicate the critical threshold of disturbance that will trigger the implementation of control methods.
2. *Maintenance Schedule* - Provide a table showing proposed schedule of frequency of maintenance inspections over the life of the project.

H. Proposed Monitoring Reports

1. *Due Dates* - The applicant must identify an annual due date for reports (i.e., month and day)
2. *As-Builts* - A topographic survey of the as-built mitigation area should be submitted to the Corps within 6 weeks of completion of mitigation construction. The Corps will decide the appropriate scale of topographic survey on a case-by-case basis
3. *Annual Reports*
 - a. *File Number* - Include the Corps permit file number on the cover and title page of all reports and correspondence.
 - b. *Contents* - The required contents for annual reports is listed below:
 - i. Years of full monitoring - Appendix C describes the content of annual monitoring reports.
 - ii. Years of partial monitoring, where required - Occasionally, due to project-specific factors, it is appropriate to perform a reduced monitoring program for one or more monitoring years. The nature and extent of this monitoring would be described in permit documents, and the reporting is usually in the form of a letter.
 - iii. Final monitoring report - In the final monitoring report, include a delineation of any constructed wetlands, in addition to the normal content of a monitoring report.

I. Potential Contingency Measures

1. *Initiating Procedures* - If an annual performance goal is not met for all or any portion of the mitigation project in any year, or if the final success criteria are not met, the permittee should prepare an analysis of the cause(s) of failure and propose remedial action for Corps approval. Remedial actions could range from replanting, to relocating the mitigation site.
2. *Contingency Funding Mechanism* - Indicate what funds will be available to pay for planning, implementation, and monitoring of any contingency procedures that may be required and present all necessary assurances that the funds will remain available until success criteria have been achieved.

J. Completion of Mitigation Responsibilities

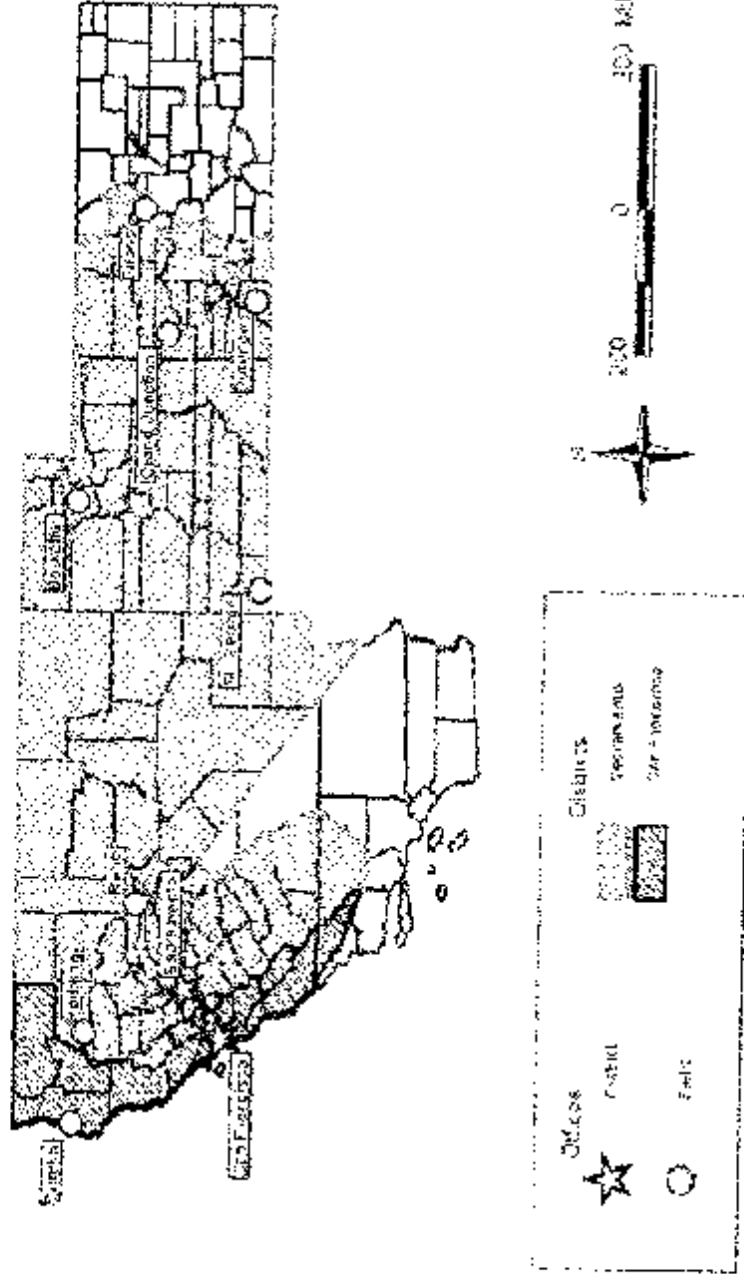
1. **Notification** - When the required monitoring period is complete and the permittee believes that the final success criteria have been met, the permittee shall notify the Corps when submitting the proposed final report. For mitigation plantings, final success criteria will not be considered met until a minimum of two years after all maintenance (e.g. irrigation, replanting, rodent control, fertilization) has ceased.
2. **Corps Confirmation** - Following receipt of the proposed final report, the Corps will either confirm the successful completion of the mitigation obligation or require additional years of monitoring. The permittee is not released from any mitigation obligation until written notice of completion is received from the Corps.

K. Long-Term Management

1. **Property Ownership** - Identify the owner of the mitigation site following completion of mitigation monitoring period.
2. **Management Plan**
 - a. **Resource Manager**. Identify the entity that will provide the resource management for the site following mitigation sign-off.
 - b. **Management Approach**. The long term management plan should describe any proposed grazing, fencing, fire-management activities, provisions for public access, invasive exotic plant control program (if applicable), annual reporting, and any other proposed activities.
3. **Site Protection** - Long-term site protection mechanism (e.g., ownership by conservation organization, conservation easement, etc.) should be included. Indicate responsible parties and funding mechanism. A Property Analysis Record (PAR) analysis or similar method should also be used to determine how much money will be needed to manage the property over the long term. The long-term manager should be in agreement with the amount provided.

Sacramento & San Francisco District Boundaries & Offices

September 15, 2004



APPENDIX A1. RECOMMENDED PROPOSAL CONTENTS

A. Table of Contents

B. Responsible Parties

1. *Applicant/Permittee*
2. *Applicant's Designated Agent*
3. *Preparer(s) of the Proposal/Plan*

C. Project Requiring Mitigation

1. *Location*
2. *Brief Summary of Overall Project*
3. *Site Characteristics:*
 - a. *Jurisdictional Areas*
 - b. *Aquatic Functions*
 - c. *Habitat Types*
 - d. *Hydrology/Topography*
 - e. *Soils/Substrate*
 - f. *Vegetation*
 - g. *Threatened/Endangered Species*

D. Mitigation Design

1. *Location*
2. *Basis for Design*
3. *Characteristics of Design Reference Site (if different from impact site):*
 - a. *Jurisdictional Areas*
 - b. *Aquatic Functions*
 - c. *Hydrology/Topography*
 - d. *Soils/Substrate*
 - e. *Vegetation*
4. *Proposed Mitigation Site*
 - a. *Location*
 - b. *Ownership Status*
 - c. *Jurisdictional Areas (if any)*
 - d. *Aquatic Functions (if any)*
 - e. *Hydrology/Topography*
 - f. *Soils/Substrate*
 - g. *Vegetation*
 - h. *Present and Historical Uses of Mitigation Area*
 - i. *Present and Proposed Uses of All Adjacent Areas*

5. Created/Restored Habitat(s)

- a. Compensation Ratios*
- b. Long-Term Goal(s)*
- c. Aquatic Functions*
- d. Hydrology/Topography*
- e. Soils/Substrate*
- f. Vegetation*

E. Success Criteria and Monitoring

- 1. Success Criteria**
- 2. Monitoring**

- a. Methods*
- b. Monitoring Schedule*
- c. Photo-Documentation*

F. Implementation Plan

1. Site Preparation

- a. Grading Implementation*
- b. Avoidance Measures*
- c. Soil Disposal*
- d. Soil Treatment*
- e. Pest Plant Removal*
- f. Construction Monitor*

2. Planting/Seeding

- a. Planting Plan*
- b. Nature and Source of Propagules*

3. Irrigation

4. Implementation Schedule

G. Maintenance during Monitoring Period

1. Maintenance Activities

- a. Overall*
- b. Pest Species Control*

2. Maintenance Schedule

H. Proposed Monitoring Reports

- 1. Due Dares**
- 2. As-Builts**
- 3. Annual Reports**
 - a. File Number*
 - b. Contents*
 - i. Years of full monitoring
 - ii. Years of partial monitoring, where required
 - iii. Final monitoring report

I. Potential Contingency Measures

- 1. Initiating Procedures**
- 2. Contingency Funding Mechanism**

J. Completion of Mitigation Responsibilities

- 1. Notification**
- 2. Corps Confirmation**

K. Long-Term Management Plan

- 1. Property Ownership**
- 2. Management Plan**
 - a. Resource Manager*
 - b. Management Approach*
- 3. Site Protection**

APPENDIX A2. SUMMARY LIST OF MAPS, TABLES, AND SCHEDULES FOR SUBMISSION WITH PROPOSALS (This is a minimum list. It is only necessary to submit the items that apply to your project. Add additional items as needed.)

A. Maps

1. Project Requiring Mitigation

- a. Road Map
- b. USGS Map
- c. Approved Jurisdictional Map
- d. Habitat Map

2. Mitigation Design - Reference Site

- a. Road Map
- b. USGS Map
- c. Proposed Jurisdictional Map for Reference Site

3. Mitigation Design – Mitigation Site

- a. Road Map
- b. USGS Map
- c. Proposed Jurisdictional Map
- d. Vegetation/Habitat Map
- e. Plan View Showing Distance to and Location of Nearest Structures

4. Mitigation Design - Created/Restored Habitat

- a. Wetland Watershed Map
- b. Grading Plan
- c. Planting Plan

B. Tables

- 1. Impact Acreage*
- 2. Impact vs. Mitigation Acreage/Linear Feet*
- 3. Success Criteria*
- 4. Species to Be Planted*

C. Schedules

- 1. Monitoring*
- 2. Implementation*
- 3. Maintenance Inspections*

APPENDIX B. FORMAT INFORMATION

A. Reports/Proposals

1. Headings

All cover, title page, or letter headings must contain the Corps File Number and the date of the document.

2. Contributor Page

List all persons who prepared plan, did monitoring, and/or wrote or edited the text.

3. Distribution Page

List names, titles, and companies/agencies of all persons receiving a copy of the report.

4. Binding

All reports and proposals should be single, stand-alone, separately bound documents. Except for full-size drawings, all materials submitted should be, or be folded to, 8 1/2" x 11". Do not submit reports in three-ring binders as they do not work with our Filing system. Please bind your final submittal with this in mind.

B. Figure Format

All maps and plans submitted should be legible, complete, clear, and at the appropriate scale. Each should include the following:

1. Title Block.

2. Date of Preparation.

3. Date(s) of any Modifications.

4. 1" Margin at Top of Sheet.

5. North Arrow (Plan Views).

The orientation of the map on the page (as it is read) should be the same for all maps submitted. By convention, North will normally be toward the top of the page.

6. Scale.

Base topo maps should be full-sized (1 inch = 100 feet or less, 1 inch = 200 feet for very large projects).

7. Datum.

Reference elevation datum must be indicated for both plan and section views.

8. Jurisdictional Boundaries

Tidal waters – M.L.W., MHW, LTL

Non-tidal waters (stream channels) – OHW

Wetlands – boundaries

9. Legend

Identify all symbols, patterns or screens used. If color figures are used, information should be understandably presented in a form that is reproducible in black and white.

APPENDIX C. MONITORING REPORT OUTLINE

I. Monitoring Report Content

A. Project Information

1. Project name
2. Applicant name, address, and phone number
3. Consultant name, address, and phone number (if appropriate)
4. Corps permit file number
5. Acres of impact and type(s) of habitat impacted
6. Date project construction commenced
7. Indication of mitigation monitoring year (i.e. first, second, third, etc.)
8. Amount and information on any required performance bond or surety, if any

B. Compensatory Mitigation Site Information

1. Location of the site (regional map may be appropriate)
2. Specific purpose/signals for the compensatory mitigation site
3. Date mitigation site construction and planting completed
4. Dates summary of previous maintenance and monitoring visits
5. Name, address, and contact number of responsible parties for the site
6. Summary of remedial action, if any

C. Location Map

D. Site Map (usually no larger than 11 x 17 unless a different scale is requested by the project manager).

The map should include the following information:

1. Habitat types as described in the approved mitigation plan
2. Locations of any photographic record stations
3. Landmarks
4. Location of sample points

E. List of Corps-Approved Success Criteria

F. Tabulated Results of Monitoring Visits, Including Previous Years, Versus Success Criteria

G. Summary of Field Data Taken to Determine Compliance with Success Criteria

H. Problems Noted and Proposed Remedial Measures

II. Appendices

A. Original Data Sheets and Technical Appendices, as required by the Corps project manager

B. Photographic Record of the Site during most recent monitoring visit at record stations

APPENDIX D. COWARDIN WETLANDS AND DEEPWATER HABITAT CLASSIFICATION

**APPENDIX E: FEDERAL GUIDANCE ON THE USE OF IN-LIEU-FEE
ARRANGEMENTS FOR COMPENSATORY MITIGATION UNDER SECTION 404 OF
THE CLEAN WATER ACT AND SECTION 10 OF THE RIVERS AND HARBORS ACT**



Federal Guidance on the Use of In-Lieu-Fee Arrangements for Compensatory Mitigation under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act

I. Purpose

Compensatory mitigation projects are designed to replace aquatic resource functions and values that are adversely impacted under the Clean Water Act Section 404 and Rivers and Harbors Act Section 10 regulatory programs. These mitigation objectives are stated in regulation, the 1990 Memorandum of Agreement on mitigation between Environmental Protection Agency (EPA) and the Department of the Army, the November 28, 1995, Federal Guidance on the Establishment, Use and Operation of Mitigation Banks (“Banking Guidance”), and other relevant policy. The advent of in-lieu-fee approaches to mitigation has highlighted the importance of several fundamental objectives that the agencies established for determining what constitutes appropriate compensatory mitigation. The purpose of this memorandum is to clarify the manner in which in-lieu-fee mitigation may serve as an effective and useful approach to satisfy compensatory mitigation requirements and meet the Administration’s goal of no overall net loss of wetlands. This in-lieu-fee guidance elaborates on the discussion of in-lieu-fee mitigation arrangements in the Banking Guidance by outlining the circumstances where in-lieu-fee mitigation may be used, consistent with existing regulations and policy.

II. Background

A. “In-lieu-fee” mitigation occurs in circumstances where a permittee provides funds to an in-lieu-fee sponsor instead of either completing project-specific mitigation or purchasing credits from a mitigation bank approved under the Banking Guidance.

B. A fundamental precept of the Section 404(b)(1) Guidelines is that no discharge of dredged or fill material in waters of the U.S. may be permitted unless appropriate and practicable steps have been taken to minimize all adverse impacts associated with the discharge. (40 CFR 230.10(d)) Specifically, the Section 404(b)(1) Guidelines establish a mitigation sequence, under which compensatory mitigation is required to offset wetland losses after all appropriate and practicable steps have been taken to first avoid and then minimize wetland impacts. Compliance with these mitigation sequencing requirements is an essential environmental safeguard to ensure

that CWA objectives for the protection of wetlands are achieved. The Section 404 permit program relies on the use of compensatory mitigation to offset unavoidable wetlands impacts by replacing lost wetland functions and values.

C. The agencies further clarified their mitigation policies in a Memorandum of Agreement (MOA) between the EPA and the Department of the Army Concerning the Determination of Mitigation under the Clean Water Act Section 404(b)(1) Guidelines (February 6, 1990). That document reiterates that “the Clean Water Act and the Guidelines set forth a goal of restoring and maintaining existing aquatic resources. The Corps will strive to avoid adverse impacts and offset unavoidable adverse impacts to existing aquatic resources, and for wetlands, will strive to achieve a goal of no overall net loss of values and functions.” Moreover, the MOA clarifies that mitigation “should be undertaken, when practicable, in areas adjacent or contiguous to the discharge site,” and that “if on-site compensatory mitigation is not practicable, off-site compensatory mitigation should be undertaken in the same geographic area if practicable (i.e., in close proximity and, to the extent possible, the same watershed).” As outlined in the MOA, the agencies have also agreed that “generally, in-kind compensatory mitigation is preferable to out-of-kind.” The MOA further states that mitigation banking may be an acceptable form of compensatory mitigation. The agencies recognize the general preference for restoration over other forms of mitigation, given the increased chance for ecological success.

D. Pursuant to these standards, project-specific mitigation for authorized impacts has been used by permittees to offset unavoidable impacts. Project-specific mitigation generally consists of restoration, creation, or enhancement of aquatic resources that are similar to the aquatic resources of the impacted area, and is often located on the project site or adjacent to the impact area. Permittees providing project specific mitigation have a U.S. Army Corps of Engineers (Corps) approved mitigation plan detailing the site, source of hydrology, types of aquatic resource to be restored, success criteria, contingency measures, and an annual reporting requirement. The mitigation and monitoring plan becomes part of the Section 404 authorization in the form of a special condition. The permittee is responsible for complying with all terms and conditions of the authorization and would be in violation of their authorization if the mitigation did not comply with the approved plan.

E. In 1995, the agencies issued the Banking Guidance. Consistent with that guidance, permittees may purchase mitigation credits from an approved bank. Mitigation banks will generally be functioning in advance of project impacts and thereby reduce the temporal losses of aquatic functions and values and reduce uncertainty over the ecological success of the mitigation. Mitigation banking instruments are reviewed and approved by an interagency Mitigation Banking Review Team (MBRT). The MBRT ensures that the banking instrument appropriately addresses the physical and legal characteristics of the bank and how the bank will be established and operated (e.g., classes of wetlands and/or other aquatic resources proposed for inclusion in the bank, geographic service area where credits may be sold, wetland classes or other aquatic resource impacts suitable for compensation, methods for determining credits and debits). The bank sponsor is responsible for the operation and maintenance of the bank during its

operational life, as well as the long-term management and ecological success of the wetlands and/or other aquatic resources, and must provide financial assurances.

F. The Banking Guidance describes in-lieu-fee mitigation as follows: "...in-lieu-fee, fee mitigation, or other similar arrangements, wherein funds are paid to a natural resource management entity for implementation of either specific or general wetland or other aquatic resource development project, are not considered to meet the definition of mitigation banking because they do not typically provide compensatory mitigation in advance of project impacts. Moreover, such arrangements do not typically provide a clear timetable for the initiation of mitigation efforts. The Corps, in consultation with the other agencies, may find circumstances where such arrangements are appropriate so long as they meet the requirements that would otherwise apply to an offsite, prospective mitigation effort and provides adequate assurances of success and timely implementation. In such cases, a formal agreement between the sponsor and the agencies, similar to a banking instrument, is necessary to define the conditions under which its use is considered appropriate."

III. Use of In-Lieu-fee Mitigation in the Regulatory Program

In light of the above considerations and in order to ensure that decisions regarding the use of in-lieu-fee mitigation are made more consistently with existing provisions of agency regulations and permit policies, the following clarification is provided. It is organized in a tiered manner to reflect and incorporate the agencies' broader mitigation policies, and is based on relative assurances of ecological success.

A. Impacts Authorized Under Individual Permit: In-lieu-fee agreements may be used to compensate for impacts authorized by individual permit if the in-lieu-fee arrangement is developed (or revised, if an existing agreement), reviewed, and approved using the process established for mitigation banks in the Banking Guidance. MBRTs should review applications from such in-lieu-fee sponsors to ensure that such agreements are consistent with the Banking Guidance.

B. Impacts Authorized Under General Permit: As a general matter, in-lieu-fee mitigation should only be used to compensate for impacts to waters of the U.S. authorized by a Section 404 general permit, as described below:

1. Where "On-site" Mitigation Is Available and Practicable: As a general matter, compensatory mitigation that is completed on or adjacent to the site of the impacts it is designed to offset (i.e., project-specific mitigation done by permittees consistent with Corps approved mitigation plans) is preferable to mitigation conducted off-site (i.e., mitigation bank or in-lieu-fee mitigation). The agencies' preference for on-site mitigation, indicated in the 1990 Memorandum of Agreement on mitigation between the EPA and the Department of the Army, should not preclude the use of a mitigation bank or in-lieu-fee mitigation when

there is no practicable opportunity for on-site compensation, or when use of a bank or in-lieu-fee mitigation is environmentally preferable to on-site compensation, consistent with the provisions in paragraph 2 below.

2. Where “On-site” Mitigation Is Not Available or Practicable: Except as noted below in a. or b., where on-site mitigation is not available, practicable, or determined to be less environmentally desirable, use of a mitigation bank is preferable to in-lieu-fee mitigation where permitted impacts are within the service area of a mitigation bank approved to sell mitigation credits, and those credits are available. Use of a mitigation bank is also preferable over in-lieu-fee mitigation where both the available in-lieu-fee arrangement and the service area of an approved mitigation bank are outside of the watershed of the permitted project impacts, unless the mitigation bank is determined on a case by case basis to not be practicable and environmentally desirable.

a. Where Mitigation Bank Does Not Provide “In-kind” Mitigation: In those circumstances where wetlands impacts proposed for general permit authorization are within the service area of an approved mitigation bank with available credits, but the impacted wetland type is not identified by the Mitigation Banking Instrument for compensation within such bank, then the authorized impact may be compensated through an in-lieu-fee arrangement, subject to the considerations described in Section IV below, if the in-lieu-fee arrangement would provide in-kind restoration as mitigation.

b. Where Mitigation Bank Does Not Provide Restoration, Creation, or Enhancement Mitigation: In those circumstances where wetlands impacts proposed for general permit authorization are within the service area of an approved mitigation bank, but the only available credits are through preservation, then the authorized impact may be compensated through an in-lieu-fee arrangement subject to the considerations described in Section IV below, if the in-lieu-fee arrangement would provide in kind restoration as mitigation.

IV. Planning, Establishment, and Use of In-lieu-fee Mitigation Arrangements

This section describes the basic considerations that should be addressed for any proposed use of in-lieu-fee mitigation to offset unavoidable impacts associated with a discharge authorized under a general permit described in Section III above.

A. Planning considerations:

1. Qualified Organizations: Given the goal to ensure long-term mitigation success, the Corps, in consultation with the other Federal agencies, should carefully evaluate the demonstrated performance of natural resource management organizations (e.g., governmental organizations, land trusts) prior to approving them to manage in-lieu-fee arrangements. In fact, given the unique strengths and specialties of such organizations, it may be useful for the Corps, in consultation with other Federal resource agencies, to establish formal arrangements with several natural resource management organizations to ensure there are sufficient options to effectively replace lost functions and values. In any event, in-lieu-fee arrangements and subsequent modifications should be made in consultation with the other Federal agencies and only after an opportunity for public notice and comment has been afforded.
2. Operational Information: Those organizations considered qualified to implement formal in-lieu-fee arrangements should work in advance with the Corps to ensure that authorized impacts will be offset fully on a project-by-project basis consistent with Section 10/404 permit requirements. As detailed in the paragraphs that follow, organizations should supply the Corps with information in advance on (1) potential sites where specific restoration projects or types of restoration projects are planned, (2) the schedule for implementation, (3) the type of mitigation that is most ecologically appropriate on a particular parcel, and (4) the financial, technical, and legal mechanisms to ensure long-term mitigation success. The Corps should ensure that the formal in-lieu-fee arrangements and project authorizations contain distinct provisions that clearly state that the legal responsibility for ensuring mitigation terms are satisfied fully rests with the organization accepting the in-lieu-fee. In-lieu-fee sponsors should be able to demonstrate approval of all necessary State and local permits and authorizations. In-lieu-fee sponsors (e.g., State) should notify the Corps and MBRT if the service area of any mitigation bank overlaps the jurisdiction in which their in-lieu-fees may be spent.
3. Watershed Planning: Local watershed planning efforts, as a general matter, identify wetlands and other aquatic resources that have been degraded and usually have established a prioritization list of restoration needs. In-lieu-fee mitigation projects should be planned and developed to address the specific resource needs of a particular watershed.
4. Site Selection: The Federal agencies and in-lieu-fee sponsor should give careful consideration to the ecological suitability of a site for achieving the goal and objectives of compensatory mitigation (e.g., possess the physical, chemical and biological characteristics to support the desired aquatic resources and functions,

preferably in-kind restoration or creation of impacted aquatic resources). The location of the site relative to other ecological features, hydrologic sources, and compatibility with adjacent land uses and watershed management plans shall be considered by the Federal agencies during the evaluation process.

5. Technical Feasibility: In-lieu-fee mitigation should be planned and designed to be self-sustaining over time to the extent possible. The techniques for establishing aquatic resources must be carefully selected. The restoration of historic or substantially degraded aquatic resources (e.g., prior-converted cropland, farmed wetlands) utilizing proven techniques increases the likelihood of success and typically does not result in the loss of other valuable resources. Thus, restoration should be the first option considered for siting in-lieu-fee mitigation. This guidance recognizes that in some circumstances aquatic resources must be actively managed to ensure their sustainability. Furthermore, long-term maintenance requirements may be necessary and appropriate in some cases (e.g., to maintain fire dependent habitat communities in the absence of natural fire, to control invasive exotic plant species). Proposed mitigation techniques should be well-understood and reliable. When uncertainties surrounding the technical feasibility of a proposed mitigation technique exist, appropriate arrangements may be phased-out or reduced once the attainment of prescribed performance standards is demonstrated. In any event, a plan detailing specific performance standards should be submitted to ensure the technical success of the project can be evaluated.

6. Role of Preservation: As described in the Banking Guidance, simple purchase or “preservation” of existing wetlands may be accepted as compensatory mitigation only in exceptional circumstances. Mitigation credit may be given when existing wetlands and/or other aquatic resources are preserved in conjunction with restoration, creation or enhancement activities, and when it is demonstrated that the preservation will augment the functions of the restored, created or enhanced aquatic resource.

7. Collection of Funds: Funds collected under any in-lieu-fee arrangement should be used for replacing wetlands functions and values and not to finance non-mitigation programs and priorities (e.g., education projects, research). Funds collected should be based upon a reasonable cost estimate of all funds needed to compensate for the impacts to wetlands or other waters that each permit is authorized to offset. Funds collected should ensure a minimum of one-for-one acreage replacement, consistent with existing regulation and permit conditions. Land acquisition and initial physical and biological improvements should be completed by the first full growing season following collection of the initial funds. However, because site improvements associated with in-lieu-fee mitigation may take longer to initiate, initial physical and biological improvements may be

completed no later than the second full growing season where 1) initiation by the first full growing season is not practicable, 2) mitigation ratios are raised to account for increased temporal losses of aquatic resource functions and values, and 3) the delay is approved in advance by the Corps.

8. Monitoring and Management: The in-lieu-fee sponsor is responsible for securing adequate funds for the operation and maintenance of the mitigation sites. The wetlands and/or other aquatic resources in the mitigation site should be protected in perpetuity with appropriate real estate arrangements (e.g., conservation easements, transfer of title to Federal or State resource agency or non-profit conservation agency). Such arrangements should effectively restrict harmful activities (e.g., incompatible uses) that might otherwise jeopardize the purpose of the compensatory mitigation. In addition, there should be appropriate schedules for regular (e.g., annual) monitoring reports to document funds received, impacts permitted, how funds were disbursed, types of projects funded, and the success of projects conducted under the in-lieu-fee arrangement. The Corps, in conjunction with other Federal and State agencies, should evaluate the reports and conduct regular reviews to ensure that the arrangement is operating effectively and consistent with agency policy and the specific agreement. The Corps will track all uses of in-lieu-fee arrangements and report those figures by public notice on an annual basis.

B. Establishment of In-Lieu-Fee Agreements:

A formal in-lieu-fee agreement, consistent with the planning provisions above, should be established by the sponsor with the Corps, in consultation with the other agencies. It may be appropriate to establish an “umbrella” arrangement for the establishment and operation of multiple sites. In such circumstances, the need for supplemental information (e.g., site specific plans) should be addressed in specific in-lieu-fee agreements. The in-lieu-fee agreement should contain:

1. a description of the sponsor’s experience and qualifications with respect to providing compensatory mitigation;
2. potential site locations, baseline conditions at the sites, and general plans that indicate what kind of wetland compensation can be provided (e.g., wetland type, restoration or other activity, proposed time line, etc.);
3. geographic service area;
4. accounting procedures;
5. methods for determining fees and credits;
6. a schedule for conducting the activities that will provide compensatory mitigation or a requirement that projects will be started within a specified time after impacts occur;
7. performance standards for determining ecological success of mitigation sites;

8. reporting protocols and monitoring plans;
9. financial, technical and legal provisions for remedial actions and responsibilities (e.g., contingency fund);
10. financial, technical and legal provisions for long-term management and maintenance (e.g., trust); and
11. provision that clearly states that the legal responsibility for ensuring mitigation terms are fully satisfied rests with the organization accepting the fee.

In cases where initial establishment of in-lieu-fee compensatory mitigation involves a discharge into waters of the United States requiring Section 10/404 authorization, submittal of a Section 10/404 application should be accompanied by the in-lieu-fee agreement.

V. General

A. Effect of Guidance. This guidance does not change the substantive requirements of the Section 10/404 regulatory program. Rather, it interprets and provides guidance and procedures for the use of in-lieu fee mitigation consistent with existing regulations. The policies set out in this document are not final agency action, but are intended solely as guidance. The guidance is not intended, nor can it be relied upon, to create any rights enforceable by any party in litigation with the United States. This guidance does not establish or affect legal rights or obligations, establish a binding norm on any party and it is not finally determinative of the issues addressed. Any regulatory decisions made by the agencies in any particular matter addressed by this guidance will be made by applying the governing law and regulations to the relevant facts.

B. Definitions. Unless otherwise noted, the terms used in this guidance have the same definitions as those terms in the Banking Guidance. Note that as part of the Administration's Clean Water Action Plan, the Federal agencies have proposed a tracking system to more accurately account for wetland losses and gains that includes definitions of terms such as restoration used in wetland programs. Future notice will be given when these definitions will be applied to Section 10/404 regulatory program.

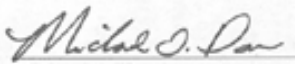
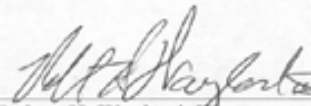
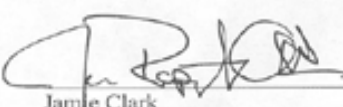
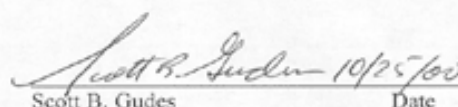
C. Effective Date. This guidance is effective immediately on the date of the last signature below. Therefore, existing in-lieu-fee arrangements or agreements should be reviewed and modified as necessary in light of the above.

D. Conversion to Banks: If requested by the in-lieu-fee sponsor, the Corps, in conjunction with the other Federal agencies, will provide assistance and recommendations on the steps necessary to convert individual in-lieu-fee arrangements to mitigation banks, consistent with the Banking Guidance.

E. Future Revisions. The agencies are supporting a comprehensive, independent evaluation of the effectiveness of compensatory mitigation by the National Academy of Sciences. The technical results of this evaluation are expected to be used by the public to improve the

quality of wetlands and aquatic resource restoration, creation, and enhancement. The agencies will take note of the results of this evaluation and other relevant information to make any necessary revisions to guidance on compensatory mitigation, to ensure the greatest opportunity for ecological success of restored, created, and enhanced wetlands and other aquatic resources. At a minimum, a review of the use of this guidance will be initiated no later than 12 months after the effective date.

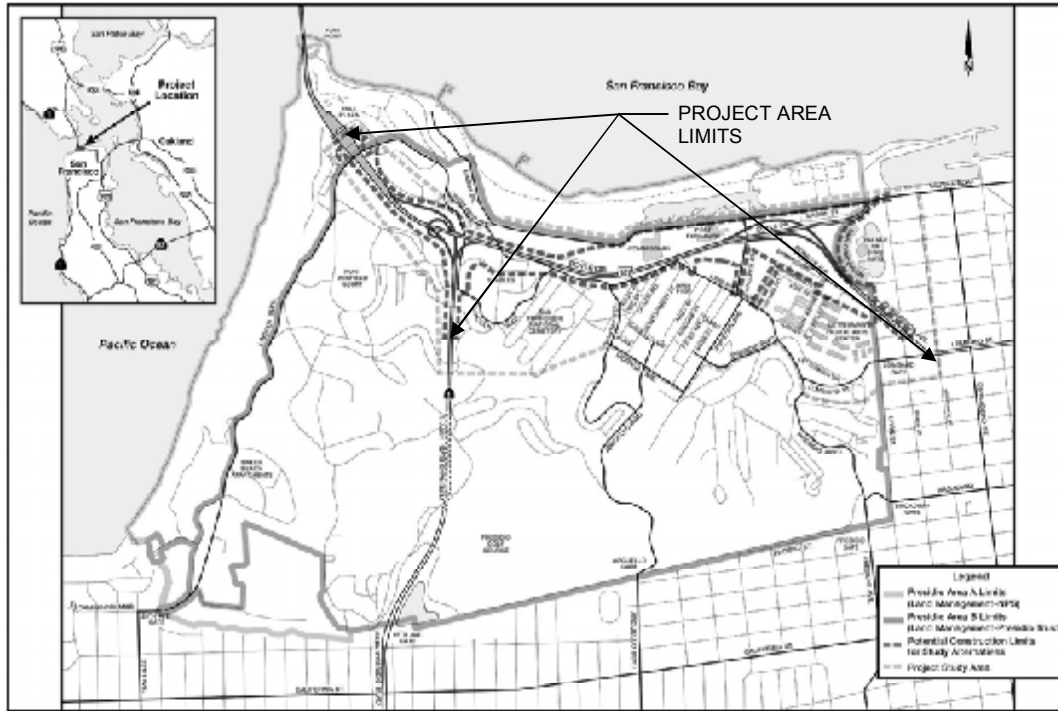
FOR FURTHER INFORMATION CONTACT: *Mr. Jack Chowning (Corps) at (202) 761-1781; Ms. Lisa Morales (EPA) at (202) 260-6013; Ms. Susan Marie Stedman (NMFS) at (301) 713-2325; Mr. Mark Matusiak (USFWS) at (703) 358-2183.*

 Michael L. Davis Deputy Assistant Secretary (Civil Works) Department of the Army	<i>Oct 20, 2009</i> Date	 Robert H. Wayland, III Director, Office of Wetlands, Oceans, and Watersheds U.S. Environmental Protection Agency	<i>10/29/09</i> Date
 Jamie Clark Director Fish and Wildlife Service Department of Interior	<i>10/31/09</i> Date	 Scott B. Gudes Deputy Under Secretary for Oceans and Atmosphere National Oceanic and Atmospheric Administration Department of Commerce	<i>10/25/09</i> Date



04-SF-101, KP 12.8–15.7 (PM 8.0–9.8)
 04-SF-001, KP 10.9-11.4 (PM 6.8-7.1)
 RU 04242 - EA 163700
 Program Code: HE-12

DRAFT TRANSPORTATION MANAGEMENT PLAN



In the City and County of San Francisco on Route 101, Doyle Drive and Richardson Avenue from Broderick Street to the Golden Gate Bridge Toll Plaza and, on Route 1, from the Ruckman Undercrossing to the Route 101 Junction

I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

 R.A. Macpherson
 DEPUTY DISTRICT DIRECTOR - RIGHT OF WAY

APPROVAL RECOMMENDED:

 Nidal Tuqan
 PROJECT MANAGER

APPROVED:

 Helena "Lenka" Culik-Caro
 DEPUTY DISTRICT DIRECTOR

 DATE

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SUMMARY

This document, the Draft Traffic Management Plan (TMP) for the Doyle Drive Replacement Project, addresses construction-related impacts on transportation, associated with the construction of the Preferred Alternative, the Refined Presidio Parkway. The objectives of this TMP are to ensure adequate highway capacity to meet project area travel demand during the construction period; minimize disruptions to travelers while preserving efficient and safe movement of traffic; maintain transit service in the project vicinity, and inform the public of potential impacts.

The construction of the Refined Presidio Parkway Alternative is scheduled to last four years or less. Construction activities will require the development of alternate routes for traffic, plans for continued transit service and bicycle and pedestrian accessibility, and outreach strategies to inform the public.

Construction staging diagrams have been developed and are provided in the TMP. These diagrams indicate ramp, lane, and mainline closures, as well as describing alternate routes for vehicular traffic during construction. Of particular note are the two planned full-weekend closures of Doyle Drive, occurring at the end of Stage 1 and Stage 2 of construction.

The Doyle Drive corridor is heavily used by transit services including Golden Gate Transit, Muni, and the PresidiGo shuttle service. During the construction period, coordination with these agencies will ensure that adequate transit service will be maintained. Plans have also been developed to maintain bicycle and pedestrian routes throughout the Presidio.

Efforts to ensure that the public, media, and elected officials and agencies are adequately informed of project progress are a critical component of the TMP. Public outreach efforts include web-based information, telephone hotlines, radio announcements, flyers, and changeable message signs along area roads.

1.0 INTRODUCTION

Doyle Drive is located in the Presidio of San Francisco (the Presidio), in the northern part of the City of San Francisco, at the southern approach to the Golden Gate Bridge, as shown in **Exhibit 1-1**. Doyle Drive is 2.4 kilometers (1.5 miles) long with six traffic lanes. There are three San Francisco approach ramps which connect to Doyle Drive: one beginning at the intersection of Marina Boulevard and Lyon Street; one at the intersection of Richardson Avenue and Lyon Street; and one where Veterans Boulevard (State Route 1) merges into Doyle Drive, approximately 1.6 kilometers (one mile) west of the Marina Boulevard approach. Doyle Drive passes through the Presidio on an elevated concrete viaduct (low-viaduct) and transitions to a high steel truss viaduct (high-viaduct) as it approaches the Golden Gate Bridge Toll Plaza.

Built in 1936, Doyle Drive is approaching the end of its useful life, although regular maintenance, seismic retrofit, and partial rehabilitation activities are keeping the structure safe in the short-term. However, further structural degradation caused by age, the effects of heavy traffic, and exposure to salt air will cause the structures to become seismically and structurally unsafe in the coming years. In addition, the eastern portion of the aging facility is located in a potential liquefaction zone, identified on the State of California Seismic Hazard Zones map dated August 2000.

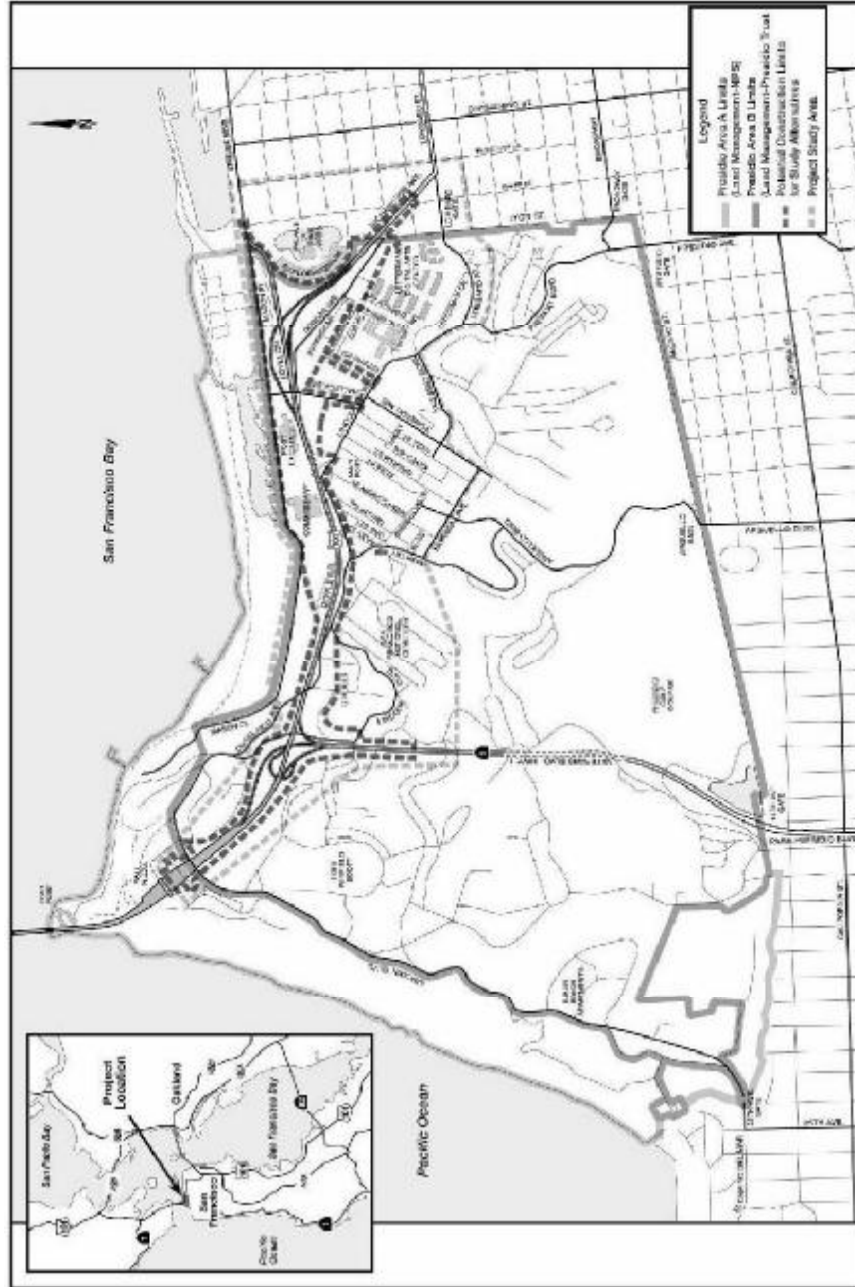
Currently, Doyle Drive has nonstandard design elements, including travel lanes from 2.9 to 3.0 meters (9.5 to 10.0 feet) in width, no fixed median barrier, no shoulders, and exit ramps that have tight turning radii. During peak traffic hours, plastic pylons are manually moved to provide a median lane as well as to reverse the direction of traffic flow of several lanes (Project Study Report: Doyle Drive Reconstruction, 1993).

It is proposed to construct a new roadway to replace the existing six-lane Doyle Drive portion of Route 101. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco and its purpose as a National Park.

The Draft Transportation Management Plan (TMP) for the Doyle Drive Project was developed to address the construction-related impacts of the Preferred Alternative, which was chosen as the alternative that best meets project goals. The objectives of the TMP are to:

- Ensure adequate highway capacity to meet travel demand during construction period in the project area;
- Maintain efficient and safe movement of traffic and minimize disruption to traffic flow during construction; and
- Inform the public of potential construction impacts in the project study area.

EXHIBIT 1-1
Project Vicinity and Location



Project Vicinity and Location



2.0 PROJECT DESCRIPTION

2.1 Background

The Doyle Drive project study area, as shown in **Exhibit 1-1**, extends on the west from the Golden Gate Bridge Toll Plaza to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue, and Marina Boulevard. On the eastern side of the project area, access to Doyle Drive is provided via two approaches: one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. Access is also provided where Veterans Boulevard connects to Doyle Drive.

In the South Access to the Golden Gate Bridge – Doyle Drive Draft Environmental Impact Statement/Report (DEIS/R), three alternatives were identified for further study: a No-Build scenario and two build alternatives. Following the release of the DEIS/R in December 2005, individuals and agency staff provided comments regarding the environmental analysis and project alternatives. Based on these comments and agency/public workshops, it was determined that one of the build alternatives, Alternative 5: Presidio Parkway, would best meet the purpose and need of the Doyle Drive project, if certain modifications to the proposed design were made.

In response to these comments refinements were made to the Presidio Parkway Alternative. The Doyle Drive Subcommittee to the Citizens' Advisory Committee (CAC), the Doyle Drive Executive Committee comprised of lead, cooperating, and responsible agencies and the Authority CAC held meetings in July 2006, to consider recommendations for a preferred alternative and design options. The Preferred Alternative, the Refined Presidio Parkway, was identified and is described in the following section.

2.2 Preferred Alternative: Refined Presidio Parkway

The Refined Presidio Parkway Alternative would replace the existing facility with a new six-lane facility and an eastbound auxiliary lane, between the Park Presidio Interchange and the new Presidio access at Girard Road. The new facility would consist of two 3.3-meter (11 foot) lanes and one 3.6-meter (12 foot) outside lane in each direction, with 3.0-meter outside shoulders and 1.2-meter inside shoulders. The southbound direction would include a 3.3-meter (11 foot) auxiliary lane from the Park Presidio Interchange to the Girard Road exit ramp. The total roadway width would be 32.1 meters (105.3 feet), and the overall facility width including the median would vary from 37.1 to 44.6 meters (121.7 to 146.3 feet). The width of the proposed landscaped median would vary from 5.0 meters (16 feet) to 12.5 meters (41 feet). To minimize impacts to the park, the footprint of the new facility would overlap with a large portion of the existing facility's footprint east of the Park Presidio Interchange. This alternative would not preclude the Golden Gate Bridge Highway and Transportation District's (GGBHTD) parking of the moveable median barrier machine in the median of Doyle Drive, south of the Golden Gate Bridge Toll Plaza.

A 390-meter (1,279-foot) long high-viaduct would be constructed between the Park Presidio Interchange and the San Francisco National Cemetery. The height of the high-viaduct would vary from twenty to 35 meters (66 to 115 feet) above the ground surface. Shallow cut-and-cover tunnels would extend 260 meters (853 feet) past the cemetery to east of Battery Blaney. The facility would then continue towards the Main Post in an open at-grade roadway with a wide heavily landscaped median. A retaining wall between four to eight meters (13 to 26 feet)

high would be constructed along the south side of the facility between the Battery and Main Post tunnels. A landscaped berm would be constructed along the north side of the facility to shield park visitors from the proposed facility.

From Building 106 (Band Barracks) cut-and-cover tunnels up to 310 meters long (1,017 feet) would extend to east of Halleck Street. The amount of fill over the tunnels is being coordinated with the Trust based on requirements of their *Vegetation Management Plan*. The expected minimum depth to support native vegetation is two meters (6 feet). The facility would then rise slightly on a low level causeway 120 meters (394 feet) long over the site of the proposed Tennessee Hollow restoration and then pass over a depressed Girard Road. The low causeway would rise to approximately three meters (10 feet) above the surrounding ground surface at its highest point. East of Girard Road the facility would return to existing grade north of the Gorgas warehouses and connect to Richardson Avenue. The proposed facility would provide a transition zone starting from the Main Post tunnel to reduce vehicle speeds prior to entering city streets. A motor control and switch gear room to operate the tunnel life safety equipment would be integrated with the Main Post tunnels.

The Park Presidio Interchange would be reconfigured due to the realignment of Doyle Drive to the south. The exit ramp from southbound Doyle Drive to southbound Veterans Boulevard would be replaced with standard exit ramp geometry and widened to two lanes. The loop of the northbound Doyle Drive exit ramp to southbound Veterans Boulevard would be improved to provide standard exit ramp geometry. The northbound Veterans Boulevard connection to northbound Doyle Drive would be realigned to provide standard entrance ramp geometry. The northbound Veterans Boulevard connection to southbound Doyle Drive would be reconstructed in a similar configuration as the existing directional ramp with improved sight lines, exit and entrance geometry.

The Preferred Alternative would provide direct access to the Presidio and indirect access to Marina Boulevard in both directions via access ramps from Doyle Drive connecting to an extension of Girard Road. East of the new Letterman garage, Gorgas Avenue is a one-way street with a signalized intersection at Richardson Avenue. North of Richardson Avenue, Lyon Street would remain in its existing configuration that provides access to the two-way Palace Drive. The surface parking spaces would be reconfigured to maintain the existing parking supply in the area and improve pedestrian access between the Presidio and the Palace of Fine Arts.

The Preferred Alternative would include extended bus bays on both sides of Richardson Avenue, which would accommodate up to four buses each, and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays would keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses and would facilitate transfers between Golden Gate Transit (GGT), Muni, and PresidiGo vehicles.

Retaining walls would be required at the Park Presidio Interchange to accommodate the reconstruction of the ramps. Retaining walls would also be required in the eastern end of the alignment primarily along the extended Girard Road. Fences would be required along the edge of the at-grade portions of the roadway to restrict pedestrian access onto the roadway. The general configuration and typical section of the Refined Presidio Parkway Alternative are shown in **Exhibits 2-1** and **2-2**.

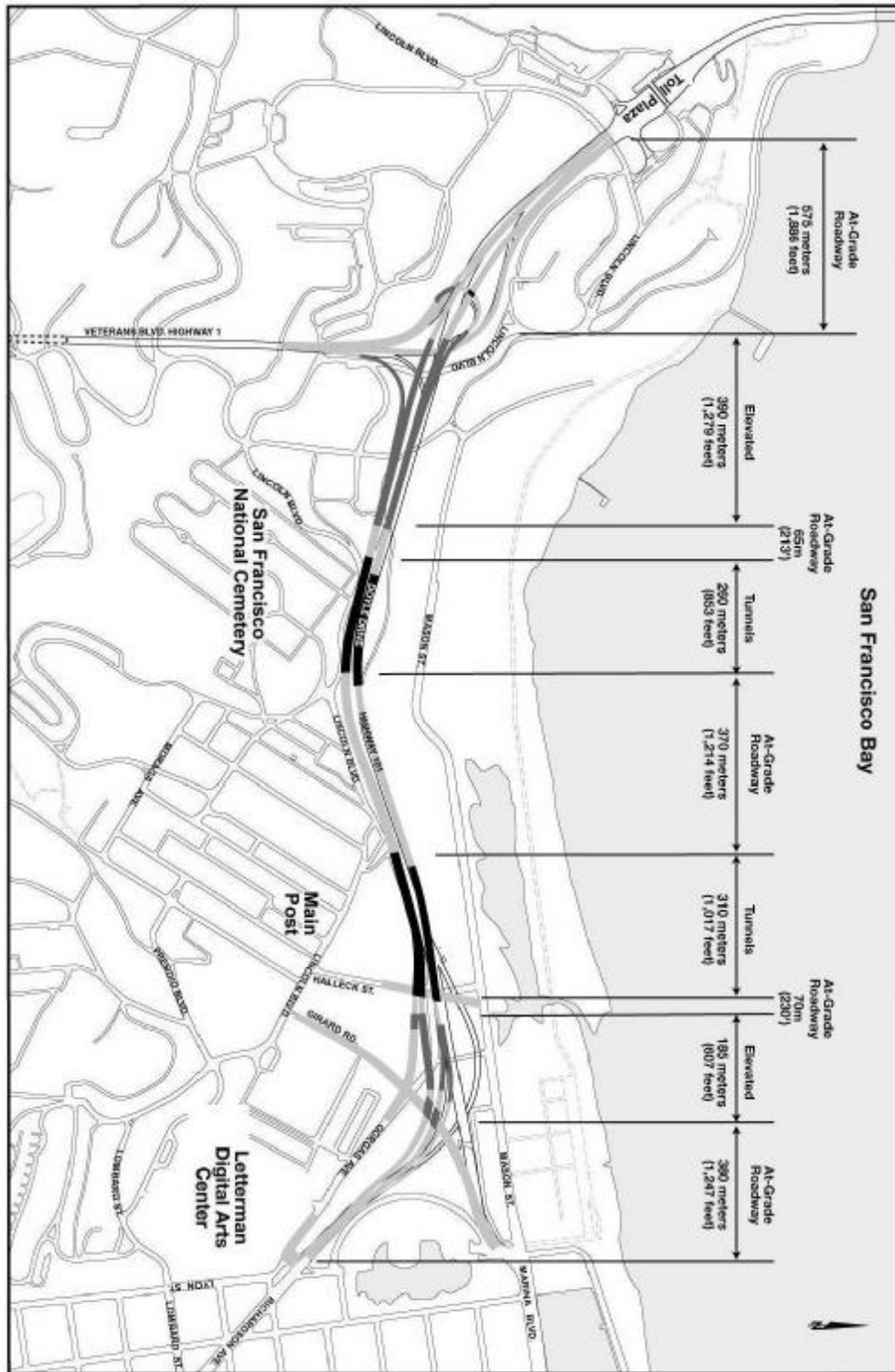
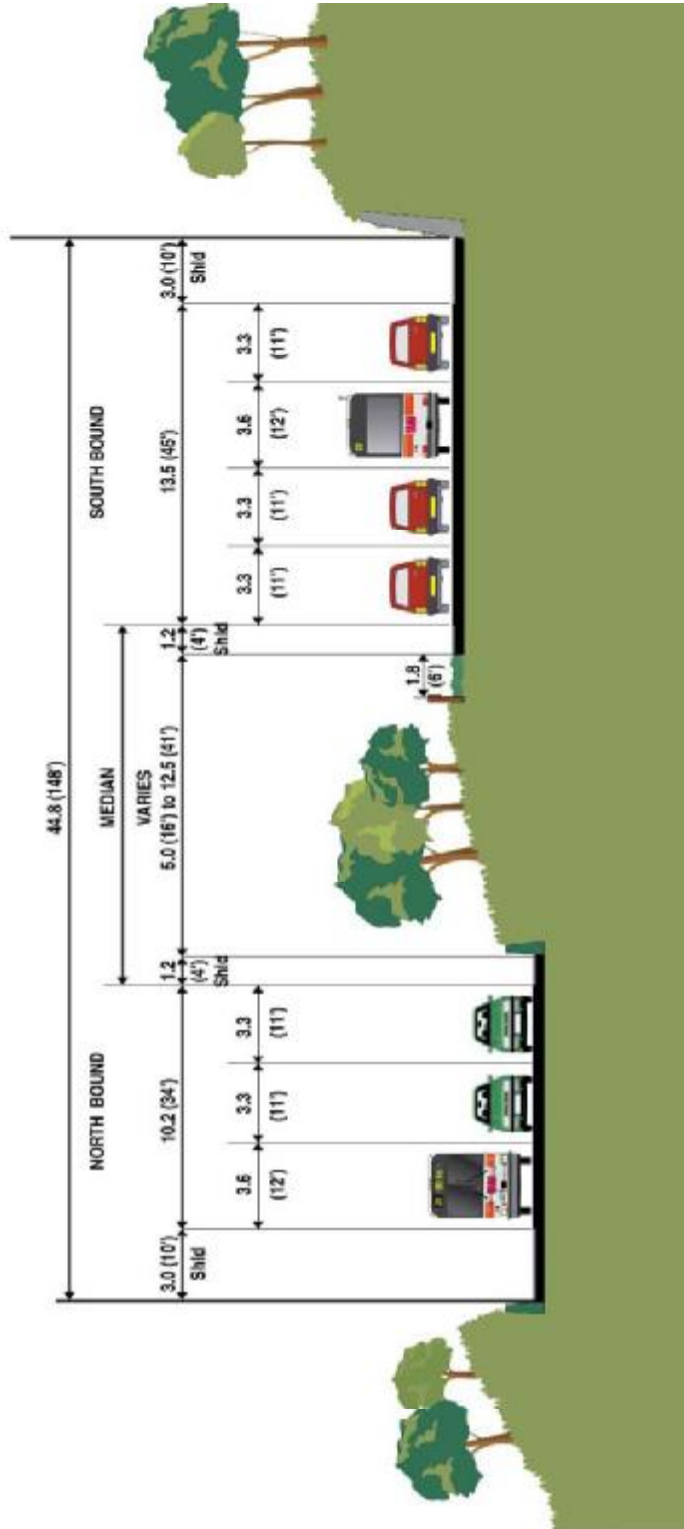


EXHIBIT 2-1
Preferred Alternative – Refined Presidio Parkway

EXHIBIT 2-2
Preferred Alternative – Refined Presidio Parkway



Dimensions provided in meters (feet)

2.3 Proposed Construction Staging and Traffic Handling

The main purpose of construction staging and traffic handling is to accommodate construction period traffic flow, maintain traffic safety, and minimize traffic and neighborhood impacts during the construction period. Construction staging and traffic handling allows work activities within the construction zone to be coordinated and scheduled to achieve the following objectives:

- Minimize lane and ramp closure impacts
- Provide alternate travel routes and services in case of roadway closures
- Provide advance warning and clearly marked detours in case of roadway closures
- Maintain traffic safety within the construction zone.

2.3.1 Construction Staging

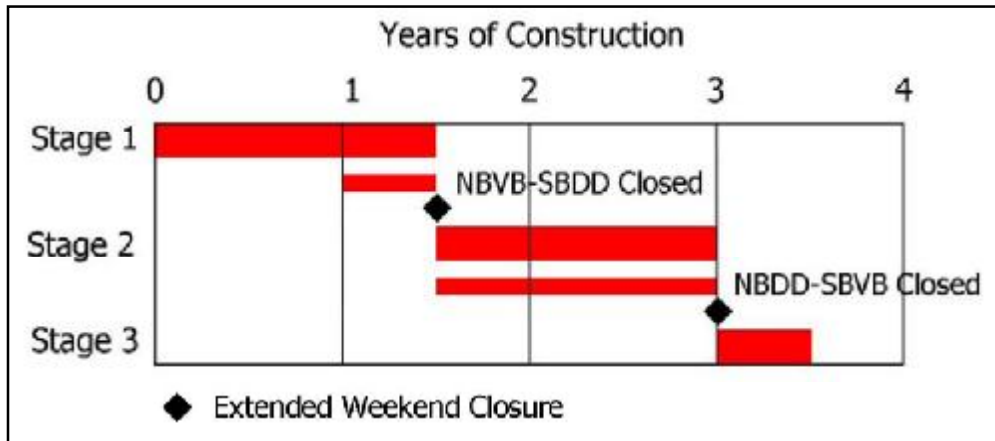
Construction of the Refined Presidio Parkway Alternative is scheduled to last four years or less and is divided into three construction stages, as shown in **Exhibit 2-3**. Necessary mainline, ramp, lane, and local roadway closures and detours are shown in construction phasing diagrams (see **Exhibits 2-4 through 2-8**). The Appendix provides detailed, technical construction staging diagrams, **SC-1 through SC-10**. Detour and closure elements shown in the construction phasing diagrams are discussed in detail in Section 2.3.2 Traffic Handling.

To accomplish necessary construction-related tasks, the Refined Presidio Parkway Alternative would require a primary and a secondary construction staging site. The primary staging area for the Preferred Alternative would be the Post Exchange building footprint and parking lot. The secondary staging area would require the temporary use of the parking lot between Buildings 230 (Presidio Archeology Lab) and 1063 (Medical Supply Warehouse). These staging areas are shown in **Exhibit 2-9**. Access to buildings adjacent to the staging areas and throughout the Presidio would be maintained throughout the construction period through the use of partial closures, and alternate or temporary roadways.

Storage of equipment and materials on-site would be limited to the staging and construction areas to minimize ground disturbance. The majority of equipment and materials would be transported to the site using designated haul roads during daytime hours to minimize disturbance to the surrounding residential neighborhoods and to conform to the City and County of San Francisco construction noise ordinance.

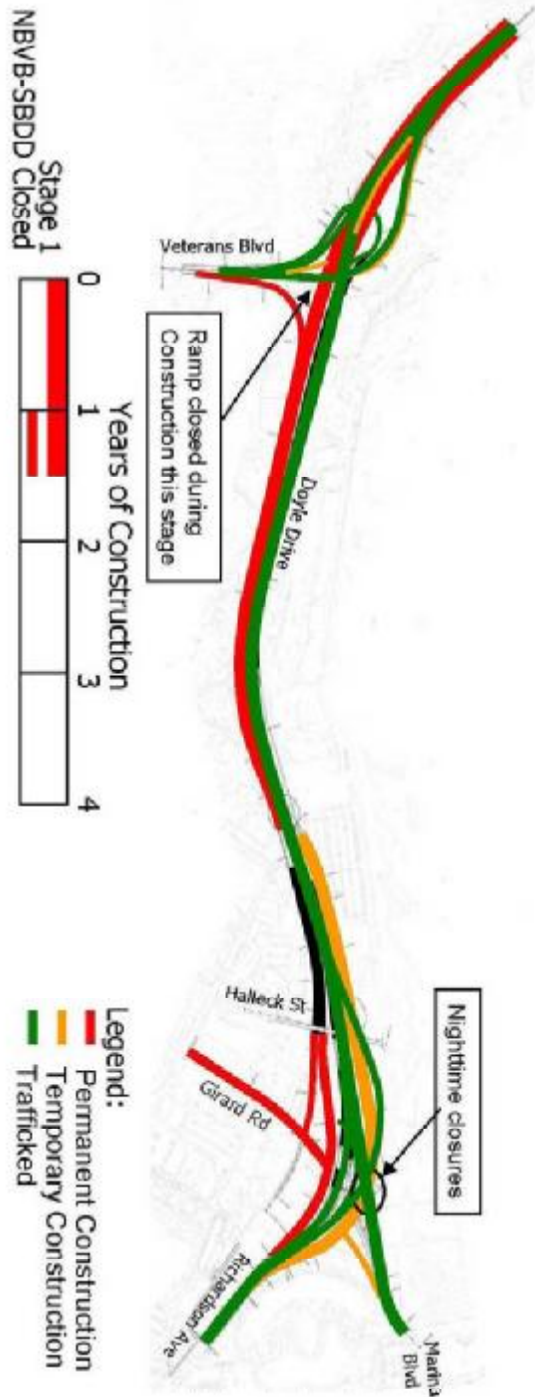
Access for construction vehicles and equipment would be via Lombard Street and Richardson Avenue from the east; Veterans Boulevard from the south; and the Golden Gate Bridge from the north. Mason Street and Lincoln Boulevard have been identified as haul roads within the Presidio. Additional haul roads, including completed detour roads, would be identified prior to the start of construction. Following construction, all haul roads would be restored to existing conditions, or as defined by the land managing agency.

EXHIBIT 2-3 Construction Staging Schedule



Note: DD – Doyle Drive, VB – Veterans Blvd., NB – northbound, SB - southbound

EXHIBIT 2-4
Construction Staging – Stage One, Phase One and Two



Permanent Construction:

Construct off-line portions of permanent Doyle Drive (DD) including SB Battery tunnel, portion of SB DD east of Halleck St and portion of the Girard Rd Interchange. Construct permanent Girard Rd alignment south of DD to Lincoln Blvd. Realign portion of Lincoln Blvd at the Park Presidio Interchange. Construct retaining wall and cantilever roadway section adjacent to Building 106. Remove PX Building and Buildings 230 and 231. Shift DD traffic onto temporary widening west of Park Presidio Interchange. Construct portion of SB DD. Construct Park Presidio Interchange ramps.

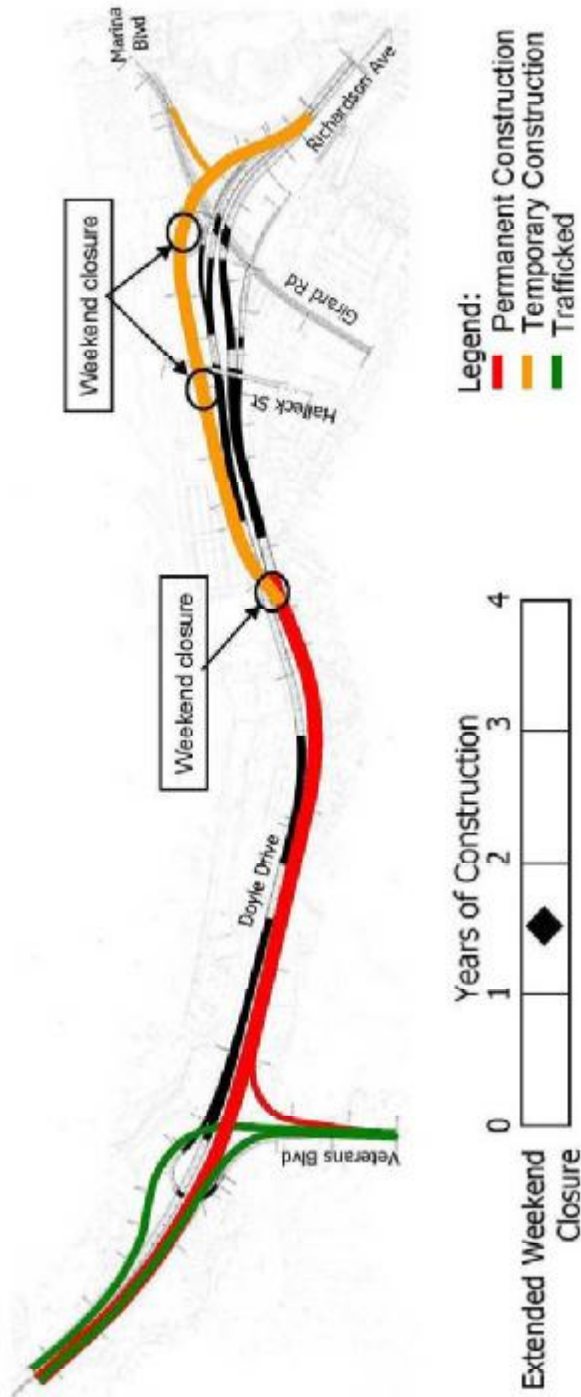
Temporary Construction:

Construct off-line portions of NB and SB DD at-grade alignment. Widen NB and SB DD at the Park Presidio Interchange. Construct ramp from existing NB Veterans Blvd (VB) to future NB DD. Construct ramp from existing SB Doyle Drive to SB VB. Construct at-grade connection to Marina Blvd with traffic signal. Widen SB DD east of National Cemetery to accommodate detour traffic.

Detours:

Close Lincoln Blvd from the National Cemetery to building 106 and divert traffic via Washington Ave. Close NB VB to SB DD ramp for a 6 month duration and divert traffic via Geary Blvd and Van Ness Ave.

**EXHIBIT 2-5
Construction Staging – Stage One Transition, Full Weekend Closure**

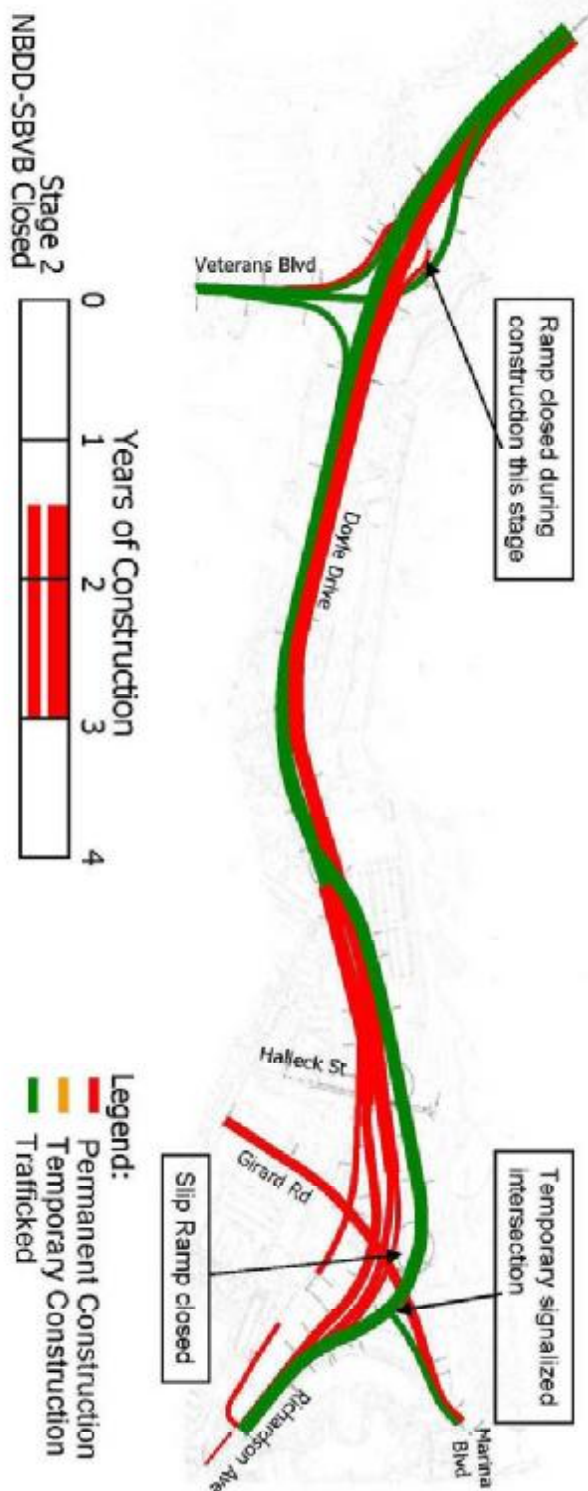


Permanent Construction:
Remove portion of existing DD and Richardson Ramps conflicting with at-grade temporary roadway. Construct portion of SB DD.

Temporary Construction:
Complete NB and SB DD at-grade temporary roadway and cross-over section.

Detours:
Close DD east of Park Presidio Interchange and detour traffic via SB and NB VB, Geary Blvd and Van Ness Ave.

EXHIBIT 2-6
Construction Staging – Stage Two



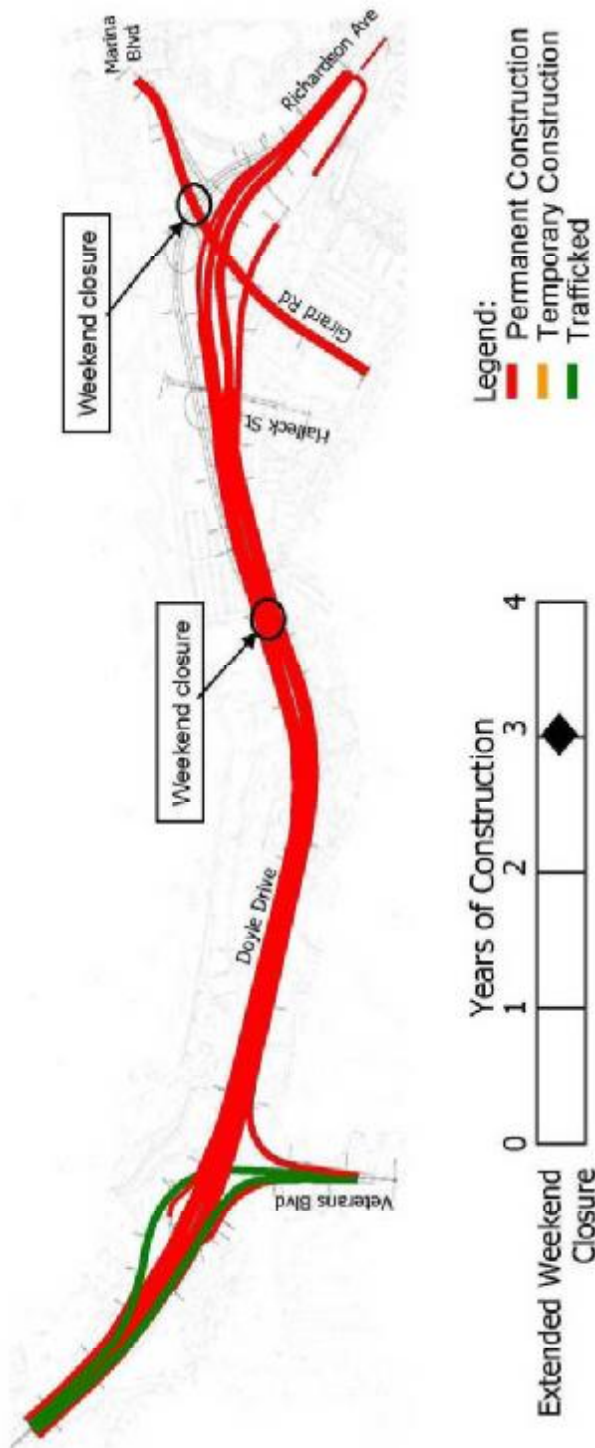
Permanent Construction:

Remove remaining DD east of Park Presidio Interchange. Construct portion of NB DD west and east of the Park Presidio Interchange and NB Battery tunnel. Construct NB and SB DD Main Post Tunnels. Construct Girard Rd to Marina Blvd connection. Complete construction of Grand Rd interchange. Complete construction of the NB DD to SB VB ramp. Remove temporary SB DD ramp to SB VB. Remove temporary ramp from existing NB VB to future NB DD. Remove temporary widening on DD west of Park Presidio Interchange. Shift traffic to permanent ramp from NB VB to NB DD and to permanent ramp from SB DD to SB VB.

Detours:

Divert NB and SB DD traffic onto permanent SB DD and temporary at-grade roadway. Divert NB and SB Marina traffic onto temporary Marina connection. Divert Halleck St traffic via Lincoln Blvd, McDowell Ave and Mason St. Close existing NB DD to SB VB and detour traffic via Van Ness Ave and Geary Blvd.

EXHIBIT 2-7
Construction Staging – Stage Two Transition, Full Weekend Closure



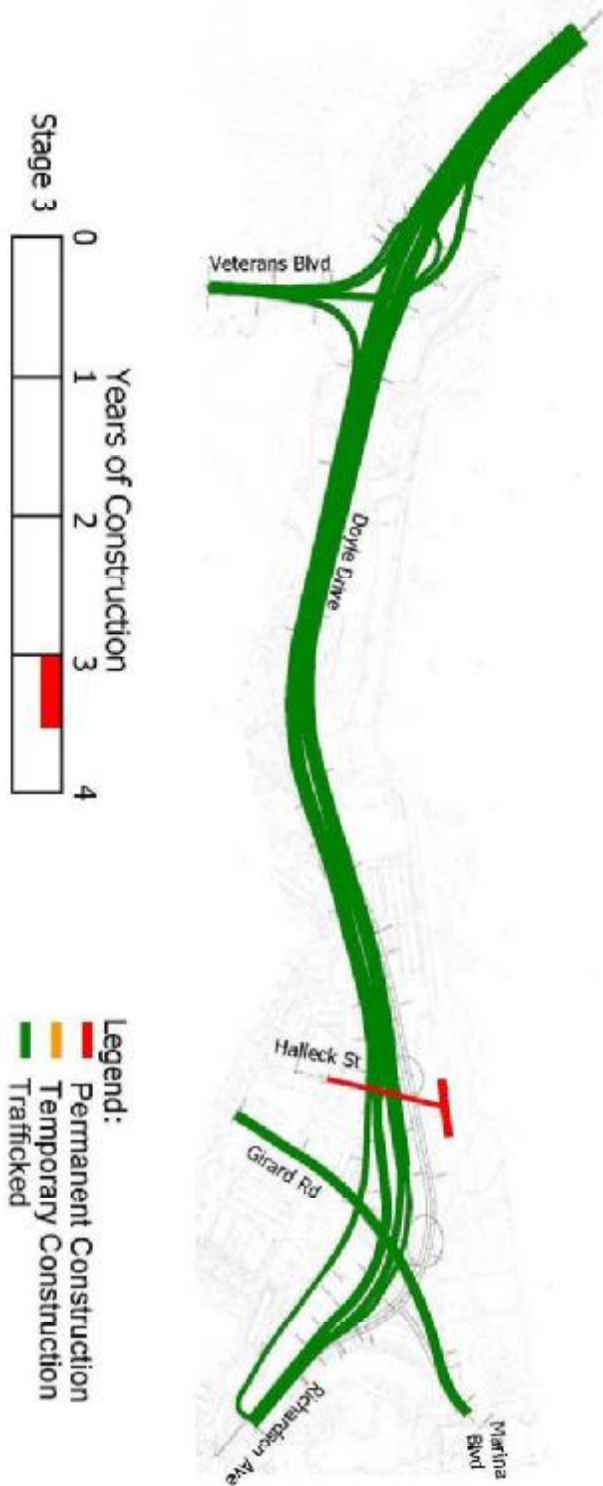
Permanent Construction:

Complete construction of permanent DD and Girard Rd connection to Marina Blvd.

Detours:

Close DD east of Park Presidio Interchange and detour traffic via SB and NB VB, Geary Blvd and Van Ness Ave.

EXHIBIT 2-8
Construction Staging – Stage Three



Permanent Construction:

Remove SB DD temporary widening at Park Presidio Interchange and the temporary at-grade roadway. Remove temporary Marina connection. Construct Halleck St and complete grading over Main Post tunnels. Open permanent DD, NB DD to SB VB ramp and Girard Rd interchange to traffic. Construct parking area and access roads west of Palace of Fine Arts.

EXHIBIT 2-9 Construction Staging Areas



2.3.2 Traffic Handling

To facilitate construction, it is expected that certain mainline, ramp, and local road closures would be required to accomplish construction tasks. All efforts would be made to ensure that, whenever possible, these closures occur during low traffic volume hours to minimize impacts to traffic. Low traffic volumes would occur on Doyle Drive at night and on local roads during the middle of the day, as well as at night. Scheduling activities during these hours ensures that roadways (in the construction area) are open during peak traffic times, thus minimizing traffic disruption.

Lane closure charts have yet to be developed for construction-related closures, as this project is in the Project Approval/Environmental Document (PA/ED) phase. During the Plans, Specifications, and Estimates (PS&E) phase detailed lane closure charts will be developed. The charts will indicate the possible time periods during which the contractor would be allowed to implement various roadway closures.

For all construction traffic handling, each travel lane shall be at least 3.3 meters wide (11 feet) with 0.3 meter shoulders (1 foot). When the existing facility would be used for traffic handling, lane width would match the existing condition with lanes ranging in width from 2.9 to 3.0

meters (9.5 to 10 feet). Standard transition tapers would be used where traffic is required to be shifted either to the outside or inside of the roadway due to the planned construction.

During closures, there may be some loss of roadway capacity due to the impacts on driving behavior associated with the installation of temporary railing (Caltrans Type K). However, no significant impacts to travel delay are anticipated due to the temporary railing.

Although most work affecting highway mainline lanes would be accommodated within lane closures, two complete weekend closures of Doyle Drive east of the Park Presidio Interchange would be needed. These closures would allow for specific construction activities required for traffic to transition to a temporary roadway, while the permanent roadway is being constructed, then to transition traffic to the permanent roadway when it is complete. The traffic transition and full weekend closures, as well as other short-term and long-term roadway closures, are discussed in the following sections. During the PS&E phase, detailed plans for alternate routes will be prepared for the various closures.

2.3.2.1 Short-term Full Roadway Closure - Doyle Drive

During construction, the Refined Presidio Parkway Alternative would divert Doyle Drive traffic in the vicinity of the low-viaduct to the north of the existing facility and construction area by using an at-grade roadway. A crossover would be built in the vicinity of the Sports Basement retail location and would connect the detour to the partially completed southbound Doyle Drive alignment. The construction sequence would require two complete weekend closures of Doyle Drive. The first closure, marking the end of Stage One of construction, would be required to build the crossover to maintain traffic in Stage Two. The second closure, occurring at the end of the second stage of construction, would be required to remove the crossover and switch traffic onto the new Doyle Drive alignment. The proposed temporary roadway would accommodate a total of five lanes of traffic, with a moveable barrier separating northbound and southbound traffic to accommodate peak direction southbound traffic in the morning and northbound in the afternoon. The planned detours would allow the entire Main Post tunnel and Girard Road Interchange to be constructed in one stage, thereby maximizing construction efficiency and minimizing disruption to the traveling public. During Stage Two of the construction of the Preferred Alternative, the Marina Boulevard access would be maintained by a temporary signalized intersection, as indicated in **Exhibit 2-6**. This would allow southbound Doyle Drive traffic to cross the northbound Richardson Avenue roadway at an at-grade signalized intersection and connect to Marina Boulevard. Southbound Doyle Drive traffic to Richardson Avenue and westbound Marina Boulevard traffic would be uninterrupted by the signal.

2.3.2.2 Other Short-term Roadway Closures

Anticipated short-term closures and associated construction activities based on the conceptual staging plans developed for this project are shown in **Exhibit 2-10**. These closures will occur during low traffic volume hours, either during the middle of the day or at night. During hours of peak traffic these roadways would be open as needed to ensure adequate traffic capacity.

EXHIBIT 2-10
Short-term Roadway Closures During Construction During Low Traffic Volume Hours

Location of Closure	Purpose of Closure
Full Weekend Closure Doyle Drive	Construct Temporary Crossover
Full Weekend Closure Doyle Drive	Remove Temporary Crossover
NB Veterans Boulevard to NB Doyle Drive	Temporary Bridge Construction and Removal/Bridge Removal/Falsework
NB Doyle Drive to SB Veterans Boulevard	Bridge Removal/Falsework
Lincoln Blvd. at Park Presidio Interchange	Falsework
Crissy Field Avenue	Bridge Removal/Falsework
McDowell Road	Falsework

Note: NB – Northbound, SB – Southbound.

2.3.2.2 Long-term Roadway Closures

The conceptual staging plans also identified the need for the long-term closure (greater than one month) of certain ramps and local roads. Signage would be provided to direct traffic to appropriate alternate routes. Long-term closures would be phased to maintain major regional movements. Key long-term closures are discussed below.

Lincoln Boulevard Closure

Early in the construction phase, one traffic detour would involve rerouting internal Presidio traffic. A three-month closure of Lincoln Boulevard near the National Cemetery is proposed during the initial stages of construction to accommodate the construction of the southbound Main Post tunnel. During this time, local traffic would be diverted to the north via Halleck Street, Mason Street, and McDowell Avenue. Alternatively, traffic could be diverted to the south via Montgomery and Washington Streets. Pedestrians and bicyclists would also need to follow these parallel routes. Halleck Street would be required to be opened when Lincoln Boulevard would be closed.

Veterans Boulevard/Doyle Drive Ramp Closures

The two ramps proposed for closure are those that connect Veterans Boulevard northbound to Doyle Drive southbound, and Doyle Drive northbound to Veterans Boulevard southbound. It is anticipated that the closure of Veterans Boulevard northbound to Doyle Drive southbound would last six months and Doyle Drive northbound to Veterans Boulevard southbound ramp would be closed for up to eighteen months. The traffic analysis indicates that the majority of drivers, approximately 60 percent, would not use Veterans Boulevard or Doyle Drive. These drivers would make their trips on other local streets through the Richmond District, Laurel Heights area, Presidio Heights area, the Cow Hollow District, and the Marina District. The remaining drivers would travel up Veterans Boulevard to northbound Doyle Drive and exit at Merchant Road. Approximately half of these drivers would travel through the Toll Plaza Visitors' area, while the other half would use Lincoln Boulevard to continue their trip.

Halleck Street Closure

During Stage Two of construction, a traffic detour would be required when Halleck Street is closed for approximately twenty-four months. Traffic will be diverted to Lincoln Boulevard, McDowell Avenue, and Mason Street.

Exhibit 2-11, below, summarizes long-term closures and associated construction activities.

**EXHIBIT 2-11
Long-term Closures**

Location of Closure	Purpose of Closure	Duration of Closure
NB Doyle Drive to SB Veterans Blvd	Ramp Reconstruction	18 months
NB Veterans Blvd to SB Doyle Drive	Ramp Reconstruction	6 months
Lincoln Blvd	Mainline Doyle Drive Construction	6 months
Halleck Street	Mainline Doyle Drive Construction and Road Reconstruction	24 months
Javowitz Street	Located Within Detour Alignment	24 months

Note: NB – Northbound, SB – Southbound.

2.4 Transportation Improvement and Related Projects

There are a number of planned and on-going projects located within the project vicinity and within the region. Interagency coordination would be necessary to ensure that construction for other projects does not interfere with construction activities related to the Doyle Drive project; avoiding construction within the project area and on alternate routes during the weekend closures of Doyle Drive is recommended. Related projects are described in more detail below and include: the Geary Corridor Bus Rapid Transit Study, the Van Ness Corridor Bus Rapid Transit Feasibility Study, the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, the Golden Gate Bridge Seismic Retrofit, the Golden Gate Bridge Movable Median Barrier Project, the Palace of Fine Arts Renovation, and various improvement projects within the Presidio.

Geary Corridor Bus Rapid Transit Study

The Geary Corridor Bus Rapid Transit (BRT) Study is a multi-agency effort being led by the San Francisco County Transportation Authority (SFCTA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), the City and County of San Francisco (CCSF) Planning Department, the CCSF Department of Public Works, and GGT. The study evaluates the benefits and impacts of potential BRT designs on Geary Avenue, the heaviest used transit corridor in the northern part of San Francisco. Almost 50,000 daily transit riders rely on Geary Avenue bus service, which is frequently slow, unreliable, and crowded. Improvements, such as dedicated bus lanes and high-quality bus shelters, are being considered to improve service for existing riders, attract new transit riders, and prevent increased auto congestion due to existing riders switching to driving. If there is found to be technical merit and community support, the project will continue with preliminary engineering and an environmental review (EIR/EIS). If the project is approved, the initial phase of BRT service is scheduled to begin in 2010/2011.

Van Ness Corridor Bus Rapid Transit Feasibility Study

The SFCTA and the SFMTA have launched the Van Ness Avenue Corridor BRT Study as a key step towards bringing major transit improvements to Van Ness Avenue. Currently, buses along Van Ness Avenue do not operate as quickly or reliably as needed to provide rapid travel and effective transit connections.

Possible improvements along the corridor include dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. Van Ness Avenue is a key north-south artery in San Francisco's transit network, linking important east-west transit routes, such as the Muni Route 38-Geary, as well as regional rail services. The Van Ness Avenue BRT Study will analyze the feasibility of BRT treatments on Van Ness Avenue through technical analysis and community outreach. A preferred alternative and an implementation strategy are to be developed by the beginning of 2008. Construction is anticipated to occur during 2009/2010, and BRT bus service is projected to begin in 2010.

San Francisco – Oakland Bay Bridge East Span Seismic Safety Project

The East Span Seismic Safety Project for the San Francisco – Oakland Bay Bridge is currently under construction, with completion scheduled for 2014. Following the Loma Prieta earthquake, Caltrans initiated a seismic retrofit program of Bay Area structures and bridges, including the five major Caltrans-operated bridges in the Bay Area. Retrofit projects for the San Francisco-Oakland Bay Bridge include seismic strengthening of the west span (from San Francisco to Yerba Buena Island) and construction of a new east span (from Yerba Buena Island to the Oakland touchdown).

Golden Gate Bridge Seismic Retrofit

The Seismic Retrofit of the Golden Gate Bridge is divided into three phases. Phase I, completed in 2002, was related to the North Viaduct. Phase II, which began in the summer of 2001, will retrofit the South Viaduct and Fort Point Arch. Construction activities for Phase II have been completed, and the conclusion of painting and other minor work is anticipated by September 2007. Phase III is separated into two sub-phases. Phase IIIA is related to the North Anchorage Housing retrofit, and Phase IIIB involves the main suspension span and tower retrofits. Phase IIIA construction will begin by the end of 2007 and Phase IIIB construction will begin in 2009; construction will take approximately 3.5 years for each Phase III project.

Golden Gate Bridge Movable Median Barrier Project

The Golden Gate Bridge Movable Median Barrier project, which is on-going, entails the design and construction of movable barriers, including a cushioning system at the Toll Plaza.

Palace of Fine Arts Renovation

The San Francisco Recreation & Park Department, in partnership with the non-profit Maybeck Foundation, is undertaking a 22million dollar restoration of the Palace of Fine Arts. Currently, the East and West Landscape projects are under construction, and the Peristyle project is in the planning phases.

Various Projects within the Presidio

There are many building and rehabilitation projects occurring within the Presidio. A critical aspect of the Presidio Trust's mission is to preserve structures within the area and restore them to active use. The Trust and its partners are engaged in the process of rehabilitating or

restoring these facilities to serve businesses, non-profit organizations, and park users. Examples of projects in the Presidio are described below.

The Merchant Road Realignment, located near the Golden Gate Bridge Toll Plaza, is an on-going planning and design project. It will relocate the intersection of Merchant Road and Lincoln Boulevard to connect with Storey Avenue in the Presidio.

The Presidio Trust is engaged in a public process to consider the future of the Public Health Service Hospital buildings, located between Mountain Lake and Lobos Creek Valley on the park's southern border. Most of these buildings have been empty for more than two decades.

For the last several decades the Main Post has been used as a surface parking lot. The Trust is now re-establishing the Main Parade Ground as a gathering place for park visitors, residents, and employees.

3.0 EXISTING CONDITIONS

3.1 Study Corridor

Doyle Drive is currently classified as a multilane conventional highway, with a posted speed of 45 mph for its mainline section and 35 mph for its ramp and weaving sections. Generally, Doyle Drive operates as a transitional roadway. At the west terminus, near the Golden Gate Bridge, it operates like a free-flow roadway, while at the east terminus it operates like an arterial roadway meeting local streets.

Within the 2.4-kilometer section (1.5 miles) there are several ramps that carry significant traffic, reversible lane configurations that change throughout the day (see **Exhibit 3-1**), and access to the local street network. These changes make Doyle Drive difficult to define with a single term, but the differing segments generally operate as a conventional highway.

**EXHIBIT 3-1
Existing Daily Lane Configurations Along
Doyle Drive**

Approximate Hours	Doyle Drive			Richardson/Marina Merge		Richardson Ramp		Marina Ramp		
	NB Lanes	Buffer Lanes	SB Lanes	NB Lanes	SB Lanes	NB Lanes	SB Lanes	Buffer Lanes	NB Lanes	SB Lanes
Monday										
4:30 - 7:25	2	0	4	1N Richardson/1N Marina	2	2	2	2	2	2
7:25 - 12:00	2	0	3	1N Richardson/1N Marina	2	2	2	2	2	2
12:00 - 2:00	3	0	2	2N Richardson/1N Marina	2	2	2	2	3	1
2:00 - 4:30 (1.5h)	2	2	2	1N Richardson/1N Marina	2	2	2	2	2	2
Tuesday - Thursday										
4:30 - 7:25	2	0	4	1N Richardson/1N Marina	2	2	2	2	2	2
7:25 - 12:00	2	0	3	1N Richardson/1N Marina	2	2	2	2	2	2
12:00 - 2:00	3	0	2	2N Richardson/1N Marina	2	2	2	2	3	1
2:00 - 4:30 (Fri)	2	2	2	1N Richardson/1N Marina	2	2	2	2	2	2
Friday										
4:30 - 7:25	2	0	4	1N Richardson/1N Marina	2	2	2	2	2	2
7:25 - 12:00	2	0	3	1N Richardson/1N Marina	2	2	2	2	2	2
12:00 - 2:00	3	0	2	2N Richardson/1N Marina	2	2	2	2	3	1
2:00 - 4:30 (Sat)	3	1	2	1N Richardson/1N Marina	2	2	2	2	3	0
Saturday										
13:00 - 20:00	3	0	3	2N Richardson/1N Marina	2	2	2	2	3	0
20:00 - 3:00 (Sun)	3	1	2	2N Richardson/1N Marina	2	2	2	2	3	0
Sunday										
12:00 - 19:30	3	0	3	2N Richardson/1N Marina	2	2	2	2	3	0
19:30 - 4:30 (Mon)	2	1	3	1N Richardson/1N Marina	2	2	2	2	2	2

Notes: NB – Northbound, SB – Southbound
 Times are reported in 24-hour military time
 Source: GG-111 Diversion Marina Signs Plans, April 1994; the Doyle Drive Operations Segments, from west to east, as described in DKS Associates December 2004, "Final Traffic and Transit Operations Report 2004" (Final Traffic and Transit Operations Report) are listed below.

The Doyle Drive operational segments, from west to east, as described in DKS Associates' December 2004, "Final Traffic and Transit Operations Report 2004" (Final Traffic and Transit Operations Report) are listed below.

- Veterans Boulevard to south of Merchant Road: Includes approximately seven traffic lanes that generally operate as four lanes in the peak direction and three lanes in the non-peak direction using reversible lane configurations. Much of this segment requires lane changes and significant weaving associated with the Golden Gate Bridge Toll Plaza, Merchant Road ramps (to/from Golden Gate Bridge viewing area), and Veterans Boulevard ramps.
- Park Presidio Boulevard Interchange to Marina Boulevard: Includes six lanes of traffic that generally operate as three lanes in the peak direction, two lanes in the non-peak direction, and one unused lane as a buffer. In the AM peak, four lanes are provided in the peak (eastbound) direction, and two in the non-peak (westbound) direction.
- Richardson Avenue, Lyon Street to Marina Boulevard Access Ramps: Includes one roadway that transitions to an urban street with three lanes of traffic in each direction. The portion of the segment closer to Doyle Drive operates with two highway lanes in the northbound direction, and three highway lanes in the southbound direction.
- Marina Boulevard Access Ramps to Lyon Street (Marina connector): Includes a single roadway with five traffic lanes. Plastic pylons are used to reverse and divide traffic, varying the facility from two lanes near Lyon Street in each direction to one lane near the Richardson Avenue ramp connections. Other lanes are used as buffer zones when not used for traffic.

3.2 Highway Segment Level of Service

The Final Traffic and Transit Operations Report and the October 2006 Addendum to this report describe the existing Level of Service (LOS) for Doyle Drive. A summary of the existing LOS and vehicle density for the highway segments within the project area is depicted in **Exhibit 3-2**. This exhibit shows that the peak direction of Doyle Drive traffic is near the preferred design standard of LOS D.

**EXHIBIT 3-2
Peak Hour Highway Segment Level of Service for Existing Conditions**

Segment	AM		PM		Weekend	
	LOS	Density ¹	LOS	Density ¹	LOS	Density ¹
US 101 SB between the Merchant Road Ramps and Veterans Boulevard	D	31	B	16	C	23
US 101 NB between Veterans Boulevard and the Merchant Road Ramps	C	20	D	28	C	23
US 101 SB between Veterans Boulevard and Marina Boulevard access ramps	D	26	C	26	C	24
US 101 NB between Marina Blvd access ramps and Veterans Blvd.	B	14	D	31	B	18
Richardson Avenue from Marina Blvd Access Ramps to north of Lyon St.	C	19	B	26	B	26
Richardson Avenue from north of Lyon Street to Marina Blvd. Access Ramps	B	26	D	14	B	26
Marina Boulevard from Doyle Drive Merge to Lyon Street	B	26	B	27	B	27
Marina Boulevard from Lyon Street. to the Doyle Drive merge	B	27	B	25	B	27
Veterans Boulevard SB between US 101 and the Veterans Boulevard Tunnel	C	24	C	23	C	22
Veterans Boulevard NB between the Veterans Boulevard Tunnel and US 101	C	24	D	28	C	20
US 101 SB between Veterans Boulevard off and on-ramps	D	28	B	13	C	19
US 101 NB between Veterans Boulevard off and on-ramps	A	11	C	24	B	14
US 101 SB between Marin County and Merchant Road (Golden Gate Bridge)	D	29	C	20	D	28
US 101 NB between Merchant Road and Marin County (Golden Gate Bridge)	D	29	E	42	D	20

Notes: ¹Density measured in vehicle per mile per lane.

NB/SB – Northbound/Southbound

Source: DKS Associates, Final Traffic and Transit Operations Report 2004 and Addendum 2006

3.3 Local Roadway and Intersection Level of Service

Exhibit 3-3 shows the existing AM and PM peak hour traffic volumes on local streets within the study area. In addition to local streets, local road intersections were also studied. Most local intersections operate satisfactorily; exceptions are along Marina Boulevard, where all-way stop intersections at Divisadero and Broderick Streets currently operate at a deficient LOS. A LOS E or F is considered to be deficient. All-way stops were installed in 2000 to create a traffic calming effect on Marina Boulevard. The congestion shown at the two unsignalized intersections along Marina Boulevard is a result of the heavy volumes traveling along Marina Boulevard.

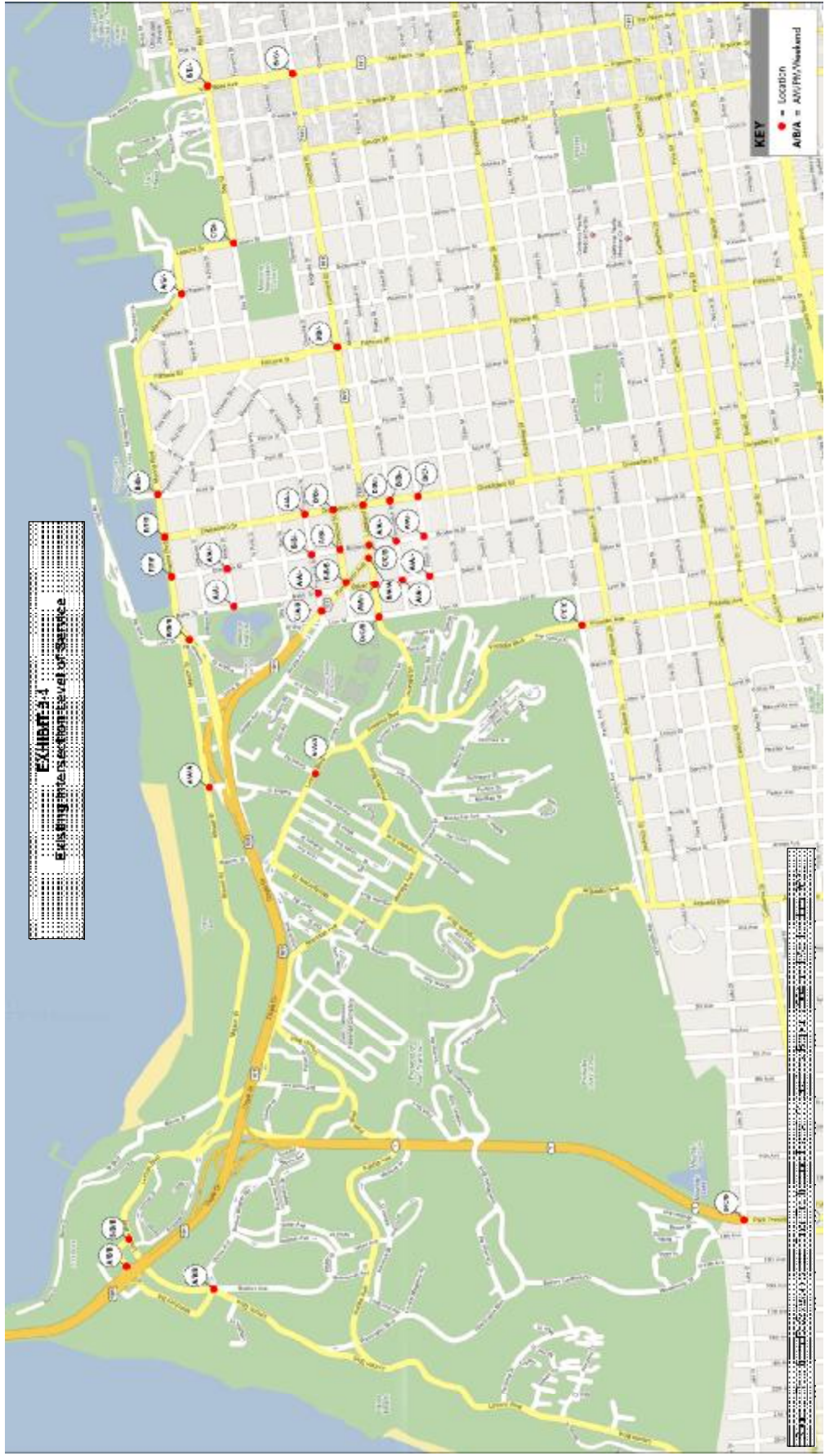
In the 2006 Addendum to the Final Traffic and Transit Operations Report, additional intersection analyses were performed. All locations were shown to operate satisfactorily, with the exception of two signal controlled intersections. The intersections at Buchanan Street/Marina Boulevard and Beach Street and Van Ness Avenue and Bay Street were shown to have deficient performance during the PM peak period. The original and additional intersections that were analyzed, along with their LOS for AM and PM peak periods and weekends, are shown in **Exhibit 3-4**. Weekend traffic volumes were not studied for intersections in the 2006 Addendum.

**EXHIBIT 3-3
Existing AM and PM Peak Hour Local Street Volumes**

Segment	Direction	Vehicles/Hour	
		AM	PM
Lincoln Boulevard--Long Avenue to Crissy Field	WB	10	260
Lincoln Boulevard—Crissy Field to Long Avenue	EB	0	30
Lincoln Boulevard—Sheridan Avenue to Crissy Field	WB	60	340
Lincoln Boulevard—Crissy Field to Sheridan Avenue	EB	80	60
Mason Street --Zanowiz to Lyon Street	WB	10	10
Mason Street –Lyon Street to Zanowiz	EB	10	50
Lombard Gate—Lyon Street to Ruger Street	WB	510	490
Lombard Gate—Ruger Street to Lyon Street	EB	400	290
Girard Road—Lincoln Boulevard to Gorgas Avenue	NB	20	30
Girard Road—Gorgas Avenue to Lincoln Boulevard	SB	10	20
Presidio Gate—Pacific Avenue to Broadway Street	NB	500	580
Presidio Gate--Broadway Street to Pacific Avenue	SB	590	530
Arguello Gate—Pacific Avenue to Washington Street	NB	90	150
Arguello Gate—Washington Street to Pacific Avenue	SB	60	160
15 th Avenue—Lake Street to Wedemeyer Street	NB	20	60
15 th Avenue—Wedemeyer Street to Lake Street	SB	30	40
Lincoln Boulevard--Brooks Street to Bowley Street	NB	450	530
Lincoln Boulevard—Browley Street to Brooks Street	SB	10	490
Halleck Street – Lincoln Boulevard to Mason Street	NB	30	40
Halleck Street – Mason Street to Lincoln Boulevard	SB	20	40
McDowell Street – Lincoln Boulevard to Mason Street	NB	20	260
McDowell Street – Mason Street to Lincoln Boulevard	SB	0	10

Source: DKS Associates, Final Traffic and Transit Operations Report 2004 and Addendum 2006

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4.0 PROJECT IMPACTS

For the majority of the approximately four-year construction period, the project is not expected to significantly impact traffic flow on Doyle Drive. However, as mentioned previously, it is anticipated that certain mainline closures, as well as ramp and lane closures, will be needed during the construction period. The existing travel lane configurations will be retained in each direction on Doyle Drive during construction.

The Final Traffic and Transit Operations Report contains information analyzing impacts on roadways due to closures during the construction period. At the time this analysis was performed, construction for the Doyle Drive Project was scheduled to occur between 2008 and 2012, thus the year 2010 represented a mid-point in the construction of the facility. Year 2010 network or land use scenarios were not available, thus, a special set of scenarios was created. The 2020 roadway network and tables from the San Francisco County Travel Demand Forecasting Model (SF-TDM) were used as a modeling base. To create the 2010 scenario, it was assumed that one-third of the land uses to be in place by the Design Year would occur by 2010. The Refined Presidio Parkway Alternative was developed after the traffic modeling was complete. The 2006 Addendum to the Final Traffic and Transit Operations Report confirmed that the modifications to Alternative 5 did not provide any additional substantial impacts to traffic.

4.1 Highway Segment Level of Service

The Final Traffic and Transit Operations Report and the October 2006 Addendum to this report provide information about the estimated future LOS for Doyle Drive project highway segments. For the project area, a summary of vehicle density on highway segments for the 2030 design year LOS, under a no-build scenario and under the Preferred Alternative, are shown in **Exhibit 4-1**. As can be seen in the exhibit, the Preferred Alternative does not significantly impact traffic within the project area, and the peak direction of Doyle Drive traffic is near the preferred design standard of LOS D

**EXHIBIT 4-1
Peak Hour Highway Segment Level of Service for Design Year Conditions**

Segment	No Build						Preferred Alternative					
	AM		PM		Weekend		AM		PM		Weekend	
	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
15' 0" SR between the Merchant Road Access and Veterans Boulevard	C	33	C	26	D	27	D	33	C	28	-	-
15' 0" VR between Veterans Boulevard and the Merchant Road Access	C	25	C	32	D	28	C	26	D	33	-	-
15' 0" SR between Veterans Boulevard and Marina Boulevard Access	C	25	R	18	R	15	C	24	C	19	-	-
15' 0" SR between Marina Road Access and Veterans Blvd	C	20	D	23	C	24	C	20	C	32	-	-
Signalized Avenue from Marina Blvd Access	C	34	C	26	C	25	C	22	R	15	-	-
Signalized Avenue from north of Von Steiner to Marina Blvd Access	C	21	D	29	C	24	C	24	C	35	-	-
Vernon Boulevard from Doyle Drive	C	24	C	19	C	14	C	20	C	10	-	-

Notes: 1) The segment is coded as an Urban Street Segment under the two Parkway Alternatives.
 2) Golden Gate Bridge southbound configuration varies at the current hour lanes. The segment would operate at LOS D for all future design year scenarios.
 3) Golden Gate Bridge northbound configuration varies at the current two lanes. The segment would operate at LOS F for all future design year scenarios.
 Source: DKS Associates Final Traffic and Transit Operations Report (2014) and Addendum (2015)

EXHIBIT 4-1 (cont.)

Segment	No Build						Preferred Alternative											
	AM			PM			Weekend			AM			PM			Weekend		
	LOS	Density		LOS	Density		LOS	Density		LOS	Density		LOS	Density		LOS	Density	
Marina Boulevard from Lyon Street to the Doyle Drive bridge	D	12		D	27		D	16		16 ^F	16 ^F		16 ^F	16 ^F		-	-	
Veterans Boulevard SB between US 101 and the Veterans Boulevard Tunnel	C	25		C	20		C	22		C	26		C	31		-	-	
Veterans Boulevard NB between the Veterans Boulevard Tunnel and US 101	D	3 ^F		D	28		D	20		D	32		D	28		-	-	
US 101 SB between Veterans Boulevard and on-ramps	D	23		D	20		D	22.5		D	28		D	21		-	-	
US 101 NB between Veterans Boulevard and on-ramps	E	17		D	27		D	23		D	20		D	32		-	-	
US 101 SB between Marin County and Merchant Road (Golden Gate Bridge)	F ^F	74		E ^F	37		E ^F	39		F ^F	74		F ^F	41		-	-	
US 101 NB between Merchant Road and Marin County (Golden Gate Bridge)	D ^F	24		F ^F	47		F ^F	36		D ^F	24		F ^F	48		-	-	

Notes: ^F This segment is proposed as an Urban Street Segment under the two Parkway alternatives.
^F If Golden Gate Bridge southbound configuration remains at the current four lanes, this segment would operate at LOS D for all future design year scenarios.
^F If Golden Gate Bridge northbound configuration remains at the current two lanes, this segment would operate at LOS F for all future design year scenarios.
 Source: VXS Associates, Final Draft Transit Operations Report 2004 and Addendum 2006

4.2 Local Roadway and Intersection Level of Service

For local streets within the study area, **Exhibit 4-2** shows estimated design year AM and PM peak hour traffic volumes for the no-build scenario and for the Preferred Alternative. In addition to local streets, local road intersections were also studied. For the Preferred Alternative, most local intersections operate satisfactorily; exceptions are along Marina Boulevard, where all-way stop intersections at Divisadero and Broderick Streets are expected to operate at a deficient LOS in the future. Also, the intersection of Laguna Street and Bay Street is modeled to operate at a deficient LOS. The LOS for intersections that were analyzed for AM and PM peak periods and weekends, are shown in **Exhibit 4-3**. Construction of the Preferred Alternative does not significantly influence the intersection LOS. Weekend values were not collected for intersections that were studied in the 2006 Addendum.

**EXHIBIT 4-2
Design Year AM and PM Peak Hour Local Street Volumes**

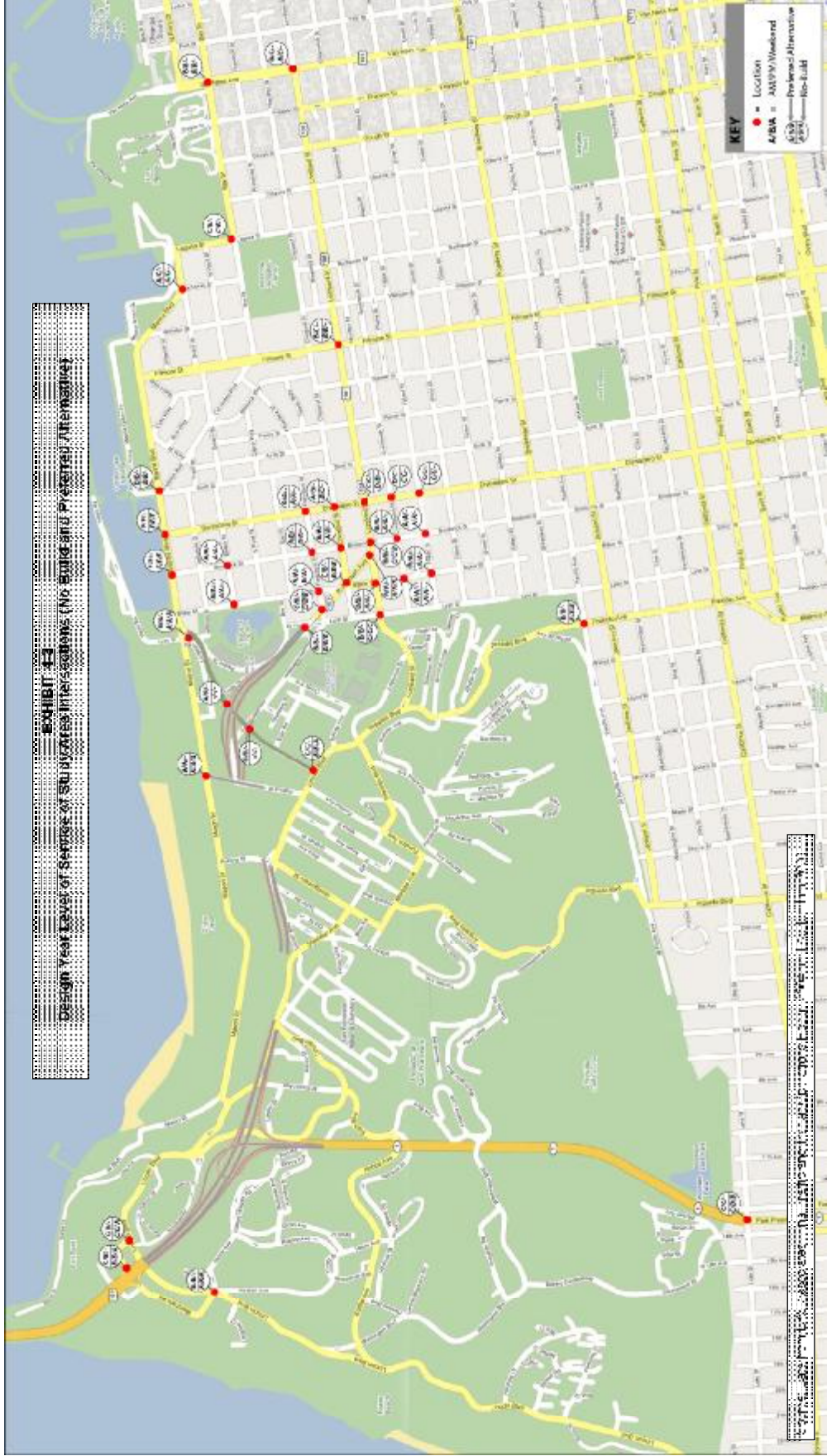
		No-Build		Preferred Alternative ¹	
		Vehicles/Hour			
Segment		AM	PM	AM	PM
Lincoln Boulevard--Long Avenue to Crissy Field	WB	80	170	60	50
Lincoln Boulevard—Crissy Field to Long Avenue	EB	60	70	50	50
Lincoln Boulevard—Sheridan Avenue to Crissy Field	WB	140	300	120	170
Lincoln Boulevard—Crissy Field to Sheridan Avenue	EB	100	130	70	110
Mason Street - Zanowiz to Lyon Street	WB	10	20	10	10
Mason Street –Lyon Street to Zanowiz	EB	20	140	10	30
Lombard Gate—Lyon Street to Ruger Street	WB	530	620	220	340
Lombard Gate—Ruger Street to Lyon Street	EB	500	300	500	330
Girard Road—Lincoln Boulevard to Gorgas Avenue	NB	90	90	140	290
Girard Road—Gorgas Avenue to Lincoln Boulevard	SB	50	90	470	470
Presidio Gate—Pacific Avenue to Broadway Street	NB	640	650	610	620
Presidio Gate - Broadway Street to Pacific Avenue	SB	650	660	630	630
Arguello Gate—Pacific Avenue to Washington Street	NB	240	180	260	180
Arguello Gate—Washington Street to Pacific Avenue	SB	90	310	120	390
15 th Avenue—Lake Street to Wedemeyer Street	NB	80	130	90	130
15 th Avenue—Wedemeyer Street to Lake Street	SB	110	130	110	160
Lincoln Boulevard - Brooks Street to Bowley Street	NB	660	550	610	520
Lincoln Boulevard—Browley Street to Brooks Street	SB	450	850	400	610
Halleck Street – Lincoln Boulevard to Mason Street	NB	70	150	30	20
Halleck Street – Mason Street to Lincoln Boulevard	SB	30	70	10	40
McDowell Street – Lincoln Boulevard to Mason Street	NB	90	190	70	50
McDowell Street – Mason Street to Lincoln Boulevard	SB	10	10	10	10

Notes: When the traffic modeling was performed, the Preferred Alternative did not yet exist. Results reported are from Alternative 5 Parkway Alternative (Diamond Option)

Source: DKS Associates, Final Traffic and Transit Operations Report 2004 and Addendum 2006

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EXHIBIT E
Design Year Levels of Service at Signal Intersections (No Build and Preferred Alternative)



4.3 Roadway Closures and Modified Access

This section describes potential impacts at specific critical locations within the project study area based on modeling performed in the Final Traffic and Transit Operations Report and 2006 Addendum. These locations will be further studied during the PS&E phase of this project.

Lincoln Boulevard Closure

As previously stated, Lincoln Boulevard would be closed from the National Cemetery to Building 106. During this time, local traffic would be diverted either to the north via Halleck, Mason, and McDowell Streets or to the south via Montgomery and Washington Streets. This would occur during a period when the northbound Veterans Boulevard hook ramp to southbound Doyle Drive would also be closed. The most critical time period for this closure would be during the PM peak, when modeling estimates that 290 vehicles would be expected to use detour routes westbound. As the detour roads have fewer than fifty vehicles forecast on them at peak hour, the additional traffic should not result in any adverse congestion.

Veterans Boulevard/Doyle Drive Ramp Closures

The closure of the ramps that connect Veterans Boulevard northbound to Doyle Drive southbound, and Doyle Drive northbound to Veterans Boulevard southbound represents a critical point in the traffic diversion scenario. The Veterans Boulevard northbound to Doyle Drive southbound ramp is projected to carry 930 vehicles in the AM peak hour and 730 vehicles in the PM peak hour. The Doyle Drive northbound to Veterans Boulevard southbound ramp is projected to carry 430 vehicles in the AM peak hour and 910 in the PM peak hour. Closure of these ramps would require shifting of an estimated 1,360 vehicles in the AM peak hour and 1,640 in the PM peak hour to other routes or times.

The San Francisco Traffic Demand Model indicates that these ramp closures would result in traffic moving to other ramps and streets. The general impact of this closure is projected to be that most drivers (over sixty percent in each time period) would not use either Veterans Boulevard or Doyle Drive; these drivers would make their trips on other local streets through the Richmond District, Laurel Heights area, Presidio Heights area, the Cow Hollow District and the Marina District. These trips would generally disperse across the street network grid. The remaining forty percent (up to 370 in the PM peak hour) would travel up Veterans Boulevard and cut through the Toll Plaza Visitors' area to continue their trip. These Toll Plaza trips would distribute evenly; half (or twenty percent overall) would cut underneath the Toll Plaza, and the other half would use Lincoln Boulevard to cross underneath Doyle Drive to cross between one side to the other. This is forecasted to result in up to 175 PM peak hour vehicles traveling underneath the Toll Plaza, through this narrow roadway segment. Except for this localized increase in traffic in the Toll Plaza area, no other change in local Presidio traffic volumes is forecast to occur. Thus, other local roadways are not expected to have deterioration in traffic speeds, or resulting levels of service.

Halleck Street Closure

During Stage Two of construction, when Halleck Street is closed, traffic would be diverted to the north via Lincoln Boulevard, McDowell Avenue, and Mason Street. Halleck Street would attract less than 100 vehicles in each direction at peak hour; congestion impacts are not anticipated. Bicycle and pedestrian users would be affected by the closure, as the nearest detours would be at least 500 meters (1,640 feet) to the east (Lyon Street) or 1,000 meters

(3,280 feet) to the west (McDowell Avenue). To assure access between these areas, a replacement path should be provided across the roadway whenever possible.

Modified Marina Access

Traffic would cross the northbound Richardson Avenue roadway at an at-grade signalized intersection. In the AM condition, modeling indicates that the northbound Doyle Drive volumes would drop by sixty vehicles and the southbound by 220 vehicles. In the PM condition, the roadway is projected to have a drop of 160 vehicles in the northbound direction, and less than ten vehicles in the southbound direction. The traffic is anticipated to disperse to a variety of other streets, with no other street showing traffic changes of more than 100 vehicles in any direction. The new intersection created in this situation should operate satisfactorily, assuming that three outbound lanes are available on Richardson Avenue through this intersection, and that two left-turn travel lanes are available for traffic wishing to travel to Marina Boulevard.

4.4 Transit, Pedestrian, and Bicycle Impacts

Transit Impacts

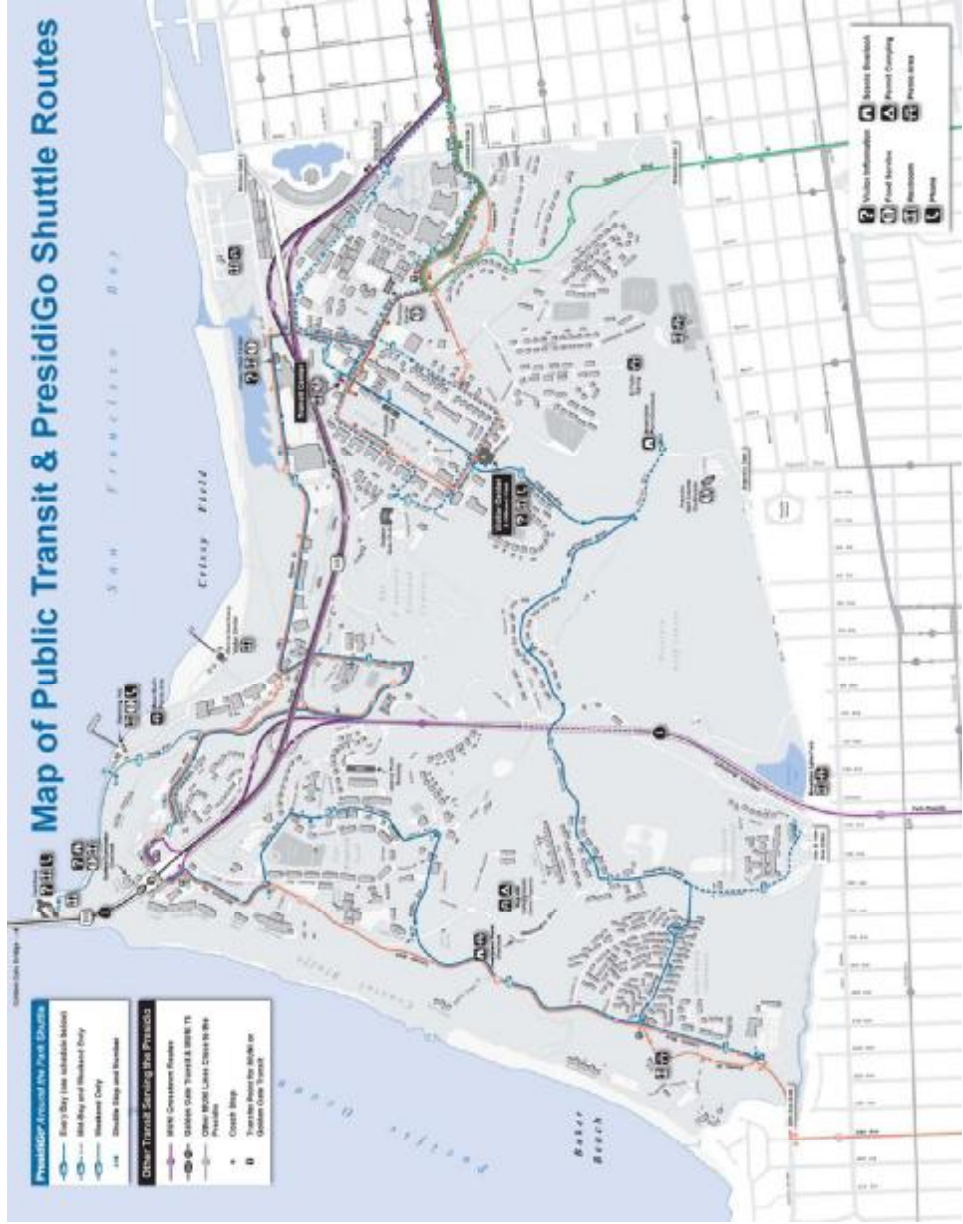
In the vicinity of the project, public transportation is provided by three different agencies: Muni, GGT, and the Presidio Trust (PresidiGo). Area transit services are described in Exhibit 4-4 and are shown on a map in Exhibit 4-5.

**EXHIBIT 4-4
Transit Routes in the Project Vicinity**

Transit Agency	Affected Routes
Muni	<u>Regular Service</u> 28/28L, 29 <u>Limited Service</u> 76 (Sundays/holidays), 91 (night owl)
Golden Gate Transit	<u>Basic Service</u> 10, 70, 80 <u>Commuter Service</u> 2, 4, 8, 18, 24, 26, 27, 38, 44, 54, 56, 58, 60, 72, 73, 74, 76, 97
Presidio Trust (PresidiGo)	<u>General Public</u> <i>PresidiGo Around the Park</i> <u>Residents and Employees</u> <i>PresidiGo Downtown</i>

Source: <http://www.sfmta.com/cms/home/sfmta.sfmta>, Accessed, May 2007
<http://goldengatetransit.org/schedules/pages/Bus-Schedules.php>. Accessed May 2007
<http://www.presidio.gov/directions/>, Accessed, May 2007

EXHIBIT J-6
Map of Public Transit and PresidiGo Shuttle Routes



Source: <http://www.presidigo.gov>, N:\m\450\333\03\03.dwg - Job: 3-13-06 3:10:36 PM

Transit services would continue to operate as the project moves forward. Coordination with transit agencies will minimize impacts on transit operators and riders during the construction period. For GGT buses that travel along Doyle Drive, transit stops at the Golden Gate Bridge Toll Plaza and Richardson Avenue would be maintained throughout the construction period, as would the Muni Route 76 transit stop at the Golden Gate Bridge Toll Plaza. During the construction period, as traffic is diverted to alternate routes due to various closures, travel time for routes that utilize the Doyle Drive corridor would be evaluated, and if necessary, transit schedule adjustments would be made in coordination with appropriate agencies.

The temporary closure of Lincoln Boulevard would require the rerouting of Muni Route 29 and PresidiGo shuttles. A potential alternate route using Halleck, Mason, and McDowell Streets would be developed in consultation with Muni and the Presidio Trust. Alternate locations for transit stops would be determined. Solutions for transit operation during the Halleck Street closure will be developed with consultation with Muni and the Trust.

The new construction sequence would require two complete weekend shut downs of Doyle Drive. The connections between the Golden Gate Bridge and Veterans Boulevard would remain open during these weekends and additional bus and ferry service would be provided to facilitate regional transport. Specific changes to transit routes and service details would be determined at a date closer to the closures.

Pedestrian and Bicycle Impacts

Pedestrian and bicycle access across the Doyle Drive corridor would be maintained via Marshall Street, Crook Street, McDowell Avenue/Crissy Field, and at the Lincoln Boulevard/Golden Gate Bridge Toll Plaza. Bicycle and pedestrian access from Palace Drive would be maintained. Palace Drive would remain a two-way road, incorporating modifications proposed by the San Francisco Department of Recreation and Parks at both the north and south ends where Palace Drive connects to Lyon Street. Temporary pedestrian and bicycle access would be provided on already designated bicycle/pedestrian paths and routes on either side of the project area. The nearest detours would be at least 500 meters (1,640 feet) to the east (Lyon Street) or 1,000 meters (3,280 feet) to the west (McDowell Avenue). The project is committed to providing temporary access across the roadway whenever possible.

5.0 PROPOSED TRANSPORTATION MANAGEMENT MEASURES

A variety of transportation management strategies are proposed to minimize impacts on the traveling public and to ensure safe, efficient construction activities. These strategies include efforts to disseminate information to the public and public agencies prior to construction, information for motorists and travelers impacted by construction, incident management.

5.1 Public Information

Outreach strategies have been identified for the project and categorized into three general groups: elected officials outreach, media outreach, and public and agency outreach. These outreach strategies provide techniques for effective communication of project information to residents, employers, commuters, the media, and public officials.

5.1.1 Elected Officials Outreach

Outreach Meetings

Bay Area elected officials would be invited to attend presentations on the complete weekend closures. The affected Transportation Authorities, Mayors' Offices, and the Metropolitan Transportation Commission would also be contacted. Graphics and informational sheets would be distributed.

E-Alert

Electronic alerts would be sent to all elected officials and staff contacts, providing information on the complete weekend closures and a web link to an information sheet which could be viewed electronically, shared, or printed in hardcopy. The first notification would provide advance notice, and a second E-Alert would be sent as a reminder.

5.1.2 Media Outreach

Media Outreach Sessions

Media in the San Francisco Bay Area and in surrounding media markets would be invited to an educational outreach session prior to the complete weekend closures. Graphics, video, and informational sheets would be distributed. Sessions are intended to raise media awareness, inform media of the construction activities, provide current contact information, foster collaborative working relationships, and solicit feedback on how to improve outreach efforts.

Press Releases

It is recommended that a Public Information Office (PIO) be established to handle and respond to inquiries from the media, as well as issuing press releases regarding project construction status. The PIO would distribute a general press release prior to the full weekend closures. A media press release would be issued at the completion of the operation to keep media updated on the completion and re-opening of Doyle Drive.

Public Information Office Live Updates

A PIO representative would be onsite throughout the weekend closures. A media hold location would be made available throughout the weekend at an appropriate location that provides an exclusive view of the operation. Live updates to the media would be facilitated at this location, and construction staff would provide real-time construction updates to the PIO for sharing with media.

5.1.3 Public and Agency Outreach

Telephone Hotlines/511

A toll-free hotline service, accessible at all times, would provide real-time updates of traffic conditions and construction schedule and locations, including ramp or lane closures. The PIO would also use the telephone hotline to handle any public complaints regarding the project.

In addition, traffic updates would be available to the public through a free telephone service, *511*, accessible from anywhere in the San Francisco Bay Area. The service provides real-time information regarding traffic and road conditions, roadway incidents, construction activities, public transit routes and schedules, carpooling, van and taxi services for disabled travelers, park-and-ride facilities, and bicycle programs.

Informative Websites

Project information would be posted on an internet platform. Information such as construction activities, hours of impacts, or a description of detours and ramp and lane closures would be provided.

Banners

Banners would be posted at multiple locations to inform the public as to where information regarding upcoming work and motorist impacts could be found. Banners would be posted in advance of the complete weekend closures and would direct the public to project websites..

Mailers and Flyers

Caltrans would develop informational materials for distribution electronically, through the mail, and at public locations in and near the project area. The information would include dates and times of work and the rationale for conducting construction activities during particular time periods. Information would be distributed in hardcopy and electronic formats to:

- Local/corridor businesses
- Residential neighbors
- Taxis and shuttle services, airports, hotels, car rental agencies, visitor bureaus, and automobile associations
- Hospitals, major employers, funeral homes, farmers markets, carpool centers, parking garages, malls, major regional and local entertainment and event venues
- Cities in the target market areas (Bay Area, Central Valley, Southern California, Sacramento)
- Ferry operators, bus transit, rail operators, transit centers, Bay Area Rapid Transit, the Water Transit Authority, and the San Francisco Metropolitan Transportation Agency
- Chambers of Commerce and State and local offices of the California tourism agencies and convention bureaus

Local Information Center

Presentations and notices would be given to residents and any other residential or commercial locations that could be directly affected by access restrictions, noise, dust, and vibration. The center could also provide information about construction activities and could provide group tours for schools and universities.

Public Service Announcements

Paid service announcements would run on television, radio, in print and in movie theater media to share information with the general public in advance of work.

Out-of-town Traveler Notification

Caltrans would focus additional efforts to target out-of-town travelers visiting the Bay Area who could be impacted by the Doyle Drive weekend closures. Many elements of the outreach plan would be extended to additional metropolitan regions in California. Visitor Bureaus, recreational venues, and other traveler services would be included in all possible aspects of the outreach

plan. Information would be distributed to hundreds of California cities, the Weather Channel, and posted on the California Department of Tourism website. Information kiosks at major airports in the Bay Area would provide information throughout the closures.

Coordination with Transit Agencies

Coordination with PresidiGo, GGT and Muni would be conducted to address potential impacts to transit services associated with the replacement of Doyle Drive. Based on the impacts identified, adjustments to transit routes, passenger stops, schedules, and service operations may be needed.

Coordination with Local Jurisdictions

Periodic updates on the Doyle Drive project would be provided to City and County of San Francisco, National Park Service, Presidio Trust, Golden Gate Bridge Highway and Transportation District (GGBHTD), and Caltrans via regularly scheduled construction coordination meetings. These local jurisdictions would also be notified of project-related highway, ramp, and local roadway closures at least five working days in advance.

5.2 Motorist Information

Motorist information strategies target vehicular traffic operating in the region and in the immediate project vicinity. Agency coordination is required to ensure the proper location of message signs and accurate dissemination of information.

Changeable Message Signs

Changeable message signs are real-time motorist information displays that effectively inform and alert motorists to any traffic warnings, alternative routing, or changing traffic conditions within the construction zone. With advance travel condition information provided, motorists can select alternate routes or expect potential delays due to construction work, area events, or hazardous weather conditions. Changeable message signs are either portable or permanently stationed. Potential locations include primary feeder routes (such as the Richmond-San Rafael Bridge, the Golden Gate Bridge, I-580, and Route 101), and approaches to freeway on- and off-ramps during ramp closures or roadway closures. A TMP plan would be included in the PS&E plans indicating the locations of changeable message signs for the duration of the project. The Resident Engineer (RE) would need to coordinate with the Transportation Management Center (TMC) at the Caltrans office in Oakland to obtain an updated list and status of all pertinent permanent changeable message signs and review proposed locations of portable changeable message signs prior to closures.

Ground Mounted Signs

Roadway construction activities would affect adjacent normal roadway operations by reducing traffic speed, and changing lane configurations. Therefore, ground mounted signs would be placed visibly, with advance warning and channeling devices, in order to guide traffic safely.

Highway Advisory Radio (HAR)

HAR is a low range AM broadcast station that provides construction and traffic information to the public in a specific area. Advance warning of any potential delays or detours could be given to motorists, which would influence them to take alternate routes or be well-informed of the traffic situation.

Extinguishable Message Signs (EMS)

EMS are roadway signs that indicate to the motorist which radio station to tune into for any HAR broadcasts.

5.3 Incident Management

Incident management strategies are employed in the construction zone to ensure minimal traffic impacts to travelers, rapid response to incidents, and prevention of secondary incidents.

Construction Zone Enhanced Enforcement Program (COZEEP)

The enhanced enforcement program utilizes law enforcement officers for assistance in enforcing reduced traffic speeds within the construction zone and implementing the traffic control plan for the project by providing enforcement, guidance, and emergency response support. Liaison between the TMP team, Caltrans, and the California Highway Patrol (CHP) is essential for program effectiveness.

Freeway Service Patrol (FSP)

The FSP consists of a team of tow truck drivers who patrol certain sections of the freeway system, detect and respond to incidents, and remove minor incidents expeditiously, thereby reducing congestion and secondary incidents. On the Golden Gate Bridge, this service is provided by GGBHTD. The tow trucks are equipped with standard auto repair and towing equipment, as well as extra supplies of gasoline and water. The normal hours of operation are during the morning and afternoon commute hours and service is on certain freeways, excluding the toll bridges and approaches. During project construction, supplemental FSP would be provided as part of incident management when proper shoulders are absent.

Traffic Surveillance

Incident detection and response is important to efficiently remove disabled vehicles or accidents as they block travel lanes and contribute to delays. Closed Circuit Television (CCTV) cameras and detector loops along the freeway corridor help detect and identify incidents, disabled vehicles, and traffic congestion. The equipment is linked by telephone cable or wireless modem to the TMC, where Caltrans and CHP staff could recommend appropriate response action such as the dispatch of the FSP. The RE shall coordinate with the TMC to obtain an updated list and status of CCTV cameras in the project vicinity.

5.4 Construction Strategies

Strategies are employed in the construction zone to ensure safe, efficient operations for construction workers and motorists. Strategies are also employed to encourage contractors to complete work in a timely manner. In addition, contingency plans are also developed to mitigate the effects of late construction activities or unexpected events.

5.4.1 Construction Staging and Detours

An important construction strategy is to schedule work, whenever possible, during off-peak times, typically in the late night or early morning hours, while providing clearly marked detours whenever freeway, freeway ramps, or local streets are closed. Long-term ramp closures and mainline closures would require advanced signage to enable motorists to take alternate routes in advance of the construction zone. Traffic handling during construction would also require

traffic flaggers and controls to enable reduced lane widths and the shifting of traffic to either side of the roadway.

Additionally, most construction activities would be conducted behind temporary railing, so lane closures and traffic control would be kept to a minimum. Construction detours would be coordinated in an effort to keep the traffic flow continuous throughout the construction zone. On-site advanced warning would be implemented at least one week prior to closures.

5.4.2 Incentive/Disincentive Clauses

Incentive/disincentive provisions are designed to motivate the contractor to complete work either on time, or ahead of schedule. This strategy is especially beneficial for projects that severely disrupt highway traffic operations. The means by which incentive/disincentive provisions are implemented is by offering contractors a financial reward or assessing a penalty through the use of contract clauses.

Unforeseen circumstances may cause construction lane closures not to reopen to public traffic promptly. To ensure that contractors complete work on-schedule, financial disincentives are included in most construction contracts. Caltrans typically uses the concept of liquidated damages for the late reopening of lane closures to minimize construction related delays. These damages are based on the calculated motorist delay costs caused by the late reopening of a lane closure. If this method is used, detailed calculation sheets used to determine the delay costs would be provided during the PS&E phase of this project.

5.4.3 Contingency Plans

To address potential problems that may occur during construction of the Doyle Drive Project, a traffic contingency plan and a contractor contingency plan would be developed for all work occurring during freeway lane and ramp closure periods. Together, these documents would comprise the TMP contingency plan.

Traffic Contingency Plan

This plan addresses specific actions that would be taken to restore or minimize effects on traffic when congestion or delay exceeds original demand estimates due to unforeseen events. Trigger points that require the termination of lane or ramp closures are defined as, but not limited to, the following: inclement weather, higher than expected traffic demand, work zone equipment failure or delayed reopening of facility closures.

Contractor Contingency Plan:

The contractor contingency plan addresses activities under the contractor's control in the work zone. The contractor would need to prepare a contingency plan that would be implemented in the event that the construction operation requiring the freeway lane or ramp closures do not proceed as planned. The contractor would have the primary responsibility for monitoring operation before, during, and after such closures along the detour routes and at the construction site. During the closure, contractors would need to provide appropriate personnel to monitor activities and make decisions regarding activation of contingency plans. The TMP contingency plan will be developed in detail during the PS&E phase of the project. Each contractor is responsible for developing his/her contingency plan.

5.5 Demand Management Strategies

During complete weekend closures of Doyle Drive, additional bus and ferry service would be provided to accommodate traveler demand. Coordination with transit agencies would be necessary to develop appropriate transit schedules.

5.6 Roles and Responsibilities

Table 5-1 presents a summary of the roles and responsibilities of the various agencies involved in the TMP strategies. The RE is responsible for carrying out and overseeing the effort, which includes coordinating with all Caltrans supporting units while implementing the TMP measures.

**EXHIBIT 5-1
Roles and Responsibilities**

THP Measure	Responsible Agency	Action Required	THP Cost
Telephone Callings	Caltrans	Bundle complete and provide contact information to 2007 toll-free telephone hotline. Provide traffic related project information site 5-1	\$130,000
Automated Work Zone Information System	Caltrans	Provide real-time traffic information on Caltrans web site	\$130,000
Mobile Awareness Campaign	SPECTA, Caltrans	Develop and distribute leaflets, signs, etc. provide printed and digital information on the mobile phone, newspaper, radio, and television	\$160,000
Construction Signage and Detours	Caltrans	Establish detour routes, signage and traffic control	\$170,000
Contractor Safety Plan	Caltrans	Contractor – Prepare Traffic Control Contingency Plan	\$170,000
Clearance Vehicle Signage	Caltrans	Add vehicle signs surrounding detours, detours, and upcoming construction	\$170,000
Portable CMS (P-CMS)	Contractor	Message can be sent directly from a mobile phone, detours, and construction	\$650,000
Ground Mounted Signs	Contractor	Install ground mounted signs	\$170,000
Construction Zone Enforcement and Enforcement Program (2007-2008)	Caltrans	Increase CHP presence during Doyle Drive and ramp closures	\$3,350,000
Freeway Service Patrol (FSP)	GGF, TD	Provide service to motorists during ramp closures and weekend	\$1,620,000
Add more Tow Trucks during Full Closure	Caltrans	Additional tow trucks provided to assist disabled vehicles and recover to highway	\$20,000
Traffic Monitoring Station (TMS)	Caltrans	Relocate equipment to accommodate construction if necessary	\$20,000
Highway Advisory Radio (HAR)	Caltrans	Prepare and perform HAR broadcasts	\$50,000
Changeable Message Signs (CMS)	Caltrans	Activate CMS during HAR broadcasts if available	\$140,000
Coordination with Transit Agencies	SPECTA, Caltrans	Notify BART, SGT, and Peninsula regarding schedule changes, ramp, and local roadway closures and local live working days, etc.	\$170,000
Coordination with Local Jurisdictions	SPECTA, Caltrans	Coordinate with City and County of San Francisco, local Police, Sheriff's Office, Fire, SFPD, and other agencies for coordination on ramp, local roadway closures, and other activities	\$170,000
Add Toll Call Closure Costs	SPECTA, Caltrans	Provide toll call closure costs and toll collection for users of toll roads and toll bridges and toll collection for users of toll roads	\$4,000,000
Total			\$11,450,000

Note: All values are based on 2007 dollars.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The Draft TMP conducted for the Doyle Drive Project analyzed existing conditions and construction-period traffic impacts in the project vicinity. The following is a summary of key findings based on the results of the Draft TMP:

- Coordination is required so that the Doyle Drive Project will not conflict with implementation of any concurrent construction projects in the project vicinity.
- Impacts due to construction of the Doyle Drive Project are not expected to significantly impact existing traffic conditions and local residents. In most of the corridor, the existing number of travel lanes will be maintained in both directions.
- During the PS&E phase for this project a detailed TMP will be developed, including lane and freeway closure charts and calculations, connector and ramp closure charts and calculations, local roadway closure charts and calculations, construction detour plans, and delay cost calculations.

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Reviewers	Page	
AGENCIES	Comment Letter	Responses
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Golden Gate National Recreation Area	22	37
Presidio Trust	49	56
San Francisco Public Utilities Commission	60	65
San Francisco Recreation and Parks Dept	66	67
The Transportation Authority of Marin	68	70



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

March 1, 2006

REC'D MAR 03 2006

Gene Fong
Division Administrator
Federal Highway Administration
650 Capitol Mall Suite 4-100
Sacramento, CA 95814

Subject: Draft Environmental Impact Statement (EIS) for Doyle Drive Project –
South Access to the Golden Gate Bridge, San Francisco, CA (CEQ
#20050545)

Dear Mr. Fong:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. Based on our review, we have rated the proposed project as Environmental Concerns-Insufficient Information (EC-2).

1

We recognize the importance of addressing the seismic, safety, and structural improvement needs for Doyle Drive and commend the Federal Highway Administration (FHWA) on a well-prepared Draft Environmental Impact Statement (EIS). Given the project's location within the Presidio and its proximity to the Golden Gate National Recreation Area, cultural institutions, and residential areas, we are concerned about potential adverse impacts to cultural and historic resources and traffic in neighboring communities. We are also concerned about potential human health impacts from construction-related emissions. We recommend that FHWA avoid and minimize these impacts to the maximum extent possible, and commit to specific mitigation measures in the Final EIS and Record of Decision. Please see the enclosed detailed comments.

2

3

EPA appreciates the opportunity to review this Draft EIS. When the Final EIS is released for public review, please send two copies to the address above (mail code: CED-2). If you have questions, please contact me at 415-972-3988 or Nancy Levin, the lead reviewer for this project. Nancy can be reached at 415-972-3848 or levin.nancy@epa.gov.

Sincerely,

for Duane James, Manager
Environmental Review Office
Communities and Ecosystems Division

Enclosures:

Summary of EPA Rating Definitions

Detailed Comments

cc: Leroy L. Saage, San Francisco County Transportation Authority
Jared D. Goldfine, Caltrans
Brian O'Neil, National Park Service
Craig Middleton, The Presidio Trust
James Metcalf, U.S. Department of Veterans Affairs

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
DOYLE DRIVE PROJECT – SOUTH ACCESS TO THE GOLDEN GATE BRIDGE, SAN
FRANCISCO COUNTY, CA, MARCH 1, 2006

Cultural and Historic Resources

The proposed project extends from the south end of the Golden Gate Bridge in San Francisco, through the Presidio of San Francisco, to the Palace of Fine Arts. This area is rich in historic and cultural significance. The Presidio is designated as a National Historic Landmark District (NHL). As stated in the Draft Environmental Impact Statement (EIS), both build alternatives would have an adverse effect on the Presidio NHL and its contributing elements, individual historic properties, and the cultural landscape found on the Presidio (pages 3-113 to 3-116). Other historic properties in the area include a prehistoric archaeological site, historic viaducts, the Golden Gate Bridge, and the Palace of Fine Arts. According to the Draft EIS, the Federal Highway Administration (FHWA) has begun consultation under Section 106 of the National Historic Preservation Act (page 3-107). The Draft EIS states that a Memorandum of Agreement (MOA) and a variety of mitigation plans will be developed as part of the Section 106 consultation process (pages 3-116 to 3-120).

Recommendations:

Given the magnitude of potential impacts to cultural and historic resources, we recommend that the Final EIS include a more detailed discussion of mitigation measures and design guidelines to avoid, minimize and compensate for adverse impacts. We recommend that these measures be adopted in the Record of Decision (ROD).

4

Include in the Final EIS the completed Section 106 MOA and mitigation plans. Alternatively, discuss the process and timeline for completing the Section 106 consultation process.

5

Traffic and Transportation Impacts

The Draft EIS recognizes that the project could adversely affect traffic patterns on local roadways during construction and operation. Project construction will require short-and long-term roadway closures (page 2-61) that could increase traffic in some areas, reduce travel speeds, and divert traffic through neighborhood streets. New or modified access points may also affect pedestrian and bicycle operations.

The Draft EIS briefly discusses strategies to accommodate traffic during construction (page 3-68), and states that a "Transportation Management Plan" will be developed to minimize these traffic impacts. The Transportation Management plan will encourage use of alternative routes, use of transit, overall trip reduction, and interactive traffic monitoring to alleviate bottlenecks (page 3-90). The Draft EIS also states that the Transportation Management Plan will not be developed until after the preferred alternative is selected and during the final design, and that affected agencies would be consulted to develop the Plan (page 3-65).

Recommendations:

Include in the Final EIS a draft Transportation Management Plan with specific measures to minimize adverse traffic impacts to neighborhoods as a result of the construction and operation of the proposed project.

6

Include in the Final EIS specific measures to encourage the use of transit as a means of alleviating construction-related congestion.

7

In addition to soliciting transportation and transit agency feedback on the Transportation Management Plan, include in the Final EIS a commitment to consult with local residents, businesses, and other affected users (including bicyclists and pedestrians) of the Presidio and Golden Gate National Recreation Area in developing the Plan.

8

Construction-related Emissions

We commend FHWA for describing available dust control measures in the Draft EIS and encourage FHWA to commit to these measures in the Final EIS and ROD.

9

Construction emissions from the proposed project may result in human exposure to diesel exhaust, which includes particulate matter less than 2.5 microns in diameter (PM2.5). Older adults, people with heart and lung disease, and children are particularly sensitive to fine particle exposure. Studies have shown a significant association between exposure to PM2.5 and adverse health outcomes, including asthma, respiratory disease, and premature death. Given the adverse health effects for PM2.5 and diesel exhaust exposure, EPA recommends that the Final EIS include mitigation measures for these construction emissions.

10

The project's Air Quality Study (November 2004) identifies residential areas in and around the project study area that would be sensitive to air quality impacts of the project. The Final EIS should also specify the locations of schools, hospitals, open space/recreational areas (in addition to Crissy Field), and convalescent homes, if any, that could be affected by construction-related emissions.

11

Recommendations:

Identify in the Final EIS sensitive receptors in the project area, including children, elderly, infirm, and athletes, and minimize impacts to these populations.

12

Include a Construction Emissions Mitigation Plan for fugitive dust and diesel PM (DPM) in the Final EIS and adopt this plan in the ROD. EPA recommends the following mitigation measures be incorporated in the Construction Emissions Mitigation Plan, where feasible and appropriate, in order to reduce impacts associated with emissions of PM10, DPM, and air toxics from construction-related activities:

13

- Establish an activity schedule designed to minimize traffic congestion around the construction site.
- Utilize EPA-registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter and other pollutants at the construction site.
- Locate construction equipment and staging zones away from sensitive receptors such as children and the elderly as well as away from fresh air intakes to buildings and air conditioners.
- Use low sulfur fuel (diesel with 15 parts per million or less).
- Reduce trips and unnecessary idling from heavy equipment.
- Lease newer and cleaner equipment (1996 or newer).
- Periodically inspect construction sites to ensure construction equipment is properly maintained at all times.

14

Other Comments

- Section 3.3.4 Air Quality references the 2001 Transportation Improvement Program (TIP). Since the project is identified in the Draft EIS as being part of a conforming 2005 TIP, it is unclear why the 2001 TIP is referenced (page 3-161). This should be clarified or updated in the Final EIS.
- The project impact summary tables (Exhibits S-7 and S-8) include only permanent impacts of the project to the human and physical environment. We recommend that the summary table also include temporary impacts, so that the tables provide a complete summary of potential project effects.
- In accordance with Executive Order 13112, EPA recommends that the Final EIS identify proposed methods to minimize the spread of invasive species and utilize native plant and tree species where re-vegetation is planned.

15

16

17



Comments on the Doyle Drive Project DEIS/R

Reviewer: United States Environmental Protection Agency

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1210
2	Please refer to Responses 4 and 5.	1211
3	Please refer to Responses 4 and 5.	1212
4	The Avoidance, Minimization and/or Mitigation Measures discussion found in Section 3.2.11 was updated to provide additional information.	1214
5	The Avoidance, Minimization and/or Mitigation Measures discussion found in Section 3.2.11 was updated to provide additional information.	1215
6	A summary of the draft TMP is included in the FEIS/R, see Avoidance, Minimization and/or Mitigation Measures of Section 3.2.8 and Appendix K. The detailed TMP would be finalized during the final design phase of project.	1216
7	Transit would be an integral part of the TMP. A summary of the draft TMP is included in the FEIS/R, see Avoidance, Minimization and/or Mitigation Measures of Section 3.2.8 and Appendix K. The detailed TMP would be finalized during the final design phase of project.	1217
8	The Authority has made the commitment to continue an open dialog with all project stakeholders throughout the completion of this project. This will include agency and citizen advisory committees, public meetings, living room briefings, project website, and published media.	1218
9	The construction mitigation measures for reducing dust emissions that are identified in the Avoidance, Minimization and/or Mitigation Measures section of Section 3.3.4 of the FEIS/R are those required by the BAAQMD. In addition, those mitigation measures geared to reduce exhaust emissions from construction equipment, and that are identified in the same section, are required by Federal Regulations for construction activities that will occur on this project. The project commits to implementing the measures.	1219
10	The FEIS/R identified mitigation measures for reducing diesel particulate matter (PM 2.5) by adopting measures similar to those indicated in the Comment. The FEIS/R stated that these measures are required by the Federal Tier 4 emission regulations for diesel engines (See Avoidance, Minimization and/or Mitigation Measures of Section 3.3.4).	1819
11	The Community Facilities discussion in Section 3.2.4 of the FEIS/R discussed sensitive receptors in the area. These would include schools, hospitals, and residences. The mitigation measures identified in the Avoidance, Minimization and/or Mitigation Measures portion of the Air Quality Section (Section 3.3.4) of the FEIS/R are those required by BAAQMD Guidelines to reduce construction impacts at sensitive receptors to less than significant levels.	1220



Comments on the Doyle Drive Project DEIS/R

Reviewer: United States Environmental Protection Agency

Reviewer's Comment Number	Response	Database ID
12	See response to Comment 1220	1221
13	The mitigation measures identified in the comment are part of the FEIS/R, see the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.4. Because they are either required by BAAQMD regulations or by Federal regulations, the mitigation plan will automatically be part of the ROD.	1222
14	See response to Comment 1222	1223
15	The text referred to in the comment has been dropped in the FEIS/R, see Regulatory Setting of Section 3.3.4. It is an old narrative that was written before the 2005 TIP was released. The previous paragraph of the DEIS/R was intended to replace it.	1224
16	This information was covered in the text, see the discussion of Temporary Impacts throughout Chapter 3. Temporary impacts are also be covered in the mitigation monitoring plan if mitigation is deemed appropriate.	1225
17	See response to comment 1180. The EIS/R also does this by referencing BMPs, see Avoidance, Minimization and/or Mitigation Measures in Section 3.4.5. The source of standard BMPs is clarified in the response to comment 1792.	1226

March 20, 2006

Lee Saage, Project Manager
Doyle Drive DEIS/R Comments
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102



Re: Comments on Doyle Drive DEIS/R

Dear Mr. Saage:

On behalf of the Golden Gate Bridge, Highway and Transportation District staff, I submit the following comments on the Draft Environmental Impact Statement/Report and Draft Section 4(f) Evaluation for Doyle Drive, South Access to the Golden Gate Bridge, December 2005. Comments are presented in the order they occur in the document.

Summary

Page v -- The footnote at the bottom of the page explains why HOV lanes were eliminated from further consideration and not carried forward into project alternatives. Since the time of preliminary alternatives screening, GGBHTD staff has been working with SFCTA on plans for Bus Rapid Transit on Geary Blvd. and Van Ness Avenue. Please confirm that these plans do not foresee extensions to Doyle Drive via Park Presidio Blvd. or Lombard Street. Otherwise, HOV lanes on Doyle Drive could be effective and merit further consideration as an element of the project.

1

Page vi -- The description of the No-Build Alternative references interim repairs and ongoing maintenance as requirements to keep the roadway in service. However, it also notes that a weight restriction could be designated without appropriate maintenance. Please clarify whether weight restrictions will be required for this project alternative. If weight restrictions are required, the rerouting of heavy vehicles (such as buses) should be addressed in the document. If weight restrictions are not required, is there a maintenance cost associated with this alternative that should be reflected in Exhibit S-6?

2

Page viii -- The description of the Replace and Widen Alternative references access to the Presidio via on and off ramps to Merchant Road at the GGB Toll Plaza. It should be clarified that these ramps lead to Lincoln Blvd. and the Presidio via roads that service GGBHTD facilities such as its maintenance shops, the administration building, and Bridge visitor areas. Merchant Road and other GGBHTD service roads are not designed to provide access to the entire Presidio.

3

Page ix -- The description of the Presidio Parkway Alternative should clarify whether the design option for a new slip ramp (Merchant Ramp) between northbound Doyle Drive and the GGB east parking lot is included in the project and should be consistent with Exhibit S-6, where this ramp is shown, and Exhibit S-7.

4

Page xiii -- Exhibit S-7, Traffic and Transportation, should show public transit impacts.

5

Comments on Doyle Drive DEIS/R
March 20, 2006

Page 2

Chapter 1

Page 1-9 - Description of existing condition of Doyle Drive suggests that, even with repair and maintenance, Doyle Drive could be closed or restricted. Please reconcile these statements with later descriptions of the feasibility, cost and other impacts of the No Build Alternative.

6

Page 1-10 - Please clarify that the ramps at the GGB Toll Plaza do not provide "direct" access from Doyle Drive to the Presidio. The ramps are located in the Toll Plaza area and connect to Merchant Road on the west and GGB service roads on the east, which then connect to Lincoln Blvd. Access between Doyle Drive and the Presidio is currently "indirect" via these roads located within the Toll Plaza area. It should be noted that lack of direct Presidio access also impacts GGBHTD facilities.

7

Page 1-14 - The footnote at the bottom of Exhibit 1-7 refers to bridge tolls and value pricing as sources of other local funds for the project. Please clarify that Golden Gate Bridge tolls are not committed to funding this project.

8

Chapter 2

Page 2-2 - Please revise Exhibit 2-1 to show the Toll Plaza area extending south to just north of Lincoln Blvd. The Merchant Rd. ramps are located within the Toll Plaza area.

9

Page 2-24 (and Exhibit 2-7) - Please clarify that in addition to the Transit Exclusive Alternative there was consideration of HOV lanes and general traffic lanes on Doyle Drive. As stated in the above comment regarding Page v of the Summary, this option was eliminated due to apparent ineffectiveness recognizing that there are no plans for continuing HOV lanes to the north or south of Doyle Drive. However, we ask that this assumption be confirmed relative to recent efforts by SFCTA and MUNI to study BRT along Van Ness Avenue and Geary Blvd. Specifically, is SFCTA considering extending transit preferential improvements along Park Presidio or Lombard Street?

10

Page 2-27 - This page contains further statements regarding the infeasibility of the No Build Alternative that should be reflected in characterizing the impacts of this alternative elsewhere in the document.

11

Page 2-30 - The next-to-last sentence of the discussion of a Moveable Barrier is not consistent with the conclusion stated in the last sentence.

12

Page 2-31 - As noted before, Doyle Drive does not have direct access to Presidio at Merchant Road. These ramps are located within the GGB Toll Plaza area.

13

Pages 2-32 to 2-37 - As noted before, No Build Alternative should be revised to provide required maintenance to avoid weight restrictions that would require buses and trucks to take other routes and to provide appropriate seismic response. Otherwise, this alternative should be described as being infeasible or unacceptable.

14

Page 2-43 - The description of Alternate 5 includes a statement about parking the District's future Moveable Median Barrier machine in the median of Doyle Drive. This statement should also appear in the description of Alternate 2.

15

Page 2-49 - The description of the slip ramp option should be revised to explain that the ramp would provide direct access from westbound Doyle Drive to the Presidio and the GGB East

16

Comments on Doyle Drive DEIS/R
March 20, 2006

Page 3

Parking Lot as an improvement to the existing condition. It should also note that the existing weaving section between Doyle Drive, Veterans Blvd. and the exit ramp is substandard in its length in addition to being congested. District requests that the slip ramp be incorporated into the basic design of Alternative 5 rather than being carried forward as a design option since it is germane to the project purpose and objectives related to improving traffic safety and functionality as an approach to GGB.

16
cont

Page 2-49 – The description of the eastern end access should include references to new bus stops and pedestrian pathways that provide inter-modal access improvements directly associated with this project and responsive to the project objectives.

17

Page 2-50 and 2-51 – As stated before, the No Build Alternative should be represented as being infeasible or unacceptable. Otherwise, the full maintenance and rehabilitation cost of this alternative should be provided.

18

Pages 2-51 through 2-63 – District is very concerned about construction staging and traffic-related impacts to GGB and GGT operations as well as to concurrent GGB construction projects. Any temporary and long-term closures of Lincoln Avenue near the GGB and of the ramps in the Doyle Drive/Veterans Blvd. interchange as shown on Exhibits 2-36 and 2-37 could negatively impact the GGB. Construction timing should also be coordinated with GGB construction work.

19

Chapter 3

Page 3-2 - It should be noted that the GGB along with its support facilities and visitor areas is being considered a recreational land use within the project study area in addition to being a transportation facility. The affect of the alternatives on use and enjoyment of the GGB by visitors is addressed in Section 3.2.2. In particular, on Pages 3-28 through 3-31, the District is concerned about temporary impacts of construction and construction detours that could increase traffic through the visitor areas east of the Toll Plaza. As stated before, the service roads within these visitor areas are not designed to accommodate high volumes of through traffic. The project should avoid, minimize and/or mitigate negative impacts.

20

Page 3-13 – Description of “Temporary Impacts” should note whether impacts are expected to existing transit services (GGT and MUNI) that currently use Doyle Drive.

21

Page 3-14 – As stated before, the No Build alternative should be clarified as being infeasible or unacceptable unless it includes adequate maintenance and rehabilitation to avoid weight restrictions and to address seismic response. Such maintenance and rehabilitation should be included in the project description and environmental evaluation.

22

Pages 3-22 and 3-31 – It should be noted what impacts (if any) the Diamond and Circle Drive Options for the Parkway Alternative will have on the north- and southbound bus stops at Richardson and Lyon streets.

23

Page 3-23 - It should be noted that the Merchant road slip ramp would provide direct access between Doyle Drive and the Fort Scott area of the Presidio, as well as to the GGB visitor area and NPS Area A without entering the Toll Plaza area.

24

Page 3-28 – DEIS’ description of the East Parking Lot location should be described as “east” of the Golden Gate Bridge Toll Plaza, not “south”.

25

Comments on Doyle Drive DEIS/R
March 20, 2006

Page 4

Page 3-32 – As stated before, the No Build Alternative should be consistently clarified as including or excluding adequate maintenance and rehabilitation to be either feasible and fully evaluated or not.

26

Pages 3-64 and 3-65 – The Veterans Blvd. to south of Merchant Road segment should also note that deficient service levels, lane changes and weaving are associated with accessing the Presidio in addition to GGB and its viewing areas.

27

Page 3-68 and 3-89 – It should be noted that traffic reduction strategies proposed for the Transportation Management Plan could adversely affect GGB toll revenue generation. Toll revenues are needed to fund bridge operations and capital projects, and to subsidize public transit services. The proposed 5 to 10 percent traffic reduction spread over four to five years of construction could have significant impact on the District's ability to maintain services to the public. District requests that the project consider this possibility and mitigate the financial impact.

28

Pages 3-68 and 3-91 – DEIS should note whether the Transportation Management Plan will consider potential negative impacts to existing bus transit operations as part of the "narrower lanes, alignment adjustments or more restrictive turning radii" anticipated during project construction.

29

Pages 3-69 through 3-72 – As stated before, District is very concerned about road closures that would increase traffic on the service roads around the GGB and affect District operations and the use and enjoyment of the GGB by visitors. The Transportation Management Plan is cited as the avoidance, minimization and/or mitigation for construction-related impacts. Since construction could go on for 5 years and since alternate routes may not be designed to accommodate higher traffic volumes, the cost of implementing the TMP could be significant. Does the project estimate this cost and is this cost included in the project costs?

30

Pages 3-84 and 3-85 – As stated before, District requests the Merchant Road slip ramp be included in the basic configuration of Alternative 5 rather than as a design option since it is needed to address the inadequate weave condition identified.

31

Page 3-88 – As stated before, the No Build Alternative should be consistently clarified as including or excluding adequate maintenance and rehabilitation to either be feasible and fully evaluated or not. In this case, it appears that the evaluation assumes adequate maintenance and rehabilitation is provided to maintain existing functionality. What are the maintenance and rehabilitation costs associated with this assumption and why are they not attributed to the cost of this alternative?

32

Page 3-88 – As stated before, impacts (temporary or permanent) to existing public transit services should be presented.

33

Page 3-89 – Discussion of Alternative 5 implies that the Merchant Road slip ramp is a contributing element of the project rather than an option.

34

Page 3-90 – It should be noted that GGT services are assumed to operate at Year 2000 service levels consistent with the choice of Base Year 2000 GGB traffic levels since more recent experience reflects a downturn in traffic and transit ridership associated with the post-2000 economic recession.

35

Comments on Doyle Drive DEIS/R
March 20, 2006

Page 5

Pages 3-91 and 3-92 – It should be noted that temporary re-routing of buses can be more difficult and costly than detours for general traffic because of operating characteristics of buses, need for bus stops and advance notification to passengers. Duration, avoidance, minimization and/or mitigation for construction impacts on transit services should be included in the TMP.

36

Page 3-91 – As stated before, the No Build Alternative should be clarified consistently. In this case, there is no mention of weight restrictions that could result in bus route changes.

37

Pages 3-91 and 3-92 – There is mention of transit stops on Richardson associated with Alternate 5, but no explanation is provided. Please elaborate on the differences between alternatives associated with transit-related elements of the project. Does the project contain inter-modal improvements benefiting public transit?

38

Page 3-99 – The Merchant Road slip ramp would serve the GGB facilities, visitor areas and areas of the Presidio such as Fort Scott and Battery East. Please change these descriptive references to clarify the purpose of this Alternative 5 design feature here and in other parts of the report.

39

Chapter 4

Pages 4-3 and 4-14 – District disagrees with conclusion that there would be no significant temporary impact to GGB operations and use and enjoyment of visitor areas under CEQA resulting from construction detours required by the build alternatives. As stated before, the roads serving these GGB areas could experience significant increases in traffic with proposed closures of roadways in the Park Presidio/Veterans Blvd/Doyle Drive interchange and other locations. The road under the Toll Plaza, for example, bisects visitor areas that have significant pedestrian, bicycle and tour bus activity. Consistent with the NEPA section, the CEQA section should include reference to a Transportation Management Plan, developed in coordination with the District and funded by the project, to minimize traffic impacts during construction.

40

Page 4-14 – Description of the No Build Alternative understates the impact on the environment by not considering the long-term maintenance and rehabilitation that would be necessary to maintain its existing function as the south approach to the GGB.

41

Page 4-14 – Insert the word “and” between “Plaza” and “via” in the fourth line of the last paragraph.

42

Page 4-15 – The new slip ramp may be best described as improved access to the Presidio via a direct connection from northbound Doyle Drive to Lincoln Avenue which would avoid the Toll Plaza.

43

Chapter 5

Page 5-7 – Description of GGB Seismic Retrofit should reference Phase 3 as well. Description of GGB Moveable Median Barrier should reference a storage area for the operation of the transfer machine in the median of Doyle Drive.

44

Page 5-7 – Description of Highway 101 widening having a reversible HOV lane is not correct.

45

Page 5-9 – Description of temporary delays due to construction should be revised to include a Transportation Management Plan developed for the project. Also, please elaborate on what is meant by “measures that would be implemented ... such as ... increased transit service.”

46

Comments on Doyle Drive DEIS/R
March 20, 2006

Page 6

Page 5-10 – As stated before, the description of the No Build Alternative understates its impacts by overlooking the maintenance and rehabilitation that would be required to maintain its function. | 47

Pages 5-15 and 5-18 – Please remove reference to the Golden Gate Bridge Public Safety Railing Project as an ongoing project. This project was implemented in 2004. | 48

Page 5-19 – Please remove reference to the Golden Gate Bridge Toll Plaza Redesign. There is no such project of the District. | 49

Chapter 7

Page 7-6 – As stated before, please revise the description of the Merchant Road slip ramp. | 50

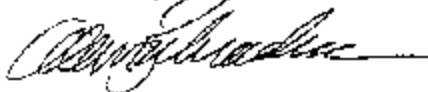
Page 7-38 – As stated before, please revise the description of the Transit Exclusive Alternative. | 51

Page 7-44 – Results of analysis of ramp metering and elimination of Veteran's Blvd. on-ramp should add that there would be negative impacts on recreational uses of the GGB visitor areas. | 52

Page 7-46 – Description of temporary road closures due to construction should acknowledge the impacts of increased traffic on alternate routes that would negatively affect use and enjoyment of GGB visitor areas. A Transportation Management Plan is required to adequately address traffic impacts resulting from the construction of the project. | 53

Thank you for the opportunity to provide these comments. Please contact me or Denis Mulligan, District Engineer, if you have any questions.

Very truly yours,



Alan R. Zahradnik
Director of Planning

ARZ/kmp

- c: Celia Kupersmith
- Denis Mulligan
- Janet Tarantino
- David Miller
- Kary Witt
- Maurice Palumbo



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGBHTD

Reviewer's Comment Number	Response	Database ID
1	BRT in this corridor is currently not a priority of the SFCTA and is beyond the scope of this project.	1689
2	Weight restrictions are not required as part of the build project alternatives. Weight restrictions were contemplated under the no-build scenario since ongoing maintenance and repairs are unscheduled and minimal.	1690
3	The changes to the description of the Replace and Widen Alternative, as appropriate, were made in Section S.4 of the FEIS/R.	1691
4	The changes to the description of the Presidio Parkway Alternative, as appropriate, were made in Section S.4 of the FEIS/R.	1692
5	The summary table show in Exhibit S-9 was updated to include Transit and indicate that there are no significant changes to anticipated future transit conditions for any alternative.	1693
6	Both Section 1.4.2 Structural Degradation and 2.4.1 No-Build Alternative indicate that without extensive maintenance, the facility could have weight restrictions.	1694
7	The changes to the description of the Vehicular Access into the Presidio, as appropriate, were made in Section 1.4.2 of the FEIS/R.	1695
8	The changes to the footnote of Exhibit 1-7, as appropriate, were made in the FEIS/R.	1696
9	The changes, as appropriate, were made in the FEIS/EIR.	1697
10	BRT in this corridor is currently not a priority of the SFCTA.	1698
11	The No-Build Alternative does not meet the project need, purpose and objectives but is included to provide the baseline for existing environmental conditions and future travel conditions against which all other alternatives are compared. The impacts of a No-Build scenario are described in Section 1.4.2 Project Need, of the FEIS/R.	1699
12	The changes to the discussion of the Moveable Barrier in Section 2.3.4, as appropriate, were made.	1700
13	The FEIS/R clarifies that Presidio access is through Toll Plaza area.	1701



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGBHTD

Reviewer's Comment Number	Response	Database ID
14	Caltrans is executing an interim rehabilitation project of the high-viaduct for FY 2006/07 that plans to remove the existing paint system, remove and replace various steel elements and connection rivets due to sectional loss, and repaint the steel truss spans and the steel approach spans. This project is intended to extend the service life of the high-viaduct by ten years, until the facility is replaced. The interim repairs are expected to maintain the current level of safety and do not constitute a retrofit or rehabilitation. Maintenance funds are not steady and are programmed pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build does not meet the purpose and need of the project.	1702
15	The statement regarding parking a Moveable Median Barrier Machine in the median was added to the discussion of Alternatives 2, 5 (Section 2.4) and the Preferred in Section 2.5.	1703
16	The description of Alternative 5 was updated for the FEIS/R in Section 2.4.3. Weaving issues were covered in Traffic Section (see discussion of Segment Weaving under Permanent Impacts in Section 3.2.8). It was determined that the slip ramp will not be carried forward as part of the preferred alternative for the project (see Section 2.5.1)	1704
17	The following text was added to the description of the Presidio Parkway Alternative in Section 2.4.3 of the FEIS/R: Included in both the Diamond and Circle Drive options are extended bus bays on both sides of Richardson Avenue which will accommodate up to four buses each and improved crosswalks to provide safer and enhanced pedestrian circulation in the area. The extended bus bays will keep the buses out of the main flow of traffic during stops, provide safer merging capability for the buses and will facilitate transfers between Golden Gate Transit, Muni and PresidioGo vehicles.	1705
18	Maintenance funds are not steady and are programmed pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build Alternative does not meet the purpose and need of the project.	1706
19	Preliminary construction staging activities for the Preferred Alternative are described in Section 2.9.1. The TMP developed for this project will involve the GGBHTD to ensure coordination with any GGB construction activities. The TMP will also acknowledge possible detours for GGT bus routes when detours are necessary, especially with weekend closures. Detouring needs to be coordinated with GGT to minimize impacts on operations and riders. The draft TMP will be included in Appendix K.	1707
20	During the construction period all efforts will be made to minimize traffic related impacts to the GGB visitor area. Details will be provided in the Traffic Management Plan to be prepared before the start of construction. Development of the TMP will include coordination with the GGBHTD.	1708
21	The discussion of temporary impacts to transit service is discussed in the Temporary Impacts section of Transit Section 3.2.9. Text was added to this section that temporary bus route detours would be necessary during the two full weekend closures.	1736



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGBHTD

Reviewer's Comment Number	Response	Database ID
22	Caltrans is executing an interim rehabilitation project of the high-viaduct to extend the service life of the high-viaduct by ten years, until the facility is replaced. The interim repairs are expected to maintain the current level of safety and do not constitute a retrofit or rehabilitation. Maintenance funds are not steady and are programmed pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build Alternative does not meet the purpose and need of the project.	1709
23	In July 2006, Alternative 5 with the Diamond Interchange option was selected as the Preferred Alternative. The Preferred Alternative will include extended bus bays on both sides of Richardson Avenue and improved crosswalks in the area. The extended bus bays will provide safer merging capability and facilitate transfers between various services. The project team will continue to work with GGBHTD to develop the TMP and minimize impacts.	1737
24	The text under the discussion of Fort Scott for the Presidio Parkway Alternative in Section 3.2.1 was revised.	1710
25	The edits were made in the description of the East Parking Lot in the Affected Environment of Section 3.2.2 of the FEIS/R.	1738
26	Maintenance funds are not steady and are programed pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build Alternative does not meet the purpose and need of the project.	1711
27	In the discussion of the Existing Traffic Conditions in Section 3.2.8, it was clarified that the Presidio access is through Toll Plaza area (Golden Gate Bridge Viewing area).	1712
28	While the TMP will incorporate elements to encourage commuters to use other modes during construction, the facility will still be available for automobile commuters. It is anticipated that the complete closure of Doyle Drive east of the Park Presidio Intchange would occur on two weekends, however the GGB would still be open and accessible from other routes. The TMP will include a plan to address anticipated impacts of the extended closures including any proposed mitigation.	1713
29	The transit section (Section 3.2.9) of the FEIS/R was enhanced. However, the buses are currently operating in lanes narrower than the proposed lanes.	1739
30	Cost to implement the TMP is included in the total project cost. Costs are currently estimated. However, the exact cost associated with the TMP will not be availble until final construction staging is determined with the plan to mitigate and minimize these impacts. While the TMP will incorporate elements to encourage commuters to use other modes during construction, the facility will still be available for automobile commuters. It is only anticipated that the complete closure of Doyle Drive east of the Park Presidio Interchange would occur on one (possibly two weekends) however the GGB would still be open and accessible from other routes. With the refinement of the proposed staging of construction, it is anticipated that the construction time will be reduced to less than four years.	1714



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGBHTD

Reviewer's Comment Number	Response	Database ID
31	The Merchant Road slip ramp was not selected as part of the Preferred Alternative. Please see Section 2.5.1 for details regarding the screening of this element and development of the Preferred Alternative.	1715
32	Maintenance funds are not steady and are available pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build Alternative does not meet the purpose and need of the project.	1716
33	Any temporary or permanent impacts from the project will be mitigated and presented in the Transportation Management Plan and the enhanced Transit section of the FEIS/R, see Section 3.2.9.	1740
34	This text was removed from the description of Alternative 5 in Section 3.2.8.	1717
35	Comment noted	1718
36	Text was revised as suggested in the Avoidance, Minimization and/or Mitigation Measures section of 3.2.9.	1719
37	Caltrans is executing an interim rehabilitation project of the high-viaduct. This project is intended to extend the service life of the high-viaduct by ten years, until the facility is replaced. The interim repairs are expected to maintain the current level of safety and do not constitute a retrofit or rehabilitation.	1720
38	The discussion under Travel Time in the transit section (Section 3.2.9) of the FEIS/R was expanded to include the new transit stops on Richardson. Description of the transit stops are also provided in the description of both Alternative 5 (Section 2.4.3) and the Preferred Alternative (Section 2.5.1).	1721
39	The text under Permanent Impacts to Alternative 5 in Section 3.2.10 in the FEIS/R is revised as follows: The Merchant Road Slip Ramp Option which would serve the Golden Gate Bridge facilities, visitor areas and areas of the Presidio such as Fort Scott and Battery East, would require the removal of a row of trees along the north side of Doyle Drive, as well as the removal of the road of apartment builds along Armistead Road.	1722
40	The criteria for impacts under CEQA vary from the impact analysis under NEPA. Based on the significance criteria applied to Traffic/Transportation, it has been determined that there are no significant impacts under CEQA. Mention of the TMP has been included in the CEQA discussion.	1723
41	Maintenance funds are not steady and are available pending other priority needs within the District. Since the maintenance funds necessary to keep the existing facility to current standards are not guaranteed, the No-Build Alternative does not meet the purpose and need of the project.	1724



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGBHTD

Reviewer's Comment Number	Response	Database ID
42	The edit was made.	1725
43	The edit was made.	1726
44	The description of GGB Seismic Retrofit was updated in Section 5.5 of the FEIS/R to reference Phase 3. However, the moveable median barrier is not part of this project though current plans would not preclude its addition in the future.	1727
45	At the beginning of the project study, a reversible HOV was under consideration for Highway 101 in Marin county. This alternative has since been dropped. The description in Section 5.5 of the FEIS was updated to reflect the current description.	1728
46	As stated in Section 5.6.1 a Transportation Management Plan will be developed prior to construction of the project. The level of impact will be difficult to determine until the construction plans are finalized.	1729
47	Comment noted.	1730
48	The edit was made in Section 5.5 of the FEIS/R.	1741
49	The reference was removed from the FEIS/R.	1731
50	The EIS/R text was revised as follows: The Merchant Road Slip Ramp Option which would serve the Golden Gate Bridge facilities, visitor areas and areas of the Presidio such as Fort Scott and Battery East, would require the removal of a row of trees along the north side of Doyle Drive, as well as the removal of the road of apartment builds along Armistead Road.	1732
51	BRT in the corridor is currently not a priority. The description of the Transit Exclusive Alternative stands as is pending further consideration by SFCTA.	1733
52	Ramp metering and elimination of the Veteran's Blvd on-ramp is not part of the Preferred Alternative, therefore there would be no negative impacts on the recreational uses of the GGB visitor area.	1734
53	The impacts of the temporary road closures are described under the Preferred Alternative throughout Chapter 3 in the FEIS/R. The Transportation Management Plan would be finalized during detailed design and will address the traffic impacts resulting from the construction of the project.	1735



United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

IN REPLY REFER TO:

A88 (GOGA - PLAN)

MAR 31 2006

José Luis Moscovich
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

Dear Mr. Moscovich:

Subject: Golden Gate National Recreation Area Comments on Doyle Drive Draft Environmental Impact Statement/Report

The Golden Gate National Recreation Area (GGNRA) would like to express our appreciation to the San Francisco County Transportation Authority for the leadership it has provided during the preparation of the Doyle Drive Environmental Impact Statement/Report (EISI/R) and to the spirit of creativity and openness that it has sustained among the complex team of cooperating agencies and the public. Replacing Doyle Drive within the boundary of a National Park and National Historic Landmark District is a challenging and complicated task with great public and private interest. We salute your efforts to correct the unsafe conditions on Doyle Drive while causing the least possible harm and disruption to the natural, cultural and recreational resources of the Presidio.

Doyle Drive serves a critical role in the performance of our mission to preserve and enhance the natural environment and cultural resources of the coastal lands north and south of the Golden Gate for the inspiration, education, and recreation of people today, and for future generations by linking park sites to the north and south of the Golden Gate Bridge. Improving the unsafe conditions that currently exist on Doyle Drive is one of our highest transportation priorities.

For the past 6 years, GGNRA, acting in its capacity as a Cooperating Agency for the Doyle Drive Environmental and Design Study has participated in support of the San Francisco County Transportation Authority's (SFTA) efforts to correct the unsafe conditions that currently exist on Doyle Drive, the south access to the Golden Gate Bridge. We are committed to the project and have devoted significant resources to the preparation and review of the Environmental Impact Statement/Report and the technical studies that analyze project impact on the National Park and neighboring areas.

Prior to the conversion of the Presidio of San Francisco from an Army Installation to a National Park on October 1, 1994, GGNRA prepared The Presidio of San Francisco General Management Plan Amendment (July 1994) which established the following five objectives for the replacement of Doyle Drive. All of these objectives have been adopted in the Doyle Drive DEIS/R.

- To redesign the Doyle Drive corridor as a parkway rather than a freeway
- To respect the Presidio of San Francisco's status as a national historic landmark district in redesign options
- To minimize the effects of noise and other pollution from the parkway on natural areas and recreational qualities at Crissy Field and other areas adjacent to the highway
- To improve the Presidio of San Francisco entrance and circulation features as part of the Doyle Drive redesign
- To maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network

The parkway concept was intended to blend the roadway into the sensitive setting of the Presidio, a National Historic Landmark District, by breaking up the mass and scale of the roadway. This lighter-handed approach was also intended to result in a traffic calming effect underscoring that motorists are no longer on a freeway but rather within the boundaries of a National Park and in a transition zone between the freeway that ends at the Golden Gate Bridge and the urban streets that begin at Richardson Avenue. Natural, cultural and recreational resource specialists from GGNRA staff have worked closely with the transportation agencies and consultants to share with them our knowledge of the Presidio's unique resources to insure that every possible effort was being taken to minimize harm to the National Park while implementing the National Park's vision for the transformation of Doyle Drive from a freeway to a parkway.

These efforts have resulted in Alternative 5, the Parkway Alternative, which achieves our vision for Doyle Drive and achieves the objectives outlined in the project's statement of Purpose and Need. GGNRA supports the Parkway Alternative's the Hook Ramp Option over the Loop Ramp Option because of the Loop Ramps greater impacts to natural resources and visual impacts from Crissy Field and the San Francisco Bay.

We also support the Diamond Option which preserves the YMCA pool rather than Circle Option which would require demolition of the pool. We do not see that the traffic improvements that result from the Merchant Road Slip Ramp Option are worth its construction cost or its impacts to the National Park. Therefore, we do not support including it in the Doyle Drive project.

1
Cont

The application of Federal Highway Administration (FHWA) Context Sensitive Design philosophy to Doyle Drive and the development of planning and design standards in response to the sensitive setting of the Presidio, a National Historic Landmark District (NHLD) has resulted in a narrower, slower parkway that responds to its surroundings and minimizes harm to National Park resources. Numerous exceptions to Caltrans design standards have been applied for and granted that have helped move the roadway away from the Cavalry Stables and narrow Doyle Drive's width between the National Cemetery and Batteries Blaney, Sherwood and Slaughter so that these coastal defense batteries that are contributing elements to the NHLD could be preserved. Efforts to modify Caltrans' design standards have continued beyond release of the Draft environmental Impact Statement/Report (DEIS/R) in support of design refinements that would curve and separate the elements of causeway over Tennessee Hollow, proposed in the Parkway Alternative, to allow the maximum possible level of light under the structure in an effort to insure the viability of the proposed restoration of a functioning riparian corridor and freshwater marsh transition to Crissy Marsh and the expansion of "three habitats that are disappearing statewide - riparian, freshwater wetland, and tidal wetland" General Management Plan Amendment (GMPA, p.38). These modifications to Caltrans design standards to preserve and protect park resources has resulted in a narrower, more curvilinear parkway that will help slow down drivers as they approach the city streets to the east of the Presidio.

The tunnel components of the parkway reestablish links within the Presidio that were severed when Doyle Drive was constructed. The link over the tunnel adjacent to the National Cemetery will give park visitors an opportunity to experience the Coastal Defense Batteries sited on the serpentine bluffs above Crissy Field. The coastal batteries protected San Francisco from military invasion from this prominent position with commanding views over San Francisco Bay. Pedestrian links over the tunnel will reconnect this area which is virtually inaccessible to visitors today to the National Cemetery and the Main Post allowing them to experience the batteries, spectacular views of San Francisco Bay and The Golden Gate Bridge, as well as the unique habitat along the coastal bluffs.

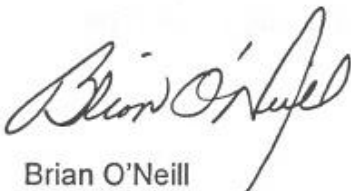
Our comments on the Draft Environmental Impact Statement/Preliminary Draft Environmental Impact Report and Draft Section 4(f) Evaluation are attached. We hope that our comments will contribute to the production of Final EIS/R that fully assesses the environmental impacts of the Doyle Drive replacement project on the Presidio of San Francisco, a National Park and National Historic Landmark District with unique cultural, natural and recreational resources. It is evident that considerable effort has been taken to adapt the alternatives in ways that are intended to minimize harm to the National Park.

The DEIS acknowledges unavoidable adverse effects to recreational, natural and cultural resources to include adverse effects to the NHL. We are confident that the ongoing workshops to further reduce project impacts on park resources will continue to improve the project as it moves from planning into design. We look forward to continuing our participation in these efforts to minimize harm to the National Park and to develop design treatments that render the Parkway Alternative compatible with the surrounding National Historic Landmark District and to develop of measures and treatments to mitigate adverse impacts to recreational, natural and cultural resources.

We would like to express our appreciation for the efforts taken by the project's Cooperating Agencies, San Francisco Planning and Urban Research Association (SPUR) and the transportation consultants who have all worked tirelessly to help achieve our mutual goal of replacing Doyle Drive with a parkway. We would also like to recognize the efforts of Michael Painter whose concept for a Parkway through the National Park exceeds even our own vision for a dramatic approach to the Golden Gate Bridge and a magnificent entrance to San Francisco and the National Park.

As a cooperating agency under National Environmental Policy Act (NEPA), the GGNRA will continue to work with the transportation agencies in developing solutions that achieve all project goals. If you have any questions or concerns, please call Rick Foster, NPS Doyle Drive Project Liaison, at (415) 561-4472.

Sincerely,



Brian O'Neill
General Superintendent

Doyle Drive Draft EIS Comments March 29, 2006

Comment Number	Page Number	Comment Description	Initials
1	VI	The overall width of the parkway is not stated	
2	xiii	It appears that the Circle Option increase the number of buildings removed to 14. Please confirm.	
3		The burial of natural topography at the eastern end of the bluff's (over the tunnel) is not included.	
4	xvii	The shade cast by the causeway could effect the movement of low-flying avian species through the wildlife corridor that links Crissy Marsh with Tennessee Hollow.	
5		Tunnels – Include the need for careful evaluation of subsurface conditions during construction for design and installation of hydrologic conveyance system. In addition to the pre-design geotech work, a careful evaluation of subsurface conditions would also need to be done during construction to inform and refine the actual installation of the drains.	
6	Section 3.2.1	The shade evaluation should be more thoroughly addressed in this section as it will have different impacts to the ability to successfully revegetate areas under the different alternatives. Shade discussion should include light amounts under structures.	
7	3.2.1	Permanent Impacts for shade analysis not adequately assessed. We suggest that the analysis look at light intensity levels for different alternatives and what plants might be prevented from growing, particularly in relation to the gradient of habitats that would be a part of Tennessee Hollow and Marsh restoration projects: woodland, willow riparian, freshwater marsh, brackish marsh, and tidal marsh. The vegetation that can be established, as well as the gaps between the vegetation will partially determine the impacts to a restored corridor from Tennessee Hollow to Crissy Marsh.	
8	3.2.1	The impacts to the corridor the causeway were not adequately assessed. In that there was not much differentiation among the alternatives described in the text. The assessment seemed largely based on generalizations for taxa based on professional judgement. Also, the impacts were not assessed using any sort of quantitative measure (such as the height:width ratio) or based on impacts to important plant or animal species that would be the focus of restoration efforts. The impacts should be assessed on the basis of the height and width of the causeway or viaduct structure, the light levels that would be expected below the structure, and the vegetation that could be established below the structure, as well as resultant gaps in	

		<p>vegetation. There is a basis in the scientific literature for the inclusion of all these variables as criteria in determining how great an impediment a raised highway structure is to wildlife movements. The impacts to the corridor need to be properly assessed to assist in weighing differences in the alternatives, and to guide the design of mitigations to reduce impacts to the corridor. The assessment should include impacts to habitat and vegetation under the corridor. Lack of vegetation and/or large gaps in vegetation may prevent some animals from moving under the structure. The analysis should consider a gradient of habitats for the proposed restoration efforts including woodland, willow riparian, freshwater marsh, brackish marsh, and tidal marsh. Two or three key plant species for each habitat type should be selected for impact analysis that could examine plant vigor, density, areal coverage, and gaps in vegetation. In addition, a few key animals that we would expect to be targets of the restored corridor from the marsh to Tennessee Hollow should be considered. Some possibilities would be salt marsh common yellowthroat, yellow warbler, black-crowned night-herons, and belted kingfishers. No Build Alternative: The existing structure would impede some wildlife movements. However, this structure is the highest and least wide of the alternatives. This structure would provide for the most light and establishment of vegetation within the Tennessee Hollow—Crissy Marsh corridor. This alternative would be the best for wildlife passage. Replace and Widen: This structure would be the same height as existing, but would be nearly twice as wide. This structure would have a height to width ratio $\frac{1}{2}$ that of the no build, indicating lower value for wildlife passage. There would be more shade, but the possibility of establishing some shade tolerant species, including trees and shrubs. This structure could still provide passage for wildlife due to the height of the viaduct and vegetation underneath. The greater width of the structure would make it a greater impediment to wildlife movements than the No Build Parkway Alternative: This structure is the lowest and widest, and has the lowest height to width ratio, indicating it could be the worst for wildlife passage. It has been assessed that vegetation would probably not establish under the causeway. As such, this alternative provides the greatest impediment to wildlife movements. We probably would only have wildlife that routinely use culverts passing under this structure. This structure would probably preclude the movements of birds between the marsh and Tennessee Hollow. The Split Parkway design may improve the wildlife corridor underneath the causeway by allowing for more light and some vegetation in the spaces between sections of the causeway, but there still would be concern with the height of the viaducts that should be assessed for designated focal species of plants and animals.</p>
9	3.2.1	<p>The vision for Tennessee Hollow in the GMPA included a pedestrian trail to link Tennessee Hollow with Crissy Marsh. Please demonstrate whether this is feasible in both alternatives. Would the Parkway</p>

10		Alternative allow for human passage under the causeway?		10 Cont
10		This only addresses the light pollution with respect to people. The impact on darkness for wildlife should also be addressed.		11
11	3-39	Paragraph 2 states that "All build alternatives would involve standard construction techniques and require large scale construction of the proposed equipment and labor intensive activities. Yet, construction related noise impacts to Crissy Marsh are dismissed stating that "implementation of the measures specified in the avoidance and minimization measures section of this document will reduce negative noise effects. The effects on the Marsh of standard construction techniques were not evaluated. The document also suggests that "noisy construction activities might be completed using nighttime construction so that day time activities at the Crissy Center would not be disturbed." Since most construction activities listed on page 3-178 create noise levels greater than 5 dBA over the ambient noise levels at Crissy Center, a permit for night construction may be required. If it is not granted, night time construction activities might not be allowed. In that case address the impact of standard construction techniques, "noisy construction activities" on Crissy Center. The impact of standard construction impacts on the Crissy Center has not been fully addressed for the alternatives in Section 3.2.4 Community Impacts. We suggest meeting with Crissy Center Staff to get a better understanding of their transportation access needs during construction and the impacts of standard construction activities on their operations during construction. Unless the EIS makes a definite commitment to full implementation of all of the measures specified in the avoidance and minimization measures section of the document, to include a discussion of retrofitting windows with high sound transmission class (STC) windows, standard construction impacts need to be addressed for all of the alternatives.		12
12	3-47	The evaluation of parking impacts during the construction period does not identify a loss of parking in the Mason Street Warehouse Area. Can Alternative 2 with Detour be constructed without the loss of parking in this area?		13
13	3-47	Impacts on the recreational parking at East Beach that may result from the loss of 619 parking spaces in the Crissy Field-PX/Commissary area, 368 spaces in the Palace of Fine Arts area and other parking losses during construction have not been evaluated. Increased use of East Beach Parking by area A visitors and employees during the construction period could result in reduced visitor satisfaction and the need for additional enforcement of parking restrictions in the area and a requirement for increased manpower to provide this accelerated level of enforcement.		14

14	3-49	<p>The Parking evaluation groups the Crissy Center in the Crissy Field-PX/Commissary area in exhibits 3-9 and 3-10 which indicate that the current requirement for parking in the area is 218 and that only 76 of those spaces will be available during the construction phase of the project. It is not clear in the EIS how close these spaces will be to the Crissy Field Center or how the loss of parking will impact programs at the Center. Please clarify.</p>	15
15	3-51	<p>Alternative 5 straightens the northern section of Halleck Street, shifting it to the east into the 108 space parking lot that was constructed for the Crissy Center. The spaces that remain after construction will be on the same side of Halleck as the center and visitors will not have to cross a busy street to enter the center. As mitigation for the loss of parking by the relocation of Halleck to the east. We recommend expanding the parking lot to the west into the current location of Halleck Street as soon as Halleck Street is reopened in its new alignment.</p>	16
16	3-52	<p>The document now states that it is not known if the removal of buildings 1182, 1183, 1184 and 1185 will be temporary or permanent. Permanent removal of these buildings has never been discussed or agreed to. Removal would only be allowed if it could be assured that they would be returned to their original location in the final phase of construction.</p>	17
17	3-59	<p>The document states here that "Operational as well as construction noise impacts during the construction phase of the proposed project could be minimized by management at the Crissy Center and the construction contractor. Together, they could aid in reducing or eliminating potential noise impacts through careful coordination between noisy construction activities and noise sensitive activities at the Crissy Center." However, page 3-9 Paragraph 2 states that "All build alternatives would involve standard construction techniques and require large scale construction of the proposed equipment and labor intensive activities. The document also suggests that "noisy construction activities might be completed using nighttime construction so that day time activities at the Crissy Center would not be disturbed." Since most construction activities listed on page 3-178 create noise levels greater than 5 dBA over the ambient noise levels at Crissy Center, a permit for night construction may be required. If it is not granted, night time construction activities might not be allowed. The impact of standard construction impacts on the Crissy Center has not been fully addressed in Section 3.2.7 Environmental Justice for Alternatives 2 and 5. The document states on page 3-59 "Operational as well as construction impacts during the construction phase of the proposed project could be minimized by management of the Crissy Field Center and the construction contractor." Address the options that will be available to minimize standard construction noise impacts on the Crissy Center. We suggest meeting with Crissy Center Staff to get a better understanding of the noise</p>	18

		<p>sensitive activities at the Crissy Center, transportation access needs during construction and the impacts of standard construction activities on their operations during construction. Unless the EIS makes a definite commitment to full implementation of all of the measures specified in the avoidance and minimization measures section of the document, to include a discussion of retrofitting windows with high sound transmission class (STC) windows, standard construction impacts need to be addressed for all of the alternatives.</p>	
18	3-88	<p>Alternative 2 states that "additional spillback from westbound Lombard Street would occur unless the Richardson northbound slip ramp to Marshall is maintained. Page 2-43 states "The current Presidio access for northbound traffic at the east end of Doyle Drive can not be accommodated due to geometric constraints and concerns for traffic safety. If the slip ramp can not remain, the impact of the spillback on local streets and intersections should be described in greater detail, to include how far the spillback will back up on Lombard Street and how cut through traffic will impact local streets and intersections.</p>	18 Cont
19	3-99	<p>Alternative 2, No-Detour Option raises the low viaduct structures more than 6 feet and doubles its width. This significant increase in the mass and scale of the roadway significantly increases the visual and physical separation between the upper and lower post that was created along the bluffs between the National Cemetery and Lalleck Street when Doyle Drive was first constructed. The boundary, created by the bluffs, marks a functional separation between the urban functions of the upper post and the industrial functions that occurred in the lower post. Alternative 2's mass and scale covers such a vast expanse along the bluffs that this character defining element of the Presidio will be obscured.</p>	19
20	3-114	<p>Add to Para 4 discussion of Alt 2 No-Detour--The significant increase in the mass and scale of the low viaduct that results from raising its elevation by more than 6 feet and doubling its width significantly increases the visual and physical separation between the upper and lower post that was created along the bluffs between the National Cemetery and Lalleck Street when Doyle Drive was first constructed. The boundary, created by the bluffs, marks a functional separation between the urban functions of the upper post and the industrial functions that occurred in the lower post. Alternative 2 No-Detour covers such a vast expanse along the bluffs that this character defining element of the Presidio will be obscured.</p>	20
21	3-115	<p>Alt 5 Para 1. Please clarify how will this section be modified to include the recommendations of the DEIS review meeting to relocate rather than demolish buildings 204 and 230, to raise the elevation of building 228 and to leave the portion of building 201 that can be saved in place. This discussion should note that building 201 was moved from its original location when Doyle Drive was first constructed. A portion of</p>	21
			22

		building 204 was also removed at some time in the past.	
22	3-119	Relocation. Please clarify how will this section be modified to include the recommendations of the DEIS review meeting to relocate rather than demolish buildings 204 and 230, to raise the elevation of building 228 and to leave the portion of building 201 that can be saved in place. This discussion should note that building 204 was moved from its original location when Doyle Drive was first constructed. A portion of building 204 was also removed at some time in the past.	23
23	3-106	Regulatory Setting Para 2 line 7 change as to an	24
24	3-106	Regulatory Setting Para 4 line 8 change included to include	25
25	3-114	Last Para states Mason Street Warehouses are expected to be replaced to their original location. It should say "will" be put back if removed. This comment was made on the Admin DEIS. If this change is not to be made please provide clarification on this decision. It is not in the current comment matrix showing Authority responses to Admin DEIS comments).	26
26	3-115	Alt 5 Para 2 line 8 add Marshall Street	27
27	3-116	Preparation of Historic Structure Reports. We suggest referencing the standards established in "Preservation Brief 13: The Preparation and Use of Historic Structure Reports," by Deborah Slaton, published by Heritage Preservation Services, National Park Service, 2005.	28
28	3-117	Archaeology Monitoring, Discovery, Evaluation and Treatment Plan. Please include a discussion of any plans to conduct further consultation with Ohtlone tribes and individuals as planning and design proceed.	29
29	3-118	The last sentence of the 1 st Para "Efforts to comply with NAGPRA will also be included as will also be described." Is confusing.	30
30	3-125	Para 4 line 6. Change "involved in" to "planning for" -- the public process hasn't started yet.	31
31	3-137	Text refers to an Exhibit showing contaminated sites, but the Exhibit is not in the document	32
32		2nd bullet under Flood Protection from Extreme Tidal Events – The below ground parking north of the Gorgas warehouse mentioned here is not fully characterized and evaluated throughout the document. It would be useful to see this evaluation and determination. If the potential impacts to hydrology and groundwater resources associated with the proposed single-level underground parking structure at the Gorgas Warehouses were evaluated and determined to be less than significant, the analysis should be presented in the EIS/R.	33
33		Maintenance of Hydrologic Conditions at the Main Post Tunnel – It would be helpful to include a cross	34

		section of this tunnel. It is not clear from the illustrations that there are no scoops or springs that could be affected by this structure. There is no new cross section of the fill on the face of the low bluff.	
34		Exhibit 3-35 The proposed tunnel should be shown as a cut-and-cover tunnel.	
45		1st partial paragraph, last two sentences – these statements contradict one another. Clarify why the groundwater table would rise. Note that the topography will be changed dramatically here by the placement of fill. This needs an illustration. The discussion of groundwater in fill is confusing.	
36	3-137	Managing Water Quality from Construction Dewatering – 2nd paragraph – include discussion of the remediation sites in the project area.	
37	3-140	Hydrology, Water Quality and Storm water -- Regulatory Setting – add brief discussion of relevant NPS policies (similar to that for Air Quality.) NPS Policies 2001, Section 4.6, Water Resources management should be referenced here.	
38	3-146	New Exhibit 3-43 shows "soil" and "bedrock" which is a common way to differentiate for the purposes of case of excavation; it should be clarified that much of the "soil" included here appears to be Colma. The differences between the volumes on Exhibit 2-31 and 3-43 should be clarified.	
39	3-178-179	Noise Impacts to Crissy Field Center The EIS/R states "To minimize construction noise impacts during the construction phase of the project, management of the Crissy Field Center and the construction contractor can aid in reducing or eliminating potential noise impacts by careful coordination between noisy construction activities and noise sensitive Center Activities. An example might be that the noisy construction activities might be completed using nighttime construction so that day time activities at the Center would not be disturbed." Since most construction activities listed on page 3-178 create noise levels greater than 5 dBA over the ambient noise levels at Crissy Center, a permit for night construction may be required. If it is not granted, night time construction activities might not be allowed. In that case what is the impact of daytime "noisy construction activities" on the noise sensitive educational programs at Crissy Center? Alt. 2 Detour constructs, operates and demolishes a detour structure approximately 15 feet from the back of the Crissy Center. The impact of these activities appears to be different from the noise impacts associated with Alt 2 No-Detour and Alt 5, yet, the document states that the temporary impacts for the three alternatives are generally the same and they are discussed as one impact. The discussion of retrofitting windows with windows with a high sound transmission class (STC) did not include the Crissy Center.	
40	3-148	The discussion should emphasize that Alternative 5 takes out 5 times more material (Exhibit 2-31) or 15 times more native soil and rock (Exhibit 3-13).	

41	3-178	<p>Noise Impacts to Crissy Field Marsh Page 3-39 Paragraph 2 states that "All build alternatives would involve standard construction techniques and require large scale construction of the proposed equipment and labor intensive activities. However, Section 3.3.5 page 3-178 states that implementing the measures specified in the avoidance and minimization measures section of this document will reduce negative noise effects on Crissy Field Marsh. However in the Measures to Minimize Construction Noise, Page 3-196, EIS/R does not commit to any of these measures except to say that to the "extent feasible, the contractor will ensure that these measures are taken." Unless the document can make an official commitment to implement the measures to minimize construction noise, the impact of standard construction practices referenced on page 3-39 on Crissy Marsh and the Crissy Field Center must be included in the EIS /R. These standard construction technique noise impacts should be evaluated for both day time and night time construction activities.</p>	42
42	3-179 through 3-181	<p>The information presented for each plant community type is unbalanced in terms of the amount of information provided for each plant community.</p>	43
43	3-195	<p>The Crissy Center should be included in the discussion of noise insulation and retrofitting windows.</p>	44
44	3-196	<p>Measures to Minimize Construction Noise This section of the EIS/R does not commit to any of these measures except to say that to the "extent feasible, the contractor will ensure that these measures are taken " The noise levels generated by the measures proposed in this section should be provided and compared with the noise levels presented in Exhibit 3-52.</p>	45
45	3-205	<p>Energy – Include energy consumption estimates for construction for each of the alternatives.</p>	46
46	3-215	<p>Non-native Introduced Forest paragraph – clarify that the pine, cypress, and eucalyptus, where they occur within the Historic Forest Management Zone, are designated as a cultural resource in the Presidio VMP, but where they occur within the Native Plant Zone of the PVMP, they are considered invasive non-native species.</p>	47
47	3-215	<p>In addition to the direct impacts to skunkweed and gumplant that have been called out, other species with unique value and potential habitat for various plant species will be lost as a result of the loss of varying amounts of natural community types under each alternative. For example, the following special status species will lose potential habitat within the construction corridor: Franciscan thistle (Cirsium andrewsii), Presidio manzanita (Arctostaphylos hookeri ssp. ravenii), Presidio clarkia (Clarkia franciscana), and Main</p>	48

48			dwarf flax (<i>Hesperolinon congestum</i>). In addition, significant propagule collection sites for red and blue elderberry will be impacted under all build alternatives.	48 Cont
49	3-217		Northern Foredunes Community Description should include statement indicating that The Crissy Field dune community is identified as a Special Ecological Area (SEA) by NPS. Also supports many special status plants. This information should be included here	49
50	3-217		Why are the northern foredune, central dune scrub and freshwater wetland communities at Crissy Field lumped under the description for the "restored marsh and associated wetlands". This is inconsistent with how other community types are presented. All of these communities should be described individually; each supports special status plant species. The freshwater wetland (dune swale) east of Crissy marsh is an area of very high plant diversity, and provides nesting habitat for red-winged blackbirds. This area should be identified.	50
51	3-218		Text should be added to refer the reader to a standard source book on BMPs, e.g., Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual (2003).	51
52	3-218		Under "Non-native vegetation"; add text to indicate other types of measures that may be implemented to reduce erosion and weed establishment. Contractor should work with Presidio natural resources staff to ensure adequacy of weed control methods.	52
53	3-225		Wetlands and other Waters... National Park Service and Presidio Trust Plans and Policies – This paragraph belongs in Section 3.4.1 or 3.4.3. Replace it here with NPS/PT wetland policy statement. Move paragraph from p. 3-225 to p. 3-210, and add NPS Wetland policy statement	53
54	3-229		Exhibit 3-68 – The Tennessee Hollow Corridor should be represented as it is on other illustrations. Add Crissy Marsh Expansion Study Area boundary.	54
55	3-229		Exhibit 3-68 incorrectly depicts the USACE jurisdictional wetland at Dragonfly Creek as larger than the Cowardin wetland. As a rule, the Cowardin wetland polygons should always be as large as or larger than the USACE jurisdictional wetlands.	55
56	3-229		Exhibit 3-68 may cause confusion between the USACE and Cowardin wetlands. All wetlands that are depicted as USACE wetlands should also be depicted as Cowardin wetlands. For example, wetland W-2 is shown as blue, when it should be classified as both a USACE and Cowardin wetland; in this case the polygons are identical.	56
57	3-231/2		The discussion of impacts to wetlands is limited to wetlands within the construction corridor. Need	57

		discussion of impacts to wetlands in project study area.	
57	3-235	Biological Resource Monitoring Program referenced here, as described in previous section was a construction monitoring program and would not be adequate to assess efficacy of mitigation measures.	
58	3-238	Add VMP to list of NPS and Trust Plans and Policies at top of page.	
59	3-239	2nd paragraph under "Special Status Species": Change to Crissy Field Marsh and Dunes.	
60	3-246	3rd paragraph. any seed mixtures or hydro seed used must first be approved by NPS and Trust NR	
61	3-253	Snowy plovers have shifted from "rare" to "regular" visitors in the Presidio.	
62	3-254	See comment on wildlife corridor under 3.2.1. In addition, the wildlife corridor over the tunnel to the west of the causeway is not the same in terms of habitat value. There probably would be different species using the corridors between Tennessee Hollow and Crissy Marsh and the habitat over the tunnel. The habitat over the tunnel does not adequately mitigate for the loss of habitat connectivity under the causeway in the Parkway alternative.	
63	General	Total number of wetland acreage listed in text does not agree with that shown in Exhibit 3-63. Please check for consistency throughout.	
64		5th paragraph, 1st sentence: Modify to read, "most of the ... wetlands, with the exception of the restored wetlands at Crissy Field...."	
65		Hydrology, Water Quality, Storm Runoff, and Wetlands- Presidio Parkway Impacts (permanent, temporary, and cumulative) – modify all 6 statements to read "Significant, less than significant with successful mitigation."	
66	4-6	Add Marshall Street to the first sentence at the top of the page	
67	4-10	Para 2 line 5 delete "and vary little between alternatives"	
68	5-11	The discussion of cumulative impacts on hydrology should be more comprehensive.	
69	5-16	Add Marshall Street to line 5 of Para 2.	
70	C-1	The discussion of Replace and Widen No-Detour Option in the last paragraph does not address the visual	

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		impact of raising the low viaduct by 6 feet and doubling its width. This impact is not shown clearly in the visual simulations nor is it described adequately in the document.	
71	C-2	Para 1 Lighting. The reduction of fugitive light from cars and light fixtures on the roadway in areas where the Parkway is in tunnel has not been identified as a positive aspect of the Parkway Alternative. This type of fugitive light as well as noise from the roadway will be greatly reduced if not eliminated in portions of the Parkway that are in tunnel.	
72	C-10	Add to Para 4 discussion of Alt 2 No-Detour--The significant increase in the mass and scale of the low viaduct that results from raising its elevation by more than 6 feet and doubling its width significantly increases the visual and physical separation between the upper and lower post that was created along the bluffs between the National Cemetery and Halleck Street when Doyle Drive was first constructed. The boundary, created by the bluffs, marks a functional separation between the urban functions of the upper post and the industrial functions that occurred in the lower post. Alternative 2 No-Detour covers such a vast expanse along the bluffs that this character defining element of the Presidio will be obscured.	
73	5-20	Under Historic Resources, the No Detour Option, and the two Parkway options should also be described as Potential Adverse Effects. That's what the narrative on the preceding pages says.	
74	7-48	Interpretive/Educational Materials and Popular Report Interpretive signage and interpretive material will be needed during construction to explain the Doyle Drive construction project to National Park visitors. Signage and interpretive material will also be needed to show how elements of the cultural landscape and contributing structures have been moved, demolished or altered.	



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
1	Support for the Hook Ramp Option and Diamond Drive Option noted. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1742
2	The width of the parkway was included in the FEIS/R, see discussion under 2.4.3 for the Presidio Parkway Alternative and 2.5.1 for the Preferred Alternative.	1743
3	The Circle Drive option would require the permanent removal of 10 buildings.	1744
4	The natural topography (1875 topography) has already been altered in this area as described in the discussion of Topography and Natural Features in Section 3.3.2.	1745
5	<p>The discussion under Wildlife Corridor in Section 3.4.4 of the FEIS/R noted this impact: "Passage under raised structures and causeways would be difficult for some bird species." The EIS/R does provide an analysis of shade, using best available information (see the Plans and Policies Section under the PTMP discussion of Section 3.2.1) and is available as part of the Community Impact Assessment technical document. Developing a mitigation program for shade effect is part of the "Mitigation Prospectus" also included in Appendix K. Mitigations will be formalized as part of the Record of Decision and associated Mitigation Monitoring and Reporting Plan. A binding Memorandum of Agreement or Understanding between the lead agency and the NPS and Trust will be prepared to ensure the implementation of the wetland mitigation measures.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the GGNRA and Trust to find the most feasible solution for accommodating the Quarter Master Reach during final design. The text clearly states that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1746
6	These activities will occur as part of the pre-design phase of the project.	1747
7	<p>The EIS/R does provide an analysis of shade (in the Plans and Policies section under the PTMP discussion of Section 3.2.1) using best available information and is available as part of the Community Impact Assessment technical document. Developing a mitigation program for shade effect is part of the "Mitigation Prospectus," also included in Appendix K. Mitigation measures will be formalized as part of the Record of Decision and associated Mitigation Monitoring and Reporting Plan. A binding Memorandum of Agreement or Understanding between the lead agency and the NPS and Trust will be prepared to ensure the implementation of the wetland mitigation measures.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the GGNRA and Trust to find the most feasible solution for accommodating the Quarter Master Reach during final design. The text was revised to clearly state that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1748



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
8	<p>The EIS/R does provide an analysis of shade (in the Plans and Policies section under the PTMP discussion of Section 3.2.1) using best available information and is available as part of the Community Impact Assessment technical document. Developing a mitigation program for shade effect is part of the "Mitigation Prospectus," also included in Appendix K. Mitigation measures will be formalized as part of the Record of Decision and associated Mitigation Monitoring and Reporting Plan. A binding Memorandum of Agreement or Understanding between the lead agency and the NPS and Trust will be prepared to ensure the implementation of the wetland mitigation measures.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the GGNRA and Trust to find the most feasible solution for accomodating the Quarter Master Reach during final design. The text was revised to clearly state that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1749
9	<p>The discussion of the Tennessee Hollow riparian corridor connection to Crissy Marsh in Section 3.2.1 was enhanced with more detailed discussion of each alternative alignment in the area and includes graphics depicting the area of restoration which will be available under each alternative. Information regarding the shade issue is included in the Plans and Policies section under the PTMP discussion of Section 3.2.1 of the FEIS/R. Conclusions are correctly interpreted but somewhat qualitative. Further detail of the shade analysis is available in Appendix B of the Final Community Impact Assessment (August 2006) which is included on CD with DEIS/R, additional copies available on request. The EIS cannot effectively model or predict complex suites of plant and animal responses to the project, except to conclude that, overall, this is not significant in the context of the existing environment.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the NPS and Trust to find the most feasible solution for accomodating the Tennessee Hollow restoration during final design. The text was revised to clearly state that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1750
10	<p>The discussion of the Tennessee Hollow riparian corridor connection to Crissy Marsh in Section 3.2.1 has been enhanced with more detailed discussion of each alternative alignment in the area and includes graphics depicting the area of restoration which will be available under each alternative.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the NPS and Trust to find the most feasible solution for accomodating the Tennessee Hollow restoration during final design. The text has been revised to clearly state that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1751



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
11	<p>The topic of impact of night lighting is discussed in Section 3.4.4: "Night construction would require lighting, which adds another type of impact beyond the effects of noise discussed above/elsewhere in this FEIS. There are current sources of night lighting in the project area and to some degree it is part of the existing environment. However, construction lighting is expected to be considerably brighter. This raises the possibility of light as an attractant, especially for migratory birds, a phenomenon observed by Reed et al. (1985). This would be an adverse impact but one for which an assessment of degree would be difficult to determine. The same study found that shielding lights to prevent upward radiation decreased attraction by nearly 40 percent. The NPS/Trust have made a determination that the effects may be potentially considerable; therefore the reduction of upward radiation by the best available and feasible means (for example, downward-pointing lights, side shields and visors) as agreed upon by the NPS and Trust will be used at Doyle Drive, and would be considered part of the project. In order to insure the use of best available current data, a Lighting Plan will be developed as part of final design to mitigate fugitive light to the maximum extent practicable. Other methods of impact reduction (large screens, for example) would have their own impact on night flying birds and bats and would not be used."</p>	1752
12	<p>During final design, construction noise abatement details will be developed and included as part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1753
13	<p>Alternative 5, the Presidio Parkway Alternative, was identified as the Preferred Alternative (see Section 2.5). Replacement parking at the Parade Grounds has been proposed to address any project-related impacts during construction. Details pertaining to the proposed replacement parking would be developed in the Plans, Specifications, and Estimates (PS&E) phase of the project.</p>	1754



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
14	The proposed replacement parking at the Parade Grounds augmented with the existing shuttle service should address the identified parking impacts during construction. Details pertaining to the proposed replacement parking would be developed in the Plans, Specifications, and Estimates (PS&E) phase of the project. Parking will be coordinated with the Presidio Trust. The concern of a change in parking conditions in the East Beach area during construction is legitimate. Parking will continue to be monitored especially during the construction period, and mitigations may be modified accordingly to address impacts.	1755
15	Based on the Addendum to the September 2004 Final Parking Impact Analysis Technical Report which was prepared following the selection of the Preferred Alternative and using the revised building use assumptions and parking supply conditions, it was determined that sufficient parking supply would be provided to meet the demand within the PX/Commissary Area (where the Crissy Field Center is located) during construction. Although some existing parking would be eliminated during the construction period, enough replacement parking would be provided near the Crissy Center near the site of Building 605 following its removal.	1756
16	Based on the Addendum to the September 2004 Final Parking Impact Analysis Technical Report which was prepared following the selection of the Preferred Alternative and using the revised building use assumptions and parking supply conditions, it was determined that sufficient parking supply would be provided to meet the demand within the PX/Commissary Area (where the Crissy Field Center is located) during construction. Although some existing parking would be eliminated during the construction period, enough replacement parking would be provided near the Crissy Center near the site of Building 605 following its removal.	1757
17	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Buildings 1182, 1183, 1184 and 1185 will remain intact.	1758
18	<p>During final design, construction noise abatement details will be developed and become part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1759



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
19	Alternative 2 and the Slip Ramp were not carried through as the locally preferred alternative.	1760
20	The text under the discussion of Permanent Impacts to Alternative 2-Replace and Widen of Section 3.2.10 has been revised to include the points raised in the comment. The visual effects cited in the comment are consistent with the findings in the EIS and Visual Impact Assessment and provide additional examples of why Alternative 2- No Detour Option was found to result in an adverse impact to viewpoints at the Main Post.	1761
21	The analysis for Alternative 2 adequately reflects the impact of the project on the Presidio NHL.	1762
22	The analysis now reflects the Presidio Trust's decision to demolish Buildings 204 and 230, retain the upper story of Building 201, and leave Building 228 at its current elevation.	1763
23	This comment was addressed as part of the development of the Programmatic Agreement and treatment plans and a summary is provided in the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R.	1764
24	Text has been revised as suggested	1765
25	Text has been revised as suggested	1766
26	Putting the buildings back as mitigation is not part of the project description. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore the Mason Street Warehouses will not be removed and will remain intact.	1767
27	Text has been revised as suggested	1768
28	This reference was included in the discussion under Preparation of Historic Structures Reports in Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R.	1769
29	Text regarding the consultation with the Ohlone tribe was included in the discussion under Archaeology Monitoring, Discovery, Evaluation and Treatment Plan in Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R.	1770
30	Text regarding the NAGPRA under Archaeology Monitoring, Discovery, Evaluation and Treatment Plan in Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R has been revised.	1771



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
31	The text under Existing Watershed Basins and Drainages in Section 3.3.1 has been modified as requested. The text has been changed to read as follows: "The Trust, National Park Service, and the Golden Gate National Parks Conservancy are currently planning for a public planning/NEPA process for the Crissy Marsh expansion project...."	1772
32	The exhibit showing hazardous material sites within the study area is included as Exhibit 3-54 in Section 3.3.3 of the FEIS/R.	1773
33	The underground parking option referred to by the comment is no longer a component of the project.	1774
34	A cross section of this tunnel is included in the Hydrology and Water Resources Technical Report (which is incorporated into the DEIS/R by reference). No wetlands were identified in the vicinity of the Main Post Tunnel fill area, and therefore no important springs on the bluff are known to be present. The lack of springs and wetlands in this area was confirmed by consultation with the biology team.	1775
35	It appears that the commenter is referring to Exhibit 3-49 in Section 3.3.1, which shows the tunnel through the bluff area. This figure has been modified to show that geologic material over the completed tunnel would be backfill, not native formation.	1776
36	The text under Alteration of Surface and Near Surface Hydrology at the Main Post Tunnel in Section 3.3.1 has been changed to clarify the description of groundwater conditions. A cross-section of the tunnel through this area is also included, see Exhibit 3-49.	1777
37	The text under Groundwater of Section 3.3.1 has been modified to include the following statement: "Discussion of hazardous materials and remediation sites is provided in Section 3.3.3 Hazardous Waste/Materials of this document."	1778
38	The text under Regulatory Setting of Section 3.3.1 has been modified to include the following discussion of policies: National Park Service and Presidio Trust Water Resources Policies - The National Park Service (NPS) and the Presidio Trust provide additional emphasis on water resources. While there are no existing national or state water standards that are specific to the Presidio or national parks, the following lists the titles of existing NPS policies set forth in its Director's Orders and Executive Orders which provide general policy direction in promoting floodplain and wetlands management: Executive Order No. 11988 - Floodplain Management, Executive Order 11990 - Protection of Wetlands.	1779
39	Note was added to clarify that much of the soil will be the Colma Formation. The difference between the volumes will be clarified. Exhibit 2-37 in Section 2.6 includes all soil/rock removed and fill placed; Exhibit 3-53 in Section 3.3.2 only includes native soil/rock.	1780



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Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
40	<p>During final design, construction noise abatement details will be developed and become part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1781
41	<p>Exhibit 2-37 in Section 2.6 has been revised to include the volume of soil/rock excavated and then placed as fill. The analysis is based on a comparison of build alternatives to the existing condition and hence presented in total volumes.</p>	1782
42	<p>During final design, construction noise abatement details will be developed and become part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1783
43	<p>The plant community discussions are appropriately proportional, since communities simpler in structure merit less description.</p>	1784



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
44	<p>During final design, construction noise abatement details will be developed and become part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1785
45	<p>During final design, construction noise abatement details will be developed and become part of the construction contract documents. The contract documents will contain the appropriate controls to meet the all applicable state and local requirements. This would include noise specifications for the operation and maintenance of equipment, noise screening and/or use of noise-reducing features on equipment and vehicles, haul routes and noise monitoring.</p> <p>Although construction noise impacts to the human environment at Crissy Field Marsh are not anticipated, construction noise monitoring will be included as part of the Construction Noise Plan. While Crissy Field Marsh is located at a substantial distance from the construction site and is not expected to be adversely affected by construction noise, the construction noise monitoring will provide reasonable assurance that noise impacts to Crissy Field Marsh will be minimized. Since nearly all of the usage of Crissy Field Marsh is influenced by the existing traffic noise from Mason Street and the environmental sounds dominated by the winds off of the Bay, the potential of adverse impacts on the human environment are minimal. The FEIS/R identifies noise (as well as vibration) impact minimization efforts that are practical for the Preferred Alternative (noted in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5). After considerable efforts to identify a method to minimize or eliminate the potential impacts at the Crissy Center from the TCD, it has been determined that practical methods to accomplish this is very limited. Therefore, based on the concerns expressed by the owners of the Crissy Center, it has been determined that the functions of the Crissy Center will be temporarily relocated during the construction phase to a more suitable location.</p>	1786
46	<p>Energy consumption estimates are in Section 3.3.6 and in Exhibit 3-77.</p>	1787



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
47	Text has been revised under the discussion of Non-native Introduced Forest and Ornamental Wildlife Habitat in Section 3.4.1: "Where these species occur within the Historic Forest Management Zone, they are designated as a cultural resource in the NPS's Vegetation Management Plan."	1788
48	The FEIS/R discusses all of these species beginning under the discussion of Federal or State Listed or Potentially Listed Plants in Section 3.4.3. Explicitly: "None of the five federal or state listed plants are present in the construction corridor. The serpentine soil located in the northwestern portion of the project study area does not support Presidio manzanita, Presidio clarkia or Marin dwarf flax." Minimization of indirect effects to sensitive plants is discussed in the Avoidance, Minimization and/or Mitigation Measures of Section 3.4.3. The NEPA/CEQA process does not normally deal with habitat not occupied by a species of concern ("potential habitat"), except where impacts on native plant habitats are discussed more generally (as vegetation communities). See Section 3.4.1.	1789
49	Text under Northern Foredune in the Affect Environment of Section 3.4.1 was changed in response to this comment to include mention of the SEA.	1790
50	In the interest of a more concise document, the EIS/R only provides this level of detail only for communities subject to impact.	1791
51	There is now an added reference to revised chapter: Department of Transportation, State of California. 2003. Storm Water Quality Handbooks, Project Planning and Design Guide Construction Site Best Management Practices (BMPs) Manual.	1792
52	There is now an added reference to: Department of Transportation, State of California. 2003. Storm Water Quality Handbooks. Project Planning and Design Guide Construction Site Best Management Practices (BMPs) Manual. See the introduction of Section 3.4.	1793
53	National Park Service and Presidio Trust Plans and Policies information has been moved to the Regulatory Setting of Section 3.4.3.	1794
54	Exhibit 3-82 in Section 3.4.2 of the FEIS/R displays water associated features. In Tennessee Hollow, these are underground (at present) and this is what the dashed blue lines are intended to convey. While the EIS/R should incorporate information from any approved restoration plans provided by the NPS, Exhibit 3-82 is not intended to show future wetlands.	1795
55	There are some minor inconsistencies in the Exhibit 3-82, a result of different data sets being incorporated at different times. A footnote has been added under the Affected Environment discussion in Section 3.4.2: "As a mapping convention, polygons on Exhibit 3-82 are marked differently for Cowardin wetlands and Corps jurisdictional waters. However, the Cowardin system includes all Corps waters as well."	1796
56	There are some minor inconsistencies in the Exhibit 3-82, a result of different data sets being incorporated at different times. A footnote has been added under the Affected Environment discussion in Section 3.4.2: "As a mapping convention, polygons on Exhibit 3-82 are marked differently for Cowardin wetlands and Corps jurisdictional waters. However, the Cowardin system includes all Corps waters as well."	1797



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
57	There are no impacts to wetlands outside the construction corridor. The study area is a larger zone which allows the NEPA/CEQA analyst to consider indirect impacts.	1798
58	Comment noted. The basic purpose of monitoring is to ensure that mitigation measures are followed. In the construction phase, it will be staffed with professionally qualified biologists, and the program has the authority to stop or modify construction as necessary if impacts are occurring which were not analyzed in the DEIS/EIR. The commenter may be referring to post project "restoration" - type mitigation. As stated in the Avoidance, Minimization and/or Mitigation Measures of Section 3.4.2 : "Monitoring will occur during post-construction. Wetland mitigation monitoring will begin after the plants are installed on the site, and continue for a period of five years or until the plantings demonstrate successful establishment and the performance criteria have been met."	1799
59	The Vegetation Management Plan was listed at under the Regulatory Setting at the beginning of Section 3.4.1 as well as Section 3.4.3 of the FEIS/R.	1800
60	The text under Special-Status Species in the Affected Environment of Section 3.4.3 was revised as suggested.	1801
61	Text under Revegetation of Temporarily Disturbed Areas in the Avoidance, Minimization and/or Mitigation Measures of Section 3.4.3 of the FEIS/R states that all revegetation is carried out with NPS and Trust oversight.	1802
62	The text was modified as suggested.	1803



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
63	<p>The EIS/R is limited by the analytical framework of NEPA and CEQA documents. The intent is to identify and mitigate potentially significant impacts and to make a full and public disclosure of these topics. The Doyle Drive project, under these procedures, would not normally be required undertake actions which redress the effects of less-than-significant impacts, or to develop elaborate and speculative discussions of what these effects might conceivably be. Any topic of natural history study is complex, expensive and time-consuming and the outcomes not necessarily definitive, nor are there mitigations which can reliably meet performance expectations when working beyond the limits of best available data and professional judgment. Many comments, beginning with this one dealing with invasive species, are of a similar type, and appear to recommend that the project take responsibility for many long-term land management issues that, while worthy, are beyond what such a project would normally do. However, the lead agency recognizes that the environment of the Presidio has special natural values that transcend the "normal." Therefore, as part of this process, a separate document has been prepared that expands the Project commitments outside the NEPA/CEQA process. This "Doyle Drive Project Wetland and Wildlife Corridor Mitigation Prospectus" is presented as an attachment in Appendix K of the FEIS/R. The FEIS/R concludes that given the existing conditions -- the impediments to wildlife movement already encountered by Presidio fauna -- and the ability of most animals to make their way under roadways where the passageway is of sufficient size, the impact is considered adverse but minor. The Mitigation Prospectus (see response to comment 1185) attempts to resolve some of the continuing controversy over wildlife movement by studying the problem further, as a joint effort by project and NPS/Trust biologists. Since this effort will reduce impacts already considered less than significant, it will be carried out separately from the NEPA/CEQA process. Mitigation measures will be formalized as part of the Record of Decision and associated Mitigation Monitoring and Reporting Plan.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the NPS and Trust to find the most feasible solution for accommodating the Tennessee Hollow restoration during final design. The text clearly states that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1804
64	The inconsistency was explained in the explanatory note in italics at the bottom of Exhibit 3-85.	1805
65	The text under NPS and Trust-Protected Cowardian Wetlands in the Affect Environment of Section 3.4.2 was modified as suggested.	1806
66	The project team was instructed by Caltrans and FHWA to remove the term "significant" from the discussion of impacts in Chapter 3 of the FEIS/R as the only place that language can be used is in the CEQA analysis (Chapter 4).	1807
67	Marshall Street has been added to the sentence.	1808
68	The text was revised as suggested.	1809



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA

Reviewer's Comment Number	Response	Database ID
69	The discussion of cumulative impacts on hydrology was expanded in the FEIS/R.	1810
70	The text was revised as suggested.	1811
71	The text under the discussion of Permanent Impacts for Alternative 2 (Section 3.2.10) has been revised to include the points raised in Comment Number 1761. The visual effects cited in the comment are consistent with the findings in the Draft EIS and Visual Impact Assessment and provide additional examples of why Alternative 2- No Detour Option was found to result in an adverse impact to viewpoints at the Main Post. We concur with the comment that while the visual simulations provide an accurate depiction of the project from specific viewpoints, they do not clearly show the increased scale and massing of Alternative 2 - No Detour Option that would be apparent to a wide range of viewers in the Main Post and Crissy field areas.	1812
72	The comment is correct that light and glare from automobile headlights would be reduced by placing a portion of the roadway in a tunnel section.	1813
73	The text under the discussion of Permanent Impacts to Alternative 2 in Section 3.2.10 has been revised to include the points raised in the comment. The visual effects cited in the comment are consistent with the findings in the Draft EIS/R and Visual Impact Assessment and provide additional examples of why Alternative 2- No Detour Option was found to result in an adverse impact to viewpoints at the Main Post.	1814
74	Comment noted. The comment is correct assuming the initial assessment of the adverse impact was correct.	1815
75	Stablization/ Monitoring/ Security During Construction in Section 3.2.11 includes a discussion of the development of intrepreative and education materials. The Programmatic Agreement prepared as part of the project and included as Apendix I of the FEIS/R also includes those mitigation measures for impacts to cultural resources.	1816
76	Text under Land Use for Permanent Impact discussion of Alternative 5 was revised as suggested (see Section 3.2.1).	1817
77	Text was revised as suggested.	1818



REC'D MAR 31 2006

March 31, 2006

Mr. Leroy L. Saage, PE
Project Manager
San Francisco County Transportation Authority
100 Van Ness Avenue, 25th Floor
San Francisco, CA 94102

RE: Doyle Drive Draft EIS/EIR

Dear Mr. Saage:

Thank you for the opportunity to review the Draft Environmental Impact Statement/Report (EIS/EIR) for the Doyle Drive replacement project. The Presidio Trust (Trust) has jurisdiction over the project area, and as a cooperating agency under the National Environmental Policy Act (NEPA) may adopt the FEIS in making decisions relative to the proposed project. Presidio Trust staff have devoted considerable time towards participation in the NEPA process, from the scoping period to the present day, and have developed additional information and provided critical staff support.

The Trust recognizes the public policy imperative inherent in seismic retrofit projects such as Doyle Drive, as well as the benefits to traffic safety and accessibility that will accrue as a result of the proposed project. Beyond the critical life safety benefits of a new roadway, we believe that the successful transformation of Doyle Drive is crucial to the ultimate success of the Presidio as a national park and public asset. We urge SFCTA, Caltrans, and FHWA to aggressively complete the necessary environmental and historical compliance, to expedite the engineering and design required to finalize the roadway design, and to quickly secure necessary funding to rebuild this critical artery. The Presidio Trust is ready and willing to do our part to meet this challenge.

We recognize and applaud the substantial effort that is evident in the document forwarded for our review. Numerous "big picture" comments are provided in this cover letter, along with more specific comments within the attached matrix. We request that these comments be addressed through revisions/additions to the document and additional improvements to the proposed alternatives prior to publishing the FEIS, which will

ultimately form the basis for a record of decision by the Trust, the Federal Highway Administration (FHWA), and other agencies involved.

Identification of a Preferred Alternative. The Trust looks forward to assisting in the identification of a preferred alternative, and subsequent actions to follow. The Trust believes that the Parkway Alternative with the Diamond Interchange and Hook Ramp options best meets the purpose and need of the project. The Trust does not believe the Merchant Slip Ramp sufficiently improves the project to justify the impacts to park property and believes that the weaving issues could be mitigated in other less damaging ways within the Golden Gate Bridge District's control.

1

The Trust's decision to support the Parkway is based upon our involvement in the preparation and subsequent evaluation of the DEIS. The Parkway meets the objectives of the Presidio Trust Management Plan (the Trust's land use policy plan for Area B of the Presidio), better meets the stated objective to replace Doyle Drive within the context of the Presidio and its function as a national park, provides more "park land" when the areas over the tunnels are considered, improves access to the park, and is designed to better fit into the landscape of the Presidio. The Trust believes there are no park benefits from the Replace and Widen alternative. The Replace and Widen Alternative simply attempts to limit direct impacts to specific park resources by design while increasing the impact (shading, mass and scale, light, noise, visual) from an elevated freeway to a wider area of the park.

Agency Roles. As the document shifts to an FEIS, the authors need to recognize that the Trust is the federal agency with jurisdiction over Area B of the Presidio that includes virtually the entire project area. The document needs to remain mindful of the Presidio Trust Act and Presidio Trust Management Plan and make explicit the Trust's resource protection mandate as well as its imperative to achieve financial self-sufficiency by 2013 through revenue-generating use of the Presidio's built environment. Where the proposed project conflicts with these authorities, these conflicts should be identified and resolved in favor of the Trust's controlling authorities or avoided. Where impacts cannot be so resolved or avoided, comprehensive, specific mitigation measures should be developed.

2

Context Sensitive Design/Solutions. The Trust's past design comments have been used to improve the action alternatives. By continuing to work cooperatively and in the spirit of CSD/S, project engineers may address continuing concerns to refine project alternatives and minimize use of parklands (see below). The questions the Trust will seek to answer in reviewing the FEIS are whether the project includes all possible planning to minimize harm, including deviation from otherwise applicable design standards, and whether the above-ground transportation facilities proposed have an aesthetic more fitting to a national park than a conventional highway facility. The Trust will continue ongoing discussion with the project proponents regarding design, use, and control of the land over the tunnels. It will be unacceptable to the Trust that control of the land over the tunnels following completion of the project not lie with the Trust.

3

The alternatives as proposed continue to present negative impacts that could be controlled or eliminated with further refinements. Project engineers should continue to refine the proposed alternatives, and reduce the width or “footprint” of all proposed facilities, including the interchanges and main line portions. Unless these (and other) impacts can be avoided, the Trust will expect full compensation for financial impacts and mitigation of impacts to historic, natural, scenic, and recreational resources.

4

Right of Way Impacts and Financial Self Sufficiency. The current analysis does not adequately assess impacts to the Trust due to lost revenue during and following construction. Fulfillment of the Presidio Trust Act’s mandates requires that buildings be leased to generate the revenue required to fund all annual operating expenses (estimated at between \$40 and \$52 million annually) by 2013, and to fund all capital improvements (estimated at \$589 million) required to preserve Area B of the Presidio as a national park site in perpetuity. Significantly, the proposed alternatives would

5

- utilize up to ten percent of the land area under Trust jurisdiction for a construction period of five years or perhaps longer,
- impact access to the Presidio for visitors, residents, tenants, and tenants’ clients and business associates,
- temporarily restrict use of an undisclosed number of buildings,
- permanently remove up to nine buildings totaling over 240,000 square feet,
- permanently use an additional 23,000 square foot building for an operations and maintenance center, and
- displace parking that serves some of the Trust’s most marketable buildings.

These actions would dramatically affect the Trust’s ability to generate revenue, potentially affecting achievement of financial self sufficiency by 2013 and/or substantially lengthening the time required to complete planned capital improvements. These potential effects of the project should be assessed with specificity, reduced to the maximum extent feasible, and fully mitigated.

Financing Plan. A detailed financing plan is needed for the FEIS to demonstrate the feasibility of the proposed alternatives. Available funding itself (Exhibit I-7) should be updated and described in more detail. A strategy needs be described for securing the additional required funding.

6

Construction Period Effects and Project Timing. Specific construction staging for the proposed alternatives needs to be provided in the FEIS, along with substantial additional detail regarding construction period impacts. Effects that cannot be avoided will need clearly defined mitigations.

7

Physical and socioeconomic effects assessed in the EIS will require reevaluation prior to construction, since construction is likely to begin three or more years in the future. Specifically, pre-construction reevaluation will be needed in order to determine changed circumstances that may result in new impacts, or may increase the severity of impacts already identified. For example, several of the technical reports need to remain living documents (CIA, parking, etc.) and will need to be updated for the FEIS and prior to

8

construction. Since the Trust intends to continue the pursuit of leasing of buildings in the project vicinity, the assessment of land use and displacement impacts will have to be reviewed, an updated assessment of relocation costs will be required, as will an updated estimate of costs associated with compensation for facilities impaired, damaged, or eliminated and lost revenue.

“Use” Under Section 4(f). The Draft 4(f) analysis provides neither a qualitative nor adequate quantitative analysis of effects on the NHLD or the parkland under Trust jurisdiction. In addition to omitting discussion of impacts to the Trust’s revenue that may affect preservation of the Presidio as parkland (see above), the Draft 4(f) analysis fails to address effects on parkland due to the substantial impairment of open space and buildings immediately adjacent to the proposed facilities. These effects will include impacts to the historic setting of the cavalry stables, potential noise increases affecting the stables, houses on Pilots Row and Ruckman Ave., the Crissy Center educational facility, the Gorgas Avenue warehouses, and other buildings, along with visual impacts throughout the corridor, and taking of parkland and associated resources like recreational facilities and trees. Working with the Trust, the project proponent should continue to refine the alternatives to minimize harm to 4(f) resources to the maximum extent feasible.

9

Mitigation. A comprehensive and coherent mitigation program for the proposed alternatives needs to be developed in consultation with Trust staff during the preparation of the FEIS. Mitigation should include measures to minimize loss of parking and disruption during construction, maximize access to the Presidio, and ensure maximum protection of natural, cultural, and water resources. Mitigation needs to include measures to address financial impacts including loss of revenue and revenue generating potential. The Trust expects an enforceable agreement regarding implementation and monitoring of mitigation measures.

10

Trust staff would be happy to meet with you and discuss any of these comments or those within the attached matrix.

Sincerely,



Michael Boland
Director of Planning and Park Projects

- cc. Gary N. Hamby, Division Administrator, FIWA
- Bijan Sartipi, Caltrans
- Presidio Trust Board of Directors
- Craig Middleton
- Brian O’Neill

Chap	Page #	Trust Comment	ADEIS reference #
3	27	Affected Environment - The portion of Mountain Lake Park managed by the city and county of San Francisco is not located within the Presidio boundaries. The rest is inside the Presidio.	460
3	47 and 48	The parking analysis presented does not match the September 2004 Parking Impact Analysis Report. See Trust's previous comments of Technical Report as the Trust still has issues with the analysis. Each report will need to be updated for FEIS and prior to construction.	470
3	122	Caltrans, not the Trust, should be responsible for any stormwater management plan required for this proposed action. Recommend replacement of reference in first full paragraph with the following: "Caltrans, in coordination with the Presidio Trust, will prepare a stormwater management plan and comply with other provisions of this permit.	701
3	131-133	Listing the elevation of the Richardson conform and Halleck Tunnel portal seems important in the Flooding section.	575
3	133	Top paragraph of this section discusses slopes around the tunnels. There has been some discussion about recreating the "bluff" appearance between the Main Post and Crissy Field, this should be discussed here in the FEIS once decided through the CSS/S process. The Trust has a rendering that the Project Proponent may find useful to change the thinking about how the bluff will eventually be reconstructed.	600
3	159	Coordinate Construction with Ongoing Remediation Actions: The Trust expects to <u>only</u> be responsible for certain previously-identified remediation sites. The Trust expects that many potential remediation costs will be the subject of future negotiation with the project proponents and possibly other parties. The revised text does not go far enough to state that the Trust's responsibility is limited.	605
3	209	paragraph under the bullets for Biological Environment - The language you use to incorporate the NES technical study should be used throughout the document in these opening paragraphs to incorporate the other technical studies. In other places you use less clear language that the technical studies are incorporated.	
3	213	Exhibit 3-64 does not identify a number of native vegetation areas within the project study area. Update using map provided during ADEIS review process.	633
3	224	Discussion of wetlands should also include that wetlands are important habitat for wildlife.	643
3	225	Under NPS and Trust policies, please include that the Trust protects all USFWS wetlands.	644
3	226	Affected environment/ACOE and Cowardin wetlands please clarify at the beginning of this section that a) the Trust protects both ACOE and Cowardin wetlands, and b) that all ACOE wetlands are also defined as Cowardin wetlands. In various places, the text implies that the Trust policies do not protect ACOE wetlands. This implication is particularly true in the first several paragraphs on page 194.	686
3	228	Second paragraph - total acreage for wetlands is different than the total acreage in Table 3-67. Fifth paragraph states that NPS and the Trust place high value on wetlands because they "may provide habitat for common wildlife species". Please modify this sentence; it is well understood that wetlands do (not may) provide habitat for a variety of wildlife species; these species are not limited to "common" wildlife.	645

Chap	Page #	Trust Comment	ADEIS reference #
3	231	Please explain what "temporary" impacts are.	646
3	233	First paragraph states that groundwater flows in the vicinity of the tunnels "can be increased or decreased" through equipment incorporated into the project. Please expand the discussion to better identify how the groundwater flows can be adjusted, the implications for vegetation and hydrology in doing so, and what entity would be responsible or able to "adjust" flows. The hydrologic implications for this should also be included in the hydrology section of the EIS. Exhibit 3.68: Please indicate which wetlands are impacted.	648
3	234	Second to last paragraph -- clarify that the .07 hectare is in addition to the wetlands defined as ACOE. Please clarify this also in the last paragraph on page 197.	652
3	235	Compensation measures -- first sentence, change "may include" to "will include".	654
3	238	The <i>Vegetation Management Plan (VMP)</i> should be included in the list of documents.	659
3	250	Coyote and grey fox should be included in the Exhibit 3.74.	671
3	257	Second paragraph identifies an affect to the forest and arroyo willow wetlands from construction of the project. Coastal scrub is also found in the construction corridor. This habitat community should also be included in the discussion.	673
3	257	The discussion of impacts to nesting birds correctly notes the potential to "briefly abandon a nest". The discussion should also include that with ongoing disturbance, birds may permanently abandon nests, decreasing their reproductive success.	674
3	258	This discussion of avoidance, minimization, and/or mitigation measures regarding wildlife protection is inadequate. While some mitigation measures may be situation specific (particularly relative to nesting birds), the EIS should identify the mitigation measures that will be implemented to reduce harm to wildlife. For example will the project include work at night? The impacts to nesting wildlife may be greater than work only during day light hours. How will the project provide at least some corridor for wildlife in a north-south direction (i.e., phasing of the project)?	
3	259	Invasive species: Discussion under Affected Environment should also include disturbance to willow riparian habitat.	676
3	260	Again, the discussion regarding the "highly disturbed" nature of the forest understory needs to account for the remnant native plant populations.	677
7	46	The Trust believes that a broader analysis and consideration of the Project's effects upon the Trust's financial situation (and the concomitant impacts on the Presidio) is mandated by section 4(f) of the Department of Transportation Act of 1966. As the DEIS points out at page 7-1, where parkland must be used for a transportation project because there is no prudent and feasible alternative to using that land, then the sponsoring agencies must insure the project "includes all possible planning to minimize harm to the park...or historic site resulting from the use." While compensation is briefly referenced in section 7.7.4 as a minimization measure, the Trust believes that section 4(f) requires an expansive view and discussion of this compensation. Change the first sentence of section 7.7.4 to read, "The Trust, as the land managers, would be compensated as applicable by law for the damage or removal of buildings, resources, or other loss."	732

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Chap	Page #	Trust Comment	AREIS reference #
7	49	Second paragraph under 7.8 Coordination - Remove the sentence, "NPS also has an interest in the management of natural and historic resources within Area B." NPS has no legal authority over either of these areas of management which is what this sentence implies. If you choose to leave the sentence, then list all of the other agencies and organizations with an "interest" in Presidio natural and historic resources.	
General		Removal and replacement of the Mason Street Warehouses. The FIS/EIR says is various places that the Mason warehouses will be temporarily removed and then replaced (p 2-60), that they will be removed without confirming that they will be replaced (i.e. 3-52, 3-114, 3-119). During the development of the first screening criteria and early alternatives, removal was only considered by the NPS and PT if in conjunction with replacement. Permanent removal will cause boundary erosion of the north east boundary of the Presidio and therefore present an unacceptable adverse effect. The concept of removal and not returning the buildings is inconsistent with the FOF and Section 106 consultation underway. Retention of these buildings was a key component of the original Crissy Marsh Section 106 consultation that allowed removal of approx. 40 historic buildings. Unless it can be determined that these buildings will (commitment of the project proponent) be replaced on their foundations following removal of the Detour, the Trust will continue to oppose the Replace and Widen alternative with Detour Option.	482
	General 1	Consider how shade impacts of the alternatives can be improved in the future Crissy Marsh/Tennessee Hollow corridor. Seek to improve a) plant establishment including extent, density, and diversity of vegetation expected, and b) the wildlife use of the Crissy Marsh/Tennessee Hollow corridor resulting from improved vegetation cover. Seek to improve the range of habitat likely under restoration of the corridor - upland, woodland, willow riparian, freshwater marsh, brackish marsh, and tidal marsh.	



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Trust

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 with Diamond Interchange Option and Hook Ramp noted. Opposition to the Merchant Slip Ramp noted.	1420
2	All efforts have been made to avoid to the greatest extent possible the built and natural environments of the Presidio. As part of the FEIS/R, a Mitigation Monitoring and Reporting Plan will be developed to document and track the successful implementation of proposed mitigation measures. The mitigation summary document is provided in the Appendix K of the FEIS/R.	1421
3	The project will continue to work cooperatively with the Presidio Trust and in the spirit of CSDIS through the final design. The area over the tunnels will be returned to the Presidio Trust.	1422
4	Appropriate compensation will be determined once impacts are assessed and level of compensation as applicable by law is determined. The lead agencies have committed to continued involvement of the cooperating and responsible agencies throughout detailed design and construction.	1423
5	Compensation based on impacts will be determined once impacts are assessed and level of compensation as applicable by law is determined. The following sentence was added to the Avoidance, Minimization and/or Mitigation Measures portion of FEIS/R Section 3.2.6, "The compensation will be determined and implemented as part of the right-of-way acquisition process."	1424
6	The updated funding plan for the project is provided in Section 1.7. The SFCTA is currently studying the feasibility of a toll facility to off-set the project costs. A discussion of tolling status has been added to Section 1.7. Updated project cost estimates are provided in Section 2.7 of the FEIS/R. Under SAFETEA-LU guidelines, the Initial Financial Plan should be submitted and approved by FHWA before authorization of Federal-aid funding for mainline project construction.	1425
7	Construction activities and proposed staging for the Preferred Alternative are presented in Section 2.9 of the FEIS/R. Construction impacts to individual resources are described under the Temporary Impacts section of the each resource in Chapter 3.	1426
8	Technical Addendums were produced for the Traffic, Noise & Vibration, Natural Resource, Cultural Resource and Parking studies. Additional work was compiled for the Energy and Cumulative impact sections. These elements are incorporated into Chapters 3, 4 and 5 of the FEIS/R. As noted by the commenter the relocation portion of the CIA and Parking technical reports will need to be revised periodically as the prevailing conditions change.	1427
9	The Final Section 4(f) Evaluation (Chapter 7 of the FEIS/R) contains a thorough discussion of the issues raised by the commenter. Precise compensation based on impacts will be determined once impacts are assessed and level of compensation as applicable by law is determined.	1428
10	A Mitigation Monitoring and Reporting Plan is a required element of this project and will be developed in consultation with the Presidio Trust and NPS. Text was revised as suggested to read "An enforceable mitigation plan is a required element...."	1429



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Trust

Reviewer's Comment Number	Response	Database ID
11	The text was revised to clearly state that the portion of Mountain Lake Park managed by the City and County of San Francisco is not located within the Presidio boundaries while the rest of the park is inside the Presidio.	1430
12	An addendum to the September 2004 Final Parking Impact Analysis Technical Report has been prepared subsequent to the selection of the Preferred Alternative based on the recently revised building use assumptions and parking supply conditions; the FEIS was updated accordingly.	1431
13	The stormwater data report is complete and will be refined during final design. Caltrans is responsible for the plan for the facility, however, the Trust will need their own plan for the area which the project team will comply. It is acknowledged that the Presidio Trust considers the routing of first flush storm flows to the SFPUC collection system for off-site treatment.	1432
14	The elevation of the proposed Richardson conform is 4.5 meters (14.7 feet) and elevations of the proposed roadways at the Halleck Tunnel portals are in the range of 2.0-2.5 meters (6.6 -8.2 feet) and are listed in Section 3.3.1, Permanent Impacts, Alternative 5, Flooding of the FEIS/R.	1433
15	The area referenced in the comment was studied in the Visual Impact Assessment and visual simulations of the tunnel area between the Main Post and Crissy Field were prepared (viewpoints 7 and 8). The VIA concludes that removal of the low viaduct under the Presidio Parkway Alternative and replacing it with a grassy hill would improve the intactness and unity of the area. Additional treatment of the hill and slope areas around the tunnel section to recreate the bluff would further improve the overall visual quality of the area.	1434
16	The text under 'Coordinate Construction with Ongoing Remediation Actions" in Section 3.3.3 was revised to include language regarding the existing agreements between the Army, Presidio Trust and NPS; to reflect the ongoing remediation efforts by the Presidio Trust; and to note the coordination of future remediation with Caltrans and SFCTA.	1435
17	The NES is referenced in Section 3.4 of the FEIS/R.	1436
18	Exhibit was revised to reflect the native plant resources in the project area.	1437
19	The text "Wetlands support high wildlife diversity as well as a water source for species associated with upland habitats" has been added to the introduction of Section 3.4.2.	1438
20	Bullet text in Section 3.4.2 was revised to read "... U.S. Fish and Wildlife Service (USFWS) wetlands according to the Cowardin classification system (Cowardin et al. 1979) that are protected, along with Waters of the United States, by the National Park Service". The Presidio Trust's and NPS' specific policies are stated in the NES in Section 3.5. The NES is incorporated in the EIS/R by reference.	1439



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Trust

Reviewer's Comment Number	Response	Database ID
21	Text and wetland exhibit was revised accordingly.	1440
22	Text has been corrected in response to both comments.	1441
23	Temporary is used in the conventional sense of the word, i.e. limited in time. As a practical matter, temporary impacts are those which do not permanently change land cover into part of the built environment and which can therefore be restored. The Project will implement a program for "Revegetation of Temporarily Disturbed Vegetation," described for example in Section 3.4.3, Plant Species. The EIS/R considers that full restoration will take approximately five years.	1442
24	See Response to Comment #1804. Refer to Hydrology section (3.3.1) regarding hydrologic issues. Temporarily affected wetlands have been stated in the exhibit.	1443
25	It has been stated in the document where the totals in the wetland types are different and where the wetlands are co-located.	1444
26	Text was changed as requested.	1445
27	The Vegetation Management Plan is listed at the beginning of Section 3.4.1	1446
28	Coyote and Gray Fox were added to the exhibit.	1447
29	Understory coastal scrub is included in the discussion of Northern Coastal Scrub (Section 3.4.1) and is part of the impact acreage.	1448
30	Text was changed to read "temporarily or permanently abandon" the nest.	1449
31	The project will have an adverse effect on wildlife, as is clearly stated in the EIS/R. Much of it is practically unavoidable. Mitigation and minimization measures are not intended to apply to all species and to all types of impacts identified, but to those impacts which would be considered significant in the absence of such measures. Overly comprehensive mitigation sometimes defeats its own purpose, and the commenter offers a good example of this. Building the project in phases to allow for wildlife movement would mean a longer construction period or an inefficient and awkward mobilization of equipment, or both, with arguably a net increase in disturbance.	1450



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Trust

Reviewer's Comment Number	Response	Database ID
32	The discussion in Section 3.4.1 does include this subject, in the third paragraph under "Affected Environment."	1451
33	The discussion of the affected environment is not intended to be exhaustive, and each vegetation community is described according to its most salient characteristics, i.e., those most important for the analysis. Native plant communities are identified and considered where their presence defines a specific area. Exhibit showing Native Vegetation will be revised to reflect the native plant resources in the project area.	1452
34	The project team continues to work with the stakeholders regarding opportunities to minimize or avoid impacts to parkland and appropriate mitigation for significant impacts. The text in Section 7.7.4 was modified to:would be compensated as applicable by law for the removal or permanent removal of buildings. The compensation would be determined and implemented as part of the right-of-way acquisition process.	1453
35	Text in Section 7.8 was revised to accurately depict respective areas of jurisdiction.	1454
36	The FOE was revised and included in Section 3.2.11 of the FEIS/R. Project team will continue to work with the Trust regarding building preservation, movement, and removal.	1455
37	<p>The discussion of the Tennessee Hollow riparian corridor connection to Crissy Marsh in Section 3.2.1 was enhanced with more detailed discussion of each alternative alignment in the area and includes graphics depicting the area of restoration which will be available under each alternative. Information regarding the shade issue is included in the Plans and Policies section under the PTMP discussion of Section 3.2.1 of the FEIS/R. Conclusions are correctly interpreted but somewhat qualitative. Further detail of the shade analysis is available in Appendix B of the Final Community Impact Assessment (August 2006) which is included on CD with DEIS/R, additional copies available on request. The EIS cannot effectively model or predict complex suites of plant and animal responses to the project, except to conclude that, overall, this is not significant in the context of the existing environment.</p> <p>The Summary section of the FEIS/R highlights the project commitments including working with the NPS and Trust to find the most feasible solution for accommodating the Tennessee Hollow restoration during final design. The text clearly states that the commitments are binding. It also includes a reference to Appendix K for more details on potential mitigation.</p>	1456



San Francisco Public Utilities Commission Wastewater Enterprise



April 4, 2006

Leroy L. Saage,
San Francisco County Transportation Authority
100 Van Ness Avenue
25th Floor
San Francisco, CA 94102

Gavin Newsom
Mayor

Richard Sklar
President

Ann Moller Caen
Vice President

E. Dennis Normandy
Adam Werbach
Ryan L. Brooks

Susan Leal
General Manager

Subject: Doyle Drive Draft EIS/EIR

Dear Mr. Saage:

This letter comments on the draft Environmental Impact Statement/Report (EIS/R) concerning the renovation of Doyle Drive in the San Francisco Presidio south and east of the Golden Gate Bridge. Our comments are on behalf of the San Francisco Public Utilities Commission (SFPUC), which is responsible for the management of the city's combined sewer system, and which collects and treats sanitary wastewater and stormwater flows in San Francisco. The SFPUC is concerned that the environmental review has not included sufficient analysis to fully evaluate the potential impacts of the new wastewater flows proposed to be introduced into the city's combined sewer system. The San Francisco County Transportation Authority (SFCTA) (the project lead agency) should provide more information in the EIS/R to characterize the potential impacts of increased flows and increased pollutant loads to the city's combined sewer system. Our specific comments are as follows:

1

1. New Flows to City Combined Sewer System: Any new flows introduced into the city's combined sewer system from construction dewatering and stormwater runoff – either directly or from the Presidio's sanitary sewer system – could negatively impact the SFPUC's compliance operations for the city's combined sewer system. The proposed discharges in the project would flow into the Bayside portion of the city's combined sewer system, which is regulated by a permit issued by the Regional Water Quality Control Board. The Board permit stipulates the average annual combined sewer system discharge events that can occur in any given area of the city. The environmental review for the proposed project should thoroughly examine the effects of any increased flows to the city's sewer system and the SFPUC's compliance operations for the combined sewer system, and should propose the means to mitigate those effects. The SFPUC is not in a position to accept new flows in the sewer system unless analytical information indicates that the new flows would not have any adverse impact. We believe moving

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adverse impacts downstream, into our system, is neither mitigation nor is it appropriate.

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2. Existing Hazards (pp. 125-127)/Flood Protection (p. 135): FEMA is revising the flood hazard map to include storm surge hazard areas. The City and County of San Francisco will be included in the revised hazard map. The Project Agencies should consider whether the revised FEMA flood hazard map zone would affect the project. In addition, the city may need to revise its planning and building requirements based on the new flood hazard zones, which could potentially impact the project.
3. Groundwater Extractions in the Marina Basin (pp. 128-131): The lagoon at the Palace of Fine Arts is a surface exposure of the Marina Groundwater Basin. Groundwater extractions from this basin may result in drawdown of the lagoon levels. The city routinely augments the lagoon with the city's potable water during summer months to maintain lagoon levels and water quality. Unless the SFCTA can demonstrate that dewatering in the Marina Basin will have no impacts on the lagoon based on distance, depth and extraction rate of dewatering, the SFPUC likely will require the Project Agencies to reimburse the SFPUC for any additional water necessary over the current average summer demand. The lagoon summer augmentation program is currently not metered so the SFPUC likely will require the Project Agencies to fund metering of summer demand prior to the beginning of planned dewatering activities. The SFCTA should consult with the SFPUC Groundwater Program Manager to conduct any analyses and mitigation of potential impacts to the lagoon.
4. Construction Dewatering (p. 129): Although the EIS/R discusses the potential for pollutants to be present in the extracted groundwater, it does not clearly discuss the fate of the groundwater. The EIS/R should include an evaluation of the groundwater extraction rates, duration and timing in order to fully assess any potential impacts to the combined sewer system. In addition, while the SFPUC may ultimately permit the discharge of the groundwater into the combined sewer system, the SFPUC Pretreatment Program may require pretreatment of that groundwater prior to discharge.
5. Permanent Impacts (pp. 130-131): In Alternative 5, twenty-five per cent of the project would be underground and thus that portion would not generate storm water runoff. Please clarify whether the Caltrans stormwater NPDES permit is or would be applicable to the

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whole project area or only to that portion of the project that would be subject to storm water runoff.

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6. Permanent Impacts (pp. 130-131): Alternative 5 states that a reduction in pollutant loading would occur because a portion of the project would be underground. This statement appears to be based on the dubious belief that a portion of nonpoint source pollutants from road runoff would be transferred to the city's sewer system. The SFPUC disagrees this approach mitigates for the potential impacts of stormwater runoff in the project and may not allow it.

7

The portion of the project area in tunnels would have nonpoint source pollutant loads from vehicles and other road-related constituents. The EIS/R discusses that the tunnel washdown water would drain to a sump that would discharge to the sanitary sewer system. Since the Presidio sanitary sewer discharges to the city's combined sewer system, the sump wastewater would add to the city's sewer flow and treatment demands. As stated above, we believe this is not mitigation nor is it appropriate.

Faced with increasingly stringent water quality management requirements, the SFPUC is promoting "Low Impact Development" (LID) methods (which include the use of stormwater BMPs) to capture, detain and retain runoff flow from impervious surfaces before those flows reach the city's sewer system. These methods should be applied to street runoff in new development whenever possible, as well as to tunnel washdown water. LID methods provide greater cost-efficiency for the management of nonpoint source pollutants in urban runoff generated by cars and road runoff. In addition, using LID methods for the tunnel segments would be consistent with the Mayor's Better Streets Program.

8

7. Managing Water Quality from Construction Dewatering (p. 137-138): The SFCTA should be aware that although the SFPUC Pretreatment Program routinely regulates the discharge of dewatering flows to the combined sewer system by permit, the discharge permit usually stipulates that the SFPUC may temporarily stop dewatering flows to minimize impact of the flows during wet weather. Any plans to discharge flows to the city's combined sewer system would need to be coordinated with the SFPUC Pretreatment Program Manager.

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8. Storm Water Treatment (p. 138-139): *Option 1* is listed as the preferred alternative for storm water management with storm water runoff and tunnel washdown water routed to the city's sewer system, while *Option 2* has runoff and washdown water managed near the source using storm water BMPs. The SFPUC disagrees with *Option 1* as the preferred plan. As discussed above, the SFPUC is facing increasingly stringent water quality requirements. Using LID methods to minimize nonpoint source pollutants at the source, as discussed in *Option 2*, would help to alleviate the burden of nonpoint source pollution management and treatment for the SFPUC and its ratepayers.

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9. General Comments – Increased Flows in Presidio Sanitary Sewer System: The Presidio Trust pays the SFPUC to collect and treat sanitary wastewater from the Presidio. Any increases in flows from construction dewatering or permanent impacts could significantly increase the Trust's fees to the city. The EIS/R does not provide any information to indicate the Presidio Trust has approved the additional costs it may incur.

11

Thank you for the opportunity to comment on this project. We are concerned about the proposal from a number of different perspectives. The SFPUC would be please to discuss these comments with you, Caltrans and any other project sponsors, as well as the Presidio Trust, to determine how this project can adequately mitigate for the potential impacts to the city's combined sewer system.

Sincerely,

William Keaney
Planning Manager

Cc: Jared Goldfine, Caltrans
Bruce Wolfe, Regional Board
Nelson Wong, DPW
Dianna Sokolove, Planning
Michael Boland, Director of Planning, Presidio Trust

bcc. Robert Hickman

Susan Glendening



Comments on the Doyle Drive Project DEIS/R

Reviewer: San Francisco Public Utilities Commission

Reviewer's Comment Number	Response	Database ID
1	The project team has met with the PUC and Caltrans to further develop the mitigation discussed in Section 3.3.1 of the FEIS/R. It has been confirmed that there is adequate space along the alignment to treat stormwater runoff on-site, if necessary.	1374
2	The project team has met with the PUC and Caltrans to further develop the mitigation discussed in Section 3.3.1 of the FEIS/R. It has been confirmed that there is adequate space along the alignment to treat stormwater runoff on-site, if necessary.	1375
3	The current design is based on the best available information on coastal hazard wave runup elevations. It is acknowledged that new studies are in progress to further refine expected coastal hazards.	1376
4	The nearest tunnel segment (west of Halleck Street), where substantial dewatering is likely to occur, is over one-quarter-mile away from the Palace of Fine Arts Lagoon. It would be unlikely that dewatering activities at that distance would have any effect on the lagoon levels. However, the preparers of the EIS/R agree that it would be necessary to either demonstrate the lack of expected impact using detailed hydraulic calculations or, if calculations indicate an impact could occur to lagoon levels, contribute to the cost of replenishment. The following mitigation measure was added to the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.1: The project proponent shall either 1) demonstrate through detailed hydraulic calculation that project-related effects of dewatering on the Palace of Fine Arts Lagoon levels would not be substantial, or 2) enter into an agreement with the SFPUC to contribute to cost of monitoring and replenishment of lagoon levels during the dewatering operation period.	1377
5	The commenter is referred to the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.1 for a detailed discussion of how the dewatering effluent would be characterized, managed, and discharged.	1378
6	The Caltrans permit covers all Caltrans right-of-way, including non-stormwater discharges (e.g. tunnel washdown water).	1379
7	The project team has met with the PUC and Caltrans to further develop the mitigation discussed in Section 3.3.1 of the FEIS/R. It has been confirmed that there is adequate space along the alignment to treat stormwater runoff on-site, if necessary.	1380
8	The project team has met with the PUC and Caltrans to further develop the mitigation discussed in Section 3.3.1 of the FEIS/R. It has been confirmed that there is adequate space along the alignment to treat stormwater runoff on-site, if necessary.	1381
9	The comment is noted for the record. The requirements for managing dewatering effluent is presented in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.1.	1382
10	The project team has met with the PUC and Caltrans to further develop the mitigation discussed in Section 3.3.1 of the FEIS/R. It has been confirmed that there is adequate space along the alignment to treat stormwater runoff on-site, if necessary.	1383
11	Cost of mitigation is not a required component of a CEQA/NEPA analysis, as long as specified mitigation is feasible but cost is a consideration in deciding among feasible options.	1384

Name: Daniel LaForte
Organization/Agency: San Francisco Recreation and Park Department
Address: McLaren Lodge, 501 Stanyan St
City: San Francisco
State: CA
Zip: 94117
E-mail: daniel.laforte@sfgov.org

Comments:

The Palace of Fine Arts was listed on the National Registry on December 5, 2005. The DEIS/R should be updated to reflect the current status.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: S.F. Recreation and Park Dept

Reviewer's Comment Number	Response	Database ID
1	The text in the Affected Environment portion of Section 3.2.11 was updated to reflect the current status.	1683

REC'D MAR 06 2006



P.O. Box 4186
San Rafael
California 94913-4186

Phone: 415/499-6570
Fax: 415/499-8799

www.tam.ca.gov

February 28, 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

The Transportation Authority of Marin (TAM) was pleased to receive the Draft Environmental Impact Statement/ Environmental Impact Report for the Doyle Drive Replacement project. We extend our congratulations to the San Francisco County Transportation Authority on a good quality document that appears to meet the needs of all the partners involved. Both the many travelers that pass through Marin County as well as our own residents stand to benefit from this project passing this critical milestone, moving closer to becoming a reality.

We are concerned, however, about information presented in the document as related to the funding of the project. In Chapter One, Purpose and Need, Section 1.6 Funding and Programming, there is a summary of anticipated funding sources and committed and proposed funding amounts, depicted in Exhibit 1-7. Entitled Proposed and Committed Funding Sources and Levels, this Exhibit 1-7 portrays the challenge of completing the funding package for the project. Under Other Local Funds, there is an amount of \$125 million which is footnoted as "...sources such as bridge tolls and value pricing". The implication that Golden Gate Bridge tolls will be increased to pay for the project, or toll collection on Doyle Drive itself will be implemented has not been thoroughly evaluated nor the impacts of such a strategy disclosed.

Before any plan to increase tolls or implement new tolls is put into place, substantial analysis and disclosure of impacts to Marin County residents must be conducted. There must be a thorough analysis of equity in such a strategy, whether Marin residents face an undue burden related to the benefits they receive. A number of potential operational impacts must be evaluated and disclosed, including the impacts on traffic in Marin County. The diversion of trips originating in Marin and Sonoma to the Richmond-San Rafael Bridge must be assessed. Transit incentives must be considered as well, providing options for Marin travelers to utilize transit alternatives toll free. All of these impacts must be explored in broad based public outreach.

Belvedere

Jerry Butler

Corte Madera

Melissa Gill

Fairfax

Lew Tremaine

Larkspur

Juan Lundstrom

Mill Valley

Dick Swanson

Novato

Pet Eklund

Ross

Jaanno Barr

San Anselmo

Peter Breen

San Rafael

Al Boro

Sausalito

Anny Belzer

Tiburon

Alce Fredericks

County of Marin

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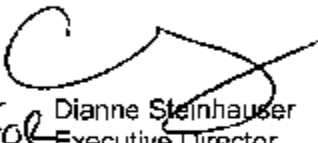
Leroy Saage
February 28, 2006
Page 2 of 2

While the Environmental Document itself establishes the impacts and associated mitigations for the project footprint, TAM requests that neither the Environmental Document or associated Project Approval action adopt any strategy related to congestion pricing or tolling until a more through analysis of toll options and impacts be conducted and discussed through broad public outreach in Marin County.

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cont

I look forward to understanding further your plans for funding the project as well as working with you in assuring Marin County is well informed regarding that effort.

Sincerely,


For Dianne Steinhauser
Executive Director
Transportation Authority of Marin

Cc: Celia Kupersmith, GGBHTD
Suzanne Wilford, SCTA
Farhad Mansourian, MCTD



Comments on the Doyle Drive Project DEIS/R

Reviewer: The Transportation Authority of Marin

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1208
2	The SFCTA has assessed the potential of funding the project through tolling. In the summer of 2008, the San Francisco regional partner agencies confirmed they would drop the Doyle Drive tolling project from the Urban Partnership Agreement program and look to other local funding sources and cost savings to complete the project funding plan. Depending on the actual funding sources used for the project, the impacts may need to be analyzed in a Re-evaluation/Addendum of the FEIR/EIS, or a Supplemental FEIR/EIS, as appropriate Project funding is discussed in Section 1.7.	1209

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March 31, 2006

Mr. Leroy L. Saage, PE
Doyle Drive Project Manager
c/o SF County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Draft EIS, Doyle Drive

Dear Mr. Saage:

The Alliance for a Clean Waterfront is a coalition of 26 community and environmental organizations working toward the protection and enhancement of San Francisco's water resources. The Alliance is a project of Earth Island Institute.

One of our goals is to reduce and eliminate the combined sewage overflows (CSOs) that are discharged to the Bay and Ocean during storm events. These discharges of inadequately treated sewage and stormwater are harmful to the Bay and ocean ecosystems and pose a human health risk, especially for recreational users and for people who consume Bay-caught seafood.

We have also been working to incorporate the adoption of decentralized sewage treatment as a principle to help guide the SF PUC in the development of the monumental new Sewage Master Plan. There is no excuse for exacerbating the injustice of sending more than 80% of the City's combined flows to the Southeast Treatment Plant. Water should be treated as close as possible to its source.

The Presidio is one of few areas in San Francisco that has been developed with separate systems for sanitary sewage and stormwater runoff. With the proposed water recycling facility for treating sewage and a palette of state-of-the-art, natural-systems-based stormwater treatment facilities, the Presidio could be a leader in sustainable, low-impact, self-reliant water management.

We were surprised and dismayed to see (pp. 3-138, 3-139) that the Doyle Drive project proposes to collect the stormwater runoff from the roadway and discharge it into SF's combined sewer system. Certainly the road runoff should not be going into Crissy Lagoon or the Bay untreated, but it should be treated and reused locally.

What would be the cumulative impacts on Bay and Ocean water quality from adding Doyle Drive runoff to the PUC's combined system? How would those water quality impacts subsequently affect low-income populations that rely on the bay for food? What

1

www.sfcleanwaterfront.org
alliance for a clean waterfront

steeringcommittee@sfcleanwaterfront.org

73 of 659
a project of earth island institute 300 Broadway, Suite 28 San Francisco, CA 94133-3312

would be the additional energy consumption required to pump these increased flows to the Southeast Plant? How would the impacts be mitigated? More to the point, these impacts should be, and can be, avoided. What studies have been done to identify on-site or near-site water treatment opportunities? Has the project team considered treatment wetlands, infiltration swales, sub-surface sand filters, detention ponds, and other “low impact development” approaches to stormwater management? Constructed treatment wetlands could also be very useful during construction – to treat groundwater from dewatering activities as well as surface runoff.

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Cont

Sustainable water management calls for regarding water as a resource, not as a waste product to be disposed of. We call on the Presidio to find beneficial reuses for its water and not merely pay the SF PUC to make a problem go away. There is no away.

The EIS should identify ways to avoid the negative environmental impacts of increasing the burden on the City’s combined wastewater system, and the project sponsors should develop an ecologically sound, environmentally just, multiple-benefit program for managing Doyle Drive’s runoff.

2

Sincerely,



Jennifer Clary
Co-chairs, Alliance for a Clean Waterfront



Alex Lantsberg

Cc: Tom Franza, Assistant General Manager, SFPUC Wastewater Bureau



Comments on the Doyle Drive Project DEIS/R

Reviewer: Alliance for a Clean Waterfront

Reviewer's Comment Number	Response	Database ID
1	Coordination is currently underway with the PUC regarding runoff. Ultimately, water management will be dealt with during the detailed design phase of the project.	1170
2	It should be noted that under the existing condition, none of the runoff from the roadway is treated prior to discharge. Therefore, under either Option 1 or 2 described in the FEIS/R, there would be a net benefit to receiving water quality because the runoff will be treated. Runoff from nearly the entire City flows into the combined sewer system and is treated at one of the City's treatment plants. The FEIS/R allows for either discharge to the sanitary sewer system or for on-site treatment measures in accordance with the Caltrans Storm Water Management Plan (which is regulated by the Regional Water Quality Control Board).	1171



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March 30, 2006

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HISTORIAN
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Mr. Leroy L. Saaga
100 Van Ness Ave. 26th Floor
San Francisco CA 94102

Re: Comments of the California Heritage Council
on the DEIS/R for Doyle Drive.

Dear Mr. Saaga:

Several years ago, the CHC expressed its support for Alternative #5. In light of new information and more extensive review, using current EIS documents, the CHC withdraws that position. It now takes a new position, supporting Alternative #5 ONLY with the modifications recently proposed by Michael Painter at the Feb. 22nd meeting in your offices, and ONLY with maximum safeguarding of historic structures and values, and with mitigation measures offsetting, so far as possible, the damage to the site and historic values necessarily imposed by the alternative chosen.

In the interest of public safety, we believe that replacement of the current, historic Doyle Drive structure, in spite of its setting in a National Park and National Historic Landmark District, (NHL) is indeed necessary. But that replacement must proceed with only the minimum possible adverse impact on historic structures and on the Presidio NHL. All the proposals envision a new structure with an order of magnitude twice the width of the current Doyle Drive. This will necessarily lead to a structure with adverse impacts on historic values created by its construction, its presence and its use for the life of the project- (expected to be over a century). The loss to the public, at a site central to the history of San Francisco, California, and the American West since 1776 will necessarily be devastating, even with the best of alternatives. Therefore, the project should include extensive mitigation measures for the historic values permanently lost to the public.

Mr. Leroy L. Saage

March 29, 2006

Page Two

We prefer the Presidio Parkway (Alternative 5) as the design approach for this project, provided the design evolves in a manner which follows the direction indicated in Michael Painter's design presented in a meeting in your offices on Feb.22,2006. At the easterly end of the roadway the "Diamond interchange" should be selected over the "Circle Drive" option since it avoids the destruction of the historic Presidio Pool (Building 1151). We note that the project must be designed to avoid negatively effecting buildings which contribute to the NHLUD. Since an alternative to the removal of the pool exists it must be selected.

3

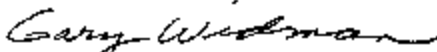
We urge the acceleration of the section 106 process and the development of an MOA between parties. We further suggest that the concept design process be accelerated. A design process for the landscape opportunities opened up by the creation of tunnels should also be integrated into the design approach so that the visitor experience is enhanced. This should include the area above the tunnel at the cemetery and the adjacent batteries Slaughter and Blaney, as well as the area between the project and Mason Street. These design processes should parallel the project design process.

4

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The CHC welcomes every opportunity to work with you to bring about the best possible project for this historically sensitive and uniquely important NHLUD. We would especially welcome a chance to work with you in designing mitigation measure that would the public better understand and appreciate the Presidio's history, including the people and the historic decisions made there to offset the loss created by a new Doyle Drive.

Sincerely,



Gary Widman
President

cc: Congresswoman Nancy Pelosi
Craig Middleton, Executive Director, Presidio Trust
Brian O'Neill, General Superintendent, GGNRA
Ric Borjes, Federal Preservation Officer, Presidio Trust
Michael Boland
Rick Foster, GGNRA
Craig Kenkel, Chief, Cultural Resources, GGNRA
Michael Buhler, National Trust for Historic Preservation



Comments on the Doyle Drive Project DEIS/R

Reviewer: California Heritage Council

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 conditional on Michael Painter's modification's noted.	1334
2	Adverse effects to historic district will be addressed through development and implementation of the Programmatic Agreement.	1335
3	Preference for Alternative 5 noted. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1336
4	The Programmatic Agreement process is underway and consulting parties and interested parties have been meeting to develop the terms of the PA.	1337
5	Details regarding the final design of the roadway and landscaping will be developed in the final design process. Final landscape decisions will reflect guidance from the historic treatment plan if the area is a cultural landscape and would be made in coordination with the Presidio Trust and VMP to ensure overall integration with the Presidio.	1338



PRESERVING, INTERPRETING AND SHARING OUR MILITARY HERITAGE

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March 30, 2006

Mr. Leroy L. Saage, PE
 Doyle Drive Project Manager
 c/o San Francisco County Transportation Authority
 100 Van Ness Avenue, 26th Floor
 San Francisco, CA 94102

REC'D APR 03 2006

Dear Mr. Saage:

The Council on America's Military Past is a nationwide military history and military historic preservation association which has been active in preservation of military historic resources in San Francisco ever since we prepared a report urging the preservation of military structures on Alcatraz in 1969. We are naturally extremely interested in the preservation of historic resources at the Presidio of San Francisco, a military post established in 1776, which our membership toured extensively during our San Francisco annual conferences in 1969 and 1981.

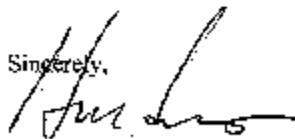
We have studied the alternatives proposed for the Doyle Drive project with some dismay, as all of them have adverse effects to some of the Presidio's historic resources, the Presidio being a National Historic Landmark District.

However, between Alternatives 2 and 5, we find Alternative 2, "Replace and Widen," to be far preferable so long as it includes the NO detour option. (Even the temporary removal and later restoration to their original site of four of the Mason Street Warehouses could cause considerable damage to these historic buildings, and we note that historic military warehouses are far rarer structures to survive than officers' quarters, hence especially valuable).

Overall, this alternative is preferable because it could be accomplished at less cost to the integrity of this National Historic Landmark, and we believe that is more desirable than whatever supposed aesthetic advantages some might perceive in the "Parkway" alternative. Furthermore, the "Presidio Parkway" alternative is basically out of character with the developmental history of the Presidio and would adversely affect its historic landscape.

We therefore urge the selection of Alternative 2, "Replace and Widen," as the preferable alternative.

We thank you for the opportunity to comment on this proposal on behalf of our membership.

Sincerely,


Herbert M. Hart
 Colonel (Ret.) USMC
 Executive Director

Founded in 1966 as the Council on Abandoned Military Posts, later changed in 1981, CAMP is a non-profit, tax-exempt corporation whose members are interested in the identification, location, restoration, preservation and memorialization of all military installations and their history and traditions. All persons sharing this interest are invited to join. CAMP has no official connection with the Department of Defense.

Annual Military History Conference (second week every May): 1967 Ft. Belvoir, Ariz.; 1968 Annapolis, Md.; 1969 San Bernardino, 1976 El Paso, 1977 Washington, D.C. and Ft. McCoy, 1978 Denver, 1979 U.S. Military Academy and New York City, 1984 Leavenworth, Kans.; 1985 Los Angeles and San Diego, 1986 El Paso, Ariz. and Norfolk, 1987 Hampton Roads, Va.; 1988 Minneapolis, 1989 Boston, Mass., and Newport, R.I.; 1990 New Orleans, 1991 San Francisco, 1992 Charleston, S.C.; 1993 San Antonio, 1994 Jacksonville, Fla.; 1995 Santa Fe, 1996 Tulsa, Okla., and Windsor, Ont.; 1997 Philadelphia, Pa.; 1998 Portland, Ore.; 1999 Mobile, Ala.; 2000 Bismarck, N.D.; 2001 Honolulu, Hawaii; 2002 Tampa, Fla.; 2003 Galveston, Tex.; 2004 Alameda, Wash.; 2005 Savannah, Ga.; 2006 El Paso, Tex.; 2007 Buffalo, N.Y.; 2008 Lexington, Kentucky; 2009 Omaha, Neb.; 2010 Burlington, Vt.; 2011 Flagstaff, Ariz.; 2012 San Juan, P.R.; 2013 St. Louis, Mo.; 2014 Portland, Maine; 2015 San Diego, Calif.; 2016 Chattanooga, Tenn.; 2017 Washington, D.C.

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Comments on the Doyle Drive Project DEIS/R

Reviewer: Council on America's Military Past - U.S.A.

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1366

REC'D MAR 31 2006

COW HOLLOW ASSOCIATION
P.O. BOX 471125 SAN FRANCISCO, CA 94147 TEL: 415.761.6161



Leroy L. Sange, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

March 30, 2006

Mr. Sange:

Below, please find our comments on the Draft Environmental Impact Statement/Report (DEIS/R) for the proposed replacement of Doyle Drive. This is the official response from the Cow Hollow Association (CHA).

The CHA, bounded by Lyon, Pierce, Greenwich, and Pacific, represents approximately 1,900 residents. Our Association is dedicated to the preservation of the residential character of the Cow Hollow neighborhood. As you know the CHA has had a delegate, Tony Imhof, from our board participate in your design process. We appreciate all of the work that has gone into the project.

When the CHA board and some of its residents initially reviewed the DEIS/R, many preferred Alternative #5 (Parkway) for its aesthetic appeal. However, we cannot support this Alternative as it stands because, upon further study, many residents and members of the board have expressed the following objections.

Cow Hollow Association Objections

Traffic Distribution between Lombard and Marina Blvd.

As one of the closest Neighborhood Organizations to the Richardson - Lombard egress from Doyle Drive, we are extremely concerned with the ramifications of any changes in the traffic distribution between the existing major Doyle Drive access points of Marina Blvd. and Richardson/Lombard.

The DEIS/R proposes a difficult transition to Marina Blvd. which will drastically alter the ratio of the traffic using Marina Blvd. versus Lombard. This is almost certain to create further congestion along the Lombard corridor with the consequence of escaping traffic then diverting through Cow Hollow neighborhoods to get to Divisadero, Gough and VanNess.

The DEIS/R Parkway design, which provides a signalized looping roadway to Marina Blvd., with as many as two additional intersections to maneuver, would be a major deterrent to traffic that currently choose that route. In the draft plan, the north bound

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(west) entrance from Marina Blvd. to Girard/Doyle Drive (also Presidio Access) is reduced to a single lane. This, in particular, seems a formula for disaster if Marina Blvd. signage is ever to be changed to the timed traffic signals, (which we favor), and which could be required with anticipated future traffic shifts.

2
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The DEIS/R traffic models which we have studied do show a significant increase from this downgrading of Marina egress in westbound PM traffic entering Doyle from the Lombard corridor. The extent of this increased traffic has not shown up in the Level of Service documents due to the significant modeled traffic cut-through entering Richardson/Doyle from Francisco Blvd. This traffic avoids the modeled intersections yet puts an additional 4,100 cars on neighborhood streets.

Short Cuts From Gorgas to Lyon

We do feel that the direct Presidio access provided by the Parkway alternative has the potential for relieving some of the traffic currently coming through our neighborhoods to access the park through the Lombard gate. It should also reroute some of that traffic using the Presidio gate to access Presidio Heights and points south. However, it distinctly appears that this new exit, linked as it is to the existing Lyon Street connector from Gorgas Ave, will funnel short-cutting traffic to our residential streets whenever there is a tie up on Doyle and Richardson.

3

Impact of Bus Rapid Transit project

Several changes currently proposed by the SF Transportation Authority could also impact the modeled traffic patterns from the Golden Gate Bridge and Doyle Drive. The Bus Rapid Transit proposals for both Geary Blvd. and Van Ness Ave. could potentially shift more Geary traffic (via Park Presidio Blvd.) to east bound Doyle and onto Lombard. In addition, the Lombard traffic will further slow down due to the reduced lane along Van Ness for the dedicated bus route. Lombard will become a parking lot. This would push additional traffic to the only alternate connection to downtown which is Marina/Bay Streets or through our neighborhoods.

4

We urge the Transportation Authority to join us in requesting an area wide transportation study to incorporate some of these issues. We should not be downsizing any of the traffic alternatives without looking at the bigger picture.

5

Suggested Design Changes

Several changes or design selections may help to reduce our objections to Alternative #5 as currently shown. These changes would not materially affect the overall Parkway design of the project but could help protect our residential streets from encroachment.

- 1- Maintain the current configuration of the two lanes continuing directly to and from the Marina Blvd. in combination with a dedicated off-ramp to the Presidio. We understand that this scenario requires marginally "more concrete", but the traffic delays coming into the City will be unbearable without this solution.

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2- Only if #1 is truly an impossible solution, then a no-intersection exit ramp to Marina Blvd. should be installed. Only if that is truly impossible should consideration be given to minimizing the number of intersections along the (eastbound) Marina Blvd. off ramp. This might be accomplished by:

- a- Selection of the Circle Drive option over the Diamond option for west-bound Presidio access. As we recognize the required removal of the YMCA swimming pool with this option, we would need to know what plans would be in place to rebuild it and where.
- b- Eliminating the direct Gorgas / Girard 'submerged' intersection between the Gorgas east-bound off ramp and Marina Blvd. by making the Doyle Drive access to Gorgas Avenue use Birmingham Road for a connector as proposed in one of Michael Painter's design scenarios. With these two adaptations (a and b), both of the additional intersections shown on the current plan could be avoided.
- c- To further offset the additional delays introduced to the use of Marina Blvd. and the congestion on Lombard, the stop signs on Marina Blvd must be replaced with signalized lights. *The recommendation of the Transportation Authority as part of the Doyle Drive project would be a big help in facilitating this change.*

The CHA will not support an alternative based on a, b and c without a further study being done demonstrating that it would, in fact, equalize the Marina Blvd./Richardson/Lombard traffic to their present ratio.

3- The single lane entrance to Girard/Doyle from Marina Blvd. must be expanded back to two lanes to allow timed signalization of Marina Blvd. and remove a potential westbound bottleneck. We understand that the reason for shrinking it to single lane was to avoid impacting the historic warehouses along Mason. We feel that keeping the entrance in the same position, but shrinking or eliminating the shown wide median for the short distance passing the warehouses, could have the same effect and still allow two lanes of traffic. The latest Painter drawings show that there is sufficient space to accommodate this change.

4- We recognize that the straight across intersection resulting from an off ramp to Birmingham Rd. could potentially encourage the previously mentioned short cut through Gorgas and onto Lyon Street. We feel that this Gorgas to Lyon connector must be removed. As part of the Presidio road system rather than the Doyle Drive plan, we realize that this is not part of your direct purview, but a direct specification in your plan would go a long way towards accomplishing its' removal.

We agree that the current design is an aesthetic improvement over the rebuild and widen (Alternative #2). However, major work must be done to ensure distribution of traffic equal to the present Marina Blvd. and Richardson/Lombard ratios, so as to thereby avoid grave congestion and resulting infiltration to City residential areas. Although the current traffic models claim only a modest projected change in Lombard traffic, several projects

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already in the planning stage within the City could seriously alter the assumed traffic flow from those modeled. This could be severely impacted by the reduced emphasis the current plan places on Marina ingress and egress.

We feel that the Parkway alternative is on the right track, but the changes we have mentioned would help even out the traffic imbalance which we fear the current design would engender.

We again look forward to working with you in finalizing this important contribution to the future northern access to our City. If you have questions or require clarification of our suggested modifications, please feel free to contact me at 415-749-1841 (lbrooke@lmi.net) or Tony Imhof at 921-4657 (imhof3@sbcglobal.net).

Sincerely,

Lori Brooke
President, Cow Hollow Association

cc: Michela Alioto-Pier



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cow Hollow Association

Reviewer's Comment Number	Response	Database ID
1	Removal of support of Alternative 5 noted.	1339
2	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S, see the discussion under the Preferred Alternative in Section 3.2.8. No adverse impacts from this project onto the neighborhoods was indicated. In order to maintain traffic during construction, a transportation management plan will be prepared as part of final design.	1340
3	Although this short cut is not forecast to be a significant problem, the closure of this access is not precluded in Alternative 5 should the problem arise.	1341
4	All alternatives included transit elements and assumed a continuation of currently operating transit services. Bus Rapid Transit proposals were not defined or programmed during the preparation of the draft EIR. Further studies on Doyle Drive and the BRT proposals should examine potential traffic shifts as a result of the implementing of both projects.	1342
5	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1343
6	The Preferred Alternative was refined based on input received while still maintaining traffic operation LOS. The design workshops investigated many design refinements which as been incorporated into the Preferred Alternative.	1344
7	The Preferred Alternative was refined based on input received while still maintaining traffic operation LOS. The design workshops investigated many design refinements which as been incorporated into the Preferred Alternative.	1345
8	Signal timing can balance traffic flows regardless of which alternative is chosen.	1346

Cow Hollow Neighbors in Action

2742 Baker St

San Francisco, CA 94123

415-776-3191 Fax 776-6522

Patricia Vaughey - President

Nan Haynes - Vice President

Max Delle Sedie - Secretary

Argene Glorji - Treasurer

REC'D MAR 30 2006

March 28, 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Dear Leroy L. Saage:

We have carefully reviewed you DEIS/R and find various objections resulting from the changes that will occur in our Marina/Cow Hollow neighborhood as a consequence of the Doyle Drive replacement project. We have summarized the major concerns into the following 4 bullets:

- The Marina Blvd. traffic patterns are to remain as they presently are. For City-bound traffic, the additional traffic light(s) included with Alternative 5, Circle and Diamond Options, will result in additional traffic through the local side streets. For Golden Gate Bridge-bound traffic, the Marina Blvd. access to Doyle Drive must be maintained as two full lanes.
- The Presidio exit into Girard Road/Gorgas Avenue is acceptable, if and only if, the Gorgas slip ramp into Lyon Street at Francisco Street is closed. It is foreseen that commuter traffic will utilize Lyon Street and Francisco Street as a cut-through and increase neighborhood traffic.
- Please leave Lyon Street (north of Richardson) as-is. The Circle Drive and Diamond Options are unnecessary.
- Alternative 5 is an acceptable alternate if the above concerns are implemented. Otherwise, Alternative 2, Replace and Widen, would be the preferred alternative.

DEIS/R Comments:

1. Page 2-1: Para 2.1 "Doyle Drive Project extends, on the west, from the Golden Gate Bridge Toll Plaza to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue, and Marina Boulevard." As this paragraph defines the project's limits, the EIS fails to include a detailed analyses of the changes in traffic patterns, pollution, noise, and quality of life changes,

that would occur on the side streets as a result of the Doyle Drive Project. The side streets that have been excluded are: Lyon (west of Richardson), Francisco Street (both sides of Richardson), Baker (east and west of Richardson), Chestnut (east and west of Richardson), Lombard (west of Richardson), and Broderick at Lombard and east of Richardson.

2
Cont

2. Page 2-26: Para 2.3.1 "NO MARINA ACCESS OPTION" "..... Changing traffic patterns would increase intrusion in the residential area of Cow Hollow, Pacific Heights, and the Marina by increasing local traffic between Marina Boulevard and Richardson Avenue". This alternative was specifically dropped because of the adverse effect it would have on the quoted residential areas. However, the access to Marina Blvd., as presented in Alternative 5, Presidio Parkway, produces the same effect for which this alternative was originally dropped. The circuitous route required for City-bound traffic to reach Marina Blvd. borders on the virtual elimination of east-bound traffic to Marina Blvd.

3

3. Page 2-43, para 2.4.3. Exhibit 2-29 shows an off-ramp exiting to Girard Road and Gorgas Ave. The EIS does not address the traffic volumes that would occur at the intersection of Gorgas Ave. and Francisco and Lyon Street. We object to this design because of the likelihood that Gorgas Avenue will become a way for commuters to cut-through into our local streets.

4

As mitigation for the cut-through traffic, the neighborhood would accept closing the slip ramp of Gorgas Ave. at Francisco/Lyon Street and modifying it to only allow bicycle, pedestrian and emergency vehicle access.

4. Page 2-43, para 2.4.3. Exhibit 2-29, the off-ramp exiting to Girard Road and Gorgas Ave. The EIS fails to address the speed limits, traffic controls, the increased traffic volumes as well as the resulting noise, pollutants, and vibration, for the streets west of Richardson Ave and defined as: Francisco Street, Lyon Street, Chestnut St., Greenwich St., Union St., and Green St.

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What are the speed limits, pollutants, noise, vibration, and traffic counts, on the streets mentioned as a result of the off-ramp at Girard Road?

5. Page 3-91, para 3.2.9 " Temporary Impacts". ".....it is anticipated that some routes may require temporary re-routing. Sufficient notice will be given to the general public regarding new, temporary routes within the project area". The EIS identifies (Exhibit 2-36, and 2-37) which routes may require temporary closure and re-routing. Additionally, Page 3-70, identifies some traffic detours but fails to identify the effects on the local neighborhood streets in proximity to the Project.

6

What are the exact alternative routes and exact temporary rerouting routes, including the local neighborhood streets? And, what are the impacts, if any, to residents along the alternative and temporary routes.

6. Page 3-173, para 3.3.5, Affected Environment. The paragraph identifies noise sensitive receptors as: Baker Street, the south side of Marina Blvd, the east side of Lyon Street (north of Lombard), Richardson Avenue, and the Palace of Fine Arts. Based on the Project scope boundary (Toll Plaza to Broderick Street), the EIS fails to identify Francisco Street, Chestnut Street, the west side of Lyon Street, and Lombard Street.

7

Utilizing CalTrans Highway Traffic Noise Prediction Model, TNM, and for each alternative, what are the expected noise levels for the mentioned, excluded, streets?

7. Page 3-175, Exhibit 3-49, Long Term Noise Measurements. The Federal Highway Administration (FHWA), 23CFR772, requires noise level measurements be made 50 feet (app. 15 metre) from source. The tabulation presented in Exhibit 3-49 is not in accordance with FHWA's measurement requirements. Therefore, any "modeled" projected noise levels are inaccurate. Additionally, the EIS fails to include noise measurements taken along the complete project's boundary, i.e. Golden Gate Toll Plaza to Broderick Street.

8

What are the noise measurements at Richardson, both sides of Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick?

8. Page 3-178, "Residences Richardson Avenue and Marina Boulevard. These areas could be exposed to noise levels above 89 dBA during construction". According to FHWA: "When construction noise impact is anticipated at a highly complex or controversial major urban project, the FHWA requires the utilization of the computerized prediction model HICNOM. FHWA Section 772.19, Construction Noise, FAPG 23 CFR 772, specifically address this issue. The EIS fails to define what mitigating or protective measure will be taken to reduce the noise level to acceptable levels. Additionally, the EIS only mentions Richardson Avenue and Marina Blvd but fails to include both sides of Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick.

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What are the mitigating or protective measures that will be taken to reduce noise levels to acceptable levels at Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick?

9. Page 3-190, "Avoidance, Minimization, and Mitigation Measures". Further prediction of noise impacts is unnecessary since they have already been identified to exceed the FHWA or NAC requirements (Exhibit 3-49, 3-50, 3-53, 3-54, and 3-55). Each alternative requires mitigation/minimization effort. Therefore, any postponement until the preferred alternative is selected is unnecessary. For the residents of the impacted areas, Marina Blvd, Richardson Ave., Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick, the only viable and acceptable mitigation/minimization is traffic management. Your "Traffic Management" paragraph, page 3-191, is unacceptable since the EIS only addresses vehicle speed and traffic volumes. Additional mitigation measures listed under 23 CFR 722 are: Prohibition of certain vehicle types, Time use restrictions for certain vehicle types, Modified speed limits, Exclusive land use designations, and Traffic control devices or combinations of

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these measures. FHWA (23 CFR 722) requires compliance when the criteria are approached or exceeded. Additionally, compliance is a prerequisite for the granting of Federal-aid highway funds for construction and re-construction of a highway.

How do you propose to implement the traffic management required to mitigate the noise impacts for Marina Blvd, Richardson Ave., Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick?

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10. Page 3-195, Alternative Paving Materials. "Using alternative paving materials such as open-graded or rubberized asphaltic concrete is another noise reducing measure." According to FHWA HIGHWAY TRAFFIC NOISE ANALYSIS AND ABATEMENT POLICY AND GUIDANCE, Page 38 Paragraph F: "it is very difficult to forecast pavement surface condition into the future. Unless definite knowledge is available on the pavement type and condition and its noise generating characteristics, no adjustments should be made for pavement type in the prediction of highway traffic noise levels. Studies have shown open-graded asphalt pavement can initially produce a benefit of 2-4 dBA reduction in noise levels. However, within a short time period (approximately 6-12 months), any noise reduction benefit is lost when the voids fill up and the aggregate becomes polished. The use of specific pavement types or surface textures must not be considered as a noise abatement measure." (emphasis added)

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What alternative noise reduction methods will be provided?

11. The northbound ramp from Marina Blvd. is limited to a single lane. Since Marina Blvd. is a two-lane street, the ramp towards the GG Bridge should not be constricted, and also be two lanes.

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12. The DEIS/R makes no reference to the replacement of the portion of Veteran's Blvd. from the Doyle off-ramp to the tunnel. Why not? This portion of roadway is of the same vintage as the rest of Doyle Drive and subject to the same replacement reasons outlined for Doyle Drive (Paragraph S.2), and 1.3.2, Project Need.

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13. Page 5-2. Para. 5.1.2, Federal Highway Administration. Your references to the FHWA memorandum and position papers are outdated. Your analyses for indirect and cumulative impacts must be based on Executive Order 13274, Indirect and Cumulative Impacts, Work Group, Draft Baseline Report, dated March 15, 2005.

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14. Page 3-191. Para. "Traffic Management". Your statement: "...implementing traffic management measures on Doyle Drive would not be a reasonable noise abatement measure because it would interfere with the purpose of the project." is irresponsible. When "noise" issues are either foreseen or exist, mitigation is mandatory whether it be through traffic management or any other means. The FHWA requires that measures be taken even though there is no actual reduction in noise levels. Approved reduction methods can be as simple as landscaping; where the "noise" reduction is only perceived and not actually diminished. If a noise impact is identified, the abatement measures listed in Sec. 772.13(c) must be considered.

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Additionally:

(d) When noise abatement measures are being considered, every reasonable effort shall be made to obtain substantial noise reductions.

(e) Before adoption of a final environmental impact statement or finding of no significant impact, the highway agency shall identify:

(1) Noise abatement measures which are reasonable and feasible and which are likely to be incorporated in the project, and

(2) Noise impacts for which no apparent solution is available.

(f) The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided. (emphasis added)

(g) The plans and specifications will not be approved by FHWA unless those noise abatement measures which are reasonable and feasible are incorporated into the plans and specifications to reduce or eliminate the noise impact on existing activities, developed lands, or undeveloped lands for which development is planned, designed, and programmed.

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Comments on the Doyle Drive Project DEIS/R

Reviewer: Cow Hollow Neighbors in Action

Reviewer's Comment Number	Response	Database ID
1	Comments noted.	1499
2	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented under the discussion of the Preferred Alternative in Section 3.2.8 of FEIR/S. Impacts associated with Noise (Section 3.3.5) and Air Quality (Section 3.3.4) are available in Chapter 3 of the FEIS/R. No adverse impacts from this project onto the neighborhoods was indicated.	1500
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1501
4	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated. In design workshops, restricting this facility has been discussed, however the extent of the restriction will not be explored until final project design.	1502
5	The project does not propose any changes to local neighborhood streets as no project impacts are identified. To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented under the discussion of the Preferred Alternative in Section 3.2.8 of the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1503
6	The exact re-routing of traffic will not be determined until design is complete. The transportation management plan (TMP) will be finalized prior to construction to mitigate potential adverse impacts and to provide a public outreach element to announce changes in traffic routes. A draft TMP is included in Appendix K of the FEIS/R.	1504
7	The limits of construction for the project have been defined as from Merchant Road to the intersection of Richardson Avenue/Francisco Street and Marina Boulevard/Lyon Street, as noted in the December 2004 Noise Study. Areas outside of these limits are not expected to be impacted by construction activities. Operational aspects of the existing streets in this area will continue as they have prior to the project. It appears that the eastern extent to Broderick is only in the vicinity of Marina Blvd and not at the Richardson/Broderick intersection. To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The traffic study data was used to conduct additional noise analysis. No adverse impacts from this project onto the neighborhoods was indicated. See Section 3.3.5 of the FEIS/R for additional information about the noise study addendum.	1505



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cow Hollow Neighbors in Action

Reviewer's Comment Number	Response	Database ID
8	<p>Temporary Noise Impacts in Section 3.3.5 of the FEIS/R was expanded to include construction noise reduction options that are considered reasonable and feasible. Those measures are currently listed in Section 8.1.4 of the Noise and Vibration Study of December 2004 and includes numerous methods of noise control that can be employed. The statement that FHWA requires the use of HICNOM is not correct. FHWA does not require the use of HICNOM or any construction noise model - it merely provides them for the use of the highway agency. Specific construction noise reduction methods to be used by the Contractor will be defined in the design plans and included in the construction documents. Since the area beyond the intersection of Richardson Avenue and Lyon Street will not be within the active construction zone, no special noise controls are anticipated for those areas.</p>	1506
10	<p>Section 3.3.5 of the FEIS was expanded to include a discussion of all of the traffic management options that were considered. While it is true that a number of abatement options are available in terms of traffic management, the various methods of control suggested by the reviewer have been explored and found to be ineffective for this project. Further prediction of noise impacts is not warranted at this time as the project will not impact the areas in question unless a major design change occurs. For the preferred alternative a more detailed assessment of noise control options was outlined, however the final selection of noise abatement options will not occur until final design. This will follow the completion of an intensive public involvement effort to identify the desires of the impacted property owners in the vicinity. The reviewer is correct that only traffic management efforts could provide any relief to the traffic noise generated. However, due to the nature of the roadway, traffic patterns, and limited physical options, no reasonable control methods were identified. As noted by the reviewer, FHWA requires "Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts." (23CFR Part 772.9 (b) (5)). FHWA further states that "If a noise impact is identified, the abatement measures listed in Sec. 772.13(c) of this chapter must be considered." Consideration of abatement measures listed in this section have been considered, including the use of traffic management measures. However, as note above, the use of traffic management measures was determined not to be reasonable and feasible for the areas of concern. Therefore, further consideration of noise abatement in the form of traffic management is not warranted at this time.</p>	1507
11	<p>The statement by the reviewer that FHWA does not currently allow the use of paving materials as a "noise reduction option" in the prediction of future traffic noise levels is correct. This does not mean that the application of a quieter pavement surface cannot be used as a means to reduce traffic noise. It simply means that you cannot use this option as a way to predict lower future traffic noise levels. The application of a quiet pavement in states like Arizona have shown a 4 dBA or more reduction in traffic noise levels for a period of several years. The long term benefit is still unknown but at least an initial benefit can be realized. Therefore the application of a quiet pavement surface will continue to be considered as an abatement option. As noted in this section, noise barriers, absorptive tunnel lining, and retrofitting windows are three additional abatement options being seriously considered. Commitments to further assess each of these options was established in the FEIS for the preferred alternative as appropriate. Final details on the actual abatement options will be determined during the design phase of the project in concert with the impacted property owners.</p>	1508
12	<p>Based on traffic analysis, only one lane is needed</p>	1509



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cow Hollow Neighbors in Action

Reviewer's Comment Number	Response	Database ID
13	That element was outside the scope of the project. However, the project team is working with Caltrans to address this issue. A memo regarding this issue has been provided. Structures on Route 1 have been retrofitted and have an adequate sufficiency rating.	1510
14	FHWA and Caltrans instructed the team to use this reference which is included in the EIS/R. The current cumulative impact analysis meets statutory and regulatory requirements.	1511
15	FHWA does not require the use of abatement measures that provide no perceptible noise reduction. This section of the FEIS was expanded to include a more detailed discussion of all of the traffic management options that were considered. The use of landscaping, particularly in the areas of impact along Lyon Street and similar residential areas on the eastern end of the project is not possible since there is no space to plant or maintain vegetation that would screen the traffic from view. The statement regarding FHWA requirements about abatement being considered is correctly stated. However, the provision of noise abatement is left up to the lead agency after it assesses the costs and benefits of such abatement and determines that abatement effort is reasonable and feasible for the areas of concern. This is, unfortunately, one of those locations where unavoidable impacts in the form of traffic noise levels that approach or exceed the FHWA Noise Abatement Criteria for residential land use. The traffic noise levels are actually predicted to be slightly lower with the build alternative than with the no-build option, indicating that the overall noise impact will be negligible. Once again, FHWA does not require mitigation - it requires the consideration of abatement that is reasonable and feasible. If abatement is considered reasonable and feasible, then mitigation is required. Unfortunately, this is a location where noise abatement is not considered reasonable and feasible following FHWA and Caltrans requirements.	1512



March 31, 2006

Lee Saage, PE, Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Doyle Drive Project
Draft Environmental Impact Statement/Report

Dear Mr. Saage:

The Exploratorium welcomes the opportunity to provide comments on the Draft Environmental Impact Statement/Report for the Doyle Drive Project. We fully support your efforts to replace the existing Doyle Drive structure and other proposed improvements to traffic and circulation in the general vicinity. We commend the Doyle Drive team for the progress to date and development of the alternatives. Our general comments on the three alternatives are as follows:

- Alternative 1 – No-Build - This is not an acceptable alternative
- Alternative 2 – Replace and Widen – This alternative has the lesser impact on the Palace of Fine Arts area of the two rebuild alternatives, but does little to mitigate many of the unfortunate features of Doyle Drive cutting through the Presidio
- Alternative 5 – Presidio Parkway – This alternative has the greater impact on the Palace of Fine Arts area but has numerous beneficial aspects that have resulted in our recommendation of this alternative as the preferred approach.

Although the Exploratorium has plans in progress to relocate from the Palace of Fine Arts to another location in the San Francisco, it is possible that our relocation could occur after the construction of the Doyle Drive Project is scheduled to begin. As a result, our comments are focused on the impacts of the complex construction process on our continuing operations in the Palace of Fine Arts and in the Presidio buildings we lease along Mason Street.

Construction Period

Our comments on the construction impacts that we have been able to determine from the extensive DEIS/R documents are as follows:

General Comments on Construction

- Access to the Palace of Fine Arts area for visitors and staff will be seriously impacted, including automobiles, pedestrians, bicyclists, school buses, as well as for service, deliveries and emergency vehicles. 2
- Wayfinding will be complex and difficult and sufficient funds must be included in the Doyle Drive Project budget for use-specific signage and other mitigation measures, such as public information outreach. 3
- School field trips are a major aspect of Exploratorium programs and a program for management of bus unloading and loading for this purpose will need further development in the Doyle Drive planning. Shuttle busing from the Presidio Parade Ground may not be practical for school field trips. 4
- Private automobile access during construction will be very problematic. Parking in the Presidio with shuttle busing to the Palace may be possible but, will be a wayfinding nightmare for those unfamiliar with the City and the Presidio. Is funding for shuttle buses in the Doyle Drive Project budget? 5
- Public transit will be impacted and the reduced service, service delays and rerouted service routes will add significantly to our access problems. 6
- The Presidio Parade Grounds at the Main Post are mentioned frequently as a location for parking, bus staging and shuttle service. Is this planning in conflict with Presidio Trust planning for the Main Post that has been in progress for several years? 7
- Construction conditions will, in all likelihood, create a tendency for Palace visitors to park on the neighboring streets, creating a further strain on neighborhood relations. 8

Replace and Widen Alternative Construction

In addition to the above, this alternative's construction detour option will not only impact the LAIR parking lot but will also terminate use of Presidio Building 1182 which is used by a number of employees as listed in the DEIS/R, but also provides active material storage, shipping and receiving functions. 9

Parkway Alternative Construction

In addition to the above, this alternative's construction phase will take the LAIR parking lot out of use completely. 10

Schedule for Construction

There does not appear to be a detailed construction schedule in the DEIS/R. We look forward to understanding the detailed timelines better and how we may plan our activities in response to the construction impacts. 11

Palace Drive Construction

It is unclear whether the improvements to Palace Drive are in the scope of the Doyle Drive Project and in the Project budget – and when in the construction 12

schedule this work would be scheduled to occur. Is additional information available on this subject?

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Although we understand and would expect that many of the neighboring institutions will be inconvenienced during construction by such a large project, every effort must be made to mitigate, to the extent possible, the operational and environmental impacts and sufficient funds budgeted to do so. The Transportation Management Plan to be developed will be a key ingredient in the planning and we look forward to participating in this process.

Permanent Planning

Exploratorium management is projecting that we will relocate prior to the end of the Doyle Drive construction period, however, we offer the following comments on the permanent plans in the DEIS/R as they may effect the Palace of Fine Arts complex:

Replace and Widen Alternative

This alternative, when completed, does not appear to have a major impact on the LAIR parking lot, Palace Drive or the Palace Drive/Lyon Street alignments.

Parkway Alternative

This alternative has the greater potential impact of the final two build alternatives. Recognizing that there is additional planning to be done in the area of the Palace of Fine Arts, we believe the significant impacts on this area, regardless of the tenant, are as follows:

- The proposed underground parking configuration seems very awkward and inefficient.
- Access to the underground parking as currently shown is remote, non-intuitive and the wayfinding to and from the parking is likely to be problematic.
- This parking scheme will be extraordinarily costly per space. Is funding for this underground parking in the Doyle Drive Project budget?
- The two alternative configurations shown for Palace Drive do not seem to be integral with the Diamond or Circle Drive options and appear to be separate Palace Drive alternatives.
- Either one-way plan for Palace Drive has certain advantages, but will create challenges in the management of automobile and bus circulation.
- The separation of the east end of Palace Drive from Lyon Street will be a major improvement and welcomed by the neighbors.
- Automobile drivers will be able to drop off passengers at the existing north entrance or a new central entrance, but would then have to find an auto entry to the underground parking. The closest parking entrance shown is from Girard Road and would require a left turn across the Girard traffic from Doyle Drive, assuming a left turn at that location is feasible. Pedestrians from and to the underground parking will need strategically placed access/egress locations and clear wayfinding signage to navigate the complex plan.
- With the Palace Drive plan shown on the Circle Drive Option, buses from the north can enter and depart from the Lyon/Marina Drive location, while all buses from the City apparently must return to Richardson through the Presidio via Gorgas Avenue.

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- With the Palace Drive plan shown on the Diamond Option, buses from the north would travel through the Presidio along Gorgas to reach Palace Drive from Richardson, while buses from the City must return to Richardson through the Presidio via Gorgas Avenue. In this option, it appears that all buses would travel through the Presidio arriving or departing – probably not desirable from the Presidio perspective. 17
- The Pedestrian Overcrossing from the Palace to Crissey Field shown on both options seems somewhat implausible. Is this pedestrian bridge included in the Doyle Drive Project budget? 18
- The replacement of the LAIR parking lot with underground parking and the narrowing of Palace Drive will present an opportunity for extensive landscaping improvements to the west of the Palace building. Hopefully, the Doyle Drive Project, the Recreation and Park Department and the Presidio will be able to meet the challenge of funding and executing these improvements. 19

These comments are based on our interpretation of the DEIS/R documents. If there are areas where we may have misunderstood any of the material, we look forward to any clarifications that may be warranted in your responses in the DEIS/R process.

We certainly appreciate the tremendous amount of effort that has made to address this difficult and important undertaking and the opportunity to comment on the DEIS/R.

Best wishes for a successful conclusion to the EIR process and timely replacement of the existing Doyle Drive structures.

Sincerely yours,

The Exploratorium



Fred L. Foote
Project Director

Cc: Virginia Carroll Rubin, Acting Executive Director
Christina Orth, Chief of Staff



Comments on the Doyle Drive Project DEIS/R

Reviewer: Exploratorium

Reviewer's Comment Number	Response	Database ID
1	Support of Alternative 5 noted.	1273
2	The project team will continue to coordinate with the Recreation and Parks Department to ensure that access to the Palace of Fine Arts remains open during the construction period. The Preferred Alternative will maintain Palace Drive as a two-way road and incorporates the modifications proposed by SFRPD where Palace Drive connects to Lyon Street therefore access to the Palace of Fine Arts will not be hindered.	1274
3	The elements mentioned in the comment may be part of the Traffic Management Plan(TMP) used during construction.	1275
4	Details pertaining to the proposed replacement parking at the Parade Grounds during construction would be developed in coordination with the Presidio Trust.	1276
5	Any approved mitigation addressing project-related parking impacts would be considered as project costs. Details would be developed at a later stage of the project.	1277
6	No alternative assumes modifications in the vicinity of the Exploratorium. Alternative 5 transit stops will be closer to the Exploratorium entrance.	1278
7	The PTMP does call for the eventual "greening" of the Parade Grounds but currently the area is used for parking. It is a matter of timing and whether the greening would occur before or after the construction of Doyle Drive. With no definite timeline for the greening of the Parade Ground, it is anticipated that the area would still be available for parking during the construction of Doyle Drive.	1279
8	The proposed replacement parking at the Parade Grounds augmented with the existing shuttle service should address the identified parking impacts during construction. Parking will be coordinated with the Presidio Trust.	1280
9	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1182 will remain intact.	1281
10	The existing Letterman Digital Arts Center (LDAC) now occupies the former LAIR facility and parking lot. Parking associated with LDAC will not be impacted by project construction.	1282
11	The detailed construction schedule will be developed as part of final design. The preliminary construction staging timeline is discussed in Section 2.9.1.	1283
12	The project will continue to coordinate with and accommodate the proposed plans of DRP. Improvements needed for the project are included in the estimate	1284



Comments on the Doyle Drive Project DEIS/R

Reviewer: Exploratorium

Reviewer's Comment Number	Response	Database ID
13	The underground parking structure was eliminated from this project and is not part of the Preferred Alternative. The project is coordinating with the Trust and DPR to maintain the necessary parking. Funds for replacement parking are included in the estimate.	1285
14	Comment noted.	1286
15	Comment noted. The underground parking structure was eliminated from the project and is not part of the Preferred Alternative.	1287
16	The Circle Drive Option was not selected as part of the Preferred Alternative.	1288
17	Comment noted.	1289
18	The pedestrian connection indicated on the drawings is an at-grade path.	1290
19	The project will continue to coordinate with and accommodate the proposed plans of DPR. Improvements needed for the project are included in the estimate.	1291



REC'D MAR 31 2006

March 30, 2006

Mr. Leroy L. Saage
100 Van Ness Ave. 26th Floor
San Francisco CA 94102

Re: Comments of the Fort Point and Presidio Historical Association
on the DEIS/R for Doyle Drive.

Dear Mr. Saage:

The Fort Point and Presidio Historical Association has for over fifty years supported bringing Presidio history to the public. We support the replacement of the current Doyle Drive roadway as necessary for public safety. However, removal of the existing historic Doyle Drive and the construction of a new roadway twice as wide as the existing roadway, will have a negative effect on the Presidio as a National Park and as a National Historic Landmark District (NHL). The design for the new roadway should avoid or minimize the effect on historic structures and features. The project should mitigate the effect of the new wider roadway by contributing to the presentation of the history represented in this NHL in a suitable venue such as a history center or museum, as well as at locations throughout the District at sites associated with historic events, units or people.

We prefer the Presidio Parkway (Alternative 5) as the design approach for this project, provided the design evolves in a manner which follows the direction indicated in Michael Painter's design presented in a meeting in your offices on Feb.22,2006. At the easterly end of the roadway the "Diamond interchange" should be selected over the "Circle Drive" option since it avoids the destruction of the historic Presidio Pool (Building 1151). We note that the project must be designed to avoid negatively effecting buildings which contribute to the NHL. Since an alternative to the removal of the pool exists it must be selected.

We urge the acceleration of the section 106 process and the development of an MOA between parties. We further suggest that the concept design process be accelerated. A design process for the landscape opportunities opened up by the creation of tunnels should also be integrated into the design approach so that the visitor experience is enhanced. This should include the area above the tunnel at the cemetery and the adjacent batteries Slaughter and Blaney, as well as the area between the project and Mason Street. These design processes should parallel the project design process.


Mr. Leroy L. Saage
March 30, 2006
Page Two

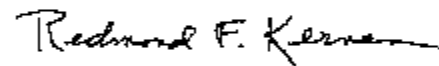
We look forward to continuing to work with you and your design team to bring about a truly magnificent project that is not only safe but respects the National Park and National Historic Landmark District context. We believe that the effect of this new and wider roadway can be mitigated by preserving and presenting this historic legacy to the public.

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Further detailed comments are included as Attachment A to this letter.

Sincerely,


Gary Widman
President


Redmond F. Kernan, III
Chairman of the Board

cc: Congresswoman Nancy Pelosi
Craig Middleton, Executive Director, Presidio Trust
Brian O'Neill, General Superintendent, GGNRA
Ric Borjes, Federal Preservation Officer, Presidio Trust
Michael Boland
Rick Foster, GGNRA
Craig Kenkel, Chief, Cultural Resources & Museum Management, GGNRA
Michael Butler, National Trust for Historic Preservation



Attachment A

1. A slip ramp should not be constructed at Merchant Road unless absolutely necessary for safety reasons. It intrudes on the landscape and would cause the removal of existing residential structures. 6
2. The "hook ramp" from Park Presidio Blvd to Doyle Drive is preferable to the "loop ramp" as it would have less impact on the area and landscape. While nearer the historic stables we believe it is sufficiently removed so as not to cause a significant negative impact. 7
3. The out and cover tunnel at the Cemetery should be shortened from what was originally shown. Its purpose we believe is to reconnect the Batteries to the upper Presidio which are now cut off by the at surface roadway. A much shorter tunnel could perform the function of providing physical and visual access by the public to the Batteries and bluff area. 8
4. The roadway as it emerges from the Cemetery tunnel should have the southerly portion (inbound to the City) raised so as to do the least alteration to the existing bluff. This will also have the effect of lessening the need for massive retaining walls in that area. Any walls that are required should be so treated so as to resemble a natural bluff. 9
5. The area to the north of the Main Parade Ground where it is proposed to build a structure over the roadway and fill over it thereby creating a covered tunnel is the most challenging and complex area. Halleck St. and adjacent or nearby structures as well as historic bluff features are negatively impacted by this design approach. This includes buildings 201, 204, and 228. The purpose of the fill over the roadway seems to be to create an assumed aesthetic treatment over the roadway. As presented the space over the roadway seems contrived, sterile, and not well thought through. The damage done to the historic context does not seem worth the small visual benefit achieved. We suggest a shorter "tunnel" with a treatment on the north side that compliments the bluff feature and perhaps provides more useable space at the lower level. Building 201 should be retained even if it must be moved and altered to allow the roadway construction to occur. Building 228 could be raised in place to the level to compliment the grade change on Halleck St. Every effort should be made to find a suitable location to move building 204 to. The alignment of Halleck St. is reestablished but the profile is so significantly altered as to compromise the sense of place. We suggest that the roadway of Doyle Drive be lowered and that Halleck St. rise in a more gradual way with buildings on either side to keep the sense of place that exists today and recalls its role as an historic connection to the Quartermaster Wharf at the beach. 10
6. Building 230 is in the path of the new roadway as currently aligned. We suggest that it be moved to a nearby location. We do believe that it is preferable to move or alter an historic or contributing structure rather than demolish it. 11

7. Gorgas Ave. as it heads west toward the new extended Girard St. gradually lowers in elevation so that Girard St. may pass under the new Parkway overhead. This creates the need for retaining walls as high as 10 feet to retain the Gorgas St. warehouses and essentially cuts them off from their frontage road (Gorgas). We believe the condition as shown is unacceptable. The further design of the area should explore ways to mitigate this condition. The off ramp to Girard could be moved to the south to align with Birmingham or Thornton rather than Girard. Even moving it slightly to the south provides an opportunity to raise the intersection and lower the grade differential. Further the entire Parkway could be raised so as not to depress Girard as much as it is. Just maintaining the Gorgas St. warehouses is not enough. If the access and context are so altered that the historic sense is destroyed they become isolated and lacking in any ability to contribute the NHLHD. This can and should be avoided. 12
8. The use of sound walls to mitigate the effect of highway noise should be avoided in the Presidio as they create an unwanted visual intrusion. Any diminution of views would be contrary to the objectives of the Presidio as a National Park and would certainly not be consistent with the NLHD. In a similar vein the use of fencing and in particular, cyclone fencing, should be avoided. Instead natural barriers of height differentials, water features and landscaping should be employed. 13
9. Careful consideration should be given to appropriate signage, lighting, and fixtures that bespeak a Parkway through a very special place. Traffic calming measures are very important and should be used as much as possible. They will do much to enhance safety and enjoyment. 14



Comments on the Doyle Drive Project DEIS/R

Reviewer: Fort Point and Presidio Historical Association

Reviewer's Comment Number	Response	Database ID
1	This comment is addressed as part of the Programmatic Agreement (PA) and treatment plans which are summarized in the FEIS/R under Avoidance, Minimization and/or Mitigation Measures in Section 3.2.11. A discussion of Context Sensitive Design is provided in Section 2.2.3.	1320
2	Preference for Alternative 5 noted. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1321
3	Agreed. Coordination with the impacted parties has been an important element of this project. As stated in the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11, coordination and development of the PA has involved numerous groups. The PA is included in Appendix I of the FEIS/R.	1322
4	Details regarding the final design of the roadway and landscaping will be developed in the final design process. Final landscape decisions would be made in coordination with the Presidio Trust and VMP to ensure overall integration with the Presidio.	1323
5	Coordination will continue throughout this project.	1324
6	Opposition to Merchant Road Slip Ramp noted. This Ramp was not included in the Preferred Alternative.	1325
7	Preference for Hook Ramp noted.	1326
8	The length of the Battery tunnels are controlled by the need to preserve Lincoln Ave and the National Cemetery.	1327
9	The design workshop on 3/22/06 was held to gather input from interested parties on all aspects of the design and options under consideration. A raised southbound profile was proposed and developed as part of the alternative refinement.	1328
10	Possible design refinements to preserve cultural resources were considered at the design workshops on 3/22/06 and 4/20/06. The actual mitigations for adverse effects to cultural resources including historic buildings are addressed in the PA (see Appendix I of the FEIS/R).	1329
11	This comment is addressed as part of the PA which is included in Appendix I in the FEIS/R and treatment plans .	1330
12	The design workshops held on 3/22/06 and 4/20/06 investigated ways to preserve the historic streetscape. The profile of Girard Rd was raised to reduce the height of retaining walls and Gorgas Ave was realigned to the south to preserve the existing streetscape adjacent to the warehouses. Mitigation for adverse impacts to historic streetscapes is addressed in the PA (see Appendix I in the FEIS/R) and treatment plans.	1331



Comments on the Doyle Drive Project DEIS/R

Reviewer: Fort Point and Presidio Historical Association

Reviewer's Comment Number	Response	Database ID
13	The use of sound barrier walls within the Presidio will be considered where appropriate as noise control measures. While it is true that diminution of the views may be contrary to the objectives of the area, consideration of this form of abatement will continue into design. During the public involvement process, if the impacted property owners do not desire a noise barrier, then it will be removed from further consideration. The application of landscaping as a noise control will not be pursued since this is not an effective method of reducing traffic noise levels.	1332
14	Details regarding signage, lighting, etc. will be developed during the final design of the roadway. A discussion of context sensitive design, including traffic calming, is provided in Section 2.2.3.	1333

An Association of Former Members of
Golden Gate National Parks and Point Reyes Seashore
A D V I S O R Y C O M M I S S I O N

3260 Blume Drive, Suite 410, Richmond, CA 94806

February 28, 2006

VIA FACSIMILE (415) 522-4829

Leroy L. Saage
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

REC'D MAR - 8 2006

Re: Doyle Drive DEIS/R Comment

Dear Sirs and Mesdames:

The group which sponsors this letter, as appointees of the US Secretary of the Interior to the Advisory Commission for the Golden Gate National Parks, began planning for the Presidio in 1973 to become a part of the National Park System, and has maintained its interest in Presidio planning for more than 30 years. The Presidio is one of the two most historic locations in the United States, and is now part of the most visited National Park in the nation.

In contemplating Doyle Drive, three points stand out:

1. Currently Doyle Drive is unsafe, and ugly, and ought to be replaced.
2. Before replacing Doyle Drive, great care must be paid to a design that minimizes the effect on National Park Service land and assets.
3. While we are at it, can we do a better job for the neighbors, and for visitors to the Park.

The goal of Michael Painter's Presidio Parkway is to make this necessary roadway much better. Better for drivers, better for park users and visitors, and better for the Presidio's neighbors.

The Presidio Parkway (Alternate 5) is the only alternative which meets the objectives of the Project. Alternative 2, taller and twice as wide as what we now have, insures that increasing numbers of people driving to work, live or play in the national park, will be forced to use neighborhood streets, as they do today.

We support the hook ramp option at the Highway 1 interchange.

Re: Doyle Drive
February 28, 2006
Page 2.

We do not support the slip ramp to the bridge parking lot which, for marginal weaving improvements, adds roadway width at the Project's widest point, removes residences and trees, and adds over \$10 million in cost.

2

We have noted the legitimate concerns of some historic groups about impacts of the Main Post tunnel on the bluff edge and Halleck Street, which are historic landscape elements. The tunnel cap will mimic the bluff's slope, which is its defining character, while reuniting the Main Post and Crissy Field for the first time in 70 years. Where today from the Main Post one looks at trucks roaring by, instead we will be looking at the bay and not hear the traffic. The Parkway also restores the historic alignment of Halleck Street.

Finally, the Parkway needs modern traffic management features, including video monitoring, as called for in the Doyle Drive Intermodal Study. They will also increase the bridge's security.

3

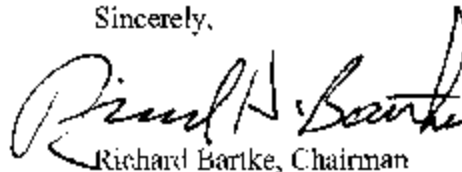
Our heartfelt thanks go to Michael Painter, who worked for 15 years, often pro bono, to bring to fruition a design which all of us can embrace.

We strongly support Michael Painter's Presidio Parkway as the preferred alternative, with context sensitive refinements that further improve the EIS designs.

4

Thank you for your anticipated attention to the above.

Sincerely,



Richard Bartke, Chairman

Richard Bartke, *Chair* - Amy Meyer, *Vice Chair*, Michael Alexander - Susan Giacomini Allan
Gordon Bennett - Betsey Cutler - Paul A. Jones - Redmond Kernan - Yvonne Lee - Doug Nadeau
Trent Orr - Lennie Roberts - Dennis Rodoni - Fred Rodriguez - Doug Siden - Edgar Wayburn



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNP & Pt Reyes Seashore Advisory Commission

Reviewer's Comment Number	Response	Database ID
1	Preference for the Hook Ramp option noted.	1227
2	Opposition to the Merchant Road Slip Ramp option noted.	1228
3	The following text was added to the FEIS/R (see Section 2.3.4): Intelligent Transportation Systems (ITS) - Where possible, ITS elements will be included with the project to meet the ITS requirements of Caltrans. ITS elements may include loop detectors, close circuit cameras, and changeable message signs. ITS elements will be clarified in Final Design and may be tied to the management of the tunnels.	1229
4	Preference for Alternative 5 noted.	1230



March 29, 2006

REC'D MAR 30 2006

Mr. Leroy L. Saage, PE
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th floor
San Francisco, CA 94102

Re: Doyle Drive DEIS/R Comments

Dear Mr. Saage:

The Golden Gate National Parks Conservancy is taking this opportunity to provide formal comments in regard to the Doyle Drive DEIS/DEIR. These comments focus on four matters: one, the choice of a "preferred alternative"; two, specific comments on the DEIS/R; three, access to Crissy Field during Doyle Drive construction; and four, our significant concerns regarding the impacts of Doyle Drive project construction upon the Crissy Field Center, and the absence of sufficient examination of those impacts in the Draft document.

In order to properly frame our comments on the DEIS/R, we will provide a brief background on the Parks Conservancy, and on the nature of the activities and operation of Crissy Field and Crissy Field Center.

Background

A. Golden Gate National Parks Conservancy

The Golden Gate National Parks Conservancy ("Conservancy") is the non-profit membership organization created in 1981 to:

- Preserve the Golden Gate National Parks
- Enhance the experiences of park visitors
- Build a community dedicated to conserving the parks for the future

The Parks Conservancy is a cooperating association authorized by Congress to support and assist the National Park Service in park improvement, research, interpretation, and conservation programs. The Conservancy's work is accomplished through annual membership dues, generous contributions from individual, corporate, and foundation sponsors, as well as income earned through a variety of Conservancy-operated activities, such as interpretive tours and sales of park-related interpretive materials.

Since 1981, the Conservancy has provided the Golden Gate National Recreation Area with more than \$90 million in assistance, including nearly \$5 million in 2005. The Conservancy has long been recognized as one of the most effective park partners in the country. Beginning in 2005, our partnership with the Golden Gate National Recreation Area (GGNRA) was augmented by a new working partnership with the Presidio Trust.

B. Crissy Field

The Parks Conservancy raised more than \$34 million to restore Crissy Field (and the Crissy Field Center), which included the largest single cash gift in the history of the National Park Service. Crissy Field—100 acres of extraordinary shoreline, which had been under military jurisdiction for more than 200 years—was dedicated in May 2001, following a fund-raising campaign by the Conservancy that brought in more than 2,400 donations.

The removal of more than 70 acres of asphalt and concrete and its replacement with a 20-acre tidal marsh, plantings of native vegetation, and a natural shoreline, have transformed 100 acres from a harsh, unfriendly, contaminated landscape to one enjoyed by hundreds of thousands of walkers, bikers, sailboarders, and bird watchers. Crissy Field extends from the Warming Hut (a café and shop) at the west end, to the Mason Street entrance at the east end, and park visitors access the entire area by foot, bicycle, automobile, and public bus service.

C. Crissy Field Center

As part of the Crissy Field project, the Conservancy created the Crissy Field Center, funded through private donations totaling \$7 million. Presidio Building No. 603, which is adjacent to the tidal marsh, was converted to operate as the hub of the National Park Service (Golden Gate) community and education programs to serve urban youth who have traditionally had little or no access to National Parks. The Center has 15 on-site staff members, a fully equipped science lab, a large art room, a computer lab with 16 computers, a 100-person capacity gathering room, a resource library, community kitchen, a bookstore, a café and an outdoor orientation area.

The Conservancy operates the Crissy Field Center in partnership with the National Park Service and provides most of the \$1 million annual operating budget of the Center. The Center, now in its fifth year of operation, served more than 62,000 youth and adults in 2005. More than 21,000 of these visitors were school children and youth. All programs for school children include orientation in the main floor gathering room or on the front plaza, and then walking trips to Crissy Field and other park sites; many programs currently cross under Doyle Drive to access other nearby areas for the essential first-hand park experience. The 2005 use-level of 62,000 is anticipated to increase as the Center's group programs broaden and outreach to the community increases.

DEIS/R Comments

A. Doyle Drive Preferred Alternative

The Golden Gate National Parks Conservancy supports Alternative 5, the Presidio Parkway. The benefits provided by this alternative to the Presidio, the Park, and specifically, to Crissy Field and the Crissy Field Center, are well documented in the DEIS/R. Accordingly, our comments are focused upon the Presidio Parkway Alternative.

1

B. DEIS/R Text Comments

1. "Community Facilities" - Page 3-35. Please note that the name of the Golden Gate National Parks Association (as stated in the DEIS/R description of Crissy Field Center) has been changed to the Golden Gate National Parks Conservancy.

2

2. "Community Facilities" - Page 3-35. The Conservancy feels that the description of the Center seems to implicitly ascribe importance to the "small café and book store" rather than the functions of the NPS/Conservancy environmental education center. As the aforementioned 2005 attendance figures confirm, the primary use of the building is for its education activities. With respect to use, the bookstore and café are present to supplement and facilitate the educational activities.

3

3. "Appendix D: Cultural Resources - Potential Impacts within the APE" - Page D-9. The Conservancy believes that the matrix description set forth, indicating "No Adverse Effect" to Presidio Building No. 603 (Crissy Center) is not correct. There are only three definitions of potential impacts employed in the Appendix D discussion: one, "No Effect"; two, "No Adverse Effect"; and three, "Adverse Effect Direct (Destruction)". The Crissy Center building is not "taken" by the project, but the building would appear to be a "definitive" example of a category absent from the matrix: a building that is subject to "temporary adverse impacts".

4

The proximity of the Crissy Center to both the demolition (and pulverization) of the existing Low Viaduct, and construction of a replacement facility, clearly point to potential adverse effects. These potential effects would include the impact of flying debris, dust, noise, and vibrations during the demolition process, and noise and vibrations during the construction process.

C. Recreational Access to Crissy Field During Construction

The DEIS appears to address the importance of maintaining vehicle, bicycle, and pedestrian access to Crissy Field available throughout the period of Doyle Drive construction. The importance of providing adequate information on access routes,

detours and related matters, to the thousands of weekly visitors to Crissy Field is essential to not only their safety and continued enjoyment of the Park, but also to the efficiency of the Doyle Drive construction effort. The Conservancy maintains a website (www.parksconservancy.org), and is willing to work with the Doyle Drive project by providing updated access information on the website.

D. Construction Impacts Upon Crissy Field Center

The Conservancy is very concerned about the level and nature of Doyle Drive project impacts upon Crissy Field Center, and we believe that the Center will not be able to operate safely and effectively during the demolition and construction phases of the project. We believe that the impacts upon the Center should be subject to greater scrutiny than is provided in the DEIS/R. We believe that a more detailed examination of the impacts will conclude that the Center operations must be temporarily closed during a period beginning with the demolition of the existing viaduct structure and ending with the completion of the construction in the area adjacent to the Center. Accordingly, the Center should be subject to the benefits of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The Crissy Field Center is located immediately adjacent to the project area, approximately 100 feet from existing Low Viaduct of Doyle Drive. The south side of Crissy Center is lined with windows and is the location of all staff offices, the science laboratory, the main gathering room of the building, and the food preparation kitchen. The only loading facilities and handicap access ramp also exist on this side of the building, and the primary entrance to the Center is on the east side, fully exposed to the nearby Low Viaduct.

Our specific concerns are summarized as follows:

1. **Physical Impacts of Demolition.** During the demolition process, Building 603 will certainly be subject to substantial noise and vibration resulting from the demolition of the Low Viaduct. The potential for the Building to be the target of flying debris - from the necessary hammering of the existing structure - must be recognized. Pulverization of the (demolished) Low Viaduct on-site (page 2-60, DEIS/R) will mean a lengthened demolition period and the potential for additional impacts, principally noise and dust associated with the pulverization process.

2. **Air Quality Impacts of Demolition.** Demolition of the Low Viaduct by hammering and cutting, and the subsequent on-site pulverization and removal of the debris will result in unknown (and undocumented) potential air quality impacts upon the immediate area, including Building 603. Demolition dust and air quality are of great concern for all park visitors especially school children. We are especially alarmed by the temporary impacts description set forth in the draft EIS (Impact Overview):

“Demolition of structures may expose construction workers, park visitors and nearby workers and residents to hazardous concentrations of lead and/or asbestos from nearby buildings.”

Given the Crissy Field Center's immediate proximity to the work site, this declaration will establish a level of concern on the part of those using the Center that will certainly imperil normal operations. As a matter of liability, if the Conservancy and Park Service cannot assure visitors, and the parents of visitors, that safety and health standards are in place throughout the Doyle Drive project, then the viability of the Center as an educational operation is compromised.

9
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3. Impact of Post Exchange Building Removal. In addition to the work on the roadway itself, the Parkway Alternative calls for the removal of the Post Exchange building, which is located only a few feet from the Center. The Post Exchange building is a substantial structure and its removal will certainly have potential adverse impacts upon the Crissy Center building.

10

4. Physical Impacts of Construction. Noise, vibration, and access impediments from construction of the replacement will also pose a potential adverse impact upon Building 603. Noise and vibration will impact Crissy Center as drill rigs and pile hammers will be required (page 2-52, DEIS/R) on the site.

11

5. Impacts Upon Access and Operations. The Parkway Alternative requires that Halleck will be closed for most of the construction period. Halleck is the principal access route to and from Crissy Center. The parking area immediately south of the main entrance is used as a loading zone. Demolition and construction activities will surely impact this area and thus the Center's operations. More than 90% of the 21,000 school children attending classes at the Center arrive by school or chartered bus. Virtually all of the 330 children who attend summer camps at the Center arrive by private automobile. It is essential that roadways to and parking for the Center be reliable and completely safe. The DEIS/R does not appear to offer this assurance.

12

6. Environmental Justice. A primary mission of the Crissy Center is to provide a unique environmental education experience to new audiences from the Bay Area's diverse communities. Approximately 70% of those attending activities at the Crissy Field Center are from minority and low-income populations. Cessation of operations at the Center, for a period of time commensurate with the Doyle Drive project construction period, would deprive thousands of children and adults with this opportunity.

13

7. Café and Bookstore Revenue. The Crissy Field Center and Café offer visitor amenities and interpretive materials to Park visitors. Revenues generated are used solely in support of the Center. Impacts of the project that discourage visitation to the Center will result in diminished revenues and will adversely affect the Center's operating budget.

14

Summary

The Golden Gate National Parks Conservancy recognizes the importance of the Doyle Drive project, and appreciates the benefits that it will provide to the Presidio, the GGNRA, and to the programs and activities of the Conservancy. However, we believe that the DEUR does not adequately address the potential impacts of the Doyle Drive construction upon the Crissy Field Center and does not offer us sufficient assurances regarding the ability of the Center to operate in a safe and effective manner. We have attempted to set forth our concerns in this regard in this statement along with a number of related comments on the DEIS/R.

We appreciate your consideration of this matter.

Sincerely,



Greg Moore
Executive Director

Cc: Craig Middleton, Presidio Trust
Brian O'Neill, National Park Service



Comments on the Doyle Drive Project DEIS/R

Reviewer: Golden Gate National Parks Conservancy

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1485
2	The text under Community Facilities in Section 3.2.4 was revised to reflect the new name.	1486
3	The text under Community Facilities in Section 3.2.4 was revised so the description of the Crissy Field Center as follows: "...this community environmental center conducts educational workshops and other programs for the public, including outreach to low-income and minority groups. The Center also provides a small cafe and bookstore to supplement and facilitate educational activities."	1487
4	This is a temporary impact related to use and is not covered under the definition of adverse effect. Only permanent effects are contained within the definition of adverse effects under the NHPA.	1488
5	Comment noted.	1489
6	The project team has since met with the Conservancy to discuss the potential impacts. Work will continue with them to minimize impacts during construction, however, temporary impacts are not covered under the definition of adverse impacts from the project.	1490
7	The Noise and Vibration study was revised to address minor design changes of the Preferred Alternative. If adverse impacts are anticipated during construction, appropriate measures that may reduce impacts will be discussed prior to construction.	1491
8	Based on concerns expressed by the owners of the Crissy Field Center, it has been determined that the functions of the Center will be temporarily relocated during the construction phase to a more suitable location within the Presidio. The contractor will contain flying debris as required by standard construction requirements to maintain public (and building) safety.	1492
9	The construction mitigation measures identified in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.4 are designed to minimize the impacts of dust on the nearby areas. With implementation of these mitigation measures, the impacts to neighboring areas would be below levels set forth to meet health standards and would comply with BAAQMD Regulations.	1493
10	Minimizing the impacts to adjacent buildings was considered throughout the design of the alternatives. Access to all facilities, including ADA approved access to the Crissy Field Center, would be maintained during the temporary construction period and long-term operation of Doyle Drive. Text regarding the relocation of the Crissy Field Center was added to the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.7.	1494



Comments on the Doyle Drive Project DEIS/R

Reviewer: Golden Gate National Parks Conservancy

Reviewer's Comment Number	Response	Database ID
11	<p>Section 2.8.2 of the FEIS/R states that a variety of construction equipment could be used on this project but does not state that this equipment would be used in the vicinity of Building 603. In addition, concerns expressed by the owners of the Crissy Field Center, it has been determined that the functions of the Center will be temporarily relocated during the construction phase to a more suitable location within the Presidio. While this may in fact be the case, the type of equipment to be used by the Contractor will depend upon the alternative selected and the conditions placed on construction methods as part of the contract documents. Therefore it is not accurate to say that pile drivers and other equipment will be used adjacent to Building 603. Detailed construction techniques and equipment will be selected by the Contractor based on the final design of the project.</p>	1495
12	<p>The construction description in the FEIS/R (Section 2.9) has been updated to reflect the selection of a Preferred Alternative which has a shorter construction period - approximately 3.5 - 4 years. During the periods when Halleck Street would be closed, alternate routes would be available to access the Crissy Field Center and Crissy Field area. Based on concerns expressed by the owners of the Crissy Field Center, it has been determined that the functions of the Center will be temporarily relocated during the construction phase to a more suitable location within the Presidio, see Avoidance, Minimization and/or Mitigation Measures of Section 3.2.7.</p>	1496
13	<p>Based on concerns expressed by the owners of the Crissy Field Center, it has been determined that the functions of the Center will be temporarily relocated during the construction phase to a more suitable location within the Presidio, see Avoidance, Minimization and/or Mitigation Measures of Section 3.2.7.</p>	1497
14	<p>Access to all facilities, including ADA approved access to the Crissy Field Center, would be maintained during the temporary construction period and long-term operation of Doyle Drive. Based on concerns expressed by the owners of the Crissy Field Center, it has been determined that the functions of the Center will be temporarily relocated during the construction phase to a more suitable location within the Presidio, see Avoidance, Minimization and/or Mitigation Measures of Section 3.2.7.</p>	1498



FEBRUARY 6, 2006

REC'D FEB 13 2006

DEAR PLANNING COMMITTEE FOR DOYLE DRIVE EXPANSION:

MY REQUEST IS SIMPLE.

PLEASE, PLEASE KEEP THE LEUKEMIA POOL OPEN DURING CONSTRUCTION ON DOYLE DRIVE!

1 MANY OF OUR TEAM IN TRAINING FUNDRAISING PARTICIPANTS ARE ABLE TO RECOVER FROM INJURIES AND CONTINUE THEIR TRAINING THANKS TO THE REHABILITATING THERAPY TAKING PLACE AT THE POOL. OUR ATHLETES ARE RAISING MONEY TO HELP CURE CANCER AND TO PROVIDE VALUABLE PATIENT SERVICES SO WE GREATLY APPRECIATE THE LEUKEMIA POOL AS TO ALL THE SENIORS AND CHILDREN WHO TAKE WATER EXERCISE AND SWIMMING CLASSES.

I TRULY HOPE YOU WILL RETAIN ADEQUATE, CONVENIENT AND SAFE PARKING AT THE POOL DURING THE DAMAGED 3-YEAR CONSTRUCTION PERIOD THUS ENSURING ACCESS TO ALL THE GRATEFUL SWIMMERS.

Sincerely,
Ann O'Hara, TEAM MANAGER, TINI SF

Fighting Blood-Related Cancers

ADIDAS

TeamLine





Comments on the Doyle Drive Project DEIS/R

Reviewer: Leukemia & Lymphoma Society Team in Training

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1257

Marina – Cow Hollow Neighbors and Merchants
2742 Baker Street
San Francisco, California 94123
415-776-6522
3-30-2006
HAND DELIVER and EMAIL

REC'D MAR 31 2006
11:54am

Leroy L. Saage
Project Manager, Doyle Drive DEIS/R Comment
%San Francisco Transportation Authority
100 Van Ness Avenue #26th Floor
San Francisco, Ca. 94102

RE: Doyle Drive Response DEIS/R

Dear Mr. Saage.

INTRODUCTION

Marina – Cow Hollow Neighbors and Merchants with boundaries between Union Street and Marina Blvd, Lyon Street to Van Ness Avenue support the Rebuild And Widen (Alternative 2).

While (Alternative 5) The Parkway has many attributes, it also has adverse Effects upon the following neighborhoods: Marina, Cow Hollow, and Richmond. Our Organization will support Alternative 5 if the following changes are made:

1. **The three lights entering Marina Blvd. In the Diamond and Circle Designs be changed to the current configuration.** This will eliminate what may be perceived as preferential treatment for one street to the detriment of 9 streets
2. **The Section of the Diamond and Circle Options next to the neighbors at Lyon and Richardson and the Palace of Fine Arts to be eliminated.** There is no necessity for this change.
3. In both the Diamond and Circle Option there is an attempt to redirect traffic into **Gorges from Doyle Drive. Therefore, we request that the slip exit from Gorges into Lyon Street be closed.** This will protect Lyon, Chestnut, Greenwich, Filbert, and Union Streets Neighbors and Merchants from the Overflow traffic.
4. **Change the Entrance into Doyle Drive From Marina Blvd. from one lane back into two lanes.** This will allow more flow of traffic and less back up traffic and diverted traffic in the neighborhood.

COMMENTS ON THE DEIS/R DOYLE DRIVE

With deep regret, our organization must reply to a flawed and deficient Draft EIS/R for Doyle Drive.

This Draft is based upon assumptions that consists of what is perceived of an effort to seek out figures and studies to substantiate the assumptions without studying all of the information of the studies available for more accurate results.

The majority of the study appears to be based on the EIR/S of the Presidio Trust(PTMP). This study did not study in depth the ramifications of impacts upon the

socio and economic impact upon the adjacent Neighbors and Merchants.

The assumption that you are building an existing facility and therefore there will be no more increased traffic and impacts upon the adjacent neighbors is defective in your duty to provide the citizens of San Francisco True Facts.

2
Cont

TRANSPORTATION and LOS STUDIES

The LOS Studies are conflicting and ambiguous at best. You cannot state that there be no more increased impacts on Richardson because the slip coming into Richardson has been changed from two lanes to three lanes.

In most of your studies you have based your counts on the counts at the Golden Gate Bridge. The Transportation Authority did not factor the counts of vehicles that come of Veterans Blvd/Park Presidio.

The LOS studies appear to be based upon on the assumptions of the required speed limit not the actual speed of the flowing vehicles.

There are no studies of the baseline maximum capacity of the proposed structures of the alternatives. Thus, you cannot base LOS unless you have an accurate baseline count that includes the maximum capacity of each alternative.

There is no mention of the State of California and other studies that project an increase of 250,000 more vehicles a day within the bay area by 2030.. According to your own experts in public meetings of that 250,000 the Transportation Authority expects that the increase on the Golden Gate Bridge will be 25,000 more vehicles a day. This calculates to 6,255 more vehicles on Marina Blvd., 9,372 more vehicles on Richardson and Lombard, and Veterans Blvd/Park Presidio a day. Therefore, the assumption of what may be perceived as propaganda of the paid advocates and presenters of the Doyle Drive Alternatives that have said that there will be no increase in traffic on Doyle Drive and Richardson/Lombard is misrepresentation to the public.

3

As stated by representatives of the Transportation in public meetings there will 11 % increase on Richardson /Lombard according to the studies in Alternative 5 with the diverted traffic from Marina Blvd even with timed lights. This would be a cumulative increase of around 11000 vehicles a day on Lombard/Richardson and this is once again not addressed in the DEIS. This will be a cumulative increase of around 19000 vehicles a day by 2030-no mention of this increase in the DEIS/R.

Because of misinformation to the public and deficient studies and reports of increase in traffic denies the Draft EIS/R and accurate cumulative conclusion. Thus, potential overflow to the neighborhoods and merchants areas will occur. This is also not mentioned in this study .

There are no substantial studies in the Draft EIS/R from Lyon Street to Broderick within the scope of this document.

4

The Commuter Traffic were addressed in this document and mitigations of mass transit were mentioned. There was no mention of the statistics of the Tourists that also drive from around the country to drive across the Golden Gate Bridge. There was no quantitative study of how many of the commuters are tourists. Thus your assumptions are inaccurate for mass transportation.

5

A model is only as good as the information supplied to the model. Please in your answers to the above supply the public with every traffic count that you have within the

Transportation authority that was used in each section of the model study and every count(not just their summaries that that was not used in the model in their entirety (not just their summaries) and explain the mathematic principal that was used in each section of the model and why you chose that particular counts for each section of the model.

5
Cont

Please explain in my reply why these cumulative increases on Lombard/Richard are not going to cause diverted traffic into the Marina-Cow Hollow Neighborhood.

The exit from Marina Blvd. into Doyle Drive has been changed from two lanes into one lane entering Doyle Drive. This will cause traffic to back up even more than it is now and will cause the drivers to look for alternative routes throughout the middle (residential) of the Marina.

FUTURE MITIGATIONS of ALTERNATIVE TRANSPORTATION and ROUTES

There is no mention of a need for future mitigations to alleviate future congestion problems such as by-pass to Broadway, Bart to the North Bay, Ferries and other mitigations.

6

URBAN STREET LEVELS OF SERVICE

Weekend Peak Hours-No mention of South of Doyle Drive within the scope of the study. Once again it appears that the Transportation Authority is catering to the Presidio and NOT to the neighbors (citizens of San Francisco)and the socio/economic impacts upon them.

There are no studies of the multiple (52 weeks of the year Special Events on weekends within the City and County of San Francisco. There is no mention of the traffic impacts of the tourists from the greater Bay Area that come into our city on the weekends. Many of the patrons of these events come into the City of San Francisco during Non Peak Hours to enjoy the City before the event. There are no counts for this in this document.

7

ELIMINATED EXISTING CONDITIONS

There is no study of the recently(before the Draft EIS/R)new Light at Doyle/Lyon and Richardson. There is no study of the existing backed up traffic from this light and how this existing problem will affect Alternative 2 and Alternative 5 and how it is and will affect the adjoining neighbors and merchants.

8

High 101 is the main entranceway into the City of San Francisco and is in the Middle of the Marina -- Cow Hollow. There was no mention of a study for pedestrian safety within the city streets and mitigations for pedestrian safety within the confines of this study for San Franciscans.

9

THE DAILY ENERGY CONSUMPTION STUDY

The daily consumption study does not include vehicles larger than small trucks. There is no mention of 6 wheels or larger which travel from Doyle to Lombard every day. Thus the study is inaccurate. The conclusion provides a false assumption concerning the impacts to the neighbors, merchants, plants and wildlife within the adjacent areas.

10

STUDIES OMMITTED

There no Study of future diverted traffic and possible mitigations.

11

There is no study of the distributions of pollutants of the existing pollutant on the current Doyle Drive , there is no study of the existing pollutants that lodge on the current Doyle drive. Thus, there is no baseline to evaluate whether there will be a increase in pollutants on the ground level(alternative 5)and the impact upon humans, animals and plant life. The pollutant study is deficient. Please provide all studies in their entirety(not just the summaries) and please provide all studies in their entirety(not just the summaries) that were not used. This once again appears to be a study based upon assumptions.

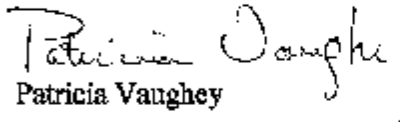
12

NOISE

With the increase in traffic (particularly alternative 5) within the greater Marina/Cow Hollow the noise levels will increase above levels above environmental law. This study is not in the Draft EIS/R.

13

Thank you,


Patricia Vaughey



Comments on the Doyle Drive Project DEIS/R

Reviewer: Marina – Cow Hollow Neighbors and Merchants

Reviewer's Comment Number	Response	Database ID
1	The Preferred Alternative was refined based on input received while still maintaining traffic operation LOS. The design workshops investigated many design refinements which as been incorporated into the Preferred Alternative, see Section 2.5.1.	1353
2	Based on the scope and location of the project, it has been determined that there would not be any socioeconomic impacts beyond those experienced within the Presidio (see Sections 3.2.1 and 3.2.4). Any potential traffic related impacts to those areas surrounding the Presidio are presented in Temporary and Permanent impact discussion in Section 3.2.8 of the FEIS/R.	1354
3	Traffic forecasts include traffic from Park Presidio and the Golden Gate Bridge, as well as Lincoln Boulevard in the Toll Plaza area. LOS studies are based upon the anticipated speeds given design treatments and posted limits for free-flowing vehicles. Faster auto speeds would result in improvements to LOS. Traffic forecasts are prepared in accordance with MTC and FHWA requirements and assign traffic growth throughout the Bay area roadways. Traffic growth in this corridor is projected to be lower than the statewide average because the growth projections in the immediate areas of northwest San Francisco and Marin County are lower, coupled with constrained traffic conditions at the natural gateways to the study area -- the Golden Gate Bridge, the MacArthur Tunnel, and Marina Boulevard and Lombard Street in the Marina District of San Francisco.	1355
4	The project proposes no changes to this area. This area was included in the expanded traffic study and no adverse impacts from the project were detected.	1356
5	All forecasts contain an assumptions of additional San Francisco tourist traffic. Design conditions were studied for the AM and PM peak hours, when tourist traffic is less but peak traffic is highest, as well as a weekend condition when tourist activity is the highest.	1357
6	Project alternatives were defined according to the Purpose and Need for the project. Major regional projects were not evaluated for this reason. Evaluation of major regional transportation projects are important to consider in other, larger studies, and are currently under consideration through separate strategic studies such as the Regional Rail Plan and the required Regional Transportation Plan, both currently in development by the Metropolitan Transportation Commission.	1358
7	Weekend conditions are studied at study area intersections, see Section 3.2.8, Exhibit 3-22. All forecasts contain an assumptions of additional San Francisco tourist traffic. Design conditions were studied for the AM and PM peak hours, when tourist traffic is less but peak traffic is highest, as well as a weekend condition when tourist activity is the highest, see exhibits in Section 3.2.8.	1359
8	Traffic studies were based upon the base year established in the Notice of Preparation for the study. The EIR also explains why 2000 conditions were a more appropriate base year, as the traffic volumes were higher at that point in time. Studies also show that peak traffic from the Golden Gate Bridge is 15 to 20 percent less than the estimates used to calibrate the base year model.	1360
9	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1361



Comments on the Doyle Drive Project DEIS/R

Reviewer: Marina – Cow Hollow Neighbors and Merchants

Reviewer's Comment Number	Response	Database ID
10	The energy study was revised and is included in Section 3.3.6 of the FEIS/R.	1362
11	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S, see the discussion under the Preferred Alternative in Section 3.2.8. No adverse impacts from this project onto the neighborhoods was indicated.	1363
12	The comment is concerned with existing particulate matter levels deposited onto Doyle Drive, and it is concerned with future levels deposited around Doyle Drive as a result of the Project. There are no measurements of existing pollutant levels deposited onto the surfaces around Doyle Drive. However, these levels are a function of the ambient air concentrations of particulate matter above the surfaces. The nearest monitor that measures particulate matter in that ambient air is at Arkansas Street. The DEIS/R shows that measured levels at this monitor are generally below the standards. Levels in the Project area would actually be lower than levels measured at Arkansas Street, because the Project area is usually upwind of the San Francisco urban area which is the main source of particulate matter in the region. As a result, particulate matter deposited on Doyle Drive would be low and would not measurably affect humans, animal and plant life.	1365
13	With the expanded traffic study, the noise study was revised to address potential impacts to neighborhoods. As no additional traffic impacts were detected, no additional noise will occur with the project.	1364



NEIGHBORHOOD ASSOCIATIONS FOR PRESIDIO PLANNING

3040 Pacific Avenue, San Francisco, California 94115

415-474-2466 huka@earthlink.net

Cow Hollow
Association

Golden Gate Valley
Neighborhood
Association

Take Street Residents
Association

Laurel Heights
Improvement
Association

Lincoln Park
Neighborhood
Association

Pacific Heights
Residents Association

Planning Association
for the Richmond

Presidio Heights
Association of
Neighbors

Presidio Terrace
Association

Sea Cliff Properties
Association

West Presidio
Neighborhood
Association

March 29, 2006

REC'D APR 03 2006

Mr. Leroy Saage, Project Manager
San Francisco County Transportation Authority
100 Van Ness Ave., 26th floor
San Francisco, CA 94102

Doyle Drive Draft EIS/R Comments

Dear Mr. Saage:

Neighborhood Associations for Presidio Planning (NAPP) is a coalition of eleven San Francisco neighborhood groups bordering the Presidio National Park. NAPP delegates have been meeting monthly since 1989 to monitor the Presidio and to respond to activities and issues there that affect our neighborhoods. Most of our members, such as those who live in the Marina, Cow Hollow, Pacific Heights and the Richmond are and will continue to be directly affected by the flow of traffic on Doyle Drive.

In July 2004, NAPP wrote the San Francisco County Transportation Authority in support of Michael Painter's plan for Doyle Drive, which is now called Alternative 5: Presidio Parkway Alternative. We believe it to be superior to all other alternatives that we've seen over the years. We also understand that it meets safety and traffic requirements, appreciate its design and character and consider it appropriate to its setting in a national park.

NAPP supports Alternative 5.

NAPP reaffirms that basic position. The other choice, Alternative 2: Replace and Wide, replicates the existing structure, except that it would be twice as wide and taller in the no-detour option, which is its most likely construction method. While Alternative 2 meets safety and road capacity goals, it fails to meet many other basic objectives of the project, including direct access to the Presidio and an appropriate character for a roadway that traverses a National Historic Landmark District and national park.

According to the Doyle Drive Draft EIS/R, the working population of the Presidio is forecast to more than triple from the current 2,000 to 6,900 people in year 2020. Many of them will be working at Letterman Digital Arts. Under Alternative 2, we think that our streets that are city-side of the Lombard Gate would be overwhelmed and the backup on Lombard Street could extend to or east of Divisadero Street. This result of Alternative 2 would be unacceptable for our neighborhoods east of the Presidio.

(Page 2 – Doyle Drive Draft EIS/NAPP)

By providing direct access to the Presidio, as called for in the project's objectives, Alternative 5 will help to mitigate congestion on our city streets. While the DEIS/R shows that Alternative 2 costs less, it appears that much of that "savings" comes from the failure to provide direct Presidio access and to meet other such project objectives.

NAPP supports Circle Drive.

We urge agreement on a design that meets these objectives:

1. Respects and minimizes impacts on the Palace of Fine Arts and maximizes views from the Palace to the Golden Gate Bridge;
2. Keeps Palace of Fine Arts traffic off the residential blocks of Lyon Street;
3. Discourages non-Presidio traffic from cutting through the national park;
4. Creates an entry to the Presidio that not only draws attention to its combination of historic buildings and natural areas, but also maximizes views of the Golden Gate Bridge.

2

The DEIS/R offers two options, Circle Drive and the Diamond Interchange. Each has tradeoffs, but Circle Drive appears to best meet our objectives for this area.

We note that both options keep a connection between the southern end of Gorgas St. and Lyon St. Because buses are prohibited on that portion of Lyon St., the link serves no transit purpose. Therefore, we view this as an opportunity for traffic to cut through the neighborhood and recommend against that connection.

NAPP supports the Hook Ramp option at the Park Presidio interchange.

It is our understanding that the original proponents of the Loop Ramp option, including Michael Painter, no longer support it because, after environmental review, it was found not to offer significant benefits, would be visually intrusive as seen from Crissy Field, and has an unjustified cost. We agree.

NAPP opposes the Merchant Road Slip Ramp.

It is costly, increases the width of what is already the widest part of Doyle Drive, and offers relatively slight improvements for traffic movements. Its costs outweigh its benefits.

NAPP supports Context Sensitive Design refinements.

Refinements based on these principals have continued after the deadline for changes in the DEIS/R and that process has directly improved the design by the Palace of Fine Arts. We think that Context Sensitive Design and other refinements in areas affected by Doyle Drive should continue into the next phase of the project and be incorporated into its final design. Should refinements in other areas of the project be needed, we urge the same respect for the project's location within a national park as for its impact on adjacent neighborhoods and the quality of residential life in the adjacent City of San Francisco.

NAPP recommends that some form of the Doyle Drive Task Force continue to meet to mitigate the impact on the City of San Francisco and adjacent neighborhoods to the Presidio.

3



Comments on the Doyle Drive Project DEIS/R

Reviewer: Neighborhood Associations for Presidio Planning

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1464
2	Comment noted.	1465
3	The Authority has made the commitment to continue an open dialog with all project stakeholders throughout the completion of this project. This will include agency and citizen advisory committees, public meetings, living room briefings, project website, and published media.	1466

REC'D MAR 29 2006

PEOPLE FOR A



PEOPLE FOR A GOLDEN GATE NATIONAL RECREATION AREA

3627 Clement Street • San Francisco, CA 94121
Phone/fax: (415) 752-2777 • PFGGNRA@pobox.com

March 27, 2006

**OFFICERS AND
STEERING
COMMITTEE**

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Robin Sweeny
Michael Vasey
Laurie Wayburn
Robert C. Young

Leroy L. Saage, PE
Doyle Drive Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Doyle Drive Draft Environmental Impact Statement/Report

Dear Mr. Saage,

People For a Golden Gate National Recreation Area is a coalition of conservation- and civic-minded groups and individuals that since 1970 has worked for authorization of the GGNRA, and then for its expansion and implementation of its legislation. One of our efforts resulted in inclusion of the entire Presidio in the national park.

Conversion of the Presidio from army post to national park has been a major goal of this organization since 1989, when the Presidio was declared excess to our nation's military needs. PFGGNRA supports Michael Painter's Presidio Parkway, Alternative 5, because it furthers this goal. The Painter plan calls for restoration and improvement of many Presidio features, including:

- expansion of the Crissy Field marsh
- restoration of the lower reach of Tennessee Hollow
- public access to the historic batteries on the bluffs opposite the national cemetery
- reconnection of the Main Post and Crissy Field for the first time in 70 years

The Painter plan will provide a far more compatible project through the national park, and a parkway experience for drivers. It will encourage traffic to move at a moderate and steady pace and will provide greater protection for pedestrians and bicyclists using crosswalks where Doyle Drive will intersect with Presidio and city streets. It directs traffic which wants to go to the Presidio to the Presidio, and not through the neighborhoods as does Alternative 2.

Automobile noise is a major distraction in parts of the Presidio. The parkway's tunnels will quiet traffic past two sensitive areas, the national cemetery and the Main Post, and will eliminate the environmental impacts of highway and vehicle lighting in those areas.

We are greatly encouraged by the commitment in the EIS to continue to refine the designs. We understand from those involved in that process that Michael Painter has made considerable progress in this regard, including greater protections for cultural and natural resources and safety for park users, in a process the EIS calls "Context Sensitive Design." That process should continue even after the close of public comments.

2

We strongly support the Circle Drive option at Richardson Ave. Circle Drive will allow the Palace of Fine Arts and the Presidio's Letterman area to be reconnected, reflecting their relationship during the historic Panama-Pacific International Exposition. They will improve sight lines from the areas between the Letterman Digital Arts buildings and its magnificent park, and to and from the Palace, and allow far better public access between these important cultural sites. These are issues which the Advisory Council on Historic Preservation asked to be strengthened when they reviewed the designs for Letterman Digital Arts, and to which the Presidio Trust agreed. We understand that Michael Painter is working on designs for Circle Drive that would improve public transit connections between Golden Gate and Muni buses, and the PresidiGo shuttle, which are much needed to give visitors and workers good alternatives to use of private vehicles.

3

These significant improvements will come at the cost of the removal of the Presidio pool which is managed by the YMCA. This aging facility should be documented in a Section 106 historic preservation process. It should then be replaced, with Doyle Drive mitigation funds, with a building on a site near the main YMCA building.

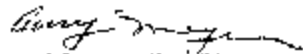
4

It appears that Michael Painter received no credit in the draft EIS document. We hope you will correct this in the final document. His efforts have made an enormous difference.

5

Sincerely,

Edgar Wayburn, M.D., Chairman


Amy Meyer, Co-Chairman



Comments on the Doyle Drive Project DEIS/R

Reviewer: People for a Golden Gate National Recreation Area

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1474
2	Comment noted and the process of Context Sensitive Design is being incorporated into the refinement of the Preferred Alternative, see Section 2.2.3.	1475
3	Comment noted.	1476
4	The pool will not be impacted by the Preferred Alternative.	1477
5	Mr. Painter is credited in the FEIS/R.	1478



Planning Association for the Richmond

3145 Geary Blvd., # 205 - San Francisco CA 94118-3316

Voice Mail -- 415-974-9332 - Fax -- 415-641-8621 - Email -- president@sfpar.org - www.sfpar.org

21 March 2006

Leroy L. Saage
Doyle Drive Project Manager
San Francisco County Transportation Authority
100 Van Ness Ave., 26th Floor
San Francisco, CA 94102

REC'D MAR 24 2006

RE: Doyle Drive DEIS/R

Dear Mr. Saage:

The Planning Association for the Richmond (PAR) Board of Directors has voted unanimously to support Alternative 5 - The Presidio Parkway, as our greatly preferred alternative for the reconstruction of Doyle Drive. However, there are several aspects of the DEIS/R analysis which we feel either unfairly stress negative impacts of the Parkway Plan or are inadequately addressed -- these are set forth below. 1

PAR, founded in 1970, is the largest neighborhood association in San Francisco. We have a dues-paying membership of approximately 1,500 households in the Richmond District. The Richmond is one of only two San Francisco neighborhoods providing direct north-south access to this vital transportation corridor between San Francisco and Marin Counties. The Doyle Drive/Veterans Boulevard interchange (Highway 1) carries a very high north-south traffic volume within our City. In addition, the Richmond has the longest border of any neighborhood with the Presidio. Obviously, the proper configuration, viability and operation of this important highway segment is of vital importance to the citizens we represent.

PAR has been fortunate in having a member of our Board, Paul Epstein, serve on both the original and the present Doyle Drive Task Force, and we have hosted several public informational presentations during the planning process over the past several years. Attached, you will find our letters of 3 June 2003 to Jose Luis Moscovich, SFCTA, and of 23 April 2004, to Senator Diane Feinstein -- both of which serve to emphasize our continuing and consistent support for the Parkway Plan.

The DEIS/R analysis of impacts of Alternative 5 unfairly stresses negative impacts which are out weighted by many positive aspects of this Parkway proposal, and, in some instances are inadequately addressed.

The Hook Ramp

The Hook Ramp is the preferred alternative adopted by the PAR Board of Directors. However, there is no adequate explanation in the DEIS/R of the financial savings of constructing that alternative as compared with the cost of the apparently more expensive Loop alternative. It would appear that there would be substantial savings with the Hook Ramp -- this needs further explication. 2

The Merchant Road Slip Ramp.

PAR believes that the negative impacts of this alternative are not adequately set forth in the DEIS/R. Additionally, it is not made clear how much money would be saved by elimination of this alternative. 3

Veterans Boulevard - Highway 1

The DEIS/R fails to adequately address the safety and environmental impacts of the Doyle Drive reconstruction upon Veterans Boulevard. It fails to delineate alternative mitigations and fails to adequately explain the financial impacts of various alternatives. 4

First, the omitted section -- Inexplicably, approximately forty percent (40%) of the portion of Veterans Boulevard that runs north from the MacArthur Tunnel to Doyle Drive, is omitted from the Construction Corridor. This is despite that fact that almost the entire omitted portion is included in the Biological Project Study Area.. There is no analysis of the logic of treating a significant portion of Veterans Boulevard in a manner different than the remainder of the roadway. 5

Second, the partial rebuild – All the DEIS/R alternatives, apparently, will only provide for rebuilding that portion of Veterans Boulevard presently included in the Corridor. There is no explanation as to why the safety and other roadway conditions (paving, shoulders, viaduct, barriers, etc.) that feed into the included portion should be ignored in the omitted portion. The age and existing condition of the entire feeder roadway system is the same. Why should only a portion be made safe and brought up to current standards? 6

Third, funding for Veterans Boulevard -- The DEIS/R fails to analyze how much it would cost to complete the rebuilding of the entire roadway from the MacArthur Tunnel to Doyle Drive. An analysis of potential savings from the elimination of the Loop Ramp option and the Merchant Road Slip Ramp option and other potential savings should be addressed. 7

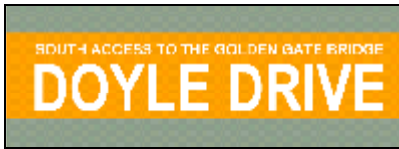
Thank you for the extraordinary effort you have made in shepherding this process. PAR greatly appreciates your efforts as well as those of Michael Painter, without whom the Parkway Plan would never have been envisioned. There is no question that absent your remarkable public/private cooperation, we could not have progressed to this stage. Please keep PAR informed as to how we may assist in bringing the project to fruition.

Sincerely,



Ron Miguel, President

- CC: Supervisor Alioto-Pier
- Supervisor McGoldrick
- NAPP
- SPUR
- Geary Boulevard Merchants Association
- Clement Street Merchants Association



Comments on the Doyle Drive Project DEIS/R

Reviewer: Planning Assoc Richmond

Reviewer's Comment Number	Response	Database ID
1	Support of the Presidio Parkway Alternative noted.	1832
2	As shown in Exhibit 2-38 of the FEIS/R there is an approximate \$11 million savings between the Hook and Loop ramps, primarily due to a smaller footprint.	1833
3	See Exhibit 2-38 of the FEIS/R - The Merchant Road Slip Ramp would have added an additional \$14 million to the project.	1834
4	The study area for Doyle Drive Project was extended to include the portion of Highway 1 north of the MacArthur Tunnel. During the alternative screening process it was determined that the Kobbe undercrossing did not require repair or replacement based on its current structural condition. The portion of Highway 1, including the Ruckman undercrossing, that needs to be replaced as part of the Doyle Drive Project were included in the project analysis.	1835
5	The limits of the Doyle Drive replacement project are based on logical termini and independent utility (see Section 1.4.3 of the FEIS/R) to satisfy the project purpose and need. The reconstruction of Highway 1 extends only as far south as needed to accommodate the reconstruction of the Park Presidio Interchange. Furthermore, as the project is located within a National Park and National Historic Landmark District, every effort must be made to minimize the project's footprint and associated impacts.	1836
6	As stated in response to Comment #1836, the reconstruction of Highway 1 extends only as far south as needed to accommodate the Park Presidio Interchange in keeping with the logical termini for the project. In addition, the condition of the Kobbe structure is such that it does not meet the criteria to be programmed for replacement at this time but it will continue to be monitored as part of the regular bridge inspection program. A memorandum regarding the condition of existing structures and the need for replacement has been prepared.	1837
7	Reconstruction of the entire Veterans Boulevard is not part of the Doyle Drive Project and therefore was not analyzed. In addition to the logical termini of the project, there are no overriding reasons to replace the entire Highway 1 facility and increase the level of impact within the park. Detailed project costs were developed for the alternatives under consideration in the EIS/R. In addition, the project has undergone extensive value engineering with the goal to reduce the overall project cost.	1838

Presidio Environmental Council
Alliance for a Clean Waterfront ♦ California Native Plant Society
Dune Ecological Restoration Team ♦ Golden Gate Audubon Society
Natural Resources Defense Council ♦ San Francisco League of Conservation
Voters
San Francisco Tomorrow ♦ Sierra Club

March 31, 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

Thank you for the opportunity to comment on the DEIS/R on the South Access to the Golden Gate Bridge – Doyle Drive. We would like to express our appreciation for the generous amount of time the Project Team members have dedicated to meeting with various communities of interest, for their responsiveness to public commentary and their willingness to quickly make commonsense changes. Additionally, we would like to give recognition to architect Michael Painter for his unstinting dedication to creating a beautiful and park friendly alternative for the public to review. We are very appreciative of his efforts.

The South Access to the Golden Gate Bridge is a very special roadway as it goes through and will affect portions of the Presidio, a National Park. Any alternative selected for the South Access will need to be especially sensitive to environmental concerns during siting, construction, operations and maintenance in order to (as stated on page ii of the DEIS) “preserve the natural... values of the affected portions...to minimize the effects of noise and other pollution from the Doyle Drive corridor on natural areas and recreational qualities at Crissy Field and other areas adjacent to the project area”.

A number of groups focusing on the protection of the natural environment, convened under the umbrella organization, Presidio Environmental Council, supports Alternative number 5, as most recently described by Michael Painter on March 22, 2006, with the following reservations, which we will be sharing with the various permitting agencies.

1

PROCESS

We recommend and urge that a mechanism be put in place to ensure the coordination of the Doyle Drive Replacement Project with the Tennessee Hollow Restoration and Crissy Wetland Expansion projects. Specifically, we strongly encourage the appointment of a special project manager/coordinator to oversee a collaborative design effort for the intersection of these three projects. Such project manager/coordinator should initiate collaboration between and among the National Park Service, the Presidio Trust, and the Local, State and Federal and Transportation Agencies to accomplish the following:

2

Presidio Environmental Council
Steven Krefting, Convener
45 Montcalm St., San Francisco, CA 94110-5357

- take active steps to coordinate the planning and expansion of the Crissy wetland and the planning and restoration of the lower reach of the Tennessee Hollow Watershed
- establish timelines and action plans to coordinate *successfully* with the timing required of the Doyle Drive Project
- provide the public with detailed ecological restoration and wetland expansion plans
- continue to involve the environmental community throughout the decision making process to help to ensure that the FEIS is the best possible document and the Doyle Drive replacement alternative chosen is the most environmentally responsible option.

ECOLOGICAL CONCERNS & IMPACTS

The following issues and concerns will need to be addressed before the natural environmental community can support the chosen alternative:

A. Tennessee Hollow Crossing and the Crissy Wetland Expansion

1. Define how the section of roadway crossing the wetland and/or riparian areas will be designed to allow maximum daylight, wildlife movement, bird flight, and clearance under the roadway. 3

2. Further explore the use of translucent glass or similar materials to be used on the roadway to increase daylight passage into the wetland area. 4

3. Impacts on Tennessee Hollow and Crissy Lagoon:

In the last paragraph on page 3-133, the first sentence should be re-written to read: "A challenging issue for the build alternatives is the crossing of Tennessee Hollow **and** an expanded Crissy wetland." **Both** the connection of a restored Tennessee Hollow Watershed to the Crissy Lagoon and Marsh **and** the expansion of the lagoon and marsh must be accommodated by the Project.

5

4. Where the road crosses the Tennessee Hollow Watershed riparian corridor/Crissy wetland, the foundation abutments should be located so as to avoid both the dry season creek bed and the wet season floodplain. 6

B. Animals

1. Safety features should be designed into the roadway to enable wildlife to pass 7

safely from one side of the facility to the other, e.g. at the Main Post, the National Cemetery and Fort Scott (*mammals, birds, reptiles, amphibians, and invertebrates*).

2. Lighting should be used that minimizes attraction to the roadway of insects and/or flying wildlife which prey on insects.
3. Incorporate appropriate design features to minimize the impacts of roadway noise, especially in proximity to the Battery Howe Wagner wetland, a site of significant natural resource value for many bird species.
4. Landscape and revegetation design immediately adjacent to and within the roadway should be chosen to minimize animal contact with traffic.

7
Cont

C. Vegetation, Revegetation, Landscaping and Weed Management

1. All revegetation should be done taking the needs of wildlife into consideration and should be coordinated by National Park Service and Presidio Trust natural resource experts.
2. Revegetation throughout the Doyle Drive construction corridor should be done with locally native species, woven into the fabric of the natural landscape of the area, and executed with particular attention paid to the potential for major weed invasion. For a list of priority weeds for San Francisco County, including the Presidio, see www.sfwma.org.
3. Looking to the Crissy Field Restoration project as an appropriate reference site, we cannot emphasize too strongly the critical need for all noxious and invasive weed abatement to be aggressive and thorough before, during and after construction and revegetation..
4. Rare plants, such as the San Francisco gumplant and skunkweed, both Federal Species of Concern, will be destroyed and should be mitigated in kind, in the same watershed. San Francisco gumplant, *Grindelia hirsutula ssp. maritima*, in particular, is also on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, classified as a 1B - Rare and Endangered throughout all of its range.

8

9

10

11

The population of San Francisco owl's clover, *Triphysaria florabunda*, in between the Log Cabin and the Doyle Drive roadway is the largest south of the Golden Gate Bridge, and should be given extra protection during construction. This species is also on the CNPS list as a 1B.

12

- 6. Where historical planting is done, it should be with non-invasive plant species and come from the current Presidio plant palette. 13
- 7. We support and recommend adoption of Daniel Ariola’s Peer Review Comment dated March 10, 2006, in which he said, “it seems reasonable to fund a small endowment to cover long-term costs for managing exotics”, i.e., the Doyle Drive Project must fund a long-term ecological stewardship program for the corridor. 14

D. Natural Communities, Habitats and Geologic Resources

- 1. Serpentinite is the dominant bedrock in the vicinity of the 101/1 interchange. While the overwhelming majority of natural resource impairment occurred as a result of the first Doyle Drive, serpentine habitat will be impacted and destroyed by the Doyle Drive Replacement at the western end of the roadway and should be mitigated in kind on the ground. Not only will habitat be taken, but also the geologic resource itself. Mitigation could include liberation and restoration of areas of eucalyptus trees where serpentine bedrock and soils are still intact. 15

Likewise, we agree with the recommendation regarding rare plants made by Peter Baye in his *Technical Memorandum* to Katherine Eastham of Parsons Brinckerhoff, dated March 10, 2006, in which he states, “The EIS should identify suitable mitigation for the precluded opportunities for future rare plant habitats (restored or naturally exposed...), commensurate with the potential importance for metapopulation structure or habitat.” This applies to Franciscan thistle, *Cirsium andrewsii*, and the Raven’s manzanita, *Arctostaphylos hookeri ssp. ravenii*. 16

- 2. Any increase in impermeable surface should be mitigated. 17

E. Biological Monitoring, Preconstruction Monitoring

- 1. Establish protocols for National Park Service and Presidio Trust natural resource experts to monitor wildlife within the construction corridor. 18
- 2. Establish procedures for the public to report wildlife distress to wildlife monitors (i.e. similar to Marine Mammal hotline). 19
- 3. Provide for preconstruction salvaging and relocation of flora and fauna. 20
- 4. Preconstruction mitigation will be needed to replace plants and wildlife in a nearby location. 21

F. Hydrology, Stormwater, Water Quality and Wetlands

1. Groundwater

Especially given that the Marina basin's aquifer is thin (p 3-128), continued groundwater recharge through the infiltration of rainwater could be an essential element of the natural hydrology of the project site, including but not limited to the degree to which the freshwater aquifer limits saltwater intrusion. Therefore, any increase in impermeable surface that prevents infiltration should be mitigated. It appears that the amount of paving in Alternative 5 will be less than it is currently, but mitigation measures should be developed for Alternative 2.

22

2. Construction Dewatering

On page 3-137, it is noted that the project proponent will characterize the quality of groundwater prior to initiation of dewatering. The characterization should take place as soon as possible so that management and treatment options can be planned well in advance of the need.

23

Constructed wetlands should be considered as a potential means of treating groundwater from construction dewatering. The project sponsors should study the feasibility of creating treatment wetlands as early in the process as possible to treat the pumped-out groundwater and construction runoff in the near term, as well as stormwater runoff in the future. If at all possible, water from none of these sources should go into the City's combined wastewater system, and if at all polluted, none should be discharged into the Bay untreated.

24

3. Construction Stormwater Run-off

When will the SWPPP be prepared, what agencies will approve it, and what agencies will monitor and enforce its implementation?

25

4. Permanent Stormwater Impacts:

It appears that runoff containing road-related contaminants will be less under Alternative 5, picking up pollutants from 85,236 square feet less pavement than under the no-build alternative. Under Alternative 2, with 260,000 square feet more impervious surface, the runoff would have a highly significant impact on the environment.

However, stormwater runoff impacts must be addressed for **all** of the alternatives. The status quo is not acceptable, and regulations controlling road runoff should be, and probably will be, strengthened in the future. We appreciate the document's acknowledgement of the project's location in a national park and the special consideration that must therefore be given.

26

The priority given to the treatment options (p 3-138) for polluted runoff is backwards.

The preferred option should be the one that is the most sustainable, environmentally just and ecologically sound. A watershed approach says that water should be treated and reused as close to the source as possible. Precious energy resources should not be used to pump water from one watershed to another – and certainly not from one end of town to another.

Moreover, it is unacceptable to add to the volume of the City's combined sewage and stormwater system, thus increasing the volume of combined sewage overflows (CSOs) into San Francisco Bay. These discharges, which receive primary treatment only (the floatables and sinkables are screened out), occur primarily along the southern waterfront, an already heavily degraded area.

27

Even if the CSOs did not carry pollutants, the alteration of the natural salinity regime could negatively impact the Bay's ecosystems.

If option 1 must be pursued, then at the very least there should be on-site detention ponds or other storage to allow the desynchronization of flows into the combined system, permitting treatment capacity to be restored after a storm event before further burdening the system.

Option 2 should be the preferred option, with the added consideration of constructed treatment wetlands near the project site. Using wetlands for water treatment is a time-tested low-impact technology that has proven successful throughout the world. Many treatment wetlands are incorporated into public open spaces, where they provide the multiple benefits of pollution control, wildlife habitat, visual amenities and outdoor classrooms. Examples can be found in Ashland, OR, and Fremont and Arcata, CA, to name just a few.

We urge that a cost-benefit analysis be done to evaluate the effectiveness of building an on-site or near-site stormwater treatment solution, such as a wetland, versus the cost of sending the SFPUC a check for taking the Presidio's polluted water into an already over-capacity combined sewer system. The Presidio should not be paying SFPUC a fee to increase pollution in the Bay. What is the estimated cost of such a fee? The money could be used instead for the creation and O&M of state-of-the-art environmentally sound treatment.

28

Washdown water from cleaning the tunnels might also be directed to the treatment wetland, perhaps first to a settlement forebay that may need to be dredged periodically, depending on the nature of the contamination.

5. Hydrogeology

Given the many unknowns regarding the impacts of the project on the hydrogeology of the bluffs (**could** alter or disrupt groundwater, **potentially** impact plants, groundwater conveyance to the fractures **could be** disrupted, tunnel construction **may** increase flow to seeps, **may** create excessively moist conditions, fill on top **could become** excessively dry, etc.), it seems extremely important to have a comprehensive plan in place for careful monitoring and adaptive management.

G. Road Configuration Options, Pedestrian and Bicycle Links, and Transportation:

1. The Presidio Environmental Council does not support the Loop Option or the Merchant Road Slip Ramp because of their expense and unnecessary negative impact on the natural landscape.

29

2. Pedestrian and Bicycle Links:

There is an existing system of walkways and tunnels around the area of the facility between the toll plaza and the high viaduct. However, there is currently no way to walk or bicycle from the Golden Gate Bridge/Battery East/Long Avenue area to Fort Scott without having to travel all the way around on Merchant or Lincoln. We suggest a pathway starting at the entrance to the GGB visitor area, which goes more or less parallel to Doyle on its east side along Armistead Road, then continues under the facility to come out on Miller Road, north of the Log Cabin parking lot. This would mitigate the impact of the structure on walking and bicycling for transportation and recreation, including maintaining a naturalistic experience and greater sense of connectedness to the park's resources.

30

3. Traffic Volume

In general, the fewer the cars, the less the pollution (air, water, noise) and collisions with animals. Therefore, we would like to see the roadway designed in such a way as to make it impossible to add more lanes in the future. The proposed seventh lane from Park Presidio Drive to the Marina junction should be shortened to assure that it functions as a merging lane only and will not serve as an additional traffic lane. A design with narrower lanes should not be ruled out just because the proposed roadway is in accordance with state highway standards. Highway designers should be able to consider exceptions for a road that goes through a national park located within a city.

31

Traffic volume impacts could be considerably mitigated by providing

transportation alternatives. We would like to see more study of the feasibility of public transit, with new traffic projections based on a sustainable transportation plan. Enhanced connections and designs for accommodating Muni and Golden Gate Transit buses and any internal park shuttles, with appropriately sited transit hubs, should be incorporated into the plan. We additionally question the justifications for the proposed numbers of parking spaces and underground lots without plans in place to enhance public transportation.

32

H. Other

1. Special measures will need to be identified and adapted to protect the darkness of the night sky in this National Park to benefit both the visitor experience and nocturnal wildlife. This is particularly important as the current roadway is overhead and the new roadway, proposed in Alternative 5, will be at ground level. The current ground level road without any lights at all near the Crissy Wetland and the Tennessee Hollow connection; a known and important wildlife corridor. The minimization of night lighting is called for in the Presidio Trust Management Plan. Information and resources on this topic may be found on the web site for the International Dark-Sky Association: www.darksky.org

33

2. Funding : We want information from the Park Service and the Presidio Trust about what is and is not funded, and if not funded what are the plans to secure needed funding with regard to the ecological restoration of the Tennessee Hollow Watershed and the Crissy Wetland Expansion.

34

CONCLUSION

Thank you again for this opportunity to comment on the environmental documents for the proposed Doyle Drive Replacement Project.

The organizations that work together under the umbrella of the *Presidio Environmental Council* would like to continue to be invited to work with the Project Team and Agencies over the life of the replacement of Doyle Drive. We want to help secure the most favorable outcome for the natural environment of the Presidio. We urge you to continue your successful and progressive outreach and look forward to working with you on this important project.

Sincerely,

Peter Brastow
Director,
Nature in the City

Jan Blum
Contact
*Dune Ecological Restoration Team
(DERT)*

Jennifer Clary
Chair,
San Francisco Tomorrow

Rebecca Evans
Co-Chair,
*Presidio Committee
Sierra Club
San Francisco Bay Chapter*

Ruth Gravanis
Presidio Coordinator
Alliance for a Clean Waterfront

Amandeep Jawa
President,
*San Francisco League of
Conservation Voters*

Steven Krefting
Convener,
Presidio Environmental Council

Jake Sigg
Conservation Chair
*California Native Plant Society,
Yerba Buena Chapter*

Johanna Wald
Director, Land Program
Natural Resources Defense Council

Matthew Zlatunich
Conservation Committee
Golden Gate Audubon Society



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Environmental Council

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1172
2	Coordination of wetlands mitigation is currently underway with the partner agencies.	1173
3	The project team is coordinating the design of the facility over the proposed marsh restoration with the participating agencies.	1174
4	The project team continues to look for shade reducing design details in coordination with Caltrans, the Trust and GGNRA. Design refinements have increased the spacing between the north and south bound lanes which will increase the amount of light which will penetrate the structure.	1175
5	The text under Alternative 2, Alternative 5 and Preferred Alternative in the Alteration of Surface and Near-Surface Hydrology at the Main Post Tunnel of Section 3.3.1 has been changed as follows: A challenging issue for the build alternatives is the crossing of Tennessee Hollow and an expanded Crissy wetland.	1176
6	The bridges over the Tennessee Hollow area will be designed to be above the 100-year flood or coastal event. Detailed design regarding the interface between the roadway, column location and Tennessee Hollow restoration will be coordinated with the Trust and GGNRA as the Quartermaster Reach restoration plans are developed.	1177
7	The EIS/R discussed these topics. Minimizing light impacts is discussed Temporary Impacts to Common Wildlife in Section 3.4.4. Plantings along the roadway will be selected to avoid drawing wildlife into close contact with vehicles (see Avoidance, Minimization and/or Mitigation Measures in Section 3.4.4). The noise issue, however, is one the DEIS/R did not consider significant based on ambient disturbance during the construction period, with the exception of pile-driving (see discussion of Temporary Impacts for Special Status Avian Species in Section 3.4.4).	1178
8	Both agencies have approval authority over revegetation plans.	1179
9	The EIS/R addresses these concerns. See previous response and also the Avoidance, Minimization and/or Mitigation Measures in Section 3.4.5 which describes measures to avoid introducing or spreading invasive species.	1180
10	See previous response (Comment # 1180) and Section 3.4.5 of the document.	1181
11	The project is not expected to cause permanent impacts to special-status plant species within the construction area. They will be avoided through the designation of "Environmentally Sensitive Areas" (ESAs) as described in the Avoidance, Minimization and/or Mitigation Measures of Section 3.4.3. See also response for Comment #1183	1182



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Environmental Council

Reviewer's Comment Number	Response	Database ID
12	The EIS/R provides this direction through designation and protection of ESAs, which are considered complete avoidance of the resource (see discussion of the Permanent Impacts to Alternatives 2 and 5 and Preferred Alternative is Section 3.4.3).	1183
13	See responses to comments 1179 and 1180	1184
14	The EIS/R is limited by the analytical framework of NEPA and CEQA documents. The intent is to identify and mitigate potentially significant impacts and to make a full and public disclosure of these topics. The Doyle Drive project, under these procedures, would not normally be required undertake actions which redress the effects of less-than-significant impacts, or to develop elaborate and speculative discussions of what these effects might conceivably be. Any topic of natural history study is complex, expensive and time-consuming and the outcomes not necessarily definitive, nor are there mitigations which can reliably meet performance expectations when working beyond the limits of best available data and professional judgment. Many comments, beginning with this one dealing with invasive species, are of a similar type, and appear to recommend that the project take responsibility for many long-term land management issues that, while worthy, are beyond what such a project would normally do. However, the lead agency recognizes that the environment of the Presidio has special natural values that transcend the "normal." Therefore, as part of this process, a separate document has been prepared that expands the Project commitments outside the NEPA/CEQA process. This "Doyle Drive Project Wetland and Wildlife Corridor Mitigation Prospectus" is presented as an attachment in Appendix K of the FEIS/R.	1185
15	The Biological Environment chapter of EIS/R by definition limits itself to living organisms. The importance of plant communities growing on serpentine soils, as well as the Bay checkerspot butterfly, is discussed at many places in the text and provides adequate mitigation.	1186
16	It is true that the EIS/R does not identify precluded opportunities for future rare plant habitats and that NEPA (CEQA to a much more limited extent) allows considerations of impacts on hypothetical future conditions without the project, if such are reasonably predictable. There were no plans which would provide such predictions available to the EIS/R preparers, apart from the recovery plans prepared for serpentine plant species within the San Francisco Bay Area. The Natural Environmental Study (NES) describes consultations with the U.S. Fish and Wildlife Service (USFWS) regarding the impact of the project on implementation of those plans. Restoration planning for Tennessee Hollow is conceptual and preliminary, and the precluded opportunities highly speculative at this point. Notwithstanding, discussions on these and related topics with NPS/Trust natural resource staff and peer-reviewers were extensive and as a result the appended document (see response to comment 1185) was prepared to address concerns not part of the CEQA/ NEPA analysis. Metapopulation analysis is not appropriate at this scale. It is normally applied for long-term viability estimates over areas where dispersal between isolated populations is problematic, e.g., grizzly bears or spotted owls. Metapopulation models assume that some parts of the landscape are can potentially be occupied by the species in question, and the remainder is unsuitable to the point where it affects dispersal rates. In the close confines of the Presidio, the project does not significantly fragment local populations of any species beyond the conditions already present.	1187
17	The storm water management plan will be finalized as part of final design of project.	1188



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Environmental Council

Reviewer's Comment Number	Response	Database ID
18	It is unlikely that the NPS or the Trust would have the resources to perform such monitoring themselves, although the project would welcome their participation. The monitoring program described in the EIS/R and the NES outlines monitoring procedures and the required qualifications of biological monitors devoted solely to this activity. The monitors will submit the reports to all responsible resource agencies (USFWS, the CDFG, the NPS, or the Trust), if requested, for their review.	1189
19	The construction monitors will be present throughout the period of construction disturbance. The monitoring program will adequately the commentor's concern	1190
20	Salvage of important flora may be practicable, and the NES states (Section 8.2.5.1): "Native plants would be salvaged and replanted to the extent feasible." Relocation of animals is not proposed as a routine action, because of stress during relocation efforts, especially capture and handling, and the fact the placing animals in new suitable habitat ignores the problem that the receiving habitat is probably already at carrying capacity. The idea is not without merit, however, and the response to this comment is a commitment to developing a rescue protocol when injured animals are found by the construction monitors, with procedures for capture and transport and a standing arrangement with a competent wildlife rescue center, such as the Lindsay Museum Wildlife Hospital in Walnut Creek.	1191
21	See response for Comment 1191	1192
22	Depending on location, increases in impervious cover can exacerbate existing flooding problems, if any, and contribute to water quality degradation. Storm-related flooding and potential impacts to downstream floodplains is not a concern at the project site because of the proximity of the site to the Bay. Any increased flows from the project site will be conveyed to the Bay without causing downstream flooding. In addition, as described in Response to Comment 1171, the runoff from the proposed roadway would be treated prior to discharge (and runoff is not treated under the existing condition). Therefore, the project will result in a net benefit to receiving water quality.	1193
23	The comment is noted for the record. As indicated in the text of the DEIS/R, the groundwater quality in the vicinity of the dewatering operations would be characterized and the permit to discharge acquired prior to initiation of dewatering activities.	1194
24	If Option 2 (described under Long-term Stormwater Treatment Options in Section 3.3.1 of the EIS/R) is selected as the preferred and feasible runoff management option, then on-site land-based biofiltration, detention, and infiltrations measures will be considered and evaluated for specific application to this project.	1195
25	As described under Construction Stormwater Run-off of Section 3.3.1, the SWPPP would be prepared by Caltrans. Under the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.1, the consultation/review process is described. Caltrans (and potentially the Caltrans contractor) would consult with the Presidio Trust and the National Park Service on the contents of, and actions required by, the SWPPP. Ultimately, the Regional Water Quality Control Board would be responsible for enforcement.	1196
26	Please refer to Response to Comment 1171. The "status quo" will not occur under the proposed project. Treatment of runoff from the new roadway would be required by existing regulations.	1197



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Environmental Council

Reviewer's Comment Number	Response	Database ID
27	Runoff from the proposed project may or may not be directed to the City's combined system. If it is determined, based on capacity analysis and risk if CSOs, that the increased discharge could impact water quality, then it is likely that the runoff would not be directed to the combined system and would be treated on-site. Both options are presented in the Section 3.3.1 of the FEIS.	1198
28	Cost of mitigation is not a required component of a CEQA/NEPA analysis, as long as specified mitigation is feasible. Treatment of project site runoff would not "result in much greater contamination to the Bay" because under existing conditions, the runoff is not treated at all and runoff would be treated under the build alternatives of the project.	1199
29	Opposition to the Loop and Merchant Road Slip Ramp options noted.	1200
30	A bicycle/pedestrian pathway is not included as part of the project alternatives nor is it necessary as mitigation since there are no permanent impacts to walking or bicycling on the western end of the project alignment. The route of the suggested pathway is already served by existing roadways and would continue to be served with implementation of any project alternative.	1201
31	The Authority, Caltrans and FHWA have made great efforts to minimize the footprint of the facility while meeting the project purpose of seismic, structural and traffic safety as indicated by the application of project specific parkway design criteria. The facility has reduced lane widths, included continuous shoulders to meet minimum safety requirements, while the auxiliary lane between Veterans Blvd and Girard road is needed to maintain adequate traffic operations.	1202
32	The Parking study was updated with the selection of the modified Alternative 5 as the Preferred Alternative. During construction, temporary loss of parking may be mitigated through the use of the Parade Grounds and the existing shuttle service. The Transportation Management Plan finalized prior to construction will address these concerns. A new parking facility located to the west of Halleck Street and south of the tunnel was proposed to meet an overall unmet parking demand of 126 spaces. The Preferred Alternative does not include the parking structure which is part of the Presidio Parkway Alternative. The project design does not preclude the addition of transit centers or additional transit services. Section 2.2.2 and 2.3.2 discuss the alternatives that were considered but determined not consistent with the project purpose and need.	1203
33	Streetlights will be designed to minimize glare where the facility is not in a tunnel.	1204
34	The project is committed to continue coordination efforts with the restoration of Tennessee Hollow to ensure the new roadway and restored Tennessee Hollow can function together; however, the question regarding the current funding of the restoration efforts would need to be directed to the Park Service and the Presidio Trust.	1205

PHAN



**PRESIDIO HEIGHTS
ASSOCIATION
OF NEIGHBORS**
www.phansf.org
P.O. BOX 29503

SAN FRANCISCO, CA 94129

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Mr. Leroy Saage, Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Ave., 26th floor
San Francisco, CA 94102

February 15, 2006

RECD FEB 17 2006

Doyle Drive Draft EIS/R Comments

Dear Mr. Saage:

Historically, the Presidio Heights Association of Neighbors (PHAN) has supported Michael Painter's Presidio Parkway now designated as Alternative 5. We believe it to be superior to all other alternatives that we've seen over the years. We also understand that it meets safety and traffic requirements, appreciate its design and character, and consider it appropriate to its setting in the Presidio National Park.

1

PHAN supports Alternative 5.

PHAN reaffirms that basic position. The other choice, Alternative 2, Rebuild and Widen, replicates the existing structure, except that it would be twice as wide, and taller in the no-detour option, which is its most likely construction method. While Alternative 2 meets safety and road capacity objectives, it fails to meet many basic objectives of the project, including direct access to the Presidio, and an appropriate character for a roadway in a national park.

2

According to the Doyle Drive Draft EIS/R, the working population of the Presidio is forecast to more than triple from the current 2,000, to 6,900 in year 2020. Many of those people will be working at Letterman Digital Arts. Under Alternative 2, cars would continue to drive through our neighborhood to reach the Presidio. The vicinity of the Lombard Gate would be overwhelmed, and the backup on Lombard St. would appear to extend to or east of Divisadero. This is unacceptable.

2
cont

By providing direct access to the Presidio, as called for in the project's Objectives, Alternative 5 mitigates those impacts. While the DEIS/R shows that Alternative 2 costs less, it appears that much of that "savings" comes from the failure to provide direct Presidio access and to meet other project objectives.

PHAN supports Circle Drive.

We urge agreement on a design that meets these objectives:

1. Respects and minimizes impacts on the Palace of Fine Arts and maximizes views from the Palace to the Golden Gate Bridge;
2. Keeps Palace of Fine Arts traffic off the residential blocks of Lyon Street;
3. Discourages non-Presidio traffic from cutting through the national park;

3

4. Creates an entry to the Presidio that not only draws attention to its combination of historic buildings and natural areas, but also maximizes views of the Golden Gate Bridge.

3
cont

We thank the project team for the effort that has gone into this complex and important design. The DEIS/R offers two options, Circle Drive and the Diamond Interchange. Each has tradeoffs, but Circle Drive appears to best meet our objectives for this area.

We note that both options keep a connection between the southern end of Gorgas St. and Lyon St. Because buses are prohibited on that portion of Lyon St., the link serves no transit purpose. Therefore, we view this as an opportunity for traffic to cut through the neighborhood and recommend against that connection.

4

PHAN supports Context Sensitive Design refinements.

Refinements based on Context Sensitive Design principles which have continued after the deadline for changes in the DEIS/R have further improved the design by the Palace of Fine Arts. PHAN urges that those refinements continue into the next phase of the project and be incorporated into the final design. Should refinements in other areas of the project be needed, we urge the same respect for the project's location in a national park.

5

PHAN does not support the Hook Ramp option at the Park Presidio interchange.

It is our understanding that even the original proponents of the Loop Ramp option, including Michael Painter, no longer support it because after environmental review it was found not to offer significant benefits, would be visually intrusive as seen from Crissy Field, and has an unjustified cost. We agree.

6

PHAN opposes the Merchant Road Slip Ramp.

It is costly, increases the width of what is already the widest part of Doyle Drive, and offers relatively slight improvements for traffic movements. Its costs outweigh its benefits.

7

PHAN remains concerned about the Lyon/Marina/Mason St. intersection.

Previously, PHAN expressed concern for the dangerous conditions at this five-way intersection at the Marina end of Doyle Drive. We appreciate that the City conducted three workshops to seek improvements to this dangerous intersection. The management of those workshops was ineffective in producing a consensus, and we've heard nothing since on what improvements would be made, nor how or when they would occur.

8

Credit for Work Done by Michael Painter.

Finally, we are very surprised that we are unable to find either credit or mention of Michael Painter, the visionary designer of the Presidio Parkway, in the Draft EIS/R. Thus, we strongly request that his work, much of it *pro bono*, be properly credited in the final document.

9

Mr. Leroy Saage
February 15, 2006
Page 3

Thank you for your consideration of and response to the above comments.

Sincerely,

A handwritten signature in cursive script that reads "Charles Ferguson". The signature is written in black ink and is positioned to the right of the typed name and title.

Charles Ferguson
President



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Heights Association of Neighbors

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1248
2	Objection to Alternative 2 noted.	1249
3	Preference for Alternative 5 Circle Drive option noted.	1250
4	Preference for Alternative 5, Circle Drive option noted.	1251
5	Comment noted. Context Sensitive Design is an important part of the alternative design process and will continue through final design.	1252
6	Opposition to the Hook Ramp option noted.	1253
7	Opposition to the Merchant Road Slip Ramp option noted. This option was not selected as part of the Preferred Alternative.	1254
8	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S under the discussion of the Preferred Alternative in Section 3.2.8. No adverse impacts from this project onto the neighborhoods was indicated.	1255
9	Michael Painter is acknowledged in the Final EIS/R.	1256

March 29, 2006

Mr. Leroy L. Saage
Doyle Drive Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

The Richard and Rhoda Goldman Fund supports landscape architect Michael Painter's Presidio Parkway design (Alternative 5) for replacing Doyle Drive. In October 2005, the Goldman Fund completed renovation of 211 Lincoln Boulevard in the Presidio. We are located on the Main Post with the north side of our building facing directly on to Doyle Drive.

We believe that the Presidio Parkway design is the best plan to enhance the natural values and public use of the Presidio. Not only is the current Doyle Drive dangerous and unattractive, it effectively divides most of the Presidio from easy access to Crissy Field. The proposed Parkway would reconnect the Main Post with the waterfront and make it possible for larger numbers of people to visit and enjoy the Presidio.

As a longstanding supporter of the U.S. National Park system, the Goldman Fund has contributed over \$6.7 million in support of various national parks since 1982. As a tenant of the Presidio, we are devoted supporters of the continued protection and beautification of the park and adjoining natural areas. We are confident the project committee will agree that the Presidio Parkway is the best alternative for the redevelopment of Doyle Drive.

Sincerely,



Richard N. Goldman, President



Comments on the Doyle Drive Project DEIS/R

Reviewer: Richard and Rhoda Goldman Fund

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1513

*Creating, Enhancing and Protecting
the Unique Beauty and Livability of San Francisco*



REC'D MAR 20 2006

Mr. Leroy Saage
Doyle Drive Project Manager
San Francisco County Transportation Agency
100 Van Ness Ave., 26th floor
San Francisco, CA 94103

March 14, 2006

SUBJECT: Comments on the Doyle Drive Draft Environmental Impact Statement/Report

Dear Mr. Saage,

For over a decade San Francisco Beautiful (SFB) has participated in efforts to improve the Presidio as it transitions from a military base to a national park. Reconstructing Doyle Drive is a major component of this transition and SFB is proud to support Michael Painter's Presidio Parkway as the preferred alternative in the Draft EIS/R.

SFB has supported a parkway design from the earliest days of Mr. Painter's vision, including awarding a grant and a beautification award for an early model of the parkway concept. We are pleased that Mr. Painter's concept has been proven superior to earlier designs and has stood the tests of feasibility, cost and preliminary engineering.

The parkway is the only alternative that meets the objectives of the Doyle Drive project. In addition to increasing safety and meeting modern highway design and capacity needs, it will be far more beautiful than the "Rebuild and Widen" alternative (Alternative 2) which, despite advances in construction techniques, would be wider, taller and even more of an ugly intrusion on the Presidio National Park than the existing road.

By providing direct access to the Presidio, the parkway will allow Presidio-bound traffic to avoid traveling through adjacent neighborhoods. Alternative 2 fails to meet this key project objective, which is called for in plans of the Presidio Trust, the National Park Service, the City, as well as in a study of Doyle Drive's regional importance.

SFB encourages continuing efforts to improve the Parkway alternative, which the Draft Environmental Impact Statement/Report describes as "Context Sensitive Design." It is fundamental to recognize that the southern approach to the Golden Gate Bridge is a world-renowned site to which roadway design must be sensitively adapted.

SFB opposes the Merchant Road Slip Ramp because it unnecessarily impacts the National Park for very minor traffic benefits.

SFB prefers the Hook Ramp option at the Highway 1 interchange (as opposed to the Loop Ramp option) for its lower impacts to the Park's visual, natural and cultural resources.

Mr. Felipe Gonzalez
Trustee

David E. Warden
Executive Director

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www.sfbbeautiful.org

SFB prefers the Circle Drive option because it would provide a more beautiful and gracious entry to the Presidio and give greater respect to the Palace of Fine Arts by placing the roadway farther from that historic site. We support the Circle Drive objective of visually and physically reuniting the Presidio and the Palace, as they were during the historically significant 1915 Panama Pacific International Exposition. However, the consequential but necessary loss of Bldg. 1151 must be fully mitigated by the project. Circle Drive should be constructed during the latter phase of the Project if at all possible, so that there is ample time for mitigation to be completed first. If Circle Drive is able to incorporate better transit access to the area, so much the better!

2
Cont

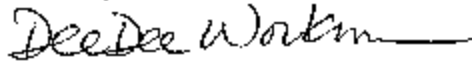
3

SFB is very disappointed to find no credit to the parkway's creator, Michael Painter, in the Draft EIS. We request that this oversight be corrected in the final document and that apologies to Mr. Painter and MPA Design be recorded in the Response to Comments.

4

Thank you for providing SFB with the opportunity to comment.

Sincerely,



Dee Dee Workman
Executive Director
San Francisco Beautiful



Comments on the Doyle Drive Project DEIS/R

Reviewer: San Francisco Beautiful

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1839
2	Project option preferences noted.	1840
3	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1841
4	Michael Painter is acknowledged in the Final EIS/EIR.	1842



885 Market Street Suite 1550
San Francisco, CA 94108

30 March, 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Amended

please discard
our earlier
comments dated
25 March 2006

RE: Doyle Drive DEIS/R Comment

Dear Mr Saage:

The San Francisco Bicycle Coalition (SFBC) is a 5300-member nonprofit advocacy organization promoting the bicycle for everyday transportation in the city. We are pleased to share our comments on the Draft Environmental Impact Study/Report (DEIS/R) for the Doyle Drive Reconstruction project.

Although the SFBC envisions an ideal world where there is bicycle access on every major transportation facility equivalent to automobile access, we recognize the financial and engineering implications of designing a bike path for the Doyle Drive Reconstruction. Therefore, we have instead focused our energies on ensuring that safe, direct, and inviting alternate routes for bikes and pedestrians are provided in conjunction with any new facility and that the new facility does not degrade any existing conditions.

Specific comments on the Draft EIR:

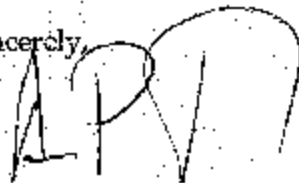
- 1) We strongly favor Alternative 5 - The Presidio Parkway due to its
 - a. reduced footprint and potential for open space;
 - b. aesthetic design with increased landscaping and terraced roadways;
 - c. potential for improved traffic calming elements in its detailed design and interface with surface streets.
- 2) If the Parkway Alternative is selected, bike lanes (with lane cross-overs at right turn conflicts) be installed on the new extended Girard Street, since this will be the most direct route from Marina Blvd/Lyon to and from the Letterman complex and other central post destinations. Cyclists will take this route and should have safe access designed into the new roadway. (The Old Mason and Halleck route is much longer and can be used by cyclists who prefer a less direct route with less traffic)
- 3) We strongly prefer the Circle Drive option because it would allow for a new, safe and convenient pedestrian and bicycle connection between the Palace of Fine Arts and the Presidio, and because the latest version we have seen would

permit, for the first time, a convenient transfer between all three transit systems: Golden Gate, Muni and PresidioGo. We regard that transfer as a critical objective of the Parkway project. We are concerned that the Diamond option appears to create a dangerous condition where northbound buses are moving left from the bus stop after Lyon St., while traffic is moving right to exit the ramp. In addition, the Diamond ramp adds another road intersecting Girard St., creating another opportunity for auto, bicycle and pedestrian conflict.

- 4) We support continuation of the process of bringing representatives of agencies and citizens groups together to improve the detailed design of the Parkway, in particular improved transit connections and safe bicycle and pedestrian crossings of the roadway. This process is identified in the EIS as Context Sensitive Design.
- 5) In light of the fact that there are no tangible alternative transportation improvements included in the \$600- \$700M price tag and that the existing walkway on the Doyle Drive structure will be eliminated, we ask that the following mitigation measures be included in the Final EIR to provide for improved access for non-motorized transportation:
- a. Reconfigure the uphill portion of Crissy Field Ave from Mason St to Lincoln Blvd. into a two way bike way and pedestrian path with emergency vehicle access only. Cars from Crissy Field and the Presidio Post area should be directed to the new parkway via Girard or alternate routes as needed.
 - b. Install a wide multi-use path along the East side of Lincoln Blvd or other improved configuration along Lincoln between the junction of Crissy Field Blvd and Vista Ave. This is currently a heavily used, yet dangerous and uninviting corridor.
 - c. Study and install other traffic diversion or calming measures to further discourage commuter cut-through traffic on Presidio surface streets in accordance with the Presidio Master Plan.
 - d. Apply mitigation funding from the project to local alternate project to install a bike, pedestrian, and maintenance path on the West Span of the San Francisco-Oakland Bay Bridge, a corridor adjacent to dense population centers and where no current non-motorized access exists.

We are hopeful that additional alternative transportation and recreational enhancements can be made during the detailed design process and we will continue to offer our support and input towards the goal of providing world-class bike facilities in an urban park

Sincerely,



Andy Thornley
Program Director
San Francisco Bicycle Coalition



Comments on the Doyle Drive Project DEIS/R

Reviewer: San Francisco Bicycle Coalition (SFBC)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1292
2	The project incorporates the current Presidio Trust Bikeways and Trail plan to provide bike lanes on Girard Road which is extended to Marina Boulevard under the Preferred Alternative.	1293
3	Preference for Circle Drive Option noted.	1294
4	The Authority will continue to actively involve the community, interested parties and agencies during the design process and refinement of Context Sensitive Design Solutions.	1295
5	The restoration of the project area, including bike paths will be coordinated with the Trust and their Bikeways and Trails Mater Plan. The mitigation measures for the project are presented in Chapter 3 of the EIS/R. The mitigation measures are designed to address specific project related impacts.	1296

1. SPUR supports Michael Painter's Presidio Parkway (Alternative 5)

1

The Presidio has magnificent scenic, natural and cultural resources to be protected. But Doyle Drive is not one of them. It's ugly, unsafe and dangerous, and was built to army specifications which are now incompatible with a national park—even one which honors its military past.

The Presidio Parkway is the only alternative which meets the objectives of the Project. The San Francisco Board of Supervisors called for a parkway design in 1993, the National Park Service in 1994, the Doyle Drive Intermodal Study in 1996, and the Presidio Trust in 2002. Alternative 2 is a freeway, taller and twice as wide as what we now have, insuring that increasing numbers of people driving to work, live or play in the Presidio will be forced to use neighborhood streets to access the park, as they do today.

2. SPUR supports the Circle Drive option

At the Eastern end of the Project there are two great sites, the Palace of Fine Arts and the Presidio national park. People want to see and enjoy both of them. But for 70 years, Doyle Drive has been a physical and visual barrier between them.

Before that, the Presidio and the Palace were united, as sites of the 1915 Panama Pacific International Exhibition which celebrated the rebirth of San Francisco from the earthquake and fire.

That unity was foremost in the mind of the great landscape architect Lawrence Halprin, when he created the stunning new park sweeping towards the Palace from the Letterman Digital Arts campus. It was also a goal of the

SPUR's objectives have been to reunite the Presidio and the Palace, to lessen impacts on the Palace, to provide a magnificent Presidio entry, to minimize traffic in the neighborhoods and the park, and to provide an intermodal transit connection that is convenient to the Palace and the Presidio. SPUR believes that Circle Drive best meets those objectives.

2

The Diamond takes cars bound for the Presidio on a freeway-style off ramp, past much of the length of the Palace. This adds the equivalent of nearly two lanes of road width and extends the third northbound lane 722 feet farther north. The result is to bring traffic closer to the Palace, and to create a dangerous weave between buses entering Doyle Drive from their stop in the northbound bus bay, and cars moving to the right to the exit ramp. That situation is further complicated by the dropped right lane, just north of the exit ramp.

Circle Drive separates Palace and Presidio traffic at the Palace's south end. It is 57 percent narrower than the Diamond along Doyle Drive's most constrained area.

The Diamond uses a freeway-style off ramp, visually signaling to drivers that they're entering a freeway, instead of a moderate speed parkway. Circle Drive provides a more gentle exit which visually says, you're entering a national park.

We think about 500 of the 1,500 cars going to Letterman will be coming from San Francisco. Under the Diamond design, each of those hundreds of cars a day will have to make a nearly 1/2 mile long loop to the north, in order to enter the Letterman garage. Circle Drive brings them to the garage almost directly. In addition, the Diamond design requires two signalized intersections on Girard Rd. whose left turn sequences will delay morning rush traffic from Doyle which is exiting to Marina Blvd. The result is an incentive for drivers with options to use Richardson Ave. instead, which unbalances the needed split to handle the traffic load on both streets.

Circle Drive would allow bus bays on the far sides of the new intersection, with room for Golden Gate Transit and Muni. The PresidiGo shuttle would be able to pick up passengers from both sides of Circle Drive, creating a true intermodal transit connection for visitors to the Palace and the Presidio.

In complex projects, nothing is free. The impact of Circle Drive is that it means removal of Building 1151, the pool, which was built in the very last year of the Presidio's 169 year period of historic significance. Removal must require compliance with historic preservation regulations, and that the Doyle Drive project pay for the replacement of the building and its use, elsewhere in the Presidio. We think most Y members would find a new aquatic center near the main Presidio YMCA more convenient.

The visual result of Circle Drive would be a truly spectacular reconnection of the Presidio and the Palace of Fine Arts. It would also provide an entry to the Presidio that would draw visitors in through an historic area with a view into the recreation area of the Letterman park, then lead them to a natural area with stunning scenic vistas. History, recreation, nature, scenery. Those were the reasons the Presidio was saved as a national park. What an incredible experience that would be for neighbors and visitors!

View to west if Bldg. 1151 is removed.

3. SPUR supports closure of the link between Gorgas Ave and Lyon St. under the Circle Drive option

3

While the connection should be maintained for emergency vehicles, it should be closed to other through traffic so that drivers are not tempted to use Gorgas as a shortcut to bypass traffic on Richardson.

4. SPUR supports continued refinement of the Parkway designs and details.

4

SPUR regards the DEIS/R as the starting point for final design. Michael Painter and others have made many important improvements to the EIS concept designs. That process, which involves agencies, transportation officials, neighbors, civic groups must be continued past the close of public comments. Issues currently include, but are not limited to, shadowing of the potential marsh expansion/ Tennessee Hollow connection and some historic preservation matters. SPUR thanks the SFCTA for its commitment to this continuing process.

5. SPUR supports the hook ramp option at the Highway 1 interchange

5

After preliminary engineering and environmental evaluation, it became obvious that the Loop Ramp has many failings: it would be far more costly, takes park land and trees unnecessarily, and would be too visible from Crissy Field. Furthermore, careful attention to the Hook Ramp design its reduced its impact historic buildings.

6. SPUR opposes the Merchant Road slip ramp

6

The slip ramp would add another lane to the width of Doyle Drive, plus the width of inside and outside shoulders. It would require the removal of four residences (Buildings 1253-1256) on Armistead Road, the removal of a line of trees, and the taking of more than an additional acre of park land. The new design for the Highway 1 interchange adds sight distance and eases the weave which is the reason for the slip ramp proposal.

7. SPUR supports modern traffic management systems

7

In 1996, the Doyle Drive Intermodal Study strongly demonstrated that Doyle Drive is a critical link in the regional highway system. Were Doyle Drive to be closed, the Golden Gate Bridge would be out of operation or severely constrained, and the traffic impacts would be felt from Santa Rosa to the East Bay to San Jose.

In addition to recommending the reconstruction of Doyle Drive, the Intermodal Study called for its replacement to have modern traffic management systems, including an extension of the video monitoring of traffic that is on the Golden Gate Bridge, and other electronic devices that would allow for better and safer management of the roadway. SPUR supports the conclusions of the Intermodal Study, and recommends that the Doyle Drive project include modern traffic management systems including video monitoring, electronic signing and lane controls.

8. Give Credit to Michael Painter

8

Without Michael Painter, there would not be a Presidio Parkway design that the public and responsible agencies would have been able to agree upon. However, he was not credited in the Draft Environmental Impact Statement/Report. SPUR asks that this embarrassing oversight be corrected in the Final EIS/R.

9. Visual representations.

9

In general, the Visual Impact Assessment fails to show the visual differences of the alternatives, and their impacts. Photographs were taken from the wrong locations, sometimes of the wrong side of the project, and with the wrong lens. SPUR will provide specific examples to the EIS team on request.

SPUR thanks the SFCTA and the project team for the opportunity to comment on this major project in a national park at the Golden Gate.

/s/

Jim Chappell
President

/s/

Michael Alexander
Chair, Doyle Drive Task Force



Comments on the Doyle Drive Project DEIS/R

Reviewer: SPUR

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1385
2	Support for the Circle Drive Option noted.	1386
3	Comment noted.	1387
4	The Authority has made the commitment to continue an open dialog with all project stakeholders throughout the completion of this project. This includes agency and citizen advisory committees, public meetings, living room briefings, project website and published media.	1388
5	Preference for the Hook Ramp option noted.	1389
6	Opposition to the Merchant Road Slip Ramp option noted.	1390
7	Comment noted.	1391
8	Mr. Painter is credited in the FEIS/R.	1392
9	The visual assessment follows the format and content guidelines provided in FHWA's Visual Impact Assessment for Highway projects. The viewpoints that were used for the analysis were selected in consultation with the Trust, National Park Service, Caltrans and SFCTA.	1393



San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

March 31, 2006

REC'D MAR 31 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Subject: Doyle Drive DEIS/EIR Comments

Dear Mr. Saage:

The main problem with the alternatives chosen is that the emphasis seems to be on moving vehicles not on moving people. The DEIS/EIR projects future traffic growth on Doyle Drive, connecting roadways and city streets and the Golden Gate Bridge and apparently assumes it will all be automobiles. Insufficient study has been made of the possibility of moving more people on public transportation – buses and ferries. It projects more traffic on the Golden Gate Bridge. Is this a prelude to another attempt to put a second deck on the bridge? This is something citizen activists have fought and beaten back in the past. It would be extremely undesirable because it would generate alleged reasons to widen this roadway even more and because of the effect it would have on the neighborhoods into which this traffic would be dumped.

San Francisco citizen activists have been struggling for years to prevent an eight lane freeway being built as a replacement for Doyle Drive. The designs presented in this document make it all too easy to do this in the future. It is noted in the DEIS/EIR that an act of the state legislature says that Doyle Drive can not exceed six lanes without permission of the San Francisco Board of Supervisors. However a future legislature that is not familiar with the background and reasons to this act could repeal it. One of the problems with term limits is a loss of history and reasons for certain pieces of legislation.

Several things about the proposed design are very disturbing.

The proposed seventh lane from Park Presidio Drive to the Marina junction is one. It is allegedly a merging lane. It is about 4200 feet in length. It is very questionable that a lane this length is required for merging. 500 feet or even less would seem more appropriate if this lane is really meant for merging only. As proposed now it is effectively another full traffic lane and is an increase in roadway capacity. This lane should be shortened so that it will not be an additional traffic lane.

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Recycled Paper



The proposed lane and shoulder widths are disturbing. They are wide enough that minor changes in the striping of the roadway would increase the roadway to eight lanes. In order to prevent this, the design should be modified so that the shoulders are discontinuous. Doing this would prevent the addition of an eighth lane. The alleged reason for this wide shoulder is to enable disabled vehicles to get out of the way of moving traffic. Having frequent pullouts rather than a continuous shoulder that is in effect a continuous lane would accomplish the same thing and eliminate the possibility of it becoming another traffic lane. A design with narrower lanes should be analyzed. It should also be noted that narrower lanes will result in lower speeds on this roadway and therefore a safer transition from freeway speeds to city street speeds when vehicles leave this freeway.

3

We can anticipate an argument that the proposed roadway is in accordance with state highway standards. Highway designers must realize that there is a difference between roadway requirements in rural areas and in densely populated cities. Designs that may be appropriate for the flat wide open spaces of the Central Valley are not appropriate for San Francisco.

4

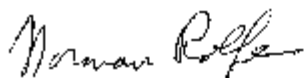
The EIS/EIR should not be certified until:

- 1) alternative designs that are in accordance with the above comments are made and analyzed,
- 2) a complete study is made of ways to increase use of public transportation in order to remove the perceived need for increased roadway capacity.

5

Please address correspondence on this matter to Norman Rolfe, Transportation Chair, San Francisco Tomorrow, 2233 Larkin Street #4, San Francisco, CA 94109
phone/fax 415-775-9167, normrolfe@juno.com

Very truly yours



Norman Rolfe, Transportation Chair



Comments on the Doyle Drive Project DEIS/R

Reviewer: San Francisco Tomorrow

Reviewer's Comment Number	Response	Database ID
1	The SFCTA travel demand model forecasts changes to all mode choices based on a series of complex forecasting formulae and assumptions.	1347
2	The seventh lane is required to accommodate the downstream traffic at Marina/Girard off-ramp.	1348
3	The proposed continuous useable outside shoulder is the minimum needed to address traffic safety while minimizing the facility footprint. In addition the proposed facility will have reduced lane widths and reduced design speed where appropriate as documented with the extensive number of design exceptions approved for the project.	1349
4	This is why context sensitive design is being implemented with the project. However, Caltrans safety standards must be maintained as this is a state owned facility. The Authority, Caltrans and FHWA have made great efforts to minimize the footprint of the facility while meeting the project purpose of seismic, structural and traffic safety as indicated by the application of project specific parkway design criteria. The facility has reduced lane widths, continuous shoulders to meet minimum safety requirements, while the auxiliary lane between Veterans Blvd and Girard road is needed to maintain adequate traffic operations. The parkway design is documented through the approval of extensive design exceptions.	1350
5	As mentioned in the preceding comments, context sensitive design is being implemented (see Section 2.2.3) with the project while maintaining Caltrans safety standards. The proposed project does not increase roadway capacity it is about replacing an existing roadway facility while improving the seismic, structural and traffic safety on Doyle Drive. Any studies regarding ways to increase the use of public transportation is beyond the scope of this project.	1351

March 31, 2006

Leroy L. Saage
Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Comments of Doyle Drive DEIS/DEIR

Dear Mr. Saage,

Transportation for a Livable City (TLC) is a nonprofit membership organization dedicated to making San Francisco more livable by fostering complete streets and vital neighborhoods. We strongly support the idea to replace the ugly, spindly, unsafe Doyle drive with a Presidio Parkway (Alternative 5), and salute Michael Painter for his dedication to sensitively integrating this project into its national park setting, respecting the natural and historic values of the park in the design, and transforming this project into a multimodal project which integrates walking, bicycling, and public transit while minimizing the impacts of traffic on the park.


- We cannot emphasize strongly enough that this project must be designed as a *parkway*, not a *freeway*. Parkways are designed to move traffic at moderate, not excessive, speeds, and well-designed parkways integrate scenic and natural values of the setting into the experience of movement without overwhelming or degrading the setting. The Presidio Parkway calls for context-sensitive design, not a set of freeway specifications plucked from a highway engineering manual. Context-sensitive design may call for narrower traffic lanes than a conventional freeway, in order to encourage moderate speeds and reduce the impact of the road on the landscape. We urge the Transportation Authority to continue to work with Caltrans to remain true to the parkway concept through final design and engineering. In addition, context-sensitive design will enhance bicycle and pedestrian circulation along and around the parkway.
- Traffic volumes, and their attendant degradation of the natural park setting, can be reduced significantly by enhancing sustainable transportation modes (walking, bicycling, and public transit). We would especially like to see additional study of improving public transit service in the study corridor; and new traffic projections based on a transportation plan that emphasizes sustainable modes. Enhanced connections and designs for accommodating Muni and Golden Gate Transit buses and any internal park shuttles, with appropriately sited transit hubs, should be incorporated into the plan.
- No parking should be included as part of the project, as expanding parking serves only to increase vehicle trips, and the attendant environmental degradation.

Transportation for a Livable City
995 Market Street Suite 1550
San Francisco, CA 94103
415.344.0489
www.livablecity.org

- We are glad to see that the Presidio Parkway design has tried to accommodate the proposed expansion of the Crissy Field wetlands, and restoration of Tennessee Hollow and El Polio Creek. The design should continue to be refined so as to maximize the potential for environmental restoration.
- We support the hook ramp option at the Highway 1 interchange, as it is less costly than the loop ramp option and does less harm to the park than the loop ramp.
- The proposed seventh lane from Park Presidio Drive to the Marina junction should be shortened to assure that it functions as a merging lane only and will not serve as an additional traffic lane.
- We oppose the Merchaut Road slip ramp, as it provides only marginal benefits to traffic movement at a cost of great harm to the park.
- We support the Circle Drive option, as it provides much better pedestrian, bicycle, and public transit connections between the Palace of Fine Arts, Crissy Field, and the Presidio.
- In conjunction with the Parkway alternative, bicycle lanes, with lane cross-overs at right turn conflicts, should be installed on the new extended Girard Street, since this will be the most direct route from Marina Blvd/Lyon to and from the Letterman complex and other central post destinations. Cyclists will take this route and should have safe access designed into the new roadway. The Old Mason and Halleck route, which is much longer, could still be used by cyclists who prefer an indirect route with less traffic.
- In light of the fact that there are no tangible improvements to sustainable transportation modes (walking, bicycling, and public transit) included in the \$600- \$700 million project cost, and that the existing walkway on the Doyle Drive structure will be eliminated, we ask that the following mitigation measures be included in the Final EIR to provide for improved access for non-motorized transportation:
 - Reconfigure the uphill portion of Crissy Field Ave from Mason St to Lincoln Blvd. into a two way bike way and pedestrian path with emergency vehicle access only. Cars from Crissy Field and the Presidio Post area should be directed to the new parkway via Girard or alternate routes as needed.
 - Install a wide multi-use path along the East side of Lincoln Blvd or other improved configuration along Lincoln between the junction of Crissy Field Blvd and Vista Ave. This is currently a heavily used, yet dangerous and uninviting corridor.
 - Study and install other traffic diversion or calming measures to further discourage commuter cut-through traffic on Presidio surface streets in accordance with the Presidio Master Plan.

We hope that the above comments are helpful in creating a Presidio Parkway that will do justice to its extraordinary setting, and set a new standard for the design of future multimodal transportation projects.

Sincerely,


Tom Radulovich
Executive Director



Comments on the Doyle Drive Project DEIS/R

Reviewer: Transportation for a Livable City

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1458
2	Comment noted.	1459
3	Existing transit service is currently fully utilized and works with the Presidio Shuttle. The Preferred Alternative includes extended bus bays on both sides of Richardson Avenue (see Section 2.5.4). The extended bus bays will provide safer merging capability for the buses and will facilitate transfers between Golden Gate Transit, Muni and PresidiGo vehicles.	1460
4	Comment noted.	1461
5	Comment noted.	1462
6	The restoration of the project area, including bike paths will be coordinated with the Trust and their Bikeways and Trails Mater Plan.	1463

From: David Schonbrunn [David@Schonbrunn.org]
Sent: Wednesday, March 01, 2006 12:35 PM
To: doyledrivecomments@sfcta.org
Subject: TRANSDEF's comments

TRANSDEF participated in the Citizen's Advisory Group several years ago, and supports the Parkway alternative. After attending the hearing in the Presidio, we offer the following comments in the spirit of generating and presenting clearly the information necessary to lessen the divisiveness heard that night:

1

For the non-professional, the EIS/R is very difficult to read and comprehend. Clustering the traffic information on the basis of neighborhoods, instead of randomly listing roadway names, would help greatly in the comprehension of the traffic data. Many of the speakers seemed to identify strongly with their neighborhoods, so having an easy way to compare the impacts of the various alternatives on different neighborhoods would be very useful.

2

We think it would be useful for the FEIS/R to contain a matrix that identifies the interests of each of the adjacent neighborhoods.

3

Many of the speakers appeared to have the hidden agenda of seeking to have the Doyle Drive project reduce the cut-through traffic in their neighborhood. That appeared to be the reason so many objected to the introduction of a new traffic light.

4

After developing the requested matrix, the study should identify the impact on traffic volumes and speeds in each of the neighborhoods. Projected travel times through the Doyle Drive Corridor for the various alternatives for am and pm peak and for off peak periods also need to be made prominent. This will hopefully eliminate the hysteria about the new traffic light. In particular, the vehemently protesting speakers seemed to miss the fact that the traffic light would be in place a block before an existing traffic light, thus not creating a major hindrance to traffic.

5

It is our hope that, through clear and simpler presentation of the data using a neighborhood perspective, as described above, a consensus can be achieved on a preferred alternative, thus leaving the funding as the sole remaining problem.

6

--David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)



Comments on the Doyle Drive Project DEIS/R

Reviewer: TRANSDEF (Schonbrunn, D.)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1562
2	Comment noted and will be considered for future traffic studies.	1563
3	Although the comments are not separated by specific neighborhood, a summary of the comments received during the formal review process is provided in Appendix E of the FEIS/R. Many themes which emerged from these comments were addressed through public outreach prior to the completion of the FEIS/R and it also reflected in the appendix. Appendix L provides all the comment letters and responses.	1564
4	Comment noted.	1565
5	The project proposes no changes to this area. This area was included in the expanded traffic study which demonstrated no impacts from the project.	1566
6	In July 2006, Alternative 5 with the Diamond Interchange option was chosen as the Preferred Alternative.	1567



Urban Watershed Project

3229A Clement Street
San Francisco, CA 94121
(415) 828-2622
dougkern@sbcglobal.net

March 31, 2006

Mr. Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

Thank you for the opportunity to comment on the DEIS/R on the South Access to the Golden Gate Bridge – Doyle Drive. The Urban Watershed Project (UWP) appreciates the efforts of Project Team members to meet with members of the Presidio natural and cultural resources community during this comment period and to respond to specific requests for information and assistance. We appreciate the efforts of Michael Painter and his project vision. We also appreciate the time-extension of the comment period.

UWP recognizes the need for repairing the South Access to the Golden Gate Bridge and at the same time understands the special nature of the National Park lands that the project spans. In particular, the Tennessee Hollow restoration project is perhaps the most important large-scale natural restoration project within the Presidio and its orientation perpendicular to Doyle Drive creates difficult challenges. UWP respectfully suggests the extra effort the Doyle Drive project team takes now in creatively integrating the Tennessee Hollow stream and habitat corridor will leave a lasting positive impression on visitors and the drivers for decades to come. UWP has confidence that project team designers understand the need to integrate the vision of Tennessee Hollow into the final design.

1

UWP, along with the Presidio Environmental Council, supports Alternative number 5, as most recently described by Michael Painter on March 22, 2006, with some caveats.

2

UWP acknowledges Mr. Saage's comments encouraging the National park Service and the Presidio Trust to develop a Tennessee Hollow/Crissy Marsh design so that Doyle Drive can appropriately include these features. We are particularly encouraged by his offer to build the marsh expansion/riparian corridor extension, if the design is ready by 2009. UWP recommends this design process be well coordinated and integrated with your own design process or else much greater delay is possible. UWP recommends the appointment of a design coordinator from your team to direct this complicated and

3

challenging multi-faceted project.

Among the most difficult challenges remaining for Doyle Drive and its intersection with Tennessee Hollow/Crissy marsh are the specific road crossings and their impacts.

3
Cont

- UWP appreciates the efforts to spread ramps and roadways apart to allow for more sunlight to penetrate to the habitat corridor and marsh.
- Please develop designs that consider the impacts of shading under spans during the day. The Tennessee Hollow project will ultimately cost many millions of dollars and the area where it enters the marsh is a very sensitive and rare habitat area. Develop an award winning parkway design that fully incorporates the riparian system as it enters the marsh, even though a major roadway with off-ramps is running through this ecologically crucial transition zone.
- Investigate and include the use of translucent materials in the roadways or along the shoulders to allow light to penetrate.
- Investigate and include large lengths or spans of roadway without piers or abutments in the habitat zone.
- Investigate and appropriately design for the birds flying near the parkway as it crosses over Tennessee Hollow to minimize impacts.
- At night, we expect that certain types of lighting may attract insects and therefore, birds to the parkway as it crosses Tennessee Hollow/Crissy Marsh. Please design night lighting to minimize these potential conflicts.
- Roadway noise is anticipated to be an impediment to pedestrian and wildlife enjoyment nearby the parkway. UWP recommends that the Doyle Drive team continue to reduce vehicle speeds in this area around riparian corridor/marsh expansion, so the roadway noise itself does not become the focal point.
- Roadway runoff is a difficult and important challenge. Roadway runoff can add a toxic shock to ecological systems after several months of buildup. UWP suggests that regular roadway cleaning and treatment of runoff prior to discharge into local waters may make the most sense from a watershed perspective, rather than discharging to the sanitary sewers, resulting in much greater contamination to the Bay from combined sewage overflows (CSOs.)
- With the caveat of runoff treatment, possibly through the use of a local treatment wetlands, allow local infiltration to maintain groundwater hydrology in the marsh and stream corridor areas.
- Allow for human pedestrian and bicycle travel in the marsh/riparian zone near the Doyle Drive crossing as the vision for Tennessee Hollow is one where visitors may walk along the marsh and then up into the riparian corridor, eventually to the headwater springs. A careful design will include this very important ability for humans to view the wildlife corridor and its inhabitants along its entire length.
- UWP recommends that an adaptive management approach be incorporated into design elements involving natural resources. We should expect the unexpected and allow for open reporting and communication of eventual problems so that they me addressed rapidly.

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- UWP recommends that post-construction monitoring and reporting procedures be developed to receive comments on an ongoing basis as unexpected project impacts occur. 13
- UWP recommends that the Doyle Drive team continue to actively involve community members during the design process. UWP would like to be invited to participate in ongoing design considerations particularly with respect to the marsh, and riparian corridors. 14

UWP is greatly encouraged by the openness and willingness to integrate community concerns into the project. We consider the Doyle Drive design effort to be a work-in-progress with major hurdles being overcome regularly. We respectfully request to be invited to participate in the process throughout the construction phase of the project. 15

Thank you again for the opportunity to comment on this important document. If you have any questions or would like to contact me, please call (415) 828-2622, or by email at dougkern@sbcglobal.net.

Sincerely,

Doug Kern
Executive Director
Urban Watershed Project



Comments on the Doyle Drive Project DEIS/R

Reviewer: Urban Watershed Project

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1258
2	Comment noted.	1259
3	Comment noted.	1260
4	The project team is coordinating the design of the facility as well as the proposed marsh restoration under the facility with the participating agencies.	1261
5	The project team continues to look for shade reducing design details in coordination with Caltrans, the Trust and GGNRA	1262
6	All efforts are being made to avoid conflicts with sensitive habitats and further refinements to the roadway will be part of detailed design process. The facility will be designed to be above the 100-year flood zone while the detailed design will be coordinated with the Trust once marsh restoration plans are developed.	1263
7	This is part of detailed design. Workshop held on 3/22/06 identified proposed design enhancements and recommendation were made as to the types of plants which should be planted below the structure.	1264
8	Streetlights will be designed to minimize glare along the facility including at-grade and elevated portions of the roadway.	1265
9	In addition to containing the facility in a tunnel where it runs closest to the marsh, the project team has proposed to investigate and incorporate alternative paving materials and absorptive tunnel linings to minimize road noise in addition to ongoing application of traffic calming strategies.	1266
10	It should be noted that under the existing condition, none of the runoff from the roadway is treated prior to discharge. Therefore, under either Option 1 or 2 described in the FEIS/R (Section 3.3.1), there would be a net benefit to receiving water quality because the runoff will be treated. Runoff from nearly the entire City flows into the combined sewer system and is treated at one of the City's treatment plants. The FEIS/R allows for either discharge to the sanitary sewer system or for on-site treatment measures in accordance with the Caltrans Storm Water Management Plan (which is regulated by the Regional Water Quality Control Board).	1267
11	The project will continue to coordinate with the Trust and GGNRA as they developed the design of the marsh restoration.	1268



Comments on the Doyle Drive Project DEIS/R

Reviewer: Urban Watershed Project

Reviewer's Comment Number	Response	Database ID
12	While the project is being implemented, the monitoring program provides this kind of situational response. Over the longer, post-project period, the EIS/R commits to long-term assessment of the success of restoration, with contingency plans, in a manner similar to adaptive management. The term is used in this context in the Avoidance, Minimization and/or Mitigation Measures portion of Section 3.4.1.	1269
13	See response to Comment 1269	1270
14	The Authority will continue to actively involve the community, interested parties and agencies during the design process.	1271
15	The Authority will involve the community, interested parties and agencies throughout the construction phase of the project.	1272



We build strong kids,
strong families, strong communities.

March 31, 2006

Leroy L. Saage, PE
Doyle Drive Project Manager
San Francisco County Transportation Authority
100 Van Ness Avenue
San Francisco, Ca 94102

Re: Doyle Drive DEIS/DEIR

Dear Mr. Saage:

The YMCA of San Francisco is a tenant of the Presidio Trust in two locations within the Presidio: a site at the intersection of Funston Avenue and Lincoln Boulevard ("Main Post Facility") where we operate a gymnasium and fitness facility, and a site on Gorgas Avenue northwest of the intersection with O'Reilly Avenue ("Letteman Facility") where we operate a gymnasium and aquatics facility.

In this capacity, we express strong preference for the Presidio Parkway (Alternative V) as described in the DEIS/DEIR. This alternative will preserve and enhance the circulation, environmental character and sight lines of the Main Post area of the Presidio far better than either of the other two alternatives. This alternative also provides the added benefit of a direct and landscaped pedestrian connection between the Main Post Facility and the Crissy Marsh, where we conduct recreation and environmental education activities.

With regard to the access options at the eastern end of Doyle Drive, we prefer the Circle Drive Option to the Diamond Interchange Option, even though it will require the relocation of a portion of our Letteman Facility, namely the swimming pool we currently operate at that location. Assuming that the relocation of that facility can be at least partially funded as part of the cost of the overall project, the preservation of sight lines between the Lucas Arts Letteman campus and the Palace of Fine Arts is an overriding consideration.

Respectfully submitted,

YMCA of San Francisco

William Worthington

Vice President, Property Development





Comments on the Doyle Drive Project DEIS/R

Reviewer: YMCA of SF

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1206
2	Preference for the Circle Drive Option noted. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1207

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
IN PARTNERSHIP WITH
CALTRANS, FHWA, GOLDEN GATE BRIDGE HIGHWAY AND
TRANSPORTATION DISTRICT
IN COOPERATION WITH THE PRESIDIO TRUST, THE U.S.
DEPARTMENT OF THE INTERIOR, AND THE U.S. DEPARTMENT OF
VETERANS AFFAIRS

DOYLE DRIVE DRAFT EIS/R
PUBLIC HEARING
MILTON MARKS CONFERENCE ROOM
455 GOLDEN GATE AVENUE (LOWER LEVEL)
SAN FRANCISCO, CALIFORNIA

WEDNESDAY, JANUARY 18, 2006
7:00 O'CLOCK P.M.

REPORTED BY: DEBORAH FUQUA, CSR#12948

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A P P E A R A N C E S

KAY WILSON
Moderator

MYRNA VALDEZ
GARY KENNERLEY
Parsons Brinckerhoff

MICHAEL PAINTER
MPA Design

JARED GOLDFINE
California Department of Transportation

LEE SAAGE
San Francisco Transportation Authority

JOE STORY
DKS Associates

P U B L I C S P E A K E R S

Patricia Vaughey
Jackie Sachs
Richard Covert
Lewis Lem
Michael Levin

QUESTIONS/COMMENTS READ FROM CARDS FOR:

Jan Blum
Dee Hermann

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1 end of the time that you speak, then, any questions that
2 we can, we'll forward to the panel.

3 If the questions are -- we want to answer as
4 many as we can, but if they're too technical or too
5 detailed, then you can know that they'll be answered in
6 the final environmental document. But the ones that are
7 fairly straightforward we'll try to work through tonight
8 so we can clear up as many questions as you have.

9 And then after that, if the -- if you have a
10 clarifying comment after the panel questions, we'll give
11 you a minute just for a clarifying comment. We would
12 ask that no time slots will be yielded or traded.
13 Please don't interrupt the speakers with side
14 conversations or applause. We want to be able to hear
15 everybody. And please turn off those cell phones and
16 beepers. We don't want to be too draconian here, but we
17 do want to get through and hear from everybody. And we
18 appreciate your cooperation. And let's get some speaker
19 cards up here, please.

20 Just raise your hand, and we'll be glad to --
21 Okay. Well, we'll start out with the first two, and
22 I'll check back in a few minutes.

23 Patricia Vaughey?

24 PATRICIA VAUGHEY: Good evening.

25 KAY WILSON: Good evening.

1 PATRICIA VAUGHEY: Patricia Vaughey for the Cow
2 Hollow Neighborhood Merchants.

3 There were two slides back on No. 5 concerning
4 Marina Boulevard's entrance. And I want to make a
5 statement, first, that our association has a stand that
6 we all have to share the burden in the greater
7 neighborhood and that all of us are going to have to
8 share some of this traffic.

9 But there are two slides that Gary produced.
10 One of them, he says that Doyle Drive was one third on
11 Marina Boulevard and two thirds on Lombard. And yet the
12 next slide, it says 22 percent on Lombard. And Gary
13 said that's 2 percent. And it's actually 11.

14 My question is, is this -- is what studies did
15 you do with this transportation analysis for your model,
16 and what was the mathematical principle behind it? I've
17 asked this question several times, and no one can seem
18 to answer it.

19 At the time the stop signs were put on Marina
20 Boulevard, Lombard was at 98 percent. And then when the
21 stop signs went up, it went up to 104 percent. Then,
22 after the dot com boom, it went down to 96 percent, and
23 now it's up to almost 99 percent. With 11 percent
24 increase, not counting the projected 25,000 by 2030, we
25 are going to be approximately 110 percent over maximum

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1 capacity. What mitigations do you have for this? We
2 already have Greenwich, Filbert, Chestnut, Alhambra,
3 Francisco being inundated with people that want to get
4 off of Richardson and divert throughout our
5 neighborhoods. Marina Boulevard, after the stop signs
6 went up, on Baker they put a "no right-hand turn." So
7 now the cars are going up Scott.

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8 My question is, is what mitigations are you
9 going to do to help the entire neighborhood on this, and
10 how can you rationalize diverting some traffic from one
11 neighborhood to another so close together? And that's
12 my big problem.

13 My next problem on this is, the section near
14 Lyon and Bay, the diamond portion and the circle
15 portion, not the highway part, but the part that goes
16 into the Palace of Fine Arts, there's some great impacts
17 on the neighbors. Okay?

4

18 And I want to know if there is any way we can
19 get that mathematical principle behind that study,
20 because I think you're a little bit off on some of it.
21 And I'd like to be able to have a look at that
22 mathematical principle myself.

23 Thank you.

24 KAY WILSON: Patricia, you've asked some meaty
25 questions. Let me summarize a couple of them for the

1 traffic folks and see how they do.

2 What studies were done as far as the
3 transportation model, and what were the mathematical
4 principles behind that?

5 We'll start with that, and then I'll go to the
6 other two.

7 Joe?

8 JOE STORY: I guess it's a Joe question.

9 KAY WILSON: I think so.

10 JOE STORY: Thanks.

11 Actually, the traffic analysis was done in two
12 different -- with two different steps. The first step
13 is to look at the forecast on what's supposed to happen
14 by 2030. And that part of it was handled by the
15 Authority staff themselves. And of course, with Doyle
16 Drive as an existing roadway -- and we certainly have a
17 no-build condition -- we needed to see how traffic
18 volumes would actually change by 2030.

19 The way that the TA does this is, they have
20 what's called a multimodal regional traffic model that
21 it's built that is designed to simulate traffic behavior
22 characteristics across the entire Bay Area. It's
23 specifically focused in the city of San Francisco.

24 And that focus actually looks at the travel
25 speeds and the travel times of each length of every city

1 street in the entirety of San Francisco. That -- when
2 you get outside of the city, the other regions are
3 represented by the portion of the model that replicates
4 what's done by MTC, or Metropolitan regional [sic]
5 commission at the regional level. And that allows for
6 the forecast to be technically consistent with FHWA
7 standards for doing projections.

8 But a more specific answer to Pat's question
9 is, the volumes are a result of traffic speeds. And the
10 model has what's called an "equilibrium assignment."

11 So between any two points or any two districts
12 in the model, it looks at the minimum travel-time paths
13 and looks at several different paths and assigned
14 probabilities to each of those paths so that what ends
15 up happening is, some people may choose to go from
16 Downtown to Marin County via Marina, and some of those
17 people may choose to go from Downtown to Marin County
18 via Lombard.

19 And the probabilities are directly related to
20 what is the travel time on each of those paths. Then
21 the model has what I would call a feedback mechanism
22 that the higher the traffic volumes get, the model then
23 begins to say, "Well, the road can't handle this much
24 traffic. It's going to get slower and slower."

25 And also there's this relationship between the

1 theoretical capacity, the carrying capacity of the
2 roadway, and the actual speeds that are achieved on the
3 roadway.

4 KAY WILSON: Okay. A couple of follow-ons: What
5 mitigations have we proposed to address traffic issues?
6 And how can you rationalize diverting traffic from one
7 neighborhood to another?

8 JOE STORY: That's certainly an interesting
9 question. I would begin by saying it's almost a
10 chicken-or-egg question. And the reason I say that is
11 because the alternatives were designed, and then the
12 question came up whether or not the alternatives would
13 create significantly more or less problems on the
14 adjacent roadways.

15 And while we did identify some percentage
16 changes between the alternatives, in the aggregate, the
17 alternatives did not have what I would call a fatal flaw
18 in terms of significantly making a negative result
19 happen. One of the reasons for that is, as Gary said in
20 his presentation, is most of the traffic increase is in
21 the non-peak direction rather than in the peak
22 direction.

23 KAY WILSON: Patricia, do have a follow-on comment
24 or question?

25 PATRICIA VAUGHEY: No one seems to be able to tell

1 me what the principles behind this model are. And my
2 only question on that is, the studies were based on
3 2000. And we're at 2006 right now. And we had a great
4 increase before Lucas, and now we have a great increase
5 after Lucas.

6 And I'm just wondering, for the greater
7 neighborhood, if we're not being more cautious -- I
8 think we can do a better job. I think I like what we've
9 done. I am on the citizens advisory committee.

10 But we've got to look into these issues because
11 the side streets of all of Scott, from Marina Boulevard
12 on up, as well as the side streets of Greenwich and
13 Filbert, are getting inundated with diverted traffic.
14 And this isn't fair to the entire neighborhood. Thank
15 you.

16 KAY WILSON: Thank you very much.

17 Jackie Sachs is our next speaker, please.

18 JACKIE SACHS: Good evening, Panel. I'm also on
19 the citizens advisory committee. I have a few questions
20 regarding transportation and traffic.

21 First of all, regarding traffic, near the
22 Palace of Fine Arts, how will this construction impact
23 the parking at the Palace of Fine Arts? -- for the
24 simple reason that you will not only have people taking
25 public transit, you will have tour buses, you will have

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1 cabs wanting to drop people off and pick people up, you
2 will have MV vans with senior and disabled individuals.
3 You might even have some handicapped buses, bus loads of
4 people that are handicapped

5 And I was just wondering, how will this new --
6 how will the -- will there be enough -- and you may even
7 have limousines as well. How will all of this impact
8 the parking at the Palace of Fine Arts? That's question
9 number one.

10 Question number two, as you know, there are
11 currently two bus lines that go through the Presidio,
12 the 28 and the 43. Once the construction is started,
13 how are you going to re-route those buses, and what are
14 you going to do with the 18-wheelers that get off the
15 Golden Gate Bridge, and they want to go down to the
16 Marina? How in the world -- how -- they'll have to go
17 down -- they may have to -- how are you going to
18 accommodate those 18-wheelers that have to make
19 deliveries down at the Marina? And that's about it.

20 KAY WILSON: Okay. Thank you. First question is
21 for traffic near the Palace of Fine Arts, how will
22 construction impact parking at the Palace?

23 GARY KENNERLEY: What we're looking at doing there,
24 for during the construction period, we've been working
25 with the Presidio Trust on the parking study; we had to

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1 analyze. There will be some lesser parking in that
2 area. We're looking at -- working with the Presidio
3 Trust with their spaces, to manage it. The Palace of
4 Fine Arts, specifically we're looking at, if necessary,
5 providing shuttle buses to other areas of parking to
6 maintain that access.

7 KAY WILSON: The second question -- and I don't
8 know if we have this one available tonight -- bus lines,
9 how will buses be rerouted, and what about 18-wheelers?
10 Are we at that level of detail yet?

11 JOE STORY: I can address the bus issue.

12 KAY WILSON: Okay. Thank you.

13 JOE STORY: But not the 18-wheeler issue. That's
14 probably a Gary issue.

15 KAY WILSON: Okay.

16 JOE STORY: Because this is a design study and it's
17 not a transit routing study, we are not at liberty to
18 redirect local bus routes within San Francisco. So we
19 basically have assumed that the local routes would
20 generally follow the paths that they do today.

21 Having said that, we did relocate the bus stops
22 in the Parkway alternatives and -- at the intersection
23 of Francisco, north of Richardson -- and created enough
24 room for the buses to pull out of the line of traffic,
25 in closer to the Palace of Fine Arts from where the

1 current Richardson stops are today.

2 But we did not reroute the 43. That's a
3 decision that Muni would make themselves. But that
4 would affect the 28.

5 JACKIE SACHS: What about the follow-up to that?
6 What about the transit hub that they're planning on
7 putting into the Presidio? Would the construction in
8 any way affect the transit hub that they want to put
9 near where Letterman -- well, where Lucas is now?

10 JOE STORY: As I understand it, the transit hub is
11 not part of the scope of these alternatives. So it's
12 actually not in the right-of-way of the Doyle Drive
13 corridor as it is. There is going to be enough room for
14 these stops on Richardson that will be able to
15 accommodate the buses, as I mentioned earlier.

16 KAY WILSON: Thank you, Jackie. And we'll have to
17 answer that other one in the final analysis.

18 JACKIE SACHS: Thank you.

19 KAY WILSON: Thank you very much.

20 Any other yellow cards, please? We'd love to
21 hear from some more people. If you don't have a yellow
22 card, raise your hand, and Lauren will bring you one.

23 Do you have a card?

24 MALE IN AUDIENCE: No, I don't.

25 KAY WILSON: Oh, well, we'll get you one. That's

1 easy.

2 Raise your hand if you would like a yellow
3 card, and we'll run them around.

4 Okay. Are you ready to come on up?

5 RICHARD COVERT: My name is Richard Covert. I'm a
6 long-time resident of San Francisco and a former
7 assistant chief counsel of CalTrans legal. And I was
8 retired, but I had occasion to have been interested in
9 some Doyle Drive litigation.

10 But I have a question, a specific question
11 about the land-use alternatives on Page 11 on your
12 handout, for Alternative 5, the Parkway. And under the
13 temporary impacts, it's got, "Construction staging will
14 require use of the parking lot at the Post Exchange."
15 And that's now, I believe, a Sports Basement.

16 So as I understand it, under Alternative 2, you
17 would be putting that Sports Basement temporarily out of
18 business for an extended period of time during
19 construction, which would obviously have an impact on
20 revenues to the City.

21 On the other hand, Alternative 2, which is to
22 Replace and Widen, has significantly less construction
23 costs than Alternative 5, for obvious reasons. You'd
24 have it two times. So that would obviously increase
25 construction costs of the Parkway over the

1 Alternative 2.

2 My specific question is, what analysis -- and I
3 also note under the Parkway alternative, you're not
4 going to be impacting the Sports Basement during
5 construction. So it could stay open. So we don't have
6 that severe impact, economic impact, on the Presidio
7 under the Parkway alternative that you do under
8 Alternative 2.

9 And I'm wondering what specific studies have
10 been made in right-of-way costs, which it would appear
11 you would have under the Parkway alternative because you
12 don't have to close the Sports Basement, which I would
13 think would generate a very significant revenue for the
14 Presidio. Under that Parkway alternative, you don't
15 have to close it up, whereas under Alternative 2, you do
16 have to close it up.

17 KAY WILSON: Okay. Gary, do you have any input on
18 that?

19 GARY KENNERLEY: Very quickly. One thing, all
20 alternatives will actually be using a portion of that
21 parking lot for staging. However, that parking lot has
22 greater capacity than the Sports Basement actually
23 needs. So the detour alternative under Alternative 2
24 would actually require the removal of that building;
25 otherwise it could stay in operation.

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1 RICHARD COVERT: I wasn't calling on the detour so
2 much as on the -- the way I read this, and this is on
3 Page 11, is even without the detour, you're going to
4 have -- under Alternative 2, you're going to have
5 construction staging that's going to take out that
6 parking lot for significant periods of time, which
7 would, obviously, affect the liability.

8 GARY KENNERLEY: As I say, it wouldn't take out the
9 whole parking lot. It would leave enough. But
10 basically, to answer your question on the right-of-way,
11 generally we have taken square footage of buildings,
12 typically projected in-line, sort of building-use work
13 in the Presidio, and applied typical commercial rates to
14 those square footages to generate anticipated
15 right-of-way costs.

16 RICHARD COVERT: Thank you.

17 KAY WILSON: Thank you. Any more yellow cards?

18 We'll collect that one.

19 And Lewis?

20 LEWIS LEM: Hi. I just have a quick question. I'm
21 Lewis Lem. I work for AAA of Northern California. I
22 was just starting to look at the documents, but I have
23 one question just about the data on the highway safety
24 and level of service, and as somebody familiar with
25 that, just a very simple question. Maybe not too

1 simple; we'll see.

2 As I read it, basically, on the highway
3 segments between -- comparing between Replace and Widen
4 and the Parkway options, other than Richardson, there's
5 really no difference in level of service. There's
6 difference in volumes of traffic carried. That's what
7 it appears to be. But it doesn't look like, other than
8 Richardson, the level of service for the segments of the
9 highway are any different with this scenario, Replace
10 and Widen --

11 KAY WILSON: Can you confirm that, Joe?

12 JOE STORY: I don't have the -- I don't have the
13 tables in front of me, so I couldn't say exactly what it
14 says.

15 I will say that the term "level of service" is
16 a qualitative term that's based on some quantitative
17 analysis. I would expect level of service is based upon
18 the density of traffic, which is, if you -- how many --
19 how close together are the cars, how tightly packed or
20 loosely packed in are they? And it's created like your
21 school report cards: A, is very little congestion, and
22 F is over-saturation.

23 Having said that, because it is a replacement
24 project, from the no-project to the project, we're
25 essentially looking at carrying, roughly, about the same

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1 amounts of traffic. There may be nuances within that
2 traffic of 100 vehicles or 200 vehicles that might
3 change a letter here or there just because of where the
4 line is drawn when we calculate things.

5 But certainly the whole project as a
6 replacement project does not create a major regional
7 attractiveness to the roadway or away from the roadway.

8 LEWIS LEM: Is there a way we can just check and
9 get an answer?

10 KAY WILSON: Yes. Maybe after the meeting, we can
11 get the document out and go over the tables.

12 LEWIS LEM: I just think that's a relatively
13 important question when you're comparing the Replace and
14 Widen with the Parkway. Basically, as I read it, other
15 than Richardson, there's no difference in terms of the
16 level of service. But I wouldn't presume to have the
17 answer to that question because I could be wrong.

18 JOE STORY: I would need to check the technical
19 reports one more time.

20 KAY WILSON: Okay. Thank you.

21 The next yellow card that's been submitted is
22 by Jan Blum. And she's asked that I read these
23 comments:

24 "How far off the ground will the Parkway be in
25 elevation to the marsh expansion area?" Gary?

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1 GARY KENNERLEY: Off the existing ground?

2 KAY WILSON: Yes, that would be my guess.

3 GARY KENNERLEY: Basically, it would vary from
4 pretty much being -- as it comes out of the Main Post
5 tunnel, it will be pretty much at-grade. And as it goes
6 over where the Halleck Street connection would be, it
7 would be about three meters -- ten feet above the
8 existing ground.

9 KAY WILSON: And then the next few questions I
10 believe pertain to the height of the Parkway:

11 "What is the maximum height in feet? What is
12 the minimum height in feet?"

13 GARY KENNERLEY: The minimum is zero. When you say
14 "height in feet," again, I would assume -- are we
15 talking height off the ground, or absolute --

16 KAY WILSON: Yes. I'm getting a nod "yes."

17 GARY KENNERLEY: At the high viaduct, it is
18 approximately about 35 meters above -- it's the same
19 place as the existing structure is, about 35 meters off
20 the ground.

21 KAY WILSON: And in feet?

22 GARY KENNERLEY: Which is about 100 feet.

23 KAY WILSON: Thank you. Okay.

24 Michael Levin?

25 And please raise your hand if you've got some

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1 more yellow cards to give us.

2 MICHAEL LEVIN: Thank you. I'm Michael Levin. I'm
3 not too well prepared for this, but you're soliciting
4 comments, so I thought, well, why not. And I have a lot
5 of reading to do. I know we're supposed to be
6 commenting on the thoroughness of the Draft EIR/EIS, but
7 maybe my questions are at least partly answered in the
8 report.

9 But first of all, you mentioned that a few
10 historic buildings that, in the case of Alternative 2,
11 would have to be temporarily relocated and, in the case
12 of Alternative 5, the Parkway, would be lost, as I
13 understand it. Again, I don't know if there's more
14 thorough discussion on exactly what these are in the
15 report, but maybe you could say something more about
16 that, what these buildings are, their significance.

17 There are a lot of historic structures in the
18 Presidio. And I think every one of them should be
19 treasured. That's why they were designated historic
20 structures.

21 But on the other hand, maybe the loss would be
22 mitigated by the benefit of this new parkway. As
23 someone who's lived here all my life, is very used to
24 Doyle Drive -- although it's certainly negative on the
25 environment through most of its length, it's something

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1 that we're used to. And I sure would like to think that
2 in my lifetime I would be able to see something that's
3 less harmful to the environment, that's an improvement,
4 a significant improvement over what's there now.

5 So I'm hoping that one of these alternatives --
6 and it sounds like the parkway would be it, would be
7 that type of change. But again, I have more reading to
8 do.

9 Also, I just thought I'd mention, with regard
10 to the bus lines, the previous speaker mentioned the 43
11 and the 28. There's also the 29 bus, which takes just
12 an amazing scenic route through the Presidio which I've
13 often traveled. And it's one of the best bus rides in
14 the city. And I'm hopeful that that will remain in
15 place. And I'm wondering if there's going to be any
16 significant impact to that. I know you've already said
17 it's up to Muni whether they'll be rerouting any buses.

18 But riding that bus will give me a chance, I
19 hope, to see this project when it's actually under
20 construction. Anyway, thank you for listening to my
21 comments.

22 KAY WILSON: Okay.

23 Jared, do you want to respond?

24 JARED GOLDFINE: Yeah, I would need to respond --
25 can you just -- here. Thanks.

2

1 There is a difference in the number of
2 buildings. But first of all, the Presidio is part of a
3 national historic landmark district. And the
4 alternatives do take varying numbers of buildings within
5 the Presidio. As we worked towards selecting a
6 preferred alternative, we were working with the advisory
7 council and the State Historic Preservation officer to
8 devise some means of addressing the adverse effects
9 resulting from the loss of those historic buildings.

10 KAY WILSON: And anybody on Muni Line 29?

11 JOE STORY: Yeah. There's certainly -- you know,
12 there's nothing in any of the alternatives that would
13 preclude having to change the 29 in the current
14 situation. There may be issues with the 29 during
15 construction periods, so we would need to address that
16 in the final EIR.

17 MICHAEL LEVIN: If I could just follow up with --
18 regarding historic structures -- could you clarify a
19 little bit more what you meant by what's being addressed
20 with that, how you're working this out with the other
21 agencies?

22 JARED GOLDFINE: Of course, we're working with the
23 Presidio and the National Park Service because the
24 Presidio Trust is the landowner. And so we're trying to
25 develop ways to record loss of historic buildings. And

3

1 if we can relocate historic buildings back into their
2 existing locations, how we can do that, so a program
3 of -- a program in order to address the effects on those
4 historic buildings.

5 Some of those buildings will be lost. And so
6 to the extent that we lose those, we will have to do
7 recordation of those.

8 LEE SAAGE: We often get so caught up in agonizing
9 over the loss of a building -- as we should -- but
10 sometimes we forget to mention that we've worked very
11 hard in designing the project to try to miss as many
12 buildings as possible. And in fact, both the Parkway
13 and Alternative 2 have been very, very carefully
14 designed to thread their way through that maze of
15 historic structures as carefully as possible.

16 And we have been watched like hawks by the
17 cultural resources both at the Presidio and the State
18 Historic Preservation officer. And I can assure you,
19 they have held our feet to the fire on that and that we
20 are doing everything humanly possible to minimize the
21 impact. And it's only with great reluctance that we
22 have concluded that a few of those buildings will be
23 lost. And that is detailed within the environmental
24 document.

25 MICHAEL LEVIN: Thank you.

1 KAY WILSON: Thank you very much.

2 Dee Hermann has submitted a card, and she'd
3 like me to ask this question:

4 "In light of the diamond interchange option,
5 does Section 4F preclude the selection of the circle
6 drive option under Parkway alternative?"

7 Jared?

8 JARED GOLDFINE: No, it does not preclude the
9 selection of the circle drive option. We need to
10 develop that decision, hearing a variety of factors.
11 And of course, the input, the comments that we get
12 during the public review period will help us make that
13 decision. But 4F does not preclude that.

14 As it happens, by virtue of engaging in this
15 project, we are having an effect on 4F resource. So --
16 no matter how we slice it. But what we're trying to do
17 is minimize that effect. And gravitating on what Lee
18 said earlier, we have attempted to do that throughout
19 this project by reducing impacts on recreational
20 resources within the Presidio and historic resources.

21 KAY WILSON: Thank you.

22 Any more people that would like to address
23 this? Any comments? Love to have them.

24 Anybody else? Going once. Going twice.

25 Okay. Looks like we've heard from everybody

1

1 tonight. I really thank you all for working with us
2 with our guidelines and getting us some good questions.
3 Please submit any other written comments that you have
4 by the close of the comment period, which is 5:00 p.m.
5 on Wednesday, March 1st. And thank you very much. Have
6 a good evening.

7 (Whereupon, the proceedings concluded
8 at 8:09 o'clock p.m.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 10th day of February, 2006.

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DEBORAH FUQUA
CSR NO. 12948

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
IN PARTNERSHIP WITH
CALTRANS, FHWA, GOLDEN GATE BRIDGE HIGHWAY AND
TRANSPORTATION DISTRICT
IN COOPERATION WITH THE PRESIDIO TRUST, THE U.S.
DEPARTMENT OF THE INTERIOR, AND THE U.S. DEPARTMENT OF
VETERANS AFFAIRS

DOYLE DRIVE DRAFT EIS/R
PUBLIC HEARING
GOLDEN GATE CLUB - SAN FRANCISCO PRESIDIO
135 FISHER LOOP
SAN FRANCISCO, CALIFORNIA

WEDNESDAY, FEBRUARY 15, 2006
7:00 O'CLOCK P.M.

REPORTED BY: DEBORAH FUQUA, CSR#12948



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cow Hollow Neighborhood Merchants (011806)

Reviewer's Comment Number	Response	Database ID
1	Modeling is conducted based on the MTC Regional Transportation Model and SFCTA and Caltrans criteria. These criteria examine projected traffic volumes based upon future population and employment changes predicted in San Francisco and across the Bay Area. The mathematical principles of travel forecasting are found in the San Francisco County Transportation Authority documents, including Chapter 10 of the 2006 Congestion Management Program (http://www.sfcta.org/Publications/documents/Chapter10_000.pdf). In addition, the Authority hosted a workshop to describe the modeling process and principles to interested parties on February 21, 2006.	1046
2	Traffic volumes on Lombard in the future are predicted to be similar in the No Project and Preferred Alternatives. No additional impacts are anticipated from the Preferred Alternative, so no additional mitigations are appropriate.	1047
3	Additional local intersections were studied in the Refined Presidio Parkway alternative on these streets, and no additional delay to create a level of service problem was identified for those streets. Although the Authority supports traffic calming, an area wide traffic calming study, as requested by the neighborhood, is beyond the scope of this project.	1048
4	As stated in Section 2.5.1, the Preferred Alternative maintains Palace Drive as a two-way street and incorporates the modifications proposed by the San Francisco Department of Recreation and Parks. Based on comments from area residents, the alternative will maintain Lyon Street as a two-way street with connection to Bay Street.	1049



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Sachs (011806)

Reviewer's Comment Number	Response	Database ID
1	There would be a loss of 258 parking spaces in the Palace of Fine Arts Area during construction. Replacement parking at the Parade Grounds augmented by the existing shuttle service was proposed. Parking will be coordinated with the Presidio Trust.	1050
2	Routing of 28 and 43 will not need to change during or after construction. Muni may choose to reroute the bus as part of a different effort.	1051
3	18-wheeled trucks are not allowed on the remainder of Marina Boulevard. This project does not propose any procedural changes in regards to trucks.	1052
4	This project is designed for bus service on Doyle Drive. No elements of this project would preclude a Presidio transit hub.	1053



Comments on the Doyle Drive Project DEIS/R

Reviewer: R. Covert (011806)

Reviewer's Comment Number	Response	Database ID
1	The Community Impact Assessment (August 2005) (pages 4-15 - 4-18) describes the initial right-of-way assumptions and results; final right-of-way will be agreed upon between the FHWA and the Presidio Trust.	1054
2	Alternative 5, the Presidio Parkway Alternative, has been identified as the Preferred Alternative. Replacement parking at the Parade Grounds has been proposed to address any project-related impacts during construction. Details pertaining to the proposed mitigation would be developed in the Plans, Specifications, and Estimates (PS&E) phase of the project.	1055



Comments on the Doyle Drive Project DEIS/R

Reviewer: L. Lem (011806)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1056



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Blum (011806)

Reviewer's Comment Number	Response	Database ID
1	The project description is enhanced in the FEIS/R.	1027
2	The minimum height of the structure is zero. The maximum height at the high viaduct is approximately 35 meters or 100 feet above the ground, about the same as the existing structure.	1848



Comments on the Doyle Drive Project DEIS/R

Reviewer: M. Levin (011806)

Reviewer's Comment Number	Response	Database ID
1	The text explaining the process for preserving structures was enhanced in the FEIS/FEIR.	1028
2	Muni Route 29 would not be affected upon completion of any alternative. The route may need to be temporarily relocated during construction when Halleck Street is closed, and the bus would be able to use McDowell. This would not be a significant impact to the project.	1029
3	Comment noted. The EIS/R adequately addresses these concerns, since "landscape," as the term is used by biologists, comprises natural habitats and plant communities.	1030



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Hermann (011806)

Reviewer's Comment Number	Response	Database ID
1	The Circle Drive option was not selected as the Preferred Alternative for the project.	1031

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A P P E A R A N C E S

KAY WILSON
Moderator

MYRNA VALDEZ
GARY KENNERLEY
Parsons Brinckerhoff

MICHAEL PAINTER
MPA Design

JARED GOLDFINE
California Department of Transportation

LEE SAAGE
San Francisco Transportation Authority

JOE STORY
DKS Associates

P U B L I C S P E A K E R S

Michael Alexander	Richard Coffin
Jim Chappell	Michael Keck
Redmond Kernan	Michael Boland
Gary Widman	Rick Foster
Diane Hermann	Patricia Vaughn
Lucia Bogatay	Doug Kern
Joseph Butler	Eugena Perez
Diane Barry	Ann Harrison
Dick Tilles	Jean Caramatti
Winchell Hayward	John Brooke
Eric Solomon	Joseph Figone
Michael Strunsky	Betsy
James Ream	

QUESTIONS/COMMENTS READ FROM CARDS FOR:

Diane Row	Lori Brooke
Kristofer Orre	David Bancroft
Sue Chang	Elaine Hathaway
Monica Dantas Absent	Jan Blum
Gretchen Nicholson	Michael Marston

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1 Chappell, and Michael Marston.

2 MICHAEL ALEXANDER: Good evening. I'm Michael
3 Alexander, Chair of SPUR's Doyle Drive Task Force and
4 Vice Chair of the Board of Supervisors' Doyle Drive Task
5 Force in 1993.

6 SPUR strongly supports Michael Painter's
7 Presidio Parkway. The parkway is the only alternative
8 which meets the objectives of the project. A parkway
9 design was called for by the San Francisco Board of
10 Supervisors in 1993, the National Park Service in 1994,
11 the Doyle Drive Intermodal Study in 1996, and the
12 Presidio Trust in 2002.

13 Alternative 2 is a freeway, taller and twice as
14 wide as what we now have. It ensures that increasing
15 numbers of people who drive to work, live, or play in
16 the national park will be forced to use neighborhood
17 streets to access the park, as they do today.

18 The parkway, by contrast, has direct access to
19 the Presidio.

20 The Presidio Parkway is the result of years of
21 work to accommodate the needs of neighbors and agencies.
22 Michael Painter's goal has been to make this necessary
23 roadway much better -- better for drivers, better for
24 park users and visitors, and better for the Presidio's
25 neighbors.

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1 SPUR supports the hook ramp option at the
2 Highway 1 Interchange. We do not support the slip ramp
3 to the Bridge parking lot, which adds roadway width at
4 the project's widest point, removes residences and
5 trees, and adds over \$10 million in costs.

6 Legitimate concerns have been raised about the
7 Parkway's impacts to natural and cultural resources. We
8 asked Michael Painter to do sun and shadow studies on
9 the impact of the Parkway over an expanded marsh and the
10 Tennessee Hollow restoration. They show that the
11 shading impact is a small fraction of the shading of the
12 freeway alternative.

13 While marsh expansion and creek restoration are
14 not part of this project, the Presidio Parkway has been
15 designed to accommodate them. We urge the Presidio
16 Trust and the National Park Service to accelerate
17 designs for those projects because excavation
18 coordinated with Doyle Drive's construction would save
19 tens of billions.

20 We've examined carefully the legitimate
21 concerns of some historic groups about impacts of the
22 Main Post tunnel on the bluff edge and Halleck Street,
23 which are historic landscape elements. We're convinced
24 they can be mitigated so the Main Post and Crissy Field
25 can be reunited for the first time in 70 years. Where

1 today you stand at the Main Post and watch trucks
2 roaring by, you will be, instead, looking at the bay and
3 never hear the traffic.

4 The Parkway also restores the historic
5 alignment of Halleck Street.

6 Finally, the Parkway needs modern
7 traffic-management features, including video monitoring,
8 as called for in the Doyle Drive intermodal study. They
9 will also increase the Bridge's security. Remember, if
10 Doyle Drive is closed, so is the Golden Gate Bridge.
11 The deadline for including that in the regional plan for
12 national security funding is March 1st.

13 Give us a parkway through the national park,
14 moving traffic at moderate speed that is worthy of being
15 the southern approach to the Golden Gate.

16 Thank you.

17 KAY WILSON: Thank you.

18 Jim Chappell, with SPUR.

19 JIM CHAPPELL: Jim Chappell, President of SPUR.

20 Good evening. Getting the eastern end of Doyle
21 Drive right has always been the project's greatest
22 challenge. At the eastern end, there are two great
23 sites: the Palace of Fine Arts and the Presidio National
24 Park. People want to see and enjoy both of them, but
25 for 70 years, Doyle Drive has been a physical and visual

1 barrier between them.

2 Before that, the Presidio and the Palace were
3 united as sites of the 1915 Panama Pacific Exposition.
4 That unity was foremost in the mind of the great
5 landscape architect and National Medal of Honor winner
6 Lawrence Halprin when he recently created the stunning
7 new park, sweeping towards the Palace from Letterman
8 Digital Arts Campus. But Halprin could do nothing about
9 the intervening Doyle Drive. We can.

10 SPUR's objectives have been to reunite the
11 Presidio and the Palace, to lessen impacts on the
12 Palace, to provide a magnificent Presidio entry, and to
13 minimize traffic in the neighborhoods and the park.

14 There are two options for the Presidio access,
15 circle drive and the diamond. Each has advantages and
16 disadvantages. SPUR believes that the circle drive best
17 meets these objectives.

18 The diamond takes cars borne for the Presidio
19 on a freeway-style off-ramp past much of the length of
20 the Palace. This adds the equivalent of nearly two
21 lengths of road width and extends the third northbound
22 lane 700 feet farther north. The result is to bring
23 traffic closer to the Palace and to create a dangerous
24 weave between buses entering Doyle Drive and exiting
25 cars.

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1 Circle drive separates Palace and Presidio
2 traffic at the Palace's south end. It removes between
3 17 and 45 feet from Doyle Drive's width along its most
4 constrained area.

5 The diamond uses a freeway-style off-ramp,
6 visually signaling to drivers that they're entering a
7 freeway instead of a moderate-speed parkway. Circle
8 drive provides a more gentle exit which visually says
9 you're entering a national park.

10 We think about 500 of the 1500 cars going to
11 Letterman will be coming from San Francisco. Under the
12 diamond design, each of those hundreds of cars a day
13 will have to make a nearly half-mile-long loop to the
14 north in order to enter the Letterman garage.

15 Circle drive brings them to the garage almost
16 directly. However, circle drive means removal of
17 Building 1151, the pool, which was built in the very
18 last year of the Presidio's 169-year period of historic
19 significance. Removal must require compliance with
20 historic preservation regulations and that the Doyle
21 Drive project pay for the replacement of the building
22 and its use elsewhere in the Presidio. We think a new
23 aquatic center near the main Presidio YMCA more
24 convenient and cheaper to operate.

25 The visual result of circle drive will be a

1 truly spectacular reconnection of the Presidio and the
2 Palace of Fine Arts. It will also provide an entry to
3 the Presidio that will draw visitors through a historic
4 area and then lead them to a natural area with a
5 stunning scenic vista. And I recommend people to our
6 Web site, spur.org, for further information.

7 KAY WILSON: Thank you.

8 Michael Marston.

9 Michael Marston?

10 Redmond Kernan.

11 REDMOND KERNAN: Good evening. I'm a SPUR board
12 member, and I did want to append to the SPUR
13 presentation that SPUR did today at their board meeting,
14 recommend a 60-day extension with conditions that it
15 didn't harm the project in terms of its funding. So --
16 just so you're aware of that.

17 So I would like to speak today from the Fort
18 Point & Presidio Historical Association, and we ask that
19 the comment period be extended from March 1 to May 1.

20 Alternative 2 has the least environmental
21 effect, the least cultural effect, and the least cost.
22 It is therefore attractive to many people.

23 I believe it is not the most desired
24 alternative from an aesthetic point of view and from the
25 point of view of a national park.

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1 Alternative 5 is much recommended. And it has
2 a greater environmental and historic impact. But those
3 can be alleviated. And it's a question of how they're
4 alleviated. Right now the alternative is the entire
5 Alternative 5 -- without sub-options to look at the Main
6 Post, how could buildings be preserved, what are the
7 options in terms of where they might be relocated.

8 To some preservationists, relocating a building
9 is not a good thing, and you might as well get rid of
10 it. I don't agreed with that. I think relocating is an
11 option that should be explored.

12 So there's a process that you're required to go
13 through because not only is the Presidio a national
14 park, it is, in fact, a national historic landmark. And
15 you're required to go through the 106 process for
16 landmark status as well as a memorandum of agreement.

17 We don't have the results of that. That
18 process lags the environmental process. And if we knew
19 the mitigation measures that might be applied, that
20 would help in being able to make a decision or
21 recommendation to you. Right now, we lack that.

22 The mitigation measures in the draft DEIS could
23 be simply to record, photograph, put in a file, document
24 the building that was there but remove it entirely with
25 no evidence that there was ever a building there. We

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1 find that unacceptable.

2 We therefore ask that this additional time be
3 used to study sub-options for the areas that are
4 troublesome in terms of historic preservation. And that
5 is not only the building but the bluff itself, which is
6 a topographic feature. So we urge you to have the
7 extension and let us work together to find options that
8 add the historic preservation to what is otherwise under
9 consideration.

10 KAY WILSON: Thank you very much.

11 Next three speakers: Gary Widman, Diane
12 Hermann and Lucia Bogatay.

13 GARY WIDMAN: I'm Gary Widman, President of the
14 California Heritage Council. And I have to say that I
15 agree with virtually everything that you just heard from
16 Redmond Kernan, who is also one of our members as well
17 as being on the Fort & Point Presidio Historical
18 Association.

19 I'm concerned that, if the objectives of the
20 project were to call for a parkway in 1993, there is
21 really only one parkway alternative that's described.
22 And it seems that a process should produce more than one
23 alternative that meets the project objectives.

24 We're also concerned for historic preservation
25 of the structures, including the swimming pool. We note

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1 that the concerns -- two of the slides that listed
2 concerns did not mention historic preservation or
3 historic issues, although they did mention cultural
4 resources on its list of concerns. But historic
5 preservation and interpretation should be a concern as
6 well.

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7 So we believe that the comment period should be
8 extended for 60 days, as Mr. Kernan just suggested, and
9 those 60 days put to the use of developing
10 sub-alternatives to 2 and 5 that could better preserve
11 the historic properties involved and still produce the
12 optimum structures for everyone.

3

13 We think that one should consider that, as one
14 drives into the Presidio from the north and exits to
15 Marin County -- exits San Francisco for Marin County,
16 that a great many people's aesthetic values will be at
17 stake as they drive through that area. And it's not
18 just the aesthetic concerns of the people that are
19 walking along the shoreline that should be considered
20 here but the aesthetic concerns of the people who are
21 driving the freeway need to be considered as well.

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22 And to that end we do recommend the extension
23 and greater attention to the historic resources.

24 KAY WILSON: Thank you.

25 Diane Hermann.

1 DIANE HERMANN: Good evening. Tonight I would like
2 to focus on a lack of full and fair disclosure in the
3 DEIS of the adverse effects of the Parkway Alternative
4 as currently proposed on the Presidio as a national
5 historic landmark district. As required by the National
6 Historic Preservation Act, a document called "Finding of
7 Effect," which is almost as thick as the DEIS, was
8 recently issued for the Doyle Drive project but has not
9 been distributed to the public with the DEIS.

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10 The Finding of Effect does contain full
11 disclosure of the adverse effects on historic buildings,
12 features, and cultural landscapes. But its most
13 revealing points are ignored or given only passing
14 attention in the DEIS. Three examples include the
15 following.

16 First, the Finding of Effect states that the
17 presence of a continuous bluff to the north of the Main
18 Post is a character-defining feature of the Presidio and
19 explains why the bluff's removal or even its alteration
20 would lessen the public's understanding of the
21 development of the Presidio over time.

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22 In contrast, the DEIS states only that the
23 bluff, quote, "influenced the pattern of development of
24 the Main Post," end of quote.

25 Second, the Finding of Effect notes that

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1 Halleck Street is a character-defining circulation
2 characteristic of the lower Main Post. It discusses how
3 the Parkway Alternative's creation of a man-made hill
4 under Halleck Street will destroy the visual connection
5 between the Main Post and the water's edge and will
6 lessen the integrity of setting, association, and
7 feeling of this part of the Presidio. The DEIS
8 discussion of the adverse effect of the Parkway
9 Alternative is limited to the bare statement that
10 historic Halleck Street will be realigned.

11 Finally, the Finding of Effect discusses
12 cumulative adverse impacts on the NHL, for example, the
13 removal, since the Army's departure from the Presidio,
14 of dozens of historic buildings near Doyle Drive,
15 including the demolition of 39 historic buildings for
16 the Crissy Marsh project. That discussion underscores
17 why the demolition of three of the very few remaining
18 historic buildings in the quartermaster's district
19 should be avoided. The DEIS does not discuss these
20 cumulative impacts.

21 We therefore respectfully request that the
22 comment period be extended 60 days so that the public
23 can be given a fair opportunity to review the full
24 nature and depth of the project alternatives' relative
25 impact on the national historic landmark district and

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1 its historic buildings, features, and cultural
2 landscapes.

3 KAY WILSON: Thank you very much.

4 Lucia Bogatay.

5 LUCIA BOGATAY: Good evening. I'm Lucia Bogatay,
6 an architect member of the Fort Point & Presidio
7 Historical Association and long-time advocate for
8 preserving and interpreting history of the Presidio. I
9 believe the design, as many of the previous speakers,
10 for Alternative 5 must be reconsidered in the sensitive
11 area closest to the Main Post.

12 The four historic structures slated for
13 demolition should be retained. Buildings 204 and 201
14 date from 1896, just before the Spanish-American War.
15 One of them has an important design role in defining the
16 west edge of Halleck Street, which is the original route
17 to the wharf. And given what happened to this route to
18 the wharf next to the marsh, it definitely needs to be
19 preserved all the more.

20 The circle drive, in my opinion, is not worth
21 the sacrifice of Building 1151, which was -- although it
22 was built at the last possible year, it could be
23 preserved. It was important to the rehabilitation of
24 the wounded following World War II. And in the spirit
25 of sustainability, which is supposed to motivate this

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1 park, not tearing it down would prevent having to
2 rebuild it.

3 Second, the DEIS does not give proper weight to
4 the damage to the cultural landscape, which would be
5 caused by burying the bluffs at the foot of the Main
6 Post.

7 The Secretary of the Interior's guidelines for
8 treatment of cultural landscapes call for beginning the
9 resource preservation effort by, quote, "...identifying
10 those landscape features and materials important to the
11 landscape's historical character and which must be
12 retained." The guidelines list as the important
13 character-defining features of a cultural landscape,
14 quote, "...its spatial organization and land patterns,
15 features such as topography, vegetation, and
16 circulation."

17 The bluffs and Halleck Street are such
18 character-defining features. And altering or destroying
19 them should be avoided at all costs. And its impacts
20 are avoidable thanks to Red's idea of drafting one end
21 of Alternative 2 to the majority of Alternative 5.

22 In any case, it's somewhat ironic to think
23 that, after watching Crissy Field disappear under the
24 dirt from the first marsh project, that we will have to
25 watch the bluffs disappear under the dirt from the

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1 second marsh project. And you can bet I will be there,
2 standing by the bulldozers.

3 In any case, I do think that additional time
4 would give a possibility for coming up with a better
5 solution, and I applaud the possibility that that could
6 happen.

7 Thank you.

8 KAY WILSON: Thank you very much.

9 Joseph Butler.

10 JOSEPH BUTLER: Good evening. My name is Joseph
11 Butler. I'm an architect here in the city and chair of
12 the San Francisco Preservation Consortium.

13 Today I'd like to echo the comments of Diane
14 Hermann and support the notion of a 60-day extension for
15 the purpose of looking at whether Buildings 201 and 204
16 that define Halleck Street and speak to the history of
17 the Presidio from the latter part of the 19th century
18 could be conserved or preserved with a roadway scheme
19 that's similar to the Parkway but one which moves
20 further north and allows the Parkway to come to grade
21 and even perhaps go below grade as it passes the base of
22 the Main Post.

23 It was mentioned that the Main Post should be
24 reconnected to Crissy Field. But I think the purpose of
25 the siting by the Spanish was the attraction of the

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1 bluff and the disconnect that it made between the beach
2 and the main post that they were establishing for
3 defensive purposes above the bluff. To eliminate this
4 cultural landscape as part of this project seems too
5 high a price.

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6 And while the Parkway is greatly preferred to
7 the Alternative 2, which environmentally as a roadway
8 has fewer attributes, the better part of 2, its lighter
9 foot, if you will, on the cultural and landscape
10 resources, should be carried through in the Parkway
11 Option 5 so that Parkway option, which is aesthetically
12 preferable, could also be culturally and
13 landscape-resource preferable as well. Thank you.

3

14 KAY WILSON: Thank you.

15 I have a card submitted by Diane Rowe. And she
16 asked me to read her comments.

17 "The DEIS includes two project objectives that
18 appear to be impossible to meet in the Repair and Widen
19 alternatives, number one, to design the Doyle Drive
20 corridor using a parkway concept, and two, to improve
21 intermodal and vehicular access to Presidio which is the
22 Girard Road exit/entrance ramps in the Parkway
23 Alternative.

24 "I have two questions: One, why isn't there an
25 additional parkway alternative that would avoid or

1

1 minimize adverse impacts on the national landmark
2 district?"

3 Second question, "Why don't all build
4 alternatives contain an exit/entrance ramp into the
5 Presidio?"

6 Does anyone have any response to those
7 questions?

8 The first one was, "Why isn't there an
9 additional parkway alternative that would avoid or
10 minimize adverse impact to the national landmark
11 district?"

12 LEE SAAGE: I can try.

13 The alternatives that were eliminated from the
14 study in 2004, Alternative 3 and Alternative 4, were
15 actually developed in response to the notion of a
16 Parkway Alternative. So in a sense, those were part of
17 the collection of early parkway alternatives.

18 In fact, in trying to achieve the two goals of
19 those alternatives -- one to avoid impact to historic
20 resources and to -- and to maintain or create the
21 opportunity to reconnect Crissy Field with the upper
22 portion of the Post, we wound up with the very long
23 tunnels that were associated with those alternatives.
24 It turns out that, with those alternatives, the attempt
25 to, if you will, save cultural resources wound up having

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1 such adverse effect on natural resources, it drove the
2 cost of the project up to the point that it simply
3 wasn't tolerable. It just became a challenge that
4 couldn't be met.

5 The alignment that's associated now with the
6 Parkway Alternative is really confined by the
7 constrained features of the Presidio. It would be very
8 difficult to find an alternative that was materially
9 different in terms of its alignment or its primary
10 characteristic.

11 It's certainly possible to make adjustments or
12 changes to the alternative with regard to precise length
13 of tunnels or location of tunnels or even how many
14 tunnels there are. And that's something that we're
15 hearing comments on tonight and something that can
16 certainly be looked at.

17 In terms of alternatives, particularly
18 Alternative 2, not meeting all the objectives of the
19 project, there are a number of objectives that were
20 established for the project. And none of the
21 alternatives have met all of the objectives in exactly
22 the same way. If they did, we'd only have one
23 alternative.

24 So that's kind of a part of the process, that
25 each alternative meets the various project objectives to

1 a greater or lesser degree. And part of the evaluation
2 process is to try to make judgments about which
3 alternatives, overall, do the best job.

4 Alternative 2 in part was developed to be sort
5 of the minimum cost, minimum replacement project that
6 would meet purpose and need. And it does do that.

7 KAY WILSON: Thank you.

8 Diane Barry, Dick Tilles, and Winchell Hayward.

9 DIANE BARRY: I just have to say that, to the
10 extent I support any alternative, it would be
11 Alternative 2, the Replace and Widen without a detour.
12 I think it's the superior environmental alternative, and
13 I think it provides certainly a reasonable and prudent
14 alternative to taking out the pool. I think we should
15 retain the historic Letterman Pool and reject the circle
16 drive option under the Parkway Alternative.

17 And during construction, I would ask that you
18 retain adequate, convenient and safe parking for
19 Letterman Pool.

20 I'd also like to request an extension of the
21 comment period for 60 days. I am a user of the pool.
22 And in trying to drum up support for people to come and
23 speak here tonight, the YMCA, on February 6th, put out a
24 statement telling the people who use the pool that they
25 were not asking for support and that there were some

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1 project options that would result in an elimination of
2 Buildings 1151 and -52, which is not correct. And they
3 stated -- and I would like to submit this statement to
4 you -- that they were not asking their YMCA members to
5 rally against the project at this time, until they have
6 more substantive information about the project and their
7 options.

8 Certainly they don't have the information that
9 I have. And I'm just a regular citizen. They are a
10 tenant of the Presidio Trust. So because of that, I
11 would ask for an extension -- at least a 60-day
12 extension of the comment period so that the Y can be
13 educated. And I'd like to submit this to someone.

14 KAY WILSON: Thank you.

15 Dick Tilles.

16 DICK TILLES: Thank you, Kay.

17 I'm speaking here as a private citizen,
18 although someone who's been involved with the project
19 for many years.

20 I want to say I do support the Parkway
21 Alternative, and I thank the SPUR, Michael Painter, and
22 our consultants for making it a reality when we thought
23 it might be dead for a while. I also support the
24 diamond option and do not believe that the Merchant Road
25 slip ramp is necessary. I think we can accomplish just

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1 about all that the Merchant Road slip ramp does by
2 adding a stop sign for cars going to the Bridge from the
3 Presidio and by eliminating a couple of toll booths,
4 which should be done one of these days if the Bridge
5 District gets their act together.

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cont

6 My main concerns for the project, though, are
7 really during the construction period. It's pretty
8 important. It's going to be five years, about the time
9 the Presidio Trust needs to meet its financial goals.
10 And it's five years in a national park.

11 I have two primary concerns. One is that the
12 connection between Route 1 and Doyle Drive eastbound or
13 southbound not be maintained during construction. There
14 are a number of reasons for that. There's good
15 alternative routes that exist between the Marina and
16 Richmond and the Sunset -- Geary, California Street. So
17 we don't really need this connection. The project would
18 be built faster and for a lower price if we did that.

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19 It would also reduce traffic on Doyle and help
20 move traffic along during the construction period.
21 There will be detours. The lower amount of traffic we
22 have on Doyle during that period, the better.

23 Traffic from the Bridge needs to use Doyle
24 Drive. Traffic coming from the Richmond and Sunset does
25 not. So it shouldn't be -- that connection should not

1 be made during the construction period.

2 Secondly, I'm very concerned about what the EIS
3 says about connections between the Main Post and Crissy
4 Field during the construction period. Basically that
5 there's no north-south access between Lyon Street and
6 McDowell Street, quite a distance. Access really does
7 need to be maintained, both for vehicles and pedestrians
8 and bicycles during that period. So I'm hoping that
9 there will be a traffic-management plan that comes out
10 very soon that addresses that issue.

11 Thank you very much for your time.

12 KAY WILSON: Thank you.

13 Winchell Hayward.

14 WINCHELL HAYWARD: Good evening. My name is
15 Winchell Hayward. I'm a long-time resident of San
16 Francisco and of various historic preservation groups
17 [sic]. I am speaking in support of Alternative 2
18 because -- for several reasons. Number one, the traffic
19 lanes are somewhat wider. Alternative 2 has six 12-foot
20 lanes, whereas Alternative 5 only has four 11-foot lanes
21 and two 12-foot lanes. Why there's a difference, I
22 don't know. But it adds up to a difference in the
23 overall width. Alternative 2's overall width is, from
24 shoulder to shoulder, 124 feet. And Alternative 5 is
25 148 feet. I might be off a foot or two either way, but

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1 it's a significant difference.

2 Now, both alternatives would modify that Park
3 Presidio Interchange. One of them, Alternative 5,
4 proposes a 270-degree turn. But I suspect that's going
5 to be eliminated, but that's very expensive.

6 Another thing, too, is that the Alternative 2
7 only removes the one building. That's if you use the
8 no-detour option, only one building would disappear. **2**
9 But if you use Alternative 5, you're going to lose 13
10 buildings, according to the DEIS. And I'm not sure -- I
11 think that figure may have been changed, but that's
12 what's printed in the book: 13 buildings would be lost
13 if Alternative 5 is adopted.

14 Now the -- of course, one of the most
15 significant things, at least in my book, is the huge
16 difference in cost between Alternative 2 and Alternative
17 5. Alternative 2, without the detour, is about
18 \$553 million. Alternative 5 with the Merchant Road
19 access is \$710 million, give or take a few thousand. **3** So
20 that's a 28 percent increase of Alternative 5 over
21 Alternative 2, \$157 million.

22 I think as taxpayers, we have to open our eyes
23 and ask ourselves, is it really worth -- that 257
24 million [sic], is that worth the environmental
25 enhancement? It's really -- to my way of thinking, it's

1 not. But others may think differently. But bear in
2 mind that significant difference of cost.

3 The book did not indicate a total construction
4 time. I suspect there's some difference between the
5 time of each of these, but it's not indicated.

6 Also, to the grades, the grades are somewhat
7 different. It's a constant grade, essentially, for
8 Alternative 2, whereas Alternative 5, there's a little
9 bit of a dip up and down. And I suggest that that's not
10 necessary.

11 And is this enough for me?

12 Okay. One more sentence? Alternative 5 is
13 going to erase some parking spaces at Palace of Fine
14 Arts.

15 KAY WILSON: Thank you.

16 Kristofer Orre has asked that I read a couple
17 of comments. The first one is, "Have you considered the
18 incorporation (present or future) of a rail system
19 and/or bike paths along the Doyle Drive corridor?"

20 The second is, "How will you mitigate for not
21 only the loss of threatened/endangered species but also
22 the loss of native habitat? What specific actions will
23 be taken, and for how long after the completion of the
24 project will they be carried out?"

25 Lee, did you want to comment on the alternative

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1 light rail that's going to be considered?

2 LEE SAAGE: The primary purpose of the project, as
3 indicated in the purpose and need statement, is to
4 replace the existing Doyle Drive. And the existing
5 Doyle Drive is a highway facility, so we did, during the
6 early scoping process, look at a number of options
7 including rail. But for a variety of reasons, looking
8 at rail only associated with Doyle Drive, it didn't seem
9 to be a reasonable thing to do because there's nothing
10 to connect it to on either end.

11 With regard to the question concerning
12 endangered species, I think we can probably ask our
13 environmental expert from CalTrans to comment on that.

14 KAY WILSON: Okay. Thank you.

15 Jared?

16 JARED GOLDFINE: Yeah. The short answer to that is
17 that there are no threatened and endangered species that
18 would be affected by the project.

19 There are habitats that would be affected, and
20 we will be mitigating those, but in terms of federally
21 or state-listed species, none will be affected.

22 KAY WILSON: Is there a guideline in terms of how
23 long mitigation will be in place after the project is
24 carried out?

25 JARED GOLDFINE: Those are detailed in the

1 environmental document, how they'll be mitigated.

2 KAY WILSON: Okay, thank you.

3 Next three speakers: Eric Solomon, Michael
4 Strunsky, and Sue Chang.

5 ERIC SOLOMON: Yeah, very quickly -- I think you
6 ought to save the swimming pool. Yes. I think enough
7 stuff has happened to veterans of our wars who need
8 rehabilitation, not to do a symbolic smash in their
9 faces at this time or at any time.

10 Number two, I get sense that the mapping and
11 the whole discussion tonight is based on a world where
12 something ends at Richardson or the Palace of Fine Arts.
13 There is more, you know. There's Lombard Street. There
14 are all the side streets.

15 I happen to live on Filbert. I deal with
16 megavolts [sic] every day now, helping the Presidio. So
17 I'm a contributor.

18 But I do not grasp why you haven't discussed
19 what the hook is, what the circle is, and what the
20 lights are, or how many lanes are going -- is it going
21 to be the same? Is it going to be different? What will
22 be the traffic implications? Will people want to take
23 every possible side street to escape what this highway
24 is going to do?

25 And, finally, I want to thank the various SPUR

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1 people who I've never seen in action before, because I
2 think they've made a very sensitive and interesting
3 suggestion.

4 KAY WILSON: Thank you.

5 Michael Strunsky.

6 MICHAEL STRUNSKY: Thank you for this very
7 interesting presentation.

8 My comments are based upon the fact that my
9 home is almost exactly at the eastern end of this
10 project. And I would like to just ask the design team
11 to be very critical and assure the accuracy, in
12 particular, of its traffic studies.

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13 The last gentleman before me talked about the
14 impact away from the project. And I just want to
15 reinforce that. It is very hard for me to understand or
16 believe the traffic studies that show the rather
17 circuitous way of getting to Marina Boulevard is going
18 to function [sic].

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19 And I point out the major construction project
20 that existed at the eastern end of the Bay Bridge which,
21 if any of you have tried to get on or off the Bay Bridge
22 in heavy traffic times, it's just a disaster of waiting
23 in traffic and so forth.

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24 Don't let that happen here. If it takes
25 another 60 days, as many people have recommended, to

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1 look again at this, look again also at your traffic
2 studies because they are very hard for me to believe
3 that they are correct.

4 Marina Boulevard seems to be forgotten in this.
5 Don't let political pressures of the nice fancy houses
6 there ruin the rest of San Francisco. Do it right,
7 please. We only have one chance. Thanks.

8 KAY WILSON: Thank you.

9 Sue Chang.

10 Okay. She wrote a comment down, so I'll read
11 it.

12 It says, "Please combine 2 and 5 and offer a
13 beautiful Alternative 2 if possible."

14 Okay. The next three speakers -- and when you
15 come up, stand back just a little bit from the
16 microphone, and maybe we'll get rid of a little bit of
17 that ringing.

18 James Ream, Richard Coffin, and Michael Keck.

19 JAMES REAM: My name is James Ream. I'm a member
20 of the SPUR's advisory council, although I'm speaking
21 tonight for myself and not for the council.

22 Once in a great while, a city -- and in this
23 case a city and park -- has an opportunity for
24 greatness. And Michael Painter's parkway scheme has
25 given us that opportunity. And I'm absolutely convinced

1 that we're going to proceed in that direction.

2 Michael's vision and 15 years of work with this
3 project and everybody else who has helped him along the
4 way have brought us to this point. I think it's a great
5 moment for the city, and I applaud everybody who has
6 been involved with it.

7 I'd like to also address the concerns for the
8 historic preservation that have been brought up here
9 tonight, and I'm sure that your panel has given a lot of
10 time and attention to. And I speak to that as a past
11 vice president of the San Francisco Preservation
12 Advisory Board and past president of the Foundation for
13 San Francisco's Architectural Heritage. So I care about
14 these matters.

15 Too often, the concerns for preserving pieces
16 of history have stood in the way in this city of
17 projects from which we could all greatly benefit and
18 which could increase the livability and enjoyability of
19 this city.

20 A rational society will take a look at what
21 might be lost in the way of historic structures and
22 compare that to what will be gained by doing a worthy
23 project in the best possible way. And I'd like to urge
24 everybody connected with this project to stay in there,
25 weigh these alternatives, and make a decision in favor

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1 of the optimum Presidio parkway system.

2 Michael, I'd also planned to ask this audience
3 to join me in a round of applause for the work that
4 you've done, but that's against the rules. So what I'm
5 going to do is just applaud you myself as I've always
6 wanted to do.

7 KAY WILSON: Thank you very much.

8 Richard Coffin.

9 RICHARD COFFIN: Good evening. My name is Rich
10 Coffin and -- let me raise this up.

11 Okay. I get ten more seconds now.

12 I'm here on behalf of the 5,000 members -- over
13 5,000 members of the San Francisco Bicycle Coalition.
14 We want to thank you, first of all, for allowing us to
15 serve on the citizens advisory committee. And we've had
16 input over the last three years on a lot of issues on
17 the project. We appreciate that.

18 We'd also like to say we favor Alternative 5
19 for the aesthetic values that it offers, for the reduced
20 footprints, and especially for the options to allow
21 better interface with city streets. I think Michael
22 Painter did an excellent job with that. I think there's
23 a lot of work to still be done with that, but I think
24 there's a lot more potential in Alternative 5 than there
25 is in Alternative 2.

1 We also ask that, if the boulevard alternative
2 is selected, that Girard Street have bike lanes on it.
3 They're not currently shown in the design. There's been
4 talk about alternate routes on old Mason to Halleck.
5 But the more we've looked at the situation, it's
6 definitely a desirable route for bicycles that would
7 want to go from Lyon and Marina into the Main Post. And
8 we think bike lanes could be accommodated really easily
9 on that stretch and safely with crossover lanes and new
10 techniques. So we ask for that.

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11 We also ask that, in light of the fact that
12 there are no bike facilities in a some 6- to \$700
13 million project, that some other mitigation measures be
14 considered, such as improvements to Marina -- check my
15 notes -- to Crissy Boulevard -- Crissy Field Avenue from
16 Mason Street up to Lincoln Boulevard, and also that a
17 multi-use path be installed from the top of Crissy Field
18 Avenue up to Vista Avenue along the stretch from the
19 Golden Gate Bridge. That's a heavily used bicycle and
20 pedestrian corridor. I know the Presidio pathway plans
21 have some improvements designed for that already. We'd
22 like to see those implemented as part of mitigation for
23 this project.

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24 Furthermore, we'd like to consider the fact
25 that, since there are no bicycle lanes or pedestrian --

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1 in fact, we're losing a pedestrian path on Doyle
2 Drive -- that money, perhaps, get applied from this
3 project to the west span of the Bay Bridge and -- for
4 the new maintenance and pedestrian path and bicycle path
5 on that project, so....

6 Again, I want to thank you for including us in
7 this process, and we hope that we can work with you in
8 the future to develop a world-class parkway alternative.
9 Thank you.

10 KAY WILSON: Thank you very much.

11 Michael Keck.

12 MICHAEL KECK: My name is Michael Keck. It's
13 K-E-C-K.

14 KAY WILSON: My apologies.

15 MICHAEL KECK: That's okay. I've had other
16 versions thrown at me.

17 I think this project is about 30 years too late
18 in coming. I've looked at the history that you've put
19 forth in the program here. And you've tried it several
20 times. I come from a very unique perspective that I'd
21 like to address to you, something that Mr. Kennerley
22 touched on, which is I am a survivor of a head-on on
23 Doyle Drive, July 26th, 2003, just about outside this
24 window.

25 One of the things that you have failed to give

1 the public -- and I've heard some questions so far as,
2 "Why are you going to 12-foot lanes? Why are you making
3 it so wide?"

4 Mr. Goldfine can certainly verify, one of the
5 facts is that CalTrans sets forth regulations when you
6 build highways and freeways here. The minimum lane
7 width that they feel is acceptable for safety is 12
8 feet. But the bottom line is that ten feet, there's no
9 room to get out of an accident. And if somebody changes
10 lanes and sideswipes you, you all of a sudden find
11 yourself on the other side of the roadway where you
12 don't belong. And whatever you do, cars aren't going to
13 save you; air bags aren't going to save you.

14 I was incredibly fortunate. Unfortunately, the
15 young lady that was on her way to a birthday party for
16 her best friend was not, and she was killed.

17 But I hear, "More time. More time. Let's
18 talk. Let's study." How many more people are going to
19 die in that passage of time?

20 Mr. Goldfine of CalTrans can probably run the
21 numbers for you because CalTrans keeps track of all the
22 accidents on its highways. They keep statistics. And
23 they're pretty cold. They know which roadways are
24 dangerous because they have more accidents.

25 That road out there is one of them. The sooner

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1 you can change it is not soon enough. But one of the
2 things that you should provide these people as they're
3 making their decisions about aesthetics and animals and
4 marshes and buildings -- how many lives is it worth? It
5 wasn't worth the life of that young lady that died two
6 and a half years ago. I'm here to tell you about it.
7 And I've got some issues. I'm still walking. I've just
8 had my third surgery.

9 But people can live. You need to move this
10 forward with all speed. I can't tell you which life
11 you'll save, but I can guarantee you, you're going to
12 save lives. Do it now.

13 KAY WILSON: Thank you, Mr. Keck.

14 Michael Boland, followed by Rick Foster and
15 Monica Dantas.

16 Excuse me. That last one I'll read.

17 MICHAEL BOLAND: Thank you. My name is Mike
18 Boland. I'm director of planning for the Presidio
19 Trust. I'd like to thank everyone for organizing a
20 wonderful event tonight, and an opportunity for us all
21 to see the incredible work that's gone into the Doyle
22 Drive project.

23 The release of the Doyle Drive EIS, I believe,
24 is really a milestone, something that's been coming for
25 a long time, a long time in the making. I think Doyle

1 Drive has been waiting a long time for the right
2 solution. And I think that the process has finally
3 closed in on that proper solution for the future of this
4 place.

5 The Presidio Trust and National Park Service
6 are in the process of transforming the Presidio into a
7 21st-century national park. We're trying to turn this
8 into a place that's a model of innovative design, of
9 resource management, heritage preservation, and
10 community stewardship.

11 Because of its size and scope, the
12 reconstruction of Doyle Drive obviously has an enormous
13 effect on our ability to accomplish this mission.

14 The old Doyle Drive carried civilians over the
15 Presidio to the Golden Gate without letting them touch
16 down in the Presidio, without giving them an opportunity
17 to enjoy the wonders of this place. We believe that a
18 new Doyle Drive can and should reflect the Presidio's
19 new life as a national park and as a public resource by
20 engaging the public in the landscape of this place in a
21 way that the old Doyle Drive does not and cannot because
22 of its design.

23 As a result, we believe the Parkway Alternative
24 best achieves our vision of the Presidio as a wonderful
25 public place. We think that the Parkway Alternative

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1 better meets the objectives of the Presidio Trust
2 management plan, which is our land-use management plan
3 that guides all of our actions here in the Presidio, in
4 Area B. And we think that the Parkway Alternative
5 better achieves the objectives for the Doyle Drive
6 project as stated in the EIS and, you know, the
7 objectives that have guided this process thus far, that
8 it really creates a roadway that responds in a very
9 contextual way to the Presidio and to its future as a
10 national park.

11 We applaud the fact that the Parkway re-creates
12 a direct connection between Crissy Field, a wonderful
13 new public resource that the citizens of this city and
14 the nation can enjoy, to the Main Post, which in PTMP we
15 imagine as the other great public site in the Main Post
16 of the Presidio, to create together a really world-class
17 ensemble along the northern waterfront of the Presidio.
18 We think that the Parkway Alternative allows this to
19 happen in a way that the retrofit and widen would not.

20 Lastly, we really believe that the Parkway
21 Alternative will set a new standard for highway design
22 in this region and that it will endure as a model for
23 how civic-mindedness can drive us to achieve greatness
24 in the transformation of the landscape. We don't see
25 any of these benefits in retrofit and widen alternative.

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1 We're extremely pleased with the progress
2 that's been made thus far. We're also pleased that the
3 design team has been so open to our comments as it
4 incorporated so many of them as we've worked together on
5 this project. We look forward to our continuing
6 collaboration as the project alternatives are refined,
7 based on the feedback you receive on your draft EIS.

4

8 Our goal maintains the goal we began with: To
9 minimize the impacts of this roadway to parkland and to
10 the park's resources and to maximize park benefits by
11 creating a world-class roadway that we think is worthy
12 of this world-class park site.

13 For that, I thank you.

14 KAY WILSON: Thank you.

15 Rick Foster.

16 RICK FOSTER: I'm Rick Foster with Golden Gate
17 National Recreation Area. Brian O'Neill, our
18 superintendent, was unable to participate in tonight's
19 meeting. But he asked me to convey his enthusiastic
20 support for the Parkway Alternative, Alternative 5.

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21 GGNRA first endorsed replacing Doyle Drive with
22 a parkway rather than a freeway in the general
23 management plan for the Presidio in 1994. We've
24 participated in the draft environmental impact statement
25 for Doyle Drive for the past six years and have worked

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1 closely with the transportation agencies and consultants
2 in an effort to help them gain a better understanding of
3 the recreational, cultural, and natural resources in the
4 national park.

5 Through this effort, project-specific design
6 guidelines have been developed for Doyle Drive for the
7 Parkway that have resulted in a narrower, slower roadway
8 that responds to its unique setting in a national park.
9 We appreciate the efforts that Michael Painter and SPUR
10 have contributed to this effort, and also for the
11 efforts from Federal Highways, CalTrans, and especially
12 the Transportation Authority in support of the many
13 design exceptions that they've championed in an effort
14 to keep the Parkway vision for Doyle Drive alive.

15 Thank you.

16 KAY WILSON: Thank you, Rick.

17 Monica Dantas.

18 Is Monica still here?

19 Okay. We're making very good progress through
20 our cards. I appreciate everybody's cooperation. We're
21 getting through the stack. If anybody does want to turn
22 in a card, please raise your hand now, and Lauren will
23 collect them. Over there? Thank you. And we'll keep
24 going.

25 Patricia Vaughny.

1 Patricia?

2 PATRICIA VAUGHY: Patricia Vaughy. Can you guys
3 hear me? I'm going to have to do it like this.

4 KAY WILSON: Let us lower the mike. Just a second.

5 PATRICIA VAUGHY: Well, the 5 plan looks pretty.
6 And I think it has some good merits. I don't think that
7 anybody ever looked at the traffic patterns of the
8 Marina-Cow Hollow and of the Richmond. And I think that
9 these counts may be off. And what I'm more disturbed
10 about is neighborhood meetings where the establishment's
11 supposed to be asked, the Transportation Authority, and
12 people from outside neighborhoods coming in and
13 interfering. That really bothers me.

14 The Marina-Cow Hollow is a very, very, very
15 tight neighborhood. We may have associations that
16 squabble, but we will come together for a solution. And
17 right now I am saying everything don't -- into the
18 middle part of the Marina and into the side streets of
19 Cow Hollow.

20 And I feel very, very, very sad that -- the
21 counts that are missing from the EIS. I would
22 particularly like for that 60-day extension so that we
23 can do a better study.

24 Yes, people have been killed. But we have an
25 accident every two days almost at the corner of

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1 Francisco, Alhambra, and at Lyon. We don't have police
2 protection. When we call for somebody after an
3 accident, the State comes, the City comes. They argue
4 for 30 minutes which one has the territory. And there's
5 a lot of things that are happening.

6 I am sorry that SPUR did not include people of
7 Marina-Cow Hollow in their plan because I think that we
8 could have gotten a plan through better and faster had
9 they been included. And I'm very sorry about that. I
10 have not be able to find anybody from the area that is
11 on that committee that actually speaks with authority,
12 and I'm sorry.

13 The other thing is, I would like to have a more
14 open dialog with the Department. I feel that, when we
15 go to the CAC meetings, that people from SPUR get 30
16 minutes to speak, and we get to speak two minutes and we
17 get cut off. And I think that we really desperately
18 need to have more input on this, and I think we can come
19 up with a win-win solution. But right now I'm not
20 seeing it.

21 I'm hearing more and more people, because of
22 these -- 30 seconds? Great.

23 I really think right now we should look at
24 No. 2, but I would like to look at No. 5 when we can
25 find solutions. But right now I'm not seeing it.

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1 And I will not support anything being put next
2 to the neighbors at Lyon and Bay. There is no reason
3 for that phase of the circle or that phase of the
4 diamond project. The circle and diamond, you can go up
5 and use them up on the Parkway. But you don't need them
6 up against people's houses.

7 Thank you.

8 KAY WILSON: Thank you, Patricia.

9 Gretchen Nicholson has asked that I read this,
10 representing herself and YMCA members. And she writes
11 as follows:

12 "As a member of the Presidio YMCA and frequent
13 user of the former Letterman Pool (Building 1151), I
14 deeply oppose the circle drive option of Alternative 5,
15 Presidio Parkway.

16 Since the purpose of converting a former
17 military facility to public cultural, recreational use
18 is to foster and promote and serve such uses, it makes
19 no sense to destroy the Letterman Pool to widen a road
20 when there are other alternatives. The pool is heavily
21 used by families, the elderly and the disabled for
22 educational, health and rehabilitative type and
23 recreational purposes, which is what this national park
24 should be supporting and not destroying."

25 Okay. We have a comment from Lori Brooke

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1 that's representing the Cow Hollow Association, asked me
2 to read as follows:

3 "How does traffic get onto Doyle Drive from
4 Marina Boulevard heading west?" That's the first
5 question.

6 "Does this cause a greater delay from the
7 current configuration?" Joe? Gary?

8 JOE STORY: It would be easier to show with a map.

9 KAY WILSON: "How does traffic get to Doyle Drive
10 from Marina Boulevard heading west?"

11 JOE STORY: That's good. There we go.

12 This is the famous five-points intersection up
13 here, which is where Lyon and Old Mason and Marina meet.
14 And this, of course, is the current corridor that the
15 viaduct from Marina Boulevard currently is in place now.
16 There is still two lanes at this intersection. And
17 traffic is obviously stopped, controlled here before it
18 gets onto Doyle Drive.

19 In the Parkway option, the traffic would move
20 through this and go up to the next intersection here,
21 where we're envisioning having a yield sign and a right
22 turn sign, essentially a free right, that would then
23 continue up and get onto the mainline of Doyle Drive.

24 In terms of the actual additional travel time
25 required, I don't have every single number of the

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1 traffic study in my head. I believe it will probably
2 take about another eight or ten additional seconds to do
3 that. There's not an additional signal that somebody
4 heading west will have to go through.

5 I may also point out that the Richardson
6 corridor is also going to be designed with some
7 super-elevation modifications and such to encourage
8 traffic not to achieve a fast speed on Richardson as
9 well, but certainly, unlike today where you have the
10 loop that loops up and back, there will be a slightly
11 shorter path on Richardson.

12 KAY WILSON: Thank you. I've been asked to make an
13 inquiry in the group -- are there people that are
14 planning to use the Presidio Shuttle at the end of the
15 meeting? If we could have a show of hands -- because if
16 not, they may send the driver home. But if there's
17 people that want to use it, they may keep it.

18 Thank you.

19 Doug Kern.

20 DOUG KERN: Hello. Good evening. I'm Doug Kern.
21 Thanks for the opportunity to comment.

22 On behalf of ten environmental and community
23 organizations, I'd like to respectfully request a 60-day
24 time extension so that we can respond to this document.
25 Most of our organizations have been involved in the

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1 process for six to ten years, and we appreciate the
2 substantial amount of work and effort that's been
3 expended on this document.

4 While we are keenly aware of your desire to
5 keep a steady momentum with the project, our
6 organizations are still wading through the voluminous
7 documents and supplementary documents that accompany the
8 DEIS. We need additional time to prepare coordinated
9 responses to many of our technical concerns regarding
10 the Doyle Drive impacts to marsh expansion and wildlife
11 corridors. Thanks for considering our request.

12 KAY WILSON: Thank you very much.

13 Eugena Perez.

14 EUGENA PEREZ: Thank you. I -- in Spanish
15 (speaking Spanish)

16 I would like to address a tiny little line
17 under circle drive option that would have a significant
18 effect on a large part of the population. And that is,
19 it says, "Would require the removal of the YMCA swimming
20 pool."

21 Such a little line for a resource that's so
22 valuable. And as somebody who is an immigrant, it
23 really shocks me that we treat a huge valuable resource
24 as this pool -- you know, it goes along with having to
25 throw away my fax machine because nobody will fix it, or

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1 using disposable razors.

2 This Letterman Pool is a large beautiful pool.
3 And I'm a psychologist. And I'm particularly concerned
4 about removing this resource from two specific
5 populations. It teaches swimming to a great many
6 children from infants to teens. And we know that there
7 is a huge obesity problem in this country. And we have
8 children learning from very early, establishing habits
9 that will help them with that problem. And we're
10 destroying the pool.

11 And most of the population are seniors, of whom
12 I happen to be one. And I use the pool for aqua-fit to
13 maintain my physical and mental health. And I know that
14 there are many, many seniors for whom this resource
15 prevents depression and, in many cases, their health.

16 So I would urge you to look for an option that
17 would not include destruction of this very valuable
18 resource.

19 Thank you.

20 KAY WILSON: Please raise your hand if you didn't
21 submit a card so we can collect them all. Lauren is out
22 there to collect and hand them back. Anybody in the
23 front? Like to get all of the cards in.

24 Okay. The next one is from David Bancroft who
25 asks that I read the following comment:

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cont

1 "With respect to Alternative 5, what
2 justification is claimed for" -- sorry.

3 "What justification is claimed for dealing with
4 the very heavy traffic coming off the Golden Gate Bridge
5 otherwise getting onto Marina Boulevard by, one,
6 reducing the number of lanes from two to just one; two,
7 most importantly, interposing two new four-way
8 intersections and presumably stoplights; and three,
9 providing the number of lanes" -- "reducing the number
10 of lanes going north?"

11 Okay. Another card from Elaine -- I cannot
12 read the last name, a concerned citizen, "Save the pool
13 for the people."

14 And the next speakers are Ann Harrison and Jean
15 Caramatti.

16 ANN HARRISON: Hi. Good evening, everyone. Good
17 evening, all of my neighbors. I'm a resident here in
18 the Marina District. I love our community here in San
19 Francisco. I think that we have a beautiful town, and
20 we want to keep it so it's beautiful. People come here
21 from all over the world just to be here. They come here
22 for a number of reasons.

23 I'm not a professional speaker, by the way.

24 Also, I would like to let you know that I think
25 Alternative 2 is the better alternative for our

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1 community. The reasons are the following: The cost is
2 less than -- between 165- and \$200 million than
3 Alternative 5.

4 Alternative 2 provides us with less disruption
5 to existing buildings in the Presidio, San Francisco
6 wildlife. It's not destroyed -- and the trees. Fewer
7 historic buildings are destroyed also.

8 On Doyle Drive, with Alternative 2, views of
9 the San Francisco National Cemetery are left intact as
10 well as the San Francisco Bay as you commute in and
11 outside of our beautiful city.

12 On Doyle Drive views give drivers visual and
13 emotional relief, so road rage is not encouraged, and we
14 have open sky throughout. The traffic flows would be
15 about the same in and out San Francisco with
16 Alternative 2.

17 But traffic is diverted more to Lombard and to
18 Richardson with Alternative 5, so you'd have increased
19 noise. And with Alternative 5 you also increase the
20 growth in the Presidio. The Presidio is our park, is
21 our heritage. I have children that live here in San
22 Francisco. They want to stay here living in San
23 Francisco. I want San Francisco to stay as this
24 beautiful community that we have. I want it to be there
25 for them to enjoy our parks, not only for us but for

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cont

1 future generations.

2 Alternative 2 is better because, if there is a
3 terrorist attack, an open existing Alternative 2 will be
4 the least amount of risk to family and friends trapped
5 in tunnels than Alternative 5 is being considered [sic].

6 Alternative 2 has the feel of a relaxed, cozy
7 existing community commute to and from San Francisco.

8 The construction time for Alternative 2 is less
9 than a minimum of 2 years. Can you image what it's
10 going to be like if we go for Alternative 5? It's not
11 going to look like the Marina anymore. It's not going
12 to look like the beautiful approach when you come across
13 from Marin and you come across the Golden Gate Bridge.
14 Alternative 2 allows us to keep the feel that we have
15 currently in place intact.

16 Thank you very much for your appreciation and
17 consideration. And I hope that the committee will
18 consider the needs and the wants of the local community
19 here.

20 And I appreciate the opportunity to talk
21 tonight. Thank you so much.

22 KAY WILSON: Thank you.

23 Jean Caramatti.

24 JEAN CARAMATTI: Just a couple of comments. I'm
25 completely opposed to the stoplights that you're

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1 considering placing getting onto Marina Boulevard. I
2 believe, as do many residents in the area, that it will
3 shift traffic onto Richardson much in the same way that
4 it did when the stop signs were placed on the boulevard.

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cont

5 Second, I'm disappointed that you find it
6 acceptable to tunnel under the Presidio to protect the
7 cemetery, but you aren't giving the residents of this
8 neighborhood the same consideration. I think it's very
9 important that you start considering the residents in
10 this area because I think we're being left out of this
11 loop here.

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12 And finally, I do support a 60-day delay in the
13 comment period. Thank you.

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14 KAY WILSON: Thank you very much.

15 Last call for speaker cards. Please raise your
16 hand. Lauren is in the back, and she'll collect them.

17 Okay. John Brooke.

18 JOHN BROOKE: Hi. Thanks for the presentation
19 process tonight.

20 I think the Parkway is a very attractive
21 alternative; it seems to meet many of the objectives
22 that were set out. But it also seems to have an
23 objective that wasn't said up there, and that's to push
24 the traffic off Marina Boulevard and onto Lombard.

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25 The projections that you gave, Mr. Kennerley,

1 indicated that 37,000 cars, vehicle traffic, per day
2 with -- I think it was the expanded Alternative 2. And
3 now it's going down to 25- with Alternative 5. So
4 that's a 30 percent reduction. That seems like there's
5 a new objective here that wasn't stated in the
6 PowerPoint slide presentation, moving traffic onto
7 Lombard Street.

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cont

8 I have a couple of questions and -- let me
9 finish with this. I urge you guys to reconsider that to
10 balance the alternatives to look at leveling traffic
11 flow, and I think -- the percentages, the ratios to what
12 there is today so that there isn't a seeming other
13 objective for Alternative 5 versus Alternative 2.

14 Back on your level-of-service charts, it
15 indicates that, today, Richardson -- the intersection of
16 Richardson and Broderick is considered AAA. That's -- I
17 think best of -- best operation of flow. But Marina
18 Boulevard, Divisadero and Marina intersection, and
19 Marina Boulevard and Broderick intersection is FFF.
20 There's clearly a different rating standard there.
21 Maybe you guys can explain that.

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22 Question number two, the presentation indicated
23 that flow to Marina Boulevard was nearly identical in
24 the Alternative 5 scenario as it is today, but yet it
25 showed a 30 percent reduction in traffic. Can you guys

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1 explain that?

2 Thank you very much.

3 KAY WILSON: Thank you.

4 Joe can you -- the first one was about
5 Richardson and Broderick, AAA and --

6 JOE STORY: Yeah.

7 Certainly, the definition of "level of service"
8 is something that's a nationally developed standard over
9 a number of years. It's used widely across the country
10 and recognized by basically CalTrans and most of the
11 public agencies. What it does is it actually grades the
12 performance of traffic. There's different methodologies
13 for signalized and unsignalized intersections and for an
14 intersection with what we call two-way stops and
15 intersections that are all-way stops.

16 So what ends up happening is an intersection
17 like the one on Broderick, which is signalized, this one
18 methodology does not -- every car has to stop and go
19 through; if the light's green, the car keeps going. But
20 on the other hand, cars that go from the all-way stop
21 like the ones on Marina Boulevard -- every car has to
22 stop or go through that. Well, eventually that just
23 creates more and more delay. And according to the
24 national standards, that means that the average car is
25 going to have a higher level of delay to get through

1 that intersection.

2 KAY WILSON: Okay. And then explain the 30 percent
3 reduction.

4 JOE STORY: Yeah. The 30 percent reduction on
5 Marina Boulevard is a situation that happens --
6 basically the traffic on Richardson is the controlling
7 point of the system. And as you may know, all of San
8 Francisco traffic signals, wherever possible, have a
9 fixed time and control so that pedestrians will have
10 enough time to get across the street.

11 Sometimes you take your life into your own
12 hands when you do that, but basically what ends up
13 happening in our analyses is that if there is no
14 traffic, people prefer to take Lombard Street, and so in
15 the increases in -- or I'm sorry. So what ends up
16 happening is, when you actually open up the additional
17 access from Girard Road which then cuts through the
18 Presidio to the Presidio Gate, it actually opens up a
19 little bit of a relief valve.

20 Well, because the preferred route is still
21 Lombard Street, the traffic -- some of the traffic
22 shifts from Marina Boulevard to Lombard. Some of the
23 traffic shifts from Lombard Street over to Girard Road.
24 So the net result is a reduction of traffic incurred on
25 Marina Boulevard.

1 KAY WILSON: Okay. Thank you.

2 Did you have a follow-on?

3 JOHN BROOKE: Just that second answer on that
4 seemed to be a little bit inconsistent when the traffic
5 on Richardson was a little over 80,000. So it doesn't
6 seem to be -- at or less than the same capacity, it
7 doesn't seem like we'd be reducing traffic on Marina
8 Boulevard.

9 KAY WILSON: Thank you.

10 I have two more speaker cards, and two that
11 I'll read at the end.

12 Joseph Figone.

13 JOSEPH FIGONE: Thank you for the opportunity to
14 speak. I'm a 44-year resident of the Marina District.
15 I've seen this area in almost every way you can imagine,
16 growing up here. I've seen many cars wrapped around the
17 corner of Richardson and Francisco. I think right now
18 our biggest thing is safety. Safety means that we
19 probably would need a parkway. And that would be one of
20 our best alternatives. Of course, my biggest concern,
21 also, is the neighborhood and the neighbors and their
22 concerns, traffic and our streets. That needs to be
23 looked at and addressed.

24 With the Parkway, I understand there's to be
25 demolition, possibly, of Letterman Pool. I used that as

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1 a toddler learning how to swim. And I used it when I
2 became a charter member of YMCA. Things need to be
3 changed after awhile. And there's a swimming pool that
4 was built on Third Street for \$9 million dollars -- or
5 what was it -- I forgot the exact figure. I think it
6 was 9 million.

7 Why couldn't we replace that pool eventually
8 with something else in that nearby facility of the
9 Presidio?

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10 I also have a question of, with Bay Area rapid
11 transit and all that, when things are built, different
12 counties pay and assist in all this. The majority of
13 users of Doyle Drive of the Marina infrastructure right
14 there come from Marin County.

15 Why is it that one third comes from local, one
16 third from the state, and one third from the federal
17 government? Why doesn't Marin County, since they're
18 pushing over a hundred thousand of their cars from there
19 to here? That's about all I have to say. But I do
20 support the Parkway, and I've been living here all my
21 life.

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22 KAY WILSON: Thank you.

23 Betsy?

24 BETSY: Just a quick -- oops. Just a quick
25 comment. To me, I am a fifth-generation San Franciscan,

1 and I feel very passionate about this city. And I feel
2 very passionate about this project. I look at San
3 Francisco as an internationally recognized city for its
4 beauty and for its vistas from different elevations
5 around town.

6 As I review Alternative No. 5 here on the
7 screen, I am extremely disturbed by its likeness to the
8 web of freeways in Los Angeles. It is quite a weaving
9 of pavement, circling around. And I think once it's up,
10 it will be, really, a blight on the beauty of the Marina
11 District.

12 In addition, I feel the Presidio is a unique
13 area, needing unique attention, that it's crucial to
14 protect and preserve the heritage of the Presidio. It's
15 a landmark status to the State of California and very,
16 very important to those of us who are natives to
17 California and to San Francisco. Once this massive
18 structure is up, it becomes a permanent part of San
19 Francisco.

20 The traffic flow is of tremendous concern to
21 me, both in the neighborhood and the approach to the
22 bridge, across the bridge. All of it is needing of a
23 tremendous amount of discussion and attention. And I
24 think it has some concerns when you think of how
25 California is exploding in population. Tonight on the

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1 news, they talked about the farm disappearing in
2 California to make way for people who need homes.

3 There's no way that traffic, it seems like,
4 will ever be reduced. It is a major, major part of this
5 freeway. And it is going to be an impact to the
6 neighborhood around it.

7 Therefore, I am advocating an additional 60-day
8 time extension, please. Thank you.

9 KAY WILSON: Thank you.

10 Do I have everyone's cards?

11 Okay. I've got two more to read.

12 Jan Blum submitted a card. And it says: "When
13 will the public know a 60-day extension will be
14 granted?"

15 Lee, do you have any insight on that?

16 LEE SAAGE: We'll certainly take it under
17 advisement. The only thing I can commit to is if the
18 Transportation Authority, in cooperation with the
19 Federal Highway Administration and CalTrans decides that
20 the extension is appropriate, the extension will be
21 announced prior to the close of the comment period.

22 KAY WILSON: Okay. And I have one last submittal
23 that I've been asked to read. And the submittal is from
24 Michael Marston on behalf of the Presidio Heights
25 Association of Neighbors. And I have in my hand a

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1 letter he has submitted that is signed by Charles
2 Ferguson, President. And I've been asked to read
3 certain portions.

4 "Dear Mr. Saage, historically, the Presidio
5 Heights Association of Neighbors has supported Michael
6 Painter's Presidio Parkway now designated as Alternative
7 5. We believe it to be superior to all other
8 alternatives that we've seen over the years. The PHAN
9 board unanimously supports these positions. PHAN
10 supports Alternative 5. PHAN supports circle drive.
11 PHAN supports contact-sensitive design refinements.
12 PHAN does not support the hook ramp option at the Park
13 Presidio Interchange. PHAN opposes the Merchant Road
14 slip ramp. PHAN remains concerned by the
15 Lyon-Marina-Mason Street intersection.

16 "Credit for work done by Michael Painter:
17 Finally, we are very surprised that we weren't able to
18 find either print or mention of Michael Painter,
19 visionary designer of the Presidio Parkway, in the Draft
20 EIS/EIR. Thus we strongly request that his work, much
21 of it pro bono, be properly credited in the final
22 document."

23 Just to clarify, for the record, I believe
24 Mr. Painter is listed as part of the team, as a
25 contributor to the project. But it's a big book, and it

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1 might have been hard to find.

2 On that note, I'd like to thank you all for the
3 time and attention you've given us and for cooperating
4 with us to get through submitting your comments. Please
5 be advised, to remind you, you have until close of
6 business on Wednesday, March 1st to submit your
7 comments, that being 5:00 p.m., unless there's an
8 announcement that the comment period has been extended.

9 Thank you, and good evening.

10 (Whereupon, the hearing adjourned at 9:21
11 o'clock p.m.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 22nd day of February, 2006.

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DEBORAH FUQUA
CSR NO. 12948



Comments on the Doyle Drive Project DEIS/R

Reviewer: SPUR (M. Alexander (021506))

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1060



Comments on the Doyle Drive Project DEIS/R

Reviewer: SPUR (J. Chappell (021506))

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 with the Circle Drive option noted.	1061



Comments on the Doyle Drive Project DEIS/R

Reviewer: SPUR (R. Kernan (021506))

Reviewer's Comment Number	Response	Database ID
1	The comment period was already extended an additional month.	1062
2	Building removal is negotiated with the Presidio Trust. The relocation of buildings will be detailed in the Programmatic Agreement (PA) which was developed with input from participating agencies as outlined in the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11. The PA is provided in Appendix I of the FEIS/R.	1063
3	This was addressed as part of the PA and treatment plan process. The resolution of adverse effects associated with the project is provided in the PA (see Appendix I of the FEIS/R). Mitigation measures are outlined in the Avoidance, Minimization and/or Mitigation Measures discussion of Section 3.2.11.	1064



Comments on the Doyle Drive Project DEIS/R

Reviewer: California Heritage Council (G. Widman (021506))

Reviewer's Comment Number	Response	Database ID
1	Through the alternative screening process the modified Parkway Alternative (Alternative 5) was selected as the Preferred Alternative.	1065
2	This was addressed as part of the Programmatic Agreement (PA) and treatment plan process. The resolution of adverse effects associated with the project is provided in the PA (see Appendix I of the FEIS/R). Mitigation measures are outlined in the Avoidance, Minimization and/or Mitigation Measures discussion of Section 3.2.11.	1066
3	The comment period was already extended an additional month. Discussions with the Presidio Trust resulted in the PA presented in Appendix I of the FEIS/R.	1067
4	The visual analysis does consider the visual effects to motorists traveling on Doyle Drive, see Section 3.2.10 of the FEIS/R. Also viewpoint 13 in the Visual Impact Assessment specifically addresses the motorists view while traveling on Doyle Drive.	1068



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Hermann (021506)

Reviewer's Comment Number	Response	Database ID
1	Discussion was expanded to address these concerns. See discussion of Permanent Impacts in Section 3.2.11.	1069
2	Discussion under Alternative 5: Presidio Parkway in Section 3.2.11 was expanded to address these concerns.	1070
3	Discussion under Alternative 5: Presidio Parkway in Section 3.2.11 was expanded to address these concerns.	1071
4	See Section 5.6.4 for the discussion of cumulative impacts to cultural resources.	1072



Comments on the Doyle Drive Project DEIS/R

Reviewer: L. Bogatay (021506)

Reviewer's Comment Number	Response	Database ID
1	Design workshops were held to modify Alternative 5 to enhance its features which resulted in the creation of the Preferred Alternative (See Section 2.5.1). Those measures to avoid, minimize and/or mitigation impacts associated with the project are presented throughout Chapter 3. In addition, a Programmatic Agreement (PA) was prepared which presents those avoidance, minimization and/or mitigation measures for impacts to cultural resources (see Section 3.2.11 and Appendix I).	1073
2	The Presidio Trust has determined that the top floor of Building 201 will be retained along Halleck St. Building 204 will be deconstructed and materials salvaged for preservation and/or reuse.	1074
3	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1075
4	Cultural Resource preservation discussions to minimize impacts and possibly preserve the bluff similar to 1920's photo were held prior to the FEIS/R, see the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11.	1076



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Bulter (021506)

Reviewer's Comment Number	Response	Database ID
1	The comment period was extended an additional month. The issues stated in the comment can be addressed during final design of the preferred alternative. Measures to mitigate impacts to cultural resources are outlined in the Programmatic Agreement (PA) prepared for this project (see Section 3.2.11 and Appendix I of the FEIS/R)..	1077
2	Cultural Resource preservation discussions to minimize impacts and possibly preserve the bluff similar to 1920's photo were held prior to the FEIS/R. As stated in Section 2.5.1, the refinements make for the Preferred Alternative reduce the disturbance of the existing bluff.	1078
3	The profiles of Alternative 2 and Alternative 5 are independent. Great effort has been spent to minimize impacts to resources.	1079



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Rowe (021506)

Reviewer's Comment Number	Response	Database ID
1	While a considerable effort has been spent to minimize impacts to resources, not all resources can be avoided with the Parkway Alternative.	1080
2	The intent of Alternative 2 was to replace the existing facility to meet the project purpose of traffic, seismic and structural safety. The current facility does not provide an exit to the Presidio.	1081



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Barry (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted. In July 2006, the Presidio Parkway (Alt 5) with the Diamond Interchange option was selected as the Preferred Alternative. The Preferred Alternative would retain the YMCA swimming pool.	1082
2	Comment noted. Detailed design of parking facilities affected by the project would take pedestrian circulation, traffic safety, and parking access into consideration. Such design will be developed as part of the Plans, Specifications, and Estimates (PS&E) phase of the project.	1083
3	The comment period was extended an additional month.	1084



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Tilles (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted. In July 2006, the Presidio Parkway (Alt 5) with the Diamond Interchange option was selected as the Preferred Alternative. The Merchant Road slip ramp is not an element of the Preferred Alternative.	1085
2	Comment noted. The management of traffic during construction will be finalized as part of design to minimize impacts. A Traffic Management Plan (TMP) will be prepared as part of the project which will include strategies to minimize potential pedestrian, bicycle and traffic impacts during construction of the project. See Appendix K for the draft TMP.	1086
3	A detailed Transportation Management Plan will be developed during final design that will address access during construction.	1087



Comments on the Doyle Drive Project DEIS/R

Reviewer: W. Hayward (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1088
2	Preference for Alternative 2 noted. The Preferred Alternative would result in the permanent removal of 8 buildings, see Section 3.2.6 of the FEIS/R.	1089
3	Preference for Alternative 2 noted. Updated project cost information is presented in Section 2.7 and Exhibit 2-38 of the FEIS/R.	1090
4	Correct, construction time would vary by alternative but was estimated to take approximately 5 years. Modifications to Alternative 5 and the construction staging proposed may reduce the construction time to approximately 3.5 years for the Preferred Alternative.	1091
5	Design of the alternatives, including grades, was to provide the proper safety features while minimizing impacts to the surrounding environment.	1092



Comments on the Doyle Drive Project DEIS/R

Reviewer: K. Orre (021506)

Reviewer's Comment Number	Response	Database ID
1	The project does not preclude the extension of light rail into the Presidio or hinder the implementation of the Presidio Bicycle/Pedestrian Master Plan.	1093
2	Comment noted. The EIS/R mitigations are clear on these points. Mitigation for wetlands, probably the most productive of the habitats present, is discussed at length in the Avoidance, Minimization and/or Mitigation Measures portion of Section 3.4.2; avoidance of sensitive habitat areas and their revegetation (where avoidance is not possible) in the Avoidance, Minimization and/or Mitigation Measures portion of Section 3.4.3. Generally, restoration actions are begun as soon as possible after construction, and monitoring continues for a period of five years.	1094



Comments on the Doyle Drive Project DEIS/R

Reviewer: E. Solomon (021506)

Reviewer's Comment Number	Response	Database ID
1	In July 2006 Alternative 5 with the Diamond Interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will be preserved.	1095
2	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S - see the discussion under the Preferred Alternative in Section 3.2.8. However, as this project is to replace an existing transportation structure increases in transportation impacts based solely from this project is not anticipated to occur.	1096



Comments on the Doyle Drive Project DEIS/R

Reviewer: M. Strunsky (021506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1097
2	Comment noted.	1098
3	Comment noted.	1099
4	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1100



Comments on the Doyle Drive Project DEIS/R

Reviewer: S. Chang (021506)

Reviewer's Comment Number	Response	Database ID
1	The modified Alternative 5 which was selected as the Preferred Alternative incorporated several elements from Alternative 2 to enhance overall design and to reduce the construction period.	1101



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Ream (021506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1102



Comments on the Doyle Drive Project DEIS/R

Reviewer: R. Coffin (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1103
2	Current Presidio Trust Bike and Trail plan proposed bike lanes on Girard Road.	1104
3	The restoration of the project area, including bike paths will be coordinated with the Trust and their Bikeways and Trails Master Plan.	1105
4	This project does not impede the existing Presidio Trust Bikeways and Trails Master Plan.	1106



Comments on the Doyle Drive Project DEIS/R

Reviewer: M. Keck (021506)

Reviewer's Comment Number	Response	Database ID
1	The roadway is being designed to meet all safety standards.	1107
2	Comment noted and as Commenter stated, increased safety is one of the elements of the Purpose and Need for this project.	1108



Comments on the Doyle Drive Project DEIS/R

Reviewer: Presidio Trust (M. Boland (021506))

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1109
2	Preference for Alternative 5 noted.	1110
3	Preference for Alternative 5 noted.	1111
4	Positive comment regarding the management of the project.	1112



Comments on the Doyle Drive Project DEIS/R

Reviewer: GGNRA (R. Foster (021506))

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1113
2	This comment contains the reasons why the GGNRA gave its support to Alternative 5 in comment #1113.	1114



Comments on the Doyle Drive Project DEIS/R

Reviewer: P. Vaughey (021506)

Reviewer's Comment Number	Response	Database ID
1	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1115
2	The comment period was extended an additional month.	1116
3	The EIR is not related to how SPUR developed their plan.	1117
4	Following the circulation of the DEIS/R, there were a series of workshops and meetings with interested parties to develop a consensus for the preferred alternative. The project team has made the commitment to continue an open dialog throughout the completion of this project.	1118
5	Comment noted.	1119



Comments on the Doyle Drive Project DEIS/R

Reviewer: G. Nicholson (021506)

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1120



Comments on the Doyle Drive Project DEIS/R

Reviewer: L. Brooke (021506)

Reviewer's Comment Number	Response	Database ID
1	There is no additional delay associated with traffic in this direction as one unsignalized lane can accommodate the traffic volumes for this stretch; there is a lower speed limited in Alternative 5 for this portion of the project as the transition zone between city streets and the highway is moved westward.	1121



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Kern (021506)

Reviewer's Comment Number	Response	Database ID
1	The comment period was extended an additional month.	1122



Comments on the Doyle Drive Project DEIS/R

Reviewer: E. Perez (021506)

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1123



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Bancroft (021506)

Reviewer's Comment Number	Response	Database ID
1	There is no additional delay associated with traffic in this direction as one unsignalized lane can accommodate the traffic volumes for this stretch; there is a lower speed limited in Alternative 5 for this portion of the project as the transition zone between city streets and the highway is moved westward.	1124



Comments on the Doyle Drive Project DEIS/R

Reviewer: E. Hathaway (021506)

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1847



Comments on the Doyle Drive Project DEIS/R

Reviewer: A. Harrison (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1125



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Caramatti (021506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted; the proposed intersections meet project design requirements and would also include signal coordination.	1126
2	Numerous opportunities have been provided throughout the life of the project for public involvement. Public meetings and workshops were held and a Citizen Advisory Council, consisting of representatives from the neighborhoods, has been involved from the beginning to provide recommendations on the project.	1127
3	The comment period was extended an additional month.	1128



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Brooke (021506)

Reviewer's Comment Number	Response	Database ID
1	Project alternatives do result in less traffic on Marina Boulevard. This is a consequence, not an objective of the project.	1129
2	The Refined Presidio Parkway Alternative achieves a much closer balance of traffic between Marina Boulevard and Richardson Avenue.	1130
3	The Refined Presidio Parkway Alternative achieves a much closer balance of traffic between Marina Boulevard and Richardson Avenue. The traffic decreases in the original alternative were in the off-peak direction.	1131



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Figone (021506)

Reviewer's Comment Number	Response	Database ID
1	The Preferred Alternative is being designed to improve safety throughout the corridor. The proposed facility will have increased curvature to enhance traffic calming and provide a transition zone starting at the Main Post tunnel in order to reduce vehicle speeds prior to entering city streets.	1132
2	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1133
3	Marin County residents pay sales taxes which results in the funds available from state and federal sources, so the Marin residents are paying into the project. The Marin residents who use the facility are traveling to SF where they most likely work, shop, and spend money which generates sales taxes for SF City/County.	1134



Comments on the Doyle Drive Project DEIS/R

Reviewer: Betsy (021506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1135
2	An enhanced description of the process for building preservation and other historic preservation efforts is included in Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R.	1136
3	Traffic projects are based upon population and employment forecasts as established by ABAG in order to meet requirements set forth by FHWA and CTC. Marin County and Richmond District populations are not forecast to experience "exploding" growth.	1137
4	The comment period was extended an additional month.	1138



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Blum (021506)

Reviewer's Comment Number	Response	Database ID
1	The comment period was extended an additional month.	1139



Comments on the Doyle Drive Project DEIS/R

Reviewer: M. Marston (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 with the Circle Drive option noted.	1140
2	Mr. Painter is credited in the FEIS/FEIR as a participant in this process.	1141

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From: samer [samer_alami@hotmail.com]
Sent: Monday, February 06, 2006 9:07 AM
To: doyledrivecomments@sfcta.org
Subject: AGAINST pool closure

I live in the Marina and have used the Letterman Pool on many occasions. I am against the Letterman Pool closure. It would be a shame not to have access to the pool during the construction period that is being purposed. I urge you not to close the pool and to provide access to it during any construction period.

-Samer Alami

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Alami, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1524

From: Margot Antonetty [areyou12@sbcglobal.net]
Sent: Sunday, February 05, 2006 9:34 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool
To Whom It May Concern:

As a San Francisco resident, I would like to go on record that it needs to be a priority to retain the historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative, since the pool is heavily used by families and children, runners and triathletes. Furthermore, please keep the pool open during construction and retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users.

Sincerely,

Margot Antonetty

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Antonetty, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1536

Name: Eric A. Artman
Organization/Agency:
Address: P.O. Box 471
City: Tiburon
State: CA
Zip: 94920
E-mail: eartman@aol.com

Comments:

The EIR as proposed is incomplete. Alternative 5 fails to consider a "smooth" or "direct" access transition to Marina Boulevard, instead presenting only a diamond interchange. Preserving the direct access to Marina Boulevard of the present Doyle Drive is clearly a possibility, both discarded "tunnel" alternatives has sub options with this possibility.

1

Without the direct access to Marina Boulevard presently available on the existing Doyle Drive, traffic congestion and backups will surely occur. This will result in increased pollution and decreased aesthetics within the Presidio, a severe adverse effect to the goals of this project.

2

Without consideration of a direct, smooth connector to Marina Boulevard, the EIR is incomplete as written.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Artman, E.

Reviewer's Comment Number	Response	Database ID
1	The direct access suggested would result in the elimination of marsh area.	1649
2	The LOS analysis indicates that no congestion beyond acceptable average delays within the Presidio will occur with any project alternative.	1650



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge — Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Eva Anichinova Date: Jan 18, 06

Address: 3620 Lyon St
SF CA 94123
City State Zip

Optional Information

Home Phone: 415 563 - 7519 Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

When rephasing the off ramp onto Masonic Blvd. it is important to build a more gradual ramp and ideally get rid of the curve ~~at~~ just before the traffic light. There are multiple accidents at that corner as people build up speed before the light and don't notice entering the curve. Ideally you would get rid of the shade and build the off ramp where they currently exist.

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftca.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: E. Auchincloss[sic](011806)

Reviewer's Comment Number	Response	Database ID
1	Alternative 5 provides an urban street connection. The Marina Blvd off-ramp was not selected as part of the Preferred Alternative.	1026

COMMENTS ON THE DOYLE DRIVE DEIS

by David P. Bancroft *DPB 3/31/06*

REPLY ADD 11 9 2006

I. **Alternative #2 (Replace and Widen) Should Be Implemented**

A. Alternative #2 provides the best traffic dispersion southbound east onto both Lombard and Marina Boulevard rather than, as Alternative #5 proposes to do, interposing two (2) to three (3) stoplight intersections along a new looping access from Doyle Drive to Marina Boulevard.¹ This would send 25 to 30% more cars onto Lombard Street in the morning commute.² That, in turn would cause:

- (a) grave congestion resulting in protracted delays;
- (b) substantially increased air and noise pollution along the Lombard corridor;
- (c) traffic escaping through the Cow Hollow residential streets on the way to Van Ness and the Broadway tunnel, California and Bush, headed downtown, and to the south city and Route #101; and,
- (d) consequent noise and air pollution, and traffic, endangering neighborhood pedestrian safety, especially for resident children, the many students attending schools in the neighborhood, and seniors.

B. Alternative #2 provides the best (i.e., two lane) access from Marina Boulevard onto Doyle Drive going west/north, rather than the single lane access prescribed by Alternative #5. One lane would force 25-30% more cars to use Lombard,

¹ The DE'S's The Diamond Option prescribes three (3), and the Circle Option two (2) stoplighted intersections before accessing Marina Boulevard (DEIS Exs. 2-29 and p. 2-49).

² The Traffic Operations Analysis - Level of Service Summary, south access to the Golden Gate Bridge, Doyle Drive (SFTA, FHWA, CalTrans) ("Analysis") shows Marina Boulevard handling almost 40% of Richardsen/Lombard traffic eastbound and westbound at peak hours in 2000, and as projected for 2030. (See Analysis, diagrams No Build Base Year 2000, and Alternative #5, Presidio Parking - Circle Drive Option Year 2030.)

which is already gravely congested at peak hours, all with the same adverse consequences noted in ¶¶ I.A(1) and (2), above.

C. Alternative #2 provides a total of *5 feet more lane width* (DEIS, compare Ex. 2-27 with Ex. 2-30), an increase which can make the difference between side-swiping collisions, consequent grave injuries and prolonged traffic delays.

D. Alternative #2 preserves more of the Presidio: *up to 3 acres and 12 buildings more* (DEIS, Ex. 5-7 at xiii).

E. Alternative #2 would save up to *more than a year* of construction delays (compare, DEIS, Ex. 2-34 with Ex. 2-35).

F. Alternative #2 would be much less expensive: *\$115 million to \$155 million* cheaper (DEIS, § 5.5 at xi).

II. **If Alternative #2 is Not Implemented, Then Alternative #5 Must Be Modified to Proceed as Alternative #2 East of the Parkway Portion**

A. Alternative #5 suffers from the numerous serious traffic, pollution and safety deficiencies identified in ¶ I.A. above. Those major defects can be obviated using Alternative #2's roadway plan to implement Alternative #5: (1) east of the Parkway underpass, where the auto traffic disperses to both Marina Boulevard and the Lombard roadways, and (2) where Alternative #5 flows from Marina Boulevard to Doyle Drive.

B. The DEIS is severely deficient in failing to mitigate the deficiencies of Alternative #5, in the following notable respects:

(1) It ignores DEIS's own mandate with respect to and street transportation.

(2) It begs the question of adverse impact by falsely defining its Project Area and Area of Concern as ending where the problem begins: on the east, at the major egress from Doyle Drive to City streets; and, on the west, at Marina Boulevard, the principal access to Doyle Drive from the City;

(3) It ignores its own traffic figures in incorrectly claiming that there would be little traffic impact from Alternative #5's major re-routing of City/Bridge traffic.

1. The DEIS's Own Mandates

As set forth in the DEIS:

Specific objectives of the Doyle Drive Project, as they relate to the project's purposes, are:

...

- to maintain the function that the Doyle Drive corridor serves as part of the regional and city transportation network

...

- to minimize the effects of noise and other pollutants from the Doyle Drive corridor on ... the other areas adjacent to the project area

- to minimize the traffic impact of Doyle Drive on ... local roadways.

(DEIS, § 5.2 at ii-iii, emphasis supplied)

Yet, clearly, Alternative #5's interposition of multiple traffic lighted intersections on a looping access off Doyle Drive to Marina Boulevard, and restricting

traffic to one lane from Marina Boulevard to Doyle Drive will cause all the adverse consequences identified in ¶¶ I.A. and B, above.³

2. The DEIS's Definition of Its "Project Area" is Inconsistent With Its Own Mandate

The DEIS begs the question in favor of Alternative #5 regarding whether it would adversely impact the Project Mandates (see, ¶ II.B.1, above). The fact is, of course, that Alternative #5's effects (see, ¶ I.A., above) are completely inconsistent with those mandates. But by defining the Project Area so as to *exclude* the very the area where Alternative #5's adverse effects will be so seriously felt, the DEIS is able to claim "no adverse impact." The DEIS does this by defining the Project Area as going only "to" (i.e., not including) Broderick and, as to the Lombard Street corridor, only the immediate block area to the north "to" (i.e., not including) Chestnut and Greenwich, the DEIS acknowledging, as it must, that the remaining adjoining land uses are primarily residential. (DEIS § 2.1 at 2-1; § 3.2.1 at 3-3). In sum, this means that when the DEIS claims no adverse impact from Alternative #5, it can do so because it has sought to exclude the entire residential area that would be so adversely impacted by it.⁴

³ This major feature of Alternative #5 (2 to 3 stop lighted intersections being interposed between Doyle Drive and Marina Boulevard) is never stated in the DEIS as a feature of Alternative #5: It is only incidentally mentioned under "Additional Preliminary Alternative" and there, is in the context of simply referring to *origin* of the "parkway concept." (DEIS at vi). Thereafter, the most that is ever said about this radical feature is the vague, understated references in the discussion of the Diamond and Circle Drive Options: that both of them would provide (only) what the DEIS then proceeds to euphemistically call "indirect access" to Marina Boulevard (DEIS at ix-x). Even more remarkably, the fact that Alternative #5 contemplates *reducing* the access from Marina Boulevard to Doyle Drive to but one (1) lane, from two (2) in peak hours is not mentioned at *all* in the DEIS. It is revealed only on other project drawings that indicate just one lone arrow in the roadway pointing west.

⁴ But the DEIS is, ultimately, unable to completely divorce itself from the adverse impacts of Alternative #5. By including Richardson and Lombard in the Project Area, the DEIS plan must, therefore, mitigate the adverse effects of traffic and safety at least on them. But since, after all, it is those adverse impacts on Richardson/Lombard which will result in the adverse impacts on the adjoining residential areas, the DEIS is compelled to mitigate them in that respect, yet it wholly fails to do even that.

The DEIS wholly fails to address the fact of Lombard and Marina Boulevard traffic *presently* escaping the current congestion there in peak hours and infiltrating the residential streets south of Lombard in search of passage to downtown and the Peninsula, and from same to the Golden Gate Bridge. Further, the DEIS makes no prognosis as to the consequence of Alternative #5 diverting 25 to 30% (or more) cars from Marina Boulevard to Richardson/Lombard.

7

One more comment is clearly in order regarding the adverse traffic, air pollution, noise and safety adverse effects of Alternative #5. It proposes an exit from Doyle Drive going east to Gorgas and then Richardson/Lombard, *and to Lyon*. Clearly, traffic created on Doyle Drive and/or further delays on Lombard will exit on Gorgas, but not simply re-join the congestion at Richardson/Lombard: instead, it will shoot up Lyon to cross over to downtown and get to south city or Route #101, all via the Cow Hollow and Pacific Heights residential streets. To avoid this untoward result⁵ but to still allow Gorgas to be used as an entrance to the Presidio itself, Gorgas should be made a one way pedestrian mall west of Lyon to accessing the Lucas park.⁶

8

3. The DEIS's Traffic Figures Belie Its Conclusion

No 2005 traffic figures are included.⁷ What is clear is that historically, Marina Boulevard has handled about 40% of the Golden Gate/San

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⁵ Indeed, it is for this very reason that for the past 2 years, Lyon was closed to traffic off Lombard during peak hours, and is now permanently closed.

⁶ The Cow Hollow Association was informed by Gary Kennerly 3/7/06 that no plans have been made to deal with this problem; only that the Presidio Trust has informally said that if traffic shooting up Lyon does present a problem (!), it will deal with it. It is not responsible public administration to propose to build a roadway plan without having determined how to satisfactorily deal with its consequences, in this case, without having obtained an enforceable commitment regarding the Gorgas/Lyon traffic entrance. Other examples of Alternative #5 planning oversight are set forth in the Appendix to footnote 9.

⁷ See fn. 2

Francisco east and west bound traffic.⁸ Clearly, restricting access to Marina Boulevard by interposing a looping access off Doyle Drive with 2 to 3 traffic lighted intersections before drivers can get onto Marina Boulevard, as Alternative #5 prescribes (versus an exit ramp directly to Marina Boulevard, as presently), will push the vast majority to virtually all of the downtown and south city/Peninsula traffic onto Richardson/Lombard, causing congestion there at peak hours to orders of magnitude greater than the current grave situation. But astonishingly, the DEIS concludes that there will be no traffic congestion as a result of severely restricting the 17,000 cars per day traffic now accommodated by Marina Boulevard (DEIS at 3-89).⁹ In sum, the consequence of Alternative #5's roadway design east of the parkway would, in fact, be greatly increased traffic escaping through adjacent neighborhood residential streets to avoid the delays caused by the most severe congestion that it would cause on Richardson/Lombard. Indeed, the DEIS/R acknowledges this secondary effect (as it must) but again, its acknowledgment is obscured so that these serious adverse consequences are never addressed in the DEIS.¹⁰

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⁸ See fn. 2

⁹ This conclusion is, in fact, completely unsupported. How unsupported – and therefore how fatally flawed Alternative #5's roadway plan east of the parkway is – deserves a more detailed treatment than can be accommodated in a footnote. Accordingly, that analysis is set forth in the Appendix, attached.

¹⁰ Only in a discussion of a design option that was *withdrawn* does the DEIS refer at all to this most major adverse consequence.

No New Presidio Access Option

This option was withdrawn ... because it would result in additional traffic and would hamper traffic operations. Changes in traffic patterns would increase intrusion in the residential areas of Cow Hollow (and) Pacific Heights ... (DEIS at § 2.3.1 at 2-20; emphasis supplied).

Although Marina Boulevard presently experiences substantially greater delays than Richardson/Lombard (DEIS, Ex. 3-21), this cannot justify diverting traffic from it onto Richardson/Lombard because it is very clear that: (1) Richardson/Lombard cannot take any more traffic than the 60% commute load it presently carries; (2) the Marina Boulevard traffic cannot really be bad because the efficient "marketplace" of traffic demonstrates that, notwithstanding, 40% of vehicular traffic *still* chooses Marina Boulevard over Richardson/Lombard; and, (3) synchronized traffic lights in lieu of stop signs on Marina Boulevard, at least during peak periods, would very significantly alleviate congestion there, just as they allow much *more* traffic on Richardson/Lombard to move with *much less* delay. (DEIS, Ex. 3-21; compare, Synchronized Intersections, items ##12-16 with Stop Controlled Intersections, items ##10 and 12.)

11

III. Conclusion

- A. Implement Alternative #2 for all the reasons stated in ¶ I.A., above.
- B. If not, implement Alternative #5 to incorporate the roadway plan of Alternative #2 east of the parkway underpass, making Gorgas a one way pedestrian mall from Richardson/Lyon to the Lucas park.
- C. The deficiencies of Alternative #5 and the DEIS's failure to address and mitigate them, as required by law, can and must be avoided. It is respectfully submitted that implementing the foregoing proposals will do that.

12

APPENDIX TO FOOTNOTE 9

This claimed basis for DEIS/R's extraordinary conclusion emerges from the Final Traffic and Transit Operations Report ("Report") and its Appendices B-E (December, 2040) and from statements made by project and its contractor personnel in community meetings. That conclusion is based upon four demonstratively flawed premises.

1. **False Premise #1.** "[P]opulation and employment are not projected to increase ..." so "peak hour peak direction volumes are projected to grow by less than 7% (total, until 2030)" (Report, pp. 2-3), i.e., only about one-fifth of one percent per year.

First, this analysis is based on population and employment projections, without any reference to trends of recent 2003-2006 traffic counts, or more importantly, *any* of the many other critical factors affecting commute traffic: the availability of alternate fuels (making commuting more for affordable and sensible), improved roadway access to and from #101 (the major artery to/from the Golden Gate Bridge); the prospect of refined fastpass and carpool protocols, economic well-being, generally (in the past, double digit traffic increase was ascribed to the dot.com boom (Report at p. 2-1, noting the post 2000 decline), increased City concentration of sports, entertainment and cultural facilities, as well as increased use of S.F.O. and other City travel hubs, etc., etc. And even as to the supposed population and employment basis, it appears that no distinctions are made as to *what* population and *what* jobs, i.e., whether there will be increases in the *car commute population*: Those with sufficient means and whose particular type of jobs create a need to commute by car.

Second, there is *no* basis for believing that long term traffic projections, let alone those going out to 25 to 30 years, are reliable. According to a consulted traffic engineer, *no* follow up studies have ever been done validating long term traffic projections, like those going out 25 to 30 years. In sum, there is *no reliable* margin of error. What we *do* know, however, is that the present Doyle Drive/Richardson-Marina Boulevard traffic distribution has been working (albeit marginally at times), and that there is no reason to believe that it could not be made better with adjustments.

2. **False Premise #2.** Synchronized lights for the 2 to 3 intersections planned by Alternative #5 for the southbound access to Marina Boulevard access will allow its present traffic load (50% of Richardson/Lombard) to be maintained.

Although synchronized lights work better than stop signs, common sense dictates that if, as Alternative #5 proposes southbound, access to Marina Boulevard is severely restricted by: (a) having to take a looping (slowing) road to it instead of a direct exit ramp, and (b) having to negotiate two intersections with the prospect of getting caught on the wrong side of synchronized lights, drivers will instead, of course, choose the straight ahead (no loop/no intersection) exit off Doyle Drive onto ... Richardson/Lombard.

3. **False Premise #3.** The southbound exit proposed by Alternative #5 to Girard Avenue (for traffic to access to the Presidio itself and, variously, the Presidio

Heights neighborhood) will relieve some 470 cars per peak hour going down Richardson/Lombard.

First, this is a highly questionable figure. It is completely contrary to current everyday observations of numerous nearby residents. The only way such a figure could ever have been determined is by placing transponders on cars eastbound on Doyle Drive to record their routing off it and through the Presidio. Nowhere does the Report indicate that such a major undertaking even occurred.

Second, it is notable whatever the benefit it can also be achieved by providing a comparable exit but otherwise maintaining Alternative #2's plan east of Alternative #5's parkway, without any adverse consequences to the Marina Boulevard/Richardson-Lombard traffic.

Third, while this exit would release traffic on the very early southbound parts of Richardson/Lombard that are used to circle back through the Lombard Gate to access the Presidio and Presidio Heights, it will do *nothing* for all the 95% traffic heading down Lombard to downtown and the City, which under Alternative #5 will increase by the 25-35% of traffic that would otherwise use Marina Boulevard.

4. False Premise #4. Alternative #5 assumes, without any basis whatsoever, there will be no occasion for any 2 to 3 year short traffic surges in the next 25 to 30 years (as there was by 11% in the dot.com period; see Report at p. 2-1) notwithstanding the development of biotech and stem cell research facilities, including the UCSF complex, the office and entertainment development south of the ballpark, and the opening of Hunters Point naval shipyard. It is noted that this entire area is one served by Marina Boulevard/Bay Street proceeding along the Embarcadero. This, of course, makes easing the traffic flow on Marina Boulevard even more imperative, when Alternative #5 would restrict it.

Overarching the entire Alternative #5 roadway plan with respect to Marina Boulevard and Richardson/Lombard is the fact that it is clear that it has not been properly researched. Therefore, to venture with it would be extremely improvident. For if the traffic projections of Alternative #5 are wrong, it will have been built at great cost and we will be truly stuck with it. On the other hand, we do know that Alternative #2's roadway plan does work, and there is no reason to believe that it cannot be made to work better. A reality must be faced: *Doyle Drive is the principal roadway access to and from downtown San Francisco, and it crosses the Presidio.* To attempt to compromise that function as much as Alternative #5 does will frustrate our citizen drivers and push escaping traffic into adjacent neighborhoods.

Just to mention two distinct indicators of the failure to plan and research Alternative #5's roadway consequences:

1. No account has been taken of the City's plan to take one-third of the Van Ness traffic lanes exclusively for mass transit, that is, restrict car traffic each way to but 2 lanes instead of the present 3. (Van Ness Corridor Bus Rapid Transit Study, SFTA,

2005 at sftca.org/vanness/index.htm). This will severely restrict traffic attempting to exit Lombard on to Van Ness which, together with the increase of 25 to 30% in Lombard traffic affected by Alternative #5's restriction of Marina Boulevard traffic, will cause traffic to back up severely on Richardson/Lombard during peak hours. This is all the more remarkable since the Van Ness mass transit roadway plan is a creation of the San Francisco Transit Authority, a principal agency in the Doyle Drive project.

2. No account has been taken for Alternative #5's traffic plan for the following: Alternative #5 has the traffic in the 2 of the 4 southbound lanes to Richardson/Lombard exiting off Doyle Drive before then to Gorgas. But there, cars will have to face an intersection at Girard. The stoplight there will, of course, *back traffic up onto Doyle Drive*, at least the far right lane trying to exit off it to Gorgas. This defect in traffic planning can be avoided in Alternative #2 (because it does not interpose the traffic intersections prescribed by Alternative #5) by creating a right turn exit lane from Doyle Drive flowing directly onto Girard without having to have intersections and therefore without the necessity of interposing any stoplight or stop signs.

These are but two of the number of adverse traffic consequences not accounted *anywhere* for in Alternative #5's roadway plan. This kind of oversight, coupled with the complete lack of validated traffic study projections, makes the implementation of Alternative #5 a totally unacceptable risk at best, and at worst, a very expensive major mistake.

[Please return to the main text accompanying footnote 9.]



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bancroft

Reviewer's Comment Number	Response	Database ID
1	A modified Alternative 5 was carried forward as the Preferred Alternative for the project. To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1408
2	Alternative 5 is to be carried forward as the preferred alternative for the project. To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1409
3	The Preferred Alternative is Alternative 5 with some modifications based on feedback from public comments and agency/public workshops and to address traffic circulation, tidal inundation issues and parking (see Section 2.5).	1410
4	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated	1411
5	Exhibit 2-1 was changed to show project area.	1412
6	Project proposes no changes to this area, though this area was included in the expanded traffic study.	1413
7	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1414
8	The Authority, as part of the preferred alternative selection has committed to working with the Presidio Trust to restrict access between Gorgas Ave and Lyon St to address local residents concerns regarding cut-through traffic.	1415
9	As stated in the FEIS/R (see Methodology in Section 3.2.8), 2000 traffic conditions were determined to be more congested than in 2003 for peak direction traffic. In order to prepare the EIR for release in 2005, traffic studies were completed in 2004 and those studies were based upon the most recent data available at that time -- in October 2003.	1416
10	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1417
11	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1418



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bancroft

Reviewer's Comment Number	Response	Database ID
12	Alternative 5 was selected as the Preferred Alternative. Traffic impacts resulting from this project will be mitigated. Mitigation measures are found in the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.8 of the FEIS/R.	1419

Name: Janette Barroca
Organization/Agency:
Address:
City:
State:
Zip:
E-mail: jbb3252@yahoo.com

Comments:

Marina Blvd - Traffic patterns to remain as is - Cutoff the Gorgas slip at Lyon and Francisco - Northbound (GG bridge) Marina Blvd traffic to be two lanes - Lyon, between Richardson and Bay street to remain as is

1

Additional thoughts that were discussed:

Strong preference to Alternative 2, Rebuild and Widen. No objection to Alternative 5 up to the eastern portion. But, at that point use the "rebuild and widen" design. The widening of Richardson at the PFA to 3 lanes each way is indeed an increased capacity for the roadway and intended to makeup for the reduced traffic into Marina Blvd

2

Below are the comments and I had prepared prior to last night's meeting. Take a look:

COMMENTS and background information to the EIR - 2/1/06 Informative Paragraphs (can be used to "make our point):

1. Page 2-1: Para 2.1, Doyle Drive Project extends, on the west, from the Golden Gate Bridge Toll Plaza to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue, and Marina Boulevard.

2. Page 2-26: Para 2.3.1, NO MARINA ACCESS OPTION.

Changing traffic patterns would increase intrusion in the residential area of Cow Hollow, Pacific Heights, and the Marina by increasing local traffic between Marina Boulevard and Richardson Avenue.

Comments:

1. Page 2-43, para 2.4.3, Exhibit 2-29 shows an off-ramp exiting to Girard Road and Gorgas Ave. The EIS does not address the traffic volumes that would occur at the intersection of Gorgas Ave. and Francisco and Lyon Street. We object to the Girard/Gorgas off-ramp design because of the likelihood that Gorgas will become a commuter cut-through into our local streets. As mitigation for the cut-through traffic the neighborhood would accept closing the slip of Gorgas Ave. at Francisco/Lyon Street and modifying it to only allow bicycle, pedestrian, and emergency vehicle access.

3

2. Page 2-43, para 2.4.3, Exhibit 2-29, the off-ramp exiting to Girard Road and Gorgas Ave. The EIS fails to address the speed limits, traffic controls, the increased traffic volumes as well as the resulting noise, pollutants, and vibration, for the streets west of Richardson Ave and defined as: Francisco Street, Lyon Street, Chestnut St., Greenwich St., Union St., and Green St.

4

3. Page 3-91, para 3.2.9, Temporary Impacts...it is anticipated that some routes may require temporary re-routing. Sufficient notice will be given to the general public regarding new, temporary routes within the project area. The EIS identifies (Exhibit 2-36, and 2-37) which routes may require temporary closure and re-routing but fails to identify alternative routes for all proposed alternatives. Please provide the exact alternative routes and exact temporary rerouting routes.

5

4. Page 3-173, para 3.3.5, Affected Environment. The paragraph identifies noise sensitive receptors as: Baker Street, the south side of Marina Blvd, the east side of Lyon Street (north of Lombard), Richardson Avenue, and the Palace of Fine Arts. Based on the Project scope boundary, the EIS fails to identify Francisco Street, Chestnut Street, the west side of Lyon Street, and Lombard Street. Please include the

6

mentioned streets and provide the appropriate noise data expected for each alternative utilizing FHWA Highway Traffic Noise Prediction Model, STAMINA 2.0.

6
Cont

5. Page 3-175, Exhibit 3-49, Long Term Noise Measurements. The Federal Highway Administration (FHWA), 23CFR772, requires noise level measurements be made 50 feet (app. 15 metre) from source and utilizing FHWA Highway Traffic Noise Prediction Model, STAMINA 2.0. The tabulation presented in Exhibit 3-49 is not in accordance with FHWA's measurements requirements. Therefore, any modeled projected noise levels are inaccurate. Additionally, the EIS fails to include noise measurements taken along the complete projects boundary, i.e. Golden Gate Toll Plaza to Broderick Street. These measurements must include Richardson, both sides of Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick.

7

6. Page 3-178, Residences Richardson Avenue and Marina Boulevard. These areas could be exposed to noise levels above 89 dBA during construction. When construction noise impact is anticipated at a highly complex or controversial major urban project, the FHWA requires the utilization of the computerized prediction model HICNOM. FHWA Section 772.19, Construction Noise, FAPG 23 CFR 772, specifically address this issue. The EIS fails to define what mitigating or protective measure will be taken to reduce the noise level to acceptable levels. Additionally, the EIS fails to include both sides of Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick.

8

7. Page 3-190, Avoidance, Minimization, and Mitigation Measures. Further prediction of noise impacts are unnecessary since they have already been identified to exceed the FHWA or NAC requirements (Exhibit 3-49, 3-50, 3-53, 3-54, and 3-55). Each alternative requires mitigation/minimization effort. Therefore, any postponement until the preferred alternative is selected is unnecessary. For the residents of the impacted areas, Marina Blvd, Richardson Ave., Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick, the only viable and acceptable mitigation/minimization is traffic management. Your Traffic Management paragraph, page 3-191, is unacceptable since the EIS only addresses vehicle speed and traffic volumes. Additional mitigation measures (23 CFR 722) are Prohibition of certain vehicle types, Time use restrictions for certain vehicle types, Modified speed limits, Exclusive land use designations, and Traffic control devices or combinations of these measures. FHWA (23 CFR 722) requires compliance when the criteria are approached or exceeded. Additionally, compliance is a prerequisite for the granting of Federal-aid highway funds for construction and re-construction of a highway. How do you propose to implement the traffic management required to mitigate the noise impacts for Marina Blvd, Richardson Ave., Lyon Street, Baker Street, Francisco Street, Chestnut Street, and Lombard Street at Broderick?

9

8. Page____, The north-bound ramp from Marina Blvd. is limited to a single lane. Since Marina Blvd. is a two-lane street, the ramp towards the GG Bridge should also be two lanes. CAN'T FIND THIS ANYWHERE

10

9. Page 3-195, Alternative Paving Materials. Using alternative paving materials such as open-graded or rubberized asphaltic concrete is another noise reducing measure. According to FHWA it is very difficult to forecast pavement surface condition into the future. Unless definite knowledge is available on the pavement type and condition and its noise generating characteristics, no adjustments should be made for pavement type in the prediction of highway traffic noise levels. Studies have shown open-graded asphalt pavement can initially produce a benefit of 2-4 dBA reduction in noise levels. However, within a short time period (approximately 6-12 months), any noise reduction benefit is lost when the voids fill up and the aggregate becomes polished. The use of specific pavement types or surface textures must not be considered as a noise abatement measure. HIGHWAY TRAFFIC NOISE ANALYSIS AND ABATEMENT POLICY AND GUIDANCE, Page 38, Paragraph F. Please provide alternative noise reduction methods.

11

Patricia, pass the "Noise" related comments I prepared to your expert. If my perception is correct, they could have far reaching consequences to the whole Doyle Drive redesign.

Need more info on the recent Michael Painter plan for a circle drive between the Palace of Fine Arts & the Presidio ~~ if it could be done further north/west more in line with Lucas' garage and ending in the parking lot behind the PFA that would be much better.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Barroca, J.

Reviewer's Comment Number	Response	Database ID
1	These elements have been incorporated into the refinement of Alternative 5, except for the two lane for Marina Blvd. One lane will remain and the right of way will be reserved for a possible future additional lane.	1667
2	Preference for Alternative 2 noted.	1668
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1669
4	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented under the discussion of the Preferred Alternative in Section 3.2.8 of FEIR/S. Impacts associated with Noise (Section 3.3.5) and Air Quality (Section 3.3.4) are available in Chapter 3 of the FEIS/R. No adverse impacts from this project onto the neighborhoods was indicated.	1670
5	Temporary routes and the means to share this information with the public will be developed as part of final design and the Transportation Management Plan.	1671
6	The limits of construction for the project have been defined as from Merchant Road to the intersection of Richardson Avenue/Francisco Street and Marina Boulevard/Lyon Street, as noted in the December 2004 Noise Study. It appears that the eastern extent to Broderick is only in the vicinity of Marina Blvd and not at the Richardson/Broderick intersection. No additional noise impact assessment is proposed because the project impacts do not extend to this area. The intended limits are defined in the FEIS. All noise modeling applied to this project was done using the FHWA Traffic Noise Model (Version 2.5) as required by 23CFR Part 772.17(a).	1672
7	FHWA guidance for the taking of field measurements is found in FHWA-PD-96-046 entitled "Measurement of Highway-Related Noise" highway project. Section 4.1.2.1 of this document states that "Typically, the reference microphone is positioned at a height of 1.5 m (5 ft), and located within 30 m (100 ft) of the centerline of the near travel lane at a position which is minimally influenced by ground attenuation and atmospheric effects." "However, the specific location of the reference microphone may be defined by the location(s) of any noise-sensitive receiver(s)." Therefore additional field measurements are not warranted and those taken are valid. STAMINA 2.0 is no longer approved for use by FHWA. The Traffic Noise Model (Version 2.5) is the FHWA-approved noise prediction model as noted in 23CFR Part 772.17.	1673



Comments on the Doyle Drive Project DEIS/R

Reviewer: Barroca, J.

Reviewer's Comment Number	Response	Database ID
8	<p>Temporary noise impacts in the FEIS/R (Section 3.3.5) are expanded to include construction noise reduction options that are considered reasonable and feasible. Those measures are currently listed in Section 8.1.4 of the Noise and Vibration Study of December 2004 and includes numerous methods of noise control that can be employed. The statement that FHWA requires the use of HICNOM is not correct. FHWA does not require the use of HICNOM or any construction noise model - it merely provides them for the use of the highway agency. Specific construction noise reduction methods to be used by the Contractor will be defined in the design plans and included in the construction documents. Since the area beyond the intersection of Richardson Avenue and Lyon Street will not be within the active construction zone, no special noise controls are anticipated for those areas.</p>	1674
9	<p>This section of the FEIS (Section 3.3.5) was expanded to include a discussion of all of the traffic management options that were considered. These options included speed reductions, traffic volume reductions and the restriction of certain vehicle types. The investigation of each of these traffic management options show that they were not reasonable approaches to control the traffic noise. For instance, the reduction of speed through the corridor would result in increased congestion, higher consumption of energy, increased air pollution, and increased time wasted in transit. The reduction of traffic through rerouting was also investigated but the results of that investigation indicated that it would actually increase traffic noise impacts within other segments of the community. Finally, the restriction of certain vehicle types (trucks, buses, etc.) could actually reduce the overall noise level within the corridor, however this was not a viable option since there is no alternative route for trucks, buses or motorcycles to take to traverse the span between the downtown area and the access point to the Golden Gate Bridge. Therefore it was determined that while these options appear to be feasible on the surface, they are not considered reasonable due to the deleterious side effects of this action. Unless a major design change occurs during the design of this project, further prediction of noise impacts is not warranted. For the preferred alternative a more detailed assessment of noise control options has been developed and will be outlined in the FEIS. However, the selection of final noise abatement options will not occur until final design. This will follow the completion of an intensive public involvement effort to identify the desires of the impacted property owners in the vicinity. The reviewer is correct that only traffic management efforts could provide any relief to the traffic noise generated. However, as noted above, due to the nature of the roadway, traffic patterns, and limited physical options, no reasonable control methods have been identified. As noted by the reviewer, FHWA requires "examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts." (23CFR Part 772.9(b)(5)) FHWA further states that "If a noise impact is identified, the abatement measures listed in Sec. 772.13(c) of this chapter must be considered." Consideration of abatement measures listed in this section have been considered, including the use of traffic management measures. However, as noted above, the use of traffic management measures was determined not to be reasonable and feasible for the areas of concern. Therefore, further consideration of noise abatement in the form of traffic management is not warranted at this time.</p>	1675
10	<p>Based on traffic analysis, only one lane is needed.</p>	1676



Comments on the Doyle Drive Project DEIS/R

Reviewer: Barroca, J.

Reviewer's Comment Number	Response	Database ID
11	<p>The statement by the reviewer that FHWA does not currently allow the use of paving materials as a "noise reduction option" in the prediction of future traffic noise levels. This does not mean that the application of a quieter pavement surface cannot be used as a means to reduce traffic noise. It simply means that you cannot use this option as a way to predict lower future traffic noise levels. The application of a quiet pavement in states like Arizona have shown a 4 dBA or more reduction in traffic noise levels for a period of several years. The long term benefit is still unknown but at least an initial benefit can be realized. Therefore the application of a quiet pavement surface will continue to be considered as an abatement option. As noted in this section, noise barriers, absorptive tunnel lining, and retrofitting windows are three additional abatement options being seriously considered. Commitments to further assess each of these options will be established in the FEIS for the preferred alternative as appropriate. Final details on the actual abatement options will be determined during the design phase of the project in concert with the impacted property owners.</p>	1677

Name: David Bendet
Organization/Agency:
Address: 3032 Baker Street
City: San Francisco
State: CA
Zip: 94123
E-mail: david.bendet@hok.com

Comments:

As a SPUR member and local resident in the Marina, I am opposed to any option that eliminates the Doyle Drive off ramp on to Marina Blvd and sheds more traffic to the Richardson and Lombard corridor. Since one of the stated goals for the project is "To maintain the functions that the Doyle Drive corridor serves as part of the regional and city transportation network", any option that alters Doyle Drive's functionality is non-compliant.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bendet, D.

Reviewer's Comment Number	Response	Database ID
1	The project maintains existing traffic balance.	1628

From: Reidbaker@aol.com
Sent: Tuesday, February 07, 2006 7:01 PM
To: doyledrivecomments@sfcta.org
Subject: pool closure

I strongly object to the closure of the YMCA pool in the Presidio during the construction of Doyle Drive. The pool is valuable to all of us in the area who use it.

1

Vera Berg



Comments on the Doyle Drive Project DEIS/R

Reviewer: Berg, V.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1525



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge — Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Ezra Berkowitz Date: _____

Address: 439 Avoca St
SF
City State Zip

Optional Information

Home Phone: _____ Work Phone: 415 613-7111
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organizer or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

Great job!

1 Alternative 5 and 2 are not equal products
- 5 has access to private
- 2 does not

with = products price difference becomes
small and then #5 looks like a
slam dunk!

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@scta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Z. Berkowitz (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1152

From: Pauline Bishop [pauline2@infinex.com]
Sent: Wednesday, February 08, 2006 2:37 PM
To: Doyle Drive
Subject: Replacement Project

It has come to my attention that consideration is being given to the demolition of some buildings in the Presidio for the replacement project for Doyle Drive in San Francisco.

1

I would like to express my concern that one of these buildings might be Building 1151 which is the location of the YMCA swimming pool. The Presidio YMCA has a large and diverse membership which enjoys the facilities both in the main gym and in the two swimming pools in Bldg. 1151. The larger pool ranges from 3.5 to over 7 feet deep, and the smaller pool is in the 3 foot range. This means that the very young to the most experienced swimmers can benefit from these two pools which are unmatched elsewhere in the city. I have been a member of the YMCA for 4 years and a member of the Presidio for over 2 years and, as a former heart patient, recommended by my cardiologist to the Aquatic Fitness Programs conducted by trained specialists at this facility. These classes are very popular and are very well attended by seniors with vast variety of disabilities and/or complications.

I am concerned that all development/improvements are made with the idea of "moving more cars/traffic" and very few are dedicated to improving the quality of life for the people who live here. Just note how many bus stops in the city have been moved to center of blocks from the corners, just to accomodate the traffic flow. This means that people who use public transportation are forced to walk further - and miss connections. Traffic signals are timed to keep the flow moving and there is not sufficient time for many seniors to get across the streets on a green light. Granted, Doyle Drive has been hazardous since it was first opened, but there must be ways of making it safer without destroying the quality of life for a great number of people.

1
Cont

We must change our attitude in this country. Long term planning must incorporate other means of transportation than the automobile. Oil is running out, the earth is overheating and while we are surrounded by water here in the Bay Area nothing is being done to support the increase of ferries or other types of water transportation.

Letterman Pool is a great public facility. It must not be destroyed.

1
Cont

Pauline Bishop



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bishop, P.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1528

145 Richardson Avenue
San Francisco, CA 94123
March 26, 2006

REC'D MAR 29 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comment
c/o San Francisco Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

As a homeowner in affected area, I have the following concerns regarding the evaluation of alternatives as presented in the Draft Environmental Impact Statement/Report:

- With the two Parkway alternatives, a larger portion of the city traffic would be shifted the Richardson Avenue/Lombard area from the Marina Boulevard area, which would:
 - Discourage pedestrian traffic between the Palace of Fine Arts and Letterman Digital Arts Center, two neighborhood attractions for both residents and visitors
 - Isolate the Letterman Digital Arts Center from the surrounding San Francisco neighborhood particularly the Chestnut commercial area of the Marina, with its restaurants & shops
- With the Parkway Circle Drive option, the YMCA pool would need to be removed. This would eliminate a neighborhood recreational resource in the Marina/Cow Hollow area.

Balance of Traffic Between Marina Boulevard and Richardson Avenue/Lombard
Using Exhibits 3-26 to 3-28 of Draft Environmental Impact Statement/Report, I see that under the Parkway Options, there is a large anticipated increase in the amount of traffic that enters or exits this part of the city through Richardson Avenue. The increase is absolute as well as relative to the portion of traffic anticipated on Marina Boulevard under the Parkway Options. The increased traffic on Richardson Avenue would have a negative impact on the neighborhood, particularly pedestrian access. In addition, it will limit the impact of any future improvements to vehicular traffic flow that may be implemented on Marina Boulevard.

The restoration of the Palace of Fine Arts (currently underway) combined with the recently constructed Letterman Digital Arts Center creates an opportunity for this part of the Marina/Cow Hollow area. If pedestrian movement is encouraged (particularly across Richardson Avenue) people will be able to enjoy two scenic areas (Palace of Fine Arts and Letterman Center) while enjoying the commercial area of Chestnut Street, including its shops and restaurants.

3
Cont

However, by shifting more traffic to Richardson/Lombard from the Marina Boulevard area, there will be a negative impact on pedestrian traffic between the two sides of Richardson Avenue. Already, many residents of this area have a difficult time crossing the street as traffic signals do not allow enough time, and red light violations by vehicles are common. The increased traffic would:

- Discourage pedestrian traffic between the Palace of Fine Arts and Letterman Digital Arts Center area of the Presidio, two neighborhood attractions for both residents and visitors
- Isolate the Letterman Digital Arts Center from the surrounding San Francisco neighborhood—particularly the Chestnut commercial area of the Marina. This would discourage Letterman Digital Arts Center employees and visitors from patronizing restaurants & shops on Chestnut Street

In addition, the Doyle Drive replacement will be with us for decades, so it makes sense to provide the most future options to optimize traffic flow between Marina Boulevard and Richardson/Lombard. In future years, Marina Boulevard may have better traffic control, providing more capacity, but if the Doyle Drive replacement limits access to this area, future improvements would have limited impact on traffic.

4

While the Parkway options are good looking, I see no reason to “bundle” choices that could be separated. The visually attractive Parkway alternatives could have the same traffic split between Marina Boulevard and Richardson Avenue/Lombard as present.

YMCA Pool

With the Parkway Circle Drive option, the YMCA pool would need to be removed. This will eliminate a neighborhood recreational resource in the Marina/Cow Hollow area. Relocation of this pool to another area of the Presidio will do little to mitigate the effect, as this resource has value due to the proximity of the populated Marina and Cow Hollow neighborhoods which have many families as well as senior citizens who value this resource.

5

I hope you will consider my comments as you continue through the process.

Regards,



Thomas P. Bochenek



Comments on the Doyle Drive Project DEIS/R

Reviewer: T. Bochenek (032606)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1479
2	Correct, the Circle Drive option of Alternative 5 would require the removal of Building 1151 (the YMCA swimming pool). In July 2006, Alternative 5 with the Diamond option was selected as the Preferred Alternative therefore Building 1151 will remain intact.	1480
3	The studies show an increase of traffic on Richardson Avenue at Francisco Street from 66,300 in the base year to 77,000 in the no build design year condition. The Refined Presidio Parkway shows an increase to only 69,800 in the design year condition, as a result some traffic that would use the newly created Girard Road access to reach destinations in the Presidio and points south. Traffic signal timings assumed in the signalized intersection evaluation were specifically designed to allow for adequate crossing time for pedestrians on Richardson Boulevard.	1481
4	Comment noted.	1482
5	Correct, the Circle Drive option of Alternative 5 would require the removal of Building 1151 (the YMCA swimming pool). In July 2006 Alt 5 with the Diamond Option was selected as the Preferred Alternative therefore Building 1151 will remain intact.	1483



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: BARRY BONE Date: 2/15/06
Address: 2781 FILBERT
SF CA 94123
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

PREFER ALTERNATIVE 2 -
EASIER & CHEAPER

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: B. Bone (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1040

REC'D FEB 22 2006



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Randall P. Borchering Date: February 20, 2006
Address: 155 Retiro Way
San Francisco, CA 94123
City State Zip

Optional Information

Home Phone: Area Code Number Work Phone: Area Code Number
E-mail: Company: Organization/Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

1 I have reviewed the Doyle Drive "Citizens' Guide and other details, including attending information presentations. I emphatically urge an approval of Alternative 5. It is unquestionably the better alternative as compared to Alternative 2. This is an opportunity for the government agencies to do something which will really enhance the beauty and esthetics of an area already special place because of the GGNRA improvements. The proposed tunnels and improved views in Alt. 5 are far superior to Alt. 2. The ease of Presidio access with Alt. 5 is a major plus. "Replace and widen" is unimaginative and backward in the face of lasting improvement which will be a credit to a forethinking vision by responsible government agencies. The public will gratefully credit government with wise planning and decision-making by approval of Alt. 5.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, e-mailed to doyle@calsta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Borcharding

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1232

Name: Philip Bowles
Organization/Agency:
Address: 505 Sansome St. #1975
City: San Francisco
State: CA
Zip: 94111
E-mail: peb@bfarm.com

Comments:

I think it would be foolish to narrow the lanes and the shoulders, and to reduce the banking on the Palace of Fine Arts turn, as SPUR has suggested. If there is an accident (which will be far more likely under the SPUR design) the lack of adequate shoulders will cause a huge traffic jam. Why on earth we would want to build a road that is slower and more dangerous is beyond me; but then I'm one of those people who don't think owning a car is a crime. The rest of the new design is great!

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bowles, P.

Reviewer's Comment Number	Response	Database ID
1	The roadway is being designed to meet all safety standards.	1648

Name: Robert and Diane Brockob
Organization/Agency: Marina Community Association
Address: 1490 Francisco St. #7
City: San Francisco
State: CA
Zip: 94123
E-mail: livearch@aol.com

Comments:

Diane and I strongly endorse, as Marina District residents, Alternative 5, Presidio Parkway, Circle Drive option. We feel strongly that this option provides the best access to the Presidio and encourages pedestrian movement through the Presidio to Crissy Field and the bay.

It is very important to consider linking the Palace of Fine Arts with the presidio, both visually and with pedestrian ease.

The existing pool facility would be better placed closer to other similar activities such as the gym. This would make sense in terms of auto traffic to these sites and be more efficient to staff and attend for users.

My extreme gratitude to Michael Painter for his vision and persistence in bringing this alternative to us.

Also, I would like to thank Michael Alexander for his willingness to show up at meetings and explain the options to many of us.

In general, we feel the pedestrian friendly elements of this incredibly beautiful area need to be supported. These open spaces within an urban environment are priceless and must be respected.

With appreciation,
Bob and Diane Brockob

We wish you all the best in bringing these needed improvements to fruition.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Brockob, R.

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1682

Name: John B. Brooke
Organization/Agency:
Address: 2628 Greenwich Street
City: San Francisco
State: CA
Zip: 94123
E-mail: john.brooke@oracle.com

Comments:

The DEIS/R does not include the traffic impacts downstream from the project area. The study needs to consider the impacts at least to Van Ness on Lombard and to Fort Mason on Marina Blvd. Further, the impacts on the residential streets of Cow Hollow and the Marina need to be studied if this is to truly assess the environmental impacts. Please include a more thorough and comprehensive traffic study in the final EIS.

1

Alternative 5 clearly results in a redistribution of traffic from Marina Blvd to Richardson/Lombard. This needs to be studied further, modified, or eliminated as an alternative. Such a redistribution is not a evaluation criteria or other goal of the project.

2

Alternative 5 eliminates direct access to and from Marina Blvd to Doyle Drive. Further, so called "traffic calming" design elements have been put in place for the indirect routes to and from Marina Blvd. Similar design elements have not been added for Richardson/Lombard. The result is a dramatic shift in traffic distribution from Marina to Richardson/Lombard.

3

Given the lack of additional capacity on Lombard, traffic will spill onto the residential streets of Cow Hollow. This environmental impact cannot be ignored -- it must be measured and fully described as part of any evaluation of alternative 5.

4



Comments on the Doyle Drive Project DEIS/R

Reviewer: Brooke, J.

Reviewer's Comment Number	Response	Database ID
1	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1678
2	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1679
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1680
4	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1681



COMMENT CARD

2 SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Lori Brooke Date: 2/15/06

Address: 2628 Greenwich St.

SF City CA State 94123 Zip

Optional Information

Home Phone: 415 749-1841 Work Phone: _____
Area Code Number Area Code Number

Email: Lbrooke@lmi.net Company: Cow Hollow Association
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

The parking area used by Letterman Gym/Pool and located behind the barracks (Prosidio Sport, etc.) needs a better connection to the gym & pool.

Currently, there is no safe sidewalk to get children and adults to and from their cars. As of now, pedestrians and ~~pedestrians~~ ^{drivers} share the same road. In fact, there ~~is~~ ^{is} a blind turn into the parking lot that causes all parents great concern as children try to get to the buildings.

I suggest a sidewalk around the parking lot and connecting to the gym/pool. ~~_____~~ →

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfmta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.

~~at the~~ also, I suggest only one access point to the parking (the area near the dance studio). It also makes sense to remove the parking directly next to the gym therefore eliminating ~~any~~ ^{the greatest problem as} for drivers and pedestrian.

Thanks for your consideration. You have all worked hard and done a nice job. (Sorry about the messy writing!)

2
Cont

folo here

Doyle Drive DEIS/R Comments
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102





Comments on the Doyle Drive Project DEIS/R

Reviewer: L. Brooke

Reviewer's Comment Number	Response	Database ID
1	Detailed design of parking facilities affected by the project would take pedestrian circulation, traffic safety, and parking access into consideration. Such design will be developed as part of the Plans, Specifications, and Estimates (PS&E) phase of the project.	1043
2	Detailed design of parking facilities affected by the project would take pedestrian circulation, traffic safety, and parking access into consideration. Such design will be developed as part of the Plans, Specifications, and Estimates (PS&E) phase of the project.	1044

Verbal comment from Public Hearing on 2/15/06

From: Paul Bryant [pauljbryant@yahoo.com]
Sent: Tuesday, February 07, 2006 10:19 AM
To: doyledrivecomments@sfcta.org
Subject: Against Potential Pool Closure

To Whom it May Concern,

I am writing to ask to save the Letterman Pool for our community. Pool activities including swimming, water running and water exercise/swimming classes are very important to our community, seniors and children, not only today, but for many years to come.

In addition to keeping the pool, I hope the pool will remain open during construction. A 3-year closure during construction will not meet the needs of our community.

I'm hoping one of the following options might be a viable alternate to pool closure:

- a) Retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative completely, or
- b) Retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users, or

This pool is heavily used by our community families including children, seniors, swimmers and triathletes.

Thank you for your consideration.
Paul Bryant

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Bryant, P.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1529

From: skeeter buck [skeeterbuck@yahoo.com]
Sent: Tuesday, February 07, 2006 8:53 AM
To: doyledrivecomments@sfcta.org
Subject: Retain Historic Letterman Pool

Please retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative.

1

Skeeter Buck
Triathlete



Comments on the Doyle Drive Project DEIS/R

Reviewer: Buck, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1521



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Therese Date: 2/16/06

Address: 169 Solora

SY, CA 94127 State: _____ Zip: _____

Optional Information

Home Phone: _____ Area Code _____ Number _____ Work Phone: _____ Area Code _____ Number _____

E-mail: _____ Company: _____ Organization or Affiliation _____

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

Alt. 2

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: T. Bi[sic] (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1042



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: BM Caniban Date: 2-6-06
Address: 485 Marina Blvd.
San Francisco CA 94123
City State Zip

Optional Information

Home Phone: 415 990 9270 Work Phone: 415 929 890
Area Code Number Area Code Number
E-mail: bcaniban@pacbell.net Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

I prefer Alternative 5 with the Hoop Ramp Option. 1
I would like to shorten the lengths of the 2 tunnels, 2
to approx south, if at all possible, as that would enhance the
views of the bay, and lessen the environmental impact,
along with increasing traffic safety.
It appears that the majority of the subject 3
land is owned by the Federal Govt, Nat'l Park
Service, and they should pay their fair share
of the project cost, and thereby lessen
the City's responsibility to cost sharing.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 2nd Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: B. Canihan (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 with the Hook Ramp option noted.	1142
2	The length of the tunnels are controlled by adjacent elements such as Lincoln Ave and in an effort to avoid biological and historical resources.	1143
3	Though owners of the neighboring land, these entities are not responsible for the transportation facility through their property.	1144

From: Jean Caramatti [Jean.Caramatti@flysfo.com]
Sent: Thursday, March 30, 2006 3:40 PM
To: doyledrivecomments@sfcta.org
Cc: pvaughey@yahoo.com
Subject: Comments to Doyle Drive DEIS/R

March 30, 2006

Mr. Leroy Saage
Project Manager
DEIS/R Comment
San Francisco County Transportation Authority 100 Van Ness Avenue, 26th Floor San Francisco, CA 94102

Dear Mr. Saage:

I write in support of Alternative No. 2 to rebuild and widen Doyle Drive as I believe that it is in the best interest of those that use the Doyle Drive corridor and those who live in the surrounding communities.

1

I feel strongly that a shift in traffic onto Richardson/Lombard would result if Alternative No. 5 was implemented. No reasonable person could possibly believe that a series of three stop lights leading onto Marina Blvd. followed by a series of stop signs on the boulevard itself would encourage commute traffic coming off the Bridge to take that route.

Furthermore, the evening commute would surely cause traffic to back up at least half way, if not all the way to Van Ness Avenue if Alternative No. 5 is selected.

I would also like to state my support for cutting off the slip ramp off of Gorges onto Lyon and Francisco as this will surely bring additional traffic on Lyon, Francisco and Chestnut under the Alternative No. 5 scenario. As a resident of the last block of Chestnut Street, I can assure you that the traffic on my street has increased considerably since the Lucas Project. I would not like to see a bad situation made worse.

2

Cow Hollow and Marina are communities that happen to be in the middle of Highway 101. There is no getting around that fact. However, having said that, it does not mean that the safety and quality of life of the residents of those areas is irrelevant because of where they live. Schools, parks and small businesses are located in the Marina / Cow Hollow area. The residents of the area, both young and old alike, cross Lombard and Richardson every day to get to and from school, parks, the library and to run errands in the neighborhood. As traffic increases ... and it will ...the safety of those taxpaying residents must be taken into consideration.

3

Clearly something must be done about Doyle Drive. I cannot and will not dispute that fact. But those who will make this decision must acknowledge that whatever decision is made will undeniably affect the surrounding communities. I ask that you take these issues and comments into serious consideration before making your decision. We cannot be viewed as dispensable just because we happen to live next to Highway 101.

There is a workable and livable solution.

Sincerely,

Jean Caramatti
2636 Chestnut Street
San Francisco, CA 94123



Comments on the Doyle Drive Project DEIS/R

Reviewer: Caramatti, J.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 2 noted.	1619
2	Preference for cutting off Slip Ramp noted.	1620
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis was presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1621

From: Barbara Carlisle [bbcusa@hotmail.com]
Sent: Monday, February 06, 2006 8:53 AM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool

To Whom it may concern,

I am writing to express my sincere hope that Letterman pool will remain open. I personally use the pool and am always pleased to see the number of children who regularly participate in swim team and swim lessons. The pool is an important part of our neighborhood and a great resource to those of us who live in this area. It would be a tremendous loss if the pool were to close, even temporarily.

Regards,
Barbara Carlisle
Cow Hollow Resident

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Carlisle, B.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1571

From: Cautn1@aol.com
Sent: Monday, February 06, 2006 5:27 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive

I have not followed the Doyle Project closely and will be unable to attend the forthcoming public hearing. So these comments will have to suffice:

No one can object to the idea of making a freeway facility safe, both in earthquakes and with respect to collisions.

I hope the project confines itself to that. Any move to either increase capacity (such as by adding 10-foot shoulders capable of being used as traffic lanes) or interrupt existing at-grade topographical and access patterns would degrade what's there today. Whatever else one might say about the existing structure it does two good things:

first, it compliments the Golden Gate Bridge as a traffic-throttling device
second, it has a relatively benign effect on the open spaces below.

Gerald Cauthen
transportation engineer

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cauthen, G.

Reviewer's Comment Number	Response	Database ID
1	The added shoulders represent a safety measure, not an increase in capacity.	1568

Name: Tim Chen
Organization/Agency: concerned citizen
Address:
City: SF
State: CA
Zip: 94115
E-mail: tim@tagbadge.com

Comments:

Please do not close the YMCA pool, I swim there every week, as do many YMCA members and children of family members. There are no other pool options anywhere nearby.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Chen, T.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1637

Name: Karen Cleek
Organization/Agency:
Address: 178 Funston Avenue
City: San Francisco,
State: CA
Zip: 94118
E-mail: meroden@sbcglobal.net

Comments:

I am in favor of the Presidio Parkway Plan. Regardless of the alternative chosen, I have a few concerns I'd like to share:

1) Palace of Fine Arts is an historical treasure but not the sturdiest building. I would like to see traffic passing by that structure minimized as much as possible - both for the safety of the building and to maintain that peaceful place within the City.

2) That traffic within the residential areas be minimized as much as possible. Although I am very supportive of the Presidio as a wonderful park within the City, I am more willing to sacrifice some of that space than I am to see neighborhoods disturbed.

3) I am a frequent user of the SB Exit from Doyle Drive onto Park Presidio Blvd, and have worked on neighborhood traffic calming studies of Park Presidio Blvd. Regardless of the alternative, a better merge onto Veterans (or PPB) is mandatory. Because of the number of accidents at both Calif & PPB and Lake & PPB, I am asking that you give close scrutiny to the flow of traffic from the new ramps onto the Blvd at those points - even though it is outside the construction zone per the maps. I don't want to see the situation at these intersections worsened, and there might be some improvements that the Doyle Project is making that could actually make them safer.

Thank you!

1

2

3

4



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cleek, K.

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1652
2	Comment noted.	1653
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis is presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1654
4	This element is outside the project scope.	1655

Name: adrian cotter
Organization/Agency:
Address: 26 cumberland st
City: San Francisco
State: CA
Zip: 94110
E-mail: Adrian.Cotter@sierraclub.org

Comments:

I support the Parkway Design, with the Diamond option. I do believe the circle option to be a little better, but unless there is a plan to relocate the YMCA swimming pool, then I feel that building ought to be left alone.

1

While I understand that some feel the Parkway option damages too many historic properties, I feel that cost is worth it. I would rather have additional land added to the park itself than buildings that mean nothing to me.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cotter, A.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 with Diamond Drive Option noted. In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1633



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: PATOUT H. COTTER Date: 02/26/06

Address: 3025 SCOTT ST #103
SAN FRANCISCO CA 94123
City State Zip

Optional Information

Home Phone: 415 563-0445 Work Phone: _____
Area Code Number Area Code Number

Email: PATCOTTEL@EARTHLINK.NET Company: HGHOA
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

1 THE PRESENT RESTRICTIVE CONFIGURATION OF RT #5 OR REPLACE AND WIDEN OF THE FLOW FROM MARINA BLVD TO DOYLE DR. WILL CAUSE AND INCREASE OF COMMUTER (PM) TRAFFIC ON MARINA NEIGHBORHOOD STREETS, I.E. ALHAMBRA FRANCISCO AND BACH. BERKELEY MEASURES (NO LEFT TURNS & BARRICADES) WILL BE REQUIRED TO MITIGATE THE USE OF NEIGHBORHOOD STREETS BY COMMUTERS. IT IS SUGGESTED THAT THE CONFIGURATION BE MODIFIED TO ALLOW THE CONTINUED FREE FLOW OF MARINA BLVD. TO DOYLE DR. TRAFFIC WITH THE ADDITION OF AN "ON-RAMP" FOR THE PRESIDIO.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, e-mailed to doyledrivecomments@scta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates



Comments on the Doyle Drive Project DEIS/R

Reviewer: Cotter

Reviewer's Comment Number	Response	Database ID
1	<p>Travel time comparisons between alternatives was included in the Final Traffic and Transit Operations Report. Increased travel times due to congestion do not indicate successful traffic calming, as traffic calming techniques are defined as physical treatments intended to encourage traffic speeds at all times of the day (both in congested and uncongested conditions) (https://www.fhwa.dot.gov/tfrc/safety/pubs/its/planning/toolbox.pdf). The Refined Presidio Parkway Alternative includes additional traffic calming measures on the east end of the project (which introduce traffic calming elements of mainline traffic that are not in the original circle loop option in this comment). The Merchant Road slip ramp was recommended to relieve a design deficiency, but is not part of the recommended project.</p>	1242

From: jay@presidiosport.com
Sent: Monday, February 06, 2006 3:38 PM
To: doyledrivecomments@sfcta.org
Subject: Please don't close the Presidio YMCA Pool

To Whom It May Concern:

I am writing to ask that you not close the Presidio YMCA pool, permanently or even temporarily during reconstruction.

This pool serves a true community of people, young children first learning to swim, older people finding a comfortable way to exercise during the aging process, athletes working out training for races or general fitness, people with injuries taking advantage of the therapeutic benefits of exercising in a partial or non-weight bearing environment.

As a physical therapist at Presidio Sport & Medicine (1169 Gorgas Ave) we use this pool to not only perform aquatic therapy for acutely injured patients, but also to offer free water running classes to the community 3 times per week. These classes are the only ones of their kind in the Bay Area and allow many folks with long term injuries or perhaps no health insurance to still find a way to rehab from many debilitating injuries. To remove this facility, will leave a large population of injured people with no medium to perform rehab, especially in the earlier stages of the injury.

Please reconsider this decision and look at other alternatives that would have less impact to so many people.

Thank you for your consideration.
Sincerely,

Jay Courant, PT, ATC
Presidio Sport & Medicine

1

1
Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: Courant, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1546

Name: Alexandra Davies
Organization/Agency:
Address: 2531 34th Avenue
City: San Francisco
State: CA
Zip: 94116
E-mail: avondavies@yahoo.com

Comments:

After reading the Summary pdf, I would like to register my support for the Park Presidio plan. This is not Los Angeles; we should not have freeways towering in the air. Please support the tunnel plan to improve views and Presidio access.

Thank you.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Davies, A.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1651

From: Deakers, Katie [Katie.Deakers@Diageo.com]
Sent: Monday, February 06, 2006 11:14 AM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive/Letterman Pool Hearing

To Whom It May Concern:

This is a request to please retain the historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative. The community (San Francisco athletes, rehab patients, children, etc) needs access to the pool as well as and adequate, convenient and safe parking during the 3-year construction period.

Thank you for your consideration.
Katie

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Deakers, K.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1561

From: EVDemar@aol.com
Sent: Friday, March 31, 2006 8:39 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Option

Dear Mr. Sagge,

With certain modifications, we support the Michael Painter Parkway Alternative. The modifications would be to have, two lanes going to Marina Blvd rather than one as we feel that everyone should be able to take their fair share of traffic.

The Circle Drive option for Lyon St looks like it could help those of us that live on the 3200 block of Lyon St. We would like to study it further and if possible see a model of this design, before making a final decision.

Sincerely,

Gene & Jeannette De Martini
3234 Lyon St.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: DeMartini, G.

Reviewer's Comment Number	Response	Database ID
1	Circle Drive was not carried forward as an element of the preferred alternative.	1622

From: Paula & John [sanforddodds@sbcglobal.net]
Sent: Saturday, March 18, 2006 7:40 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Comments

A nice job on the EIR & design. A pretty good design job for a very constricted and complex interchange.

My comments follow:

1. I vote for the Presidio Parkway option.

Reason: it reduces the visual impact of the freeway on the Presidio & water views. It gives the option of more access over the freeway for the Park users, who will be looking at the views & sitting on the grass. The drivers, most of whom are the single occupant of the vehicle, should not be looking at the views anyway. Keeping the vehicles closer to the ground or in tunnels should be maximized.

1

2. As a frequent user of the Park Presidio Doyle Drive interchange (2-3 times per week in both directions) I vote for the HOOK Ramp option from Park Presidio to Doyle Dr.. AS LONG AS there is the proposed longer exit ramp from the Park Presidio exit. The problem with this interchange is NOT the tight corner, but entering into the tight corner as you exit from Park Presidio going north. The traffic moves too fast. The exit ramp needs to be wider & longer, AS PROPOSED, to allow exiting vehicles to slow down while NOT impeding the through traffic to the Bridge, before it gets into the tight curve of the corner. I do question the need for such a wide (6.6m-20ft) inside shoulder on the curved ramp. IF this were to be narrowed, it would force vehicles to the left side where they SHOULD be traveling AND eliminate some of the intrusion of the unused massive concrete structure onto the property below.

2

The loop option is not aesthetically pleasing as it will contribute to a complex massive freeway look to the interchange -and probably block even more of the view. The goal should be to minimize the amount of concrete.

3

On the entry from Doyle west to Park Presidio south, I question the narrowness and length of the on/merge ramp. At the moment this entry ramp enters INTO ITS OWN LANE. The proposal is for the entry to come into the right or second lane that will be occupied by vehicles traveling south. The merge length is very short. The lower merging traffic from Doyle Dr. CANNOT see if there is oncoming traffic behind & up above in the right lane of the southbound traffic from the bridge, due to both the merging traffic's lower elevation AND the fact that the oncoming traffic is also curving to the right & so comes upon the merging traffic from behind, not from the side. There are no usable shoulders. This is asking for an accident since the southbound traffic thinks it has right of way over the merging traffic from Doyle Dr, and will not give way until it is too late. Is there any way to add some shoulder space on the right side of the merge or lengthen the merging lane distance? I know the little bridge & tunnel come up fast, but every little bit would help. Ideally there should be a shoulder or merge lane ALL the way up to the tunnel. Any accident in this location will completely block ALL south bound traffic from the bridge to Park Presidio south, AND will probably be a 3 or 4 car accident, and very quickly back the bridge up causing major delays. Is there a message system that will warn drivers if this exit is blocked & tell them to take the Richardson exit?

4

3. At the Marina Blvd/Girard/Gorgas St. end, I vote for the DIAMOND Option.

There are already too many stop lights on Richardson Ave/Lombard St/Highway 101 which is SUPPOSED to be the main artery to exit SF to the north.. We do not need another light which is what happens with the other option. The lights are not sequenced properly as it is, they result in delays in getting the traffic OUT of the City, which results in more local traffic delays, not to mention pedestrian accidents, more auto pollution in the City and delays in total travel time across the bridge. People who are coming down Lombard can use the Lombard St entry to the Presidio, OR turn right down Broderick etc to use the existing light at Chestnut to cross over Richardson to get to the Presidio, they do not need another one two blocks further down Richardson. For the FEW people who do go this way it is better to use the Diamond option to enter the Presidio. It gets them out of the way of the Bridge traffic and should speed up egress from the City.

5

(What you really need is a tunnel under Richardson/Lombard St to make Highway 101 a freeway all the way through the City, but that is beyond the scope of this project. - It is a total disgrace that US Highway 101 is one of the few major US Highways that is NOT a freeway)

3a. I question the design of the Marina Blvd/Girard St extension entry going west. Specifically, the one lane width of Girard from Marina Blvd up to where it widens out to give a freeway entry lane onto Doyle Drive (unless I have misread the drawing??). This part of Girard needs to be 2 LANES west, - the right lane is freeway entry only, the left is local traffic and freeway entry. As it is you should realize that both lanes of traffic are going to turn right to enter the freeway, ANYWAY, regardless of what the design intends. If Girard St is ONLY one lane going west before the freeway on ramp then this restricts access to the freeway, thus adding more City traffic congestion, idling in the Marina causing pollution etc and aggravating my asthma. The idea should be for making getting out easy. Marina Blvd is 2 lanes at under 30mph, albeit with stop signs & lights, & BOTH lanes used to enter Doyle Drive freeway. Why do you now want to REDUCE the total existing freeway access by 20-25%, (or the Marina access by 50%) by making Girard a single 30mph lane west, which then enters a 2 lane freeway ramp going at 45+mph.? Are you trying to force the cars to stay in the City? Sorry, but this is STUPID- it violates all common sense design guidelines. Surely I must have misread the drawing?? Also a minor technical note, the Girard/Marina exit has 2 lanes that turn left onto Girard going east, BUT the arrow shows the center exit lane turning onto the left Girard lane instead of onto the right Girard lane. Please fix.

6

4. While I vote against the replace & widen option 2, (it is too big & bulky & intrusive - just like the original freeway that ran along the San Francisco Embarcadero - & we know what a mess that was!!), I do suggest that IF it is allowed for option 5 to only have a 10ft shoulder on ONE side each way, then it should also be allowed for Option 2 to ALSO have only one 10 ft shoulder, not two. The shoulders should be on the outside, to prevent drivers from having to cross traffic to escape (someone is stupid enough to try this!!). This will allow you to reduce the massive size (& cost) of option 2.by a width of 14-20 ft. Maybe you can even reduce it to 2 support columns instead of 3. In spite of this potential reduction in cost - I would prefer to pay extra for the parkway/tunnels.

7

5. Do you have a reserved parking location, either along Girard or along Richardson, where a Caltrans towtruck /police car can be stationed to help push the inevitable stall off the bridge access very quickly?

8

Sincerely
John Dodds



Comments on the Doyle Drive Project DEIS/R

Reviewer: Dodds, J.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1574
2	Preference noted.	1575
3	The width of the inside shoulder is necessary to provide minimum sight distance to meet traffic safety standards.	1576
4	Roadway geometrics have been carefully studied and reviewed. Caltrans has concurred with the proposed design of the Preferred Alternative.	1577
5	Support for the Diamond Interchange Option noted.	1578
6	Based on traffic analysis, only one lane is needed.	1579
7	Comment noted.	1580
8	The continuous shoulders will allow most vehicles to pull off the facility and also improve emergency vehicle response.	1581

From: Todd Dolan-Smith [toddisodd@yahoo.com]
Sent: Saturday, March 18, 2006 1:53 PM
To: doyledrivecomments@sfcta.org
Subject: too fast?

nice try , but the best way to fix doyle drive is to enforce the speed laws , its not the road that kills , its bad drivers like me,,, but lets not look at the truth,, lets find a way to spend more money ,, or better yet ! ,, give me lots of money ill tell you whatever you need to hear to make you feel like your important . gee maybe i should be the one who says < the buck stops here> oh then i guess we might have to get a real job ? can you say < would you like frys with that> ? PS gophers love the tunnel idea!

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Dolan-Smith, T.

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1573



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Diane Downing Date: 2/24/06
Address: 155 Alhambra Street
San Francisco CA 94123
City State Zip

Optional Information

Home Phone: 415 931 5112 Work Phone: _____
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

Alternative 5 is a disaster in the making. As a resident of the 1989 quake and an emergency medical responder that proposed construction of tunnels in this area is unconscionable.

How are future emergency services to access the tunnel - it is well known that tunnel fires during auto accidents are difficult - given the type of soil and earthquake potential, these driving will be put at great danger.

Other issues: 1) cost - over 100 mil more 2) destruction of YVCA pool & gym 3) potential increase traffic flow into downtown neighborhood.

Alternative 2 is the only logical alternative.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Downing

Reviewer's Comment Number	Response	Database ID
1	All structures will be designed to withstand the necessary seismic loading. In addition an emergency response plan will be developed for the tunnels.	1238
2	Preference for Alternative 2 noted.	1239

From: JACK DUANE [jackduane2001@yahoo.com]
Sent: Monday, February 06, 2006 3:22 AM
To: doyledrivecomments@sfcta.org
Subject: Presidio pool

People, I have swam at the pool for many years. It is vital to my heart health. For all the good reasons that exist, this facility should be preserved. It is in a National Park and is part of the YMCA which serves the community, as it should be. I was opposed to commercializing the Presidio National Park e.g. Lucas Films and still am. Don't make a huge mistake regarding this excellent swimming pool. Thank you.

Jack Duane

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Duane, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1547

Name: Eric Dupre
Organization/Agency:
Address: 45 Henry St. #1
City: San Francisco
State: CA
Zip: 94114
E-mail: edupre@mindspring.com

Comments:

I support Michael Painter's Presidio Parkway (Alternative 5). It best meets the concerns of the neighbors and the City.

I also support the Circle Drive option, because it is safer, has the fewest impacts on the Palace of Fine Arts and reunites the Presidio and the Palace.

I support the hook ramp option at the Highway 1 interchange, because it has fewer impacts on the national park and costs less than the loop ramp.

I oppose the Merchant Road slip ramp.

Michael Painter ought to be applauded for his efforts. He should be credited in the Final EIR and in the public meetings.

Thank You.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Dupre, E.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5, the Circle Drive Option, and the Hook Ramp Option noted. Opposition to the Merchant Road Slip Ramp noted. Michael Painter is acknowledged in the Final EIS/EIR.	1684

Name: Elaine
Organization/Agency:
Address: 1842 Jefferson Street, #207
City: San Francisco
State: CA
Zip: 94123
E-mail: elwang2000@yahoo.com

Comments:

Retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative.

Retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users. the pool is heavily used by families and children, runners and triathletes. Please feel free to forward this message.

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Elaine

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1639

Name: Heather Elgin
Organization/Agency: Teacher
Address:
City:
State:
Zip: 94123
E-mail: elgin@sacredsf.org

Comments:

When planning this project, please consider the great need for an affordable recreation facility that the Presidio YMCA Letterman Center satisfies. I, personally, use the pool three times a week and cannot afford to join a more expensive facility in this area of the city. Every time I visit the pool, I run into numerous families, athletes, and senior citizens for whom the YMCA provides a safe, affordable, convenient location in which to exercise. I implore you to work towards finding a way to keep this facility open while moving forward with the Doyle Drive project. Thank you for your consideration.

| 1

Sincerely,
Heather Elgin



Comments on the Doyle Drive Project DEIS/R

Reviewer: Elgin, H.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1636

From: Bruce beachinfl@earthlink.net
Sent: Friday, March 24, 2006 9:33 AM
To: doyledrivecomments@sfcta.org
Subject: Rebuilding the monster

Greetings:

I've driven Doyle Drive for the last 45 years and think the current roadway configuration should be rebuilt as is = (as an elevated platform/viaduct). I think having tunnels is a maintenance nightmare. Ask any police or fire individual and they will say working an accident in a tunnel is also a nightmare and one of the most difficult places to work an emergency situation. Its plain uncomfortable! Yes, the soccer-mommies want the most beautiful plan (mostly underground), but its a roadway/highway and obviously the current configuration has worked for the last 70 years.

Straighten it out and completely rebuild it, minus tunnels, and we'll be good to go! For SF Fire Dept, Caltrans, CHP and the Bridge District, having tunnels is going to be a nightmare for those Agencies involved.

Keep the darn thing above ground and eight-lanes wide...

[Also, we should not forget the countless scores of people that have died on the current darn thing]

Thanks for your time and effort,
Bruce R. Elliott

| 1

| 1
Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: Elliot, B.

Reviewer's Comment Number	Response	Database ID
1	Preference for current roadway configuration noted.	1602

From: Paul A. Epstein [paulsfo@gmail.com]
Sent: Monday, March 20, 2006 9:44 PM
To: doyledrivecomments@sfcta.org
Subject: DEIS/R Comments

Leroy L. Saage, PE March 21, 2006
S. F. County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Dear Lee:

Here are my personal comments with regard to the Doyle Drive DEIS/R:

The Presidio Parkway, Alternative 5, is my preferred alternative for the reconstruction of Doyle Drive. Within that selection I believe that the DEIS/R analysis of some elements of Alternative 5 are poorly addressed and so detract from many positive aspects of the Parkway proposal.

1. The Hook Ramp alternative, which I favor, is not adequately examined in the DEIS/R with regard to the savings in construction of that alternative as compared with the cost of the more complex Loop alternative. It would appear that there would be substantial savings with the adoption of the Hook Ramp. It is also not clear how much money could be saved by elimination of the Merchant Road Slip Ramp entirely and the selection of the Circle Drive option.

1
2

A detail analysis of these three elements, since the alternatives are simpler (and should cost less) or eliminated, should result in significant cost savings. The DEIS/R fails to adequately explain the financial impacts of various alternatives since the costs are treated as similar although the actual construction costs of competing alternatives would appear to be quite different. These need further financial analysis and discussion in the EIS.

3

2. It is inexplicable that approximately forty percent (40%) of the portion of Veterans Boulevard that runs north from the MacArthur Tunnel to Doyle Drive is omitted from the Construction Corridor. This is inexplicable because my notes show that on at least two occasions (Jan.30,2001 and again on Nov. 17, 2003) this point was raised by me in the CAC. I was assured that reconstruction north of the Tunnel would be included within the project. The DEIS/R fails to discuss the decision making process that apparently altered the prior publically made commitment to rebuild all of the roadway north of MacArthur Tunnel.

4

It is worth noting that almost the entire omitted portion is included in the Biological Project Study Area. There is no analysis in the DEIS/R of the rebuild of Veterans Boulevard and of the treatment of a significant portion of Veterans Boulevard in a manner different than the remainder of the roadway.

The age and existing condition of the entire Veterans Boulevard roadway system is the same. Why should only a portion be made safe and brought up to current standards ? For example, the noise analysis fails to discuss how alternative paving materials might be installed on Veterans Boulevard and their impact. What is the impact of new pavement being installed on only a portion of the roadway?

The DEIS/R fails to analyze how much it would cost to complete the rebuilding of the entire roadway from MacArthur Tunnel to Doyle Drive as compared with the current projections.

5

The potential savings from the elimination of the Loop Ramp and the Merchant Road Slip Ramp options, adoption of the Circle Drive option and other potential savings should be calculated. Funds may be so identified to cover the additional costs of a more complete Veterans Boulevard up grade.

3. The discussion in Section 5-5, Other Projects and Plans Considered in this Analysis, fails to explain how the Presidio Transit Center (page 5-5) will interface with the transit operations on Doyle Drive.

6

There needs to be more adequate discussion and analysis of the operation and effectiveness of the Doyle Drive entrances, exits, and interchanges/intersections in promoting mass transit access for Presidio visitors, residents and employees. The DEIS/R fails to address mass transit and Doyle Drive operations in any useful depth.

Very truly yours,

S/ Paul A. Epstein



Comments on the Doyle Drive Project DEIS/R

Reviewer: Epstein, P.

Reviewer's Comment Number	Response	Database ID
1	Comment noted. Alternative 5 with the Diamond Interchange and Hook Ramp options and various other refinements was selected as the Preferred Alternative (see Section 2.5).	1582
2	Exhibit 2-38 in Section 2.7 provides a cost table of all the elements. Approximately \$14 million will be saved with the elimination of the Merchant Road option.	1583
3	Construction costs of the alternatives with the various design options configurations are provided in Exhibit 2-38 of Section 2.7.	1584
4	There are two structures along Veterans Blvd between Doyle Drive and the MacArthur tunnel. The Ruckman structure will be rehabilitated/replaced as part of this project to improve traffic safety at the Park Presidio interchange. The Kobbe structure was retrofitted in 1996 and currently does not meet the requirements for replacement and hence is outside the scope of this project. However, the project team is working with Caltrans to program the rehabilitation of the Kobbe structure to coincide with the replacement of Doyle Drive.	1585
5	Reconstruction of the entire Veterans Boulevard is not part of the Doyle Drive Project and therefore was not analyzed. In addition to the logical termini of the project, there are no overriding reasons to replace the entire Highway 1 facility and increase the level of impact within the park. Detailed project costs were developed for the alternatives under consideration in the EIS/R. In addition, the project has undergone extensive value engineering with the goal to reduce the overall project cost.	1586
6	The transit section of the FEIS/R was enhanced.	1587

Name: Marten G. Evertz
Organization/Agency: Self
Address: 3931B 18th Street
City: San Francisco
State: CA
Zip: 94114
E-mail: ever12tz@yahoo.com

Comments:

It should not have taken this long. Only in SF. Spend the money to do it right. Get the road below grade. Caltrans wanted to initially circumvent the entire city with lovely raised freeways. Have them put this freeway below grade. There will have to be inconvenienced commuters for awhile no matter what. Get it right for once and for all.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Evertz, M.

Reviewer's Comment Number	Response	Database ID
1	Preference for a below grade freeway noted.	1656

Name: Jan Fang
Organization/Agency:
Address: 2001 McAllister Street #118
City: San Francisco
State: CA
Zip: 94118
E-mail: jfang88@yahoo.com

Comments:

Please keep the Letterman Pool open and make it accessible to all residents and YMCA members during the 3-year construction period.

1

I personally use the YMCA pool. I recently injured my leg during a snowboarding incident in December. I am doing Ironman Canada this summer and the water running class is perfect for rehab. YMCA members, Masters swimmers, SF residents, athletes, old and young, need the pool. Please don't close it!



Comments on the Doyle Drive Project DEIS/R

Reviewer: Fang, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1638



Leroy L. Saage, PE
Doyle Drive Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94120

March 31, 2006

To whom it concerns:

First off, I would like to congratulate all of the project team for the excellent and comprehensive work done to date on this complex project. The release of the Draft Environmental Impact Statement (DEIS) and the accompanying technical reports is a major milestone and you are all to be commended for this achievement. That said, I would like to voice some concerns and provide specific comments on the DEIS.

1

Although the grand vision for the Presidio Parkway Alternative is exciting and interesting, I have several concerns about this alternative – namely the effect on the park resources and the costs for implementation. I am most concerned about the impacts on the Presidio’s historic resources due to the number of proposed historic building removals and the effects on the cultural landscape. Since the Presidio became part of the national park system, it has undergone numerous changes and more are forthcoming. Therefore, adverse effects to the NHLD from the reconstruction of Doyle Drive must be minimized so as not to jeopardize the status of the Landmark District. This project needs to be considered within the entire District and in the context of previous and forthcoming, anticipated projects elsewhere within the Presidio.

2

Furthermore, the Presidio Parkway Alternative proposes historic building removals in several planning areas, not just one location. So not only are the building removals an adverse effect on the total NHLD, they also would have an effect on multiple historic planning areas, or component landscapes of the overall cultural landscape, which each developed on its own, under different historic building campaigns of the Presidio. In other words, the effect would not just be on the Letterman Complex or Crissy Field alone; rather, the removals would erode away at the character of the Letterman Complex, Crissy Field, and the Main Post.

3

Furthermore, in today's fiscal climate when we face the need to find funding for numerous critical public projects, I believe we must exercise prudence in selection of a construction alternative. Undoubtedly the costs presented in this analysis are vulnerable to changing market conditions and overruns, as witnessed in other major transportation construction projects in the Bay Area. The Presidio Parkway alternative is the most costly alternative (with perhaps many unknown costs yet to come based upon the need for further study), it is not the Environmentally Superior Alternative, and would have a significant adverse effect on the National Historic Landmark District. I cannot make a convincing argument as to why the Replace and Widen Alternative would not be the Preferred Alternative.

The following are specific comments on the document.

Project Costs

In the summary section, under S.5 Project Costs, the document states that the costs are "based on 2003 unit prices and are presented in 2004 dollars." However, in Exhibit S-6, the table header states that the figures presented are 2005 dollars. Please clarify this discrepancy – are the figures 2004 or 2005 dollars? If the numbers are 2004, they should be updated to reflect current market conditions as the cost of materials (steel, concrete, labor) have recently been quite volatile. Do the cost estimates include estimates for relocation of utilities and replacement costs for buildings removed?

4

More information should be presented on funding sources and the assumptions behind them. Specifically, please provide additional information as to what would be included in the category of "local funds such as bridge tolls and value pricing" which are footnoted on page 1-14. There is already public concern over the current budget crisis with the Golden Gate Bridge, Highway, and Transportation District and the potential to raise bridge tolls in the near future to fund the operating deficit. Golden Gate transit riders are facing fare increases over the next five years in addition to cuts in service which is a disincentive to using public transportation. If this project is considering the pursuit of additional funding through bridge toll increases or a toll road fare along Doyle Drive, this information must be disclosed in the final document and analyzed accordingly.

5

Please provide more detail as to what contingencies are factored into the construction cost estimates. Although the cost estimates are conceptual, there are a lot of assumptions being made in the document based upon the results of future studies, such as geotechnical reports, hydrology design, archeological discoveries, and compensation for building removals that could significantly increase the costs of construction. Are all of these included within the existing contingency estimate?

6

Please explain whether any operating costs that would distinguish the alternatives are factored into the project alternatives. If not, please provide these figures, for purposes of comparing the alternatives, and identify the agency responsible for that maintenance item and the source of funding (such as annual operating budget by CalTrans?). In addition to the normal wear and tear of the roadway, figures that should be considered in this should include annual utility expenditures for operating the tunnels, water usage for irrigation,

7

short-term monitoring of landscape installation, ongoing maintenance of new landscaped areas, etc.

Cumulative Projects

Several projects are missing from the cumulative project list that should be included in the analysis because of their relevancy to the Doyle Drive project. These are:

Merchant Road realignment – an undertaking by the Presidio Trust, National Park Service, and Golden Gate Bridge District. The project on the west side of the Golden Gate Bridge is scheduled for construction later in 2006 and will realign the road corridor and its intersection with Lincoln Boulevard and will reconfigure the current parking alongside the road. Since Merchant Road could be affected by the Doyle Drive alternatives, this upcoming project should be included in that analysis particularly under the Replace and Widen alternative under which northbound vehicles accessing the Presidio would have to use this access route.

Golden Gate Bridge Plaza Enhancement - In the National Park Service's General Management Plan Amendment for the Presidio, a concept was set forth to improve the area, enhance scenic vistas, and redesign the plaza to allow for an enhanced visitor experience. The Golden Gate Bridge plaza is a major visitor destination and will continue to be so. Page 5-19 of the DEIS refers to future improvements at the plaza but does not include it in the list of projects in 5.5. Please include it in the list. In addition to the visual quality analysis evaluation which is presented, the EIS should discuss, for each alternative, the opportunity for accomplishing the GMPA's concept for this area in the future – how does each alternative either enhance that ability or preclude it?

Public Health Service Hospital Project - a Presidio Trust project currently underway consider the future of several buildings within the 42-acre Public Health Service Hospital area, located between Mountain Lake and Lobos Creek Valley on the park's southern border. A Draft Supplemental Environmental Impact Statement was released for public review in 2004; the Presidio Trust is now studying input received and considering a range of issues and options regarding this project. One of the options being studied is a new access into the Public Health Service complex from Park Presidio Boulevard. The Doyle Drive EIS should reference this project as there could be potential cumulative effects resulting from the scope and timing for implementation of both projects, potential traffic congestions associated with construction activities, etc.

Main Post Parade Ground - The Presidio Trust is currently crafting plans to transform the historic Main Parade Ground, currently a surface parking lot, into an exciting new central gathering place for the public. Improvements to existing roadways, the addition of new sidewalks and trails, completion of the Main Post Depot, and reorganization of existing parking to meet future demand are intended to make the Main Post an easy place for visitors to enjoy. This undertaking, which is adjacent to the Doyle Drive project area and the Area of Potential Effect, will have an effect on the cultural landscape of the NHLD, as well as parking, circulation, and visual resources in the area. The scope of these proposed changes as they relate to Doyle Drive's reconstruction and the timing of

implementation of this project should be taken into consideration in the Doyle Drive analysis.

Summary of Cumulative Effects – Historic Resources

The conclusion presented in Exhibit 5-1, Summary of Cumulative Effects, for Historic Resources conflicts with the text presented in the same chapter. The table concludes there would be no impacts expected for individual structures under the two action alternatives, yet text elsewhere in the document contradicts this as follows:

“The Replace and Widen Alternative would likely cause an adverse cumulative effect on the Golden Gate Bridge historic property” (p.5-15); and,

“The Presidio Parkway Alternative would likely cause an adverse cumulative effect on the Golden Gate Bridge historic property” (p.5-18).

Likewise, the text on page 5-15 under the Presidio Parkway Alternative, Presidio Impacts, reads “The Presidio Parkway Alternative (under either option) could result in an adverse cumulative effect on the Presidio NHL.” Yet Exhibit 5-1 does not reflect this and states “no impacts expected” on the Presidio. Please correct and/or clarify.

Parking

Please provide more information on the proposed underground parking garage at the east end of the project area, between the Mason Street and Gorgas Avenue warehouses. There are several references to a proposed parking garage, and associate assumptions in the impact analysis. In one instance it is assumed to have a minimum of 258 parking spaces and in another instance the document states that it would supply approximately 500 spaces. Please clarify. Yet it is not clear as to who is the lead for this project, whether the costs are included in the project cost estimates, and what the cost is for this undertaking. Is this an undertaking by the Presidio Trust, the City on behalf of the Palace of Fine Arts, or the Exploratorium? Please identify or call out this proposed parking garage location on the Presidio Parkway Alternative under which it would occur (page 2-44).

Open Space Restoration/Water Demand

The Presidio Parkway Alternative calls for the restoration of open space and the installation of a grassy area to cover one of the tunnels. Likewise, it appears in the conceptual drawings that under the Replace and Widen Alternative, “green space” replaces the area where the Commissary, PX and associated parking lots currently are. It is not clear what these grassy areas will be and how they will be used and maintained. Are these areas to be landscape vegetation or native plant restoration? Whichever it is, there will be associated irrigation requirements for this area, as well as the other open space restoration site (at least during the initial phase of installation). Please provide the effects on water demand for these restoration projects, and clarify if the supply will come from the Presidio Trust water system or reclaimed water system. Also, who will be responsible for the upkeep and maintenance of this new grassy area near the Main Post? If the presidio Trust is responsible, has this been factored into their maintenance and operating budget?

9

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11

Environmentally Superior Alternative

This section is a very helpful summary comparison between the alternatives. However, the second paragraph on page 4-16 (beginning with “Both the Replace and Widen...”) needs clarification. The statement “the Replace and Widen alternative would require the removal of approximately 13,600 square meters (146,400 square feet)” needs to be qualified that these figures are for the Detour Option, not for the No Detour Option.

12

Furthermore, in this same sentence, the statement that the building space removed would be *throughout* the Crissy Field and Letterman planning areas is erroneous and misleading. Please clarify that under the Detour Option the building removals would only be non-historic structures clustered together just north of the existing alignment (Commissary and PX). And under the No Detour Option, only one non-historic building in the Letterman Complex would be removed.

13

In addition, the square meters/square footage figures presented in this paragraph do not track with those presented in Exhibit 3-12, Buildings Temporarily Removed and Returned or Permanently Removed by Alternative (the figures on page 4-16 are greater than those shown in Exhibit 3-12). Please clarify.

14

Finally, the last sentence of this same paragraph states “The land use development plans identified in the PTMP call for an increase in building space in each of the identified planning areas, therefore the removal of building space from these areas would be in conflict with the proposed land use goals of the PTMP.” The conclusion of this statement is not wholly correct. Although PTMP does allow for an increase in net building space for these planning areas, it does not preclude the option for building removal complemented by replacement construction. The removal of building space in these planning areas does run counter with the long-term goals per PTMP, but the net result would depend upon the outcome of the terms of the compensation package to the Trust for the removal of buildings as part of the acquisition of interest and right of way process.

15

Thank you for the extended opportunity to review and comment on this project.

Sincerely,

Carey Feierabend



Comments on the Doyle Drive Project DEIS/R

Reviewer: Feierabend

Reviewer's Comment Number	Response	Database ID
1	Comment noted on a job well done.	1155
2	An enhanced description of the process for building preservation and other historic preservation efforts is included in Avoidance, Minimization and/or Mitigation Measures of Section 3.2.11 of the FEIS/R.	1156
3	The Cultural Recordation project team coordinated with the Presidio Trust regarding which buildings should be preserved. Minor alignment modifications to Alternative 5 resulted in the creation of the Preferred Alternative. The Preferred Alternative would require the removal of 9 buildings, see Section 3.2.6 of the FEIS/R.	1157
4	Text in S.5 was edited to address comments.	1158
5	The Authority is looking at a variety of sources for local funding. Tolls along Doyle Drive have been identified as a subject of investigation as part of the Authority's Congestion Pricing Study. The funding table has been updated to reflect the current funding programmed for the project.	1159
6	Project cost estimates are based on the technical reports and include contingencies appropriate for the level of design detail.	1160
7	Operating and maintenance figures are not included in the estimates. The maintenance agreement will be prepared to clarify responsibilities.	1161
8	The cumulative analysis presented in the EIS/R includes those projects that were implemented, planned, approved, and funded at the time the document was being prepared. Therefore, of the projects noted in the comment, the Merchant Road Realignment, Public Health Service Hospital, and Main Post Parade Ground projects will be included in the cumulative project list. Currently, the Golden Gate Bridge Plaza Enhancements are only conceptual ideas put forth in the GMPA. Without a specific plan for analysis the plaza enhancements will not be included in the cumulative analysis.	1162
9	The changes were made in Section 5.6.4 of the FEIS/R.	1163
10	The underground parking option referred to by the comment is no longer a component of the project. It is expected that unmet parking demand would be handled through the management of available supply by the Presidio Trust within the study area and in other nearby areas. Costs associated with parking are included in the project estimates.	1164
11	Restoration of the project area will be coordinated with the Trust in accordance with the Vegetation Management Plan.	1165



Comments on the Doyle Drive Project DEIS/R

Reviewer: Feierabend

Reviewer's Comment Number	Response	Database ID
12	The 14th paragraph within Section 4.5 was revised to clarify that it is the Detour Option being discussed.	1166
13	The text will clarify the buildings removed for both the Detour and No Detour options although no reference to the historic or non-historic will be made in this paragraph. The discussion of historic elements is presented in a later paragraph within Section 4.5.	1167
14	The building area removed numbers are now consistent throughout the document.	1168
15	The text in question (Section 4.5) provides a general summary of the impacts of each alternative in order to make a determination as to which alternative is the environmentally superior alternative based on the their impacts and as the commentor agrees, the removal of building space in the planning area is in conflict with the goals of the PTMP which is an impact associated with the alternative. It is correct that as mitigation for the removal of these buildings the Trust would be compensated as part of the right-of-way acquisition and would potentially have the ability to offset the loss of building space in certain areas with the creation of new buildings but it is beyond the scope of this project to determine how exactly the Trust would allocate the compensation they receive.	1169

Name: Ted Franzone
Organization/Agency:
Address: 3230 Lyon Street
City: SAN FRANCISCO
State:
Zip:
E-mail: t.franzone@sbcglobal.net

Comments:

I live at the corner of Richardson and Lyon. I want to know how either the circle or diamond options will effect my ability to get in and out of my garage? Also it is not clear to me if I will still be able to exit my house onto Lyon Street as I do now.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Franzone, T.

Reviewer's Comment Number	Response	Database ID
1	The refinement of Alternative 5 would not impact Lyon Street.	1632



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: JEANINE CAROL FELSCHEN Date: 2/26/06
Address: 1117 E 2107 LINCOLN ST
SAN FRANCISCO CALIFORNIA 94123
City State Zip

Optional Information

Home Phone: 415 563 0145 Work Phone: 415 321-4253
Area Code Number Area Code Number
E-mail: _____ Company: AVIATION
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

If an Alternate 5 option is used, it needs to be modified to preserve the capacity of Marina Blvd. so that the existing proportion of traffic flow between Bay/Marina Blvd. and Lombard/Richardson is maintained. The data provided for the PM peak are:

- No Build Base Year 2000 - Marina Blvd. 1820P; Richardson 2800P or 39.4% Marina Blvd. and 60.6% Richardson Ave.
- Alternate 2 Replace and Widen - Marina Blvd. 1700P; Richardson 3010P or 37.3% Marina Blvd. and 62.7% Richardson Ave.
- Alternate 5 Presidio Parkway - Marina Blvd. 1280P; Richardson 3400P or 27.4% Marina Blvd. and 72.6% Richardson Ave.

Traffic flow on Marina Blvd. is reduced from 1820P to 1280P or 29.7%. This decrease in capacity will increase the gridlock time on Bay/Marina Blvd. and Lombard/Richardson and divert commuter traffic to cow hollow and marina neighborhood streets.

1
1
cont

Comments must be received by Wednesday March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftca.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Frischen

Reviewer's Comment Number	Response	Database ID
1	The Refined Presidio Parkway Alternative achieves a much closer balance of traffic between Marina Boulevard and Richardson Avenue. Also, traffic flow strategies can implement signal timing to divert commuter traffic as needed.	1241

From: Kathleen Frost [frost.kathleen@gmail.com]
Sent: Monday, February 06, 2006 8:52 AM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool

I have learned that the Presidio YMCA Letterman Pool might be closed to facilitate the planned improvements to Doyle Drive.

I live in Marin and work in San Francisco. I commute by car so that I can take my 9 year old daughter to and from school in San Francisco. As a daily user of Doyle Drive, I certainly can appreciate the importance of improving this structure. However, I am saddened by the prospect that the Letterman Pool would be closed.

My daughter and I make frequent use of the Presidio YMCA. My hobby is triathlon and I have had a great many workouts in the The Letterman Pool in connection with my training. The deep water running classes at the pool are an excellent way for injured athletes and other individuals to maintain or improve fitness while rehabilitating their injuries. My daughter participates in the excellent Presidio YMCA summer camp program, which makes use of the Letterman Pool throughout the summer. Lastly, the Presidio YMCA and the pool benefit the local community by providing an affordable facility that families, triathletes, senior citizens and others can use to stay healthy. It would be a shame to take this pool away and to force those individuals to join expensive health clubs or to give up their swimming routines.

I urge you to re-consider the plan to close the pool.

Thank you,

Kathleen Frost

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Frost, K.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1541

From: Cary Fulbright [cfulbright@yahoo.com]
Sent: Monday, February 06, 2006 9:47 AM
To: doyledrivecomments@sfcta.org
Cc: Kory O'Rourke
Subject: Save Letterman Pool

I write to encourage you to not make any rash decisions that would affect Letterman Pool and possibly close it, whether for "just three years during construction", or permanently. Please reject the Circle Drive Option under the Parkway Alternative.

The Letterman Pool as run by the YMCA is an important part of the community. My younger son is on the Presidio Pirates swim team, which was formed just two years ago and already has over 50 young swimmers aged 8-16. Without this swim team, which practices seven times per week, some of these kids would be on the streets getting into trouble.

My older son swims three mornings a week as his PE requirement for his high school. My son has never been in better physical shape since he began this regimen, and gets up at 6:15am those days to swim. Other kids in his high school are now planning to swim in the morning, also.

I myself swim at the Letterman pool five mornings per week as part of the masters program. The masters program has a large membership, and has been operating for over seven years. Members range from hardcore triathletes to middle-age people like me who are swimming to keep my blood pressure down and prolong my life.

When you balance these three examples of the hundreds of similar stories of children and adults learning to swim, adults improving their health, and the YMCA providing scholarships and financial aid to many so that everyone can participate, against the slight convenience that would come from expanding Doyle Drive, I think it is clear that it would be an absolute travesty to close Letterman Pool and throw these hundreds of people out into the streets.

Regards, Cary Fulbright

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Fulbright, C.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1569



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge — Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Lynn Fuller Date: 1-18-06
Address: 2949 Divisadero St
San Francisco CA 94123
City State Zip

Optional Information

Home Phone: (415) 474 9742 Work Phone: (415) 922-4012
Area Code Number Area Code Number
E-mail: lynnfuller@sbcglobal.net Company: ~~XXXXXX~~ Cow Hollow Assn
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge — Doyle Drive:

Residents of Cow Hollow are greatly concerned about traffic impacts on neighborhood residential streets - especially an increase in cut-throughs due to motorists' frustration with traffic flow on major arteries. Of the proposed alternatives, it appears that some would slow down the Marina Blvd on/off-ramps, thus increasing traffic flow onto Lombard and the north-south streets to the south (up hill) ~~from~~ of Lombard. No alternative should be selected without adequate data and, if necessary, preventive/mitigating measures such as:
- signalization of Marina Blvd to equalize traffic flow between Marina and Lombard.
coordination with SE City agencies studying traffic counts and traffic calming measures for Cow Hollow in the blocks adjacent to Lombard. Cow Hollow's traffic calming application should be expedited to facilitate better coordination.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfccta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94132.

I would like to receive future project updates. by e-mail only.



Comments on the Doyle Drive Project DEIS/R

Reviewer: L. Fuller (011806)

Reviewer's Comment Number	Response	Database ID
1	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the permanent impact discussion of the Preferred Alternative in Section 3.2.8 of the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated. In order to maintain traffic during construction, a transportation management plan will be prepared prior to construction.	1023

From: Marina [marinafromsf@yahoo.com]
Sent: Sunday, February 05, 2006 10:21 PM
To: doyledrivecomments@sfcta.org
Subject: Save the pool

Retain historic Letterman Poole and reject the Circle Drive Option under the Parkway alternative.

The pool is heavily used by families and children, runners and triathletes.

Marina Gelman
marinafromsf@yahoo.com

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Gelman, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1534

From: Cresterr@aol.com
Sent: Monday, March 27, 2006 3:38 PM
To: doyledrivecomments@sfcta.org
Cc: aaron.peskin@sfgov.org
Subject: Doyle Drive

To: Leroy L. Saage, Doyle Drive Project Manager
Jose Luis Moscovich, Executive Director

My name is Doris Giuliotti and I've resided at 42 Richardson Avenue for the past 40 years. After reviewing the Doyle Drive plans that you kindly mailed me, I've come to the conclusion of opting for alternative two, which is replacing and widening the road in the same configuration as it is now.

1

The only reasons Doyle Drive needs replacement is to be retrofitted for earthquakes and to widen the lanes and place a center divider for traffic safety. There is no need to go through intricate landscaping and reconfiguration of the road with tunnel segments. Tunnels aren't safe, in case of accidents within or in the event of an earthquake. Of course those that submit the extravagant plans don't reside here. Being practical, alternative five would be far too costly and not meeting the needs of the residents. This can be illustrated with the plans that have been proposed for the Bay Bridge which took several years of arguments and then the work was abruptly suspended when the expenses proved to be non cost-effective. Given that the bay Area has been the slowest to recover from the recession that's overcome the country since 2000, alternative two is the most cost effective.

Beautifying the Presidio park and its views is not the purpose of Doyle Drive replacement. The bridge approach has been architecturally beautiful for 70 years and admired throughout the world as a unique landmark. The reason why I would like the road to be in the same configuration as it is now is because I don't believe that traffic should be curtailed from Marina Boulevard. Marina Boulevard residents have been whining for ten years attempting to divert all traffic to Lombard St. and Richardson Avenue, which are already above capacity with traffic from commuter cars from Marin, 19th Avenue and 280. Plus we get Golden Gate Transit buses, Muni buses, trucks, heavy rigs, noisy motorcycles which Marina Boulevard was able to have prohibited from their street. At least the cars should have the option to use any street that they wish.

2

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Cont

Why should we be the sole victims to inherit even more traffic in front of our property? Bureaucracy has always been applied in favor of the residents that pertain to a higher income bracket and with influence in government. Everyone should share the burden of traffic--I mean everyone. We all pay taxes and it's fair that we all should share the consequences for having to live in this beautiful city.

First and foremost let's not overlook the environmental impact--noise, vibration and pollution. The noise is in proportion with the traffic. The more traffic, the more noise. Buses, motorcycles and trucks besides the traffic, emit alot of noise, especially when they're idle or come to a stop. The vibrations of traffic cause our upkeep to be very expensive having to repair cracks on our walls. The worst of it all is the pollution. I've been complaining for years to the Health Dept. and they had agreed after visiting my place that the traffic and the fumes of the cars are leaving heavy soot deposits in front and on our property. What should we say about inhaling all these toxic fumes? Mr. Tom Rivard, Senior Environmental Health Inspector told me recently that he's going to place a toxin meter to measure the level of toxicity but I haven't heard from him lately.

3

4

In closing, I would apprecaite you taking my e-mail in consideration. Let's have common sense prevail. I love the Presidio; that's why I've been living here for 40 years but let's not neglect human life. Trees can be replanted but there's no price on a human life.

Sincerely,
Doris Giuliotti



Comments on the Doyle Drive Project DEIS/R

Reviewer: **Giulioti, D.**

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 2 noted.	1598
2	Comment noted.	1599
3	The expanded traffic study did not indicate that traffic levels would be impacted from this project, thus additional noise will not be an issue.	1600
4	Without information on the location of commenter we cannot address impacts on their site.	1601

From: Edward Gleason [edgleason1@msn.com]
Sent: Wednesday, February 08, 2006 10:43 AM
To: doyledrivecomments@sfcta.org
Subject: Doyle drive

We have no need to to take down SF amenities like to pool to get the flow of suburbanites back to 'pristine Marin' faster. Take out the other side first,

Ed Gleason San Francisco

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Gleason, E.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1557



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Jeanne Gannon Date: Feb 15, 2006

Address: 3600 Lyon St
SF CA 94123
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

From the point of view of Cassidy Field, Alt 5 is the only one that gets rid of the hedrows windcut. Alt 2 just makes a big ugly structure look bigger & uglier. Alt 2 would also demolish building at Marine Blvd & the Lyon St gate. Alt 2 fails to provide direct access to the Presidien.

On off ramps at the Palace of Fine Arts must have Palace Drive 2-way as neighbors need access. The demand option seems to threaten this.

The slip ramp near the Toll Plaza seems to remove a bad merging problem of on/off traffic, coming from the Presidien & going to the vison area.

At Lyon St, both the circle & the diamond plans seem to demand removal of trees. Local residents need these trees to block noise & pollution. Please avoid removing trees

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Glesnor[sic] (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference noted for Alternative 5.	1032
2	The Final Design options for the Diamond Interchange will incorporate Palace Drive modifications. Alternative 2 was not selected as the Preferred Alternative.	1033
3	The slip ramp was not carried forward as an element of the Preferred Alternative.	1034
4	It is the intent of the project to minimize tree removal. However, while some trees will need to be removed opposite the Gorgas warehouses to accommodate the Girard Road connections, the overall tree screen will be maintained.	1035

From: Tracy Hall [tracyhall_fun@sbcglobal.net]
Sent: Monday, February 06, 2006 7:49 PM
To: doyledrivecomments@sfcta.org
Subject: Construction - Letterman Pool

I understand there is some forthcoming construction and that the Presidio Lettermen Pool could close during this period.

As a member of the Presidio YMCA and community, I would like to voice my concern and belief that the pool should remain open during construction. Myself, as well, as many others, including children in the area, older adults, and those rehabilitating from injury all use and rely on this pool. Other substitutes are simply too far, require special parking situations and costs. Please consider these points in keeping the pool open.

1

Thank you.

Tracy A. Hall



Comments on the Doyle Drive Project DEIS/R

Reviewer: Hall, T.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1515

Name: Jason Hann
Organization/Agency: Comsys Information Technology Services
Address: 114 Granada Drive
City: Corte Madera
State: CA
Zip: 94925E-mail: iceehann@hotmail.com

Comments:

I have been a resident of SF for over 6 years our recent move to Marin has changed my commute to include Doyle Drive. I am an avid supporter of Alternative 5 and feel that this would be better in safety as well as aesthetics. It would also create better access to areas of the Presidio, Marina, and SF that I frequently visit. If you are indeed collecting votes, I am a definite yes on Alternative 5

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Hann, J.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1661

From: Shelly Harrington [shelly_harrington@yahoo.com]
Sent: Thursday, February 16, 2006 4:22 PM
To: doyledrivecomments@sfcta.org
Subject: Please keep Letterman Pool open

I'm a local triathlete that uses this pool for training. It's critical to my training because I can easily bike and run after swimming, and this is not nearly as possible anywhere else. Please make sure to retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users. The pool is heavily used by families and children, runners and triathletes.

Thanks,
Shelly Harrington

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Harrington, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1522



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge — Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Betty Ann Harrison aka Ann Harrison Date: Feb 15, 2006
Address: 2536 Chestnut Street
San Francisco CA 94123-2406

Optional Information

Alternative 2 is the better alternative.

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number

E-mail: blue sky bah@yahoo.com Company: _____

Brief Comparison of Alternative 2 to Alternative 5 which I do not approve
Comments on the DEIS/R for the South Access to the Golden Gate Bridge — Doyle Drive:

1

Alternative 2 - Replace & Widen is my ^{approval} choice with
either construction staging options utilized and selected ^{options} in DEIS.
Reasons are: Cost is less than Alternative 5 by over 200 million
Less disruption to existing buildings in Presidio
and Wildlife and Scenery (Fewer historical buildings destroyed)
On Doyle Drive: Views of S.F. Cemetery are left intact / S.F. Bay
Views give drivers visual, emotional relief, stress
so road rage is not encouraged, Open sky through
Traffic flows will be about the same
in and out of S.F. with Alternative 2. Low growth for
Traffic is not diverted more to Lombard which ^{increased} Presidio
is what Alternative 5 would do as well as noise -
With terrorist threats an open existing
Alternative 2 is better than risk to family/friends trapped in tunnels
if Alternative 5 is considered.

Alternative 2 has the feel of a relaxed, cozy, existing
Community commutes to and from S.F.

I would like to receive future project updates.
I don't want to be stuck in tunnels
going into or out of S.F. when using Golden
Gate Bridge. (Why don't you drive through the
Broadway tunnel at around 8:00-8:30 on a week?



Comments on the Doyle Drive Project DEIS/R

Reviewer: B. Harrison (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1045

208 Willard North
San Francisco, CA. 94118
March 20, 2006

*Doyle*⁸⁵
Kenworthy

Mr. Leroy L. Sager, PE, Project Mgr.
Doyle Drive DEIS/R Comments
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th floor
San Francisco, CA. 94102

Subject: Doyle Drive Project -
Selection of Alternate on
Which to Proceed

Dear Mr. Sager:

Thank you for giving us advocates for a new and better Doyle Drive another month (ending March 31) to study this very lengthy and extremely comprehensive document, and to make our comments. Certainly my own comments will have been improved by this additional month in which to study the DEIS, and I submit them to you herewith for your and your staff's consideration, and hopefully for your agreement with them.

Your files may include a letter from me on this subject that I sent several months ago, in which I endorsed Alternative #2 over several other alternatives that were being considered at the time. After studying the DEIS, I wish to reaffirm my support for Alternative #2 (over Alternative #5), and for several more reasons than were mentioned in my earlier letter. The last sheet in this letter is a tabulation consolidating some of the most important data, which are taken from various places in the DEIS.

Following are my reasons for endorsing Alternative #2 (no detour) over Alt. #2 (with detour) and over any of the four listed variations of Alternative #5:

1. Least cost - Alt. #2 (no detour) is about \$146 million cheaper than the least-expensive option of Alt. #5, when the Merchant Ramp option is included.

2. Alt. #2 (no detour) has the shortest construction time (40 months). Alt. #5 would take 15 months longer. With Alternative #2 (with detour) we would be spending about \$33 million over the no-detour option only for a temporary benefit, and the construction time would be 11 months greater, so I think that Alt. #2 (with detour) is not a good deal and I would recommend against it. The attached tabulation shows other factors in which the no-detour option is clearly the better one.

3. Alt. #2 (no detour) would necessitate the removal of only one building. Alt. 5 (any option) would take 13 buildings. The "Circle" option of Alt. #5 would also take the swimming pool, which has been vigorously protested by its users.

4. The Alt. #2 (no detour) option would only take 2.2 acres, which is about one-fifth of the acreage that would be required by any of the Alt. #5 options.

5. The amount of material (soil and rocks) to be excavated for Alt. #2 (either option) is less than one-fifth of the material that would be excavated for Alt. #5. I will discuss this further later in this letter.

6. Alt. #2 (no detour) would displace only five current job positions, vs. 48 or 68 jobs displaced under Alt. #5.

7. Alt. #2 requires a lesser width of roadway than Alt. #5, and also has 12-ft. widths for all 7 traffic lanes. Under Alt. #5, four of the seven traffic lanes would be only 11 ft. in width, with the other three lanes being 12 ft. wide.

(Letter of 3/20/06 to Mr. Leroy Sager re Doyle Drive, cont.)

8. The viaduct plan for the eastern part of Doyle Drive (under Alt. #2) enables the land underneath the freeway to be used for other purposes, such as parking of cars or possible extension of the Crissy Marsh. Under Alt. #5, the land under the freeway in that area is not available for any other purpose than vehicular travel. Also, having a viaduct (instead of a ground-level freeway) facilitates movement of people and vehicles between the areas on either side of the freeway.

9. Exhibit 2-37 (pages 2-62 and 2-63) seems to indicate that there will be fewer short-term road closures under Alt. #2 than under Alt. #5.

10. Alt. #2 would permit the use of moveable median barriers (or dividers) in order to facilitate rush-hour traffic, as is done on the Golden Gate bridge. This could not be done under Alt. #5.

11. Alt. #2 includes no signalized intersections, instead using overpasses or underpasses where roads cross. Alt. #5 has at least two signalized intersections, which will tend to slow up traffic.

12. Alt. #5 will create a parking space deficit of 118 places as opposed to only one parking space lost under Alt. #2 (no detour) or 20 spaces lost under Alt. #2 (with detour). Alt. #5 would take up many of the present parking spaces on the west side of the Palace of Fine Arts.

13. The Alt. #5 "hook ramp" would require removal of a row of eucalyptus trees at the southwest corner of the Park Presidio-Doyle Drive Interchange. Alt. #2 seems not to require their removal.

14. The profile drawings for Alt. #2 indicate a constantly-decreasing elevation for all vehicles proceeding eastward (although the grades differ), with a maximum grade of 4.00 %. The profile drawings for Alt. #5 also indicate a constantly-decreasing elevation for a vehicle traveling eastward (max. grade 4.25%) except at the eastern end, where Drawings P-3 and P-4 indicate a rise of about 15 feet and then a decline of about 10 feet, which may be an overpass at Halleck Street. Over time, this "blip" in the roadway profile at the east end will require vehicles to work harder to get over the "blip" and thus add to air pollution. The "blip" will also tend to slow up traffic (particularly trucks). Doyle Drive should not be encumbered with traffic impediments such as this "blip", and Alt. #2 has no such "blip" (i.e. short down-and-up or up-and-down) throughout its length. I understand that traffic speed is expected to be slower for Alt. #5 than for Alt. #2, and that is another reason why Alt. #2 should be chosen. We should remember that most people who will be driving this traffic connector will be intent upon getting from SF to Marin County or vice-versa, as rapidly as reasonably possible, and I think that the highway design chosen should be the one that helps them best to achieve that objective.

15. Referring back to item 5, page 3-149 (third paragraph) states: "in soft soil areas, such as the Main Post tunnels, the soils are inadequate for supporting the tunnels and backfilled soil cover," and that piles may be needed to support the tunnels and their loose soil-and-rocks overburden. To me, it seems ludicrous to go to such extraordinary measures as to scoop out a huge amount of soil and rock so that it can be piled on top of a pile-supported tunnel in order to create an artificial hill that will have a tunnel through it. How effectively could such a loose soil-and-rock hill be compacted?

(Item 15, continued)

3
Cont

~~How~~ would it perform during an earthquake? I believe that the whole idea of such unnaturally-created hills on top of tunnels is completely unnecessary, wasteful of taxpayers money and even potentially dangerous. Again, Alternative #2 would obviate the need for pile-supported tunnels and unnecessary excavation and backfilling. Another aspect of this is that the excavation contemplated under Alt. #5 may include a lot of rock, for which blasting would probably be required. Such blasting may be a disturbance to those who live and work in the Presidio and neighboring areas.

4

16. I believe that there should be better access to the Presidio Main Post from the freeway than is presently planned. At this late date in the "game", I will have the temerity to propose that an off-ramp be provided for eastbound freeway traffic to Halleck Street, and that an on-ramp be provided from Halleck Street to westbound freeway lanes. This would be a proposed addition to Alternative #2.

After all of the above hopefully-well-considered comments, it may seem inappropriate to close this letter with what I would call a "nit-pick". But I was curious regarding the use of the word "parkway" in reference to Alt. #5 and "freeway" in reference to Alt. #2. CalTrans provided me with the following definitions from the AASHTO's California Highway Design Manual:

Parkway: an arterial highway for non-commercial traffic with full or partial control of access and usually located within a park or ribbon of parklike development.

Freeway: a divided arterial highway with full control of access and with grade separations at intersections.

5

Strictly speaking, then, Alt. #5 should not be called a parkway since it would carry commercial traffic (trucks and buses) as well as automobiles. But neither can it be called a freeway since it would have signalized intersections instead of grade separations at two locations. Alt. #2 fits the freeway definition very well, of course. But "parkway" is a "warm and fuzzy" word that best describes Alt. #5, even if it is used slightly inaccurately.

Thank you for your attention to and consideration of these comments. I would be pleased to discuss them with you with you or any member of your staff, if you wish.

Enclosure: Tabulation
entitled "Comparison--"

Sincerely yours -



Winchell T. Hayward
Retired Electrical Engineer
*Member of the California
Heritage Council and of the
Fort Point & Presidio
Historical Association

*The opinions expressed herein
are my own - I am not speaking
for these two organizations.

CCw/enc: Gary Kennerley, PBQD, PE
Craig Middleton, Exec. Director, Presidio Trust
Michael Bolan, Planner, Presidio Trust
Brian O'Neill, Supt., GGNRA
Rick Foster, Nat. Park Service, GGNRA
Redmond Kernan, Ft. Point & Presidio Historical Association
Whitney Hall, " " " " " "
Gary Widman, President, California Heritage Council
Dianne Rowe, Secretary, " " "

Comparison of Some Significant Factors for A17.2 & 5 - Doyle Drive Project
 Data shown in various tables of EIS

	A17.2 No Detour	A17.2 With Detour	A17.5 Downward Loop Ramp	A17.5 - Downward Loop Ramp	A17.5 - Circle Loop Ramp	A17.5 - Circle No Detour Ramp	Merchant Ramp (Add to A17.5)
Estimated Cost	\$552.8 Million	\$585.6 Million	\$602.2 Million	\$690.0 Million	\$701.2 Million	\$697.9 Million	\$ 8.6 Million
Number of Bldgs. Lost	1	4	13	13	13	13	4 (residences)
Loss of Acreage	2.2 acres	1.5 acres	11.4 acres	11.4 acres	11.1 acres	11.1 acres	1.7 acres
Construction Time	40 months	45 months	55 months	55 months	55 months	55 months	55 months
Addl. Parking Spaces Needed	1	20	118	118	118	118	118
Cubic yards of Soil & Rock Required (Amt. returned as fill):	54,000 (31,400)	59,000 (40,600)	309,000 (309,000)	309,000 (309,000)	309,000 (309,000)	309,000 (309,000)	309,000 (309,000)
Employees Displaced	5	36	48	48	68	68	68
Overall Roadway Width (Main roadway width)	124 ft. (106 ft.)	124 ft. (106 ft.)	148 ft. (128 ft.)	148 ft. (128 ft.)	148 ft. (128 ft.)	148 ft. (128 ft.)	178 ft. (128 ft.)
Lanes & Widths	7-12' wide lanes	7-12' wide lanes	4-11' lanes, 3-7 1/2' lanes	4-11' lanes, 3-12' lanes	4-11' lanes, 3-12' lanes	4-11' lanes, 3-12' lanes	4-11' lanes, 3-12' lanes



Comments on the Doyle Drive Project DEIS/R

Reviewer: W. Hayward (032006)

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 2 noted.	1394
2	Alternative 5 was selected as the preferred alternative.	1395
3	Alternative 5 addresses specific environmental issues to provide a natural environment on top of the tunnel structure. The embankment on top of the tunnel can be engineered and designed to perform well during the design earthquake such that no significant damages occur. Because the material and the placement will be specified, the properties and compaction of the embankment can be controlled and monitored for conformance during construction.	1396
4	Alternative 2 was not selected as the preferred alternative. Presidio access is provided at Girard Road in Alternative 5.	1397
5	Comment noted.	1398

From: Jody Heyman [jdstrat@pacbell.net]
Sent: Monday, February 06, 2006 8:53 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool

I have been a member of the Y for many years and have used the pool both for personal use as well as for my family. It is a true community where the instructors and lifeguards make it a point to know who comes to visit. They all know when I have an injury because I spend more time in the water. They know our routines!

It is also a place for so many people to enjoy at all hours. at 5:30am I have taken advantage of the masters swim program. If I come after 8, I crowd in the lanes with other swimmers trying to get our workouts in before heading to work. By 9:30, the seniors take over and we have to be patient until their class is finished. It's a pool that is in constant motion being used by both the young and old. We would be devastated not having access to this wonderful community.

The pool and the facilities need updating, but we beg of you NOT to close such an important part of this community.

Thank you for your time,

Jody E. Heyman

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Heyman, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1544

From: Heyman, Mel [mheyman@peds.ucsf.edu]
Sent: Monday, February 06, 2006 10:18 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman pool

To Whom It May Concern:

I wish to let you know how important it is that the Letterman pool (Presidio YMCA) remain open. My family, including my wife, three boys, and I, has used the pool for many years. It remains an important resource for the community. And it is a popular training area for many swimmers and tri-athletes of all ages!

I also would appeal to you to keep the pool open during construction. (Otherwise, the pool will be closed for the anticipated 3 years of construction.)

Please feel free to contact me if I can be of any further assistance.

Sincerely,

Mel Heyman, MD
Professor of Pediatrics
UCSF

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Heyman, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1553

Name: Erik Honda
Organization/Agency: San Francisco Citizen
Address: 183 Henry Street
City: San Francisco
State: CA
Zip: 94114E-mail: ehonda@acalanes.k12.ca.us

Comments:

Hello Mr. Saage:

Please please please approve the much superior Presidio Parkway plan, and let's get started ASAP. For 36 too many years we've been waiting to get rid of an ugly, dangerous blight on some of the loveliest urban landscape in the entire world, and replace it with something we can all be proud of, whether we're entering the city across the bridge or standing in our beautifully restored Chrissy Field. The Parkway plan will do just that, while the replace and widen plan would be a step backward that generations of San Franciscans would regret for years and years to come.

Thanks for your work on this.

Erik Honda

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Honda, E.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1657

From: Peggy Hope [p.hope@att.net]
Sent: Monday, February 27, 2006 2:48 PM
To: doyledrivecomments@sfcta.org
Subject: adding my voice

I am a senior citizen who has discovered the relief of relative mobility by spending three mornings a week doing water aerobics in the Presidio YMCA pool. My arthritic bones are crying out against the proposed demolition of said pool. So many older people, like myself, have benefited from this program. And it is a joy to see the young children being introduced to the water in the smaller pool. Then there are the accomplished swimmers doing laps, keeping themselves fit and respecting us duffers for trying to do the same. I know that thousands of people avail themselves of this wonderful place. Having been born in the Presidio, I have a special feeling for the Presidio and its historic buildings. I love what George Lucas did with his project. It preserves the integrity of its surroundings. Also, the location is most important as I do not drive a car.

1

There must be some other way of protecting the over-zealous drivers who must speed there way into our city by way of Doyle Drive, without destroying a vital part of our Presidio and the YMCA organization. But if you must do it, then please find the funding to build a replica of our pool, somewhere near the gym, before destroying the present one.

1
Cont

Thank you for your time.

Peggy Hope



Comments on the Doyle Drive Project DEIS/R

Reviewer: Hope, P.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1527

From: Funston@aol.com
Sent: Saturday, March 18, 2006 1:29 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Project
To : Leroy L. Saage / doyledrivecomments@sfcta.org

Re : Doyle Drive

My name is Anne Howson. I live at 3258 Lyon Street between Richardson Ave. and Bay St. Obviously, the work that your group is doing is of great concern to me. It will greatly affect the quality of life in my neighborhood. I have to admit that I view your work with a great deal of mistrust. This mistrust stems from the fact that about two weeks after we moved into our home on Lyon Street a great many very large and quite beautiful trees that stood directly across from our home providing a screen from the traffic noise and auto emissions on Richardson were simply cut down. This was done to accommodate the creation of a bus stop on Richardson, which, for the past two years, has NEVER EVER been used for a bus. I am sure that everyone would agree that the foliage, which was put in as replacement for the trees, is way less than adequate and, I might add, far less than was promised in the "Planting Plan" sheet # 52 of the "Lyon, Richardson, Gorgas Improvement Project". The chip ground cover, in particular, is an unsightly mess, which just collects tourist detritus, dog poop, and overflow parking when there is an event at the Palace Theater. The only reason that a healthy patch of Canadian Thistle has not taken hold in the "Richardson Triangle" is that my husband Jeffrey goes out and digs it out with a shovel about twice a month.

Proposals for Doyle Drive

Obviously a great deal of thought and time and MONEY has been put into the proposal so far. It is clear to me the "Parkway" alternative is preferred by everyone on your team. The presentation in the booklet and on the posters that were created makes it abundantly clear that we will get some version of the "Parkway" no matter what input comes from the public. The "Parkway" shows vision and respect for the beauty of our city, but, you must get back to the drawing boards in designing the flow of traffic on the city end of the project. Clearly, you are pressured to have an easy access to the Lucas Film garage, but NOT at the expense of the YMCA swimming pool. PLEASE! So, eliminate the "Circle Drive" right off the bat. The "Diamond Option" drawings in the booklet are unclear as to how it will work vis a vis Lyon St. We need a better idea and better drawings and a clear written explanation of what it is you are trying to accomplish with these two options.

1

In general, I think your ideas for the Gorgas off ramp and the stop lights to get to Marina Blvd. will force most drivers to flow into the city on Richardson. In my mind it is not acceptable to do so. Traffic should flow into the city equally onto Richardson and Marina Blvd. This could be done with SYNCed STOP LIGHTS on Marina Blvd. The current access to the Presidio (and the Lucas garage) at the city end of the project is adequate. It seems equally important to consider how many people want to get to the Palace of Fine Arts and the Marina Green.

2

Please try to get Michael Painter to work more with the Lyon Street homeowners whose quality of life should be of concern in this planning process.

Sincerely
Anne Howson



Comments on the Doyle Drive Project DEIS/R

Reviewer: Howson, A.

Reviewer's Comment Number	Response	Database ID
1	The Circle Drive option was not selected as the preferred alternative. The YMCA swimming pool will not be removed as part of the preferred project.	1595
2	Stop lights on Marina are currently beyond the scope of this project.	1596
3	Comment noted.	1597

REC'D MAR 29 2006

TO: Leroy L. Saage, Project Manager
FROM: Jeffrey M. Howson
SUBJECT: Doyle Drive Draft Environmental Impact Statement/Report
DATE: March 26, 2006

I reside at 3258 Lyon Street, San Francisco, CA 94123, i.e at the eastern edge of the Doyle Drive project, and accordingly many of the following comments will focus on that portion of the project.

It is important to consider the implications of the traffic flow to and from the eastern boundaries of the Doyle Drive project.

- The reality of traffic flow east of Doyle Drive is that it will diffuse through the individual streets of the Marina and Cow Hollow neighborhoods, because once traffic is backed up on Doyle Drive going east or Lombard Street/Richardson Avenue going west, drivers will seek alternate routes. 1
- Accordingly, the issue requires the planning of the Doyle Drive project so that traffic will diffuse sensibly and equitably among the streets of the neighborhoods involved.
- The current plans make Marina Boulevard an unattractive eastward exit relative to Richardson Avenue, because it is necessary to go through several stop lights on the planned extension of Girard Road. We request that you reduce the number of stop lights on Girard Road or otherwise reconfigure the Girard Road pathway to Marina Boulevard to make it as attractive to drivers as Richardson Avenue. This is a necessary prerequisite to creating an effective traffic corridor that will continue through Marina Boulevard. 2
- The current plans make Marina Boulevard an unattractive westward access to Doyle Drive, because the on-ramp to Doyle Drive is reduced at one point to a single lane. Modify this on-ramp in some way to provide for two lanes for its entire length. 3

It is necessary to re-think both the Diamond Option and Circle Drive Option.

- The Circle Drive Option should be rejected because it destroys a perfectly good swimming pool building that many other people and I use regularly. 4
- A potential difficulty with the Diamond Option is impeding the goal of improved eastward flow of traffic onto Marina Boulevard described above. Please review the Diamond Option carefully with this issue in mind. 5
- You must provide a detailed drawing of exactly how the Diamond Option will interact with or intrude upon Lyon Street and proceed through the so-called Richardson Triangle. This is a very limited space, and real care must be taken to design something that really works. Page 2-49 of the DEIS/R states that "East of Letterman garage, Gorgas Avenue is a one-way street and connects to Richardson Avenue with access to Palace Drive via a signalized intersection at Lyon Street. Palace Drive would operate as a one-way road and would be separated from Lyon Street." 6

Will Lyon Street continue to be a two-way street with westward access to Richardson Avenue or become a one-way street north to Bay Street? (Alternative 5 Presidio Parkway Diamond Option Layout page L-4 in Appendix B of the DEIS/R implies to me that Lyon Street becomes one way north to Bay Street.) What will happen to the existing trees in the area between the two lanes of Lyon Street and in the Richardson Triangle that provide us some relief from the noise and pollution from Richardson Avenue? I request the Michael Palnter continue to work on this issue and meet with the affected residents of Lyon Street.

7



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Howson

Reviewer's Comment Number	Response	Database ID
1	The Refined Presidio Parkway alternative achieves a balance of traffic flow between Marina Boulevard and Richardson Avenue more akin to the anticipated No Build Condition. Some alleviating of traffic is forecast to occur with the introduction of Girard Road access into the Presidio, attracting local traffic to and from destinations in the Presidio and points south that are not available in No-Build Alternative.	1467
2	The design refinements that were made as part of the preferred alternative have resulted in a much closer match to the existing balance of traffic between Richardson and Marina. This has been confirmed by the additional traffic operations analysis included in the Traffic Operations Addendum, October 2005 and summarized in Section 3.2.8 of the FEIS/R including Exhibits 3-30 and 3-31.	1468
3	Marina Blvd. is working at capacity as one lane. Right of way should be preserved to enable two lanes in the future.	1469
4	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative, therefore Building 1151 (YMCA Pool) will remain intact.	1470
5	Comment noted.	1471
6	Detailed drawings of all the design alternatives are provided in Appendix B of the FEIS/R. The Preferred Alternative is detailed in Section 2.5.1 of the FEIS/R.	1472
7	Lyon Street and the trees will not be altered by this project.	1473

From: Eduardo Hueso [ehueso@ilm.com]
Sent: Tuesday, February 07, 2006 9:24 AM
To: doyledrivecomments@sfcta.org
Subject: Retain Letterman Pool

Dear Sirs,

I work in 1 Letterman Dr. and use the Letterman pool regularly. Swimming is the most effective therapy to my back injury and the number one recommendation from my doctors. Anyone who has been to the Letterman pool knows the impact it has on the community's physical and mental health.

From serious athletes to seniors, hundreds of people benefit from this facility. To the best of my knowledge there is no local alternative to the Letterman pool.

I kindly request that the pool and parking associated with it is kept and kept active during the construction of the Doyle Drive project.

Thanks you,

Eduardo Hueso
Software Engineer
Industrial Light and Magic

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Hueso, E.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1558

From: marilyn hughes [marilynh94123@yahoo.com]
Sent: Sunday, February 05, 2006 10:37 AM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool

I am a low-income 70 year-old living in senior housing at Lyon and Lombard Streets. I suffer from arthritis and spinal stenosis. The convenient location and reasonable fee at the Letterman pool enable my mobility. Please find an alternative to the Circle Drive option under the Parkway Alternative so that the Letterman pool can remain in operation. Thank you.

Marilyn Hughes

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Hughes, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1535

From: William humnicky [whumnicky@yahoo.com]
Sent: Tuesday, February 14, 2006 9:49 PM
To: doyledrivecomments@sfcta.org
Subject: Please don't close the pool in the Presidio!

Dear Sirs:

I am a resident of the Presidio and am saddened to learn that the Presidio pool may be closed (even temporarily) due to construction on Doyle Drive.

Please save the pool for water running and swimming workouts for many years to come and for all the seniors and the children who take water exercise/swimming classes. The pool is a valuable resource for the community. Yes there are other pools in San Francisco, but, they are much farther away, do not have easily accessible free public parking and can be much more expensive to use.

Thanks to training I did in the pool, I was able to recover from a leg injury.

Keep the pool open permanently, even during construction.

Sincerely,

William Humnicky
whumnicky@yahoo.com

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Humnicky, W.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1514

From: Mary Ingham [mbeckman@igc.org]
Sent: Monday, February 06, 2006 8:53 AM
To: doyledrivecomments@sfcta.org
Subject: PResidio pool

Please save the Presidio Y pool!

One of many athletes using it regularly!

Mary Ingham

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Ingham, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1532

Name: Chris Jackson
Organization/Agency:
Address: 821 Marina Blvd.
City: San Francisco
State: CA
Zip: 94123
E-mail: chrisjackson@earthlink.net

Comments:

Comments for Alternative #5:

I would like to the design team for their hard work and thoughtful design. In an era where it is very easy to be negative on government and government projects, it is really great to see something produced that is a true benefit to the community. Listed below are a few reasons why I like Alternative 5 for the Doyle Drive project.

#1 SAFETY! The current configuration is terrible for pedestrians and children. Cars sometimes come off Doyle drive speeding at 40-50 miles per hour. They come off the drive at that speed, around a curve with limited visibility, into a residential neighborhood. It is terrifying to have young children who could run into the road and be hit by drivers who can not stop in time at those speeds. It is also impossible to cross Marina Blvd at the assigned crosswalk at Baker street. The cars are coming to fast to stop by the intersection and don't bother. Alternative 5 is FANTASTIC. By having traffic for Marina Boulevard exit on the right and come to a stop before driving onto Marina, cars are moving much slower by the time they get to the homes, kids and crosswalks. This is terrific.

1

#2 Improved views. It is great to see people put so much thought into one of our countries national treasures. The restoration of Crissy field is something this city can really be proud of. Thousands of people enjoy it every day. My family and I are some of those people. Unfortunately, the current Doyle drive does not add to that pleasure. It is clear to anyone who has visited the Presidio that Doyle drive is an eye sore towering above the park. If we have to have a major highway running into our city it should at least try to be as pleasing as possible to the eye. The designers of Alternative 5 have clearly put a lot of thought into this. Their design of putting a tunnel in part of the drive is terrific. It connects the whole Presidio to Crissy field visually and allows guests to walk from one to the other without having to go under the current structure. The current drawings really seem to mitigate the visual negative impact of this major road. It would be such an improvement to have Crissy joined visually to the rest of the Presidio.

2

My only suggestion is that there is a lot of concrete around and under Doyle drive. If some of that space could be smoothed out for roller bladders, roller hockey, basket ball etc. that would be a great bonus. The area has lots of park and walk areas and it would be great fun to have a play ground for roller hockey and basket ball players. Since the asphalt already exists it would just need to be smoothed a bit.

3

Anyway thank you for the good work. Sincerely, Chris Jackson



Comments on the Doyle Drive Project DEIS/R

Reviewer: Jackson, C.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1658
2	Support for Alternative 5 noted.	1659
3	Comment noted.	1660

From: JJJacobiEsq@aol.com

Sent: Monday, February 06, 2006 3:30 PM

To: doyledrivecomments@sfcta.org

Subject: Reject circle drive option under the Parkway alternative, save Letterman Pool

The Letterman pool is a wonderful community resource. Unlike the fancier facilities in the new Letterman arts complex, the Letterman pool is open to the public for a reasonable fee, and is well managed by the Presidio YMCA which I am a founding member. I try to use the pool once a week and observe many others, especially families with children, getting healthy exercise in this facility. Please do whatever you can to work Doyle Drive construction around this valuable San Francisco resource.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Jacob, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1545

Name: Martina Jones
Organization/Agency:
Address:
City:
State:
Zip:
E-mail: martina@stanfordalumni.org

Comments:

I've attempted to review the Citizen's Guide to Doyle Drive improvements. Alternative 5 appears to have many more permanent and far reaching affects on the Presidio (loss of land, loss of buildings, loss of facilities) than other alternatives. As an athlete and frequent visitor of the Presidio, I wish for as little of the existing park to be permanently changed, in particular the closure of the YMCA pool. Many families and athletes -- all of whom are extremely respectful, regular users of all the Presidio's facilities -- take advantage of the land that would be "removed" from circulation and the pool that would be closed. Please don't change something that the most active and enthusiastic residents of this city love and use.

Respectfully,
Martina L. Jones

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Jones, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1644



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Jo Kennedy Date: Feb 15

Address: 2648 BAKER ST
SF
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

I am a resident of Cow Hollow. We have a parkway but my concerns ^{especially} are the marsh and the problems that might arise in the construction of the tunnels.

1

Comments must be received by Wednesday, March 1, 2008. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@scta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 29th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Kennedy (021506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted. The FEIS/R adequately addresses these concerns. Please review the "Implementation and Monitoring Plan" under the Avoidance, Minimization and/or Mitigation Measures in Section 3.4.2 for additional information.	1036



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: ROBERT W. KIRBY JR Date: 2-26-06
Address: P O BOX 911
BERKELEY, CA 94701
City State Zip

Optional Information

Home Phone: 510-834-3309 Work Phone: N/A
Area Code Number Area Code Number

E-mail: N/A Company: PRESIDIO NATURAL RESOURCES
Organization or Affiliation
— REGULAR VOLUNTEER

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

THANK YOU FOR THE THOUGHTFUL EFFORTS OF ALL PARTIES TO DEVELOP ALTERNATIVES FOR BRINGING THIS ROADWAY UP TO CONTEMPORARY STANDARDS — AND TO BE SENSITIVE TO ITS LOCATION IN A UNIQUE NATIONAL PARK.

I URGE THAT ALL RIGHT-OF-WAY LANDSCAPE PLANTING BE DONE WITH SAN FRANCISCO NATIVE PLANTS. NOT ONLY ARE THESE BEST ADAPTED TO LOCAL CLIMATE, BUT THEY'D GIVE ALL VISITORS THE MOST AUTHENTIC EXPERIENCE AVAILABLE.

THESE PLANTS ARE READILY AVAILABLE THROUGH THE PRESIDIO NATIVE PLANT NURSERY.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Kirby

Reviewer's Comment Number	Response	Database ID
1	Planting will be in accordance with the Trust Vegetation Management Plan which gives strong consideration to native plantings.	1240

MAIL THIS FORM (to be received by March 1, 2006) TO:



DOYLE DRIVE DEIS/ COMMENTS
c/o San Francisco Co. Transportation Authority

COMMENT CARD

100 Van Ness Ave., 26th Floor San Francisco, CA 94102
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address (Please print clearly.)

REC'D MAR 21 2006

Name: Paul Kit 4 Date: 3-15-06
Address: 2801 Broadway
S.F. Ca. 94115
City State zip

Optional Information

Home Phone: 415 562-8809 Work Phone: (415) 218-0370
Area Code Number Area Code Number
E-mail: _____ Company: retired
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

1 The subject of the necessary change is obviously safety to avoid the accidents previously suffered, and installed without delay.

2 The cost should be lower without compromise for environment & aesthetic appearances.

3 Thus if the present number of lanes is sufficient for the traffic expected, then a barrier between the two opposing sides should be analyzed for feasibility.

The innovative proposed concept is to enclose it with see through newly developed stronger than previously known plastic glass like material for the short run area. That is the danger area for existing accidents. This look could be more interesting than the present appearance of the Doyle Drive scene. The scratchless material would have a see through modern, scope pleasing to eye & without wet windshields to the traffic.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Kitt (031506)

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1825
2	The present number of lanes (6) is only sufficient with the reversible lanes.	1826
3	The project aims to be designed to be functional as well as complementary to the surrounding environment with the materials currently available.	1827

From: george.kovacs@gm.com
Sent: Monday, February 06, 2006 12:30 PM
To: doyledrivecomments@sfcta.org
Subject: Safe the Presido Pool

To whom this may concern:

Please retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period (if it happens) to ensure access to all users.

The pool is heavily used by families and children, runners and triathletes!!! To loose access would be a hardship for many community users.

Thank you very much!

George Kovacs

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Kovacs, G.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1554

From: mark [landerinsf@yahoo.com]
Sent: Saturday, March 18, 2006 6:03 PM
To: doyledrivecomments@sfcta.org
Cc: garypetersen@sbcglobal.net
Subject: Doyle Drive Parkway

Thank you for designing a wonderful parkway and solution to the Doyle Drive reconstruction.

I very much favor the new Parkway design located at surface level and including two tunnels.

It will reunite the Presidio Park with Crissy both visually and topographically, and is well worth the extra investment for a project that will have far-reaching and long-term effects on this beautiful quarter of San Francisco.

Thank you,

Mark Landerghini

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Landerghini, M.

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1588

From: William Poy Lee [vdragon@ix.netcom.com]
Sent: Saturday, March 18, 2006 7:58 AM
To: doyledrivecomments@sfcta.org
Cc: bbowman@sfchronicle.com
Subject: Doyle Drive Tunnel Should Have Natural Air and Sun Openings to the Surface.

Dear Road Worriers -- regarding the underground tunnel option of the new Doyle Drive, please include open air breaks to the surface along the tunnel route.

1

While recently visiting Paris, we became stuck in slow-moving traffic in the tunnel highway between the airport and Paris. It was like being stuck in a slow-death gas chamber as the accumulating fumes of the commute traffic started to seep into our taxi and into our lungs. The fans in the ceiling were not of much use. I was never more glad than to get free of that tunnel.

I am not against the tunnel, but as a 4th generation San Franciscan, I would only ask you to provide not only mechanized air ventilators (which can break down by the way), but intermittent openings that allow natural air as well as sunlight to flood down into the tunnel. I'll miss the beautiful drive to the bridge, but this looks inevitable.

1
Cont

Thanks -- William Poy Lee, Esq.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Lee, W.

Reviewer's Comment Number	Response	Database ID
1	Tunnel ventilation will be developed in the detailed design. A goal of the ventilation design will be to minimize tunnel Operations and Maintenance costs. The use of natural light and ventilation will be used as much as possible, but the proposed system must satisfy the necessary fire and life safety requirements.	1572

From: Jody Llewellyn [youngjody@earthlink.net]
Sent: Monday, February 06, 2006 8:01 AM
To: doyledrivecomments@sfcta.org
Subject: Maintaining Letterman Pool

Dear Doyle Drive Committee --

Understanding that you have a public hearing upcoming, I was compelled to put in my resident's two-cents on the matter. I respect and understand the need to improve this critical artery -- no doubt it will result in increased quality-of-life for all in the area with traffic flow, noise reduction, and, of course, safety. Clearly, your team has put many years and much study into the options and alternatives available to move forward.

It has also come to my understanding that one impact would be the 3-year-or-longer closing of the historic Presidio YMCA Letterman pool. This pool is a cornerstone of the community in the area, and if there is any way to consider keeping it open, you would be doing the community a major service.

On any given day, all walks of life come through Letterman's doors to enjoy this valuable (and rare) community asset -- swim lessons, seniors, rehab patients who take the water running classes taught by Presidio Sport + Medicine, and athletes.

There really are not many other options in the area -- not that are accessible on a walk-in basis to the community, and to YMCA members at a reasonable cost. The other pools belong to more expensive gyms, far-flung and limited-hour city pools in completely different parts of town, and the Embarcadero Y, which would be very difficult to access for those who are used to driving to the Presidio, and I am sure the Embarcadero could not absorb the volume of the Presidio Pool Community.

It would be sad to see this pool abandoned for a long period of time, especially in its historic condition.

I encourage you to work with residents and the Y community to find a way to keep it open and accessible.

Thanks,
Jody Llewellyn

1

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Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: Llewellyn, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1543

From: Britt Loughlin [brittloughlin@yahoo.com]
Sent: Monday, February 06, 2006 8:20 AM
To: doyledrivecomments@sfcta.org
Cc: 'Jody Llewellyn'
Subject: Please don't close letterman pool!

Hello,

I just learned that there is a chance Letterman Pool in the presidio could be closed for up to 3 years during the extension of Doyle Drive. If there is any way to avoid closing the pool I would strongly recommend it. The YMCA has done an incredible job of maintaining this historical landmark which is used for recreation and fitness across all ages from children taking their first swim lessons to adults participating in Masters. There are classes that the injured and elderly take advantage of which help them recover and stay active. It is not only that so many people would lose out on the benefits of having the pool but there are also the jobs that will be lost to consider. Dedicated swim coaches, life guards, etc.

I have to believe there is a way to keep the pool open and I appreciate your giving it consideration.

Britt N. Loughlin
Executive Search and Staffing Consultant

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Loughlin, B.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1570

Name: Cheryl Loukas
Organization/Agency: Buckland & Taylor Ltd.
Address: 101-788 Harbourside Drive
City: North Vancouver
State: BC
Zip: V7P3R7
E-mail: cloukas@b-t.com

Comments:

I was trying to download the fact sheet, but it was not available. Do you know when the project will be advertised for bid? Has a design firm been chosen to design the bridge?

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Loukas, C.

Reviewer's Comment Number	Response	Database ID
1	It is anticipated that construction would start in 2009. The selected method of project procurement, either traditional design-bid-build or design-build will dictate when the project is advertised for bid. The preliminary design will be completed by a combination of Authority's selected consultant and Caltrans.	1646

From: Lara Lum [lara_lum@yahoo.com]
Sent: Thursday, February 09, 2006 9:04 PM
To: doyledrivecomments@sfcta.org
Subject: Save Letterman Pool -- public comment

As an active user of the Presidio Letterman Pool, I would like to voice a comment.

Many people -- YMCA members, day use people, swim lesson students, and youth groups -- use this pool. YMCA also sponsors fund raising events here.

It is integral to the neighborhoods surrounding the Presidio, in addition to the people and families who live in the Presidio.

There are very few pools open year round that are affordable and family friendly. Many of the pools are in very expensive gyms, such as Club One or Pinnacle.

The location is convenient and offers parking. It's also close to open space, so a combined workout can be done -- swimming, running, biking. Many triathletes use these facilities.

This pool is a great asset to San Francisco and Letterman Pool should be retained and the Circle Drive Option under the Parkway Alternative rejected.

While the Doyle Drive Replacement project is underway (3 yrs), adequate, safe, convenient parking for Letterman Pool should be provided for all pool users.

Your consideration of this input is greatly appreciated.

Lara Lum

1

1
Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: Lum, L.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1539

From: Amy Lyons [amy@goldmanfund.org]
Sent: Friday, March 31, 2006 2:36 PM
To: doyledrivecomments@sfcta.org
Subject: Comments on Doyle Drive Project

March 31, 2006

Mr. Leroy L. Saage
Doyle Drive Project Manager
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

I am writing to reiterate the Richard and Rhoda Goldman Fund's strong preference for the Presidio Parkway design (Alternative 5) for replacing Doyle Drive. Given our building's close proximity to Doyle Drive, I would also like to advocate for several construction options that would address our concerns regarding permanent and temporary construction noise.

1

With regard to permanent noise impacts, the predicted traffic noise level of the Rebuild and Widen alternative of 74dB at Goldman's Building 211 [DEIS, Exhibit 3-53, page 3-183] is significantly higher than the federal Noise Abatement Criteria, and is unacceptable in a national park setting.

The Activity Categories in Exhibit 3-48 are too broad and we believe set too high a traffic noise threshold for a national park. The 66dB predicted for the Parkway in Exhibit 3-53 is obviously much better, although we question that high a prediction when traffic will be buried in a capped concrete box below the bluff edge.

2

We support the objective of the National Park Service Director's Order 47, at DEIS, page 3-171. It should be the noise objective for the Project.

Regarding construction noise impacts, given our building's proximity to the Project, we feel it should be listed in the same "Sensitive Areas" [DEIS, page 3-178] as the Crissy Field Center. Since all our activities are noise sensitive, noisy construction in our area would need to be outside office hours. The noise of pile driving is of particular concern, and the EIS should commit to the quietest available techniques. The mitigation plans referred to on page 3-197, "alternate construction methods may be used to reduce the noise caused by pile driving and other equipment near sites that are noise-sensitive," is inadequate. It is our position that the statement require the most stringent noise reductions. This could be accomplished by using the phrase, "...shall be used....," instead of "... may be used."

3

We have similar concerns about traffic and construction vibration [DEIS, page 3-197, et. seq.], and their mitigation. The EIS only speaks of effects on historic buildings. It inadequately assesses vibration impacts on Building 211 and its proximity to the project.

4

Last, we also support the principles of Context Sensitive Design. We support this process of continued improvement to the Parkway design involving governing agencies and affected institutions and public groups. The designs in the DEIS must be the starting point for the Project, and not the end point.

5

We hope that the commission will recognize that the Presidio Parkway and construction alternatives outlined above are the best options for all parties involved.

Sincerely,
Amy Lyons
Executive Director



Comments on the Doyle Drive Project DEIS/R

Reviewer: Lyons, A.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1623
2	Alternative 2 was not selected as the preferred alternative. The statement that the NAC is set too high is not reflective of the process that was used to develop the criteria. The NAC is a balance by FHWA between what is desirable and what is reasonable. The Director's directive has been used as a noise objective, and was considered in the assessment of noise on this project.	1624
3	All residential units were given the same level of "sensitivity" as the Crissy Field Center. From the reviewer's comments it would appear that the building in question is used as an office building although the noise sensitive activities that take place within this building were not identified. Consistent with all alternatives, the construction noise impacts will be reduced to the extent possible using equipment and methods that will be identified in the contract documents. Stringent noise reduction statements will be included in the construction plans.	1625
4	Traffic vibrations will generally not be noticeable during the operational phase of this project. During construction, vibration impacts will be limited by the use of low-impact construction methods and equipment. This concept was spelled out in detail in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.5. The impacts on Building 211 will be consistent with those of other buildings of its type, location and age and will be monitored during construction to ensure that the potential for damage is minimized.	1626
5	Comment noted. See Section 2.2.3 for a discussion of Context Sensitive Design and Section 2.5.1 for a discussion of the Preferred Alternative.	1627

Name: Laurence Maller
Organization/Agency: WA Thomas Co
Address: 2356 Pacheco Bl
City: Martinez
State: ca
Zip: 94553
E-mail: laurence@wathomas.net

Comments:

I prefer option 5 with the diamond option. I like the direct ramp from southbound into parking and northwestbound onramp. You shouldn't cave to the NIMBY's ... the freeway has to be extended those few blocks along Richardson directly onto Lombard, otherwise the same near-gridlock status will never change. Perhaps as a 4-lane bus/HOV-only median strip (at grade, separated by k-rail barriers) with one diagonal overpass onto Lombard?

1

\$800 million for 1.5 miles of road? Wow. Don't let the special interests in the City delay this project and drive up its cost. Safety first, capacity second, cosmetics third.

2



Comments on the Doyle Drive Project DEIS/R

Reviewer: Maller, L.

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1629
2	Comment noted.	1645

Mark Manning
2340 Pacific Ave #103
San Francisco, CA 94115
2/6/06

Doyle Drive DEIS/R - Comments,
C/O SF County Transportation Authority,
100 Van Ness Avenue, 26th Floor,
San Francisco CA 94102.

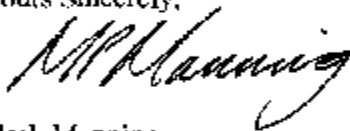
Letterman Pool Closure

Dear Sir,

I am saddened to hear that the County Transportation Authority would even consider the temporary or permanent closure of the Letterman Pool during the proposed construction on Doyle Drive. This pool is the only local facility for many families, children and athletes in the area. As a member of one of the top Adventure Racing teams in the Bay Area, my team uses this pool for training and swim practice on a regular basis. This kind of training allowed us to represent San Francisco at the USARA National Championships in 2005. Without this facility training for future events will be much more difficult.

I am sure that with the large underground parking facility across the street from the pool at the Lucas Center, it is possible to retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users. This pool is a great asset to the community and would be a very difficult loss to overcome if it were to close. Please reject any option outlined in Doyle Drive DEIS/R that doesn't provide adequate protection to the continued use of the Letterman Pool.

Yours Sincerely,



Mark Manning

REC'D FEB 07 2006



Comments on the Doyle Drive Project DEIS/R

Reviewer: Manning

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1233
2	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1234



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: TOM McAteer Date: 2/15/06
Address: 2937 Broadway
SI City CA State 94123 Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

Alternative 2 looks good to me.
This is what I vote for

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@scta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: T. McAteer (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1041

From: Liv Ingrid Mellemseter [liv@lilaen.name]
Sent: Monday, February 06, 2006 5:43 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool (Presidio YMCA pool)

Hello,

I just found out that there is a chance you will be closing the Letterman Pool (Presidio YMCA pool). This was a big surprise, and I have to say I am very disappointed that you have not posted information about this or the upcoming hearing at the pool's bulletin board. Wouldn't that ensure that all users of the pool get a chance to let you their opinion. Please make sure such a posting is done.

Well, anyway, I found out through a friend and this is what I think about it:

- * I urge you to keep the pool.
- * I urge you to keep it open during construction of the roads.
- * I hope that you find another option than the Circle Drive Option under the Parkway Alternative.
- * During the construction period, it should be possible to continue to offer parking for pool users.

I love going to the pool. I am a 30 year old women. When I go there (to waterrun 2-3 times a week) I get to spend time with people both my age, younger, older and much older. It's a fantastic community, and a safe place to stay fit (the only way for me and many others with injuries or age limitations). And not to forget the kids and teenagers that come there.

Have you been to the pool lately!?? It is heavily used by both families and children, elderly and athletes!

KEEP IT - AND KEEP IT OPEN!

See you on the 15th...

Regards,
Liv

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Mellemseter, L.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1538

REC'D MAR 29 2006

Amy Meyer
3627 Clement Street
San Francisco, CA 94121
Phone 415-221-8427 Fax 415-752-2777

March 27, 2006

Leroy L. Saage, PE, Doyle Drive Project Manager
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102 Re: Doyle Drive Draft EIS

Dear Lee:

I was a member of the Presidio Trust board of directors for six years. For much of that time, the design of the Letterman Digital Arts buildings was under review. In particular, the Advisory Council on Historic Preservation wanted to improve the connection between the Presidio and the Palace of Fine Arts. They wanted the LDA structures to frame the view of the Palace for passers-by, and so the connection to the Palace would enhance the pleasure of people in the park in front of the LDA buildings.

A major obstruction to the view of the Palace of Fine Arts is the old army pool building. It has historic significance but it is not architecturally outstanding. I personally support the Circle Drive option at Richardson Avenue, which would mean removal of the pool. The Diamond Interchange is a freeway off ramp which counters the Presidio parkway's character, whereas the Circle Drive is designed to moderate the speed of traffic. The Diamond Interchange also adds a lane and two shoulders to the width of the project at a point where the roadway should narrow to give respect to the Palace of Fine Arts and the Presidio.

The present pool facility is poorly located relative to the main building of the YMCA. It is too far away to be used in tandem with its athletic facilities or to be administered efficiently. Replacement of the pool near the YMCA gym would seem to be a win for everyone. Y members would no longer be driving between the gym and the pool, thus reducing local Presidio traffic in the national park and parking demands on the Presidio Trust. The Y would have a more efficient, modern facility in a location convenient to its members. I would think that the old pool could be removed near the end of the Doyle Drive construction period, allowing time to first construct the new pool.

Sincerely,
Amy Meyer
Amy Meyer

cc: [illegible]
[illegible]
[illegible]

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Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: A. Meyer (032706)

Reviewer's Comment Number	Response	Database ID
1	Preference for Circle Drive Option noted. The Diamond Option was selected as part of the Preferred Alternative so the pool will not be impacted by this project.	1484

From: ber8832@aol.com
Sent: Wednesday, March 15, 2006 9:53 AM
To: doyledrivecomments@sfcta.org
Subject: Support for Michael Painter design options

I wish to add my support to the alternative designs for Doyle Drive prepared and modified by Michael Painter and would expect that Mr. Painter's substantial contribution to the project by properly acknowledged in the final EIS.

1

As someone who has been engaged in various elements of disaster planning, I wish to oppose any design that includes any elevated roadways. While I can appreciate that modern engineering design can mitigate potential failure of such roadways caused by major earthquakes, the risk and increased cost are not justified if such road raising is otherwise unnecessary.

2

The parkway design of Mr. Painter provides for adequate movement of vehicles to and from the Golden Gate Bridge (in this regard, the inclusion of modern traffic management systems on the drive is strongly recommended), reestablishes an important connection between the Presidio and the Palace of Fine Arts with a Circle Drive design at the south end, minimizes negative impacts with a hook ramp at the intersection of Highway 1, minimizes negative impacts for Presidio neighbors, and provides parkway users with a wonderful visual connection with the Presidio and its environs; one of San Francisco's jewels.

The memory of the tragic impacts of Loma Prieta on elevated road structures, coupled with the consequent dramatic rebirth of the Embarcadero and Octavia Boulevard in San Francisco, and the Mandela Parkway rejuvenation in Oakland serve as excellent examples supporting the Parkway design for Doyle Drive.

Our extraordinary natural environment and our magnificent urban structures deserve no less.

Thank you for your thoughtful consideration.

Bernard L. Meyerson



Comments on the Doyle Drive Project DEIS/R

Reviewer: Meyerson, B.

Reviewer's Comment Number	Response	Database ID
1	Michael Painter is acknowledged in the Final EIS/EIR.	1603
2	The terrain in the project corridor requires a combination of bridges, tunnels and at-grade sections to blend the facility into its physical setting in the Presidio, part of the stated purpose of the project.	1604



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

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If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Nyla Proemelli Moore Date: Mar. 2, 2006
Address: 3150 - Steiner St.
San Francisco, Ca. 94123
City State Zip

Optional Information

Home Phone: 415 922 5094 Work Phone: (415) cell-699-5094
Area Code Number Area Code Number
E-mail: nyla.p@sbe.global.net Company: Retired Teacher
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

1 As an owner in the area for over 22 year and a native San Franciscan, I don't feel alternatives 2 and 5 would be beneficial to the residence in this area. San Francisco (area wise) is a small city and ~~we~~ all of this is encouraging pollution and excess traffic. This excessive construction will benefit the working commuters who live out of San Francisco. I am for Alternative (1) with what is programmed for safe measures by the year 2004.

Sincerely,
Nyla Proemelli Moore

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 25th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Moore

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 1 noted.	1231

March 10, 2006

Ronald J. Mulcare
655 Marina Blvd.
San Francisco, CA 94123

Leroy L. Saage, PE, Project Manager
Doyle Drive DEIS/R Comments
c/o San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re Doyle Drive DEIS/R Comments

Dear Mr. Saage:

The following are comments regarding the DEIS/R for the Doyle Drive Project which comments are now due by March 31, 2006.

Marina Boulevard is located easterly of the Project alternatives described in the DEIS/R. The properties adjacent to Marina Boulevard are zoned Open Space, Park and Residential by the City of San Francisco. The Master Plan and the policies of the City require that traffic be diverted away from properties so classified.

In general, I support Alternative 5 over the other Alternatives in the DEIS/R but wish to make the following observations. 1

The DEIS/R Alternatives provide for a maximum of one (1) lane of traffic onto Doyle Drive from Marina Boulevard and for a maximum of two (2) off of Doyle onto Marina. As part of the DEIS/R process, public hearings and meetings have been held at which representatives of the Transportation Authority have confirmed these numbers of lanes, which are the numbers of lanes presently providing access to and from Doyle and Marina. Any increase in the numbers of these lanes, i.e., one lane onto Doyle from Marina and two lanes off of Doyle onto Marina, will cause a substantial impact to the properties adjoining Marina Boulevard and their users and residents consisting of, for example, noise, dust, fumes, vibrations and safety hazards, which have not been assessed in the DEIS/R. Thus, any increase in the numbers of lanes providing access between Doyle Drive and Marina Boulevard would require a new DEIS/R. 2

Additionally, other than reconnecting Doyle Drive and Marina Boulevard as described above at Lyon Street and Yacht Road where they currently connect, the DEIS/R Alternatives do not include any changes, construction, reconstruction or any other alterations to existing Marina Boulevard. Thus, a new DEIS/R would be required for any alteration whatsoever to Marina Boulevard.

3

Sincerely,



Ronald J. Mulcare



Comments on the Doyle Drive Project DEIS/R

Reviewer: Mulcare (031006)

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1829
2	The traffic operations analysis is used to determine the project volumes and hence the number of lanes needed.	1830
3	The project does not propose any changes to Marina Blvd. east of the Lyon St intersection.	1831

MAIL THIS FORM (to be received by March 1, 2006) TO:



DOYLE DRIVE DEIS/ COMMENTS
c/o San Francisco Co. Transportation Authority

COMMENT CARD

100 Van Ness Ave., 26th Floor, San Francisco, CA 94102
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: _____

Date: _____

FEBRUARY 23, 2006

Address: _____

M Adrienne Myers
88 Taylor Dr
Fairfax, VA 22030-2127

City

State

Zip

Optional Information

Home Phone: _____

415 - 453 - 0298

Work Phone: _____

Area Code

Number

Area Code

Number

E-mail: _____

Company: _____

Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

I would like to state my
support for Alternative #2
"REPLACE AND WIDEN"
in regard to the DOYLE DRIVE PROJECT

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyleactive.org, emailed to doyledrivecomments@scta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Myers

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1243

Name: William Neil
Organization/Agency: Golden Gate Triathlon club
Address: 131 Congo Street
City: San Francisco
State: CA
Zip: 94131
E-mail: rwneil@gmail.com

Comments:

There are simply not enough Swimming pools in San Francisco to afford the closure of the Letterman Pool (Presidio YMCA pool) for any extended time period.

Every pool in this city is already over-booked at the times most people can use them. Even early mornings and late evenings are frequently packed with swimmers.

Please seriously consider options that would ensure that the Letterman Pool continues to be available during construction on Doyle Drive.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Neil, W.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1641

Name: susan Nickerson
Organization/Agency:
Address: 273 20th avenue
City: san francisco
State: ca
Zip: 94121
E-mail: sf1sue@aol.com

Comments:

Please do not close the presidio pool. It is a vital part of our community.

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Nickerson, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1635

From: j.m.errun.sf@att.net
Sent: Tuesday, February 28, 2006 9:41 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Alternatives

Dear Sir:

I would like to add my name to the list of the public asking for the retention of Letterman Pool. There must be a way to accomplish a safe Doyle Drive without destroying an extremely valuable recreational facility. The total community and its visitors should be considered not just the automobile drivers driving dangerously fast through.

My family from tri-athletes to the very young have spent many essential exercise and pleasurable hours at the pool. We have healed after surgeries, after the death of a spouse, and made many lasting friendships at the community of Letterman Pool. We know firsthand that San Francisco is very lacking in affordable aquatic resources for the users of all ages and incomes.

San Francisco was once the home of the world's largest pool, Fleishhacker Pool at the end of Sloat Boulevard near the San Francisco Zoo. Imagine a pool almost as long as the Empire State Building is tall that was Fleishhacker. Maybe that was a bit much, but the community has lost too many recreational areas to the power of the automobile. The site of Fleishhacker is now a parking lot for the zoo. Now several of your alternatives show Letterman Pool wiped out by the automobile. As the girth of the public grows, the pool and recreation sites diminish their dimensions. This is not a justifiable sacrifice for the convenience of the automobile. Please do not have a narrow focus of what is good for the public all parts of the community need to be considered.

Mitigation must follow if this plan destroys the pool. Money from the project must be provided for a pool of equal size and convenience before the new road is completed.

Thank you for your consideration.

Sincerely,

Jane Nurre

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Cont



Comments on the Doyle Drive Project DEIS/R

Reviewer: Nurre, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1548

Name: Kevin O'Brien
Organization/Agency: Palace of Fine Arts League, Inc.
Address: 3301 Lyon Street
City: San Francisco
State: CA
Zip: 94123
E-mail: kevin@palaceoffinearts.org

Comments:

The Diamond Option and the Circle Drive Option at Palace Drive creates access problems to the Palace of Fine Arts Theatre for patrons and delivery vehicles. These options eliminate needed parking spaces. Also, it is unclear if tour bus zones will need to be moved and if access to the theatre stage door and loading door will be impacted.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: O'Brien, K.

Reviewer's Comment Number	Response	Database ID
1	Parking removed (temporarily or permanently) due to project construction will be replaced as part of the mitigation and transportation management plans.	1686

Name: Megan OConnor
Organization/Agency:
Address: 2585 Union St, #5
City: San Francisco
State: CA
Zip: 94123
E-mail: moconnor13@yahoo.com

Comments:

I love the Presidio and I agree that Doyle Drive needs an overhaul. However, I ask the the Letterman pool stay open and continue to have safe parking during the construction time. The pool is used by many many people on the neighborhood and there is not alternative so it should remain open and accessible.

1

Thanks,
Megan



Comments on the Doyle Drive Project DEIS/R

Reviewer: O'Connor, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1640

From: Sheila O'Connor [slaveryoco@yahoo.com]
Sent: Tuesday, February 07, 2006 9:20 AM
To: doyledrivecomments@sfcta.org
Subject: Keep Letterman Open!

I am writing to request that the Doyle Drive Committee consider the following:

- 1) Retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative, and
- 2) Retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users.

I have a young daughter and we joined the YMCA specifically to teach her pool safety and how to swim. Without the Letterman Pool, we will be unable to do so. The city is much better off with a pool than another highway.

Kind Regards,
Sheila O'Connor

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: O'Connor, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1523

From: Elias Olson [ewvo@yahoo.com]
Sent: Monday, February 06, 2006 11:42 AM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Extension

Dear Sir or Madam:

I am writing to you to voice my opinion that the historic Letterman Pool be retained and the Circle Drive Option under the Parkway Alternative be rejected. I also strongly urge the pool remain open during the 3-year construction period to ensure access to all users, and further, that you retain adequate, convenient and safe parking for Letterman Pool during this period. The pool is heavily used by families and children, as well as runners and triathletes, and its operation needs to be continued for the sake of our community, particularly in light of the limited number of swimming pools we have in San Francisco.

Thank you in advance for considering my comments in your decision making process.

Sincerely,
Elias Olson

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Olson, E.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1556

From: scott panter [<mailto:sspanter@hotmail.com>]
Sent: Friday, March 31, 2006 6:04 PM
To: Lee_Saage@sfcta.org
Subject: Doyle Drive

Mr. Leroy Saage
Project Manager DEIS/R Comment
c/o S.F. Transportation Authority
100 Van Ness Ave., 26th Floor
San Francisco, CA 94102

Dear Mr. Saage:

My wife and I are residents of the Cow Hollow area of San Francisco, and we have concerns regarding the Doyle Drive upgrade. We agree with those changes advocated by Ms. Patricia Vaughey of the Cow Hollow Neighbors and Merchants, as follows:

- a. The exit from Doyle to Marina Blvd. be retained as depicted in Alternative #2.
- b. The entrance from Marina Blvd. to Doyle be retained as depicted in Alternative #2.
- c. Eliminate the slip ramp from Gorgas with outlets into Lyon and Francisco.
- d. All city land between Richardson, the Bay, and Doyle remain the same as on 2/1/2006. The same for Lyon St.

If these changes cannot be made, we prefer Alternative #2.

In addition, since the stop signs have been installed on Marina Blvd., we have noted a considerable increase in traffic on Greenwich St., which is the location of our residence. Sometimes it takes 3-5 minutes to get out of our driveway in the morning. Any modification of Doyle that further restricts or impedes traffic flow onto Marina Blvd. will exacerbate this situation, which is unacceptable.

Sincerely,

Scott Panter and Barbara Ellington

1

2



Comments on the Doyle Drive Project DEIS/R

Reviewer: Panter, S.

Reviewer's Comment Number	Response	Database ID
1	Comments noted.	1612
2	Comments noted. Based on the traffic analysis, traffic conditions along Marina Blvd are expected to be similar as the existing conditions for the Preferred Alternative (see discussion of Preferred Alternative impacts in Section 3.2.8).	1613

From: Debbie Parrott [dparrott@iconexhibits.com]
Sent: Monday, February 06, 2006 2:38 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool

I recently heard through my triathlon friends that the accessibility of Letterman Pool may be compromised soon due to a construction project in that area. This would be a major loss to the numerous families, children and competitive athletes who rely on the pool for recreation and training.

I am a triathlete and am recently pregnant and the one sport that supposed to be safest form of exercise for pregnant women is swimming. I personally would be crushed if the pool was shut down.

I and my athlete friends so appreciate the facility and those who run it. Please do not close Letterman Pool.

Debbie Parrott

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Comments on the Doyle Drive Project DEIS/R

Reviewer: Parrott, D.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1560

From: HPatrick [HPatrick@GMSSR.COM]
Sent: Friday, February 17, 2006 1:00 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive Project

As a fourteen-year commuter over the Golden Gate Bridge, I am very interested in the Doyle Drive Project and am extremely surprised at the lack of general publicity over the intended "upgrades". I only happened to learn about it while switching channels, and stumbled on it on a news report on the Ten O'Clock News about two days ago. I am sure that other long-term commuters would be just as interested.

Quite frankly, it is the traffic situation on the surface road where the new Lucas Arts Center has been built that needs greater attention. After the introduction of FastTrack, the commute traffic flows extremely swiftly through the Bridge, but more often than not, the surface street with the traffic lights, cannot cope with the volume of traffic, and the traffic is backed up to almost the Bridge. I generally get to the Bridge at about 8.33 a.m. every morning. The situation is a little better before this time.

As far as I am concerned, the surface of Doyle Drive is much better than the 101 from Marin County. It really seems to be quite a waste of money to replace something that, in my view, is in far better condition than the approaches to Doyle Drive.

I shall be forwarding more detailed comments on not only the project, but the need for the project.

1

From: HPatrick [HPatrick@GMSSR.COM]
Sent: Wednesday, March 01, 2006 1:20 PM
To: doyledrivecomments@sfcta.org
Subject: Comments on Doyle Drive DEIS/R

As a fourteen-year commuter into San Francisco from Marin County, I would like to comment on the proposals for the reconstruction of Doyle Drive.

I strongly support the "No Build" Alternative 1 - Exhibit 2-23 on page 2-33, with any appropriate seismic and other necessary upgrades.

However, as it appears that the decision to rebuild Doyle Drive has probably already been taken and it is a matter of merely selecting what alternative should be adopted, I would opt for Alternative 2, Replace and Widen, Exhibit 2-26 on page 2-39. I strongly disapprove of, and oppose, Alternative 5 - Presidio Parkway, with the tunnels, Exhibit 2-29 on page 2-45. My detailed comments are as follows:

ALTERNATIVE 1 - NO BUILD, Exhibit 2-23

Contrary to one of the reasons for justifying the proposals, the surface does not need attention and it is in a far better condition than much of the 101 in Marin County along which I travel. Widening the lanes, in my opinion, will probably not reduce accidents, but increase them. It is not the width of the lanes that create accidents, but the speed at which motorists drive. If the speed cannot be controlled in the narrow lanes, then I dread to think what the speeds will be with wider lanes. (A shoulder will certainly be required to cope with the increased number of crashes.) Despite the much publicized accidents when they do occur, the accident rate on this stretch of road is minimal. There is rarely a backup due to an accident, and during my fourteen years of commuting, there has rarely been a backup due to an accident. There have been more accidents on the 101 up to San Rafael than on Doyle Drive.

Additionally, should this Alternative not be adopted, a number of the mature trees lining the existing Doyle Drive will need to be felled. Leaving Doyle Drive as it is, with seismic upgrades as necessary, will have the least impact on the historic buildings, and nature and character of the Presidio. If not, the beauty of the Presidio will be lost forever.

ALTERNATIVE 2 - REPLACE AND WIDEN - Exhibit 2-29

My comments relating to Alternative 1 apply to this Alternative as well. However, as mentioned in my opening statement, if it is the intention to proceed with the reconstruction, then Alternative 2 appears to be the best alternative.

ALTERNATIVE 5 - PRESIDIO PARKWAY, WITH TUNNELS Exhibit 2-29

This proposal is the worst choice and should certainly not be adopted.

This alternative clearly affects the nature and character of the existing Presidio and its original historic purpose. There will be unacceptable destruction of buildings and the environment. [The foregoing comments also apply to Alternative 2.] The DEIR itself acknowledges the adverse effects of this proposal, citing 36 CFR 800.5(a)(2)(1). Once the Presidio grounds and buildings are destroyed, they will be gone forever. They cannot be replaced or reintroduced. I would imagine that all of the tourists to San Francisco visit the Bridge, and most also visit Marin Headlands, Muir Woods and the rest of the National Golden Gate Recreational Area. The views from Doyle Drive are probably unequalled - the beauty of the Bridge and the Bay when traveling North, and the view of the Bay stretching across to the East Bay, the Presidio itself with its beautiful green landscape, buildings, and National Cemetery, as well as Pacific Heights and the rest of the City, must create a memorable and lasting impression on any tourist. To build Doyle Drive with two tunnels, will destroy this image completely, and is just preposterous.

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Apart from the aesthetics, building two tunnels in an area of possible liquefaction leaves a lot to be desired. I certainly would not want to be in one of these tunnels when the next earthquake strikes. Additionally, as previously mentioned, I envisage that with wider lanes, motorists will speed through the tunnels (that's if there is no backup during the rush hour which has been created by the reconfiguration of the surface road/traffic lights to accommodate the Lucas Arts Center). A pile-up in the tunnel leaves the possibility of one vehicle catching fire, and the rest of the cars being involved in a fiery crash inside the tunnel, with the occupants of the cars not just being injured but burned to death.

I do hope that the entities involved will consider the Alternatives very thoroughly and carefully before proceeding with any reconstruction of Doyle Drive.

J. H. Patrick



Comments on the Doyle Drive Project DEIS/R

Reviewer: Patrick, H.

Reviewer's Comment Number	Response	Database ID
1	Comment noted.	1552
1	Comment noted.	1551

From: Rebecca Pearson [Rpearson@hansonbridgett.com]
Sent: Monday, February 06, 2006 10:34 AM
To: doyledrivecomments@sfcta.org
Subject: Retain historic Letterman Pool

To Whom It May Concern,

As a triathlete and a woman living in a household with a 6 year old, I can personally attest to the need to retain the Letterman/Presidio YMCA Pool. There is a shortage of affordable, quality pools in San Francisco where athletes can train and children can engage in healthy activity.

While we support needed improvements to our transportation system, our household would be at severe loss if the Letterman/Presidio YMCA Pool was closed, even for a short period of time. We request that alternatives be considered that will accommodate regional transit needs while maintaining an important recreational facility in San Francisco.

Please keep San Francisco athlete- and kid- friendly by:

- * Retaining historic Letterman Pool and rejecting the Circle Drive Option under the Parkway Alternative.
- * Retaining adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users.

I am unable to attend the hearing on February 15, 2006, due to a prior commitment. I would appreciate it if you would take my feedback into consideration when making a decision.

Regards,

Rebecca S. Pearson
Associate
Hanson Bridgett Marcus Vlahos Rudy LLP

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Pearson, R.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1526

From: marcia peterzell [marcia.peterzell@earthlink.net]
Sent: Monday, February 13, 2006 2:25 PM
To: doyledrivecomments@sfcta.org
Subject: Comments on the proposed elimination of the Letterman Pool

Friends,
I am writing today in order to plea with you not to tear down the Letterman Swimming pool. I believe the YMCA will survive and they would build another pool with money that you would give them. However, Letterman is a true relic of the old San Francisco which is diminishing in space. The pool Works and to tear it down in order to expand Doyle Drive is putting convenience today rather than saving history of significance for the future.

Please reconsider this plan.

Retain historic Letterman Pool (Building 1151) and reject the Circle Drive option under the Parkway Alternative.

With hopes,
Marcia Peterzell

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Peterzell, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1537

REC'D APR 03 2006



PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alternative): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
MARIE ANNE BURNARD MARCH 21 2006	<i>Marie Anne Burnard</i>	2940 BROADRICK ST.		346-7203
DAVID BLANDFORD 3/21/06	<i>David Blandford</i>	2934 BROADRICK ST.	<i>dblandf@e-siderails.com</i>	576-4421

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alternative): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
Karen Goss		2830 Bradenick St	kgross@pacbell.net	441-6925
RICHARD W. GORGAS		2830 BRADENICK ST	rwgorgas@pacbell.net	"

REC'D APR 03 2006

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alternative): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
MARIE ANNE BURNARD MARCH 21 2006	<i>Marie Anne Burnard</i>	2940 BROADRICK ST.		346-7203
DAVID BLANDFORD 3/21/06	<i>David Blandford</i>	2934 BROADRICK ST.	<i>dblandford@sf.gov</i>	576-4401

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alternative): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME &
DATE


SIGNATURE

ADDRESS

EMAIL

TELEPHONE

Karen Goss  2830 Bradenick St kbgoss@pacbell.net 414-6925

RICHARD W. GORGAS  2830 BRADENICK ST rwgorgas@pacbell.net "

2934 Broderick

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alteration): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
C. GRIFFITH TOWLE	C. GRIFFITH	2850 BRODERICK		(415) 931 2798
DORINE WOODS TOWLE	Dorine Woods	2850 BRODERICK	drtowle@earthlink.net	

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alteration): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
	<i>Alejandra Longhini-Gutiérrez</i>	2844 Bradenck St		292-6113
	<i>Alejandra Longhini-Gutiérrez</i>			
	<i>Albert Gutierrez</i>	2844 Bradenck St		292-6113

PETITION

We petition the Mayor, Board of Supervisors, San Francisco County Transportation Authority, Department of Parking and Traffic, San Francisco Municipal Transportation Authority, San Francisco Recreation and Park Department, CalTrans and the Federal Highway Administration, and all other Federal, California and San Francisco authorities involved in the design, approval and implementation of the Doyle Drive, as follows: (1) Implement Alternative #2 (Replace and Widen); (2) If not, make the following changes on Alternative #5 (the parkway plan alternative): (a) The entrance into Marina Boulevard from Doyle Drive to remain with the same configuration as exists as of 2/1/2006; (b) The northbound entrance from Marina Boulevard to Doyle Drive to be changed back from one lane to two lanes; (c) Cut off the Gorgas slip from Gorgas into Lyon and Francisco Streets; and, (d) Lyon Street and the land that belongs to the Recreation and Park Department and the City and County of San Francisco between Richardson and Bay to remain as is.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
JACK BERGES 2/13/06	<i>Jack Berges</i>	2820 BROADVIEW	JBERGES@SBCGLOBAL.NET	415-279-2054
Jana Berges 3/1/06	<i>Jana Berges</i>	2820 Broadview	jaberger@sbglobal.net	415-474-5272



Comments on the Doyle Drive Project DEIS/R

Reviewer: Petition 12 Signatures

Reviewer's Comment Number	Response	Database ID
1	Elements 1, 3, and 4 have been incorporated into Alternative 5. Element 2 would require the taking of additional park land.	1457

**Leroy Saage, Project Manager
Project Manager DEIS/R COMMENT
%S.F. County Transportation Authority
100 Van Ness Ave.#26th Floor
S.F.,Ca.94102**

REC'D MAR 31 2006

Dear Mr. Saage,

**As a neighbor(merchant) of their Marina/Cow Hollow of S.F.,
I am requesting that you change Alternative 5(Predidio Parkway) in
the following four ways:**

- 1. That the Marina Blvd entrance from Doyle Drive be retained to
the existing configuration and as of 2-1-2006 as
it is depicted in Alternative#2(Replace and Widen)**
- 2. The entrance from Marina Blvd into Doyle Drive be retained to
the as of 2-1-2006. As shown in the Replace and
Widen(Alternative 2)**
- 3. Cut off the Slip ramp from Gorges that travels into Lyon and
Francisco Streets**
- 4. Lyon Street and all City Land between Richardson,Bay and Doyle
remain the same as it was on 2-1-2006.**

**If all of these changes cannot be made. then I prefer Alternative#2.
(Replace and Widen)**

Thank you,

cc. Marina - Cow Hollow Neighbors and Merchants.

page 3

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL. TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 8 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 8-1-2006. (2) THE NORTHBOUND ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 8 OUR PREFERRED PREFERENCE.

PRINTED NAME & DATE SIGNATURE ADDRESS EMAIL TELEPHONE

563 of 659

Brooke Sampson 3/21/04 ~~Brooke Sampson~~ 2655 Filbert St brooke.sampson@yahoo.com 415 944 6267

Chris Grosser "CAG" 2611 Filbert St 415 776-7814

Neil Ruzsach 3/22/04 Neil Ruzsach 2651 Filbert St 415-931-4464

Terrance M Dang Kathy 3/22/04 Neil Ruzsach 2655 Filbert St 415-567 1721

Ferri Zaldastan 3/22/04 2699 Filbert St 415 979 1800

CAROL COPSEY Carol Copsey 2761 Greenwald St SF 94123 415/567-8525

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 6 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 2-1-2006. (2) THE NORTHSOUND ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 8 OUR PREFERRED PREFERENCE.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
GEORGE WOOD	G. Wood	2758 BAKER ST.	GGWOOD@	923-5913
Grace Brachelli	Grace Brachelli	2725 Filbert		
Kristi Jake	Kristi Jake	2719 "	KRIST@redcap.com	921-3606
Don Woodhead	Don Woodhead	2715 Filbert St.	SF	921-7280
Diana Mauer	Diana Mauer	2865 Broderick St.	SF	94123

CHRISTINE CULLEN'S Chris E. Callans 2710 Filbert St. San Francisco, CA. 94123

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL. TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 5 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 2-1-2006. (2) THE NORTHEAST ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 3 OUR PREFERRED PREFERENCE.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
3/30/06	Michael J. McNamara	2774 Filbert St		
	MELISSA MCNAMARA	McNamar 2774 Filbert St		
	George Stephen C	2901 Baker	owner	Presidio Mart
	Suzanne R. Russack	2657 Filbert		S.F. Ca. 94123
	Mary W. Gomez	2901 Brockwick St.		SF. 94123
	Barbara T. Stevens	2736 Filbert St		94123
	Draxton R. Hens, Jr	2700 Filbert St		94123

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL. TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 5 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 2-1-2006. (2) THE NORTHBOUND ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 2 OUR PREFERRED PREFERENCE.

PRINTED NAME & SIGNATURE ADDRESS EMAIL TELEPHONE

DATE

(3/30/06)

MICHAEL G. MUELLER Michael G. Mueller 2710 Filbert St. SF 94123 (415) 775-4528

Rebecca Blair *[Signature]* 2700 Filbert St SF 94123 7/24/06

REC'D MAR 8 1 2006

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 5 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 2-1-2006. (2) THE NORTHBOUND ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 8 OUR PREFERRED PREFERENCE.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
Jean Caranatti 3/13/06	<i>Jean Caranatti</i>	2636 Chestnut St S.F. 94123		346-3795
Gina Ivan 3/18/06	<i>Gina Ivan</i>	2060 Filbert St SF CA 94123		776-7182
ADA CARAMATTI 3/18/06	<i>Ada Caranatti</i>	2062 FILBERT ST SF. CA. 94123		931-5732
Amy Ivan 3/24/06	<i>Amy Ivan</i>	2416 CUMMINT ST. #102 SF. CA. 94123		415-810-1039
Julie Franceschi 3/24/06	<i>Julie Franceschi</i>	67 Puley St SF, CA 94123		563-0769
BARBARA GUERRERA 3/24/06	<i>Barbara Guerrero</i>	2068 Filbert St SF, CA 94123		346-3060

PETITION

WE ARE PETITIONING THE MAYOR, BOARD OF SUPERVISORS, S.F. COUNTY TRANSPORTATION AUTHORITY, DEPARTMENT OF PARKING AND TRAFFIC, S.F. MUNICIPAL TRANSPORTATION AUTHORITY, RECREATION AND PARK DEPARTMENT OF SAN FRANCISCO, CAL. TRANS OF THE STATE OF CALIFORNIA, AND THE FEDERAL TRANSPORTATION AUTHORITY TO MAKE THE FOLLOWING CHANGES ON ALTERNATIVE 8 (THE PREFERRED ALTERNATIVE) FOR DOYLE DRIVE. THEY ARE - (1) ENTRANCE INTO MARINA BLVD FROM DOYLE DRIVE TO BE CHANGED TO REMAIN WITH THE SAME CONFIGURATION AS EXISTS AS OF 2-1-2006. (2) THE NORTHBOUND ENTRANCE FROM MARINA BLVD INTO DOYLE DRIVE TO BE CHANGED FROM ONE LANE INTO TWO LANES. (3) CUT OFF THE GORGES SLIP FROM GORGES INTO LYON AND FRANCISCO STREETS. (4) LYON STREET AND THE LAND THAT BELONGS TO THE RECREATION AND PARK DEPARTMENT AND THE CITY AND COUNTY OF SAN FRANCISCO BETWEEN RICHARDSON AND BAY TO REMAIN AS IS. IF THESE CHANGES CANNOT BE MADE, WE WANT ALTERNATIVE 2 OUR PREFERRED PREFERENCE.

PRINTED NAME & DATE	SIGNATURE	ADDRESS	EMAIL	TELEPHONE
Lillian Bottal 3/24/06	<i>Lillian Bottal</i>	2064 FUGERT ST SF, CA 94123		931-7530 346
Jim Guerrero 3/24/06	<i>Jim Guerrero</i>	2068 FUGERT ST SF - 94123		218-0828 (C)
Janet B. Playford 3/25/06	<i>Janet B. Playford</i>	2446 Chestnut St SF 94123		346-4882
Denise Wall 3-25-06	<i>Denise Wall</i>	2660 Chestnut St SF 94123		931-5070
Richard N. Wall 3/25/06	<i>Richard N. Wall</i>	2660 Chestnut St S.F. 94123		931-5070



Comments on the Doyle Drive Project DEIS/R

Reviewer: Petition with 32 Citizens' Signatures

Reviewer's Comment Number	Response	Database ID
1	Elements 1, 3, and 4 have been incorporated into Alternative 5. Element 2 would require the taking of additional park land.	1302

Lindsey K. Phillips
1346 Filbert Street
San Francisco, California 94109-1724

February 12, 2006

Mr. Leroy L Saage, PE
Doyle Drive Project Manager
San Francisco County Transportation Authority
100 Van Ness, 26th Floor
San Francisco, CA 94102

Dear Mr. Saage,

I have been a member of the San Francisco Presidio YMCA for a number of years and have derived a great deal of pleasure from using Letterman Pool. In fact, the primary reason I joined the Presidio YMCA was the pool and the Y's varied schedule of water aerobic classes, as well as its nearness to my home and the availability of parking. Other workout and sports facilities in the city are much more expensive to join than the YMCA and most either do not have pools or do not have organized pool programs. Because the pool is handicapped-accessible and has nearby free parking, it can be used by a variety of people who might not otherwise be able to use a swimming pool and benefit from its therapeutic effects.

1

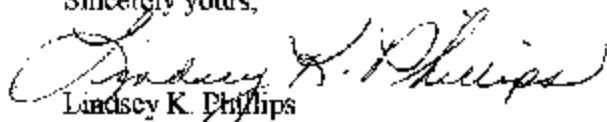
I would also like to note that many families use the smaller pool as a means of teaching their children to swim, either on their own or through organized classes. Again, the cost is minimal. Such classes are, I believe, open to people who do not have YMCA memberships. Hundreds of children learn to swim at the facility every year.

For these reasons and many more, I would like to see Letterman Pool (Building 1151) retained and see the rejection of the Circle Drive option under the Parkway Alternative.

1

cont

Sincerely yours,


Lindsey K. Phillips

REC'D FEB 14 2006



Comments on the Doyle Drive Project DEIS/R

Reviewer: Phillips

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1237

Name: James Ream
Organization/Agency: See text
Address: 3385 Clay Street
City: San Francisco
State: CA
Zip: 94118
E-mail: reamail@sbcglobal.net

Comments:

As past vice-president of the San Francisco Landmarks Advisory Board and an architect, I have observed issues on the preservation of historic resources in San Francisco since 1977. Many worthy resources have been saved, and many non-worthy saved, just because they were old.

The nation's historic preservation legislation was born in the wake of the massive demolition of urban buildings, good and bad, following World War II. The resulting legislation slowed this destruction but created a climate where age alone was equated with historical value although just as many mediocre buildings were built in the past as are built today. The result has been the compromise of worthy projects that could benefit today's world through fear of removing something that might be considered historic.

When the military post became a national park, hundreds of buildings were rated historic because they were part of the post and not because of any intrinsic value. But this effort to preserve the identity of this park as a fort obstructs the optimum development of its new identity as a great national park. A classic example of obsolete identity preservation is the attempt to retain Buildings 201 and 204. These generic wood-framed box buildings are examples of standard military construction seen in forts across the country and are in poor repair. If the army had decided to remove them prior to their departure, I believe not a descent would have been heard. To have them force a compromised plan for Doyle Drive would be a costly mistake.

Please keep the best realization of the Parkway Plan primary in the final decision process, a plan which will benefit countless visitors to the park for decades to come.

James Ream, FAIA

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Ream, J.

Reviewer's Comment Number	Response	Database ID
1	The properties in question are significant under Section 106 and NEPA and must be considered in the process. The project team worked with the Presidio Trust regarding building preservation.	1631

From: Joshua A. Ridless [jridless@ridlesslaw.com]
Sent: Tuesday, February 07, 2006 4:24 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman POOL @ Presidio YMCA

As an active user of the Presidio YMCA Pool, I am adamantly against any plan that would result in even a short term closure of the Letterman Pool.

Best regards,
Josh

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Ridless, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1542



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: ELIOTT ROBBINS Date: 2/6/06
Address: 2028 BEACH ST
SF CA 94123
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number
E-mail: e.robbins@hotmail.com Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

ALTERNATIVE # 5
for our parks; for the neighborhoods

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: E. Robbins (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1149



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE -- DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Dick Robinson Date: 2/6/06
 Address: 2433 S. JEFFERSON ST.
SAN FRANCISCO CA 94123
City State Zip

Optional Information

Home Phone: 415 931 8750 Work Phone: 415 773 3563
Area Code Number Area Code Number
 Email: Robinson27@aol.com Company: Chickman & Whitefield
Organization or Employer

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

- 1 Approval and construction of Alternative 5 may do for Crissy Field, the Presidio and the southern entrance to the City what the removal of the Eisenhower Freeway did for that side of the City.
- 2 The long term benefits are substantial and well appreciated. He appreciated your thought.
Can we afford the project? If the money is actually spent and appreciated, especially in the 13-13-13 franchises, this is an amazing project that we MUST do!

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 25th Floor, San Francisco, CA 94102.

I would like to receive future project updates



Comments on the Doyle Drive Project DEIS/R

Reviewer: Robinson

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1235
2	Project cost estimates will need to be updated to reflect cost saving design options and construction staging measures. The SFCTA is currently studying the feasibility of a toll facility to off-set the project costs. Phased construction and other methods exist to finance the project. See Section 1.7 Funding and Programming.	1236



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

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If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Claudia Roehl Date: 2/6/06
Address: 2443 Francisco Street
San Francisco, CA 94123
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number
E-mail: Claudia@roehl.us Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

Thank you for this presentation. We appreciate your open communication.

With over 30 families on our block and a few of the adjacent streets, we would prefer (a) Alternative 2 (with Detour Option) and our second choice of (b) Alternative 5 (with the Diamond Option and Hook Ramp Option).

In addition, I completely agree with the Merchant Road Option. Even with the \$8.6 million addition cost, tourism revenue would satisfy this cost in a relatively short time.

Thank you again! Claudia Roehl

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sacta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: C. Roehl (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1145
2	Preference for the Merchant Road Slip Ramp noted.	1146

Norman Rolfe
2233 Larkin St. #4
San Francisco, CA 94109
(415) 775-9167
FAX (415) 775-9167
e-mail normrolfe@juno.com

March 30, 2000

To: Lee Saage
From: Norman Rolfe
Subject: Doyle Drive EIS/EIR

Here are some subjects that should be covered in the Doyle Drive EIS/EIR.

Methods of reducing automobile traffic to what can be handled in six lanes or less - without so-called transition lanes that seem to grow into full length additional lanes. Things that should be studied are improvements in public transportation to the Presidio and through it to and from S.F., as well as intra S.F. traffic that allegedly uses Doyle Drive. This would include improved Muni service in the affected corridors, improved ferry and bus service to and from the North Bay, including even rail service on the NWP right of way to Larkspur, coordinated with ferry schedules of course, close coordination between the Presidio's internal public transportation system (they better have one). You might even look into extending the Muni F Line to the Presidio, although this may turn out to be too controversial and you may wish to duck it. I may be getting into mitigation measures here, but I think these are all things an EIS/EIR must discuss.

Discussion of the environmental impacts would of course extend to the effects Doyle Drive traffic has on surrounding neighborhoods. "Surrounding neighborhoods" should include ones that are not adjacent to the Presidio but are affected by Doyle Drive traffic, for example, the Van Ness Corridor, Downtown S.F., the Marina and Richmond Districts, Fishermans Wharf, The Embarcadero, et al.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Rolfe

Reviewer's Comment Number	Response	Database ID
1	A purpose of the project is to maintain the existing capacity on Doyle Drive and improve the operations and safety of the roadway.	1352
2	This Purpose and Need of the Project is to replace an aging state highway. Other studies are underway to examine the feasibility of the alternatives suggested in this comment, such as improved ferry and bus service, rail service on the NWP, the operation of the Presidio shuttle system and a possible F line extension; ways to implement and fund these projects would be addressed in those studies.	1820
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. Transportation impacts based solely from this project were not detected.	1821

Name: Gary Romain
Organization/Agency: ActivSpace LLC
Address: 819 North 49th Street
City: Seattle
State: WA
Zip: 98103
E-mail: gomain@activspace.com

Comments:

ActivSpace is the Lessee of Buildings 1183, 1184, 1185, 1186. Our lease is for 60 years and we plan to perform a complete historic renovation of the structures. They will be converted into "ActivSpaces" - rental units for artist, crafts people and small businesses to work and create. The Facility will also include a café and historical displays.

We support Alternative 5. We believe it offers the best balance of enhanced economic activity and environmental quality.

1. It enhances the planned growth at the Presidio. The Mason Street Warehouses are a key component of future Presidio Growth. Situated at the Marina Gate, they provide a key link between the Presidio and the surrounding community. Alternative 2 limits this growth by limiting access to the Presidio in general and the Mason Street Warehouses specifically. By widening Doyle Drive, parking and access are severely limited. Alternative 5 provides direct access to the Presidio which enhances economic activity and provides better circulation and parking at the important Marina Gate/Mason Street Corridor.

2. The positive visual and aesthetic impacts are also significant. Great effort and expense has gone toward upgrading and rehabilitating Crissy Fields. The Parkway option expands this important view corridor and connects Crissy Fields, the Bay, the Main Post and the Letterman Complex.

3. It also seems clear Alternative 5 will improve water quality in the important Golden Gate Recreation Area at Crissy Fields and thereby significantly enhance this important natural habitat. Moreover, Alternative 2 appear to significantly degrade the quality of the storm water runoff, which will almost certainly have a detrimental impact on this important natural habitat.

In short we support alternative 5 because it provides significant environmental, aesthetic and economic advantages. It is a rare that we can "have our cake and eat it too", but this alternative seems to offer the best of all worlds - improved economic and environmental conditions!

Thank you for considering our comments.

Gary Romain
President
ActivSpace LLC
819 North 49th Street #400
Seattle, WA 98103
gomain@activspace.com

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Romain, G.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted	1630

Name: Keith Sagers
Organization/Agency:
Address: 2310 Powell Street #305
City: San Francisco
State: CA
Zip: 94133
E-mail: keithspedicabs@sbcglobal.net

Comments:
Bicycle access to Golden Gate Bridge and future light rail possibilities

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Sagers, K.

Reviewer's Comment Number	Response	Database ID
1	The replacement of Doyle Drive does not impede the implementation of the Presidio's Bikeways and Trails Master Plan. The restoration of the project area will be planned in coordination with the Presidio Trust. The project has also been design so as not to preclude the extension of light rail into the Presidio.	1647



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: MARIE+JACK SAROYAN Date: FEB 6, 2006
Address: 3637 BAKER ST
SF CA 94123
City State Zip

Optional Information

Home Phone: (415) 931-8204 Work Phone: _____
Area Code Number Area Code Number
E-mail: j.saroyan@att.net Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

2 VOTES FOR ALTERNATIVE V (5)
TUNNEL PROVIDE FOR BETTER VIEWS
OF WALKERS, RUNNERS, CYCLISTS, etc

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Saroyan (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1147



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Rebecca Sarayan Date: 2/6/06
Address: 2490 Chestnut St. #201
SF CA 94123
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

2032

Alternative #5 should
be adopted by the SFTA

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 28th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: R. Saroyan (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1148

From: Faye Schulte [faschulte@sbcglobal.net]
Sent: Friday, February 17, 2006 8:48 PM
To: doyledrivecomments@sfcta.org
Subject: Presidio YMCA Pool

I just wanted to express my concern over the potential closure of the Presidio YMCA pool during the work on Doyle Drive. The pool is the only pool in this area of the City so it should stay open and accessible during the construction on Doyle Drive. As a resident of the Marina and frequent user of the pool, I would be very upset and inconvenienced if it were closed. And I hope, that there is no consideration given to permanently closing the pool. It's a beautiful pool with historic character that should not be destroyed.

Faye Schulte

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Schulte, F.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1555

Name: Rachel Susanne Sears
Organization/Agency: Hypercat Racing
Address: 1346 Merced Street
City: Richmond
State: CA
Zip: 94804
E-mail: hypercatracing@hotmail.com

Comments:

Please retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users. The pool is heavily used by families and children, runners and triathletes.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Sears, R.

Reviewer's Comment Number	Response	Database ID
1	Comment noted. Detailed design of parking facilities affected by the project would take pedestrian circulation, traffic safety, and parking access into consideration. Such design will be developed as part of the Plans, Specifications, and Estimates (PS&E) phase of the project.	1634



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE – DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: FRANCES BRIAN SEABINQUE Date: 15 FEBRUARY 2006
Address: 1998 VALLETO ST, #4
S.F. CA 94123
City State Zip

Optional Information

Home Phone: (415) 441-4241 Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

ALTERNATIVE 2 IS THE BETTER
ALTERNATIVE - CHEAPER, LESS IMPACT ON
ALL SURROUNDING AREAS.

1

THE DESTRUCTION OF THE "Y" POOL
WOULD BE A GREAT LOSS TO THOSE OF
US WITH DISABILITIES. MY DOCTOR
RECOMMENDED THAT I USE THE POOL - IT
HAS BEEN A GREAT HELP. I DON'T THINK
I CAN REPLACE IT IN SAN FRANCISCO.
DON'T TREAT IT AS A TRIVIAL MATTER - GO
TO THE POOL AND SEE THE NUMBER AND
VARIETY OF PEOPLE IT SERVES - ALL AGES
ALL CONDITIONS.

2

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: F. Serbinoff (021506)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 2 noted.	1038
2	In July 2006 Alternative 5 with the Diamond Interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will be preserved.	1039



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge – Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Joni Setthemuei Date: 2/6/06

Address: 451 Masena Blvd
St 94123
City State Zip

Optional Information

Home Phone: 415 929-0789 Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge – Doyle Drive:

like Alternative 5 seems
well thought out
we need an app ramp into
the Presidio VERY important

1
2

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sicta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Setthemiei[sic] (020606)

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1150
2	Alternative 5, the Presidio Parkway Alternative, has recently been identified as the Preferred Alternative. The Diamond Interchange configuration of this alternative provides access from Doyle Drive to the Presidio.	1151

From: Irene Solomon [filbert@pon.net]
Sent: Wednesday, February 22, 2006 9:45 PM
To: doyledrivecomments@sfcta.org
Subject: Problems with Alternative 5

I am amazed the the Transportation Authority and the Presidio Trust would even consider demolition of the Presidio swimming pool. The pool is used extensively by people of all ages, the healthy, those needing physical rehabilitation, as well as competitive swimmers. At at time when obesity and Type 2 Diabetes are major societal health concerns, when Americans are being urged to increase their exercise, removal of the pool is clearly detrimental to the public interest.

1

Alternative 5 as outlined does not serve the public well. Quite the contrary, it would impact unfavorably on the traffic patterns and quality of life in the neighborhood. Further, there has been inadequate attention to the historical preservation issues raised by the proposed destruction of multiple Presidio buildings. I urge you to select Alternative 2 and consider the public's request for an extension of time to discuss the environmental implications of the two proposals.

2

Irene L. Solomon, M.D.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Soloman, I.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1549
2	A 30-day extension was granted on the original comment period. Preference for Alternative 2 noted. The Programmatic Agreement prepared for this project which was developed in coordination with numerous participating agencies outlines the measures for the treatment and mitigation of impacts to historic resources (see Section 3.2.11 and Appendix I).	1550

From: Speakman, Sarah [SSpeakman@seyfarth.com]
Sent: Wednesday, February 08, 2006 2:53 PM
To: doyledrivecomments@sfcta.org
Subject: Save Letterman Pool

To whom it may concern,

I am writing to encourage those in charge to keep Letterman pool open during the Doyle Drive contraction. I live in the Marina area and use Letterman pool for water running and Masters swimming. This is the only public pool in the area that offers these programs. Were Letterman to close, I would have to commute up to the JCC (private) or Koret (also private). This would increase traffic congestion, make me late for work and cost me more money. Please make alternative plans so that I, and the rest of Letterman community can continue to enjoy the pool.

Sarah Speakman

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Speakman, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1520

From: TC Stellanova [tc@rawthought.com]
Sent: Monday, February 06, 2006 10:38 AM
To: doyledrivecomments@sfcta.org
Cc: enolarama@yahoo.com
Subject: Letterman Pool

Hello,

I am a triathlete and member of the Presidio YMCA who uses the Letterman Pool for swim practice at least three times a week. Letterman Pool and the Presidio YMCA Aquatics Program provide an indispensable cornerstone of the San Francisco aquatics community and should not be shut down.

I definitely understand that the streets and highways in and around the Presidio are outdated and in need of improvement; however, I hope that while you're considering plans for improving these streets that you only consider plans that keep Letterman open and accessible throughout construction. Too many seniors, injured athletes, and families with children rely on the services Letterman provides to justify making the pool inaccessible for any length of time.

Thank you,

Todd C. Stellanova
tc@rawthought.com

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Stellanova, TC

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1517

From: Michael Strunsky [Mikes@gershwin.com]
Sent: Friday, March 31, 2006 12:33 PM
To: doyledrivecomments@sfcta.org
Subject: Doyle Drive DEIS/R Comments

To: Leroy L. Saage, PM

From: Michael & Jean Strunsky
2457 Bay Street
San Francisco CA 94123

Subject: Comments; DEIS/R

Date: 31 March, 2006

We believe the Doyle Drive Plan, Parkway Version, as presented, will create a disaster of traffic congestion in the residential neighborhoods of the Marina and Cow Hollow. We think the plan substantially underestimates the projected traffic flow and capacity of Lombard Street.

1

We also strongly oppose any plans to change the configuration of the existing intersection at Doyle Drive, Richardson Street, and Lyon Street. (The residents of Lyon Street, between Richardson and Bay Streets, who all oppose any changes to that block, have been assured, as late as 30 March, 2006, by Michael Alexander, Keith Kawamura, and Michael Painter, who we believe are representatives of the planning process, that no changes will be made. We hold them to that promise). We believe the Presidio Swimming Pool should remain; it is a vital neighborhood-accessible asset which must not be sacrificed for the benefit of the profit-making Presidio Trust or the Lucas organization's bay views.

2

3

We support the plan to widen and retrofit the existing Doyle Drive, including upgrading and maintaining the existing ramps to Marina Boulevard. Smooth and continuous traffic flow to Marina Boulevard (without the Parkway Version's proposed new traffic lights and circuitous right and left turns) is vital to all San Francisco neighborhoods' sharing of the existing and future heavy traffic flow burdens. We also support the plans for the rehabilitation of the Palace of Fine Arts as presented by the San Francisco Parks and Recreation Department on 30 March, 2006. We oppose any Doyle Drive plans that would conflict with the Palace of Fine Arts plans

4

5

Michael and Jean Strunsky



Comments on the Doyle Drive Project DEIS/R

Reviewer: Strunsky, M.

Reviewer's Comment Number	Response	Database ID
1	Comment noted. To address this concern, the parameters of the traffic study was expanded into the neighborhoods. No additional impacts from this project were depicted.	1614
2	Comment noted.	1615
3	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1616
4	Comment noted.	1617
5	Opposition to Alternative 5, which would be in conflict with the proposed entry drop-off/turnarounds on Palace Drive, is noted.	1618

From: Swanson, Edmund [Edmund.Swanson@ucsfmedctr.org]
Sent: Tuesday, February 07, 2006 2:54 PM
To: doyledrivecomments@sfcta.org
Subject: Letterman pool

I would like to see the Letterman pool kept in use during construction.

Thanks Ed Swanson

| 1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Swanson, E.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1518

From: Dr. Jim Taylor [jjim@drjimtaylor.com]
Sent: Monday, February 06, 2006 10:21 AM
To: doyledrivecomments@sfcta.org
Subject: Save the Presidio Y pool

It would be travesty to close the Presidio Y pool.

Retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative. Retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users.

Make sure the pool stays open during construction. The pool is heavily used by families and children, swimmers, and triathletes.

Jim Taylor, Ph.D.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Taylor, J.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1559

From: Thompson, Katherine [Katherine.Thompson@Schwab.com]
Sent: Tuesday, February 14, 2006 11:19 AM
To: doyledrivecomments@sfcta.org
Subject: Save Letterman Pool

I am writing to express my strong support for the retention of the Letterman Pool in the Presidio. While not a huge swimmer myself, I recognize the pool as a key community resource, used by YMCA members and many others in the community. There are very few places to swim in San Francisco, and it is a shame to eliminate such a nice facility which is so heavily used by families, people recovering from injuries, children learning to swim and many for general exercise needs. I hope you will adopt a Doyle Drive option which will allow the Letterman Pool to continue its place in the health and fitness of San Francisco.

Kathy Thompson
Schwab Technology
Finance & Corporate Admin Technology (FCAT)

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Thompson, K.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1516

*Richard D. Tilles
1975 Filbert Street
San Francisco, California, 94123*

April 17, 2006

Mr. Leroy L. Saage, Project Manager
Doyle Drive DEIS/R
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, California 94102

Dear Lee:

Thank you for producing a very impressive document. I am writing comments as a San Francisco citizen living in a neighborhood affected by the Project, not with any affiliation to the Presidio Trust.

Naturally, I support the Parkway Alternative, which is the only one that fulfills the project's purpose and need while keeping the Presidio as a jewel in the properties of the GGNRA. Regarding variants:

- I support the diamond interchange at Girard Road; I can't see any benefits to justify the Circle Drive's taking of a valuable and historic building and potential for driver confusion.
- Also, although I see some benefits in the Merchant Road slip ramp, they probably are not enough to make up for the cost and disruption to the Park to justify this project. The very minor change of adding a stop sign for traffic entering the Bridge Plaza from Merchant Road will alleviate much of the current congestion and should be instituted immediately.
- I have no preference regarding the hook or loop ramps at Veteran's Boulevard.

Once the Parkway Alternative is selected, my primary concerns are with traffic flow during the construction process. The Transportation Management Plan needs to be developed well in advance of actual construction with input from the Park and surrounding neighborhood groups. Two items are particularly important:

- The option of closing connections between Doyle and Veteran's Boulevard during the entire construction process (p 3-72) should be instituted. This will not only save money and time in the process but it will reduce overall traffic on the roadway during construction, making it much easier to handle temporary detours, lane closures, etc. Traffic to and from the Golden Gate Bridge needs to use Doyle Drive; traffic from the Richmond and Sunset districts have other good alternatives.
- Closing Halleck Street for the virtual duration of the construction process (Page 3-71) will significantly disrupt operations in the Park. No access to Crissy Field between Lyon Street and McDowell Street is likely to have major

Leroy R. Saage
Page 2

impacts. The TMP needs to look into ways of retaining north-south access on Marshall Street or a temporary road.

4
Cont

My limited reading of the document turned up a few other miscellaneous comments and questions:

- P. 3-49: Parking requirements during the construction period need to be analyzed in a lot more detail, as there are potential shortages that affect the trust's mission for financial self-sufficiency.
- P. 3-54: Regarding the Merchant Road slip ramp, why does the report say that no residential building would be removed under either option?
- P. 3-195: Discussion of noise insulation for Building 106 says that "participation by FHWA and/or Caltrans is normally limited to publicly owned buildings", implying that Building 106 would not be eligible. Yet what is Building 106, but a publicly-owned building?

5

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Thank you for the opportunity to comment. I look forward to a speedy resolution of environmental, design and funding issues so that a very important project for the City and the Presidio can proceed as quickly as possible.

Sincerely,

Richard Tilles



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Tilles

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 and the Diamond Interchange noted.	1367
2	The Transportation Management Plan (TMP) will be developed well in advance of actual construction with input from the Presidio Trust and surrounding neighborhood groups. See Appendix K of the FEIS/R for the draft TMP.	1368
3	The closure of connection between Doyle and Veteran's Boulevard during construction are evaluated in the DEIS, as indicated by the comment. A potential negative consequence identified with the closures is the possible increase of traffic around the Toll Plaza. The Transportation Management Plan will need to manage traffic diversion strategies, especially for traffic from the Richmond and Sunset Districts during the project.	1369
4	The revised construction staging will reduce the closure of Halleck Street to an estimated 24 months. During the period that Halleck Street is closed, it is proposed to maintain a pedestrian/bicycle connection in the general location of Halleck St. The location of the connection will need to be determined in the detailed design and coordinated with the actual construction activities.	1370
5	The Parking Impact Analysis and the Addendum evaluated potential unmet parking demand based on information available at the time the analysis was prepared. As the Doyle Drive project progresses, parking needs will continue to be assessed as building use in the Presidio may vary considerably over time.	1371
6	The text under the Alternative 5 Permanent Impacts discussion in Section 3.2.6 was clarified, however, the Merchant Road Slip ramp was not selected as part of the Preferred Alternative.	1372
7	It is true that Building 106 is a publicly-owned building. As stated in the Avoidance, Minimization and/or Mitigation Measures for noise of Section 3.3.5, the use of insulating windows will be discussed with the Trust as an optional abatement means. Consideration of the historic integrity of the buildings will also be considered. No change to the document is required.	1373

Name: George Torgun
Organization/Agency:
Address: 748 Page St Apt 7
City: San Francisco
State: CA
Zip: 94117-2426
E-mail: georgetorgun@yahoo.com

Comments:

As a San Francisco resident and frequent recreational user of the Presidio, I am writing in support of Alternative 5, the Presidio Parkway Diamond Option, in the Draft Environmental Impact Statement/Report for improvements to Doyle Drive.

1

The Presidio is a natural and cultural treasure that deserves to be managed in a way that places a high value on its status as a National Park and historic landmark. While Doyle Drive may have been originally designed to provide efficient access to and from the Golden Gate Bridge, the impacts of noise, pollution, and poor aesthetics must now be important considerations and strongly favor transforming Doyle Drive from a freeway into a parkway. This is especially important given the expected increase in the use of this roadway and the Presidio itself in the next few decades; a superhighway running through a National Park would greatly diminish the experience of this magnificent resource for everyone.

Given that I cover quite a few miles running and hiking through the Presidio, I am also concerned with pedestrian access during (and following) the reconstruction of Doyle Drive, which could take several years. I am hopeful that access from one side of the roadway to the other will be maintained to the greatest extent possible.

2

Thank you for the opportunity to comment on this important project.

George Torgun



Comments on the Doyle Drive Project DEIS/R

Reviewer: Torgun, G.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1687
2	Access from one side of Doyle Drive to the other will maintained during construction although locations of access will shift during the course of construction as certain activities may necessitate the temporary closure of certain crossing points. Details of such closures will be finalized with the final construction staging plans. Permanent access across Doyle Drive will be available following completion of the new roadway.	1688

From: Mark Tricarico [marktricarico@yahoo.com]
Sent: Monday, February 06, 2006 11:26 AM
To: doyledrivecomments@sfcta.org
Subject: Presidio Letterman pool

To Whom It May Concern,

I am the father of a young girl living in the city. Over the last several years, my daughter and I have greatly enjoyed access to the Presidio pool. With already too few options for affordable swimming in the city, the closing of the Presidio pool would be a tremendous loss for both athletes who train there as well children who enjoy swimming there. Improving our transportation system is certainly a worthwhile endeavor, however to do it at the expense of much needed recreational facilities would be quite detrimental. Please, consider alternatives that could accommodate transit needs while preserving a facility that brings great joy and important recreational opportunities to our children.

Thank you.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Tricarico, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1533

March 30, 2006

Leroy L. Saage, Project Manager
Doyle Drive DEIS/R Comments
c/o San Francisco Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

RECD APR 03 2006

Dear Mr. Saage,

Thank you for the opportunity to comment on this very important project. As you know, the south access to the Golden Gate Bridge (Doyle Drive) runs through one of the most scenic areas of Presidio National Park. It is imperative that park values and natural resource plans be preserved.

I am a frequent visitor to the Presidio and have been a volunteer there since the earliest days of the restoration of Crissy Field and Marsh. As you might expect, I am quite concerned with the impact of the Doyle Drive construction process on this heavily visited area as well as its impact on the Presidio as a National Historic Landmark District.

My initial impression upon reviewing the DEIS is that the economic costs associated with Alternative 2, Replace and Widen, and Alternative 5, the Presidio Parkway are not measuring equal features. Alternative 5 includes an underground parking garage, semipermeable roadbeds and a catchment system for roadway runoff. Two years ago, the costs of both alternatives were presented to the public as roughly comparable; the DEIS now shows a difference of \$140 million. What has changed in that period?

That being said, I favor Alternative 5 with the simpler Hook Option as being more compatible with Presidio National Park. However, this alternative is not without concerns.

I am concerned with the excavation of the bluffs along the project area. Many of these bluffs contribute to the unique plant life in the Presidio and should be preserved wherever possible. I would like to see consideration to moving the roadway out away from the bluffs.

Then there are impacts on the potential expansion of Crissy Marsh and upcoming project involving the restoration of Tennessee Hollow:

- The location of the proposed underground parking garage is unclear and is not specifically shown in DEIS. However, its position at the eastern end of the park would appear in an area generally identified for potential Crissy Marsh expansion and/or where a restored Tennessee Hollow creek system would connect with the marsh. I would like to see consideration for eliminating the underground garage.
- The low causeway at the eastern end of Doyle Drive is much lower than the current roadway. Raising the height of the causeway would allow movement of both people and wildlife. Raising the causeway may also mitigate some of the effects of roadway lighting and noise to the surrounding neighborhood as well as allow some street level parking reducing the need for an underground garage.

- One of the permanent impacts of Alternative 5 as stated in the Land Use and Planning section is that the area for marsh expansion would be reduced. This is unacceptable and efforts should be made to minimize any loss.

5

Other areas of concern

- As mentioned above, consideration should be given to eliminating the underground garage. The permanent effects of Alternative 5 on parking states that 118 spaces would be lost, yet this alternative proposes to mitigate the loss by a 500-space underground garage. While the garage is proposed to also serve the Palace of Fine Arts, the future use of the structure is unknown at this time. One way to add additional parking without an underground facility is to raise sections of the roadway.
- Consider mitigating storm water runoff by creating wetlands to treat the pollutants.
- The loss of historic structures under Alternative 5 seems unreasonably high. Every effort should be made to preserve the historic structures by realigning or raising the roadway.
- While visual and aesthetic values may be of interest to drivers using Doyle Drive, the main purpose of a road for them is transportation. Park values and safety should not be sacrificed for driver aesthetics. There possibility exists that an attractive view from the roadway with shoulders could distract drivers and create accidents.

6

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8

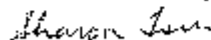
9

The Presidio is a precious resource to all citizens of the Bay Area. Please continue to work closely with representatives of the National Park Service and the Presidio Trust whose charge is creating and maintaining the most visited urban park in the country.

I also understand that you have been working with community representatives, including the environmental community, to develop a plan to address as many concerns as possible. This is a welcome and important step, and I applaud that collegial and constructive activity. Please continue to work with this community to protect the values of Presidio National Park as stated in project purposes: "to preserve the natural, cultural, scenic and recreational values of affected portions of the Presidio."

Thank you.

Sincerely,



Sharon Liu
167 23rd Avenue
San Francisco, CA 94121



Comments on the Doyle Drive Project DEIS/R

Reviewer: Tsiu (033006)

Reviewer's Comment Number	Response	Database ID
1	Project costs may vary based on availability and market price of materials. Costs presented in Section 2.7 are in 2011 dollars.	1399
2	Comment noted. The Preferred Alternative includes refinements in order to reduce disturbance to the existing bluff. Impacts to plant species can be found in Section 3.4.3.	1400
3	The underground parking lot was eliminated and not an element of the Preferred Alternative.	1401
4	The design workshop on 3/22 addressed these issues and considered them in the alternative refinement.	1402
5	It is correct that Alternative 5 would reduce the area into which Crissy Marsh could expand. During the project alternative development stage, all efforts have been made to minimize impacts to the greatest extent while meeting the goals of the project.	1403
6	The underground parking facility was eliminated and is not part of the Preferred Alternative.	1404
7	If Option 2 (described in Section 3.3.1 of the FEIS/R) is selected as the preferred and feasible runoff management option, then on-site land-based biofiltration, detention, and infiltrations measures will be considered and evaluated for specific application to this project. Without pretreatment, wetlands can be problematic as urban runoff treatment features because of the accumulation of pollutants and the exposure of fauna that uses the wetland to these pollutants.	1405
8	The Avoidance, Minimization and/or Mitigation Measures discussion in Section 3.2.11 of the FEIS/R was enhanced to describe the process used to minimize the loss of historic structures.	1406
9	Comment noted. The roadway is being designed to meet all safety standards.	1407

Name: Sharon Tucker
Organization/Agency:
Address: 906 Noe Street
City: San Francisco
State: CA
Zip: 94114
E-mail: sharon@tucker-elie.com

Comments:

I strongly support Alt 5, the parkway plan, and applaud SPUR for the years of effort undertaken on this issue. I'm confident that remaining concerns, including fears that too little daylight will get to the marshland, can be overcome.

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Tucker, S.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1685



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Steve Tyson Date: 1-18-06
Address: POB 470097
SF 94147-0097
City State Zip

Optional Information

Home Phone: _____ Work Phone: 415 922-7085
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

NEED BIG SOLUTION TO THRUWAY FOR S.F.
2 BIG TUNNELS
PRESIDIO TO ONLY CITY TUNNEL
PRESIDIO TO EAST BAY TOLL PLAZA
SURFACE FREEWAY IS NOT HAPPENING
IN S.F. THERE IS ONLY ONE ALTERNATIVE

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: S. Tyson (011806)

Reviewer's Comment Number	Response	Database ID
1	A thruway for all of SF is beyond the scope of this project. This project is focused on replacing Doyle Drive.	1025



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE — DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge — Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Unknown Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number

E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

1

Please keep in mind that tunnels offer very difficult situations to many people who cannot tolerate closed-in spaces!!! Also if an accident occurs within a tunnel - as often happens - there is an additional hazard of carbon monoxide poisoning to others stuck in their cars, and if fire erupts it will be a major disaster killing many trapped people in their cars. Needless to say we oppose this.

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 25th Floor, San Francisco, CA 94102.

I would like to receive future project updates.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Unknown (021506)

Reviewer's Comment Number	Response	Database ID
1	Tunnels would be designed to meet all safety standards. Opposition to Alternative 5 noted.	1037

From: Ken Voorhees [kenvoorhees@sbcglobal.net]
Sent: Monday, February 06, 2006 10:26 AM
To: doyledrivecomments@sfcta.org
Subject: Letterman Pool Closing

I have been using the Letterman pool on a regular basis since 1997 and do not want to see it closed for Doyle drive construction. Please leave my pool alone!

Ken Voorhees

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Voorhees, K.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1540

Name: Kay Voyvodich
Organization/Agency: KV Associates
Address: 870 Market St Suite 758
City: San Francisco
State: CA
Zip: 94102
E-mail: kay@kvassociates.net

Comments:

As a long-time visitor, observer and participant of activities at the Presidio, I have reviewed the DEIS/R for Doyle Dr. It is excruciatingly clear that Alternative 5 is the ONLY design that meets project objectives -- a simple and obvious choice considering the cumulative benefits it offers - safety, flow, aesthetics, impact and overall effect.

1

The Circle Drive Option provides an appropriate national park site entrance from San Francisco offering a microcosm of everything the Presidio has to offer - great views, historic buildings and the natural environment. The Circle Drive Option states in its design, "You Are Now Entering a National Park -- Slow Down!"

The Circle Drive Option also has the least impact on the beautiful Palace of Fine Arts - historically, an important part of the Presidio. How wonderful to be able to re-unite these two properties. What an opportunity! Anyone who has spent even a minute in that area of the Presidio contemplates how one might resolve this awkward division of property for both cars and people. I hope this design will include some way to offer foot traffic access across Doyle Drive as well. Michael Painter's context sensitive designs should also be carried out into the final engineering and applied throughout this legacy highway design project. Let's take this one-time opportunity to "do it right."

2

The Hook Ramp Option has many similar positive characteristics to the Circle Drive Option - lower environmental impact, more consideration to historic buildings, more cost effective, etc. This is such a better option than The Hook Drive which should not even be provided as an option.

3

The Merchant Road slip ramp offers marginal improvement for a big expense - both financial and to the park environment. It also encourages more driving - not a very environmentally sound recommendation. That said, as a frequent user of the Golden Gate Bridge, modern traffic management systems would most likely provide a far greater positive improvement and what I would assume would be much less cost - not to mention less impact on the park itself. It would also provide more security for the bridge and Doyle Drive.

4

It is an egregious oversight to not include the tireless efforts of Michael Painter in the draft environmental statement. Whatever the results, credit should go to where credit is due. Please correct this in the final report.

5



Comments on the Doyle Drive Project DEIS/R

Reviewer: Voyvodich, K.

Reviewer's Comment Number	Response	Database ID
1	Support for Alternative 5 noted.	1662
2	Comment noted. The Circle Drive Option was not included in the Preferred Alternative.	1663
3	Preference noted.	1664
4	The Merchant Slip Ramp was not selected as part of the preferred alternative.	1665
5	Michael Painter is acknowledged in the Final EIS/R.	1666

Name: Suzette Wallace
Organization/Agency:
Address: 65 Cervantes Blvd., Apt #8
City: San Francisco
State: CA
Zip: 94123
E-mail: sukiwallace@hotmail.com

Comments:

Under the proposed plans, what would become of the cherished Pet Cemetery and the neighboring stables and equestrian ring?

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Wallace, S.

Reviewer's Comment Number	Response	Database ID
1	The Pet Cemetery and equestrian facilities will not be impacted by the replacement facility.	1642

REC'D MAR 31 2006

March 30, 2006

Leroy Saage, Doyle Drive project MANAGER

I would like to submit my thoughts about the article in The S.F. Chronicle "PLANS for fixing Doyle Drive TAKE many TWISTS AND TURNS."

1. the most dangerous problem to Address is improving the SAFETY when cars emerge from the 10? LANES at the TOLL booth AND try to converge into two LANES.
2. forget improving the view - Drivers should not be distracted from keeping their eyes on the ROAD.
3. forget "improved" Cyclist + pedestrian Access to the presidio AND Crissy field. They already HAVE Access by CAR, bicycle or bus.
4. most important "the plan ~~can~~ ^{would} ALSO "require the presidio pool to be decommissioned." ... "AND the pool could be rebuilt with those funds." "could be" does not mean will be - AND where would a new pool be built.?
5. the area surrounding the YUCCA pool WAS totally refigured and constructed within the last six months. ^{So why the pool now?} tunnels - Two of them! Excuse me why??!!
What does a "psychological barrier" between Crissy field + the presidio have to do with improving the safety of Doyle Drive?

7. Continued Chris Powell of the Golden Gate Recreation area says "It's not inviting." Since when does Doyle Drive have to "be inviting" ??? forget "Scenic Views" ~~Be~~ realistic.
8. What ^{NOISE} pollution?
9. Why does Doyle Drive include Adalock Street?
10. I live near the PRESIDIO on BAKER at Union Street. NATurally, I do not welcome more traffic into the neighborhood.

In conclusion, I recommend you concentrate on the merging traffic after it comes the toll booth and tries to jockey into two lanes. This is the dangerous area. ALSO, put up speed limit signs of 35 mph while driving on Doyle Drive.

Please - do not destroy by demolition the much needed YWCA swimming pool. George Lucas was allowed to take away the parking places for the pool - they were turned into part of his landscape design. Why does the entire Doyle Drive have to be replaced? ^{EST 1953} only for what needs fixing. Sincerely



Comments on the Doyle Drive Project DEIS/R

Reviewer: J. Wanvig

Reviewer's Comment Number	Response	Database ID
1	The toll both operations and design are not a part of the this project although improving the overall safety of Doyle Drive is one of the major objectives of the project.	1297
2	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1298
3	To analyze any potential impacts on neighborhoods, the traffic study was expanded beyond the original parameters studied in the DEIR/S. The results of this expanded analysis are presented in the FEIR/S. No adverse impacts from this project onto the neighborhoods was indicated.	1299
4	The purpose of the project is to maintain operations. Altering speed limits or changing the posted speed limits is not part of the project.	1300
5	In July 2006, Alternative 5 with the Diamond Interchange option was selected as the Preferred Alternative, therefore Building 1151 (YMCA Pool) will be preserved	1301

MAIL THIS FORM (to be received by March 1, 2006), TO:



DOYLE DRIVE DEIS/ COMMENTS
c/o San Francisco Co. Transportation
Authority

COMMENT CARD

100 Van Ness Ave., 26th Floor, San Francisco, CA 94102
SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts, and proposed mitigation measures presented in the DEIS/R.

REC'D MAR 01 2006

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: Judy Wessing Date: 2/27/06
Address: 2355-12th Avenue
San Francisco, CA 94116-1907
City State Zip

Optional Information

Home Phone: (415) 664-5067 Work Phone: _____
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

1 Option 5 looks best.
2 I favor medians or split road
landscaping, lots
traffic calming, ↓ speed
hook ramp (not loop)
dedicated lane for merchant
road access

Best of all is Michael Painter's
modified option #5!

3 I have 2 aesthetic concerns re: this
MONUMENTAL roadway
(1) noise reduction (freeway roars,
is miserable for pedestrians, cyclists, cemetery mourners
(2) views - not just from the freeway etc
but OF the freeway (or not) from the hill tops or

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sftcta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

4 from the water or water's edge.

I would like to receive future project updates.
I am looking for curves, cut & fills
and landscaping to ~~hide~~ side it or make the
elevated sections sculpturally gorgeous.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Wessing

Reviewer's Comment Number	Response	Database ID
1	Preference for Alternative 5 noted.	1244
2	Comment noted	1245
3	Comment noted.	1246
4	The visual analysis evaluated the visual effects of the proposed build alternatives from 19 different viewpoint throughout the Presidio including the waters edge (Crissy Field viewpoint 9), and from hills or more distant points (Calvary Stables viewpoints 10 and 17 and Main Post viewpoint 19).	1247

From: Steve Wilbur [steverwilbur@yahoo.com]
Sent: Monday, February 06, 2006 8:43 AM
To: doyledrivecomments@sfcta.org
Subject: keep the pool open

I vote to keep the Letterman Pool open now and during construction. The city needs pools and this is a great one.

- Retain historic Letterman Pool and reject the Circle Drive Option under the Parkway Alternative.
- Retain adequate, convenient and safe parking for Letterman Pool during the 3-year construction period to ensure access to all users.
- the pool is heavily used by families and children, runners and triathletes.

thank you,
Steve Wilbur, swimmer

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Wilbur, S.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1519



COMMENT CARD

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE -- DOYLE DRIVE

Thank you for your interest in the Draft Environmental Impact Statement/Report (DEIS/R) for the South Access to the Golden Gate Bridge - Doyle Drive Project. Please provide your comments regarding the alternatives, impacts and proposed mitigation measures presented in the DEIS/R.

If you would like to submit comments on the DEIS/R, please include your name and address.

(Please print clearly.)

Name: DON WING Date: JAN 18, 2006
Address: 1235 LEAVENWORTH ST.
S.F. CALIF. 94109
City State Zip

Optional Information

Home Phone: _____ Work Phone: _____
Area Code Number Area Code Number
E-mail: _____ Company: _____
Organization or Affiliation

Comments on the DEIS/R for the South Access to the Golden Gate Bridge - Doyle Drive:

THE "NORMAL" WIDTH OF A VEHICLE LANE IS
12 FT. - ~~IS THERE~~ DOES A
FORMULA EXIST FOR HOW MANY LIVES
WILL BE LOST FOR A SUBSTANDARD
SIZE LANE? - (10 FT).

1

Comments must be received by Wednesday, March 1, 2006. Comments can also be submitted online at www.doyledrive.org, emailed to doyledrivecomments@sfta.org or mailed to Doyle Drive DEIS/R Comments, c/o San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102.

I would like to receive future project updates



Comments on the Doyle Drive Project DEIS/R

Reviewer: D. Wing (011806)

Reviewer's Comment Number	Response	Database ID
1	Although there is no proven formula to equate lane width to lives, much research has been done comparing lane width and traffic safety. The data suggests a relationship of decreasing accidents with increasing lane width up to 11-12 feet. Research does not support the idea that further increase in lane width would benefit traffic safety.	1024

Name: brian wong
Organization/Agency:
Address: 221 Mirada Ave
City: San Rafael
State: CA
Zip: 94903
E-mail: bwong@lucasfilm.com

Comments:

Hi- I just saw the news of the potential to have the Presidio Pool closed. As an employee of Lucas and a participant of Team in training, I heavily rely on the pool for all my workouts and physical therapy needs. It is the most convenient to not have to drive somewhere, compete for parking and pool lanes during the lunch and evening hours. Three years is quite a long time for this area not to have access to a pool. The demand put on other pools would decrease the popularity of swimming to workout as well as the access would be dramatically changed to wait " in line" to share a pool lane. I realize that expansion is needed, but at what cost to the community? Please, please see if there is an alternative. Traffic is worse, off ramps need improvement but the people in this area who come to use this pool would be the most affected by its loss.

Thank You. Brian Wong

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Wong, B.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1643

3/17/06

REC'D MAR 21 2006

Dear Mr. Saage,

As a resident of the Marina/Cow Hollow area of San Francisco, we are requesting that you change Alternative 5 (Presidio Parkway) in the following four ways:

1) That the Marina Blvd. entrance from Doyle Drive be retained to the existing configuration as of 2/1/06 as it is depicted in Alternative 2 (Replace and Widen)

2) The entrance from Marina Blvd. into Doyle Drive be retained to the existing configuration as of 2/1/06 as depicted in the Replace and Widen (Alternative 2)

3) Cut off the slip ramp from Georges that travels into Lyon and Francisco Streets

4) Lyon Street and all City Land between Richardson, Bay and Doyle remain the same as it was on 2/1/06.

If all of these changes cannot be made, then we prefer Alternative 2 (Replace and Widen).

Thank you for your consideration.

CC: Marina/Cow Hollow Neighbors
and Marinist.

647 of 653

Sincerely,
Robert Wass, Jr.



Comments on the Doyle Drive Project DEIS/R

Reviewer: Woss (031706)

Reviewer's Comment Number	Response	Database ID
1	These elements have been incorporated into the refinement of Alternative 5, except for the two lane for Marina. One lane will remain and the right of way will be reserved for a possible future additional lane.	1828

From: Pamela Zacharias [pam@pamelaphotography.com]
Sent: Wednesday, February 22, 2006 11:24 AM
To: doyledrivecomments@sfcta.org
Subject: letterman pool

Hi,

I am a triathlete who uses the letterman pool 3x per week. I am requesting that the letterman pool NOT be closed during the Doyle Drive project. Many of my triathlete friends also use this pool, as well as many families, kids, seniors etc... The swim coaches are also excellent. Closing the pool would result in a huge loss to me and to the entire Presidio community.

Thank you for considering my opinion,
Pamela Zacharias

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Zacharias, P.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1530

From: mehran zakerin [zakerin@yahoo.com]
Sent: Monday, February 20, 2006 5:51 PM
To: doyledrivecomments@sfcta.org
Subject: save pool

to whom is concern:

please save letterman pool I am using this pool about 8 years swimming and exercise in the pool is part of my life the best part . Also this beautiful pool is best pool in san francisco we have to keep it as the way it is , thank you for your help to save my life.

sincerely
mehran zakerin

1



Comments on the Doyle Drive Project DEIS/R

Reviewer: Zakerin, M.

Reviewer's Comment Number	Response	Database ID
1	In July 2006, Alternative 5 with the Diamond interchange option was selected as the Preferred Alternative therefore Building 1151 (YMCA Pool) will remain intact.	1531

MARGARET KETTUNEN ZEGART
118 HIGHLAND LANE
MILL VALLEY, CA 94941

REC'D APR 03 2006

March 30, 2006

San Francisco County Transportation Authority

100 Van Ness Avenue, 25th Floor

San Francisco, CA 94102

Att: Lee Saage

doyledrivecomments@sfcta.org

RE: South Access to the Golden Gate Bridge, DOYLE DRIVE CORRIDOR

Dear Caltrans Planners, Partner Agencies; concerned citizens and Authority Board Members;

In reviewing the clear and handsome presentation, the *Citizen's Guide to the Draft Environment Impact Statement Report*, December 2005, I did not find reference to safety concerns that, to me, seem responsible for the nomenclature, "Deadly Doyle". I reviewed documents of the December DEIS's two volumes and related Appendixes but these issues seem to need to be addressed:

Safety

° The bridge approach from Lincoln Avenue (Presidio); a split between bus and tour bus visitor entry bridge parking area, is dependent upon courtesy and familiarity – which usually works, - but?

° The lane entry from this approach onto Doyle Drive's extension is to a northbound lane entering tollgate. Haste, speed and self-centered driving characterize ongoing traffic that swerves into the lane appropriate for exiting vehicles from the Presidio. An high accident risk occurs too frequently.

A mitigation might be a surface treatment of roadway lane that alerts the caring driver to keep to the left of the entering lane. But dots; tire tread noise patterns and perhaps pavement color differentiation for lanes; using both auditory and visual signals – as well as the traditional signing which is frequently ignored. – are low cost but may be helpful if a curb / barrier is not designed to resolve this critical problem.

° Calming design using loops for slowing traffic to a safe and closer to posted speed limit seems an important criteria in a choice between the diamond and loop designs (Alternative 5) and adding the

1

2

° Merchant Loop as a choice would benefit weave conditions northbound on US 101 between the Park Presidio on-ramp and Merchant Road exit ramp would be eliminated which is an essential safety factor. For those concerned with travel time, the tunnel travel can gain seconds.

2
Cont

° Travel time comparisons between alternatives would be helpful. Alternative 5 might be considered to mitigate loss seconds that might occur with loop designs? If so? The Presidio Parkway alternative might well to mitigate any suspected the delay for the hurried commuter since the view slowing tourists will be under grounded a portion of the trip – and safety again would be a benefit of loop choices. Alternative 5 and Merchant Street delay of 10 – 13 seconds and the circle loop of 39 seconds should be considered a safety calming benefit and a Parkway joyful experience.

3

° Driving minutes for alternative and options should be addressed in the EIR. [I did not locate in Appendixes] since efficient commute time is a factor in Doyle Drive use as drivers do disregard safety choices in lane selection.

4

° Toll both Fasstrak only lanes placement should be reconsidered and an enlarged depiction of these would be helpful in the EIR or in an Appendix for the traffic entering northbound 101 and Marina area destinations.

5

° Lane width changes should be eliminated if possible and a visual explanation of the resolution to the problem of “current Presidio access for northbound traffic cannot be accommodated due to geometric concern for traffic safety. (*Summary*. P. viii)

6

° Could grade separated interchange concepts developed and depicted as a component of the Parkway alternative (as at Girard Road, (p. x) and Veterans Blvd merges?

7

° The Presidio Trails and Bikeways Plan elements' safe access that are possible from, through, along, under and over Doyle Drive should be mapped; addressed in the *DEIS* with both Alternative's impacts - for example, Park Boulevard Trail would be possible with the Merchant Loop while the Tennessee Hollow Corridor trail, Golden Gate Promenade and Presidio Promenade offer more opportunities for coordinating non-motorized planning with the Alternative 5.

8

Design choices

Alternative 5 also seems the preferred choice since this will give the view options essential to the Presidio Trust's choice of its Main Post restoration goals and development focus of the Bay and hills of Marin. The Lucas complex Public Health area (Thornberg) focus on the Golden Gate

Bridge; and the light needed for degraded area restoration of the Tennessee Hollow habitat are possible with 5.

Guidelines to preserve and increase historical views should be depicted in the DEIS (p. 3-9). This choice with the Merchant Loop and Circle loop (rather than diamond lanes) should be evaluated in the context of this focus: A redesign of Doyle Drive shall be a part of, as well as an adjunct to, the National Park, within the Presidio, a Parkway rather than a freeway while maintaining the function of the Doyle Drive Corridor to serve as a part of the regional and city transportation.

Historical Respect: New buildings framing the Main Post may replace architectural loss of Commissary and other historical structures square footage or elsewhere (adding perhaps in a future reconfiguration of structures in Fort Scott) since replacements for buildings lost is a mitigation considered in Presidio Planning processes. Historical activities can be recognized by exhibits and by reconstructed areas of wide interest, i.e., early Mexican settlement. Significant past events and uses can be recalled through celebrations and activities along and under the passageways of a Parkway designed Doyle Drive and loss of historical groves of trees – or some trees in this preferred option may be considered in the overall correction of the 1883 concept of crowning the Presidio ridges and defining borders and covering shifting sands with uniform plantings of exotic trees that would appear as a continuous forest with a contrast of forest height .. "... in order to make the contrast from the city seem as great as possible, and indirectly accentuate the idea of the power of the government." (1883 philosophy of Major W. A. Jones, U. S.D. Army Engineer. (*Summary of the Proposed Presidio Vegetation Management Plan*, p. 3)

The Doyle Drive Corridor Parkway alternative would continue this historic defining height intent as well as provide for by its tunnel the important Tennessee Hollow habit restoration and view corridors and historical path connections recreational focuses between the Main Post cultural resources, the Hospital area and Crissy Field with its water related recreational opportunities.

° Rather than traditional, mundane substructure support systems, the columns could utilize creative cement structure methods contemporary with architects Felix Candela or Santiago Calatrava. Required deep pilings and tunnel "dig and fill" methods can compliment the vegetation management soil preparation for appropriate native plant communities' development.

°The circle loop option would make the better entrance for the residents of the Presidio, safer traffic flow for the adjacent Marina neighbors and a major entry design signature for the easterly Presidio approach. This should be discussed in the DEIS.

° **Habitat Restoration and consistency with Presidio land and water scapes.** The landscaped median is preferred to integrate park areas with circulation and would enhance this to a major scenic thoroughfare. The Presidio is enriched by its "Tapestry of Natural and Historic Landscapes". Too, Doyle Drive can be enhanced with new low native plantings for the median, whose choice reduce forthcoming long term care and would integrate with restoration of the Presidio's vegetation. Seasonal survivors with little maintenance care, this restriction to an appropriate native plant palate would also prevent exotics and Mediterranean / Australian drought tolerant plantings which have been used in past Caltrans medians and roadsides from seeding and spreading.

11

° Existing exotics should be removed as well at this time. Use of the Presidio plant nursery should be used by CalTrans in order to preserve the genetic integrity of the Presidio's plant communities. Best plant choices for these adverse factors of wind and light, etc., should be indicated in the DEIR with appropriate attention to specie selection.

12

(Cross section used in the *Citizen's Guide* (p.6) and DEIS unfortunately show median trees and should be revised in text / illustration for low plantings which preserve views and survive winds.

13

°The Merchant loop slip ramp option would permit removal of 1:15 acres of non-native introduced forest and ornamental plantings. Add in text that this allows a positive impact for surrounding restoration of appropriate, early historical plant life beyond the disturbed 0.50 acre of scrub. This would offer very visible positive demonstration project for the 0.49-0.67 acre of sand soil and differing specie for the serpentine inclusions.

14

° Viaduct studies for the high 66' - 115' sections of Doyle Drive over passing some Presidio areas should be studied for shadow impacts and the lowest 26' - 33' sections also should be evaluated with the new Global Warming data, adjusting for probable rising Bay water in this century as oceans may rise 8' to10'. A flood accommodation chart paralleling water levels with Doyle Drive Corridor's time line use is needed.

15

16

° A 26' retaining wall for the Veterans Boulevard exchange should be diminished. Design components of 4 sections with hanging native plantings and textured, toned cement to reduce its impact as a mitigation or other methods should be depicted and described.

17

° Non-point pollution mitigations in parking areas and their comparative effectiveness in the loop options paved surfaces should be provided.

18

° The loop choice for Alternative 5 makes a safer and major easterly entrance possible to the park. Design concepts should address emergency egress / access for the tsunami potential evacuees of the Presidio, Marina residents.

19

° Lighting in the tunnel should be reflective and that encourages drivers' alertness. Elsewhere shielded night illumination and focused Parkway lighting to minimize adverse light impacts. At trail connections lighting modifications should be suggested that diminish adverse impacts for bird and wildlife connections. I didn't find a discussion in the DEIS or appendix of this "furniture" or light fixture design and signing appropriate to the National Park Presidio style when possible by Caltrans

20

Sincerely,

Margaret Kettunen Zegart
Margaret Kettunen Zegart
Margaret Kettunen Zegart



Comments on the Doyle Drive Project DEIS/R

Reviewer: Zegart

Reviewer's Comment Number	Response	Database ID
1	Appropriate context sensitive design elements will continue to be investigated.	1822
2	Comment noted.	1823
3	Travel time comparisons between alternatives was included in the Final Traffic and Transit Operations Report but was not included in the FEIS/R. Travel time is not a recognized safety element, this is achieved through the physical design features of the roadway which are done on the basis of safety. A major objective of the project is to improve the traffic safety on Doyle Drive which is accomplished through proper design.	1303
4	Travel time comparisons between alternatives was included in the Final Traffic and Transit Operations Report but was not included in the FEIS/R. Congested travel time is not a recognized safety measure, as traffic safety is a necessary design feature in all alternatives and applies to all time periods.	1304
5	Project definitions do not include the toll plaza area. It is in the jurisdiction of the GGBHTD.	1305
6	The current access to Gorgas from NB Richardson was only approved by Caltrans as a temporary measure and needs to be removed as part of the replacement project.	1306
7	Further interchange concepts will not be evaluated. The footprint of Alternative 5 has been designed to minimize the impacts on the park.	1307
8	Information, such as maps, on bike routes within the Presidio is provided in the Presidio Trails and Bikeways Plan. The Final EIS/R will keep the existing text description of the bike routes.	1308
9	As discussed in the Avoidance, Minimization and/or Mitigation Measures of Section 3.2.10, the design guidelines for restoration of temporarily affected areas will follow the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes (National Parks Service, 1995).	1309
10	Preference for the Circle Drive Option noted.	1310
11	Landscaping will be coordinated with the Trust's Vegetation Master Plan (VMP).	1824
12	Removing existing non-native plants, before the project begins, is the ongoing stewardship responsibility of the NPS and the Trust. In its own revegetation program the project will, of course, use the nursery as much as possible, but specific plant selection for revegetation will be made later, as part of a Revegetation Plan to be developed during the final design phase of the project.	1311



Comments on the Doyle Drive Project DEIS/R

Reviewer: Zegart

Reviewer's Comment Number	Response	Database ID
13	Planting will be done in consultation with the Presidio Trust and in accordance with the Trust Vegetation Management Plan.	1312
14	The commenter notes that 1.15 acres of non-native vegetation would be removed, which is true, but that removal doesn't really allow for a positive impact since that area would be permanently lost to any vegetation, native or non-native. The Merchant Road Slip Ramp was not selected as part of the Preferred Alternative and thus this impact will not occur.	1313
15	Shadow impacts have been studied see Plans and Policies section under the PTMP discussion of Section 3.2.1 of the FEIS/R. Global warming data is not applicable at this scale; in any case, eight to ten feet of sea level rise would render the roadway unusable. A brief discussion of climate change is provided in Section 4.4.1.	1314
16	Potential flooding impacts, which would be mainly related to coastal flooding hazards, are discussed under Permanent Impacts in Section 3.3.1. The mitigation measures required to protect the project from flooding are presented in the Avoidance, Minimization and/or Mitigation Measures of Section 3.3.1. A flood chart is not considered necessary.	1315
17	The recent design workshops have investigated ways to preserve more of the existing bluff and reduce retaining wall heights from 26' to 10-20'.	1316
18	The parking facilities among the build alternatives are relatively similar to each other. Best management practices would be required for all parking facilities so that runoff will be treated prior to discharge. The BMPs selected would have to comply with the requirements of the Presidio Trust Storm Water Management Plan (under existing regulations).	1317
19	An emergency response plan for the facility will be developed. Emergency response for the surrounding area is beyond the scope of this study.	1318
20	Lighting will be designed to minimize glare. It is anticipated that conceptual design guidelines will be developed to address these issues.	1319