

5.5 Other Projects and Plans Considered in this Analysis

Future projects, within the identified geographic boundaries, were included in the cumulative effects analysis if they were planned, approved, and funded. In some instances, if a specific project was not funded, but would have a substantial impact on the study area if implemented, the project was also considered in this analysis. All or a portion of the projects had to be located within the cumulative effects geographic study boundaries. The projects also had to be initiated before 2030. Effects from these projects were evaluated because they could result in cumulative effects on the critical resources.

The cumulative effects analysis considers the impacts to the community and the environment caused by the Doyle Drive Project in combination with other projects in the area including those in Marin County, the city of San Francisco, and the Presidio. The transportation projects and other development projects which were considered in this analysis are summarized below.

Letterman Digital Arts Center – completed (summer 2005)

The Letterman Digital Arts Center is located on a 9.3 hectare (23 acre) site in the eastern portion of the Letterman District near the Lombard Gate. The Letterman Digital Arts Center provides a large, public open space at Lyon and Lombard Streets, offering opportunities for passive recreation and pedestrian access, including a new gateway at the intersection of Lyon Street and Chestnut Street. Parking is provided underground.

Presidio Transit Center – completed (2007)

The Presidio Transit Center was designed to improve access to the Presidio and provide clear information to visitors. It is located on the Main Post near the Presidio Fire Station, and provides a central location where MUNI busses, the PresidiGo Free Shuttle, and other transit services can converge.

A new building that is architecturally compatible with the setting was constructed. The new facility also includes covered bus waiting areas, public restrooms, retail space, and secure bicycle parking.

Presidio Water Recycling Project – planning and environmental document prepared March 2002; construction planned for 2008

The Presidio Water Recycling Project will construct a small (500,000 gallons per day) water recycling system (located within an existing Presidio building in the Letterman District) and corresponding system components, including delivery pipelines and recycled water storage. The proposed water recycling plant will treat wastewater generated at the park to comply with water quality. The first phase will allow for a maximum treatment capacity of 200,000 gallons per day and will serve Crissy Field and the Letterman Digital Arts Center site.

Crissy Marsh Expansion – preliminary planning on-going

The *Marsh Study* will identify a broad array of options for ensuring the long-term viability of Crissy Marsh and discuss the benefits, costs, impacts, conflicts, and trade-offs associated with each option. The *Study* will provide information to select options to move forward for further study. Although there is no approved plan for this project, its prominence in Presidio planning efforts warrants its consideration in relation to the Doyle Drive Project.

Crissy Field Project – completed (2000)

The Crissy Field Project transformed a 40.5 hectare (100 acre) area of asphalt into a shoreline national park through a unique partnership among public, private, and philanthropic sectors. The Golden Gate Promenade at Crissy Field, part of the 400-mile San Francisco Bay Trail system, is a multi-use trail that is an important corridor between San Francisco and the Golden Gate Bridge. Secondary pathways adjacent to Mason Street provide alternate routes through the project area for bicycles and pedestrians. Principal features of the project are an 11.3 hectare (28 acre) grassy field representing the historic Crissy airfield, a sheltered picnic area, a tidal marsh and the Crissy Field Center (a community environmental center).

Tennessee Hollow Restoration – preliminary planning on-going

In fall 2001, the Trust initiated planning to restore surface drainage and native riparian habitat along the three natural drainages in Tennessee Hollow, including El Polin Spring. Restoration will expand riparian habitats and allow for an integrated system of freshwater streams and freshwater, brackish and tidal marsh, reestablishing a connection to Crissy Marsh. This project will also entail the improvement of management practices in the surrounding watershed; the protection of cultural and archaeological resources; and the improvement of recreational, educational and interpretive opportunities.

Building Rehabilitation in the Presidio – on-going

The Presidio is a National Historic Landmark District, with 780 distinct contributing features, including 469 historic buildings, constructed primarily by the U.S. Army from the Civil War through World War II.

A critical aspect of the Presidio Trust's mission is to preserve these structures and restore them to active use. The Trust and its partners are now engaged in the process of rehabilitating or restoring these facilities which include residential units, and buildings to serve businesses, non-profit organizations and park users.

Rehabilitation of the Palace of Fine Arts – on-going

The San Francisco Recreation & Park Department, in partnership with the non-profit Maybeck Foundation, is undertaking a 22 million dollar restoration of the Palace of Fine Arts. The restoration project is being done in four phases as follows:

1. Phase I — Rotunda Roof Repair – completed;
2. Phase IIA — Lagoon and Park (East Landscape) Restoration - under construction;
3. Phase IIB — Buildings and Park (West Landscape) Restoration - project is in Design Phase with construction scheduled to start summer 2006; and
4. Phase III — Peristyle - project in planning phase.

San Francisco – Oakland Bay Bridge: East Span Seismic Safety Retrofit and Project – currently under construction

Following the Loma Prieta earthquake, Caltrans initiated a seismic retrofit program of area structures and bridges, including the six major 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). An interim retrofit of the existing east span has been completed.

Golden Gate Bridge Seismic Retrofit – on-going

The Seismic Retrofit is divided into three phases. Phase I, now completed, is the retrofit of the north abutment of the bridge. Phase II, which began in the summer of 2001, will retrofit the southern abutment of the bridge. Phase II also requires heavy truck traffic on existing roads and trails, and possible use of trails as staging areas. Trail routes through and to the area may need to be relocated temporarily to reduce vehicle, pedestrian and bicycle conflicts. During construction of this project, bicycles and pedestrians share Battery East Road and Marine/Long Drives with construction trucks. Phase III consists of superstructure strengthening, including reinforcement of the main cable saddles, the steel tower shafts and the addition of dampers between the towers and the roadway trusses. Phase III has not yet been implemented.

Golden Gate Bridge Movable Median Barrier – on-going

This project entails the design and construction of movable barriers, including a cushioning system at the Toll Plaza.

Highway 101 Widening, Interchange and HOV Projects – on-going

The project will close the gap in the high occupancy vehicle (HOV) lane system between the Richardson Bay Bridge and Route 37. Completion of the HOV lane system will reduce the traffic delay during peak traffic periods for HOV lane and mixed-flow lane travelers; encourage the use of buses, vanpools and carpools; enhance existing intermodal transportation options; and add mixed-flow lane capacity during off-peak periods.

Octavia Boulevard Project – completed (September 2005)

The intent of the new boulevard is to provide a smooth transition of vehicular travel from local streets to arterials, and from those arterials to the remaining portion of the elevated new Central Freeway (which was also completed in September 2005). The boulevard was widened to a four lane two-way roadway separated by a central median, and flanked on either side by a one-way street with on-street parallel parking. Within the medians, roadway, and sidewalks, improvements such as new light fixtures, tree plantings, benches, trash receptacles, and traffic signals were installed.

Fort Baker Project – preliminary planning

The proposed plan includes creation of a conference and retreat center at Fort Baker, and includes programs to conserve natural and historic features. The center will be housed in the historic buildings around the parade ground and in the adjacent nonhistoric residential area. A new building of compatible character will be constructed to provide adequate space for meetings, dining and accommodations. The center, under the jurisdiction of the NPS, will be financed and managed by one or more private operators selected through a competitive bid process.

Presidio Environmental Remediation Program (Presidio Trust) – on-going

Pursuant to a 1999 agreement with the U.S. Army and the National Park Service, the Presidio Trust is cleaning up hazardous materials contamination from prior military uses at the Presidio. Clean-up sites include landfills and areas contaminated with petroleum products. The Trust intends to complete the clean-up program in ten years, with Area A of the Presidio cleaned up in four years. Remediation will be followed by revegetation in conformance with the *Vegetation Management Plan (VMP)*.

Merchant Road Realignment (Presidio Trust) – on-going planning and design

This project is located near the Golden Gate Bridge Toll Plaza. It will relocate the intersection of Merchant Road and Lincoln Boulevard to connect with Storey Avenue in the Presidio.

Public Health Service Hospital (Presidio Trust) – on-going planning and design

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. The large former hospital and the dormitories, offices, and recreational buildings were once a medical complex serving merchant seamen. Most have been empty for more than two decades.

Main Post Parade Ground (Presidio Trust) – on-going planning and design

The Main Post is the “heart of the Presidio.” At its core is a six acre central parade ground that was once used for military drills, troop exercises, and public

ceremonies. For the last several decades this property has been used as a surface parking lot. The Presidio Trust is now re-establishing the Main Parade Ground as a gathering place for park visitors, residents, and employees. In June 2008, the Presidio Trust released its draft updated plan for the Main Post and *Draft Supplemental Environmental Impact Statement* which outline ideas for sharing the Presidio's history and establishing new ways to use and enjoy the Main Post area. The public comment period for this document extends through October 20, 2008.

Golden Gate Bridge District Remediation, Phase II (Golden Gate Bridge Highway and Transportation District) – on-going

Remediation of contaminated soils below the Golden Gate Bridge is occurring as a two-phase project. Phase I, now completed, focused on cleanup of contamination in areas directly below the bridge where safe access was needed for construction crews working on the Golden Gate Bridge Seismic Retrofit Project. Affected areas include Battery East and popular vista areas near the bridge. Phase II will continue to investigate contaminated soils to determine where remediation is required. The Phase II planning horizon is approximately five years.

This cumulative assessment considers the potential for the Doyle Drive Project, in combination with the projects listed above, to have impacts on the environment of the Presidio and surrounding area.

5.6 Cumulative Impacts Evaluation

First the direct effects (impacts) on the critical resources caused by the Doyle Drive Project were identified from the technical reports for each of those subjects. Indirect effects resulting from the direct effects on the critical resources were then estimated. Similar information, where possible, was gathered from available sources for each of the projects (listed above) included in the cumulative effects analysis. If impacts information was not available, professional judgment was utilized and general assumptions were made. Finally, the effects were re-examined in combination with each other to estimate the cumulative effect on each critical environmental resource.

5.6.1 Traffic and Transportation

Doyle Drive is part of a roadway network which provides access in and out of the city of San Francisco. The Golden Gate Bridge, including U.S. Highway 101, Route 280, Route 80, Highway 1, and the San Francisco-Oakland Bay Bridge are also part of this system. The most recent *2030 Regional Transportation Plan for the San Francisco Bay Area* (Metropolitan Transportation Commission, 2005) lists several ongoing projects on these facilities (the larger, projects are discussed earlier in this chapter) over the next several years that could affect traffic operations.