

4.12 PARK FACILITIES AND OPERATIONS

4.12.1 Study Area/Context

AC34 events are anticipated to impact facilities and operations of the National Park Service (NPS) and the Presidio Trust (Trust). There are no foreseeable impacts on US Army Corps of Engineers (Corps) and US Coast Guard (USCG) facilities, nor to Corps operations. Impacts to the USCG operations are addressed in other sections of the EA, including Chapter 4.11, “Maritime Navigation and Safety.” Therefore, neither the Corps nor USCG is discussed in this section.

4.12.2 Issues

AC34 races and events are expected to draw large crowds to both primary (e.g. Crissy Field, Fort Mason, SAFR) and secondary (e.g. Marin Headlands/Conzelman Road) viewing areas within federal parklands, and will affect park facilities and operations, requiring both an increase in operational support and the likely need to restore and/or repair impacted facilities. Direct impacts to facilities and operations will occur in the following general areas: (1) Law Enforcement, Traffic Management, and Parking Management; (2) Maintenance & Facilities Management, Natural and Cultural Resource Protection, and Compliance Monitoring; (3) Special Events, Business Management, Public Affairs, Administration and General Management; and (4) Park Assets.

NPS will implement an Incident Command System to manage its lands and waters as required to by its Management Policies (2006, section 8.6.2.1). This ICS may include Presidio Trust lands (eg. Crissy Field, Area B and Main Post) should the Trust enter into an agreement with NPS to do so, to facilitate integrated coordination in the implementation of management and protective measures for their adjacent jurisdictions. The ICS is discussed in more detail in Table ALT-2 in Chapter 2 under Management and Protection Measure BIO-1. In the analysis that follows then, it is assumed that the NPS would implement such an ICS for lands and waters under its jurisdiction at a minimum, with coordination with the Presidio Trust occurring as appropriate for adjacent areas. (e.g. Crissy Field, Area B and Main Post).

4.12.3 Guiding Statutes, Regulations, and Policies

There are several laws, regulations, and policies that have been enacted to protect the unique integrity of the federal park facilities within the project area and to govern park operations. The following are the most applicable to the project:

4.12.3.1 *National Park Service*

Organic Act of 1916. Congress directed the U.S. Department of the Interior and the NPS to manage units “to conserve the scenery and the natural and historic objects and wildlife therein and to provide for the enjoyment of the same in such a manner and by such a means as will leave them unimpaired for the enjoyment of future generations.”

Reference Manual – 53 Special Park Uses. A park superintendent must determine whether a request for a special use, a short-term activity that takes place in a park area, is prohibited or mandated, or involves a right or a privilege. If the use is authorized, either a Special Use Permit or a Right-of-way permit will be issued.

Section 106, National Historic Preservation Act (NHPA) (1966). Section 106 of the NHPA requires that federal agencies consider the effects of their undertakings on properties listed or potentially eligible for listing on the National Register of Historic Places (NRHP). All actions affecting the parks' cultural resources must comply with this legislation.

National Register of Historic Places. The National Register was established by the NHPA of 1966, as an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment (36 CFR 60.2).

31 USC 1301 – Application of Appropriations. This statute limits the use of appropriated funds only to purposes authorized by Congress.

31 USC 1341 – Antideficiency Act. This act prohibits federal agencies from entering into a contract or agreement or otherwise authorizing a federal activity that is not fully funded because doing so would obligate the government in the absence of an appropriation adequate to the needs of the obligation.

31 USC 9701 – Fees and Charges for Government Services and Things of Value. Federal agencies may establish regulations to charge for a service or thing and recover costs from parties who derive special benefits from government services or assets.

Office of Management and Budget Circular – 25. This Circular establishes Federal policy regarding fees assessed for government services and for sale or use of government goods or resources. It provides information on the scope and types of activities subject to user charges and on the basis upon which user charges are to be set. Finally, it provides guidance for agency implementation of charges and the disposition of collections.

Title 36 CFR (Code of Federal Regulations). These regulations govern all national parks including GGNRA and Fort Point National Historic Site.

Section § 3.6 Prohibited operations.

- (d)(1) Boats may not create a wake or exceed 5 mph in: Horseshoe Cove and Fort Baker
- (h) Horseshoe Cove and Fort Baker boat launch are designated for the launching or recovery of boats using a trailer.

Section § 5.3 Business operations.

Section § 5.7 Commercial and Private Operations. Construction of buildings or other facilities.

Section § 7.97 (a) Boat landings on Alcatraz Island.

Director’s Order #9. This Order directs efforts to identify appropriate opportunities to enhance the effectiveness of law enforcement by assisting in public education and awareness about the full range of threats to and the challenges of protecting park resources. NPS is also authorized to use appropriated funds for “Rendering of emergency rescue, fire fighting, and [other] cooperative assistance to nearby law enforcement and fire prevention agencies and for related purposes outside of the National Park System” (NPS 2006b).

Director’s Order #53: Special Park Uses. The NPS may permit a special park use if the proposed activity will not damage park resources; or be contrary to the purposes for which the park was established; or unreasonably impair the atmosphere of peace and tranquility maintained in wilderness, natural, historic or commemorative locations within the park; or interfere with NPS activities; or substantially impair the operation of public facilities or services of NPS concessioners or contractors; or present clear danger to public health and safety; or result in significant conflict with other existing uses.

General Management Plan – Golden Gate National Recreation Area (NPS 2011a). The General Management Plan (GMP) for the Golden Gate National Recreation Area is a document that ensures that a park has a clearly defined direction that sets achievable and sustainable goals for resource preservation and visitor use. Today, Golden Gate National Recreation Area constitutes one of the largest urban national parks in the world, extending north of the Golden Gate Bridge to Tomales Bay in Marin County and south to Half Moon Bay in San Mateo County. These lands are coastal preserves that encompass many miles of bay and ocean shorelines. The park contains an abundance of historical and cultural assets, including sites such as early fortifications on Alcatraz Island, Forts Cronkhite and Barry in the Marin Headlands, Fort Mason, Fort Point, and the Presidio of San Francisco. These contain a variety of archeological resources, military batteries, and other historic structures that present a rich history (NPS 2011a).

General Management Plan – San Francisco Maritime National Historical Park (NPS 1997). The General Management Plan (GMP) for (SAFR) guides the management of resources, visitor use, and general development at the park over the next 15 to 20 years. It summarizes the final actions that were approved in the park’s Final General Management Plan/ Environmental Impact Statement completed in September 1997. The direction for future park management is based on the laws establishing the park, the purpose of the park, and the park’s significant resources. The park’s purpose, as mandated by Congress, is to “preserve and interpret the history of achievements of seafaring Americans and the Nation’s maritime heritage, especially on the Pacific Coast.”

2006 National Park Service Management Policies

Section 8.2.5.2 – Emergency Preparedness and Emergency Operations. Superintendents may assist other agencies with emergencies outside of parks, as authorized by 16 USC 1b (1). To the extent practicable and in accordance with Director’s Order #20 (NPS 2003), written agreements with other agencies must first be in effect. NPS employees who are outside the area of their jurisdiction and who are directed by their supervisors to provide emergency assistance to other agencies will be considered to be acting within the scope of their employment.

NPS emergency operations will be conducted using the Incident Command System of the National Interagency Incident Management System (NIIMS). The Unified Command System (within the Incident Command System) will be used when other agencies are involved. Each park superintendent will develop and maintain an emergency operations plan to ensure an effective response to all types of emergencies that can be reasonably anticipated.

Section - 8.6.2 Special Events, 8.6.2.1 General. Large-scale events will be managed using the Incident Command System.

Special events – such as sports, pageants, regattas, public spectator attractions, entertainment, ceremonies, and encampments – may be permitted by the superintendent when (1) there is a meaningful association between the park area and the event, and (2) the event will contribute to visitor understanding of the significance of the park area.

NPS will not permit the staging of an event in an area that is open to the public, or the closure of an area that is open to the public, when the event

- is conducted primarily for the material or financial benefit of a for-profit entity; or
- awards participants an appearance fee or prizes of more than nominal value; or
- requires in-park advertising or publicity (unless the event is co-sponsored by the Service); or
- charges a separate public admission fee.

However, park buildings or specially designated locations that are suitable and appropriate may be made available for private, invitation-only events. Admission fees or any other monies associated with the event will not be collected by the permittee on park premises. Large-scale events will be managed using the Incident Command System.

4.12.3.2 The Presidio Trust

The Presidio Trust Management Plan (PTMP 2002). The PTMP was adopted by the Presidio Trust Board of Directors to establish a framework to preserve and enhance the historical, cultural, natural, recreational, and scenic resources of the Presidio and to sustain the Presidio indefinitely as a great national park in an urban setting. It addresses the needs of Presidio visitors, tenants, and residents for community services in an environmentally responsible manner, while respecting neighboring communities. In addition, it calls for an increase in open space while consolidating developed space, and it provides for appropriate uses of the Presidio.

The Presidio Trust Act. In 1996, Congress established the Presidio Trust to manage the property under its jurisdiction in accordance with the purposes of the Act, and the general objectives of the 1994 GMP Amendment (GMPA). One of the GMPA objectives relevant to this section is “to address the needs of Presidio visitors, tenants, and residents for community services such as transportation, water, power, waste management, and public safety (among others) in an environmentally responsible manner. . .” While the Presidio in its entirety is a unit of the Golden Gate National Recreation Area, the Presidio Trust is an independent, wholly-owned government corporation.

4.12.4 Assessment Methodologies/Thresholds

Park facilities and operations affected by AC34-related activities include: (1) Law Enforcement, Traffic Management, and Parking Management; (2) Maintenance & Facilities Management, Natural and Cultural Resource Protection, and Compliance Monitoring; (3) Special Events, Business Management, Public Affairs, Administration and General Management; and (4) Park Assets, such as trails, turf, restrooms, and park furnishings. The AC34 race series project is expected to require support of permanent, term and temporary staff, details from other parks and agencies, contractors, and additional equipment and materials. NPS is considering issuing special use permits to authorize the conduct of AC34 activities within its boundaries pending an environmental decision.¹ If there are activities on Crissy Field impacting Trust lands in Area B, the Trust would also issue a Special Use Permit.

Operations impact assessment methodologies in this section conform to those identified by the Office of Management and Budget Circular A-25 *User charges* (OMB 1993) and NPS in its Reference Manual 53 *Special Park Uses* (NPS 2000), as described above.

4.12.4.1 Park Operational Thresholds

Given the number of visitors and the duration of events, AC34 is expected to require both the NPS and Trust to dedicate park staff in addition to outside resources and personnel to provide services commensurate with the forecasted volume of visitors to viewing areas on parklands.

Law enforcement and public safety personnel are needed to address traffic, parking, and crowd management. Maintenance and facility management services include, but will not be limited to, regular and supplemental trash pickup, restroom servicing, grounds repairs, turf and trail maintenance, and utility troubleshooting calls. Resource monitoring staff are needed to ensure that AC34 activities comply with all applicable laws and guidelines with respect to natural and cultural resources protection. Special event, business management/concessions, and general administrative and management services will be necessary to issue any required special event permits, leases, or other instruments authorizing AC34 activities on park lands and waters. Public Affairs staff will participate in coordinating and disseminating information related to AC34 activities and visitor support services available throughout the park. NPS and Trust administrative services will be required to support park operations in planning and overseeing events and impacts on parklands, as well as to coordinate among the various jurisdictions to ensure integrated decision-making related to race events. Unless otherwise indicated all impacts discussed are local, short-term and adverse.

The intensity of each adverse impact is judged by the degree to which it has a minor, moderate, or major effect. No beneficial impact is anticipated for park staffing and operational impacts. Negligible impacts are neither adverse nor beneficial, nor long-term or short-term. The following impact thresholds were established to describe the effects on staffing and park operational functions, noted above, under the various alternatives being considered.

¹ Estimates of personnel labor, contractor, equipment and materials costs, and expenses associated with providing operational support to the project have been formulated by NPS in accordance with standard special park use cost recovery estimation protocols. These estimated costs and expenses do not include those that could be incurred by the Presidio Trust.

Negligible – impacts on park operations and staffing are not noticeable, and within the range of regular special event and operations support.

Minor Adverse – impacts on park operations and staffing are limited, staff may be re-directed from park to assist in managing event and visitor access and safety issues, and support personnel; visitation generally slightly exceeds existing visitation for event period, but impacts are generally temporary and limited to the event site; additional equipment and/or signage is necessary to support added visitor use facilities, management, safety and resource protection impacts on other park operations are slight and detectable.

Moderate Adverse – impacts on park operations and staffing require a re-direction of park staff to support an event for extended periods; additional equipment and/or signage is required to ensure visitor use management, safety and resource protection as well as provide additional visitor support services. Impacts on other park operations are evident and observable, but temporary. Other park projects, plans and operations may be delayed.

Major Adverse – impacts on park operations and staffing are substantial and highly evident to visitors; impacts generally require outside resources to manage high visitation and to minimize impacts on other park operations; potential for long-term impacts to park assets in event areas; other park and partner projects, plans and operations are adversely affected for long durations.

4.12.4.2 Park Assets

Impacts to park assets will be determined by examining the potential effects of race-related activities on restrooms, picnic areas, parking lots, concession areas, trails, grass berms, fencing, beach areas, and general park furnishings such as signage, benches, concrete sitting areas etc.

Beneficial – impacts would bring about a positive change from the current condition and indicate relative progress compared to the No Action Alternative.

Negligible Adverse – impacts would be indistinguishable from normal use of these amenities.

Minor Adverse – impacts would be slightly detectable, but would not cause any functional changes. This could include more frequent servicing of restrooms, increased trash pick-up, minor repairs to picnic tables, aeration and re-seeding of turf, limited raking of trails and beach areas, and localized, limited, delayed, but recoverable impacts to viewing areas.

Moderate Adverse – impacts would be readily apparent and for a longer duration. They could include trail deterioration and re-surfacing and patching of trails, aeration, re-seeding, and top-dressing of lawn and turf areas, replanting of berms and viewing sites with grass, repair of benches and concrete sitting areas, restroom toilet fixture replacements, permeable surface parking area replenishment, irrigation system replacements, drainage areas improved, fencing replaced, plant materials grown and replaced, signage replaced, and/or viewing sites re-graded.

Major Adverse – impacts would be highly noticeable, of long duration, and would require replacement or rebuilding, long-term restoration, and/or wholesale replacement of park furnishings such as benches, picnic tables, and memorials. Impacts might require considerable improvements to energy and wastewater systems.

4.12.5 Impacts of Alternative A—No Action Alternative

Under the No Action Alternative, there would be no AC34 races occurring in 2012 or 2013. There would be no impacts to the existing parklands, operations, and other assets analyzed within this document. The use of NPS and Trust assets would continue at the current rate.

Conclusion. Under the No Action Alternative, there would be a negligible impact to park facilities and operations. As discussed in Alternative B, the anticipated minor impacts to the businesses along Old Mason Street adjacent to Crissy Field would not occur; consequently allowing for other special events hosted by the Presidio Trust or NPS. In addition, the tenants occupying these buildings would not experience impacts in customer attendance, and associated fiscal costs, to their programs which could have occurred as a result of increased AC34 traffic. Ferry service to Alcatraz Island would remain as it currently operates. Educational programs offered at Fort Baker, the Crissy Field Center, NOAA and Aquatic Park would not be interrupted. Park operations would proceed to a large extent as currently experienced, other than that projected federal budget decreases in FY2013 and 2014 may lead to less term and temporary NPS positions in support of park functions both in the field and in project planning and development.

4.12.6 Impacts Common to All Action Alternatives

As discussed in **Table ALT-2**, protection measures have been built into the project across all alternatives to cumulatively lessen the overall project impact for each alternative. They are discussed by geographical location below. For more information, please refer to **Table ALT-2**.

It is anticipated there will be a general short-term impact to federal parklands in the race spectator areas during the 2012 and 2013 race months. ²Projected high visitor use to parklands, as noted particularly under Alternative B, could threaten the integrity of accessible assets. Therefore, grass fields, maintained landscapes, trails, restrooms, signage, benches and other park furnishings and assets would require maintenance, repair, and restoration in both 2012 and 2013, proportionate to the levels of visitation and viewing opportunities. Specifically, restoration efforts of grounds due to visitor-induced turf and trail degradation in such areas as the Crissy Field Promenade and its secondary trails, the Great Meadow at Fort Mason, and SAFR's Aquatic Park lawns and planted gardens may be necessary.

Increased visitor use of park facilities would lead to impacts no greater than the current carrying capacity of wastewater treatment plants servicing San Francisco and Marin County. In consideration of race events being held in the summer months when rainfall rates are low, any additional increase of wastewater flow expected from spectators would likely impact available storage, pumping, and treatment, however not affect the overall capacity of the related facilities. Wastewater and solid waste would be disposed of via City-contracted providers, while spectator boats in the Bay would be required to use pump-out facilities, including roaming on-water sanitation boats for disposal of wastewater. Temporary facilities provided by the project sponsor would be maintained by race authority staff therefore limiting the effects to federal facility servicing.

² NPS has done a preliminary estimate of the one-time costs of such restoration and repair related to impacts on their assets which range from \$1.6 to \$3.3 million, depending on the action alternative.

Impacts to resources would almost always have an impact on park operations. In 2012, impacts to secondary viewing operations would be addressed by existing staff with reasonable overtime scheduled, and would be augmented by outside resources. In primary viewing areas such as Crissy Field (Areas A and B), Aquatic Park, and Fort Mason, existing operations would be augmented on all race days. In 2013, impacts would likely require a hybrid of outside and local team deployment, depending on the action alternative. This would include a core of outside local agency and regional resources. Command liaisons from the ICS could also serve as representatives of the joint interests of both NPS park units (GGNRA and SAFR), and potentially the Trust as part of other multi-agency area command structures set up for the event, ensuring communication and coordination. The following is a proposed organizational structure for the ICS: Five operating divisions could provide field management of the primary and secondary viewing areas, as follows:

- Division A-SAFR/Fort Mason;
- Division B-Crissy Field Areas A and B/Golden Gate East Batteries and Overlook;
- Division C-Presidio Uplands (if warranted);
- Division D-Fort Baker/Marin Headlands; and
- Division E-Alcatraz and NPS marine areas.

Operational transportation strategies and measures have also been developed in the City-sponsored People Plan (note that a subset focused on parklands has been developed and is called ‘Draft People Plan for National Park Areas’) and Zero Waste Plan, and are being outlined in the NPS’s Park Events Operation’s Site Plans (available on-line in June 2012 at www.parkplanning.nps.gov/AC34). These plans are expected to further identify operational measures to be coordinated for each park primary viewing site. Key objectives of these plans relative to federal park facilities and operations are: (1) provide a safe and clean environment for AC34 spectators, other park visitors, and staff during the entire event timeframe; and (2) provide convenient access to all park venues supporting the America’s Cup activities while minimizing impacts to continuing park operations, partners, tenants, and neighbors. In anticipation of the high interest in AC34 events compared to previous events hosted at these venues, approaches to visitor-use management will address methods and strategies for managing visitation. Thus, visitor-use management strategies will incorporate both traditional on-site crowd control methods along with demand distribution – i.e., managing the incoming arrivals of spectators so that they are more evenly distributed across the length of the race series and each of the affected viewing locations (ORCA 2011).

Staffing plans have been developed based on attendance estimates for each viewing location and event. ³Visitor estimates for 2012 and 2013 are represented in Chapter-2 Alternatives. Staffing will be planned as a mix of static and “floating” positions; floating positions will be shifted from location to location, as situations warrant. Some of these shift occurrences can be planned in advance, such as for the beginning and ending of major events. Information stations are needed at key entry points to park viewing areas at Crissy Field (Areas A and B) and SAFR’s Aquatic Park, and will be provided for by the

³ NPS has done a preliminary estimate of their cost for staffing and operational requirements, (before any local agency resources, such as SFPD deputized officers, are considered), which range from \$4.5 to \$6.1 million over the two-year race season schedule depending on the action alternative.

City. Though most policies in effect within the NPS sites will remain in effect, some added restrictions may need to be implemented that are event-specific, such as separating public paths into dedicated bike and pedestrian lanes.

Permits would be required under any action alternative for both land and marine activities that include CCSF and/or ACRM responsibilities to implement management and protection measures presented in **Table ALT-2**, including reimbursing actual NPS and Trust event-related costs, both operational and one-time repair and restoration of park assets.

4.12.7 Impacts of Alternative B—Sponsor Proposed Project

In consultation with NPS and Trust staff, race management, and other stakeholders, Alternative B provides protection measures which lessen short-term impacts to existing federal assets and operations. See Chapter-2 Alternatives for details regarding the parameters of Alternative B. However, turf and lawn areas, fences, berms, park furnishings and composite trails surfaces, may nonetheless require restoration under Alternative B.

4.12.7.1 Fort Baker

Law Enforcement, Traffic Management, and Parking Management

On AC34 race days, law enforcement coordination with local agencies and jurisdictions would be part of an ICS. These efforts would help reduce traffic circulation issues and protect sensitive natural and cultural resources from potential improvised visitor parking along roads within Fort Baker. East Bunker Road and East Road provide access to Fort Baker from Highway 101 and Alexander Avenue; both roads are likely to need traffic management. With the implementation of protection measures, impacts on NPS staff due to traffic and parking management requirements are likely to be moderate on race days due to the secondary viewing area status and limited access to Fort Baker.

Maintenance, Protection and Compliance Monitoring

Alternative B is expected to require NPS to dedicate park staff and contractor resources through reassignment, overtime, temporary hires to provide maintenance, protection, and compliance services at Fort Baker. These actions are due in part to the following discussion of intermittent intense use expected by general visitors and race spectators on race days. On days when races are not being held, these impacts are expected to be significantly less. Visitors are expected to use facilities, such as restrooms and the general grounds of Fort Baker, therefore requiring additional trash pickup, restroom servicing, grounds repairs, and utility troubleshooting calls especially during the high visitation and interest days.

Existing site closures to the public including Battery Cavallo, USCG Station Golden Gate, and Lime Point will remain closed. Protection measures such as additional fencing may be implemented, along with NPS natural resource monitors, to restrict access to other sensitive areas, such as Mission Blue butterfly habitat below Battery Yates. Given these and other measures such as deployment of

maintenance, protection, and compliance monitoring staff resources, the impacts would be minor in 2012 and moderate in 2013.

Special Events, Business Management, Public Affairs, and General Administration

Due to the scale and complexity of the AC34 event with its substantial requirements for planning, event coordination, preparation, and implementation of the proposed management, the impact on operations in these areas after protection measures would be minor for 2012 and moderate for 2013. The intensity of impact on special events and public relations staff would vary somewhat, with greater staff resources being required on race days than on non-race days or between sets of races. Added impacts to this area for special event staffing are due in part to the occasions in 2012 and 2013 when after-hours events were proposed to occur on Fort Baker Pier.

Park Assets

Increased visitor use at Fort Baker as a secondary viewing area, particularly on peak weekend race days, could result in overuse and short-term damage to facilities, trails, fences, grass fields, and sensitive areas. The impact of these visitors could also result in the creation of casual trails between public streets and parking areas. As stated in Chapter-2 Alternatives, the events surrounding the Hospitality tent on Fort Baker Pier would be limited by a weight restriction; therefore negligible impacts would occur to the pier itself. The increased use of other facilities such as restrooms, The Bay Area Discovery Museum, The Inn at Cavallo Point, the Travis Sailing Center, and the Presidio Yacht Club could result in impacts leading to minor repairs and servicing. With the implementation of protection measures, it is anticipated that there will be an overall minor impact in 2012 and moderate impact in 2013 to the integrity of assets at Fort Baker.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative effect on Fort Baker's assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. The Golden Gate Bridge Seismic Retrofit is an ongoing project occurring throughout 2012 and 2013, impacting operations and facilities in the area, although a majority of the work performed continues to occur in areas off limits to the public. This project has also lead to a Mission Blue butterfly habitat restoration effort that could compromise the availability of resource compliance and protection monitoring for other resources. Additionally, implementation of the Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan (GGNRA) may lead to additional construction operations on the roads leading to this area impacting traffic management. However, with the overall benefit from these projects and the protective measures discussed in Chapter 2, the impact to Fort Baker is expected to be minor in 2012 and moderate in 2013.

Conclusion

The impacts on facilities and operations in Fort Baker would be minor in 2012 and moderate in 2013.

Visitors seeking recreational opportunities beyond AC34 events would have other options for outdoor activities, given the context of the region, lessening the impact to Fort Baker's assets and operations. The project's flexible implementation of **BIO-1** and **CULT-1** accommodate the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event and Operations Plan which guides staff on their responsibilities upon AC34 event conditions. **BIO-2** and **CULT-2** provide a structure for organizing operations in relation to the expected visitors through Visitor Use Management & Monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements at Fort Baker. **CULT-8** and **CULT-9** pose restrictions on attachments to historic structures and provide a pre-and post-event conditions assessment and repair. As mentioned above, **CULT-7** would issue an analysis to determine a pier weight restriction.

Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking monitoring and law enforcement personnel stationed at Fort Baker. NPS will incorporate into its permits and agreements enforceable terms and conditions related to the protection and restoration of Fort Baker assets and operations. Although the project sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2** the overall impact of this alternative would remain minor in 2012 and moderate in 2013.

4.12.7.2 Marin Headlands/Conzelman Road

Law Enforcement, Traffic Management, and Parking Management

Similarly to Fort Baker, the Marin Headlands is considered a likely secondary race viewing area, due to its scenic unobstructed views offered along Conzelman Road. NPS is likely to be required to station additional staff resources along Conzelman Road and parking management at parking lots near the Battery Spencer Overlook on peak and high interest weekends under this Alternative. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day, and the impact to law enforcement is likely to be similar as they absorb much of the traffic control responsibilities. Preparations for any Conzelman Road closures or restrictions would affect operations on a short-term basis also lasting no longer than the race day. Headlands areas such as Fort Chronkite and Rodeo Lagoon may be impacted by displaced coastal visitors resulting in a minor impact in 2013 for these locations. Overall, impacts to these operations are likely to be intermittent, minor in 2012 and moderate in 2012.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate along Conzelman Road where adjacent land drop offs and sensitive natural areas present concerns. In addition, Kirby Cove and the adjacent campground may receive race spectators and displaced recreationalists. Under contract with NPS, Southern Marin Fire Protection District will provide Advanced Life Support ambulance services and fire protection services while NPS will provide all other natural and cultural resource protection for natural and culturally-significant areas such as Conzelman Road, Battery Spencer, and Slacker Hill Mission Blue butterfly habitat as needed, primarily on busy weekends. Due to the race course location in 2012, impacts to

protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months; while in 2013, impacts are likely to be intermittent and moderate.

Restrooms and other amenities that typically require maintenance are not located on Conzelman Road where the highest impact to the Marin Headlands is expected to occur. Increased maintenance operations due to additional trash pickup, grounds repairs, and restroom servicing at Rodeo Valley would result in an overall minor impact to Marin Headlands maintenance operations in 2012 and moderate in 2013 since staff and additional personnel resources would be required especially on weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, public affairs and general administrative staff for the Marin Headlands. Under Alternative B, special events would not occur in the Marin Headlands region thus resulting in a negligible impact to general administration in 2012 and 2013. NPS may see minor impacts due to displaced visitors at Fort Chronkite and the Rodeo Valley information center.

Park Assets

Even with the implementation of protection measures, parking along Conzelman Road is likely to incur a short term minor impact on race days in 2012 and moderate impact in 2013 when pull-in parking and adjacent lots would remain at capacity a couple hours before and after the races. Though assets in the area currently receive intermittent intense usage, impacts to trails, signage, walkways, and scenic viewing areas are likely to be minor in 2012 and moderate in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to Marin Headlands assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, implementation of the Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan (GGNRA) and Marin Headlands Water Lines Replacement Project and the Satterlee Road Project may lead to additional construction operations in the area impacting project management, administration and traffic management; however the overall benefit from these projects are expected to enhance traffic circulation and provide necessary infrastructure improvements. The Golden Gate Bridge seismic retrofit has led to a Mission Blue butterfly habitat restoration effort that could compromise the availability of resource compliance and protection monitoring for other resources. Overall, the combination of ongoing Marin Headlands/Conzelman Road related projects with AC34 impacts would likely result in a minor impact in 2012 and a moderate impact in 2013 on assets and operations with implementation of the protection measures.

Conclusion

NPS anticipates the majority of visitors would remain along Conzelman Road. Given the intensity and duration of the AC34 events and associated increases in visitation requiring additional staff plus reasonable overtime and contractors from outside the area, the impacts on assets and operations in the Marin Headlands would be minor in 2012 and moderate in 2013. Those visitors seeking recreational opportunities beyond AC34 events would have other options for outdoor activities, given the context of the region, lessening overall impacts to Marin Headlands' assets and operations.

The project's flexible implementation of **BIO-1** and **CULT-1** accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event and Operations Plan which guides staff on their responsibilities during AC34 event conditions. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements in the Marin Headlands.

Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking monitoring and law enforcement personnel stationed throughout the Marin Headlands, particularly along Conzelman Road, and at Danes and Alexander as well as the Fort Baker-Barry tunnel. NPS will incorporate into its permits and agreements enforceable terms and conditions related to the protection and restoration of the Marin Headlands assets and operations. Although the project sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.7.3 Alcatraz Island

Law Enforcement, Traffic Management, and Parking Management

Commercial ferry service to and from Alcatraz Island may require escorts provided by the project sponsors through the race course and transit zone on race afternoons. While overall daytime visitation to Alcatraz may not materially increase due to limitations on access to the Island, NPS law enforcement and other personnel would be deployed to ensure visitor safety and security and to manage changes in visitor length of stay and flow around the island as visitors seek views of the races. The impacts on related park operations would be minor both in 2012 and 2013.

Maintenance, Protection and Compliance Monitoring

Impacts to maintenance operations would result from longer visitor use during operating hours. These impacts could include additional trash pickup, grounds repairs, and restroom servicing resulting from longer lengths of stay. Although no programmed public AC34 events are proposed for Alcatraz Island, NPS would undertake various management measures including the use of protection and compliance monitors, to address potential impacts to natural and cultural resources. Monitors would be

responsible for ensuring area closures to protect nesting seabirds and culturally significant areas. The confined context of the area, proximity to racecourse, and significant historical assets, would likely result in a minor impact on park protection and compliance operations in 2012 and 2013.

Special Events, Business Management, Public Affairs, General Management and Administration

After-hour temporary interior installations for private events in the main cellhouse building are proposed, under Alternative B, to be held in accordance with NPS special use regulations for Alcatraz Island and Section 106 for non-sequential special event activities on NPS lands and historic structures. As mentioned in Chapter 3, Alcatraz Island receives all of its visitors, potable water, and waste removal from San Francisco via vessel. Consequently, there would be additional demand on both park and concessioner operations in order to provide adequate conveyance, restroom availability and event management, in addition to safety measures surrounding the limited special event evenings. Special event coordinators and staff would be deployed resulting in a minor impact to existing operations. As mentioned above, the intensity of impact would likely be less than other park locations due to both the controlled access to the island, and the limits placed on any special events on Alcatraz.

Park Assets

In general, the southern half of the island is open to the public and would receive the most concentrated impacts. The northern portion of the island is accessible by docent-led tours only and is restricted to the non-breeding season for colonial water birds that nest on the Island. Existing management, with an added law enforcement presence plus reasonable overtime operational hours would suffice in protecting Alcatraz assets resulting in a minor impact to assets.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to Alcatraz's assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. However, recent energy improvement projects are expected to enhance the operational efficiency on the Island therefore resulting in a beneficial impact. It is unlikely any ongoing projects would lead to a significant negative impact that could not be addressed by the included protection measures.

Conclusion

For reasons discussed above, the protection measures adopted by the project sponsors would result in no more than a minor to moderate impact to Alcatraz Island assets and operations in 2012 and 2013 due to the following conclusion. Facilities used for broadcasting and media would be protected through VIS-1 which protects Alcatraz assets from the installation of temporary weather monitoring and satellite equipment. VUE-8 employs restrictions on after-hours events on the Island. The project's flexible implementation of BIO-1 and CULT-1 would accommodate the event's varying intensity over the 2012-2013 race period while integrating with ongoing NPS operations. BIO-2 and CULT-2 provide a structure for organizing operations in relation to the expected visitors through visitor use management & monitoring strategies. BIO-3 and CULT-3 provide resource monitors augmented by area law

enforcement to protect sensitive natural and cultural elements. CULT-8 and CULT-9 pose restrictions on attachments to historic structures and provide a pre-and post-event conditions assessment and repair. NAV-3 would assist in providing access through the race area, and providing escort boats for certain vessels through spectator areas. NPS will incorporate into its permits and agreements enforceable terms and conditions related to the protection and restoration of Alcatraz Island assets and operations. Although the project sponsor would be required to fund the implementation of the management and protection measures presented in Table ALT-2, the overall impact of this alternative would remain minor for park assets and moderate for operations in both 2012 and 2013.

4.12.7.4 Crissy Field (Areas A and B)

Law Enforcement, Traffic Management, and Parking Management

AC34 under Alternative B creates a programmed viewing area at Crissy Field, resulting in moderate impacts in 2012 and major impacts in 2013. This alternative would require additional resources for law enforcement, traffic, and parking management in both 2012 and 2013. Visitors to sponsored events at the St. Francis Yacht Club may overflow onto adjacent East Crissy Field, contributing to event-related transportation management and law enforcement needs. Traffic and parking management on Mason Street south is discussed in the Presidio analysis below as well as in Chapter 4, Transportation Section 4.10. Service alerts, particularly in 2013, involving roads and other potential area restrictions or crowds could add to increased visitor impacts expected to affect Crissy Field traffic and parking management. Deployment of additional regional or national NPS law enforcement rangers and U.S. Park Police would be necessary for all race days in 2013, and at least on all peak weekends in 2012.

Maintenance, Protection and Compliance Monitoring

With both primary and secondary viewing areas for the races, Crissy Field will be managed under the NPS and the Trust in an integrated manner. For NPS lands and waters, NPS anticipates that it would deploy re-directed as well as existing staff in addition to outside resources in 2012. In 2013, due to greater impacts on local park operations, a regional team drawing more heavily on outside resources would be deployed under this alternative. Throughout the race periods, trash collection, grounds repairs, and grass fields would require increased maintenance due to the anticipated increase in visitation. An increase in protection and compliance monitoring would occur primarily at Crissy Beach, sensitive Crissy dune vegetation, and the Crissy Wildlife Protection Area. Sensitive habitats and vegetation around Crissy Marsh would also require monitoring. Fort Point and the old USCG Station (ie. now NOAA programs and offices) would likely require monitors protecting and informing visitors of sensitive areas and area restrictions or closures (e.g., Crissy WPA). These NPS personnel resources could be managed under an ICS, and the impacts would be moderate in 2012 and major in 2013 due to the high levels of visitation and programming. Maintenance and monitoring on Mason Street will be presented in the Presidio analysis below.

Special Events, Business Management, Public Affairs, General Management and Administration

Service alerts, particularly in 2013, involving roads and potential area closures would add to increased impacts for public affairs and general administration. Construction of the proposed temporary

facilities and improvements for AC34 programmed events would occur at Crissy Field for a period of a few weeks in advance of 2012 and 2013, therefore potentially resulting in short-term impacts to special event operations at Crissy Field. The number of construction personnel present at this venue at any time during the construction period would range from 25 to 50 total workers, resulting in intermittent intense impacts to operations responsible for event staff and the overall success of the events.

Proposed Sponsor project installations are listed in Chapter-2 Alternatives, **Table ALT-1**, ‘Programmed Improvements and Activities at AC34 Venues and Secondary Viewing Areas’.

The proposed spectator area at Crissy Field, including both areas A and B, would be the largest of the proposed spectator venues in terms of geographic area and seating accommodations. Although programmed events would be staffed by race authority personnel, an increase in NPS and Trust staff would be required at Crissy Field to monitor, protect and provide general support services. Temporary emergency medical personnel and facilities, provided for by the City, would include mobile units, and tents or trailers and would be stationed near Crissy Field West, and just outside Crissy East. An integrated ICS between the NPS and Presidio Trust, would help reduce issues involving pedestrian, bicycle and special event coordination, along with City sponsored “safe street ambassadors” and City-sponsored, temporary bike storage lockers. The resulting impacts on Special Events, Business Management, Public Affairs, and General Management and Administration personnel resources would be moderate in 2012 and major in 2013.

Park Assets

Under Alternative B, Crissy Field, both Areas A and B, would be a primary viewing location with programmed events; park and Trust assets would, therefore, be heavily used. Temporary portable restrooms would be provided therefore alleviating the overall impacts to the current restrooms, which are expected to receive a moderate impact. NPS anticipates significant one-time maintenance, repair, and restoration costs associated with turf impacts and restoration, and extremely-high, increased use of Crissy Field Promenade and secondary trails. Irrigation systems on Crissy Airfield would be affected due to heavy loads and trucks associated with the long-term use by commercial vendors, stages, and other temporary facilities, and would, therefore, need to be replaced. Temporary emergency facilities would be located in existing paved or lawn areas with no sensitive habitat or other sensitive biological resources, and would be relatively small and low in height. Picnic areas, parking lots, concession areas, primary and secondary trails, grass berms, existing fencing, benches, and general maintenance areas are expected to receive a moderate impact in 2012 and major impact in 2013, requiring extensive repair and restoration work with implementation of measures discussed above protecting Crissy from longer term impacts.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to Crissy Field’s assets and operations. Doyle Drive Replacement, for example, restricts access between Presidio Main Post, the Doyle Drive off-ramp, and Crissy Field, effectively creating a closed corridor once cars enter from either end. The Golden Gate Bridge Plaza and Overlook project construction has also affected circulation in and around Crissy Field. In addition, other ongoing maintenance, repairs, restoration, and retrofits by NPS and the Presidio Trust and their partners

would likely impact available facilities and operational resources for AC34 events. The temporary relocation of the Crissy Field Center has made it more accessible to both general visitors and anticipated AC34 visitors, resulting in potential operational impacts. Overall, the combination of ongoing Crissy Field-area projects and management plans with AC34 impacts would likely result in a moderate to major impact to assets and operations.

Conclusion

Given the intensity and duration of the AC34 events and associated increases in visitation, the impacts on park operations and assets at Crissy Field would be moderate in 2012 and major in 2013⁴.

Those visitors seeking recreational opportunities other than AC34 events would have options for outdoor activities, given the context of the region, reducing impact to Crissy Field's assets and operations. In 2012, NPS and the Trust would gauge the level of impact to their corresponding operations and adjust accordingly in anticipation of more impacts surrounding the 2013 events. The project's implementation of **BIO-1** and **CULT-1** accommodate for the event's varying intensity over the two-year race period while supporting ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event Operations Plan which guides staff on their responsibilities upon AC34 event conditions at Crissy Field. **BIO-2** and **CULT-2** provide a structure for organizing operations in relation to the expected visitors through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements at Crissy Field. **GEO-1** provides fencing and signage for sensitive areas where needed. Transportation measures will also help reduce impacts of very high visitation on park roadway operations. NPS and the Trust will incorporate into their permits and agreements enforceable terms and conditions related to the protection and restoration of the Crissy Field assets and to the impacts on park operations as it relates to their jurisdictions. Although the project sponsors would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative on operations would remain moderate in 2012 and major in 2013.

4.12.7.5 Aquatic Park (SAFR)

Law Enforcement, Traffic Management, and Parking Management

Though a primary viewing area, visitors are expected to use public transportation, bike, or walk to this location on race days due to the lack of street parking surrounding Aquatic Park. Service alerts, particularly in 2013, involving roads and potential area closures would add to increased visitor impacts expected to affect Aquatic Park traffic and parking management. Parking management restrictions and closures would be increased near the terminus of Van Ness Avenue, Hyde Street, and Jefferson Street. The intense influx of visitors on race days will result in a need for additional law enforcement personnel from outside NPS due to large crowds, public exhibitions, and programmed events, in the confined context of Aquatic Park. In general, parking and traffic management operations and law

⁴ These impacts could be reduced with full funding of an outside team along with a dedicated escrow account to ensure damages were repaired in a timely manner along with the other protection measures identified in Chapter 2, Table ALT-2.

enforcement would likely receive a moderate impact in 2012 and major impact in 2013 since significant additional staffing resources would be required under the ICS to manage this area.

Maintenance, Protection and Compliance Monitoring

The proposed spectator venue, under Alternative B, at Aquatic Park would provide a range of hospitality services, including sales of food and beverage concessions, and race boat and live racing displays. Maintenance operations on peak weekends would be impacted due to the trash collection, grounds and garden repairs, and restroom servicing required following large scale programmed events. Temporary structures would require additional maintenance and private security from the project sponsors. During the AC34 events, the Municipal Pier would be closed because of weight restrictions to avoid dangerous crowding and possible safety hazards. The potential installation of a weather station would have a negligible impact on operations because it would not require additional staff resources to manage. In addition to protecting the cultural vessels and assets of Hyde Street Pier, Aquatic Cove would exhibit anchored USA-17 and AC45 yachts, therefore impacting cultural resource monitoring during daytime hours, with the potential addition of overnight monitoring of the Cove on peak weekends. The temporary in-water exhibitions may require additional safety personnel due to the abundance of water activities in a confined area (CCSF 2011b). Due to the amenities offered at Aquatic Park in 2012 and 2013, the proximity to race course, urban setting, and ICS requirement, impacts to resource monitors and maintenance are expected to result in moderate impacts in 2012 and major impacts in 2013.

Special Events, Business Management, Public Affairs, General Administration

While spectator viewing of the races from Aquatic Park would be slightly obscured by Municipal Pier, the AC34 event and existing vessel exhibitions would be visible from the beach and park bleacher seating area. These exhibitions are expected to attract AC34 event and general visitors to the area and would require additional NPS staff resources deployed under ICS during 2012 and 2013. These operations staff will be managing a higher visitor flow in 2012 and 2013 as visitors move along the SF northern waterfront to experience the races, especially at places such as the Maritime Store, Visitor Center, SAFR Promenade and Hyde Street Pier. Commensurate with visitor estimates, more staff resources would be required in 2013 than 2012. The urban context of Aquatic Park, and its adjacency to Fisherman's Wharf, intensifies the impact on operations, requiring close coordination among SFFD, SFPD and NPS in an integrated manner. It also would result in a moderate impact in 2012 and major impact on park operations in 2013.

Park Assets

Due to Aquatic Park's urban setting, the amenities used in this location would be subject to high intensity use continuously during the daytime over the 2012 and 2013 AC34 race period. The existing amphitheater will likely be the primary location in Aquatic Park for event seating with the 2012 race ending just northwest of MUNI pier under Alternative B and 2013 races just 1200 ft. offshore. As a primary viewing area with programmed events, impacts to park assets are expected to be moderate in 2012 and major in 2013. Impacts would generally occur at restrooms, landscaped and planted areas, picnic areas, benches, trails, bocce ball courts, and cultural resources, while visitation to ships will be

monitored with limits on visitors at one time. Given the abundance of hardscape within the Aquatic Park grounds, the amount of restoration likely to be needed will focus more on maintained lawns, gardens, skylights and graffiti removal on bleachers, although top dressing and aeration of turf areas and replanting of sections of Victorian Park is likely to be required after each race season under this alternative. Although the project sponsors would be required to fund the implementation of the management and protection measures presented in **Table ALT-2⁵**, the overall impact on facilities would remain moderate in 2012 and major in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact on Aquatic Park's assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, Bay Trail improvements, an ongoing effort by the Bay Conservation and Development Commission may look to improve separated bike lanes in Aquatic Park, though not significantly impacting NPS operations. Construction due to various upgrades to SAFR assets (e.g. bleachers) have impacted park management, compliance, and monitoring resources. Overall, the combination of ongoing Aquatic Park related projects with AC34 impacts will be addressed by the following protection measures but would still likely result in a moderate impact to assets and operations in 2012 and a major impact in 2013.

Conclusion

Given the intensity and duration of the AC34 events and associated increases in visitation requiring the deployment under ICS of additional personnel resources as well as repairs and restoration to park assets, the impacts on assets and operations at Aquatic Park would be moderate in 2012 and major in 2013. Regional visitors seeking recreational opportunities beyond AC34 events would have other options for outdoor activities and waterfront strolls, given the context of the region, reducing impacts to Aquatic Park's assets and operations. In 2013 visitors may move eastward from Fisherman's Wharf along the shoreline toward the "AC34 village" at Pier 27/29, in 2012, they would likely move westward thru SAFR's Aquatic park toward the "AC34 Village" at Marina Green. In 2012, NPS would gauge the level of impact to operations and adjust accordingly in anticipation of impacts with the longer duration surrounding the 2013 events.

The project's implementation of **BIO-1** and **CULT-1** deploy ICS with flexibility to accommodate for the event's varying intensity over the two-year race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event Operations Plan which would guide staff on their responsibilities under AC34 event conditions in Aquatic Park. **BIO-2** and **CULT-2** provide a structure for organizing operations in relation to the expected visitors through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements at Aquatic Park. **CULT-8** and **CULT-9** pose restrictions on attachments to historic structures and provide a pre-and post-event conditions assessment and repair. **GEO-1** provides fencing and signage for sensitive areas. Transportation

⁵ Including implementing ICS and one-time funding of park asset repairs and restoration as called for under the protection measures.

measures would provide structure for organized operations and help alleviate effects on NPS traffic and parking monitoring and law enforcement personnel stationed at and adjacent to Aquatic Park along with the City's commissioned officers. NPS will incorporate into its permits and agreements enforceable terms and conditions related to the protection and restoration of Aquatic Park assets and operations. Although the project sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**, including ICS, the overall impact of this alternative on operations would remain moderate in 2012 and major in 2013.

4.12.7.6 Presidio (Area B)

Law Enforcement, Traffic Management, and Parking Management

Traffic and parking management impacts would likely occur intermittently during the race months in 2012 and 2013, intensifying on peak race weekends. Operations at the Transit Center would likely see an increase in use as impacts to shuttle service and operations are expected. Service alerts, particularly in 2013, restricting road access would add to increased visitor impacts expected to affect general Presidio traffic and parking management. Conditional access along Mason Street, along with the closure of Halleck and Marshall Streets related to the Doyle Drive Replacement, would directly impact the intensity of traffic and parking operations by leaving only one access route from the Main Post to Crissy Field. On peak and high interest weekend race days in 2012 and 2013, major impacts to traffic and parking management would last from a few hours leading up to a scheduled race until shortly after sunset. Deployment of U.S. Park Police for Mason St and Long and Lincoln blvd. traffic management and Presidio roadway monitoring would occur throughout the 2012 and 2013 race schedule. Additional operational support may be supplied by staff trained in directing cars. This would be extended on City streets by SFPD or the City's Parking and Traffic Department for peak weekend periods.

Maintenance, Protection, and Compliance Monitoring

Various facilities throughout the Presidio would likely require additional maintenance due to increased visitor use. Restrooms, trash removal, and utility troubleshooting are all tasks which could be impacted by AC34 events. Compliance monitoring operations may experience minor impacts due to the need to protect natural and cultural resources on a routine basis as discussed in section 4.5 'Biological Resources' and section 4.6 'Cultural Resources' for Presidio Trust Area "B" actions, if warranted. The impacts would be no greater than minor to moderate in 2012 and 2013, respectively.

Special Events, Business Management, Public Affairs, and General Administration

Presidio Trust operations may be moderately impacted by activities at Crissy Field and may need to deploy staff and resources to support event management. The Trust manages the buildings south of Mason Street which may provide support for events. Increased traffic is likely to lead to moderate impacts to business operations along Mason Street, resulting in the need for increased Presidio business management and administration to accommodate potential AC34 impacts to their tenants. Although no major programmed events are scheduled in the Presidio, a few existing buildings could potentially be used for merchandise sales and event support. In particular, Building 937 presents a

potential opportunity for special use. Subject to permitting, the adjacent grounds could become of use for storage or other AC34 activities. Please refer to Chapter 4, Section 4.13, Socioeconomics, for more information regarding the types and degree of impacts to these businesses. Existing Presidio Trust staff would collaborate with the NPS to help reduce issues involving pedestrian, bicycle and special event operational considerations and coordination. Overall, the impact on these operations would be moderate in both 2012 and 2013.

Park Assets

The Presidio may be an attractive area for spectators to seek relief from the higher impact areas such as Crissy Field. Due to AC34 events, restrooms, trails, parking areas, and picnic areas offered in the Presidio, are expected to receive a minor impact lasting throughout the race months in 2012 but a moderate impact in 2013. Unique assets of the Presidio such as trails and scenic overlooks, easily accessible to race spectators and general visitors, are likely to be continuously impacted during the daytime of the race months. The potential use of grass or undeveloped grounds as parking areas could require aeration and re-seeding of turf restoration efforts after AC34 events in 2013 resulting in a moderate impact. There could be a potential long-term minor impact from visitor overuse and degradation to furnishings such as benches at designated viewing points (i.e. Crissy Field Overlook).

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to the Presidio's assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, the Doyle Drive Phase II project currently utilizes monitoring and compliance staff during construction. These resources could be impacted due to similar needs surrounding AC34 events. Construction for the Presidio Coastal Trail upgrades may impact Presidio Trust management, compliance, and monitoring resources. Overall, the combination of ongoing Presidio Trust related projects with AC34 impacts and the implementation of the following protection measures would likely result in a short-term, local minor impact to assets and operations.

Conclusion

For the reasons given above, Alternative B would result in no more than minor impacts to park assets in 2012 and moderate impacts in 2013. Impacts on operations related to Special Events, Business Management, Public Affairs, and General Administration and Maintenance, Protections, and Compliance Monitoring would be moderate in both 2012 and 2013. Impacts to Law Enforcement, Traffic Management, and Parking Management, would result in moderate impacts in 2012 and major impacts in 2013.

The project's implementation of **BIO-1** and **CULT-1** accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the Park Event and Operations Plan which guides staff on their responsibilities upon AC34 event conditions in the Presidio. **BIO-2** and **CULT-2** provide a structure for organizing operations in relation to the expected visitors through Visitor Use Management & Monitoring strategies. **BIO-3** and

CULT-3 provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements in the Presidio. **CULT-8** and **CULT-9** pose restrictions on attachments to historic structures and provide a pre-and post-event conditions assessment and repair. **GEO-1** provides fencing and signage for sensitive areas.

Transportation measures would provide structure for organized operations and help alleviate effects to the transportation and parking monitoring and law enforcement personnel stationed throughout the Presidio, particularly along Mason Street. The Presidio Trust agreements with the City and County of San Francisco and the ACEA will document commitments regarding protection and restoration of the Presidio's assets and operations.

4.12.7.7 Fort Mason

Law Enforcement, Traffic Management, and Parking Management

Visitors are expected to use public transportation, bike, or walk to Fort Mason on race days due to the lack of street parking, proximity to public transportation, and its central location. Throughout the race months in 2012 and 2013, impacts to these operations would be short-term, occurring several hours before and after the races. Service alerts, particularly in 2013, involving roads and potential area closures would add to increased visitor impacts expected to affect Fort Mason traffic and parking management operations. Traffic and Access management would be increased at both upper and lower Fort Mason. Additional personnel resources would be required for these operations and personnel would be deployed. Due to higher expected levels of visitation, a greater level of effort will be required to provide law enforcement, traffic management, and visitor use management at areas such as the bike/pedestrian pinch point near Laguna and Marina Boulevard, McDowell road viewing areas and Black Point Battery in 2013. Hence, the impact on operations would be moderate in 2012 and major in 2013 at Fort Mason.

Maintenance, Protection, and Compliance Monitoring

Due to the proximity of the race course, and urban setting, the intense influx of visitors on race days would likely attract large crowds to the Bay Trail and MacDowell Road in lower Fort Mason. Increased visitors would result in an increase in maintenance staff needed to service restrooms, remove trash, and perform utility troubleshooting, particularly on peak race days. The Great Meadow currently experiences use impacts from general visitors during June through September. During race events, this area may require bike/pedestrian separations, thus crowd control operations would be stationed to help reduce added impacts. Black Point Battery is considered a primary viewing area situated along the Bay Trail where crowds are likely to assemble during weekends, particularly during race hours, and thus will require extra restrictions due to potential impacts on the earthen battery. Additional increase in compliance operations may be needed to oversee security and performance of the media activities at the Fort Mason Center. Existing uses at Piers 2 and 3 may not be available during certain periods of the 2013 events and require either maintenance staff or resource monitors to protect cultural assets and accommodate concerns from displaced visitors. Additional staff resources would be deployed to monitor and manage Fort Mason. Given the preceding discussion, park operations would undergo moderate impacts in 2012 and major impacts in 2013.

Special Event, Business Management, Public Affairs, General Management and Administration

The proposed temporary installment of satellite dishes on the Pier 3 apron would likely have a negligible impact to operations. The race authority would be responsible for these installations therefore minimally impacting NPS operations. Fort Mason would potentially serve as the site for interior installations for media operations including a temporary international broadcasting center and television studios, satellite communications, and hospitality services. Special event support, business management, public affairs, and general administration would all likely incur a moderate impact in 2012 and 2013 given the AC34 staff and media operations proposed for Lower Fort Mason. Existing classes, conferences, and other visitor viewing and flow activities in Upper Fort Mason would require increased staff deployed.

Park Assets

Due to Fort Mason's urban setting, visitors are expected to seek restrooms, maintained landscapes, trails, staircases, benches, the NPS information center, and the Fort Mason Center on a continual basis in 2012 and 2013 resulting in moderate impacts to these assets. The Great Meadow currently undergoes intense impacts from the general visitors during June through September; therefore operations staff currently in place would work collaboratively with the City and project sponsors to manage race event impacts such as top dressing of turf areas and restroom repairs. Potential impacts to assets such as the Bufano and Burton statues are expected to be minor as law enforcement monitoring would be active in this area.

Cumulative

In addition to race related impacts, other regional projects and special events could potentially add to the cumulative impact on Fort Mason's assets and operations. Ongoing maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. Construction due to Building E upgrades at the Fort Mason Center currently impact park management, compliance, and monitoring resources, as do Pier 2 improvements scheduled. Overall, the combination of ongoing Fort Mason related projects and programs with AC34 impacts would likely result in moderate impacts to assets and operations in both 2012 and 2013.

Conclusion

NPS believes, given the intensity and duration of AC34 events and associated operations proposed at Lower Fort Mason, the impacts on assets and operations at Fort Mason would be moderate in 2012 and major in 2013. Visitors seeking recreational opportunities beyond AC34 events would have other options for outdoor activities, given the context of the region, reducing impact to Fort Mason's assets and operations. In 2012, NPS would gauge the level of impact to operations and adjust accordingly in anticipation of more impacts surrounding the 2013 events.

The project's implementation of **BIO-1** and **CULT-1** deploy staff with flexibility to manage the event's varying intensity over the two season race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event Operations Plan which guides staff on their responsibilities

upon AC34 event conditions at Fort Mason. **BIO-2** and **CULT-2** provide a structure for organizing operations in relation to the expected visitors through visitor use management and monitoring strategies. **CULT-3** provides resource monitors augmented by area law enforcement to protect sensitive cultural elements at Fort Mason. **GEO-1** provides fencing and signage for sensitive areas. Transportation protection measures would provide structure for organized operations and help alleviate negative impacts to the transportation and parking monitoring and law enforcement personnel stationed adjacent to Fort Mason. Although the project Sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**, overall impact of this alternative on operations would remain moderate in 2012 and major in 2013 under this Alternative B.

4.12.7.8 Golden Gate Bridge Overlook

Law Enforcement, Traffic Management, and Parking Management

Similarly to Conzelman Road in the north, the Golden Gate Bridge Overlook is considered a likely secondary race viewing area, due to its racecourse proximity and scenic unobstructed views of the Bay. NPS is likely to be required to station additional resources in this area and parking management at parking lots near the Battery East lot on race weekends under this Alternative. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day, and the impact to law enforcement is likely to be similar as they, along with US Park Police and Golden Gate bridge personnel, absorb much of the traffic control responsibilities. They would also serve as back-up to resource monitoring personnel. Overall, impacts to these operations are likely to be minor in 2012 and moderate in 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency medical support to this area. Due to the race course location in 2012, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months; while in 2013, impacts are likely to be moderate.

Nearby restrooms and other amenities that typically require maintenance may be impacted. Increased maintenance operations due to additional trash pickup, and grounds repairs would result in an overall minor impact in 2012 and moderate impacts in 2013 since staff and additional personnel resources would be required to be deployed on busy weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, public affairs and general administrative staff under ICS to this area, thus resulting in a negligible impact to general administration in 2012 and 2013. This area may result in minor impacts in 2012 and 2013 due to displaced visitors from Crissy Field however.

Park Assets

With the implementation of protection measures, parking at Battery East is likely to incur a short term minor impact on race days in 2012 and moderate impact in 2013 when visitation is high at Crissy, and pull-in parking and adjacent lots would remain at capacity before and after the races. Though assets in the area currently receive intense usage, impacts to trails, signage, walkways, and scenic viewing areas are likely to be minor in 2012 and moderate in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to the Golden Gate Bridge Overlook assets and operations. Proposed improvement projects for the Plaza and Overlook may be ongoing contingent on funding cycles. Other ongoing events, maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, the recent Celebration of the 75th anniversary of the bridge led to additional construction operations in the area impacting project management, administration and traffic management. The Golden Gate Bridge seismic retrofit has led to a Mission Blue butterfly habitat restoration effort that could compromise the availability of resource compliance and protection monitoring for other resources. Overall, the combination of ongoing related projects with AC34 impacts would likely result in a minor impact in 2012 and moderate in 2013 on assets and operations with implementation of the protection measures.

Conclusion

Visitors would seek views of the race in conjunction with their Bridge visit or displacement from Crissy Field due to the high visitation under this alternative. Given the intensity and duration of the AC34 events and associated increases in visitation requiring ICS deployment of existing staff plus reasonable overtime and contractors from outside the area, the impacts on assets and operations on the Golden Gate Bridge Overlook would be minor in 2012 and moderate in 2013.

The NPS would implement **BIO-1** and **CULT-1** flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-4** and **CULT-4** implement the NPS's Park Event and Operations Plan which guides staff on their responsibilities during AC34 event conditions. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements at Battery East.

Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking monitoring and law enforcement personnel. Although the project sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.7.9 Fort Point National Historic Site

Law Enforcement, Traffic Management, and Parking Management

Fort Point is considered a likely secondary race viewing area, due to scenic unobstructed views of the Bay along Marine Drive. NPS is likely to station additional staff resources under ICS along Marine Drive and at the Lincoln and Long intersection leading to Fort Point due to potential traffic impacts, and higher than usual visitor flows, both on foot and bike during race periods. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day. Preparations for any Long Ave. closures or restrictions would affect operations on a short-term basis also lasting no longer than the race day. Fort Point may also experience higher visitation due to displaced Crissy visitors. Overall, impacts to these operations are likely to be minor in 2012 and moderate in 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate along Marine Drive to take advantage of Bay and Golden Gate Bridge views. The NPS will provide cultural resource protection for the Fort, as needed, primarily on AC34 peak and high interest weekends. Due to the race course location in 2012, impacts to protection and compliance monitoring and operations are anticipated to be minor – only slightly increased over previous summer busy months; while in 2013, impacts are likely to be moderate.

Increased maintenance operations due to additional trash pickup, grounds repairs, restroom servicing would result in an overall minor impact to maintenance operations in 2012 and 2013. Staff and additional personnel resources would be required, especially on weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, and public affairs staff to Fort Point. While AC34 special events were not proposed for Fort Point, increased and displaced visitors from Crissy Field could result in minor impacts both in 2012 and 2013 to management and park operations.

Park Assets

Though assets in the area currently receive intermittent intense usage, impacts to restrooms, signage, walkways, and scenic viewing areas are likely to be minor in 2012 and moderate in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact on park operations and assets at Fort Point particularly those in the Golden Gate Bridge Overlook area. Ongoing maintenance, repairs, and restoration in the West Crissy Field area and Battery East would likely impact the available facilities and operational resources for AC34 events. Overall, the combination of ongoing Golden Gate Bridge Overlook and Plaza, as well as Crissy Field

projects, with AC34 impacts would likely result in a minor impact in 2012 and moderate impact in 2013 with implementation of the protection measures adopted below.

Conclusion

NPS anticipates the majority of visitors would remain along Marine Drive, though some would visit the Golden Gate Bridge via Long and Lincoln Blvd, and the Coastal trail. Given the intensity and duration of the AC34 events and associated increases in visitation requiring ICS deployment of existing staff and contractors from outside the area, the impacts on assets and operations at Fort Point would be minor in 2012 and moderate in 2013.

The NPS would implement **BIO-1** and **CULT-1** with flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. The overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations⁶.

4.12.7.10 Baker Beach and Dunes

Law Enforcement, Traffic Management, and Parking Management

NPS anticipates deploying its regular staff patrols at Baker Beach in collaboration with other affected agencies, resulting in minor impacts in 2012 and 2013. Impacts on these operations would be less intense than those experienced in other park locations despite displacement of visitors to this location seeking an open waterfront and beach.

Maintenance, Protection, and Compliance Monitoring

A slight increase in general and displaced visitors is expected at Battery Chamberlin and Baker Beach, resulting in a short-term increase in restroom servicing and potential resource monitoring. Overall, impacts to these operations would be negligible in 2012 and minor in 2013 since these operations would likely require only intermittent additional staffing in 2013 under Alternative B.

Special Events, Business Management, Public Affairs, and General Administration

Due to the distant proximity to the race course and lack of programmed events, there would be a negligible impact to these operations.

⁶ Although the project sponsor would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**.

Park Assets

A slight increase in visitor use is expected at Baker Beach. With the protection measure, impacts to park assets would likely be negligible in 2012 and 2013.

Cumulative

Due to the distance of Baker Beach from the race course, ongoing management plans and projects relating to Baker Beach are unlikely to result in no more than a minor impact when combined with AC34 related impacts to assets and operations.

Conclusion

These impacts would be reduced by implementation of the management protection measures presented in **Table ALT-2**. Additional restroom servicing, signage, and fencing to protect the cultural and natural resources of the surrounding dunes would be implemented as necessary. For the reasons discussed above, the AC34 events would result in impacts no greater than minor in 2012 and 2013. The overall impact of this alternative on operations would remain minor in 2012 and 2013.

4.12.7.11 Overall Impact Conclusions under Alternative B

Given the scale, intensity, and duration of Alternative B, the overall impacts on park assets and operations would be moderate in 2012 and major in 2013 due to increased staffing, overtime and use of outside resources. Implementation of the protection measures would reduce these impacts, except that the cumulative effects of projects, such as Doyle Drive Reconstruction, the Golden Gate Plaza and Overlook, Headlands Roads and waterline projects, and Fleet Week overlap, increase impacts for park operations and assets. NPS's local maintenance, protection, and compliance monitoring personnel would be re-assigned to support the planning, coordination, preparation, and implementation activities related to the Sponsor Proposed Project. As a result, other park projects (not related to AC34) that normally would be in the planning and implementation stage would be delayed up to three years. Similarly, special events, business management, public affairs, and general administrative staff would also be assigned to support the planning, coordination, preparation, and implementation activities. As a result staff would have less time to manage other special events, respond to new partnership opportunities, and manage new projects proposed by existing park partners.

NPS may also lose revenue associated with the operation of its Office of Special Park Uses under this alternative⁷.

⁷ The project sponsors would be required to fund the implementation of the management and protection measures presented in **Table ALT-2**. For FAC/OPS-2 in **Table ALT-2**, under Alternative B NPS estimates the cost to deploy additional staff resources to be approximately \$5.7 to \$6.1 million over a two-year period. For FAC/OPS-4 in **Table ALT-2**, under Alternative B, NPS estimates the one-time repair and restoration of park assets to be approximately \$3.1 to \$3.3 million.

4.12.8 Impacts of Alternative C—No Organized Events on NPS Lands

Under Alternative C, there would be no public programming for AC34 events on NPS (GGNRA or SAFR) or Presidio Trust parklands, although a few small indoor private events could still occur in certain NPS or Presidio Trust buildings.

The race areas would be similar in design and location to those of Alternative B, although the actual race courses would be finalized closer to the race events. All NPS parklands would be open and available for use by the general public, including spectators of AC34 events, and protection measures listed in Chapter 2 - Alternatives would be implemented.

4.12.8.1 Fort Baker

Under Alternative C, impacts would be slightly less than those under Alternative B. Although any projected visitors for programmed evening events under Alternative B would be eliminated under Alternative C, therefore reducing the amount of anticipated spectators. As discussed earlier, ICS would be deployed on peak 2012 weekends and regularly in 2013. In addition NPS would employ limited project support contractors and NPS staff on overtime. Given management actions and protective measures listed in Chapter 2 - Alternatives, NPS believes the impact of AC34 events at Fort Baker would result in minor to moderate impacts to Fort Baker assets and operations in 2012 and 2013 respectively. Sustained weekend visitation over the 2013 race season would place demands on local park staff operations in this location.

4.12.8.2 Marin Headlands/Conzelman Road

Under Alternative C, the impacts would be similar to those under Alternative B but with less visitor displacement. As with Alternative B, protection measures listed in Chapter 2 - Alternatives would be implemented resulting in minor impacts in 2012 and moderate impacts in 2013. NPS would implement fencing, signage, and resource monitoring, resulting in a minor effect on services, protection and restoration to the area. Law enforcement support will be required to manage traffic and roadway restrictions as well as to control crowd impacts to sensitive areas; therefore, this alternative would result in a minor impact to operations and assets in 2012 and moderate in 2013.

4.12.8.3 Alcatraz Island

Alcatraz is considered a probable secondary viewing area although visitor impacts can be controlled due NPS carrying capacity management on the island. Given the management actions and protection measures listed in Chapter 2 - Alternatives, the AC34 events would result in minor impacts to Alcatraz Island's assets and operations in 2012 and 2013.

4.12.8.4 Crissy Field

The lack of programmed events at Crissy Field (Areas A and B) would most likely require less support when compared to Alternative B. It is possible that additional shoreline management would be required as spectators might be inclined to occupy sensitive areas due to the lack of programmed

seating. However, fewer visitors are expected at this site under this alternative when compared to Alternative B due to the lack of programmed events. Under Alternative C, trash disposal is expected to be less; restroom servicing is also expected to be less than under Alternative B. Although there would be no temporary structures installed, there would be impacts from the crowds to the grasses, shoreline, and sensitive areas at Crissy Field. Impacts from spectators attracted to Crissy East beach and those attending programmed events nearby at the adjacent Marina Green, St. Francis Yacht Club, and the Golden Gate Yacht Club, could result in minor impacts on park assets in restoration efforts in 2012 and moderate impacts in 2013. Given the implementation of the protection measures listed in Chapter 2 - Alternatives, the overall impacts to Crissy Field's operations under Alternative C would be minor in 2012 and moderate in 2013.

4.12.8.5 Aquatic Park (SAFR)

Under Alternative C, permitted events would only occur in the museum. The Municipal Pier would remain closed on AC34 race days. However, fencing and potentially ICS personnel would still be necessary due to the number of expected visitors. The lack of programmed events could deter spectators from remaining at this location for extended periods of time; therefore all impacts associated with Aquatic Park are expected to be short-term. Due to the lack of programmed events, and the 2012 actual race course ending near Fort Mason Piers under this alternative, there would be a reduction in anticipated AC34 visitors compared to Alternative B and D. Nonetheless, visitor flows westward from Fisherman's Wharf through Aquatic Park to Marina Green would continue and result in Alternative C impacts to assets and operations are expected to be moderate in 2012 and 2013, less than under Alternative B.

4.12.8.6 Presidio (Area B)

Operations at the Transit Center would likely be affected by increased demand for shuttle service. Service alerts, particularly in 2013, involving restricted road access would add to increased visitor impacts expected to affect general Presidio traffic and parking management. On peak weekend race days, major impacts to operations would last from a few hours leading up to a scheduled race until shortly after the races, as there is no programming. Deployment of U.S. Park Police would be required during the 2012 and 2013 race schedule. The potential impacts to restoration efforts, maintenance, and natural and cultural resource protection under Alternative C would be significantly less than those under Alternative B. Overall, with the implementation of protection measures, impacts to the Presidio would be no greater than minor in 2012 and moderate in 2013 on peak race weekends.

4.12.8.7 Fort Mason

Impacts of Alternative C at Fort Mason would be less than under those under Alternative B as there would be no AC34 staffing and media operations in Lower Fort Mason piers. Spectators, nonetheless, are anticipated to concentrate on the Bay Trail specifically around the Black Point Area. A secondary viewing area would be available from the piers apron alleviating some of the congestion along the Bay Trail. While there would be no installation of the weather station as proposed in Alternative B, the potential programmed activities and exhibitions at the adjacent Marina Green would likely cause

increased spectators to Fort Mason in 2012, as under all alternatives. Management actions and protection measures listed in Chapter 2 - Alternatives, support a reduction in impact intensity to Fort Mason. Overall, impacts related to AC34 events at Fort Mason under Alternative C would be minor in 2012 and moderate in 2013.

4.12.8.8 Golden Gate Bridge Overlook

Law Enforcement, Traffic Management, and Parking Management

Similarly to Conzelman Road in the north, the Golden Gate Bridge Overlook is considered a likely secondary race viewing area, due to its racecourse proximity and scenic unobstructed views of the Bay. NPS is likely to be required to station additional staff resources under in this area and parking management at parking lots near the Battery East lot on race weekends under this Alternative. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day, and the impact to law enforcement is likely to be similar as they, along with US Park Police and Golden Gate bridge personnel, absorb much of the traffic control responsibilities. They would also serve as back-up to resource monitoring personnel. Overall, impacts to these operations are likely to be minor in 2012 and 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency medical support to this area. Due to the race course location in 2012, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months; while in 2013, impacts are likely to be moderate.

Nearby restrooms and other amenities that typically require maintenance may be impacted. Increased maintenance operations due to additional trash pickup, and grounds repairs would result in an overall minor impact in 2012 and moderate in 2013 since staff and additional personnel resources would be required to be deployed on busy weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, public affairs and general administrative staff under ICS to this area, thus resulting in a negligible impact to general administration in 2012 and 2013. This area may see minor impacts in 2012 and 2013 due to displaced visitors from Crissy Field however.

Park Assets

With the implementation of protection measures, parking at Battery East is likely to incur a short term minor impact on race days in 2012 and moderate impact in 2013 when visitation is high at Crissy, and pull-in parking and adjacent lots would remain at capacity a couple hours before and after the races.

Though assets in the area currently receive intense usage, impacts to trails, signage, walkways, and scenic viewing areas are likely to be minor in 2012 and minor in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to the Golden Gate Bridge Overlook assets and operations. Proposed improvement projects for the Plaza and Overlook may be ongoing contingent on funding cycles. Other ongoing events, maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, the recent Celebration of the 75th anniversary of the bridge lead to additional construction operations in the area impacting project management, administration and traffic management. The Golden Gate Bridge seismic retrofit has lead to a Mission Blue butterfly habitat restoration effort that could compromise the availability of resource compliance and protection monitoring for other resources. Overall, the combination of ongoing related projects with AC34 impacts would likely result in a minor impact in 2012 and moderate in 2013 on assets and operations with implementation of the protection measures.

Conclusion

Visitors would seek views of the race in conjunction with their Bridge visit or displacement from Crissy Field on high visitation days under this alternative. Given the intensity and duration of the AC34 events and associated increases in visitation requiring deployment of existing staff and contractors from outside the area, the impacts on assets and operations on the Golden Gate Bridge Overlook would be minor in 2012 and moderate in 2013.

The NPS would implement **BIO-1** and **CULT-1** with flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements at Battery East. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking monitoring and law enforcement personnel. With the implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.8.9 Fort Point National Historic Site

Law Enforcement, Traffic Management, and Parking Management

Fort Point is considered a likely secondary race viewing area, due to its unobstructed views of the Bay along Marine Drive. NPS is likely to station additional staff resources along Marine Drive and at the Lincoln and Long intersection leading to Fort Point due to potential traffic impacts, and higher than usual visitor flows, both on foot and bike during the race periods. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day,

Preparations for any Long Avenue closures or restrictions would affect operations on a basis also lasting no longer than the race day. Fort Point may also experience higher visitation due to displaced Crissy Field visitors, although less than under Alternative B. Overall, NPS believes impacts to these operations are likely to be short-term minor in 2012 and moderate in 2013 with measures implemented to ensure visitor safety.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate along Marine Drive to take advantage of Bay and Golden Gate Bridge views. The NPS would provide cultural resource protection for the Fort, as needed, primarily on AC34 peak and high interest weekends. Due to the race course location in 2012 and 2013, impacts to protection and compliance monitoring and operations are anticipated to be minor – only slightly increased over previous summer busy months.

Increased maintenance operations due to additional trash pickup, grounds repairs, restroom servicing at would result in an overall short-term minor impact to maintenance operations in 2012 and in 2013 since staff and additional personnel resources would be required to be deployed, especially on weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, and public affairs staff to Fort Point. While AC34 special events were not proposed for Fort Point, the duration of increased visitors and displaced visitors from Crissy Field could result in minor impacts both in 2012 and 2013.

Park Assets

Though assets in the area currently receive intermittent intense usage, impacts to restrooms, signage, walkways, and scenic viewing areas are likely to be short-term minor in 2012 and in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact on park operations and assets at Fort Point particularly those in the aforementioned Golden Gate Bridge Overlook area. Ongoing maintenance, repairs, and restoration in the West Crissy area and Battery East would likely impact the available facilities and operational resources for AC34 events. Overall, the combination of ongoing Golden Gate Bridge Overlook and Plaza, as well as Crissy Field projects, with AC34 impacts would likely result in a short-term minor impact in 2012 and moderate in 2013 on assets and operations with implementation of the protection measures adopted below.

Conclusion

NPS anticipates the majority of visitors would remain along Marine Drive, though some would visit the Golden Gate Bridge via Long and Lincoln Blvd, and the Coastal trail. Given the intensity and duration of the AC34 events and associated increases in visitation requiring deployment of existing

staff and contractors from outside the area, the impacts on assets and operations at Fort Point would be minor in 2012 and moderate in 2013. Staff would be needed to manage the pedestrian/bike/car/tour bus traffic in this area.

The NPS would implement **BIO-1** and **CULT-1** with flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augment ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. With the funding and implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.8.10 Baker Beach and Dunes

The lack of programmed events and lower spectator estimates under this alternative would likely minimize the displacement of regular visitors of AC34 primary viewing areas to Baker Beach. With the implementation of management actions and protection measures listed in Chapter 2 - Alternatives, NPS anticipates the assets and operations located at Baker Beach would incur negligible to minor impacts in 2012 and 2013 as a result of AC34 events.

4.12.8.11 Cumulative

Impacts to federal assets and operations under Alternative C combined with impacts from ongoing projects and management plan actions are considered to be similar to those mentioned in the 'Cumulative' sections of the Alternative B analysis. The protection measures, along with regional project's conditions and mitigation measures, would cumulatively lessen impacts to the impacted resources thus resulting in the following conclusion.

4.12.8.12 Overall Impact Conclusions under Alternative C

Given the scale, intensity, and duration of the AC34 events, the overall impacts on park assets and operations would be minor in 2012 and moderate in 2013 due to increased staffing, overtime and use of outside staff resources. Impacts would generally be much less intense than under Alternative B though still exceed existing visitation on race days.

Implementation of the protection measures would reduce these impacts, except that the cumulative effects of projects, such as Doyle Drive Reconstruction, the Golden Gate Plaza and Overlook, Headlands Roads and waterline projects, and Fleet Week overlap, would increase impacts to park operations and assets in 2012 and 2013. NPS's local maintenance, protection, and compliance monitoring personnel would be re-assigned to support the planning, coordination, preparation, and implementation activities related to AC34 race periods. As a result, other park projects (not related to AC34) that normally would have been in the planning and implementation stage would be delayed up

to two years. Similarly, special events, business management, public affairs, and general administrative staff would be assigned to support the planning, coordination, preparation, and implementation activities; and, as a result local NPS staff would have less time to manage other special events, respond to new partnership opportunities, and manage new projects proposed by existing park partners.

There may be some loss of revenue associated with the NPS Office of Special Park Uses, but less than under Alternative B⁸.

4.12.9 Impacts of Alternative D—Modified Program Alternative

Alternative D would have less impact on park assets and operations than identified under Alternative B. The modification of this alternative would be the adjustment in the race course eastward by about one-half mile in 2012. This shift would allow for water recreational access from Crissy Field, as the race start is off shore from the St. Francis Yacht club parking lot, while remaining outside a 600 to 1,000 foot marine boundary from NPS lands, with a 500 ft marine buffer around Alcatraz Island for all boats, as in Alternatives C and E. In addition, NPS areas would see reduced programming, particularly at Crissy Field.

4.12.9.1 Fort Baker

Impacts to the Fort Baker assets and operations under Alternative D would be similar to Alternative C resulting in minor to moderate impacts in 2012 and 2013, respectively.

4.12.9.2 Marin Headlands/Conzelman Road

Impacts to the Marin Headlands assets and operations under Alternative D would be similar to Alternative C, resulting in a short-term minor to moderate impact in 2012 and 2013.

4.12.9.3 Alcatraz Island

Impacts to Alcatraz under Alternative D would be similar to those under Alternative B. NPS staff would be deployed to manage visitor extended stays to view races and very limited, private after-hours events in both 2012 and 2013. While the overall impact is expected to be short-term minor in 2012 and 2013, the impacts are less than other park locations due to the high level of control NPS has over visitation and access to the island.

4.12.9.4 Crissy Field

Alternative D would likely have a short-term moderate impact in 2012 and 2013 on Crissy Field, both Areas A and B. This reduced impact assessment is due to the removal of temporary staging and large

⁸ For FAC/OPS-2 in Table ALT-2, under Alternative C, NPS's preliminary estimates of the NPS cost to deploy additional staff resources and operations, before utilization of any local outside resources, is approximately \$4.5 to \$4.9 million over a two-year period. For FAC/OPS-4 in Table ALT-2, under Alternative C, NPS initial estimates of the one-time repair and restoration of NPS park assets is approximately \$1.6 to \$1.8 million.

decreases in both bleachers on the Airfield and ongoing private and public AC34 hospitality services in this alternative. The impacts would be less than that of Alternative B.

Due to the lack of evening events, operations would not be required in the evening hours. Visitation, while not as high in 2013, would still require substantial staffing for law enforcement, traffic, maintenance, and resource monitoring. Emergency medical support would, as in all the alternatives, be provided by CCSF from both pre-positioned units near Crissy Field West and mobile units near Crissy Field East.

4.12.9.5 Aquatic Park (SAFR)

Alternative D impacts to Aquatic Park assets and operations would be similar to Alternative B, though less complex due to removal of large video screens in favor of potential live race feed in 2013 only. There would be no added food and beverage concessions stands since there are numerous vendors locally. There would still be a need for cultural monitors on historic ships, and increased maintenance personnel along with a greater contingent of law enforcement (coordinating with SFPD). Emergency medical support would, as in all the alternatives, be provided by CCSF from both pre-positioned units near Jefferson St. and mobile units. Overall, there would be moderate impacts in 2012, with the closer race course, and moderate impacts in 2013 to the park assets and operations.

4.12.9.6 Presidio (Area B)

Under Alternative D, the Presidio would remain a potential location for a secondary or remote viewing and merchandising in 2013, while it remains an unlikely secondary viewing area for 2012. Therefore, impacts to Presidio assets are anticipated to be minor in 2012 and moderate in 2013.

4.12.9.7 Fort Mason

Under this alternative the piers aprons would be open to the public without satellite dish installation and any AC34 staff or media operations as in Alternative B on the Piers. Proposed AC34 events would occur inside the Fort Mason Center. While visitation remains similar under all the alternatives, the removal of AC34 operations at lower Fort Mason reduces the expected complexity for park staff and operations. NPS believes that the impacts to Fort Mason under Alternative D therefore are similar to Alternative C and E in that they would be minor in 2012 and moderate in 2013.

4.12.9.8 Golden Gate Bridge Overlook

Law Enforcement, Traffic Management, and Parking Management

Similarly to Conzelman Road in the north, the Golden Gate Bridge Overlook is considered a likely secondary race viewing area, due to its racecourse proximity and scenic unobstructed views of the Bay. NPS is likely to be required to station additional staff resources under in this area and parking management at parking lots near the Battery East lot on race weekends under this Alternative. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting

no longer than the race day, and the impact to law enforcement is likely to be similar as they, along with US Park Police and Golden Gate bridge personnel, absorb much of the traffic control responsibilities. They would also serve as back-up to resource monitoring personnel. Overall, impacts to these operations are likely to be minor in both 2012 and 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency medical support to this area. Due to the race course location in 2012, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months; while in 2013, impacts are likely to be short-term moderate.

Nearby restrooms and other amenities that typically require maintenance may be impacted. Increased maintenance operations due to additional trash pickup, and grounds repairs would result in an overall short-term minor impact in 2012 and moderate in 2013 since staff and additional personnel resources would be required to be deployed on busy weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, public affairs and general administrative staff to this area, thus resulting in a negligible impact to general administration in 2012 and 2013.

Park Assets

With the implementation of protection measures, parking at Battery East is likely to incur a short term minor impact on race days in 2012 and moderate impact in 2013 when visitation is high at Crissy Field, and pull-in parking and adjacent lots would remain at capacity a couple hours before and after the races. Though assets in the area currently receive intense usage, impacts to trails, signage, walkways, and scenic viewing areas are likely to be short-term minor in 2012 and short-term minor in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to the Golden Gate Bridge Overlook assets and operations. Proposed improvement projects for the Plaza and Overlook may be ongoing contingent on funding cycles. Other ongoing events, maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, the recent Celebration of the 75th anniversary of the bridge lead to additional construction operations in the area impacting project management, administration and traffic management. Overall, the combination of ongoing related projects with AC34 impacts would likely result in a short-term minor impact in 2012 and moderate in 2013 on assets and operations with implementation of the protection measures.

Conclusion

Visitors would seek views of the race in conjunction with their Bridge visit or displacement from Crissy Field on high visitation days under this alternative. Given the intensity and duration of the AC34 events and associated increases in visitation requiring deployment of existing staff and contractors from outside the area, the impacts on assets and operations on the Golden Gate Bridge Overlook would be short-term, minor in 2012 and moderate in 2013. Those visitors seeking viewing opportunities beyond AC34 events would have few other options, given the added crowds in the north and iconic views provided on the Bridge.

The NPS would implement **BIO-1** and **CULT-1** with flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augment ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. With funding and implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.9.9 Fort Point National Historic Site

Law Enforcement, Traffic Management, and Parking Management

Fort Point is considered a likely secondary race viewing area, due to its unobstructed views of the Bay along Marine Drive. NPS is likely to station additional staff resources along Marine Drive and at the Lincoln and Long intersection leading to Fort Point due to potential traffic impacts, and higher than usual visitor flows, both on foot and bike during the race periods. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day. Preparations for any Long Avenue closures or restrictions would affect operations on a basis also lasting no longer than the race day. Fort Point may also experience higher visitation due to displaced Crissy Field visitors, although less than under Alternative B. Overall, impacts to these operations are likely to be short-term minor in 2012 and moderate in 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency medical support to this area. Due to the race course location in 2012 and 2013, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months.

Increased maintenance operations due to additional trash pickup, grounds repairs, restroom servicing at would result in an overall short-term minor impact to maintenance operations in 2012 and in 2013 with staff and additional personnel resources would be required to be deployed, especially on weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, and public affairs staff to Fort Point. While AC34 special events were not proposed for Fort Point, the duration of increased visitors and displaced visitors from Crissy Field could result in minor impacts both in 2012 and 2013.

Park Assets

Though assets in the area currently receive intermittent intense usage, impacts to restrooms, signage, walkways, and scenic viewing areas are likely to be short-term minor in 2012 and in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact on park operations and assets at Fort Point particularly those in the aforementioned Golden Gate Bridge Overlook area. Ongoing maintenance, repairs, and restoration in the West Crissy area and Battery East would likely impact the available facilities and operational resources for AC34 events. Overall, the combination of ongoing Golden Gate Bridge Overlook and Plaza, as well as Crissy Field projects, with AC34 impacts would likely result in a short-term minor impact in 2012 and moderate in 2013 with implementation of the protection measures described below.

Conclusion

NPS anticipates the majority of visitors would remain along Marine Drive, though some would visit the Golden Gate Bridge via Long and Lincoln Blvd, and the Coastal trail. Given the intensity and duration of the AC34 events and associated increases in visitation requiring deployment of existing staff and contractors from outside the area, the impacts on assets and operations at Fort Point would be minor in 2012 and moderate in 2013. Staff would be needed to manage the pedestrian/bike/car/tour bus traffic in this area.

The NPS would implement **BIO-1** and **CULT-1** with flexibility to accommodate for the event's varying intensity over the 2012-2013 race period and augment ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. With funding and implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.9.10 Baker Beach and Dunes

Impacts to the assets and operations of Baker Beach and adjacent dunes are anticipated to be similar to Alternative C, short-term negligible to minor in 2012 and 2013.

4.12.9.11 Cumulative

Impacts to federal assets and operations under Alternative D combined with impacts from ongoing projects and management plan actions are considered to be similar to those mentioned in the 'Cumulative' sections of the Alternative B analysis. The adopted protection measures, along with regional project's conditions and mitigation measures, would cumulatively lessen impacts to the effected resources at Fort Mason from other projects thus resulting in the following conclusion.

4.12.9.12 Conclusion

Given the scale, intensity, and duration of the AC34 under this, Alternative D, the overall impacts on park facilities and operations would be short-term moderate in 2012 and short-term moderate in 2013 due to high level of additional required staffing, overtime and use of outside resources under ICS, although these impacts would be generally less intense than under Alternative B but similar to Alternative C.

Full implementation of protection measures would reduce these impacts in 2012, except that the cumulative effects of projects, such as Doyle Drive Reconstruction, the Golden Gate Plaza and Overlook, Headlands Roads and waterline projects, and Fleet Week overlap, increase impacts back for park operations and assets in 2012. NPS's local maintenance, protection, and compliance monitoring personnel would be re-assigned to support the planning, coordination, preparation, and implementation activities related to this alternative. As a result, other park projects (not related to AC34) that normally would have been in the planning and implementation stage would be delayed up to two years as a result. Similarly, special events, business management, public affairs, and general management and administrative staff would also be assigned to support the planning, coordination, preparation, and implementation activities. As a result local NPS staff would have less time to manage other special events, respond to new partnership opportunities, and manage new projects proposed by existing park partners. There may be some loss of revenue associated with the NPS Office of Special Park Uses, but not to the degree as under Alternative B⁹.

⁹ For FAC/OPS-2 in Table ALT-2, under Alternative D, NPS's preliminary estimates of the cost to deploy additional staff resources ranges from approximately \$4.8 to \$5.2 million over a two-year period. For FAC/OPS-4 in Table ALT-2, under Alternative D, NPS estimates the one-time repair and restoration of park assets to range from approximately \$2.1 to \$2.3 million.

4.12.10 Alternative E—Preferred Alternative

Under Alternative E, there would be no public programming for AC34 events on GGNRA and Presidio Trust lands, however, there could be exhibits and limited programming offered at SAFR in 2012 and 2013 which would be less than that under Alternative B, as described in **Table ALT-1** of Chapter 2 - Alternatives. Like all other action alternatives, many of the impacts to park assets and operations would result from an increase of spectators visiting NPS and Trust lands. These impacts would require added park staffing to ensure the integrity of the assets are not diminished, and to ensure a safe and positive experience for all visitors, within the framework of objectives established by NPS and the other federal agencies.

The races under this alternative would be similar in design to that under Alternative B in 2013 though shifted one-half mile eastward along the northern SF waterfront in 2012, easing some of the impacts on Crissy Field. All parklands would be open and available for use by the general public while protection measures listed in Chapter 2 - Alternatives would be implemented during race events.

4.12.10.1 *Fort Baker*

Under Alternative E, impacts would be slightly less than those under Alternative B and similar to those under Alternative C. Any projected visitors for programmed evening events under Alternative B would be eliminated under Alternative E, therefore reducing the amount of logistical support to evening AC34 event uses, with associated impacts on park operations. Dedicated staff would be deployed especially on peak 2012 weekends and regularly throughout the 2013 race schedule and include resource monitors, law enforcement and traffic and parking staff, along with fencing of sensitive Mission Blue butterfly habitat near Battery Yates resulting in a short-term, local, minor to moderate impact to Fort Baker assets and operations in 2012 and 2013.

4.12.10.2 *Marin Headlands/Conzelman Road*

Under Alternative E, the impacts would be less than those under Alternative B and similar to those under Alternative C. Added law enforcement support will need to be implemented to manage traffic and crowd impacts to sensitive areas. NPS will deploy its staff resources to implement appropriate fencing, signage, maintenance and resource monitoring. As with Alternative B, protection measures listed in Chapter 2 - Alternatives would be implemented resulting in minor to moderate impacts in 2012 and 2013, respectively, especially on peak race weekends in the Marin Headlands.

4.12.10.3 *Alcatraz Island*

The park operations impacts to Alcatraz Island under Alternative E would remain similar to those under Alternative B, except that intensive, air and marine monitoring would be less, given the additional sensitive nesting bird buffer zones of 500 feet on the water and 2,000 feet up and 1,000 feet out Alcatraz Island is considered a probable secondary viewing area although visitor impacts can be controlled due to NPS carrying capacity management on the Island. Proposed AC34 after-hours events would be limited so as not to further affect staffing; with no more than two in 2012 and five in 2013 held on non-public program evenings.

The race course in 2013 could impede the regularly-scheduled visitation every half hour to the island from Pier 31½ during race afternoons; however, the protection measures listed in Chapter 2 - Alternatives, Alternative E would be implemented requiring ACRM to ensure no more than very limited delays up to 10 minutes and, if necessary, during the last leg of the actual afternoon 2013 races (within a 1-2 hour window), deploy an escort boat for the Alcatraz Ferry directly through the race area and transit zone established by USCG. There would be additional limited, deployment of staff to assist in visitor safety and security as well as to manage potential longer lengths of stay by visitors on the Island. The application of these measures would be expected to result in minor impacts on NPS and Alcatraz Island assets and operations in 2012 and 2013, respectively.

4.12.10.4 Crissy Field

The absence of programmed events at Crissy Field (both Areas A and B) under this alternative would require less staff support compared to Alternative B. Even though it is anticipated there would be fewer visitors under this alternative, it is also possible that additional shoreline management would be required as spectators might be inclined to occupy sensitive areas due to the lack of programmed seating. Traffic and parking management would still be required to ensure visitor safety and parking efficiencies. Under Alternative E, trash disposal and restroom servicing would be similarly impacted as they are under Alternative C, as would other maintenance and repair requirements. Although there would be no temporary structures installed, the impact of the large crowds that would still be attracted to the area during race periods, including those from the adjacent programmed events on non-federal lands of Marina Green, the Golden Gate Yacht Club, and St. Francis Yacht Club, could result in short-term moderate impacts in restoration efforts in 2012 and short-term moderate impacts in 2013 on park operations and assets.

4.12.10.5 Aquatic Park (SAFR)

Under Alternative E, impacts to Aquatic Park would be less than that under Alternative B given less programming. Despite the course shift in 2012, the intensity and duration of the AC34 events and associated increases in visitation could require deployment of additional NPS staff. The potential for smaller land-side video screens or a live feed, on weekends, and exhibitions, including up to six boat displays in Aquatic Park Cove would result in short-term moderate impacts in 2012 and short-term moderate impacts in 2013 on park operations. Additional portable restrooms and maritime exhibits, as well as increased interest in historic ships from visiting mariners, may attract additional spectators requiring increased NPS operational support. Impacts could occur at restrooms, landscaped areas, picnic areas, benches, concession areas, bleachers, trails, bocce ball courts, and other park furnishings. Given the abundance of hardscape, however, within the Aquatic Park grounds, the amount of restoration likely to be needed will focus more on maintained lawns, gardens, skylights and graffiti removal on bleachers. Top dressing and aeration of turf areas and replanting of sections of Victorian Park may be required after the 2013 race season.

NPS would incorporate into its permits and agreements enforceable terms and conditions related to the protection and restoration of Aquatic Park assets and operations. Overall, the impacts on assets and operations at Aquatic Park would be moderate in both 2012 and 2013.

4.12.10.6 Presidio (Area B)

Impacts to law enforcement and parking and traffic management under Alternative E with the addition of protection measures are anticipated to be short-term minor in 2012 and short-term moderate 2013 on peak race weekends due to the adjacent location of the primary viewing areas at Crissy Field, in addition to the Main Post Bluff, the Presidio Promenade, and Crissy Field Overlook. Operations at the Transit Center would likely see an increase in use as impacts to shuttle service and operations are expected to be moderate. Service alerts, particularly in 2013, involving restricted access to roads would add to increased visitor impacts expected to affect general Presidio traffic and parking management. On peak weekend race days, major impacts to operations would last from a few hours leading up to a scheduled race until shortly after the races. Deployment of U.S. Park Police would occur during the 2012 and 2013 race schedule. The potential impacts to restoration efforts, maintenance, and natural and cultural resource protection under Alternative E would be much less than those under Alternative B. Overall, with the implementation of management actions and protection measures, impacts to the Presidio traffic operations would be minor to moderate in 2012 and 2013.

4.12.10.7 Fort Mason

Impacts of Alternative E at Fort Mason would be similar to those under Alternative C and less than under Alternative B. Spectators are anticipated to concentrate on the Bay Trail specifically around the Black Point Area. Management actions and protection measures listed in Chapter 2 - Alternatives would be implemented. The potential programmed activities and exhibitions at the adjacent Aquatic Park in 2013 and Marina Green in 2012 would likely cause increased spectators to Fort Mason, resulting in a short-term minor impact to assets and operations in 2012 and short-term moderate impact in 2013.

4.12.10.8 Golden Gate Bridge Overlook

Law Enforcement, Traffic Management, and Parking Management

Similarly to Conzelman Road in the north, the Golden Gate Bridge Overlook is considered a likely secondary race viewing area, due to its racecourse proximity and scenic unobstructed views of the Bay. NPS is likely to be required to station additional staff resources under in this area and parking management at parking lots near the Battery East lot on race weekends under this Alternative. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day, and the impact to law enforcement is likely to be similar as they, along with US Park Police and Golden Gate bridge personnel, absorb much of the traffic control responsibilities. They would also serve as back-up to resource monitoring personnel. Overall, impacts to these operations are likely to be short-term minor in both 2012 and 2013.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency

medical support to this area. Due to the race course location in 2012, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months; while NPS believes that in 2013, impacts are likely to be short-term moderate.

Nearby restrooms and other amenities that typically require maintenance may be impacted. Increased maintenance operations due to additional trash pickup, and grounds repairs would result in an overall minor impact in 2012. NPS believes that impacts would be moderate in 2013 since staff and additional personnel resources would be required on busy weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, public affairs and general administrative staff to this area, thus resulting in a negligible impact to general administration in 2012 and 2013. NPS believes this area may see minor impacts in 2012 and 2013 due to displaced visitors from Crissy Field however.

Park Assets

With the implementation of protection measures, parking at Battery East is likely to incur a short term minor impact on race days in 2012 and moderate impact in 2013 when visitation is high at Crissy, and pull-in parking and adjacent lots would remain at capacity a couple hours before and after the races. Though assets in the area currently receive intense usage, impacts to trails, signage, walkways, and scenic viewing areas are likely to be minor in both 2012 and 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact to the Golden Gate Bridge Overlook assets and operations. Proposed improvement projects for the Plaza and Overlook may be ongoing contingent on funding cycles. Other ongoing events, maintenance, repairs, restoration, and retrofits would likely impact the available facilities and operational resources for AC34 events. For example, the recent Celebration of the 75th anniversary of the bridge lead to additional construction operations in the area impacting project management, administration and traffic management. Overall, the combination of ongoing related projects with AC34 impacts would be similar to Alternative C and likely result in a short-term minor impact in 2012 and moderate in 2013 with implementation of the protection measures.

Conclusion

Visitors would seek views of the race in conjunction with their Bridge visit or displacement from Crissy Field on high visitation days under this alternative. Given the intensity and duration of the AC34 events and associated increases in visitation requiring additional staffing and operational resources, the impacts on assets and operations on the Golden Gate Bridge Overlook would be short-term minor in 2012 and moderate in 2013. Those visitors seeking viewing opportunities beyond AC34 events would have few other options, given the added crowds in the north and iconic views sought near the bridge.

The project's flexible implementation of **BIO-1** and **CULT-1** accommodate for the event's varying intensity over the 2012-2013 race period and augments ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. With funding and implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.10.9 Fort Point National Historic Site

Law Enforcement, Traffic Management, and Parking Management

Fort Point is considered a likely secondary race viewing area, due to its unobstructed views of the Bay along Marine Drive. NPS is likely to station additional staff resources along Marine Drive and at the Lincoln and Long intersection leading to Fort Point due to potential traffic impacts, and higher than usual visitor flows, both on foot and bike during the race periods. Traffic and parking management would likely be impacted relative to the race schedule with impacts lasting no longer than the race day, Preparations for any Long Avenue closures or restrictions would affect operations on a basis also lasting no longer than the race day. Fort Point may also experience higher visitation due to displaced Crissy visitors, just less than under Alternative B. Overall, impacts to these operations are likely to be short-term minor in 2012 and moderate in 2013 with implementation as part of an ICS.

Maintenance, Protection and Compliance Monitoring

Visitors are expected to congregate near the Golden Gate Bridge Overlook where adjacent land drop offs and sensitive cultural and natural areas present concerns. Battery East, an earthworks battery, will require monitoring and fencing under section 106. SFFD would provide added fire and emergency medical support to this area. Due to the race course location in 2012 and 2013, impacts to protection and compliance monitoring operations are anticipated to be minor – only slightly increased over previous summer busy months.

Increased maintenance operations due to additional trash pickup, grounds repairs, restroom servicing at would result in an overall short-term minor impact to maintenance operations in 2012 and in 2013 since staff and additional personnel resources would be required especially on weekends.

Special Events, Business Management, Public Affairs, and General Administration

NPS does not anticipate dedicating any special events, business management, and public affairs under ICS to Fort Point. While AC34 special events were not proposed for Fort Point, the duration of increased visitors and displaced visitors from Crissy Field could result in minor impacts both in 2012 and 2013.

Park Assets

Though assets in the area currently receive intermittent intense usage, impacts to restrooms, signage, walkways, and scenic viewing areas are likely to be short-term minor in 2012 and in 2013.

Cumulative

In addition to race related impacts, other regional projects could potentially add to the cumulative impact on park operations and assets at Fort Point particularly those in the Golden Gate Bridge Overlook area. Ongoing maintenance, repairs, and restoration in the West Crissy area and Battery East would likely impact the available facilities and operational resources for AC34 events. Overall, the combination of ongoing Golden Gate Bridge Overlook and Plaza, as well as Crissy Field projects, with AC34 impacts would likely result in a short-term minor impact in 2012 and moderate in 2013 on assets and operations with implementation of the protection measures adopted below.

Conclusion

NPS anticipates the majority of visitors, under Alternative E, to be much like Alternative C. They would remain along Marine Drive, though some would visit the Golden Gate Bridge via Long and Lincoln Blvd, and the Coastal trail. Given the intensity and duration of the AC34 events and associated increases in visitation requiring added staff, the impacts on assets and operations at Fort Point would be minor in 2012 and moderate in 2013. Staff would be needed to manage the pedestrian/bike/car/tour bus traffic in this area.

The project's flexible implementation of **BIO-1** and **CULT-1** would accommodate for the event's varying intensity over the 2012 and 2013 race period and augments ongoing operations. **BIO-2** and **CULT-2** provides a structure for organizing operations in relation to the expected visitation through visitor use management & monitoring strategies. **BIO-3** and **CULT-3** provide resource monitors augmented by area law enforcement to protect sensitive natural and cultural elements. Transportation protection measures would provide structure for organized operations and help alleviate effects to the transportation and parking impacts on law enforcement personnel. With funding and implementation of the management and protection measures presented in **Table ALT-2**, the overall impact of this alternative would remain minor in 2012 and moderate in 2013 due to the added congestion on roadways and necessary traffic control operations.

4.12.10.10 Baker Beach and Dunes

With the implementation of management actions and protection measures listed in Chapter 2 - Alternatives, NPS anticipates the assets and operations located at Baker Beach would incur a similar impact as under Alternative C, short-term negligible to minor impacts in 2012 and 2013 as a result of AC34 events.

4.12.10.11 Cumulative

Impacts to federal assets and operations under Alternative E combined with impacts from the recently introduced 2012 race schedule changes (such that the second race series is now overlapping with Fleet Week in 2012), ongoing projects, and management plan actions are considered to be similar to impacts mentioned in the 'Cumulative' sections of the Alternative B analysis, except that Fleet week visitation will increase visitors to the SF northern waterfront and secondary viewing areas north of the Golden Gate Bridge for the period of October 4-7, 2012. The resulting impacts will be managed by an ICS assigned to Fleet Week in conjunction with added staff supported by AC34. However, added impacts to park operations are anticipated as numbers of visitors can further overburden trails, lawn areas, berms, park furnishings and staffing operations.

4.12.10.12 Overall Impact Conclusions under Alternative E

Given the scale, intensity, and duration of the proposed project, the overall impacts on park facilities and operations would be minor to moderate in 2012 and 2013 due to high level of additional required staffing, overtime and use of outside resources, although these impacts would be generally less intense than under Alternative B. Implementation of the protection measures would reduce these impacts to minor in 2012, except that the cumulative effects of projects, such as Doyle Drive Reconstruction, the Golden Gate Plaza and Overlook, Headlands Roads and waterline projects, and Fleet Week overlap, increase impacts to moderate for park operations and assets in 2012, and moderate in 2013.

NPS's local maintenance, protection, and compliance monitoring personnel would be re-assigned to support the planning, coordination, preparation, and implementation activities related to the Alternative E - Preferred Alternative. As a result, other park projects (not related to AC34) that normally would have been in the planning and implementation stage have been delayed up to two years. Similarly, special events, business management, public affairs, and general administrative staff would also be assigned to support the planning, coordination, preparation, and implementation activities and as a result local NPS staff would have less time to manage other special events, respond to new partnership opportunities, and manage new projects proposed by existing park partners. There may be some loss of revenue associated with the NPS Office of Special Park Uses, but not to the degree as under Alternative B.¹⁰

Mitigation Measures

Under all action alternatives, except for Alternative B – Sponsor Proposed Project, any potential effects on assets and operations would be addressed by site-specific protection measures and management actions with no mitigation warranted. Due to the potential for major impacts associated with Alternative B, additional funding would be required for mitigation measures in order to ensure this alternative, if selected, were feasible.

¹⁰ For FAC/OPS-2 in Table ALT-2, under Alternative E NPS's preliminary estimates of the cost to deploy additional staff resources in an ICS range from approximately \$4.1 to \$4.4 million over a two-year period. For FAC/OPS-4 in Table ALT-2, under Alternative E, NPS estimates the one-time repair and restoration of park assets to be approximately \$1.7 to \$1.9 million.

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4.13 SOCIOECONOMICS

4.13.1 Study Area/Context

The study area/context for project-related socioeconomic impacts will vary depending on the nature of the specific action under consideration. By their nature and due to the inter-related nature of most urban economies, socioeconomic impacts often have both a local and regional effect if the impact is of sufficient magnitude. The socioeconomic impact analysis evaluates the proposed AC34 event's socioeconomic direct impacts to both the "on-water" or "landside" related businesses and activities. During race days, the event will temporarily limit access within certain portions of the Central Bay and these access limitations may potentially directly affect "on water" bay use by shipping, ferries and other commercial activities (e.g. fishing, charter and sand mining operations). Any impacts to these businesses may be expected to predominantly affect them at their home port location where they acquire their supplies, maintain their boats, employ their workers, and deliver or load customer cargo, goods or pay-passengers.

More specifically, the "on-water" socioeconomic impacts to goods movement will be primarily related to the operating port. For container cargo transportation, any impacts would be centered on the Port of Oakland (and hence the local economy of Alameda County), while effects to oil tanker deliveries which are either in Contra Costa or Alameda County where their delivery refineries occur. Ferry service impacts will likely have a more shared impact since most ferry commuters' travel to the City from their homes in Marin, Alameda and to a lesser extent Contra Costa County.

The majority of spectator viewing and race support activities for the AC34 event will occur at numerous locations along the City of San Francisco's North and North-eastern waterfront and these will represent the event's primary direct "landside" effects. Accordingly, the socioeconomic effects from the AC34 event's increased visitation are analyzed as "landside" socioeconomic impacts with their associated effects primarily occurring in the vicinity of where the landside activities occur. The largest concentrations of activities will occur in venues programmed and managed by the Event Authority, but secondary viewing locations will also be used on a more informal basis, and effects will be spread out among secondary areas as well.

As discussed above, most of the "on-land" socioeconomic impacts may be expected to be located within the City of San Francisco where a majority of the event visitation effects would occur and other event-related activities (e.g. event hosting and race participant preparations) will be located. A minor portion of event activities are planned for locations in the Marin Headlands, and some on-land effects will occur in Marin County.

4.13.2 Issues

During race days, access within certain portions of the Central Bay will be limited for approximately five hours between noon and 5:00 p.m. These access limitations may directly affect "on water" bay use by shipping, ferries and other commercial activities (e.g. fishing, charter and sand mining operations) in several ways.

In most cases, access limitations across the Central Bay will require vessels to re-route and consequently take a longer and possibly a more time-consuming trip to their destination. In some cases, particularly for the ferry operations, the extra travel time might require schedule changes if the vessels' have insufficient dock time to off-load/load their passengers. Longer travel distances and any delayed arrivals will also likely add some additional operating costs as vessels will use more fuel and crew time. Greater congestion within the bay might also delay vessel traffic and hence add to the time and fuel needed for commercial operators to complete their trips. Generally, these "traffic" related effects on vessel use within San Francisco Bay are discussed and analyzed in the maritime navigation and safety section of this document. As such, the traffic impacts will have a direct influence on the socioeconomic impacts. Generally, in the absence of any appreciable vessel "traffic" impacts, those vessels' business operations would be unlikely to be economically affected.

The key *socioeconomic* issues will be the extent that any such on-water traffic impacts will have a net adverse or positive effect on the affected vessels commercial performance. If the additional expense related to cargo re-routing is very minor (especially compared to the value of the cargo), then the socioeconomic effect on the cargo transit operator would similarly be expected to have little if any effect on the operator's business. Another consideration will be whether the event would be expected to positively or negatively affect commercial businesses revenues. For example, if the event attracts greater public interest in bay cruises, then dinner and tourist cruise operators might have greater sales, which would have a positive socioeconomic impact on those operators and the local economy. At the other end of spectrum, if the bay traffic effects result in displacing cargo trips (i.e. cargo shippers instead transport their goods in and/or out of another Port), such lost business would have a far greater effect on the Bay Area's cargo shippers.

In the case of on-land commercial businesses, the key issue will be the extent that the event would impact the local economy. Redirecting visitor activity and spending from San Francisco's downtown to the north bayfront area to watch the race events would likely have a negligible net socioeconomic effect on the San Francisco economy since the same amount of visitor spending would occur (albeit at different businesses within the city). Consequently, the event's socioeconomic impact on the City's economy will depend on the extent that new visitors (or more precisely greater visitor spending) are attracted to the City that otherwise would not have come and/or that visitors are encouraged to extend their visit on account of the race events.

4.13.3 Guiding Regulations and Policies

There are limited federal or state policy or regulation requirements for socioeconomic impact analysis. NPS Director's Order 12, 1.3 Introduction — Actions Requiring NEPA Analysis states that "(w)hile NEPA is only triggered when there is a physical impact on the environment, the CEQ regulations require analysis of social and economic effects in both an EA and an EIS. Social and economic impacts should be analyzed in any NEPA document where they are affected. However, the Director's Order does not specify the nature or approaches that social and economic analysis should follow.

As discussed in Section 4.11, Maritime Navigation and Safety, the USGC has a mandate to maintain commerce on navigable waters.

4.13.4 Assessment Methods/Thresholds

As discussed previously, the socioeconomic impact analysis is largely based on the usage and activity projections for the on-water vessels and on-land visitors. The event related on-water traffic related effects on vessel use within San Francisco Bay will have a direct influence on the socioeconomic impacts. Generally, in the absence of any appreciable vessel traffic impacts, business operations would be unlikely to be economically affected. For any identified vessel activity effects (i.e. longer transit distances and/or times, displaced trips), the socioeconomic analysis evaluates the monetary costs and benefits (e.g. revenues or avoided operating costs) of the effects to determine the direct net economic impact to the affected business and also the resulting effects to both the businesses overall viability and the more general local business sector economy.

When available, the socioeconomic analysis estimates the cost and revenue based on available public information and data. In the absence of such data, a more qualitative approach to the analysis is taken: the proportion of the affected business operations is determined; the nature of the operation effects assessed; and professional judgment used to determine the impact findings. Generally, conservative assumptions will be identified and applied so that the analysis findings will be similarly conservative and hence the subsequent analysis will not understate the impacts.

A very similar process is used for evaluating the event's on-land socioeconomic impacts. When possible and appropriate, the cost and revenue effects to businesses are quantified so that the net economic impact can be determined. When specific financial data is not available, a more qualitative assessment of the socioeconomic impacts is used. This assessment relies on analysis of the nature and magnitude of operational effects, the proportion of visitors / visitor business affected and professional judgment.

Several standard criteria are used to evaluate each alternative under the respective impact topics. Key criteria for the impact analysis include the context, intensity, duration, and the cumulative effect for the impact.

Context refers to the setting within which an impact occurs and can be site specific, local or region-wide. Site-specific impacts would occur at the location of the action, local impacts would occur within the general vicinity of the project area, and region-wide impacts would extend further beyond the local vicinity to include other neighboring areas. In this analysis, all impacts are judged to occur locally (with socioeconomic effects evaluated at a County-wide level) and if appropriate on a regional basis (i.e. the five-county region of Alameda, Contra Costa, Marin, San Francisco and San Mateo Counties).

Impact intensity is the degree to which a resource would be affected by the impact and range from negligible, minor, moderate or major. Specific and resource specific definitions for the impact intensities are identified below.

Impact duration is the period of time that a resource would be affected by the impact and is for this analysis determined to be either short-term or long-term. A short-term impact is considered to be temporary in duration and is associated with the event activities. Typically short-term impacts would last as long as (or less than) the event occurs. Long-term impacts are those that would last long after the event.

Cumulative impacts are defined as impacts which result when the proposed action's impact is combined with impacts of other present and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such actions (40 CFR 1508.7). Cumulative impacts are also classified by the impact concepts of impact type, context, intensity, and duration discussed above and below.

4.13.4.1 Economic Impact on the Maritime-based Economy

The sailing events themselves would be held in federal navigable waters that are important navigation routes for commercial and recreational users of San Francisco Bay. In addition, spectator boats would also be expected to congregate to observe the race events. The race, its facilities and spectator vessels would require the temporary closure of certain portions of Central San Francisco Bay to accommodate race events in 2012 and 2013. Such closure would affect the movements of existing commercial and recreational shipping and boating activities on the bay and may result in longer travel routes and/or trip delays on race days.

The primary context for socioeconomic impact evaluation will be at the level of the local and regional economy. Business sector level assessment may also be appropriate if the project would be expected to potentially affect specific industries. However, detailed analysis of the economic impacts to specific individual businesses is beyond the scope of the socioeconomic analysis.

The socioeconomic analysis assesses the proposed races and related activities potential to result in economic impacts on the operation of commercial marine transportation in the Central Bay. The following impact thresholds have been established to describe the effects to the maritime business operations under the various alternatives being considered:

Beneficial impacts are realized if the economic activity within the industry sector would be increased and improve the viability of its member businesses.

Negligible impacts are defined as those at the lowest levels of detection, barely measurable with neither adverse nor beneficial consequences. The socioeconomic impacts to the regional economy would incur no net change or barely perceptible changes to economic effects to their businesses. Any alterations to the business operations and revenues would be less than similar fluctuations commonly experienced as a natural and typical course of business (i.e. weather interruptions or equipment difficulties).

Minor impacts would not substantially affect the local or regional economy. Economic impacts would be measurable or detectable at a business and possibly industry sector level, their magnitude would be slight, of limited intensity or of such short duration, so as not to diminish the overall industry sector and its businesses activity. Any alterations to the businesses' operations and revenues would be similar to fluctuations commonly experienced as a natural and typical course of business (i.e. weather interruptions or equipment difficulties).

Moderate impacts would alter the local or regional economy such that the economic effects of the action would be measurable and perceptible at local economy level. These changes could temporarily reduce the income and business activity for the industry sector and some of its businesses, but would cause no lasting or permanent change to the viability of the industrial sector or its member businesses. Any alterations to the businesses' operations and revenues would be greater than fluctuations commonly experienced as a natural and typical course of business (i.e.

weather interruptions or equipment difficulties) but likely similar magnitude to the occasional negative business fluctuations that may be periodically expected to occur (i.e. cyclical economic downturns or major flood event disruptions).

Major impacts would alter the local and regional economy such that the economic effects of the action would be measurable and readily perceptible at the local economy level and most likely as at the regional economy level. The economic changes would impact the industry sector and likely permanently result in reduced economic activity or viability of member businesses. These impacts would be substantial, noticeable, and permanent. Any alterations to the businesses' operations and revenues would surpass the magnitude of the occasional negative business fluctuations that may be periodically expected to occur (i.e. cyclical economic downturns or major flood event disruptions). The action would substantially damage the industry sector as a whole (and likely numerous member businesses) and result in permanent alteration of the industry sector's economy.

In addition, the socioeconomic impact analysis of the on-water use also evaluates whether the event will from the USGC perspective result in a significant and lasting socioeconomic impact on the human environment. Specifically, this determination is based on analysis of the following two criteria:

- 1) Is this activity a significant regulatory action?
- 2) Will this activity have a significant economic impact on a substantial number of small entities? For this criterion, the term "small entities" includes small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

A "Significant regulatory action" means any regulatory action that is likely to result in a regulation that may:

- Have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or tribal governments or communities;
- Create a serious inconsistency or otherwise interfere with an action taken or planned by another agency;
- Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs or the rights and obligations of recipients thereof; or
- Raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in this action.

The proposed AC34 events would not result in any serious inconsistency or otherwise interfere with other agency actions or plans. The event would also have no budgetary impacts on other recipients' entitlements, grants, user fees, or loan programs nor would it affect their rights or obligations. The event is also not expected to raise any novel legal or policy issues. Consequently, of the four factors defining a USGC "significant regulatory action", only the economic effects of the proposed event are at issue. Therefore the subsequent socioeconomic impact analysis will be focused on determining the magnitude of the event-related economic effects to determine if the event-related USGC special local regulation (SLR) represents a significant regulatory action in accordance with USGC previously mentioned criteria.

4.13.4.2 Economic Impact on Tenants and Park Partners

Land-based road access restrictions may have economic impacts on tenants, Park Partners, and other authorized entities using or occupying property located in NPS and Trust affected land areas under leases, special use permits, concession contracts, commercial use authorizations, and cooperative agreements. Increases in visitation may have different and unequal impacts among these entities. The analysis evaluates groupings of tenants and park partners based upon type of business activity and location and assess impacts based on these aggregations of entities. The intensity of each adverse impact is judged as having a minor, moderate, or major effect.

Beneficial impacts would result in net positive economic results for one or more aggregation of tenants and park partners without resulting in an adverse impact on other aggregations of tenants and park partners.

Negligible impacts would occur if tenants and park partners are aware of no changes to their business operations. There would be no change in hours of operations. There would be no noticeable change in revenues or expenses. Employee and visitors would not be aware of any changes in access to tenant and Park Partner facilities.

Minor impacts would occur if tenant and park partner operations were noticeable and detectable, but not materially impacting hours of operations or revenues and expenses. Employees and visitors would notice restricted access, but would be able find substitute ways to reach the tenant or park partner facilities without a material delay in travel time.

Moderate impacts would occur if project activities resulted in a noticeable adverse impact on business operations as measured by number of visitors, revenues, or increased expenses. Employees and visitors would encounter reduced transit mode options and modest travel delays to reach tenant and park partner facilities.

Major impacts would occur if for one or more aggregations of tenant and park partners, hours of business operation would be curtailed during AC34 racing days. There would be material adverse impacts on revenues and expenses resulting in diminished economic activity. Employees and visitors would encounter reduced transit mode options and significant travel delays to reach tenant and park partner facilities.

4.13.4.3 Economic Impact on NPS Non-appropriated Revenues

NPS receives revenues from several non-appropriated sources including concession franchise fees, commercial use authorization fees, special park uses permit fees, lease revenues, cost reimbursement revenue through the Service District Charge, and park use fees. Many of these fee revenue sources are administered directly by NPS and others in partnership with NPS' park partners. Increases in the level and mix of visitation to NPS affected lands may affect revenues associated with these sources of non-appropriated revenues. Similarly, land-based road closures and restriction of public access to portions of the park may result in diminished revenue collections. The intensity of each adverse impact is judged as having a minor, moderate, or major effect. The following impact thresholds have been established to describe the effects to the operation of the NPS non-appropriated revenues under the various alternatives being considered:

Beneficial impacts would occur if project activities resulted in net increase in NPS non-appropriated revenues.

Negligible impacts are defined as no change in non-appropriated revenues.

Minor impacts are characterized by non-appropriated revenues decreasing by less than one percent (1%) over the two year AC34 Project.

Moderate impacts are characterized by non-appropriated revenues decreasing by one percent (1%) to five percent (5%) over the two year AC34 Project.

Major impacts are characterized by non-appropriated revenues decreasing by greater than five percent (5%) over the two year AC34 Project.

4.13.4.4 Economic Impact on Neighborhood Businesses

Land-based road access restrictions and higher-than-normal levels of visitation may have economic impacts on businesses in retail districts that are adjacent to or near NPS and Presidio Trust affected land areas. These road restrictions and increases in visitation may have different and unequal impacts. The socioeconomic analysis will evaluate impacts on neighborhood business by type of retail activity and location and assess impacts based on logical aggregations of retail entities. The following impact thresholds have been established to describe the effects to neighborhood business operations under the various alternatives being considered:

Beneficial impacts would occur if neighborhood economic activity would be increased and improve the viability of small businesses.

Negligible impacts are defined as barely measurable with neither adverse nor beneficial consequences. Neighborhood business owners would incur no net change or barely perceptible changes to economic effects to their businesses. Any alterations to the business operations and revenues would be less than similar fluctuations commonly experienced as a natural and typical course of business (i.e. regional and national economic cycles).

Minor impacts are defined as no substantial affect on neighborhood businesses. Economic impacts would be measurable or detectable, but their magnitude would be slight, of limited intensity or of such short duration, so as not to diminish the overall viability of neighborhood businesses activity. Any alterations to the businesses' operations and revenues would be similar to fluctuations commonly experienced as a natural and typical course of business (i.e. regional and national economic cycles).

Moderate impacts are defined such that the economic effects of the action would be measurable and perceptible at the neighborhood business district level. These changes could temporarily reduce the income and business activity for the retail sector and some of its businesses, but would cause no lasting or permanent change to the viability of neighborhood businesses. Any alterations to the businesses' operations and revenues would be greater than fluctuations commonly experienced as a natural and typical course of business (i.e. regional and national economies) but likely similar magnitude to the occasional negative business fluctuations that may be periodically expected to occur (i.e. cyclical economic downturns or major disaster event disruptions).

Major impacts are characterized as altering neighborhood businesses such that the economic effects of the action would be measurable and readily perceptible at the neighborhood business district

level. The economic changes would impact the identified retail sector and likely permanently result in reduced economic activity or viability of businesses in that district or sector. These impacts would be substantial, noticeable, and permanent. Any alterations to the businesses' operations and revenues would surpass the magnitude of the occasional negative business fluctuations that may be periodically expect to occur (i.e. cyclical economic downturns or major disaster event disruptions).

4.13.5 Impacts of Alternative A—No Action

USCG is the primary enforcement agency managing shipping and boating activity within San Francisco Bay. As such the agency ensures the safe and legal passengers of ships entering and leaving the Bay as well as overseeing the ferry use and other commercial operations occurring within San Francisco Bay both from its on water patrol activities and its Vessel Traffic Service (VST) operations which track and direct most of the vessels (and nearly all of the commercial vessels) operating within the Bay. Under Alternative A – No Action, USCG would continue to oversee and manage vessel traffic with San Francisco Bay but would not have to issue a SLR nor acquire the vessel assets and manage vessel traffic for limiting Central Bay over numerous multi-day periods.

Under Alternative, all vessel traffic and commercial operations would continue unaffected by any major access limitations occurring within the Central Bay except for those associated with typical annual special events (e.g., such as Fleet Week or Fourth of July) which may require additional USGC vessel management procedures and vessel operating requirements. In the absence of any effects to vessel transportation or operations, no socioeconomic impacts on any of the on-water maritime businesses (i.e. shipping, ferry or other commercial businesses) would be expected and consequently no impacts on the local or regional economies would occur. Likewise, no socioeconomic impact on landside businesses would be expected in the absence of any landside race events.

4.13.6 Impacts Common to All Action Alternatives

The presence of large crowds drawn by AC34 on peak days will present local, neighborhood businesses with a pool of potential customers, some of whom may purchase goods or services during the day of the event, and others who may return in the future to become paying customers having been introduced to the business by their AC34 experience. At the same time, other existing and potential customers may stay away from the area due to concerns about congestion and inconvenience during AC34 event days. The sum total of positive and negative impacts will be different for every business, and will likely be a net positive for some and a net negative for others. Given the difference between the race areas and race area management conditions, no additional socioeconomic impacts common to all Action Alternatives are expected to occur.

4.13.7 Impacts of Alternative B—Sponsor Proposed Project

Under Alternative B – the Sponsor Proposed Project, the proposed race event activities would result in temporary limitations in access to the Central San Francisco Bay for shipping, ferry and other commercial operators. If poor weather conditions occur at the proposed race area, the race may be rescheduled to alternate race days. The race may also be relocated to the contingency course located

400 feet offshore northwestern of Treasure Island. However, if it does occur use of the contingent course would be limited to a few race days. Consequently, for the purposes of this analysis, only the impacts associated with the primary course are evaluated since most, if not all of the race events are expected to occur that location.

Vessel traffic operating during the periods when the access limitations are in effect (i.e., noon to 5:00 p.m. on race days) would continue to be able to transit across the bay and in / out of the bay but would be required to use alternate routes requiring vessels to travel greater distances and given likely greater congestion along open water routes, may not allow vessels to increase their speeds. Vessel operators may experience increased travel times to their destinations. Nonetheless, the Northern Shipping Deep Water channel will remain open and accessible for deep draft cargo vessels, among other marine traffic, throughout all race events.

The America's Cup race events would occur between July and September 2013 with a similar but lesser number of race occur in 2012 for the associated World Cup event. A total of up to 45 race days are expected to occur in 2013 with only 12 race days in 2012. Generally, races will be grouped and scheduled from Thursday to Sunday.

The race events will be scheduled well in advance and vessel operators will be informed in advance of the actual date and timing of the bay access limitations except in the cases of poor weather conditions necessitating re-scheduling to the designated alternate race days. During single event race days, access limitations may be reduced to a three hour period. Most impacts to vessel traffic patterns are expected to be predominantly limited to the periods when access limitations are in effect, since vessel traffic would resume and on water spectator boats would disperse after race completion. There will be very infrequent if any access limitations as the deep water lane will remain open and there will be a transit zone along the SF waterfront.

The advance scheduling of the race events may reduce the actual impacts on most commercial vessels which could then adjust their arrival or departures by a few hours if necessary to avoid the access limitations.

While race events will be a relatively frequent occurrence between July and September 2013, the race will result in periodic, predictable and temporary limitations to vessel access of the Central Bay. On the other hand, Transit Zones would be established to allow access for small vessels and ferries during 2013 races. Consequently, any impacts to vessel traffic patterns will be short-term effects without any major post-event effects to commercial vessel use of the bay. Generally speaking, given these event characteristics and in the absence of any permanent reallocation of commercial or business activity within the bay, it is not likely that there would be any socioeconomic effects of a magnitude or nature to have a substantial and permanent affect on the local businesses and the sector's economy. For these reasons, the overall impact would be negligible.

4.13.7.1 Deep Draft Vessels

The timing and location of the access limitations will primarily affect vessels that operate within the Central Bay or traverse the area during the afternoon hours. Consequently, deep draft vessels (such as

cargo containers or large Cruise Ship arrivals/departures) that would transit across the project area before noon or after 5:00 p.m. would be unaffected by the access limitations. As a result, the economic effects to these vessels would be negligible.

Any oil tanker and neo-bulk cargo vessels travelling to the Contra Costa refineries in Richmond or Benicia would be relatively unaffected since their travel route along the northern shipping lane would be unchanged. While there may be some congestion due to the additional traffic from those re-routed vessels that would otherwise use the southern shipping lane or the east and west bound shipping lanes, the delays and effects to vessel transit would be limited as a result of USCG's Vessel Traffic Service operations. Deep draft vessels might have to queue up but would experience minimal delays. Similarly, even during race periods the bulk cargo vessels travelling to the Ports of West Sacramento and Stockton may be expected to complete their journeys largely unimpeded.

Container ships are guided into and through the bay by experienced navigators called bar pilots who meet inbound ships 11 miles outside the Golden Gate and guide the craft from there to berth. The process is reversed for outbound ships. The container ships can be off-loading in as little as 18 hours after which they may be ready to depart. Typically, the containers will take 10 or 12 days to deliver their cargo to their Far East destinations. Container Cargo arrivals or departures from the Port of Oakland during race events would be required to use the northern shipping lane. While this will involve some additional time and distance for the deep draft vessels, this routing is also used by the cargo containers. Given the strict union requirements for work schedules, it can be costly for the boat owners to delay departures if it requires overtime from the longshoreman due to shift times and labor availability. Although several large container ships arrivals and departures may occur daily, these are high priority transits and thus receive the most attention for facilitating their passage. As a result, at most only minor navigational delays are expected for these ships and represent only a small portion of the ship's overall route. Accordingly, the economic impact to these ships operators would also be minor or negligible. This in turn would result in a negligible impact to the local Alameda County economy and the regional economy.

Consequently, from both a local and regional economic perspective, the adverse effects on the deep draft vessel traffic would be of a negligible magnitude, and therefore result in a negligible socioeconomic effect.

4.13.7.2 Low Draft and Small Commercial Operators

As discussed in the affected environment chapter, most of the low draft and commercial operators consists of tugboat operations and barge transit within the bay. Very little barge transit occurs in the vicinity of San Francisco's northern waterfront area. Instead, currently most barge transportation consists of materials and equipment for major construction projects or the transfer of goods between Oakland and other smaller bay ports.

Little race-related re-routing of barge traffic may be expected to occur given most barge routes and the more "local" nature of the transit which should enable operators to coordinate their trips to avoid race event periods. In particular, it is very unlikely that any barge trips would be lost as a result of the race events. Barge traffic which does occur during race events would likely encounter greater vessel congestion and consequently may experience some increased trip times. However, barges are

generally relatively slow moving and consequently most other vessels (except for large deep draft vessels) will be able to maneuver to accommodate the barges. As a result, there will be very limited impacts on barge traffic which in turn would result in similarly limited cost or revenue impacts to barge operations. Therefore, the economic impact to barge operators would be expected to be a negligible impact which in turn would have a negligible impact on the local and regional economies.

During race events, additional tug assistance may be required to control and manage vessel traffic around the race events. If this occurs, the additional business and revenues would have a minor but beneficial economic impact on Bay Area tugboat operators. This would in turn be expected to correspondingly result in a negligible socioeconomic effect to the local and regional economies.

4.13.7.3 Ferry Operations

Bay ferries will be the commercial maritime use that may be expected to face the most potential disruption by the race events due to their frequency of transits across the bay and the short-turn around periods that they have in their schedules. **Table SOC-6** shows the scheduled ferry runs that might be expected to occur during the six hour period on race days where access limitation may be expected to occur. Ferry arrivals or departures that occur during times and locations when their journey would not conflict with access limitations are mostly excluded from Table SOC-6 (e.g. 5:45 p.m. Vallejo departure for San Francisco). Similarly, very short connector segments (e.g. Pier 41 to Ferry Building or Alameda to Oakland trips) are also not counted in the above total.

Approximately 34 round trip ferry runs occur on summer weekdays and 30 such trips on weekend days. These ferry runs represent a total of 68 transits during the race event period on weekdays and 60 transits on weekends. However, many of these ferry routes would be relatively unaffected as their routes do not require access through the Central Bay areas that would be closed during race events (e.g. Ferry Building routes to Oakland/Alameda, Alameda Bay Harbor and Vallejo). A Transit Zone will be established to allow for passage of small vessels and ferries during race days. While these ferries may face some greater congestion, USCG management and if necessary navigation assistance would ensure that these ferries maintain their scheduled routes and operating schedules.

The ferries departing from Pier 41 for destinations in Marin and the Alcatraz Ferry service may be rerouted during race events. Longer ferry routes will result in some additional fuel costs. In addition, if operators cannot increase their travel speed sufficiently then they may also experience longer trip durations which could impact those ferry routes with short turnaround times. Most of the Sausalito, Tiburon and Larkspur ferries have ten to fifteen minute turnaround times at each end of their trips. As a result, a ten minute increase to ferry transit times would not allow the ferry services to maintain their regular schedule unless additional ferry vessels are dispatched.

The USCG intends to maintain the existing ferry service on race days. No ferries will be eliminated, nor would ferries be rerouted. Ferry operators may choose to alter their schedules but it will not be required. Temporary race-related schedule changes could be pre-announced which would greatly diminish the adverse impact on ridership. Habitual ferry commuters may be able to temporarily adjust their personal commutes to use one of the other ferry runs. In which case, passenger revenues would not be lost and occupancy rates on the other ferry runs would be increased.

TABLE SOC-6: FERRY OPERATIONS ON SAN FRANCISCO BAY DURING RACE EVENT PERIOD - SUMMER SEASON

Commuter Ferry Service			Daily Round Trips		Operator
			Weekday	Weekend	
San Francisco	Ferry Bldg	Sausalito	4	4	Golden Gate Ferry
	Pier 41	Sausalito	2	3	Blue & Gold Fleet
San Francisco	Ferry Bldg	Tiburon	1.5	0	Blue & Gold Fleet
	Pier 41	Tiburon	3	4	Blue & Gold Fleet
San Francisco	Ferry Bldg	Larkspur	6.5	3.5	Golden Gate Ferry
San Francisco	Ferry Bldg	Vallejo	2.5	1	Vallejo Baylink Ferry (Blue & Gold Fleet)
San Francisco ^b	Ferry Bldg / Pier 41	Oakland / Alameda	4	2.5	Alameda / Oakland Ferry (Blue & Gold Fleet)
San Francisco	Ferry Bldg	Bay Farm Island	1.5	0	Harbor Bay Ferry
Total - Commuter Ferry Service			25	18	
Tourist Ferry Service			Daily Round Trips		Operator
			Weekday	Weekend	
San Francisco	Pier 33	Alcatraz	6	6	Alcatraz Cruises (Hornblower)
San Francisco	Pier 41	Angel Island	0.5	0.5	Blue & Gold Fleet
Oakland / Alameda		Angel Island			Alameda / Oakland Ferry (Blue & Gold Fleet)
Tiburon		Angel Island	2	6	Angel Island - Tiburon Ferries
Total - Tourist Ferry Service			8.5	12.5	
Total - All Ferries			33.5	30.5	
NOTES:					
^a Per segment. Roundtrip consists of two segments. Only cross bay transits counted.					
^b Additional ferry service also continues between Pier 41 and Ferry Building					
SOURCES: Golden Gate Bridge Highway and Transportation District, 2011; Blue & Gold Fleet, 2011; Alcatraz Cruises, 2011.					

On race days some passenger increases may be expected from commuters or tourist attracted by race activity and events to use the ferry. Any such ridership growth might offset and in some cases exceed the displaced commuter use for the eliminated ferry run. In which case, the net effect of the race event would be economically beneficial as the ferry service obtained greater passenger revenues and attracted new passengers to try the ferry service.

Given the relatively minor magnitude of the economic impacts to the ferry services as well as the temporary and predictable nature of any service adjustments, the ferry schedule alterations' effects to operators' revenues and costs would be similar to fluctuations commonly experienced as a natural and typical course of operations. Furthermore, given the possible countervailing ridership increases that might occur, it is conservatively projected that the re-routed ferry routes would have a negligible to minor adverse net economic effect to the ferry businesses. Consequently, this represents a negligible impact to the local Marin County and San Francisco County economies and to the regional economy as a whole.

Unlike the commuter ferries, the Alcatraz ferry operates at full capacity nearly year round. Consequently, any reduction in daily ferry transit to Alcatraz would result in lost revenues to Alcatraz

Cruises (operated by Hornblower Cruises). The USCG does not expect significant ferry delays for the Alcatraz ferry, however, Alcatraz ferries will be offered special access to ensure they do not have to alter schedules. No reduction in ridership is expected from any schedule changes since passengers are primarily tourists and the very strong visitor demand ensures that the ferry is fully booked throughout most of the year.

Alcatraz Cruises operates as a concessioner to the NPS and as such is ensured a fair and reasonable revenue return for its services. The 40 days of race-events would at most represent 11 percent of its annual operating season. Consequently, from both a local and regional economy perspective the adverse effects on the ferry businesses would be of a negligible magnitude and result in a negligible socioeconomic effect.

4.13.7.4 Other Commercial Operators

As discussed previously, given the absence of fishing activity with the Central Bay, no effects to in bay fishing would occur. Commercial fishing boats returning from fishing outside the bay might face some delays in returning to Fisherman's Wharf due to congestion and maritime traffic control measures, but their boats would be permitted to travel along the City's north bayfront instead of travelling along the north shipping lane. These vessels may also be chartered for race viewing. Consequently, the economic effects to commercial fishing businesses would be negligible. Consequently, from both a local and regional economy perspective the adverse effects on the local commercial fishing business would be of a negligible magnitude and result in a negligible socioeconomic effect.

Sand mining operations are one of the few commercial activities that regularly operate within the Central Bay. As a result of the access limitations, sand mining would be unable to operate during the race event period (i.e. noon to 5:00 p.m. p. m. on race days). However, rescheduling and co-ordination of the mining activity would permit sand mining to occur on race days provided the sand mining vessels are not present in the Central Bay during the race event period. While the summer is generally a time of high demand for bay sand, sand mining operators should be able to reschedule their operations during race events. In most cases, sand operators could begin their mining operations earlier on race days, increase their operations on non-race days, possibly relocate to the North Bay mining sites or temporarily increase on land stockpiling of sand. It is possible that some of the operational changes may increase the operating costs for the sand mining businesses (e.g. staffing cost for shift changes or increase on-land sand storage). However, given the temporary nature of the access limitations and short duration of the Central Bay access, the additional costs would be relatively minor to these businesses overall operations. Furthermore, given the pre-notification and relatively long sand mining season annual sand mining production levels would not be decreased by the event. Overall, the result to the sand mining business would be expected to be at most a minor adverse impact which from both a local and regional economic perspective would be of a negligible magnitude and would result in a negligible socioeconomic effect.

As discussed in the affected environment chapter, several cruise boat businesses offer dinner and other tour cruise within San Francisco Bay. The bay tour cruises are typically relatively short trips lasting an hour or so while the dinner cruise may be several hours in duration. Generally, the dinner cruises leave San Francisco's northern waterfront in the early evening so that passengers can enjoy the sunset and

nighttime views of the City. Consequently, the dinner cruise excursion would not be expected to be affected by race events which would have finished well before their scheduled departures.

Afternoon bay cruise excursion during race-days would be required to use the 200 yard transit lane along the northern waterfront to reach the Golden Gate Bridge. Bay cruises also wishing to see Alcatraz would then be required to return use the northern shipping and might be prevented from travelling alongside the western side of the Alcatraz Island. However, these bay cruises would nonetheless be able to travel along a modified route. Increased congestion might result in some increase in travel times for cruise operators. However, the race event would be expected to be a major on-water attraction that passengers would want to enjoy as part of their cruise excursion. Cruise operators would experience increased demand for cruise trips specifically to view the race. The increased demand and revenues associated with the race events would be a net beneficial economic impact on the cruise operators.

Charter fishing operators would only be impacted by the race events during their early afternoon return to port in San Francisco. Their fishing boats would be able to use the narrow transit lane along the northern waterfront from the Golden Gate Bridge and the delays to their operations would likely be minimal. Similar to the other bay cruise operators, charter fishing boats operators could experience increased demand for race viewing charter trips. As a result, increased demand and revenues associated with the race events could be a net beneficial economic impact on the charter fishing operators.

From both a local and regional economic perspective, the combined economic effect of the minor socioeconomic impacts to sand mining operators and beneficial socioeconomic impacts to the cruise and charter boat operators would be expected to be of a negligible magnitude and therefore a negligible socioeconomic effect.

4.13.7.5 Local Economy

The effects on the major commercial maritime uses of the bay are discussed above and in each case their expected socioeconomic effects on the local and regional economy were also identified. In summary, only negligible socioeconomic impacts to the local economies are expected to be associated with the race events effects to most of the cargo transit and sand mining operations within the bay. Similarly passenger transit services would also be expected to result in at most negligible socioeconomic impacts to the local economy. In addition, the race events may be expected to attract passenger use increases for ferry, cruise and charter boat operators that would result in negligible socioeconomic benefits for the local economy.

Overall, given protected measures included in the Alternative, no vessel commercial shipping or commuter ferry transits are expected to be displaced by the race event. While some operators might experience some incidental cost increases (e.g. additional ship fuel and labor costs) from race event related re-routing within the Bay and/or increased transit times, the magnitude of the cost increases would be comparable to those that vessel operators experience as a natural and typical course of their business (e.g. weather interruptions or equipment difficulties). Consequently, the maritime businesses would not be expected to be permanently affected.

Together, the effects on the four vessel types would result in a negligible socioeconomic impact on the local economies. The net economic impact would be far below the \$100 million threshold to represent an adverse effect that would materially decrease long economy, any specific industry sectors with the local economy or reduce its productivity, competitiveness or employment. The expected combined socioeconomic effects to the maritime economy would also not be expected to result in adverse effects to the environmental, public health or safety, nor adversely affect state, local or tribal governments or communities. Consequently, given that the race event would be expected to result in a negligible socioeconomic impact on the local economies, then there would be a negligible socioeconomic effect to the local economies.

Furthermore, given the negligible socioeconomic effect on the local economies, in accordance with USCG criteria, the event-related USCG special local regulation (SLR) would not represent a significant regular action.

Landside

AC34 Events that would bring spectators and vendors to Crissy Field would likely affect Presidio Trust businesses and organizations by limiting any excess parking capacity within the Presidio. For the majority of businesses and organizations within the Trust, there would not be a significant effect. Businesses with on-site parking would not be adversely affected. Businesses that have an inflow and outflow of clients, like financial advisories, could see a decrease in business if they rely on off-site parking. However, events would primarily be held from noon to 5:00 p.m., Thursday through Sunday. Thus, although these businesses might see a downturn on Thursday and Friday afternoons caused by landside race activities, the majority of the workweek would proceed without any AC34-related interruptions.

Of the four businesses along Mason Street that are of a nature that events on Crissy Field could prove disruptive to business, La Petite Baleen is likely to be the only one that could face adverse effects. The Sports Basement parking lot and open meeting space at the entrance of the store would likely be used as merchandizing locations. This has the potential to bring more customers through the store, and could prove beneficial to this business. The majority of Planet Granite's collected fees are through monthly and annual memberships. The number of memberships would not likely be affected by landside AC34 events. Likewise, the membership numbers for House of Air would not be adversely affected. Training classes and fitness classes occur in the mornings and evenings at House of Air, and thus, would not be affected by spectator events. The sale of day passes at both Planet Granite and House of Air would likely increase on race days, as people are brought to the area to watch race events. For Sports Basement, Planet Granite, and House of Air, AC34 landside events would not have an adverse effect, and could likely prove beneficial.

La Petite Baleen conducts regularly scheduled classes throughout the week. Class sessions are year-round and clients pay fees on a monthly basis. Spectator events on Crissy Field could prove disruptive to La Petite Baleen as off-site parking would not be available for their patrons' use. Currently, La Petite Baleen offers very limited on-site parking; there are a few spaces behind the school. Besides that, patrons park off-site. Parking off-site is already very difficult on the weekends, when tourists, shoppers, and recreational visitors visit the area. With the addition of AC34 spectator parking, parking

for classes at La Petite Baleen could prove impossible. Parking shuttles established for peak race days could establish parking elsewhere within the Presidio for patrons of this business for the months of July through September 2013, when the majority of the events take place. Likewise, patrons could switch class days and times, and the Thursday through Sunday afternoon classes could be underutilized. In addition, AC34 would be a temporary event and would only pose temporary parking difficulties for patrons of La Petite Baleen. La Petite Baleen could suffer a minor temporary impact, but would not suffer any permanent adverse effects as a result of AC34.

4.13.7.6 Regional Economy

As discussed above in Section 4.12.6.5, together the effects on the four vessel types would result in a negligible socioeconomic impact on the local economies which in turn would similarly represent a negligible socioeconomic impact on the five county regional economy. Consequently, given that the race event would be expected to result in a negligible adverse socioeconomic impact on the regional economy, then there would be a negligible socioeconomic effect to the region's economy.

4.13.7.7 Cumulative

The America's Cup is a temporary event and consequently would have only short term and a reduced contribution to any cumulative effects to San Francisco's maritime commercial businesses. No recent, present or reasonably foreseeable projects have been identified that may be expected to result in any adverse socioeconomic impact to the local or regional economies. Furthermore, given that the combined and net socioeconomic impacts associated with the proposed race event has been determined to result in a negligible socioeconomic effect to either the local economies or the regional economy, then the proposed project would be expected to have no cumulative adverse socioeconomic effects on the local economies or the regional economy.

4.13.7.8 Conclusion

In conclusion, the combined and net effect of the proposed race event on San Francisco's "on water" commercial maritime businesses is expected to have a negligible socioeconomic impact on the local and regional economies. The race event is also determined to have no cumulative impact on the local and regional economies. Consequently, there would be a negligible socioeconomic effect on the local and region's economies.

It is also determined that given the negligible socioeconomic effect on the local economies, in accordance with USCG criteria, the event-related USCG special local regulation (SLR) would not represent a significant regulatory action.

4.13.8 Impacts of Alternative C—No Organized Events on NPS Lands

4.13.8.1 [Analysis of On Water Activities only]

Under Alternative C, both the proposed race area location and the race area management would be the same as analyzed under Alternative B. The changes to the on land events would not affect the on water race events or activities. Consequently, for the maritime businesses, the resulting socioeconomic impacts to the local economy and regional economy under Alternative C would be the same as those identified for Alternative B. Similarly, the cumulative impacts for Alternative C would be the same as those for Alternative B.

Landside

Spectators would likely still congregate on Crissy Field to watch race events, even though no formal events would be planned for the area. However, the number of spectators would be significantly fewer than that of Alternative B. For businesses within the Presidio Trust, the resulting socioeconomic impacts would likely be similar to Alternative B, although to a lesser extent. Many businesses would still benefit from increased patronage during race events, although not as much as if there were formal events and spectator stands on Crissy Field. Likewise, patrons to the swim school, La Petite Baleen, would likely still have difficulty finding off-site parking during race events. However, as AC34 is a temporary event, there would be only minor short-term effects as a result of Alternative C.

4.13.9 Impacts of Alternative D—Modified Program Alternative

4.13.9.1 On Water

Under Alternative D, both the proposed race area location and the race area management would be the same as analyzed under Alternative B, except that in 2012 the actual race course would be shifted approximately 0.25 mile east, away from West and East Crissy and focused more on Marina Green. The changes to the on land events would not affect the on water race events or activities. Consequently, for the maritime businesses, the resulting socioeconomic impacts to the local economy and regional economy under Alternative D would be the same as those identified for Alternative B. Similarly, the cumulative impacts for Alternative D would be the same as those for Alternative B.

Landside

Under Alternative D, landside socioeconomic impacts would be similar to those of Alternative B. Alternative D includes bleacher-style seating, so spectators would congregate on Crissy Field to watch race events, although the eastward shift of the race course in 2012 would likely decrease the demand for Crissy bleachers. No formal events would be planned for the area; and thus, the number of spectators would likely be fewer than that of Alternative B. For businesses within the Presidio Trust, the resulting socioeconomic impacts would likely be similar to Alternative B, although to a lesser extent. Many businesses would still benefit from increased patronage during race events, although not as much as if there were formal events on Crissy Field. Likewise, patrons to the swim school, La Petite Baleen, would

likely still have difficulty finding off-site parking during race events. However, as AC34 is a temporary event, there would be no permanent adverse socioeconomic effects as a result of Alternative D.

4.13.10 Impacts of Alternative E—Preferred Alternative

4.13.10.1 On Water

Under Alternative E, for all AC34 events in 2013 and for the four days of AC72 exhibition racing in 2012, both the proposed race area location and the race area management would be the same as analyzed under Alternative B. For the first ACWS race in 2012 the actual race course would be shifted approximately 0.5 mile east compared with Alternative B, away from West and East Crissy and focused more on Marina Green. The second ACWS race in 2012 would take place during Fleet Week, which is discussed under the Cumulative heading below. The changes to the on land events would not affect the on water race events or activities. Consequently, for the maritime businesses, the resulting socioeconomic impacts to the local economy and regional economy under Alternative E would be the same as those identified for Alternative B. Similarly, for 2013 and the non-Fleet Week portions of 2012 the cumulative impacts for Alternative E would be the same as those for Alternative B.

Landside

Under Alternative E, landside socioeconomic impacts would be similar to those of Alternative C. Portable restrooms and hand washing stations would be provided at Crissy Field, Fort Mason, SAFR, and Fort Baker. These areas are still likely to attract visitation during 2013 as secondary viewing areas, but due to the 0.5-mile eastward shift of the race course in 2012, will probably not experience much secondary viewing in that year and socioeconomic impacts would be reduced proportionately. The beach and promenade area of East Crissy will still be relatively close to the races in 2012, however, and that NPS area is likely to experience overflow visitation from Marina Green even without formal programming on the NPS land. For businesses within the Presidio Trust, the resulting socioeconomic impacts would likely be similar to Alternative C, although to a lesser extent in 2012. Many businesses would still benefit from increased patronage during race events, although not as much as if there were formal events on Crissy Field. Likewise, patrons to the swim school, La Petite Baleen, would likely still have difficulty finding off-site parking during race events. In the Aquatic Park area Alternative E includes the potential for small land-side video screens and announcement systems, as well as exhibitions of boats in the Cove for both 2012 and 2013 which would likely increase visitation and length of stay in the area during AC34 events. However, as AC34 is a temporary event, there would be no permanent adverse socioeconomic effects as a result of Alternative E.

4.13.10.2 Cumulative

For 2013 the cumulative impacts of Alternative E would be approximately the same as Alternative C and were addressed above. For 2012, however, the second of the ACWS races would be held October 4-7 during the same four-day period as Fleet Week, an annual event that historically has drawn large crowds of hundreds of thousands of visitors to the same bayfront areas as AC34 events are expected to. Furthermore, the free concert Hardly Strictly Bluegrass will be held October 5-7, 2012 in

Golden Gate Park, another annual San Francisco event that has attracted hundreds of thousands of people in recent years. Other events, such as spectator sports games or street fairs could add yet more cumulative attractions to San Francisco during the same four-day time period.

The on-water cumulative effects of AC34 are likely to be masked for the most part by the Fleet Week water and air activities already planned. The ACWS races would take place each day inside of the on-water box already delineated by the USCG as the safety zone for the airshow overhead. The airshow would be paused for up to an hour each day to allow sailboat races to take place in the box. The total duration of disruption to normal maritime commercial businesses could be extended by up to one hour per day for the four-day period to accommodate the insertion of the ACWS races into the activity program, but on-water business will already have been rerouted and rescheduled due to Fleet Week. Socioeconomic adverse impacts on maritime commercial businesses, if any, will be minor to negligible, and will be temporary as a result of the cumulative effects of Fleet Week with AC34.

The landside impacts of the cumulative impacts of multiple spectator events during the same four days will likely be larger in the aggregate due to the agglomeration of attractions, and the short-term beneficial impact of visitor spending on the San Francisco economy is likely to be larger as a result. The direction of short-term socioeconomic impacts, adverse or beneficial, on individual sites is unpredictable, however, and locations such as Aquatic Park may experience higher than expected visitation due to its location central to both the Fleet Week airshow and the ACWS racing, while areas such as West Crissy or the Marin Headlands may experience lower visitation than expected as some people are attracted away from the waterfront by other events within the cumulative set. Due to the temporary nature of all cumulative events, there will be no long-term adverse socioeconomic impacts.

4.13.11 Mitigation Measures

No mitigation measures are necessary or proposed.

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