

2. Form Review/New Business - 5X and Project Review **Muir Beach Bus Stop and Trail Improvements, GOGA-11-094, PEPC 37934**

Darren Brown presented the 30% design drawings of a NPS proposed project to construct a new bus stop on Highway 1 and a new 1/2-mile accessible trail linking the new bus stop with Muir Beach. The bus stop and trail are intended to enhance transportation services by making it possible for the Muir Woods shuttle and Marin Stagecoach to serve Muir Beach.

The southbound bus stop will be located approximately 100 feet south of the intersection of Highway 1 and Pacific Way. The northbound bus stop would be located directly across from the intersection in front of the community mailboxes. Universal access standards would be employed in the design of landings on each side of Highway 1. Although there is no regular transit service currently to this site, the landings would be designed to accommodate the current shuttle buses that serve Muir Woods and County stagecoach, and could include seating, shelter, and signage. The current plan is to have the stops served by both transit operators on a peak-seasonal basis, and then possibly regular service by the stagecoach sometime in the future.

The AGODA accessible path linking Highway 1 to Muir Beach would extend approximately 2,600 feet, and consist of two sections: 1) a foot-bridge and path between the new Highway 1 bus stop and existing access road 50 to 75 feet long, and 2) improvements to access road to enable it to meet AGODA standards when completed. The access road currently has slopes (cross, run) that exceed these standards in some locations (at 8%). The surface of the road will also need to be improved to achieve the required firm and stable condition.

The proposed southbound bus stop is currently just a highway shoulder next to a roadside drainage ditch which is designated as seasonal wetlands on the Corps of Engineers map of jurisdictional waters for Redwood Creek. The ditch would be bridged by a box culvert. From the ditch crossing, a short segment of new trail would be built to tie into the access road and connect to the Redwood Creek Bridge (currently under construction) that will in turn, connected to Muir Beach.

Discussion

The Committee discussed the following:

- the safety of passengers who disembark at the bus stop on the north side of Highway 1, crossing Highway 1 to go to the new trail that leads to Muir Beach. There is no crosswalk at this location, and any crosswalk on a highway would require Caltrans approval.
- design alternatives for the foot path that connects the bus stop to the access road. Although this area of new trail is not in a jurisdictional wetland, the Committee asserted a clear preference to have the trail built on a boardwalk as opposed to fill material.
- using this corridor as an alternate Accessible route to the Beach, especially in light of the Community's hesitation to support the proposed bridge at Pacific Way, which is the principal multi-use Accessible corridor identified in the Wetland and Creek Restoration at Big Lagoon FEIS.
- maintenance of the improved multi-use Accessible path and road. The users of this new trail corridor would be pedestrians (including hikers), cyclists, horseback riders, tractors hauling horse manure from the nearby stables, and NPS law enforcement vehicles. There was concern that through time, the road would get paved to reduce maintenance work.
- regulatory issues such as wetlands and red-legged frogs within the project area. It was thought that this would be covered in the existing agency permits and Biological Opinion obtained for the Wetland and Creek Restoration Project at Big Lagoon.

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- Leo Barker confirmed that the proposed geotechnical borings for the project are completely off of the archeological site and the proposed project is not anticipated to have any archeo impacts.

5X STIPULATIONS

This project was certified with the following stipulation:

1. Project Manager will coordinate with Park Historical Landscape Architect (Amy Hoke, 561-4753) on design of the northbound bus stop near the historic Ranch M/Golden Gate Dairy site.

PROJECT REVIEW CONDITIONS

The Executive Committee recommended that the project be approved and found that it meets the terms of a Categorical Exclusion. However, because many construction details are not yet developed, the project manager is requested to return to Project Review with a project update including logistical details and reassessment of ESF, prior to initiating construction.

1. Darren Brown, Project Manager (PM) will establish and work with an Interdisciplinary Team (IDT) as the design is developed. PM will contact the following IDT members, and upload a record of their comments and related memos to PEPC.
 - Tamara Williams, NPS hydrologist, for review and comment of the drainage design of the bus stop and trail improvements.
 - Darren Fong, NPS aquatic resources specialist, to ensure that the proposed trail work incorporates all precautionary measures that are identified in the USFWS Biological Opinion for the red-legged frog and other listed species covered in the Creek and Wetland Restoration Project at Big Lagoon. Darren Fong will summarize the relevant measures in a memo. PM will ensure the measures are incorporated into the construction drawings for easy reference. The work and conservation measures will be reported as part of the Big Lagoon BO reporting requirements to USFWS.
 - Carolyn Shoulders (and Kristen Ward) to review the drawings of the box culvert crossing of the roadside drainage ditch once they are prepared, so that they may track the work that is performed under their Clean Water Act permits for the Redwood Creek Restoration Project. Any applicable conditions of those authorizations (Corps of Engineers and Regional Water Quality Control Board) will be incorporated as part of project. The project will be reported as part of the Big Lagoon 404/401 reporting requirements to RWQCB and USACE.
 - Richard DeLaO, NPS Accessibility Specialist, or his designee, to review the design drawings of the accessible multi-use trail and bus stops. Richard will provide written approval of the final drawings.
 - Steve Griswold, NPS trail planner, to review the design and confirm elements of this project are compatible with existing and planned trails to the north of the project.
 - Jerry Scheumann or Dan Collman of NPS maintenance staff, to identify the nature and frequency of the maintenance that would be needed. PM is encouraged to meet with both managers together to identify which program will take on the chief maintenance responsibility – roads or trails. Meeting and decision to be uploaded to PEPC and tracked in FMSS.
2. The PM will present the proposed project at the Muir Beach Community Services District meeting. To the extent practicable, the PM will incorporate suggestions into the design. PM will document the meeting, record issues/concerns, and provide written responses for the administrative record.

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3. The PM will ensure that NPS obtains an Encroachment Permit from Caltrans for the two bus stops on opposite sides of Highway One. The PM will upload a copy of the application, correspondence, and Encroachment Permit to PEPC for the record, prior to the initiation of construction.
4. The PM will develop a sign plan, and gain approval from the Sign Committee prior to implementation. Findings of the Sign Committee will be uploaded to PEPC by the PM.
5. At the time the PM returns to Project Review with the 90% design updates, he will have coordinated with Carolyn Shoulders to assess and confirm the role of this project as either an auxiliary or primary Accessible multi-use corridor that connects Highway One to Muir Beach.

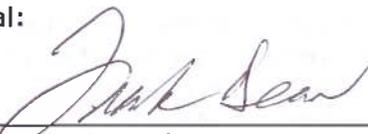
The NPS Project Manager **Darren Brown**, will document and note the completion dates of the above required actions in PEPC, and upload pertinent documentation. With completion of the above conditions, this project would not have an adverse impact on the environment and would be categorically excluded from further NEPA review {D.O. 12, Section 3.4} in conformance with the following NPS category.

C.7 Establishment of mass transit systems not involving construction, experimental testing of mass transit systems, and changes in operation of existing systems (e.g., routes and schedule changes).

C.11 Minor trail relocation, development of compatible trail networks on logging roads or other established routes, and trail maintenance and repair. Minor trail relocation, development of compatible trail networks on logging roads or other established routes, and trail maintenance and repair.

The General Superintendent's Comments:

Approval:


 General Superintendent


 Date

**3. Scoping – 5X/Project Review
 Institute Fee Parking at West Bluff/Battery East, Crissy Field, Presidio,
 PEPC 38297**

Nancy Hornor presented as Internal Scoping, a NPS proposal to implement fee parking at the Crissy Field West Bluff parking lot and at the Battery East parking lot. This is in response to implementation of fee parking by the Presidio Trust throughout Area B, including areas immediately adjacent to Area A, managed by the NPS. The NPS proposed parking fees would match Presidio Trust rates of \$1/hour and \$6/day. Public Scoping is already underway. This proposal was presented at the NPS Public Open House on August 17, 2011, and at a special focused public meeting at the Crissy Field Center on August 30.

Charging fees for parking was included in the NPS 1994 General Management Plan Amendment and Final Environmental Impact Statement (FEIS) for the Presidio as a strategy to manage parking, encourage alternative transportation and to offset the costs of providing transit.

The purpose of proposed fee parking is to discourage parking in NPS parking lots by users and employees of the adjacent facilities and businesses, to ensure there is a conveniently

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ENVIRONMENTAL SCREENING FORM (ESF)

Identify potential effects to the following physical, natural, or cultural resources	No Effect	Negligible Effects	Minor Effects	Exceeds Minor Effects	Data Needed to Determine/Notes
1. Geologic resources – soils, bedrock, streambeds, etc.		Negligible			Area of disturbance and excavation will be predominantly on existing roadbed. Excavation in areas off in undisturbed areas will be less than one acre.
2. From geohazards		Negligible			NA
3. Air quality		Negligible			Air quality impacts due to construction activities will be short in duration and will not occur near sensitive receptors. Standard mitigation measures for dust control will be implemented. Project is expected to provide long term air quality improvements from reduced vehicle trips. Coordination should be provided to managers of equestrian facilities.
4. Soundscapes		Negligible			Construction activities will not be in the immediate vicinity of Muir Beach and will not create significant noise near sensitive receptors. Coordination should be provided to managers of equestrian facilities.
5. Water quality or quantity		Negligible			No construction activities will occur within active creek channel. Standard mitigation measures for runoff should be applied where appropriate and necessary to minimize impacts.
6. Streamflow characteristics		Negligible			No construction activities will occur within active creek channel or Waters of the U.S.

7. Marine or estuarine resources		Negligible			NA
8. Floodplains or wetlands		Minor			The impacts will be minimal and temporary.
9. Land use, including occupancy, income, values, ownership, type of use	No				NA
10. Rare or unusual vegetation – old growth timber, riparian, alpine		Negligible			NA
11. Species of special concern (plant or animal; state or federal listed or proposed for listing) or their habitat		Minor			
12. Unique ecosystems, biosphere reserves, World Heritage Sites	No				NA
13. Unique or important wildlife or wildlife habitat		Minor			
14. Unique or important fish or fish habitat		Negligible			No construction activities will occur within active creek channel. Standard mitigation measures for runoff should be applied where appropriate and necessary to minimize impacts.
15. Introduce or promote non-native species (plant or animal)	No				Standard mitigation measures for runoff should be applied where appropriate and necessary to minimize impacts.
16. Recreation resources, including supply, demand, visitation, activities, etc.		Negligible			Project will provide additional transportation capacity, but will not exceed capacity of site. Project will provide access to transit-dependent and disabled communities.
17. Visitor		Negligible			Project will improve visitor experience

experience, aesthetic resources					by improving access for transit-dependent and disabled communities.
18. Archeological resources	No				No construction activities will occur in an archeological resource area.
19. Prehistoric/historic structure	No				Project will not impact any historic structures.
20. Cultural landscapes	No				No construction activities will occur in a cultural landscape.
21. Ethnographic resources	No				Project will not impact any ethnographic resource.
22. Museum collections (objects, specimens, and archival and manuscript collections)	No				Project will not impact any museum collections.
23. Socioeconomics, including employment, occupation, income changes, tax base, infrastructure	No				Project will improve access and infrastructure and provide a low-cost mobility option for low-income households to access Muir Beach.
24. Minority and low income populations, ethnography, size, migration patterns, etc.	No				Project will improve access and infrastructure and provide a low-cost mobility option for low-income households to access Muir Beach.
25. Energy resources	No				Project will not impact any energy resources directly. Project will facilitate reduced vehicle trips.
26. Other agency or tribal land use plans or policies	No				NA
27. Resource, including energy, conservation potential, sustainability	No				NA
28. Urban quality, gateway		Negligible			NA

communities, etc.					
29. Long-term management of resources or land/resource productivity			Minor		Project will upgrade a section of road to AGODA standards which will need to be monitored and maintained to a higher condition. This will create an operations and maintenance impact.
30. Other important environment resources (e.g. geothermal, paleontological resources)?	No				NA

D. MANDATORY CRITERIA

Mandatory Criteria: If implemented, would the proposal:	Yes	No	N/A	Comment or Data Needed to Determine
A. Have significant impacts on public health or safety?		N		
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other		N		

ecologically significant or critical areas?				
C. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources (NEPA section 102(2)(E))?		N		
D. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?		N		
E. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?		N		
F. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?		N		
G. Have significant impacts on properties listed or		N		

<p>eligible for listing on the National Register of Historic Places, as determined by either the bureau or office?</p>				
<p>H. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species?</p>		<p>N</p>		
<p>I. Violate a federal law, or a state, local, or tribal law or requirement imposed for the protection of the environment?</p>		<p>N</p>		
<p>J. Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898)?</p>		<p>N</p>		
<p>K. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order</p>		<p>N</p>		

13007)?				
L. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?		N		