

Crissy Field Center Temporary Relocation Impact Assessment

June 1, 2009

1.0 Introduction

The National Park Service (NPS) needs to relocate the Crissy Field Center (CFC) temporarily during construction of the Doyle Drive replacement roadway. The CFC is adjacent to Doyle Drive. During the construction, it will not be possible for the CFC to operate safely or effectively at its present location. Disruptions to the programs and potential safety concerns will result from truck traffic, heavy equipment use, dust, noise, and vibration. In addition, parking at the CFC will be unavailable. For the duration of the construction, the NPS proposes to house the CFC in “green” modular units installed at the east end of the East Beach parking area at Crissy Field. The proposed site is north of the intersection of Marina Boulevard and Mason Street, near the boundary of the National Park (See Attachment 1).

2.0 Background

The reconstruction of Doyle Drive/ US 101 between the Golden Gate Bridge and Richardson Avenue will begin in summer 2009. Economic stimulus funding provided under the American Recovery and Reinvestment Act is accelerating the original construction schedule.

The CFC currently is located in an area that will be significantly affected by construction activities associated with the Doyle Drive replacement project. At this location, the existing elevated section of Doyle Drive will be demolished and a new roadway will be reconstructed as a covered parkway. The close proximity of the CFC building to the construction compels the CFC to relocate its programs, activities, and visitor services. The CFC will be displaced until the Doyle Drive replacement project is finished, potentially up to 5 years. At the conclusion of the reconstruction, the CFC would return to this location.

The 2008 Doyle Drive Replacement Project Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) describes the construction impacts that would occur to the CFC and, as mitigation for these impacts, required the relocation of the CFC within the Presidio. However, at the time the Final EIS/EIR was prepared and approved, it was not known where the CFC would relocate. After a comprehensive search for a suitable location that meets the impact mitigation criteria, the East Beach Crissy Field site was identified as being best suited to meet the needs of the CFC. Under Federal Highway Administration (FHWA) regulations, this refinement in the project (i.e., determination of relocation site) will be examined under the FHWA’s re-evaluation process to identify and determine how any impacts will be addressed. As a separate action, the NPS will consider relocation project impacts, the analysis and conclusions of the Final EIR/EIS, and any public comments when making its decision on whether to authorize the relocation of the CFC to the East Beach site.

3.0 Alternatives Considered

In addition to the site identified at East Beach, other alternatives were considered. The “no action” alternative would leave the CFC at its present location. This was not a viable option, as the CFC must move from its current quarters to avoid direct and indirect impacts during the construction. Other alternatives include temporarily occupying an existing building or providing a new temporary structure.

Existing buildings in the Presidio were surveyed for availability of space, appropriate location, and level of improvements needed. Spaces available in renovated buildings were limited in size and more suitable for office than classroom and community use. Many of the empty buildings on the Presidio are programmed for other uses or are close to the Doyle Drive construction. Most vacant buildings are that way because they require extensive rehabilitation, seismic retrofits, and clean-up before they can be occupied. It would be difficult or infeasible to make the necessary renovations to an existing building by September 2009, and such renovations would be a costly investment for a temporary relocation. Based on the need to meet rigorous standards for classroom safety and accessibility, it was determined that no structures on the Presidio could be renovated within the time and budget available.

Buildings and sites at the west end of Crissy Field were considered, but there was concern about introducing an additional use to an area that has become more congested and busy with ongoing leasing of West Crissy buildings. West Crissy is also further west on Mason Street, which is likely to be adversely affected by construction traffic, closure of Halleck Street, and utility work.

Another important consideration with regard to location was the proximity of the CFC to the outdoor resources it has incorporated into many programs. CFC has an established environmental education curriculum that makes use of Crissy Field resources, particularly the marsh. Therefore, remaining near or on Crissy Field for ready access to resources was an important criterion to the CFC. This would maintain the ability to continue programs. Any site south of Doyle Drive would have circuitous access to Crissy Field because of the planned closure of Halleck Street for most of Doyle Drive construction, due to an at-grade detour in effect for Doyle Drive traffic.

Although possibly five years in length, the relocation of the CFC is temporary; therefore, the facilities can be temporary as well, so long as they meet all applicable access, safety, and school-use standards. The only ‘ready-to-go’ option that satisfied all criteria is the one identified herein as the proposed project; namely, use of newly constructed temporary modular units installed at a vacant site. In looking at project options, it was determined that the East Beach site would maintain access to outdoor environmental teaching resources, be minimally intrusive on existing activities at Crissy Field, and would allow quick deployment of temporary buildings meeting classroom standards.

4.0 Project Detail

By the end of September 2009, CFC needs to be in a suitable temporary location to continue its educational programs and support the visitor services now available at the Mason and Halleck location. A thorough survey of available and appropriate Presidio sites that might be used for the temporary relocation of the CFC determined that the easternmost edge of Crissy Field’s East Beach parking area would be the best site. This site allows the CFC to continue using the natural and cultural resources of

the park, especially the outdoor areas of Crissy Field, in its community-based environmental programs that serve youth, schools, and community organizations.

The temporary facility would consist of four modular units assembled into a single integrated structure. The facility would be oriented on a northeast-southwest axis, facing the Bay at a 45 degree angle to the East Beach parking lot. The one-story facility would be approximately 20 feet high at its highest point and would provide approximately 7,200 square feet of interior space, including classrooms, staff offices, a multipurpose room, a snack bar, and a visitor information area. Site improvements would include accessible walks, a paved entry area, and a fenced outdoor activity space for classes. A paved path between the CFC and the existing restroom facility at the west end of the East Beach parking area would be installed along, but separated from, the existing east-west driveway within the parking area. Construction of the facility is planned for July-September 2009.

As shown in Attachments 1 and 1a, the nearest corner of the building is about 90 feet from of a row of mature trees at the Presidio's eastern boundary. At its nearest point, the site is 250 feet north of Mason Street and 250 feet south of the Bay shoreline. The footprint of the facility and its associated exterior spaces would occupy a portion of the existing turf overflow parking area and the site of an existing landscape berm, which would be re-graded to accommodate the building. A second berm, between the building and the Presidio boundary, would remain and the trees along the boundary would not be affected.

The modular units are designed for maximum energy efficiency and will meet standards for LEED certification, with a LEED Silver level expected. They would be fully ADA accessible and be pre-approved by the State of California for school use. An open space at the rear of the facility would be used for outdoor activities and would be enclosed by a low fence.

Certain alternative energy-related elements are being considered for inclusion in the project, but are not currently funded. However, for the purposes of this environmental review, it is assumed that they all will be part of the project. These include three energy elements that would be installed on the roof and one that would be installed in front of the building. The possible roof elements include a solar-heated hot water system, a photovoltaic collection system, and/or a vegetated "living roof." Consideration is being given to installing up to five pole-mounted helical wind turbines in front of the building. These energy-related elements would contribute to the efficiency of the building and would support the CFC mission to educate youth and the community on sustainable living.

All utilities to the site would be underground, from hook-ups at Mason Street. The trenches for the utilities would be approximately 36 inches deep and would run northwest from Mason Street adjacent to an existing crushed stone path for approximately 180 feet. The trenching then would turn northeast for approximately 40 feet to the building. After installation, trenches would be backfilled and the surface restored. Utilities to the building would include electric, telephone, sanitary sewer, domestic and fire protection water, and possibly natural gas. (An alternative hook-up is being considered for electricity, but is not preferred. The alternative hook-up would extend an underground electric line from the existing restroom facilities at the west end of the parking area, along the edge of an existing and the crushed stone path, where it would join the other utility trench. If this alternate were implemented a new small transformer would be required adjacent to the existing transformer at the restroom.)

Earthwork for the project would include limited grading to level the building site for construction of the slab foundation for the units and trenching to install the utilities. Three or four trees from the cypress grove planted in 2000 may be removed to accommodate the modular units; these trees would be replaced upon removal of the temporary facility in the future. An area in front of the facility would be paved to provide access and an assembly/sitting area. Landscaping with native plants would be incorporated in the design. This area would be similar in function to the plaza in front of the current CFC building. The facility and its approaches would be designed to provide access for visitors with disabilities. An existing driveway into the parking area would provide vehicle access and drop-off to the facility.

Approximately 9,200 square feet of the turf overflow parking area would be occupied by the facility and forecourt area. In addition to the turf overflow parking, the design would require the loss of about six paved parking spaces to provide appropriate access between the paved parking and the building. The CFC building and forecourt would displace space currently available for approximately 30 vehicles in the overflow and paved parking.

When the existing Crissy Field Center building on Mason Street is ready to be reoccupied, the CFC would return. At that time, the temporary facility would be removed and the landscape at the site restored to its pre-construction condition.

5.0 Public Outreach

Extensive outreach has been undertaken to inform the public and potentially interested parties about the proposed relocation. The purpose of the outreach was to inform the public of the need to relocate the CFC due to the Doyle Drive Replacement project, answer questions, and provide an opportunity for comment. To date, the outreach process has included the following:

- **Public Open House Events:** Park staff was available to explain the CFC Relocation project, answer questions, and take comments. The events took place on the following dates:
 - Tuesday, May 19; 4-7pm at GGNRA Headquarters, Ft Mason, San Francisco
 - Thursday, May 21; 4-7pm at Mill Valley Community Center in Mill Valley
- **Stakeholder Meetings:** In early May, park staff met and spoke with representatives of several stakeholder groups including: San Francisco Boardsailing Association, Neighborhood Associations for Presidio Planning, People for Golden Gate National Recreation Area, and Crissy Field Dog to discuss the project and address questions and potential concerns.
- **NPS Interpretative Park Rangers** were on-site on the promenade at East Beach (May 17th) and outside the Crissy Field Center (May 18th). Informational handouts including project details and the website for public comment were offered.
- **Letters** were sent to CFC Program Partners informing them of the proposed relocation plan. The list included 72 leaders of local community groups, educational institutions, and nonprofit organizations who collaborate with the Crissy Field Center in programming. A similar letter is being drafted to inform individuals who participate in CFC programs.
- **Gateways**, a quarterly newsletter sent to the 14,000 members of the Golden Gate National Parks Conservancy, featured an article on the proposed CFC relocation in the summer 2009 issue mailed in early May.

- **Park E-ventures**, the Conservancy's monthly newsletter emailed to 22,000 subscribers (18,000 non-members and 4,000 members), included an article on the proposed CFC relocation in the May 2009 issue.
- **Postcards** announcing the proposed project, impact analysis and public comment period were sent to 4,000 individuals on the NPS mailing list on Friday, May 29.
- **Informational Handouts** were placed inside the Crissy Field Center and Warming Hut for visitors to pick up beginning on Wednesday, May 15.
- **Websites:** Descriptions, project details and opportunities to comment were posted on the following websites:
 - National Park Service Planning, Environment and Public Comment
<http://parkplanning.nps.gov>
 - Golden Gate National Parks Conservancy (www.parksconservancy.org)
 - Crissy Field Center (www.crissyfield.org)
- **News Release** was distributed on May 14 to media contacts at 40 local print and broadcast outlets, in addition to contacts at eight ethnic media outlets.
- **Park Staff Education & Training:** Park staff who interact with the public at the CFC and Warming Hut has been provided with background information on the proposed relocation to help address and direct public questions to the appropriate contacts.

5.1 Summary of Public Comment

The NPS solicited public comment (see section above) in order to obtain issues and concerns from the public to include in this impact assessment. During the public comment period that ended on May 29, 2009 the park had received four separate comment letters. The issues and concerns from these comments and others gathered through interaction with the public are summarized below and have been considered in this impact assessment. This impact assessment will be available for public review and comment until June 12, 2009. After consideration of public comment and impacts associated with the project, the NPS will issue a decision. A summary of public comments are as follows:

Inadequate notice of a meeting on a subject that may severely impact many users of both Crissy and the City owned Marina property.

NPS Response: See Section 5.0 Public Outreach above. The public is afforded another review and comment period on this impact assessment with comments due by June 12, 2009.

The Relocation of the Crissy Field Center to the far eastern end of Crissy will destroy the pristine area with ugly new construction of a so-called temporary nature.

NPS Response: Please see the discussion under 7.3 : Visual Environment. The area has been the site of many previous uses, including the 1915 Panama-Pacific International Exposition, numerous U.S. Army buildings, and now an overflow parking lot. The proposed facility is temporary and would be removed when the existing CFC building becomes available again, after Doyle Drive construction is completed.

The new construction will severely impact city parking near the St. Francis Y.C.

NPS Response: Please see the discussion under 7.2: Traffic and Parking. Multiple impacts to parking at the Presidio will result from the Doyle Drive construction. Parking adjacent to Doyle Drive will not be available. This situation affects the CFC as well as all other Presidio visitors in the vicinity of the construction. These impacts are discussed in the Doyle Drive EIS/EIR and mitigation, such as increased shuttle service, is planned. The parking area at the east end of East Beach is the least used

part of that parking area. Adequate parking for the relocated CFC would be available at the East Beach parking lot during the week, when it conducts its programs. The Yacht Club has existing designated parking for its members, which would not change as a result of the CFC relocation. Other parking in the area is open to public use and not within the control of GGNRA.

Before building new construction the Park Service is required to deconstruct an equivalent amount of space. What space is being de-constructed to allow this so-called temporary structure?

NPS Response: The policy referenced is part of the Presidio Trust Implementation Plan (PTIP) and applies to Area B, managed by the Presidio Trust and does not apply to Area A, managed by the GGNRA.. Also, the temporary facility would have less floor space than the current CFC building. When the CFC returns to its existing facility, the temporary facility would be removed.

What planning has been done with the neighborhoods that will be affected by this construction?

NPS Response: Section 5.0 above describes the public outreach that has been performed to date. Location of the CFC facility in the East Beach parking area would be temporary (albeit for up to five years). Its impacts are localized and consistent with the current uses of the East Beach parking area and do not extend to any nearby neighborhoods. The nearest residential buildings are about 440 feet southeast of the building site, and are separated from it by an existing cypress grove and row of mature eucalyptus trees, and Marina Boulevard (four lanes) at the point where it divides to enter the Presidio and to enter the on-ramp to Doyle Drive.

What will be the traffic impact of this 3-5 year re-location?

NPS Response: Please see the discussion under section 7.2: Traffic and Parking.

How can this project be called temporary if it exists for 3-5 years? What assurances can you give that this will not be a permanent building?

NPS Response: The facility is temporary and would be used for the duration of the Doyle Drive construction. The National Park Service has committed to removing the temporary facility and restoring the site once the existing CFC building is available to be reoccupied.

Why not use existing buildings rather than build new ugly buildings on a beautiful pristine green belt? There are empty buildings [926, 934, 935, 937, and 651] at the west end of Crissy that could be used on a temporary basis.

NPS Response: See the discussion under section 3.0: Alternatives Considered. The empty buildings are not available for temporary use, cannot be made ready by the September 2009 deadline, and/or would be costly to renovate to appropriate access, safety, and school-use standards.

Suggest that the temporary facilities include an interpretive display on Crissy Field ecology that will offer public education about habitat types and their sensitivity. In particular, to educate the public about the plight of the western snowy plover and the effort to protect this threatened species.

NPS Response: Your suggestion has been forwarded to the Crissy Field Center program. The suggestion will be given consideration during the planning of the interior of the temporary space.

Ensure that the following issues are considered: potential dispersion of park visitors, including park visitors with their dogs (including commercial dog walkers); possible congestion of the central and west beaches, promenade and airfield areas resulting a shift of business permittees (such as baby boot camp, private exercise groups, etc.) who will need to move their businesses westward at Crissy Field during the three to five year project period; and congestion at Crissy Field's East Beach during construction of the temporary building.

NPS Response: See the discussion under section 7.1: Public Access to the Bay and Visitor Experience *During the GGNRA Open House at the Mill Valley Community Center last week, it was mentioned that a "walkway" would be constructed in the roadway area from the CFC temporary building towards the bathroom area at Crissy Field. Public documents do not mention this walkway. Please provide more explanation for this walkway and are there any other plans the GGNRA is proposing that are not in your public documents for the temporary building?*

NPS Response: Section 4.0 above describes the project in as much detail for the level of design planning that has been done to date. Access to the CFC facility would be provided from the paved parking area at East Beach and from the existing east-west drive in the turf parking area. The path identified by the commenter is part of an accessible route from the new facility to the restroom building to the west. Because restrooms included in the new facility are designed for student and staff use, public users will be directed to the existing restrooms. The path will follow the existing east-west driveway—the exact alignment and cross section have not yet been determined but it will be separated from the traffic lane. This route will provide a more direct and hard-surfaced alternative to use of the Promenade.

The Doyle Drive Final EIS does not appear to address any physical or environmental short or long term impacts on Crissy Field of the three to five year "temporary" facilities and activities and is inconsistent with the Crissy Field Environmental Assessment (EA). The Crissy Field EA is the guiding document for this area until the GGNRA General Management Plan update and EIS are completed. Either the apparent impacts described in our concerns above need to be addressed or there needs to be additional analysis of the potential impacts to Crissy Field to provide NEPA compliance for any GGNRA concurrence or authorization of the proposed temporary facilities or activities.

NPS Response: The commenter is correct in that the Doyle Drive EIS/EIR did not evaluate the impacts of this proposed temporary facility, the location of which was unknown at the time. The proposed project was not anticipated or addressed in the EA prepared for the Crissy Field renovation. Because this was not done, this impact assessment has been performed for the proposed project.

We suggest that CFC incorporate a "dog safety/protecting the environment" program in coordination with San Francisco SPCA during the construction activities. Please confirm that CFC's current programming will remain consistent and that use of the building will primarily occur on weekdays, with little weekend use.

NPS Response: It is CFC's intent to maintain all of their existing programs at the proposed temporary CFC facilities at East Beach. Change in programming would need to be coordinated with the program director. Your comment will be forwarded to the CFC director. During the summer there are no weekend programs at the CFC; this will continue to be the case.

What roads will be open or closed in the Presidio and Crissy Field areas. There were not any maps at the GGNRA Open House to convey this type of information. How will the GGNRA or Cal Trans communicate to the public about these types of concerns?

NPS Response: The closure of roads during the Doyle Drive construction is discussed in the Doyle Drive EIS/EIR prepared by the California Department of Transportation. (The EIS/EIR is online at http://www.doyledrive.com/project_docs). Caltrans and GGNRA will coordinate on communicating information to the public regarding closures and detours. As the lead agency for the construction project, Caltrans has ultimate responsibility for ensuring that the public is well informed about planned, pending, and in place closures and detours. Any closures and detours would not be affected by the relocation of the CFC to East Beach.

Because there will be many road closures for the duration of the project, we believe that a significant number of park visitors, including dog walkers, will go elsewhere in the City to take their dogs. Crissy Field Dog Group anticipates that that other off leash, under voice control areas, such as Baker Beach, Ft. Funston, Ocean Beach, and a lot of City parks would feel the effect of this dispersion. Will the GGNRA work with the City's Recreation and Park department to address this dispersion issue?

NPS Response: The comment does not relate to the proposed relocation of the CFC; it relates to possible impacts from the Doyle Drive construction project, which is addressed in a separate EIR/EIS.

In an e-mail from GGNRA regarding special events at Crissy Field (May 28, 2009, the last paragraph describes, " ...see changes at East Beach,...Crissy Field Center will be relocating there during the Doyle Drive construction..." This e-mail was sent out one day before this public comment period ended for this proposed action of CFC's relocation. This is in violation of a number of statutes relating to pre-decisions, etc. Will GGNRA acknowledge this mistake, and insure that this type of pre-decision about any activity, especially relating to the GGNRA's General Management Plan/EIS and Dog Management Plan/EIS does NOT occur in the future.

NPS Response: Section 5.0 describes the informational activities conducted to date regarding the temporary relocation of the CFC. Through mailers, its web site, and open houses, the NPS provided information on the project and invited the public to provide comments. The comment period on this document runs until June 12, 2009. Comments will be accepted online, via email, in writing at the meeting, or by mail. The commenter is correct that information provided should have indicated that the relocation is proposed. No decision has been made regarding whether the project will be executed as described.

6.0 Previous Impact Analysis

The environmental analysis prepared for the Doyle Drive project, *South Access to the Golden Gate Bridge, Doyle Drive EIS/EIR*, identified the need to relocate the Crissy Field Center for the duration of the construction. (The EIS/EIR is online at: http://www.doyledrive.com/project_docs). The Draft document was released in December 2005. The Final EIS/EIR, addressing comments on the draft document, was circulated in October 2008 and certified by the San Francisco County Transportation Authority Board of Commissioners on December 16, 2008.

Noise at the CFC was of particular concern, and methods of mitigating noise impacts to CFC were analyzed. These included insulating the building and construction of a temporary sound wall. However, because the CFC programs involve both indoor and outdoor activities, the Doyle Drive EIS/EIR concluded that relocation of CFC would be an appropriate way to avoid impacts associated with the construction.

7.0 CFC Relocation Impact Analysis

The proposed temporary CFC facility would be located at the east end of the East Beach parking area, which includes both paved parking and reinforced turf overflow parking. Attachment 1 shows the overall layout of the site, including the arrangement of roads and parking. Attachment 1a is the current site plan (as of May 25, 2009) showing the building as well as the entry area and the site's relationship to its surroundings.

In addition to the analysis provided in the Doyle Drive EIS/EIR, the NPS has further evaluated impacts of the proposed relocation at the preferred East Beach site, including the facility's preliminary layout and

design. Specific resources and issues of concern with regard to potential adverse effects were identified and are analyzed below. The Doyle Drive EIS/EIR and the additional analysis herein will be considered by NPS in determining the significance of any impacts.

7.1 Public Access to the Bay and Visitor Experience

Existing Conditions Public access to the San Francisco Bay shoreline is unfettered in the vicinity of the proposed project and along the entire Presidio shoreline from East Beach to Ft. Point. Direct contact with the bay is possible in most locations, except where protective bulkheads or riprap make access difficult or impossible. East Beach provides access to a highly regarded board sailing area offshore and is the starting point for many users of the Golden Gate Promenade that extends between East Beach and the Warming Hut near Ft. Point. Also, other popular activities conducted in the area include hiking, jogging, water sports, bike riding, wildlife viewing, dog walking, sun bathing, stewardship opportunities, and interpretive and educational opportunities. Visitors to this area come as individuals, as families, and as part of private and commercial tour groups, and educational groups (schools, summer programs, youth groups, fitness groups, and after-school programs, etc.). The Crissy Field area is busy as early as 4 a.m. with a variety of visitors, including joggers, cyclists, pedestrians and roller bladers.

Conditions with Project The existing access to the shoreline would remain unchanged after construction of the temporary CFC facilities. The structure would be located 250 feet from the shore, in and adjacent to an overflow parking area at East Beach. No access pathways to the Bay would be blocked or altered by the project, and no changes would occur in or near the area used for board sailing.

Impact Analysis and Conclusions The proposed project site is separated from the shoreline by a paved row of existing parking and an existing berm. The current access to the Bay shoreline and to near-shore amenities such as the beach and Golden Gate Promenade, would be unaffected by the proposed project. Individual users and groups that utilize East Beach parking areas would continue to be able to use the area without interruption.

7.2 Traffic and Parking

Existing Conditions The most direct route for people to reach the existing CFC location is via Marina Boulevard to Mason Street from the east, or via McDowell Road to Mason Street when arriving from the west. Halleck Street is the most direct route to the CFC from the core area of the Presidio and is used by people arriving from the south. The at-grade detour of Doyle Drive traffic will require Halleck Street to be closed for the duration of construction.

Access to East Beach parking is by way of an entrance driveway heading north (bay ward) from Mason Street. The parking area exit driveway is slightly over 220 feet west of the entrance driveway. The parking area is separated from Mason Street between Marina Boulevard and the entrance driveway by a grove of cypress trees planted in rows at 45 degrees to the road, and between the entrance driveway and west of the exit driveway by landscape berms. Traffic entering and exiting the parking area is not restricted with regard to turning movements from and into Mason Street. Mason Street includes two bike lanes, and is bordered on the north by a 15-foot separated path striped for bicycle and pedestrian use.

East Beach has parking for 400 cars. Paved parking is available for 211 cars and unpaved (overflow) parking is sufficient for 189 cars. The striped paved parking area provides two rows of perpendicular parking and is arrayed along the south side of Golden Gate Promenade. Golden Gate Promenade is a 20-foot wide path separating the parking from the beach and extends from East Beach to the Warming Hut near Ft Point. A large turf-covered area used for overflow parking is located south of the paved parking. This overflow area is used when demand for parking is high, such as during special events and on summer weekends. The overflow parking surface is turf, planted in soil mixed with fiber reinforcement overlaying a buried drainage system. This area is open with no indication of individual parking spaces; users park at will. Typically, parking in this area is oriented in the same direction as the paved parking abutting it.

Immediately east of the Presidio is an extension of Lyon Street running north from Marina Boulevard. This street leads to Yacht Road, near the St. Francis Yacht Club. At the (indistinct) intersection of Lyon Street and Yacht Road is a striped paved parking area owned by the San Francisco Department of Recreation and Parks. Portions of this lot are designated as permit parking for harbor users, and other portions are used by the St. Francis Yacht Club. The remainder is used by the public, including some users of East Beach and the Golden Gate Promenade. There is parallel parking along the east side of Lyon Street between Marina Boulevard and the City parking lot.

Conditions with Project The proposed temporary CFC facility would be situated at the east end of the East Beach overflow parking area. The building itself and the area in front of the building used for access and assembly would remove some existing parking. During the time the CFC facility would be at this location, the facility would occupy an estimated six paved parking spaces and overflow parking capacity for 24 cars. The number of accessible parking spaces available would not be reduced from the current level, and additional van-accessible parking spaces will be designated near the CFC entrance.

Impact Analysis and Conclusions The relocated CFC would not support any additional programs than what occur at its current location. Therefore, no increase in facility use and no increase in traffic are anticipated at the relocation site.

Approximately 1,500 feet separate the CFC building at Halleck and Mason Streets and the CFC relocation site at East Beach. Vehicles arriving from the west would have this additional 0.28-mile distance added to a trip, while vehicles from the east would have a proportionately shorter trip. CFC patrons arriving from the south, and traversing the Presidio, would normally use Halleck Street to reach Mason Street. However, during of the Doyle Drive construction, Halleck Street to Mason Street will be closed to through traffic. This closure will divert drivers to east or west routes to reach Mason Street. This diversion would occur even if the CFC were not relocated. Overall, the total number of miles driven between places of origin and the CFC would be essentially the same for the current and the temporary location. Therefore, no net increase in miles driven would result from implementing the project.

Operation of the relocated CFC would shift CFC-related parking from the current location to the East Beach parking area. According to the CFC, staff accounts for six to 9 parked cars at the CFC, including government vehicles. Midday, between 10:00 AM and 2:00 PM, there are typically 15-20 vehicles in the parking lot. Before 10:00 AM and after 2:00 PM, approximately 3-10 cars park at the CFC. (It is unknown how many of these vehicles belong to persons using the CFC and how many are visitors going elsewhere

on the Presidio, including Crissy Field and Marsh, across Mason Street.) Except for the summer, these numbers appear to be consistent on both weekdays and weekends. During the summer (June – August), the weekday numbers remain the same, but there is a spike in weekend parking, to an estimated 20-40 vehicles. Again, the destination of these visitors is unknown. There is no CFC programming during summer weekends, so it is likely that these visitors are heading to Crissy Field or are making use of the café, bookstore, and restroom facilities in the CFC.

It is estimated that 95 percent of the students in CFC programs arrive by bus or alternative transportation. During the school year, approximately 100 persons per day (on Tuesday, Wednesday, and Thursday) participate in programs. On Friday this is reduced to 30 persons and on Saturday to 25 persons. During the summer, approximately 100 persons participate in programs held Monday through Friday. There is no weekend programming during the summer.

The eastern most paved and overflow parking at East Beach is used less than areas that are closer to the restroom, picnic area, beaches, wind surfing launch areas, and the Crissy Marsh. Users of the Golden Gate Promenade gravitate to the western end of East Beach as well.

In terms of overall parking at the Presidio, the relocation would not increase the amount of parking attributable to the CFC, because programs would not increase and no additional amenities would be created. The only issues with regard to parking are the loss of existing parking spaces at East Beach in order to accommodate the temporary facility, and the use of parking spaces by CFC staff and visitors.

Most of the time, the parking at East Beach is not fully occupied. Except when the East Beach parking area is fully occupied, there would be no effect from a shift of parking demand between the current CFC location and East Beach. The temporary CFC building and associated parking would be at the east end of the parking area, the end farthest from the usual destinations for people using the parking area. On summer weekends and holidays, and during special events (often on weekends as well), the parking area can become completely filled. However, these circumstances typically arise during the summer, when the CFC has no weekend programs. The summer weekend parking demand at the current CFC building is presumed to be relocated to the new site as well. It is unknown whether those using the current CFC parking on weekends are doing so to visit the CFC (to make use of the bookstore, café, and restrooms) or are parking there because of its proximity to Crissy Field and Crissy Marsh.

The CFC facility itself would occupy about 7.5 percent of the parking available at East Beach (30 of 400 spaces). This is a discernable reduction in capacity, but would not increase the frequency of the lot being at capacity. On most days parking demand is well below capacity.

In addition to displacing existing parking capacity, the CFC would introduce additional patron parking to the lot. Given the amount of parking capacity at East Beach and the availability of other parking in the Crissy Field vicinity (most notably at the City lot at Yacht Road/Lyon Street, at the Sports Basement lot on Mason Street, and at lots near the Warming Hut and Fort Point), the parking spaces lost to the building's footprint and the CFC's additional parking needs are minor. The reduced supply of parking because of CFC programs would not be exceeded by demand except on days of special events. These typically occur on summer weekends or holidays, when the CFC programs would not be in session. During special events, the NPS and The Presidio Trust provide and encourage use of alternate means of

transportation, such as Presidio shuttles, and may restrict parking for safety and congestion management.

Regardless of the CFC relocation, Doyle Drive construction will have a major impact on parking and traffic throughout the Presidio. This impact was addressed in the Doyle Drive EIS/EIR. Mitigation includes increased PresidiGo shuttle service as an alternative to driving directly to heavily visited sites.

7.3 Visual Environment

Existing Conditions Attachment 1 provides an aerial view of the proposed site showing the project location and layout at the east end of the East Beach parking area.

The site where the temporary CFC facility is proposed to be located is bordered on the north by a 60-foot wide bay of paved, striped, perpendicular parking. Immediately north of the paved parking are a grass-covered berm and a 20-foot wide crushed-stone pathway, Golden Gate Promenade. Beyond these is a fenced area of vegetated dunes that is separated from the bay beyond by a rubble-reinforced shoreline. The distance between the proposed CFC facility and the shoreline is approximately 250 feet.

East of the facility site is a grass-covered berm, beyond which is a row of mature eucalyptus trees at the park boundary. Beyond the trees are a city street and a grassed city-owned open space that often is used for volleyball and other activities. It is approximately 90 feet from the nearest part of the facility to the row of trees along the park boundary. At the north end of the row of trees is a former city pump station (now used by maintenance crews). At the south end of the row of trees is the intersection of Marina Boulevard, Lyon Street, Mason Street, and an onramp to Doyle Drive.

To the south, the site is approximately 250 feet from Mason Street. Between the site and Mason Street is a grove of cypress trees planted in rows running at a 45 degree angle the street. These trees have been limbed up, making it possible to see under them from the street.

West of the facility site is a turf-covered overflow parking area that extends approximately 800 feet to restrooms and a staging area for sail board rigging at the opposite end of the East Beach parking area

Conditions with Project The temporary building proposed for the site would be roughly 45 feet deep, 160 feet long, and 20 ft high at its highest point. Attachment 2 provides an illustration of the proposed facility as it would be situated on the site. The area immediately in front of the building would be paved in concrete and compacted crushed stone, and would include planted shrub or lawn areas and concrete block benches. This would be the principal entryway to the building and serve as assembly area for program participants.

The highest point of the roof would be at the northwest-facing building front, sloping down to the southeast. While not yet funded, consideration is being given to installing up to four energy-related elements. Three of these would be roof-mounted. They include a system for solar-heated hot water, photovoltaic panels, and/or a vegetated "living" roof. Any or all of these may be installed. Across the front of the building, up to five vertical helical wind generators may be installed. Turbines by HelixWind, Inc. are being considered. The smaller of two models available is 4 feet wide by 10 feet tall and would sit on a 15-foot monopole. Its overall height with the pole would be approximately 25 feet above the ground. The larger turbine unit is 5.9 feet wide and 19.8 feet tall. The unit would be pole-mounted

about 15 feet above the ground, for a total height of approximately 35 feet. Attachment 3 shows both helical turbine units. Unlike windmill-type turbines that employ propeller-like blades perpendicular to the ground, helical generators are vertical and operate with wind from any direction. They present a narrower cross-section and are visible to birds and bats.

At the rear of the building, a grassed and paved area would be set aside for outdoor activities associated with the CFC. The area would be separated from general public access by a 4-foot high fence.

Impact Analysis and Conclusions Installation of the temporary CFC building and paved areas at the East Beach site would introduce a structure into a location that currently is dominated by paved and turf-covered car parking, a stabilized stone path, three grass-covered berms, and both mature and younger planted trees.

The building would be constructed from wood, metal, and glass and would present a façade that is irregular rather than smooth or monolithic in appearance. The façade would have both vertical and horizontal variation in its shape and materials. This would create shadows and recesses that would soften the overall appearance of the building. The forecourt of the building would echo the materials and design elements found elsewhere at Crissy Field, including the use of stabilized crushed stone and concrete seatwalls such as are in front of the current CFC location.

The building would be situated between a berm to the north, a berm and row of mature trees to the east, and a grove of cypress to the south. Only views of the facility from the west would be unrestricted. The front (west) aspect of the building would be visible from the paved and overflow parking areas east of the building. The nearest part of the Golden Gate Promenade from which the building would be visible is approximately 170 feet away, to the northwest. Otherwise, the view from the north is blocked by an existing berm. A viewer on the promenade and in nearby parking areas would see the building and its associated elements against a backdrop of mature, dark-leaved trees that rise two to three times the height of the building and, if installed, the helical wind turbines. The facilities would not be silhouetted against the sky, but against a leafy, mottled background. Any energy-related elements (solar hot water, photovoltaic, and/or living roof) installed on the roof would be low in profile and not visually intrusive. The spinning white wind turbines, shown in Attachment 3, would be kinetic elements in the view and visible against the dark background. However, the design and function of the wind turbines would be a point of interest at this educational facility. The nature of the building façade, forecourt, and turbines would result in the building being an important but not overly dominant feature of the view. Given that the area is used for parking and setting-up sail board gear, and has an existing restroom facility at the west end of the parking area, the temporary CFC building would not be out of character with the area.

The view from the immediate north is from a portion of the paved parking, otherwise the view is blocked by an existing berm immediately north of the paved parking. Seen from the east, from the city open space situated between the park and the nearby marina, views of the building are largely screened by mature trees and an existing berm near the park boundary. Views of portions of the building would be filtered or broken by the intervening trees. Views from the south – most notably from Mason Street – are somewhat screened by the existing grove of cypress trees planted in 2000. Because the trees have been limbed up, it is possible to see through the grove to the building site from Mason Street. However,

only the lower part of the southern section of the building would be visible 250 feet away from the street. The cypress trees dominate the foreground.

Based on the design, materials, location, and screening of the facility, it would not create an adverse visual impact.

7.4 Cultural Resources

Existing Conditions Given the historic and pre-historic use of the shore, marsh, and land area at and in the vicinity of the proposed project, there is the possibility of archaeological and historic cultural resources being present. This area is considered archaeologically sensitive to the discovery of prehistoric sites. When much of Crissy Field was a marsh there was a raised area known as Strawberry Island in the vicinity that was isolated during high tide. It was named after the plentiful native strawberries that were collected there.

During the Crissy restoration project (1999-2000), subsurface testing with backhoes was conducted on select parts of the restoration area, depending on the degree of ground disturbance that would occur during earthwork. Locations such as alluvial fans at the confluence of marsh and freshwater streams, around Strawberry Island, and at upland locations along the marsh sloughs were considered for subsurface archaeological survey, but the northeast area was not investigated because of a low level of impact from the reworking of Crissy Field. With regard to historic period archaeological sites, the Presidio National Historic Landmark District inventory includes one predicted historic archaeological property in the area of project effect, Feature "F-29:Herman's House (1866-1890)", one of several non-military habitations (military reference to "squatters") around the east and west edges of the Presidio during a period when the reservation's boundaries were unclear. As shown on maps and photographs of San Francisco's 1915 Panama-Pacific International Exposition (World's Fair), the Oregon State Building and the New York State Building were located in what is now the east end of the East Beach parking area where the project is proposed.

Over the last century, human activities have disturbed the land surface and subsurface at the project site to an unknown extent. This disturbance includes construction of the 1915 International Exposition buildings and, later, of US Army buildings on the site, installation of a 24-inch storm drain, excavation and removal of soil by the US Army to remediate site contamination, and construction of the East Beach parking (including grading and installation of under drains). The Crissy Field restoration project included placing 2-4 feet of fill to create the East Beach turf and paved parking areas.

Conditions with Project There are no above-ground cultural resources visible at the proposed project site. The trench for utility connections would be approximately 36-inches deep and would follow the edge of an existing compacted crushed stone path for most of its length. The trench would not represent a major ground disturbance. However, unknown cultural resources may be encountered during the trenching to install utilities. The pad for the building would be at or above the current grade, so there would be no sub-grade disturbance and no impact on any cultural resources at the pad site.

Impact Analysis and Conclusions The proposed project area has experienced considerable disturbance in the past, including work during the Crissy Field improvements and remediation of various

contaminated sites in what is now the East Beach parking area. Based on the disturbance history of the proposed project site, it is unlikely that cultural artifacts will be found. However, prior to construction of the utility trench, test trenching will be undertaken to verify this expectation. In addition, a monitor will be onsite during the excavation to watch for and properly treat any cultural resources that might be discovered.

7.5 Services and Resources

Existing Conditions At the current CFC facility, the CFC relies on US Park Police and the Presidio Fire Department for public safety and fire protection. Back-up police and fire services are provided by the City. The facility uses telephone, potable water, sewer, electric, and gas services provided by the Presidio Trust and local providers. The same police and fire services are provided at East Beach as at the current building. Water, sewer, and electric service are provided to the restroom facilities at the west end of the overflow parking, unrelated to the proposed project. Otherwise, utilities currently are not available at the relocation site.

Conditions with Project The temporary facility in the East Beach area would rely on the same providers for the same services and utilities as are used at the CFC's current building. There is no increase in programs or participants in programs, so no increase in demand is expected. At the East Beach site, utilities would need to be brought to the facility. These would be underground.

Impact Analysis and Conclusions Demand for services and utilities is unlikely to increase above that required at the existing CFC facility. Use of energy resources would decrease because the building would be smaller than the current facility and built to the latest energy-efficiency standards. In addition, funding is being pursued to deploy alternative energy systems to further reduce resource consumption as compared to the present facility.

Therefore, it is expected that the temporary facility would decrease, not increase, service or utility demand as compared to the current facility.

7.6 Site Contamination

Existing Conditions Soil contamination occurred in the vicinity of the proposed project during the US Army's tenure at the Presidio, when there were various buildings located in the East Beach vicinity (known as the DEH site). This contamination was identified, excavated, and removed for disposal. A final soil remediation closure report was issued in 1999.

Conditions with Project The area within which the temporary CFC would be located has been evaluated for soil contamination and remediated. The proposed building will be built on a concrete pad that will be at or above current grade and the utility trench from Mason Street to the site will be about 36 inches deep. Because the area has been evaluated and remediated, no contamination is expected to be encountered during construction of the proposed project.

Impact Analysis and Conclusions No contamination is known to remain at the site or in the vicinity. No sampling or special precautions are required with regard to the potential for hazardous contamination to be encountered.

7.7 Energy Use

The temporary facility would be built to modern standards and would be more energy efficient than the existing CFC building. The building is also smaller, which reduces energy use. If any of the energy-related elements (solar hot water, photovoltaic system, living roof, or wind turbines) are installed, this would further reduce energy demand.

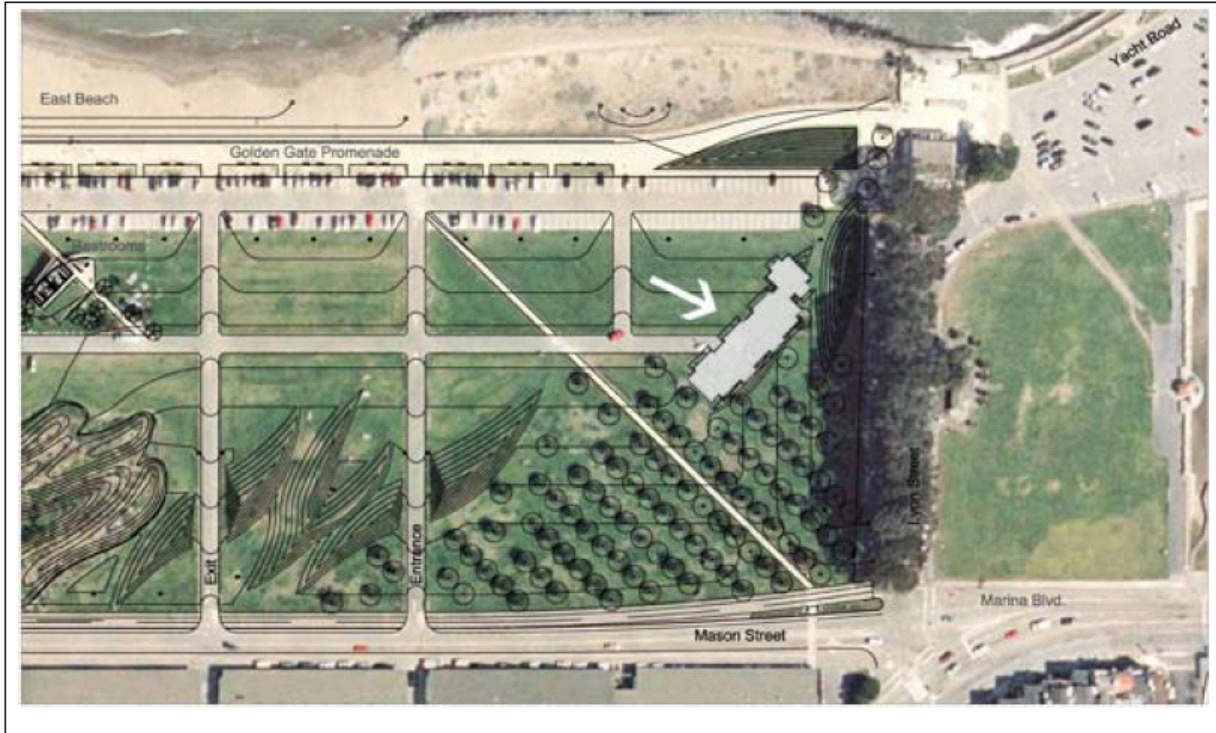
8.0 Cumulative Impacts

There would be no change in the level of activity occurring at the relocated CFC as compared to its current location, and no increase in the demand for services or utilities by the CFC. There would be no increase in personnel or facility patrons. The increase in parking demand at the East Beach parking area as a result of relocating parking demand from the existing CFC location is minor, especially considering the existing volume of parking available at East Beach and in the immediate area around and near Crissy Field. The only known activity that would contribute to impacts in the area is the Doyle Drive construction. However, relocation of the CFC is impact neutral, essentially being a shift in location of existing impacts. Therefore, there would be no contribution of the relocation project to any significant cumulative impact in the vicinity.

9.0 Conclusion

Development and use of a temporary CFC facility at East Beach would have an overall neutral impact as compared to its current location. It would not affect public access to the Bay or to any park amenities. Visually, the facility would be consistent with the East Beach setting, would be screened from all but one cardinal direction, and would be non-intrusive. Traffic would not increase as a result of relocating. Using a part of the existing parking at East Beach for the facility footprint and the added demand for parking resulting from CFC staff and patron use would not increase the frequency with which the parking is at maximum capacity. Cultural resources are not known to exist in any area that would be disturbed by the project; but monitoring of the utility trenching by a qualified professional would ensure that any cultural resources that might be uncovered are dealt with properly. The need for services, such as police and fire, and resources, such as water, sewerage, and electricity, would remain the same or be reduced at the East Beach location. Construction would not encounter any contaminated soil. Energy needs would be less because the building would be smaller and built to higher energy-efficiency standards. Also, electricity may be generated capturing solar and wind energy. With regard to cumulative impacts when considering other activities occurring in the area, most notably the Doyle Drive construction, the relocation would make no contribution to cumulative impacts.

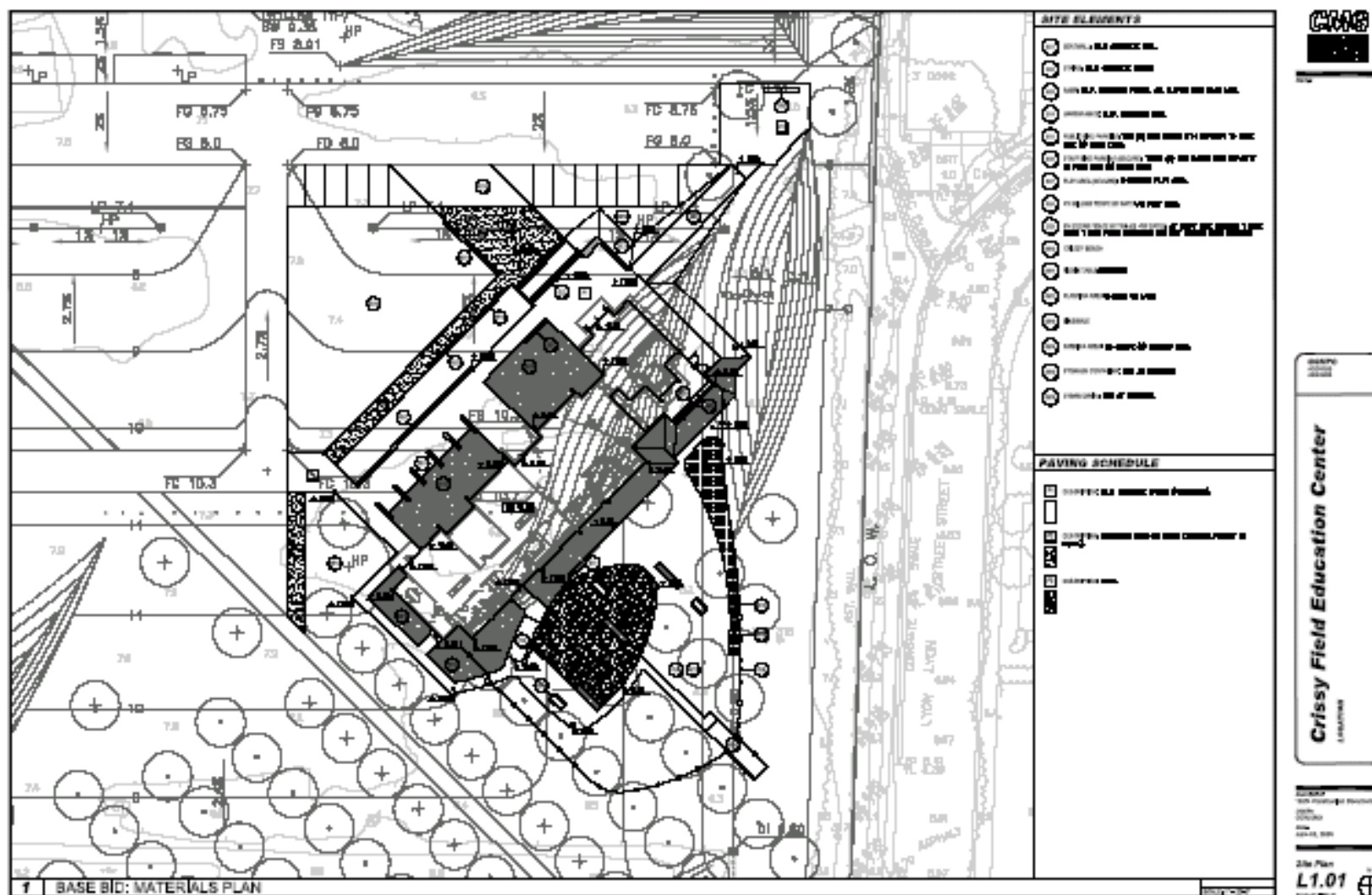
Attachment 1 – Aerial View of Temporary CFC Location



The photograph is oriented with north at the top. Black lines indicate topography, the proposed building, and planted trees.

The proposed temporary CFC building is shown as a solid shape, and indicated by an arrow. Not shown is the forecourt to the building that would include access paths and an assembly/seating area to support visitor and educational program needs. (However, see Attachment 1a, which shows the forecourt area.) The tight clusters of parallel lines north of Mason Street and at the rear of and north of the building site indicate the locations of existing berms. Existing planted cypress trees set at 45 degrees to Mason Street are indicated by the parallel rows of circles. The interior road network of the parking area is visible as a grid. Paved parking is at the north edge of the parking area. The flat green areas within the East Beach parking area are unpaved overflow parking. An existing restroom is located at the opposite end of the parking area from the proposed CFC building.

Attachment 1a - DRAFT Site Plan (Subject to Revision)



Attachment 2 – Rendering of Temporary CFC Buildings at East Beach



The viewpoint is near the entrance driveway into the East Beach parking area. The road leading toward the building is an existing roadway within the overflow parking area, which is the turf area in the foreground. The tall eucalyptus trees behind the building are at the parks' eastern boundary, about 80 feet behind the building. To the viewer's right is an existing planted cypress grove that extends to Mason Street. The path on which the bicyclist is riding (near the tree in front of the building) is an existing crushed stone path across the temporary parking area. Cars parked at the east end of the existing paved parking area are seen on the left. Beyond the cars and the berm behind them is the orange tile roof of the St. Francis Yacht Club, about 500 feet beyond the cars.

The rendering does not show the 60-foot wide forecourt area that would be paved with concrete and crushed stone, landscaped, and include concrete block benches for CFC users and visitors.

Attachment 3 – Helical Wind Turbines

Helix Wind, Inc.'s *HelixWind Model S594* (left) and the smaller *HelixWind Model S322* (right) as seen on the firm's web site: <http://www.helixwind.com/>



A decision to install helical wind turbines as part of the proposed project has not been made. The potential impact of helical turbines is limited to visual impacts, impacts to birds and bats, and noise generation. Visual impacts are considered in the Visual Environment discussion of this report. Because a helical wind turbine presents a small cross section and is highly visible to birds and bats, it would not pose the same risks to birds or bats as the more common windmill turbine, which has a wide area across which its blades sweep. No conflict exists between a helical turbine and birds or bats. When operating, helical turbines are quiet, generating less than 5 decibels above background sound levels. This level of noise is compatible with the location, which has background sound from wind, streets and parking, and wave wash from the bay.