

areas are to be retained for park uses and therefore, this alternative would not be in conflict with this policy. The alternative would also accommodate a possible expansion of Crissy Marsh as called for in *Bay Plan* Map 4 Policy 27. The Presidio Parkway Alternative would improve access to the Presidio and indirectly improve access to those recreational opportunities available along the Bay.

*Building Restoration Phase IIB and III, Palace of Fine Arts.* The Presidio Parkway Alternative would be inconsistent with the proposed entry dropoff/turnarounds at the north and south ends of Palace Drive.

Both the Diamond and Circle Drive Options would reconfigure Palace Drive so that it directly intersects with Richardson Avenue and operates as a one-way street in the northbound direction. Palace Drive would no longer connect to Lyon Street; rather Lyon Street would become one-way from Richardson Avenue and connect to Bay Street. The project sponsors would coordinate with the city and county of San Francisco Recreation and Park Department on the proposed design options for Palace Drive.

#### *Avoidance, Minimization, and/or Mitigation Measures*

Coordination with the Trust regarding location and duration of work in the Presidio would be carried out whenever feasible. Building removal associated with the build alternatives which is in conflict with the development plans of the PTMP would require an amendment to the plan prior to implementation of the alternative. See the discussion under Relocation for more information regarding building removal.

### **3.2.2 Parks and Recreation**

This section summarizes the type and location of park and recreational facilities within the study area. In addition, potential impacts and mitigation are presented.

#### ***Regulatory Setting***

The *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA) both require the analysis of potential impacts to parks and recreational facilities. Impacts can be physical in nature (actual taking or encroachment on the facility) or it can be related to the users' enjoyment of the facility (increased noise, decreased safety, etc.). In addition to these analyses, the Federal Highway Administration (FHWA) also requires a separate impacts analysis of parks and recreational facilities if certain conditions are met.

Specifically, Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 provides protection to certain publicly used lands and historic sites. Under Section 4(f), FHWA shall not approve any program or project which requires the use of any publicly owned public park, recreation area,

or wildlife or waterfowl refuge, or a site of any land from an historic site or national, state, or local significance unless:

1. There is no feasible and prudent alternative to the use, and
2. All possible planning to minimize harm resulting from such use is included.

Section 6(f) of the *Land and Water Conservation Funds Act* requires that any park or recreational land which was purchased with Land and Water Conservation Funds be replaced in-kind. There are no Section 6(f) lands in the Doyle Drive study area. Chapter 7 presents a Section 4(f) analysis as it relates to some of these facilities.

### ***Affected Environment***

Within and adjacent to the Presidio, recreational areas are managed by different agencies. The National Park Service (NPS) manages Area A of the Presidio (the beaches on the coast and bay) in addition to other surrounding open space areas. The city and county of San Francisco manage Julius Kahn playground, which is located within the Presidio boundaries. The city and county also manage Mountain Lake Park, the Marina Green and Palace of Fine Arts, all of which are located outside of the Presidio. The Presidio Trust (Trust) manages all other recreational facilities within the Presidio.

A wide range of outdoor recreation facilities are currently provided in the Presidio including court and field sport facilities (such as tennis courts), a golf course, playgrounds, picnic areas, trails, a group campground, and beaches. In addition, there are various sport complexes ranging from baseball fields, basketball courts, volleyball courts, and multi-use fields spread throughout the Presidio (see **Exhibit 3-4** on the following pages).

Specific park and recreational facilities which may be located within the general construction area of the Doyle Drive Project include:

**Letterman Pool** (Building 1151) - Built in 1945 (World War II Period), this one-story structure houses an indoor pool. It is currently administered by the YMCA and it is available to the general membership of the YMCA.

**Letterman Gym** (Building 1152) - This building continues to be used as a gymnasium administered by the YMCA. The gym is reserved for group activities (e.g., basketball and other group sports) by the YMCA, but it is not open to individual YMCA members or members of the public.

**Commissary** (Building 610) - The former home of the Presidio commissary; this building is currently occupied by the discount sporting goods retailer, Sports Basement. The building has been identified in the *Presidio Trust Management Plan* (PTMP) as a possible future site for a museum.

**Bicycle and pedestrian facilities** - Currently there are nearly sixty kilometers (thirty-seven miles) of trails available for recreational use within the Presidio, including 17.7 kilometers (eleven miles) of bicycle trails, 9.6 kilometers (six miles) of multi-use trails, and 32 kilometers (twenty miles) of walking/hiking trails (Trust, 2002). In addition, there are approximately sixteen kilometers (ten miles) of unofficial social trails created by park users. Bicyclists are permitted on designated multi-use trails and paved roads. Several routes of the San Francisco Bike Route System traverse the Presidio; these include routes 2, 4, 55, 61, 65, and 95. Two of the most heavily used trails are the Crissy Field Promenade, which follows the alignment of the San Francisco Bay Trail along Crissy Field to Fort Point, and the California Coastal Trail, which links the Presidio with the California coastline (Trust, 2002). Other designated trail corridors which cross the Doyle Drive corridor include the Presidio Promenade, Park Boulevard Trail and the Tennessee Hollow Trail. In addition, several roads with bicycle and pedestrian paths are located in the general project study area, including Lincoln Boulevard, McDowell Avenue/Crissy Field Avenue, Bank Street and Halleck Street.

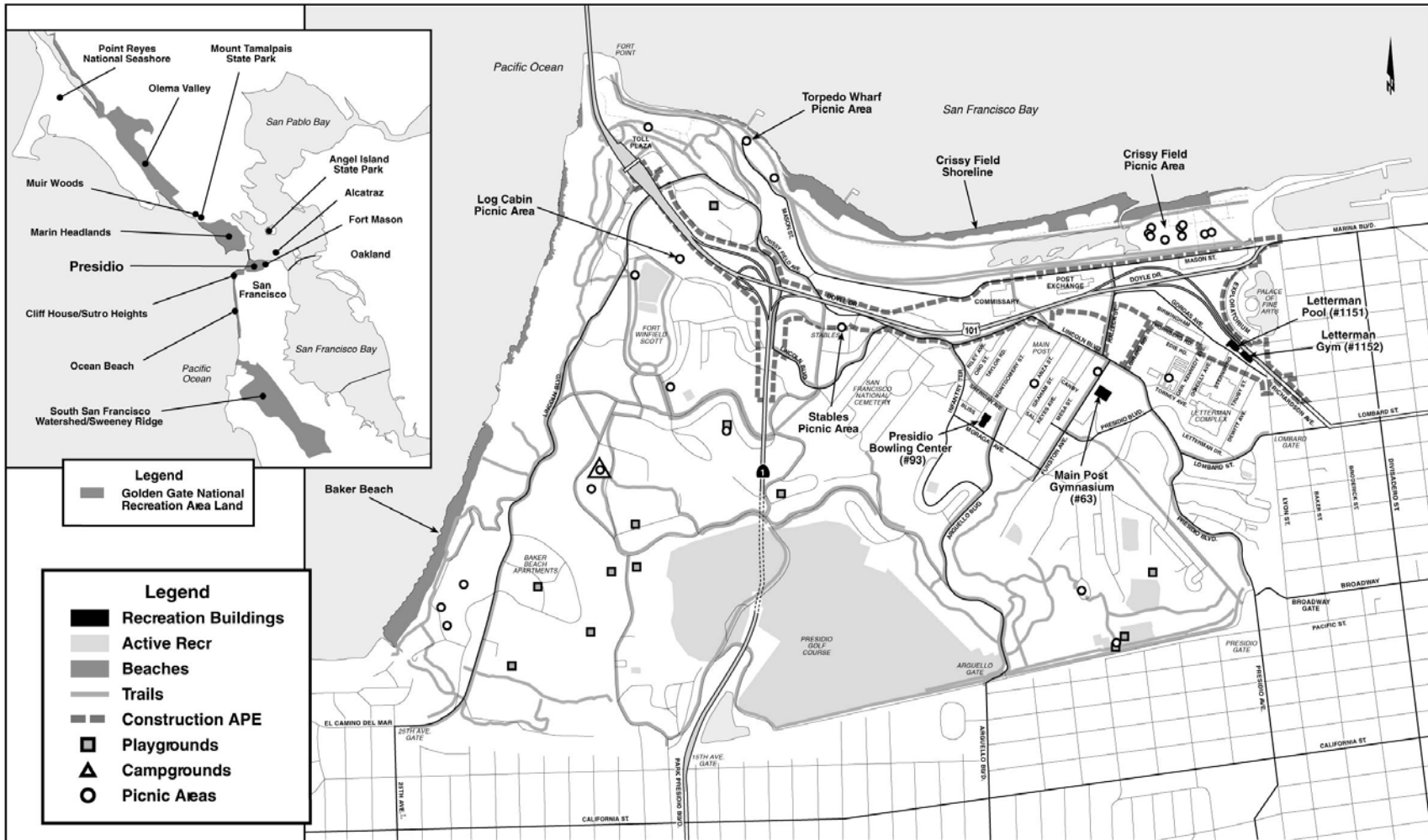
**The Palace of Fine Arts and Exploritorium** - The Palace of Fine Arts is a reconstruction of an exhibit space and outdoor recreation area that was built in 1914-15 as part of the Panama-Pacific International Exhibition and today includes a rotunda, colonnades and lagoon. The Exploritorium, a museum specializing in science, art and human perception is located in the large exhibit hall that curves along the backside of the rotunda and colonnades. These unique features are not located within the boundaries of the Presidio but just to the east of the Park. The Palace of Fine Arts is surrounded on the north, west and southwest by Doyle Drive (the approaches to the Golden Gate Bridge): one from Marina Boulevard and one carrying US 101 from Richardson Avenue. The Palace of Fine Arts and Exploritorium are regional and tourist destinations.

**East Parking Lot and Gift Shop** - This parking area, located immediately south of the Golden Gate Bridge toll plaza, has a range of visitor services, including a café, gift center, gardens and an array of scenic vistas. Parking is metered (\$.25 per 15 minutes), with 81 spaces, three of which are designated for visitors with disabilities that have disabled placards. There are five spaces for tour buses. On weekends and holidays only, additional parking is available in a nearby satellite lot on the southwest side at a rate of \$5 per day.

### *Temporary Impacts*

Temporary impacts to park and recreational resources and their users are primarily the result of short-term road closures and intermittent increases in noise levels due to construction activities associated with the build alternatives. Although there would be an increase in noise levels at Crissy Field and along the

### Exhibit 3-4 Recreational Features in the Presidio



bicycle and pedestrian paths adjacent to the construction corridor, the use of these areas will not be impaired (see the Noise and Vibration section later in this chapter).

The following identifies specific temporary impacts by alternative:

#### Alternative 1: No-Build

The No-Build Alternative would not temporarily affect any recreational facilities within the Presidio.

#### Alternative 2: Replace and Widen

Temporary impacts resulting from Alternative 2 are generally the same for both build alternatives (see below) with the exception of noise impacts at the Crissy Field Center.

With the possible exception of pile driving construction, noise levels would be in the range of 85-90 dBA within fifteen meters (fifty feet) or the corridor. The Replace and Widen, Detour Option would likely have the greatest construction noise impacts on the Crissy Field Center due to the actual construction of the detour, which would be placed in close proximity to the Center. To minimize construction noise impacts during the construction phases of this project, management of the Crissy Field Center and the construction contractor can aid in reducing or eliminating potential noise impacts by careful coordination between noisy construction activities and noise sensitive Center activities. See the Noise and Vibration section for more detail of noise impacts.

#### Alternative 5: Presidio Parkway

Temporary impacts resulting from Alternative 5 are the same for both build alternatives. Impacts are discussed below.

#### Alternative 2: Replace and Widen and Alternative 5: Presidio Parkway

Temporary impacts for both alternatives would be the same. Construction activities would require the periodic closure of various roadways including portions of McDowell Avenue, Crissy Field Avenue, Lincoln Boulevard, Halleck Street, and Marshall Street. In addition, for the Presidio Parkway Alternative, Halleck Street would be closed for most of the construction period. Detours would be available and signage would be provided to direct bicyclists and pedestrians to the alternate routes. Bicycle and pedestrian access across the Doyle Drive corridor would be maintained via Marshall Street, Crook Street, McDowell Avenue/Crissy Field Avenue, at the Lincoln Boulevard/Park Presidio Interchange, and at the Lincoln Boulevard/Golden Gate Bridge Toll Plaza. Bicycle and pedestrian access to the Palace of Fine Arts from Palace Drive would be unavailable during the construction of either the Diamond or Circle Drive options both of which require the reconfiguration of the street. Access to the Palace of Fine Arts would still be available from Bay and Baker Streets.

### ***Permanent Impacts***

Permanent impacts resulting from the implementation of the proposed project are summarized below:

#### **Alternative 1: No-Build**

The No-Build Alternative would not have any affect on recreational facilities within the Presidio.

#### **Alternative 2: Replace and Widen**

The Replace and Widen Alternative - No-Detour Option would require an additional 0.9 hectares (2.2 acres) of parkland for right-of-way while the Detour Option would require an additional 0.6 hectares (1.5 acres) of parkland. In addition, the Detour Option would require the removal of Building 610 which has been designated for reuse as a museum although other potential sites for museum facilities are identified in the *Presidio Trust Management Plan* (PTMP) including the former aircraft hangers along the western portion of Crissy Field.

#### **Alternative 5: Presidio Parkway**

The Presidio Parkway Alternative – Diamond Option with the Loop Ramp would require an additional 4.6 hectares (11.4 acres) of parkland for right-of-way interest, while the Circle Drive Option with Loop Ramp would require 4.5 hectares (11.1 acres). The implementation of the Merchant Road Slip Ramp would require 0.5 hectares (1.2 acres) in addition to the area required for either Parkway option. The Circle Drive Option would also require the removal of the YMCA swimming pool (Building 1151). A total of 1.8 hectares (4.4 acres) of land area located over the tunnel segments would be made available as parkland.

The reconfiguration of Palace Drive associated with either the Diamond or Circle Drive options would alter the access to Palace Drive which would connect directly with Richardson Avenue and operate as a one-way northbound street. It would no longer connect with Lyon Street on the southern end. Bicycle and pedestrian would not be limited along the reconfigured Palace Drive. In addition, a pedestrian overcrossing would provide a direct connection between Palace Drive and Mason Street in the Crissy Marsh area.

### ***Avoidance, Minimization, and/or Mitigation Measures***

Coordination with the Trust regarding location and duration of work in affected park and recreation facilities would be carried out whenever feasible. The project proponent will keep the public informed of recreation impacts during the construction process. Specific mitigation measures to minimize possible construction noise related impacts are outlined later in this chapter as part of the Noise and Vibration discussion.