

# Community & Visitor Services

## ~ Transportation ~

### Trust Vision

*Provide for availability of and access to resources and appropriate services and amenities to address the needs of Presidio visitors, tenants, and residents*

### What the GMPA Says

- An environmentally responsible transportation strategy will be implemented to minimize private automobile use and increase the availability of public transit, pedestrian, and bicycle travel options.
- Several steps will be taken to improve the connections between the Presidio and existing city roadways and transit systems.
- Parking strategies (e.g., reduced # of spaces, fee parking) will discourage auto use. Parking spaces to be reduced from 13,032 to 8,386 spaces by 2010.
- Traffic increases will be minimized through an effective public transit program and roadway and intersection safety improvements.
- A total of 11 miles of hiking trails and 14 miles of biking routes will be designated.



- Provide future direct access from Doyle Drive.

### Changed Circumstances and New Opportunities

- Most of the transportation ideas and concepts identified in the GMPA are currently being implemented.
- Changes in traffic flow and demand have occurred due to overall regional growth.
- Doyle Drive reconstruction planning is underway.



- Underground parking is the design solution at the Letterman site; it could also be considered elsewhere on the Presidio.
- A bus management plan has been identified as a need since 1994.

# Community & Visitor Services

~ Transportation ~

## Proposed Planning Principles

### Alternative Transportation Opportunities

Promote public transit, pedestrian, and bicycle travel to and within the park to improve recreational opportunities and enhance environmental quality. Connect the Presidio into a regional transit network to provide for the transportation needs of park visitors, employees, and residents. (GMPA)



### Parking Management

Design and site parking areas to serve Presidio activity centers. Manage parking and automobile use to reduce impacts on the site's historic, recreational, and natural features and preserve its open space qualities. Avoid creating adverse parking conditions in adjacent neighborhoods. (GMPA)

### Roadway Improvements

Simplify the roadway network. Ensure that improvements minimize impacts on resource values and do not encourage through-traffic. (GMPA)

## ~ Questions to Consider ~

*(Send us your ideas - see the response sheet at the end of this booklet)*

1. How can traffic be managed at the Presidio?
2. How might parking needs be accommodated (e.g. surface, underground, structure)?
3. What parking management strategies could be considered to discourage auto use?
4. What are other issues or concerns about transportation at the Presidio?

# Sustainability

## ~ Finance and Management ~

### Trust Vision

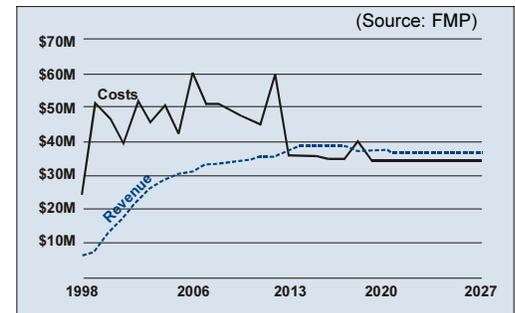
*Sustain the Presidio indefinitely as a great national park in an urban area. Manage the Presidio to ensure financial resources sufficient to achieve the Trust mission and program goals in perpetuity.*

### What the GMPA Says

- NPS and a newly created partnership institution would manage the Presidio.
- The partnership institution would be part of the Department of the Interior.
- The National Park Service would retain primary administrative and management responsibility for the Presidio.
- The Presidio's rehabilitation and long-term operations would be financed through a combination of public and private financial sources with significant reliance on philanthropy.
- Between \$13 and \$25 million would be appropriated by Congress annually for the Presidio.
- \$490 million would be needed for long-term implementation of the GMPA.
- Anchor tenants (6th U.S. Army and UCSF) would provide significant revenue and capital funding.

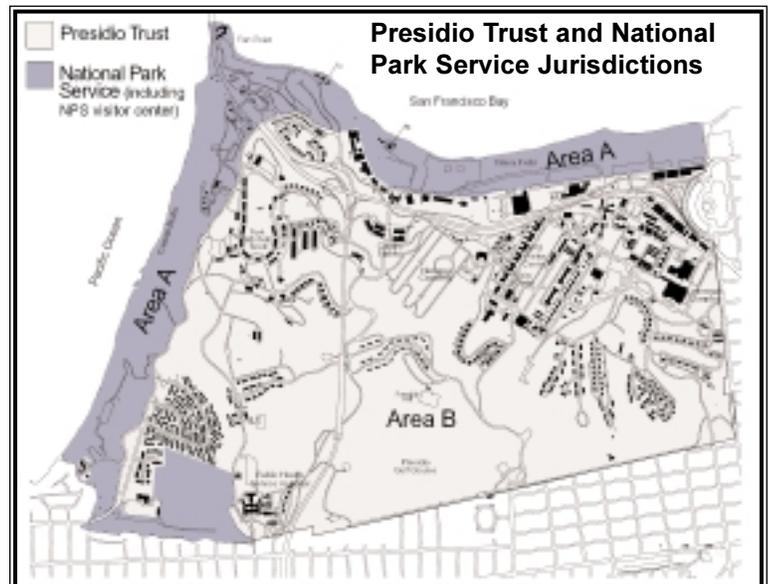
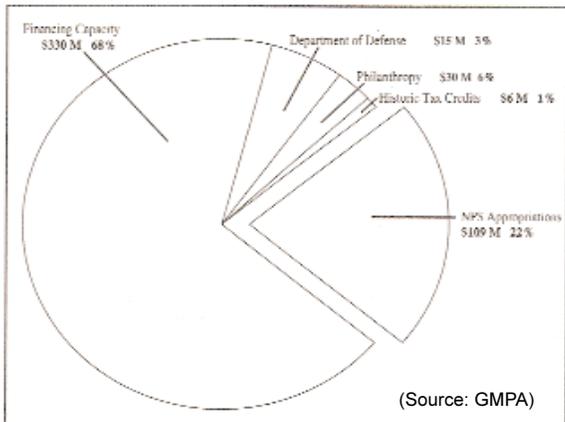
### Changed Circumstances and New Opportunities

- Establishment of Presidio Trust and Areas A/B.
- Presidio Trust required to achieve financial self-sufficiency, without government funds, by 2013. Congress projected \$741 million for development and \$40 million/year for operations.
- Trust given administrative and management responsibility over interior portions (80%) of the Presidio. NPS retains authority over coastal portions (20%).
- Trust created as entity apart from Department of the Interior.
- Trust has new set of tools and constraints for finance, management, and revenue generation.



#### PRESIDIO REPAIR AND REHABILITATION COSTS

(Capital Costs)



# Sustainability

## ~ Finance and Management ~

### Proposed Planning Principles

#### **Financial Sustainability**

Ensure a sustainable future by generating sufficient revenues to achieve financial self-sufficiency at year 2013 and beyond. Revenues should support visitor programming, rehabilitation, and long-term maintenance of buildings, landscape, and open space, and the development of a program endowment and adequate reserves. (New)



#### **Leasing**

In managing and leasing non-residential properties, consider the extent to which tenants contribute to the implementation of plan objectives; enhance the financial viability of the Presidio; and facilitate the cost-effective preservation of historic buildings through reuse of such buildings. (New)

#### **Tenant Selection**

Ensure reasonable competition for leasing opportunities. Foster a diversity of non-residential tenants. Offer a variety of leasing opportunities at a range of rental rates. (New & GMPA)

### ~ Questions to Consider ~

*(Send us your ideas - see the response sheet at the end of this booklet)*

1. What factors should the Trust consider in defining financial self-sufficiency?
2. What is an appropriate tenant mix to achieve the Trust mission and meet financial sustainability goals?
3. What criteria should be used for park partner selection? Are some criteria more important than others?
4. What performance standards, guidelines, policies should the Trust consider adopting for the management of the Presidio?

# Next Steps

Comments concerning the plan update and scope of the environmental review must be received by November 15, 2000. But the sooner we hear from you the better! Please join us at the next two scoping workshops:

## **Financial Planning Concepts**

September 13, 2000

6-9 p.m.

The Golden Gate Club, Presidio

## **Presentation of Conceptual Alternatives**

October 11, 2000

6-9 p.m.

The Golden Gate Club, Presidio

# Response Form

The Trust would like your input on materials in this workbook and any comments, questions or concerns to be considered in the plan or EIS. Please feel free to respond here and add separate sheets of paper if needed.

**Please send to:**

***PTIP***

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