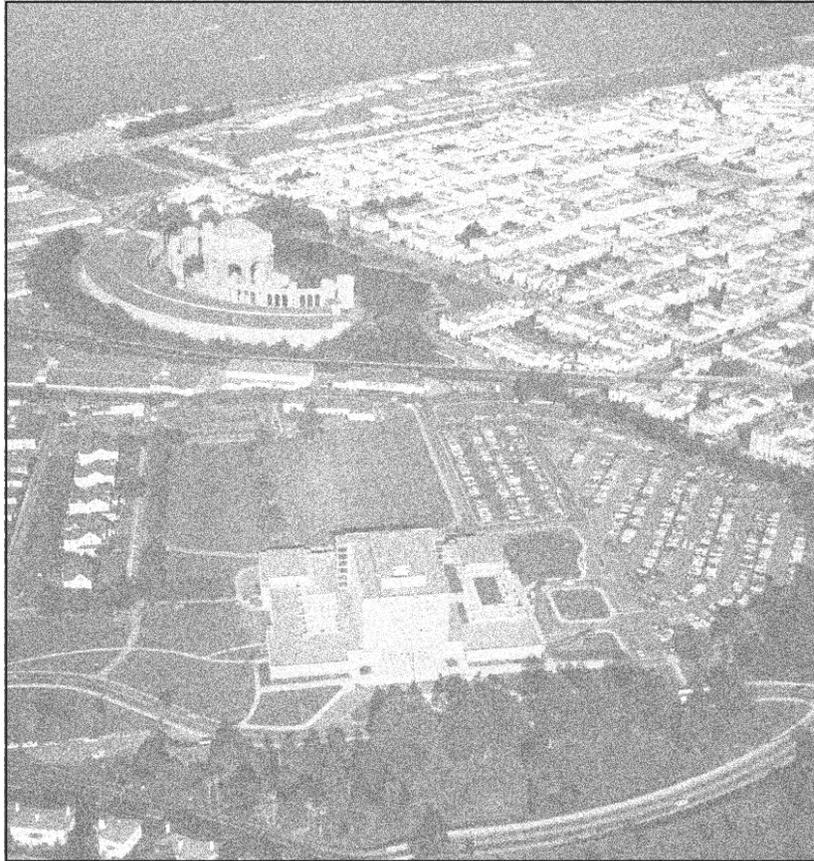


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**G. ADDITIONAL INFORMATION ON PAST PRESENT AND  
REASONABLY FORESEEABLE FUTURE ACTIONS**

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G .   A D D I T I O N A L   I N F O R M A T I O N   O N   P A S T ,   P R E S E N T ,   A N D  
R E A S O N A B L Y   F O R E S E E A B L E   F U T U R E   A C T I O N S

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This appendix provides background information on the past, present, and reasonably foreseeable future projects identified in Table 9 and referenced throughout the cumulative impact analysis in Section 4. Projects are discussed by lead agency in the order presented in Table 9.

### ***Presidio Trust***

#### 15 HISTORIC BUILDINGS (MAIN POST)

The Presidio Trust has initiated leasing efforts for the following 15 historic buildings at the Main Post:

- *Garrison Headquarters, Building 220* – A distinguished concrete office building overlooking the Letterman Complex and Crissy Field, approximately 22,000 rentable square feet available for lease. The Trust is developing this building as a multi-tenant office facility.
- *Former Barracks and Office, Building 35* – Approximately 60,000 rentable square feet, plus a basement of 3,000 rentable square feet. This building would also be rehabilitated for office use.
- *Victorian Barracks, Building 36* – Approximately 7,000 rentable square feet. The Trust is developing this building as a multi-tenant office building.
- *Victorian-Style Office, Building 37* – Approximately 20,000 rentable square feet. This building would be rehabilitated for office use.
- *Sixth Army Headquarters, Building 38* – A concrete structure of approximately 58,000 rentable square feet. The historic building may include the following uses: offices; classrooms; small conference and meeting facilities; educational facilities; and workshops.
- *Sixth Army Headquarters, Building 39* – The building totals approximately 55,000 gross square feet. The historic building would include the following uses: offices; film production; small conference and meeting facilities; and workshops.
- *Three Connected Victorian Buildings with Distinctive Wood Siding Exteriors, Buildings 85, 86, and 87* – Approximately 18,000 rentable square feet. These buildings would be rehabilitated for office use.
- *Main Post Theater, Building 99* – The space available in this historic building totals approximately 15,000 gross square feet and may be expanded by an additional 35,000 gross square feet for theater uses for the exhibition of predominantly “independent films” and audio-visual presentations, performance art, live entertainment and conferences, and for a restaurant, retail museum and library store.
- *Presidio Chapel, Building 130* – For six decades the home to many memorable ceremonies, approximately 2,800 rentable square feet, plus a basement of 2,700 rentable square feet. The chapel would be reused for religious activities and special events.
- *Three Distinctive Former Officers Residences from the Early Days of the Presidio, Buildings 8, 9, and 10* – Approximately 3,300, 3,300, and 3,800 rentable square feet, respectively. Long-term leasing is on hold. The GMPA envisions lodging or residential use in these buildings.



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
R E A S O N A B L Y F O R E S E E A B L E F U T U R E A C T I O N S

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- *The Presidio Officers' Club, Building 50* – A tenant is being sought to rehabilitate and operate 24,500 rentable square feet within the building for uses which may include restaurant, catering, meeting and conference, exhibit, and performance. The Officers' Club is envisioned as a special place for assembly and dining, a destination for area residents and the Presidio community, and a landmark of the Presidio's history.

These buildings were offered for leasing through three competitive leasing efforts. In March 1998, the Trust issued the Request for Qualifications (RFQ) to Lease building 39 at Historic Main Post and the RFQ to Lease building 99 at Historic Main Post. In September 1998, two more RFQs were issued: the RFQ for Multi-Tenant Space and Buildings for Lease at the Historic Main Post and the RFQ for a Unique Opportunity to Lease, Rehabilitate, and Operate the Presidio Officers' Club. The current status of these leasing efforts are that buildings 39, 220, and 36 are leased and will complete rehabilitation in the first quarter of 2000. Leasing efforts for buildings 8, 9, 10, and 50 have been suspended as qualified tenants were not identified through the RFQ process. The Trust is in the process of negotiating business terms for the other transactions. All rehabilitation work proposed for interior and exterior modifications as well as site improvements, landscaping, and code compliance must be sensitively designed to preserve the character of the property. Each building will be rehabilitated by either the Trust (buildings 36 and 220) or tenants in a manner that complies with the *Secretary of the Interior's Standards for Treatment of Historic Buildings* (NPS 1992a).

*References – Request for Qualifications to Lease Building 39 at the Historic Main Post* (Presidio Trust 1998g); *RFQ to Lease Building 99 at the Historic Main Post* (Presidio Trust 1998h); *RFQ for Multi-Tenant Space and Buildings for Lease at the Historic Main Post* (Presidio Trust 1998i); *RFQ for a Unique Opportunity to Lease, Rehabilitate, and Operate the Presidio Officers' Club* (Presidio Trust 1998j)

U N D E R G R O U N D P A R K I N G S T R U C T U R E ( P A R A D E G R O U N D S O R F R E N C H C O U R T  
S I T E S A T M A I N P O S T )

Underground parking represents an approach to the provision of parking necessary to accommodate the needs related to the planned development of the Presidio, while addressing the objective to maximize the open space areas at the Main Post. The feasibility of constructing underground parking at the Main Post is being investigated at two candidate sites: the Parade Grounds and French Court (near the present day Burger King)<sup>1</sup>.

*Parade Grounds* – The ground surface within the Parade Grounds site slopes gently towards the north, approximately at a slope of 3 percent with elevations ranging between 45 and 80 feet. The site is covered with asphalt pavement and is currently used for surface parking. A preliminary exploration program determined that the subsurface conditions at the site are generally very favorable for underground construction, particularly in view of the depth to the groundwater table. A single-level underground parking structure at the site would be approximately 510 feet by 260 feet in plan and could provide 396 parking spaces. A two-level parking garage over the same footprint would provide 706 spaces.

*French Court* – The French Court site is relatively flat, except for the northern portion, where the ground slopes towards the north with a drop in surface from 43 feet to 18 feet over a distance of 70 feet. The ground

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<sup>1</sup> A third site, referred to as the YMCA site, has been rejected from further consideration because it lies within an area slated for the Tennessee Hollow creek restoration. Consequently, it was determined that the site is not appropriate for parking.



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
R E A S O N A B L Y F O R E S E E A B L E F U T U R E A C T I O N S

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conditions at this site are also very favorable for underground construction. However, the site topography would create a situation where the north side of the parking structure would be exposed. A single level of parking at the site would provide for 411 parking spaces. The number of available spaces for two, three, and four levels of parking are estimated to be 732, 1,143, and 1,554 spaces, respectively. Given the proximity of the structure to Doyle Drive, it would be possible that in the future the structure could be directly connected to Doyle Drive.

*Reference – Conceptual Engineering Evaluations and Cost Estimates for Presidio Underground Parking (Dames & Moore 1999).*

P U B L I C H E A L T H S E R V I C E H O S P I T A L ( P H S H ) C O M P L E X

The 36-acre PHSB Complex is located near the 15th Avenue entrance on the southern boundary of the Presidio of San Francisco. The complex has been designated under the Presidio GMPA as one of the “building and activity cores” where building demolition and replacement construction would occur. The PHSB Complex contains approximately 412,000 square feet of building space. Originally founded in 1875 as the U.S. Marine Hospital, today the site contains 17 existing buildings, the largest of which is the former PHSB, which totals approximately 314,000 square feet. The historic hospital building of 192,000 square feet was built in 1932. In 1952, two seven-story wings containing 122,000 square feet were added. There are seven historic residences on the site, four of which are duplexes, totaling 24,000 square feet. Nine other buildings, including dormitories and offices, total an additional 74,000 square feet. All of the residential and nine of the ten other buildings (including the original hospital building) are historic structures that contribute to the Presidio’s National Historic Landmark status. The hospital was closed in 1981 and has been essentially unoccupied (except for limited, sporadic use by the Department of Defense) and not maintained since then.

The Presidio Trust expects that the historic hospital structure might be rehabilitated and the non-historic wings removed. The Presidio Trust Act (Public Law 104-333) allows demolished square footage to be replaced with an equal amount of new construction. Any proposed demolition and replacement construction would be subject to Presidio Trust design review and permitting, and compliance with Section 106 of the National Historic Preservation Act.

In response to its Request for Qualifications issued on February 19, 1999, the Presidio Trust received 16 responses for a range of uses including schools and senior assisted living. The Trust is in the process of evaluating those responses to determine which respondents would be asked to submit detailed proposals, including specific site plans, financing and anticipated tenants.

*Reference – RFQ for a Unique Opportunity to Lease and Rehabilitate the Historic Public Health Service Hospital Complex (Presidio Trust 1999j).*

T W O P L A Y I N G F I E L D S : M O R T O N S T R E E T ( E A S T H O U S I N G A R E A ) A N D P A U L  
G O O D E ( N O R T H O F J U L I U S K A H N P L A Y G R O U N D )

Through a competitive RFQ process, the Presidio Trust leased on a short-term basis two playing fields to two schools in a program that includes access to the fields by other groups. The two fields, Morton Street Field and Paul Goode Field are located in the East Housing area. The Morton Field measures approximately 250 feet by 500 feet. The Presidio Trust upgraded the condition of the field prior to commencement of the lease.



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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Improvements included regrading, sod restoration, and irrigation. The Presidio Trust will maintain the field throughout the term of the lease (including regular mowing, irrigation, and daily trash removal). There is parking for approximately 20 vehicles. Flow from Tennessee Hollow is channeled under the ballfield by one drainpipe at the south end but may exit through more than one outlet at the north side of Morton Street. North and south of the field are dense stands of riparian vegetation. The area has been identified as having future restoration opportunities and may be within the alignment of the Tennessee Hollow riparian corridor. Environmental conditions have been incorporated into the project to coordinate the recreational use of the field in the short term with future restoration planning.

The Paul Goode Field measures approximately 400 feet by 420 feet. The Presidio Trust upgraded the field prior to commencement of the lease. Improvements included irrigation, regrading, installation of new fencing and dugouts, and sod restoration. The Presidio Trust will maintain the field throughout the term of the lease (including regular mowing, irrigation, and daily trash removal). There is parking for approximately 80 vehicles.

*References – RFQ to Lease Playing Fields (Presidio Trust 1999b); Revised Conditions of Approval: RFQ for Morton Street and Paul Goode Ballfields (NPS 1999g)*

P R E S I D I O H O U S I N G ( P R E S I D I O - W I D E )

There are 1,116 units of housing in 21 historic and non-historic clusters in the Presidio, not including barracks and bachelor officers' quarters. The housing stock was built over a 110-year period, beginning in 1862 with the Funston Avenue residences and ending with the apartments built at Baker Beach in 1970. They are distinguishable by their geographic location within the park, the time period in which they were constructed, and the distinctive architectural features particular to each cluster. The housing consists primarily of duplexes or other multi-family buildings with two-, three-, and four-bedroom units. The 1,304 units include 1,116 single-family and multi-family units and 188 units in buildings that formerly served as barracks.

When the Trust took jurisdiction of the Presidio about 400 units were leased, mostly to the Department of Defense for military housing. Since summer 1998, the Trust has repaired and/or renovated residences in order to meet housing demand. The John Stewart Company, the Trust's residential property management agent, has been actively renting units since September 1998. A total of 770 units were occupied as of December 2, 1999. People who work full-time at the Presidio occupy nearly one-third of those residences.

The majority of the rehabilitation of the residences will be phased over an approximately five-year period. Each phase includes the rehabilitation of a specific residential cluster, or group of clusters, defined by the unit type, geographic location, and period of construction.

To date, most of the housing units have only received minor repair and maintenance work to bring them back on line to a leaseable state. Work has included replacing appliances as needed and water heaters, general landscape cleanup, roof and carport repairs, some electrical upgrades, exterior painting, and some seismic improvements, as needed to meet life/safety codes. In the future, work may address critical repairs to basic building systems based upon a physical assessment of the building, and may include seismic and structural retrofit; repair/replacement of mechanical and electrical systems; hazardous material abatement; renovation of



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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kitchens and bathrooms; reconfiguration of space plan; provision of access for disabled people; landscape rehabilitation; and irrigation repair/installation. Rehabilitation would demonstrate the use of energy efficient and environmentally responsible methods and materials. Key planning and architectural goals include:

- Rehabilitating and preserving the housing inventory as national and historic resources;
- Rehabilitating the units to ensure compliance with life/safety standards;
- Utilizing sound construction methods and materials that are consistent with quality management and maintenance standards;
- Utilizing green-building methods and materials that are economically feasible, environmentally responsible, energy efficient, and can be replicated;
- Providing housing to meet the demographic needs of people working at the Presidio; and
- Encouraging the development of dynamic and interactive communities within the residential neighborhoods.

The Presidio Trust's long-term goal is for all of the park's housing to be rented to people who work for organizations located in the Presidio. This program would minimize environmental and traffic impacts, and create a dynamic park community. Housing is available to full-time Presidio employees of all income levels. Until there are enough people working at the Presidio to rent all of its housing, short-term one-year leases are available to other priority groups including federal employees, college students and faculty, and the general public. People who work full-time in the park and earn a combined household income of up to \$45,000 will pay no more than 40 percent of their income to live in the Presidio. To accommodate a full range of housing needs, studios and one-bedroom apartments will be made available through conversions of former barracks and dormitories. In addition, the Presidio will provide low-income housing for a veterans group, Swords to Plowshares.

*Reference* – Presidio Trust housing program documentation. Current leasing status.

W A T E R R E C L A M A T I O N P L A N T ( L E T T E R M A N C O M P L E X )

The Presidio Trust's water reclamation plant would treat water from the Presidio main sewer line to supply irrigation water for park use. The Trust is in the process of soliciting preparing procurement, construction, and environmental review documents for the project. The water reclamation plant would abide by the water quality criteria, treatment processes, treatment reliability, and restrictions for use of recycled water established by the California Department of Health Services presented in Title 22, Division 4 of the California Administrative Code. Two different treatment technologies for the proposed plant are being reviewed:

1. *Membrane Filtration* – This is a relatively new wastewater treatment process that utilizes a differential pressure to draw wastewater through a membrane system. The degree of required water purity would be achieved by using different membranes in series (i.e., the tightest membranes have filtration efficiencies that can remove most salts and nitrogen compounds). After filtering through the membranes, the reclaimed water would be processed through ultraviolet disinfection and ozone for odor removal.



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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2. *Sequencing Batch Reactors* – This treatment technology would use a biological process for treating domestic wastewater flows. Reactors would be grouped so that fluid flow would proceed in a sequence from one to another for primary, secondary, and tertiary treatment. Aerobic digestion, which is more efficient, requires less room, and does not produce odor associated with anaerobic digestion, is being considered to process organic compounds.

The plan is for a multiple-stage project, with the first phase being the design and construction of a 200,000 gallon per day plant. Future phases will be able to treat up to 600,000 gallons per day if such a need is identified. The reclaimed water would be used for irrigation at the Letterman Complex, Crissy Field, and possibly the National Cemetery. The location of the water reclamation plant within the Letterman Complex has not been determined.

*Reference – Water Reclamation Plant Planning Phase Drawing (Presidio Trust 1999h)*

### ***National Park Service***

#### CRISSY FIELD RESTORATION

The National Park Service (NPS) and its non-profit support partner, the Golden Gate National Parks Association, are transforming Crissy Field into a waterfront park for recreation, relaxation, and education. As discussed below, when completed in the autumn of 2000, features of the new Crissy Field will include a shoreline promenade, revitalized native dunes, a 29-acre grassy meadow at the historic airfield, expanded beach, a restored 20-acre tidal marsh, scenic overlooks, family picnic areas, and a community environmental center.

*East Beach* – East Beach serves as the entryway to Crissy Field. A small grove of Monterey cypress trees mark the entrance near Marina Boulevard. The beach is known worldwide as a premier location for board sailing. Beach improvements will include cold-water showers outside a public restroom. A raised landform near the shore will provide a vista point for enjoying the panoramic views and checking water and wind conditions. A surfaced parking area, supplemented by large spaces of reinforced turf, will accommodate 560 automobiles.

*Promenade* – Mirroring the shoreline of the bay, the Promenade will serve as a site for walking, jogging, and strolling. Site improvements will provide a 20-foot-wide pathway of crushed stone flanked by benches and dunes of native plants.

*Tidal Marsh* – A tidal marsh once covered much of the area of present-day Crissy Field. Twenty acres of this marsh, which was filled during many years of military use, is being restored to attract bay wildlife. The shores are being hand planted with native plant seedlings that have been grown in park nurseries.

*Crissy Airfield* – Crissy Airfield was a vital center for the development of military aviation. The grassy airfield will be restored to its historic 1921 design. Planted with native grasses, this 29-acre open field will be available for a wide variety of unstructured recreation uses and small- to medium-sized public events.



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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*West Bluff Picnic Area* – The West Bluff Picnic Area will be a new feature of Crissy Field. Picnic tables, terraced grass landforms serving as windbreaks, and a small amphitheater/seating area will accommodate a variety of public uses. A 160-space parking lot will be screened from the user area by a grassy berm.

*Crissy Field Environmental Education Center* – The Crissy Field Environmental Education Center will be located in a historic building (building 603) near the marsh. The center will offer programs and activities that celebrate the diverse natural and cultural history of the park.

Restoration at Crissy Field is currently underway. Work at East Beach is nearly complete, although parking is currently limited to the asphalt sections while the grass takes root in the areas with turf parking. Construction will begin on the restroom in early 2000.

Most of the 7,000-foot promenade is now paved, providing access from East Beach to Fort Point. The alignment of Mason Street west of the Presidio commissary has been changed to incorporate the historic shape of the airfield. A two-way dedicated bicycle path will also be completed in early 2000.

The 20-acre tidal marsh is now open to the bay. The soil from this excavation is being used to restore the historic airfield and create landforms for the new picnic area west of the Coast Guard Station.

Dunes and other landforms have been sculpted and are being vegetated by volunteers. Roughly 55,000 seedlings from three native plant nurseries within the Golden Gate National Parks have been planted. Nearly 400,000 native plants in all will be used to revegetate the shoreline park.

As a condition of the National Park Service assuming jurisdiction of the Presidio, the Army was required to clean up hazardous substances remaining on the site from many years of military use. Recently, after reaching an agreement with the Army, the Presidio Trust assumed supervision over this task, which is nearly complete.

While the project is underway, limited parking is available at the East Beach. There is temporary parking near the Coast Guard Station at the west end of Crissy Field. However, this parking area will close in early 2000 to begin restoration of the airfield. The East Beach remains accessible for boardsailing.

*References* – *Environmental Assessment for Crissy Field Plan* (NPS 1996d); *Draft Master Plan for the Crissy Field Community Environmental Center* (Golden Gate National Parks Association 1999); Personal communication with Christy Rocca, Director of Programs, Crissy Field Center, Golden Gate National Parks Association, December 9, 1999.

WILLIAM PENN MOTT JR. VISITOR CENTER (BUILDING 102, MAIN POST)

NPS is planning for the seismic retrofit and rehabilitation of building 102 at the Presidio, and expansion of its current visitor center space. Building 102 is one of the historic Montgomery Street barracks. The Presidio Trust Act designated building 102 as the William Penn Mott, Jr. Visitor Center and included it as part of Area A of the Presidio, under NPS jurisdiction. The current visitor space would be expanded to cover the entire front of the first floor, including the theater at the south end. The expansion would provide 1,800 square feet for exhibits (including a prototype interactive kiosk) at the north end; a 1,800-square-foot theater and flexible



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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multi-purpose space; and an 800-square-foot bookstore and sales area. The two 1906 earthquake shacks from the existing Presidio Museum (currently in building 2) would be relocated to the back courtyard of building 102 and a wheelchair accessible ramp from the visitor center to the courtyard would be constructed. The planned rehabilitation would integrate the museum in building 2, which will be closed, with the visitor center. The visitor center would serve as the staging area for most Presidio interpretive tours. The rehabilitation would expand the portion of building 102 used for educational and interpretive programs on the Presidio's history by 4,500 square feet. Seismic retrofit would improve the safety of the Presidio visitor center and administrative offices, and increase the functionality and useful life of a historic structure. The design provides for seismic retrofit through installation of new concrete shear walls. Construction has already begun and is scheduled for completion in 2002.

*References – Building 102 Seismic Project Description (NPS 2000a); William Penn Mott, Jr. Visitor Center and Museum Expansion Project (NPS 2000b); Personal communication with Michelle Rios, Architect, National Parks Service, December 20, 1999.*

### ***City and County of San Francisco***

#### EXPLORATORIUM

The Exploratorium plans a major improvements program at the Palace of Fine Arts that would renovate part of the building's exterior and enhance and expand the building interior. The program would be completed at the end of 2002 and would contain the following components:

- The development of a new front entrance plaza for the Exploratorium and the Palace of Fine Arts at the original entrance to the Palace building at the center of the west side.
- The creation of a large skylit lobby/atrium public space on the axis between the new west entry and the Rotunda areas on the east that would provide direct public access through the building.
- The establishment of a new outdoor exploration space on the west side adjacent to the new entrance plaza. This area would contain interactive natural science exhibits that would take advantage of the natural setting. Access to and from this fenced area would be through the existing Palace building doors.
- A new café and food and beverage facility would be constructed within the Exploratorium space.
- A modification of the Palace Drive and parking area that would eliminate the 46 parallel parking spaces on the west side and displace another 47 spaces for the new entry plaza, outdoor exploration space and loading area. The Exploratorium will request approximately 150 spaces which are available in the Presidio parking area west of Richardson Drive for peak use of the Exploratorium and Palace of Fine Arts, and about 60 parking spaces under the elevated Doyle Drive. Thus, the existing 398 parking spaces would be increased to approximately 515 spaces.
- An extensive remodel of the 107,000-square-foot Exploratorium exhibit space. Approximately 20,000 square feet of new exhibit space would be added, as well as new classrooms, new store, temporary gallery, and a 250-seat theater. A new third-level mezzanine would be created to accommodate Exploratorium



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G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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offices and workshops. A balcony would be created over the former north entrance with access from the second level mezzanine.

- Improvement of the building infrastructure including an upgrade of the structural supports of the Palace building; new foundation to support the existing cement plaster walls; seismic retrofit of the support system; new heating, ventilation, and cooling systems, and upgraded electrical systems. A new drainage system that would drain the west part of the building site and prevent contaminants from entering the Palace of Fine Arts lagoon on the east side.
- The implementation of a transportation program that would minimize bus traffic in the adjacent residential neighborhood. Buses at the Exploratorium and Palace of Fine Arts events would be routed through the Presidio and Doyle Drive.

The Exploratorium currently has about 537,800 annual visitors. The expected increase in attendance would be about 71,800 visitors over the next decade for a total of approximately 609,600 visitors in 2009. A number of special events usually occur in the evenings involving a total of about 34,400 people. It is expected that these events could attract an additional 1,750 people by 2009.

*References – Proposed Concepts for Renovation of Palace of Fine Arts and Additional Space in the Presidio (Exploratorium 1998); Project Description, Exploratorium Improvement Program, Palace of Fine Arts (Exploratorium 2000).*

2 3 6 1 L O M B A R D S T R E E T 1 2 6 - R O O M H O T E L

The hotel project is located at 2361 Lombard Street between Scott and Pierce streets within the Marina district. It is an approximately 26,440-square-foot site that fronts Lombard Street and occupies roughly two-thirds of the Lombard Street block frontage. The site is within an NC-3 (Moderate-Scale Neighborhood Commercial) zoning district. A Preliminary Negative Declaration for the project was published on December 20, 1999. This assessment was appealed and the project is currently on hold. The project would include the proposed demolition of an existing 24-room motel (the Lanai Motel), a 4,400-square-foot restaurant (Baker's Square), an auto repair establishment (Wong's Auto Repair), and a flower stand. A new hotel would be constructed with approximately 102 to 126 hotel guest rooms. The new building would be four stories, approximately 80,152 square feet, and approximately 40 feet in height. The hotel would include ancillary facilities on the ground floor for hotel guests. Such facilities may include an exercise room, a meeting room, lounge, and breakfast room with adjoining kitchen. Between 85 and 102 parking spaces would be provided, with ingress/egress on Scott Street and on Lombard Street. One level of parking would be underground. When completed, the project would have 22 employees and 252 guests (full occupancy).

The proposed four-story building would be modulated along the front façade (Lombard Street), and a portion of the building set back from Lombard Street to form open courtyards adjacent to the main entry. Two possible ground floor (street level) plans are proposed, each with slight variations. The plan chosen will depend upon the number of parking spaces required in relation to the number of guest rooms decided upon, with the ranges noted above. The upper floor levels would also vary slightly depending on the plan chosen.



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**G . A D D I T I O N A L I N F O R M A T I O N O N P A S T , P R E S E N T , A N D  
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*References – Preliminary Negative Declaration for 98.599E – 2361 Lombard Street 126-Room Hotel (CCSF 1999a); Personal communication with Diane Wong, Planner and Agency Contact Person, Major Environmental Analysis Section, Department of City Planning, CCSF, December 2, 1999.*

**1 8 8 0 L O M B A R D S T R E E T R E S I D E N T I A L B U I L D I N G**

The City of San Francisco adopted a Negative Declaration for the project at 1880 Lombard Street, at the corner of Buchanan in the Marina district, on March 19, 1999. The project is located in an NC-3 (Moderate Scale, Neighborhood Commercial) zoning district in a mixed residential and commercial neighborhood. The project includes constructing a 60,600-square-foot building on a 16,500-square-foot lot. The project would include 11,000 square feet of retail at street level, 27 apartment units on the upper floors, and basement parking for 43 cars and three on-grade parking spaces. The residential component of the building would have 26 two-bedroom units and 1 one-bedroom unit on the second and third floors. The commercial use would contain one occupant. The project height would not exceed 40 feet. The building façade would be exterior stucco. The project would be constructed after the demolition of the existing 2,300-square-foot Jack-in-the-Box restaurant with drive through. When completed, the project would have 31 employees and between 54 and 60 residents.

*References – Negative Declaration for 98.523E: 1880 Lombard Street Residential Building with 27 Units plus 11,000 Square Feet Commercial (CCSF 1999b); Personal communication with Alice Glasner, Planner and Agency Contact Person, Major Environmental Analysis Section, Department of City Planning, CCSF, December 8, 1999.*

***Golden Gate Bridge, Highway and Transportation District***

**E L E C T R O N I C T O L L C O L L E C T I O N ( G O L D E N G A T E B R I D G E )**

The Golden Gate Bridge district is planning to install modern, state-of-the-art use of computer technology to improve toll collection, provide better convenience for customers of the Golden Gate Bridge, reduce congestion, and enhance the collection of tolls. Cars would carry transponders that would be automatically read when crossing through the toll lane. The transponder would have a pre-paid balance that would be adjusted with each crossing. The system is designed to work with all other bridges in northern California. The program would allow 1,000+ vehicles per hour through each lane during peak hours, an increase from the current average volume per lane of 550 vehicles per hour. The anticipated launch of the program is in spring 2000.

*References – Golden Gate Bridge, Highway and Transportation District Electronic Toll Collection Project Revised Final Draft Strategic Plan (Golden Gate Bridge, Highway and Transportation District 1999); Personal communication with Maurice Palumbo, Principal Planner, Golden Gate Bridge, Highway and Transportation District, December 14, 1999.*

***San Francisco County Transportation Authority***

**D O Y L E D R I V E R E C O N S T R U C T I O N  
( S A N F R A N C I S C O A P P R O A C H T O G O L D E N G A T E B R I D G E )**

Doyle Drive is 1.5 miles long and is the southern approach of U.S. Highway 101 to the Golden Gate Bridge. It has two San Francisco approach ramps, one beginning at the intersection of Marina Boulevard and the Presidio and the other at the intersection of Richardson Avenue and the Presidio. State Route 1 (Coast Highway) merges



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R E A S O N A B L Y F O R E S E E A B L E F U T U R E A C T I O N S

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into Doyle Drive approximately one mile west of the Marina Boulevard approach. Built more than 60 years ago, Doyle Drive links the city of San Francisco, the Peninsula, Marin County and points north with the Golden Gate Bridge. As part of the primary north-south freeway link in coastal California, Doyle Drive carries over 144,000 weekday travelers, including public transit passengers. The purposes for replacing Doyle Drive are to significantly improve traffic conditions on the roadway and the structural and seismic safety of the roadway. Another essential purpose for replacing the roadway is to enhance the aesthetic quality of the Presidio. Traffic conditions on local roadways would also be addressed in the project.

With its narrow lanes and lack of a median or shoulders, Doyle Drive does not meet current operational standards for safety. If the structure is not replaced, structural degradation caused by age and the effects of heavy traffic and exposure to salt air, may cause the California Department of Transportation (Caltrans) to restrict multi-axle vehicles in the coming years. In addition, the eastern portion of the aging facility's location in a liquefaction zone also presents the potential for the existing structure to fail in an earthquake.

The project area includes sensitive environmental areas such as archeological sites, historically significant buildings and military batteries, endangered and sensitive plant colonies, and a national cemetery. In addition, the roadway is itself designated as historic.

In the early 1970s, Caltrans prepared plans for improving Doyle Drive. The plans were not adopted. In response to a 1991 request by Caltrans for acceptance of one or more design concepts for Doyle Drive, the San Francisco Board of Supervisors established a Doyle Drive Task Force. The concept developed through the Task Force process was for a parkway-like roadway through the Presidio. In 1993, Caltrans completed a Project Study Report, which considered the recommendations of the Doyle Drive Task Force and contained several replacement alternatives. In 1996, the San Francisco County Transportation Authority (CTA) prepared a Doyle Drive Intermodal Study, which expanded previous planning efforts.

In accordance with California Environmental Quality Act (CEQA) Guidelines and Council on Environmental Quality NEPA Regulations, the CTA is preparing a Notice of Intent/Notice of Preparation/Initial Study and conducting scoping to identify potential environmental impacts of replacing Doyle Drive in a manner that is consistent with the requirements of CEQA and NEPA. The intent is to focus future environmental studies which are expected to take the form of a joint Environmental Impact Report/Environmental Impact Statement. A number of alternatives have been considered in previous Caltrans studies and through the efforts of the Doyle Drive Task Force and in the Doyle Drive Intermodal Study. These alternatives would be reconsidered in the EIR/EIS along with other alternatives recommended through a scoping process. Alternatives to be considered in the NEPA and CEQA processes would include Transportation System Management (TSM) and transit strategies and the No-Build (or No-Project) Alternative. The roadway alternatives for this project would be primarily differentiated by their designs for access to the Presidio, Crissy Field, and the Marina district. Design options for each of these alternatives include construction staging/traffic maintenance strategies, and tunnel system and high viaduct design. The following technical issues would be considered during the evaluation of alternatives:



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- Facility classification
- A transit center
- Center divider, possibly a movable barrier
- Marina/Presidio access redesign
- Parkland extensions/tunnel design
- High viaduct redesign
- Intelligent Transportation Systems (ITS) and TSM
- Direct access to the Presidio via foot, bicycle, private vehicle and public transit
- Enhanced transit, carpool and alternative commute options.

*References – Request for Qualifications for Preparation of the Doyle Drive Environmental and Design Study (CTA 1999); Doyle Drive Environmental and Design Study Initial Environmental Study (CTA 2000).*

