

Summary

In accordance with the Presidio Trust Act, as amended (16 USC 460bb appendix) and the Presidio Trust Management Plan (PTMP),¹ the Presidio Trust (Trust) is proposing to rehabilitate and reuse buildings within the Public Health Service Hospital (PHSH) district of the Presidio, to re-introduce residential uses to the district, and to undertake related site improvements. These actions represent the “proposed action” evaluated in this Draft Supplemental Environmental Impact Statement (SEIS). The proposed action is intended to address the Trust’s statutory requirements and the agency’s mission, which is to preserve and enhance the cultural, natural, scenic, and recreational resources of the Presidio for public use in perpetuity while making the Presidio financially sustainable.

PURPOSE

The purpose of the proposed PHSB project is (1) to rehabilitate and reactivate the severely deteriorated historic buildings within the PHSB district, particularly the hospital building (sometimes referred to as Building 1801); (2) to protect the National Historic Landmark District (NHL) and other historic and cultural resources; (3) to address the health and safety risks to the Presidio and surrounding city neighborhoods from dilapidated and largely vacant buildings within the project site; (4) to improve the unsightly appearance of the existing unimproved landscapes within the project boundary; and (5) to generate revenue for the long-term enhancement of these and other Presidio resources, and for ongoing operation of the Presidio as a national park site.

The Trust has identified six leasing objectives for the project, and expressed the desire that these objectives be met in balance with one another. The leasing objectives relate to preserving historic resources, revitalizing and reusing the district, limiting traffic and parking demand, enhancing the financial viability of the Presidio, addressing design quality and environmental sustainability, and protecting natural resources. More detail on these objectives and the project purpose and need is presented in Section 1 of this Draft SEIS.

PLANNING CONTEXT

In August 2002, the Trust adopted the PTMP, which established a policy framework and management direction for the Trust’s future decision-making (Trust 2002a). The accompanying environmental impact statement (EIS) analyzed a range of land use alternatives for the Presidio’s seven planning districts, including the 42-acre PHSB district (Trust 2002b). The PTMP identified the PHSB district for reuse as a Residential and Educational Community and the Final EIS analyzed this land use mix. In response to public comments from PHSB district neighbors, the PTMP itself stated a preference for residential use in the main hospital building (PHSB or Building 1801), a preference that the Record of Decision (ROD)

¹ The PTMP is the Trust’s comprehensive land use plan, policy framework, and established management direction for Area B, adopted in August 2002.

explained would result in fewer impacts than the mix of residential and educational uses assessed in the Final EIS. More site-specific analysis of the change in land use preference described in the ROD is provided in this Draft SEIS.

The PSHH district is about 42 acres, of which about half have been previously developed or disturbed. The district encompasses two geographically distinct areas:

1. The southern portion of the district, which is an 18-acre developed area with a collection of 15 buildings, including the historic PSHH and its nearby complex of dormitories, offices, residences, and recreational buildings. The southern portion of the district is sometimes referred to as the “lower plateau” and its collection of buildings as the “PSHH complex.”
2. The northern portion of the PSHH district, which includes previously disturbed areas mixed with remnant natural habitats. This second area, sometimes referred to as the “upper plateau,” has five small historic buildings, three of which are included in the current project. (Buildings 1449 and 1451 are used by the Trust and are therefore excluded.) The upper plateau also contains a maintenance or corporation yard and three underground former missile silos. The three-acre site of the corporation yard and missile silos is referred to as “Battery Caulfield” or sometimes the “Nike Missile Site.”

Together, the previously developed portions of the district, which include the PSHH complex and Battery Caulfield, are referred to as the “project site” or the “site” (see Figure 1).

The area between Battery Caulfield and the PSHH complex (sometimes referred to as the “Nike Swale area”) supports ecologically significant native plant communities that include coast live oak woodland, central dune scrub, and riparian and dune slack wetland vegetation, as well as the San Francisco lessingia (*Lessingia germanorum*), a federally listed endangered plant. Vegetation in the Nike Swale area and north of Battery Caulfield provides habitat for the largest known quail population in San Francisco, as well as other bird species. The PTMP calls for the rare plant and wildlife species habitat and remnant natural systems to be protected and revitalized, and none of the project alternatives would include development in this area of the upper plateau.

Building space within the PSHH district today totals approximately 400,000 square feet (sf). Building 1801 is an historic structure of about 173,000 sf, not including non-historic additions or “wings” that flank the historic structure and total about 125,000 sf. The PTMP intends that the centerpiece for the district be the rehabilitation and reuse of the historic PSHH for residential use if feasible, and rehabilitation and reuse of the other historic structures within the district. Possible development in the district was “capped” at 400,000 sf, meaning that there could be no increase in square footage over existing conditions. However, the PTMP permits change within the district up to a maximum of 130,000 sf of building demolition and up to an equivalent amount of replacement construction. Under the PTMP, future planning could consider removal of the historic PSHH only if it was found to be infeasible to retain.

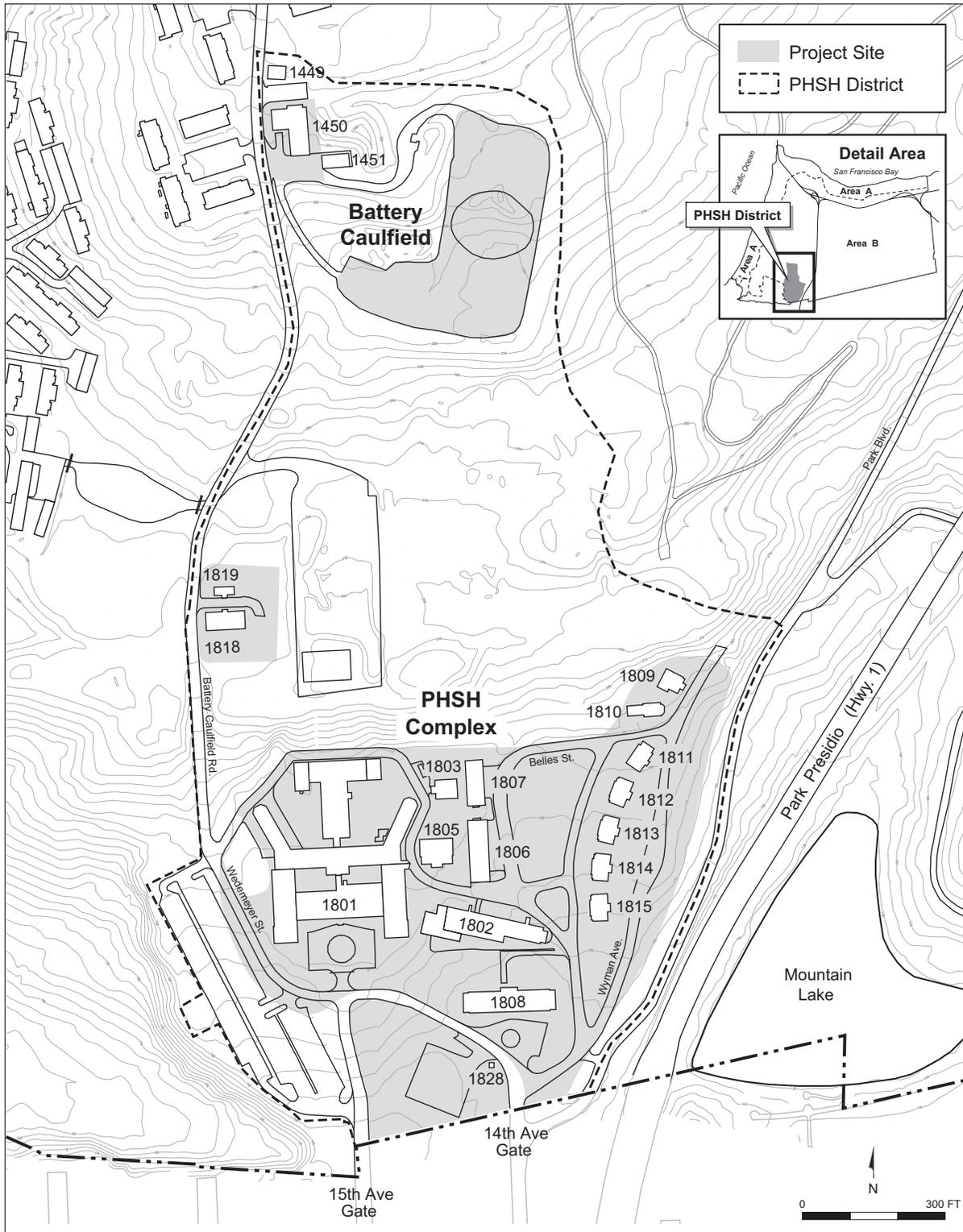


FIGURE 1. PSH DISTRICT AND PROJECT SITE BOUNDARIES

Source: Presidio Trust, 2004

PREVIOUS ENVIRONMENTAL REVIEW AND EXPANDED ANALYSIS

The Trust initiated review of the proposed action under the National Environmental Policy Act (NEPA) in August 2003 with the preparation of an Environmental Assessment (EA) (42 USC 4321 et seq.), which was made available to the public in February 2004. The EA evaluated the environmental impacts of rehabilitating and reusing historic buildings in the PSHH district of the Presidio. Based on the impact analysis in the EA and a review of public comments received on the document, the Trust determined that a full Environmental Impact Statement (EIS) process would best achieve the NEPA's goals because of the potential significance of traffic impacts identified. Other impacts were determined to be less than significant with implementation of mitigation measures.

This Draft SEIS, which has been prepared in accordance with the provisions of the NEPA, integrates and builds on the discussions and analyses in the PSHH EA, and also includes new substantive environmental analyses and information in response to public comment. Like the PSHH EA, this Draft SEIS also supplements and tiers from the Final EIS for the PTMP. The PTMP, PTMP EIS, and February 2004 PSHH EA can be viewed at the Presidio Trust Library, 34 Graham Street, San Francisco, California or on the Trust's website (www.presidio.gov).

The Trust used the substantive comments received on the EA and during scoping of this Draft SEIS to inform preparation of the Draft SEIS and the additional environmental analyses it contains. Most notably, the Draft SEIS includes a publicly requested "no action" alternative in addition to the PTMP baseline alternative, provides more comparison among all of the alternatives, and includes substantial additional information and analysis related to potential traffic impacts. Responses to comments received on the EA and during scoping of this Draft SEIS are provided in Appendix A.

ALTERNATIVES

This Draft SEIS evaluates five project alternatives developed and modified with the benefit of public input. The alternatives propose different treatments for Building 1801 and different amounts of demolition and replacement construction, as follows.

- The Requested No Action Alternative assumes that the project would not occur. It would limit leasing and building occupancy to buildings that have been previously improved, specifically Buildings 1802 (portion), 1803, 1805, 1806, and 1808. No additional building rehabilitation, construction, or demolition would occur, and no residential use would be introduced to the district. Other buildings would remain vacant and would be protected from weather and vandalism as funding permits. The gross square footage of occupied buildings would be about 68,000 sf.
- The PTMP Alternative (Alternative 1), which is the legally required "no action" alternative under the NEPA, would rehabilitate all of the existing buildings on the site for a mix of educational and residential uses as assessed in the PTMP EIS. No new construction or demolition would occur. The

gross square footage of occupied buildings would total about 400,000 sf, and 210 dwelling units would be provided in combination with 190,000 sf of other (mostly cultural/educational) uses.

- The Infill Alternative (Alternative 2) would rehabilitate the historic buildings on the site as well as the non-historic wings of Building 1801 for residential use with limited demolition and new construction. The gross square footage of occupied buildings would total about 400,000 sf, and up to 350 dwelling units would be provided in combination with about 30,000 sf of other uses.
- The No Infill Alternative (Alternative 3) would rehabilitate the historic buildings on the site for residential use and would remove the non-historic wings of Building 1801 together with other non-historic buildings and additions. The gross square footage of occupied buildings would total about 275,000 sf, and up to 230 dwelling units would be provided in combination with about 42,000 sf of other uses.
- The Battery Caulfield Alternative (Alternative 4) would rehabilitate the historic buildings on the site for residential use, remove Building 1801's non-historic wings as well as other non-historic buildings and additions, and construct new residential buildings at Battery Caulfield. The gross square footage of occupied buildings would total about 362,000 sf, and up to 269 dwelling units would be provided in combination with about 30,000 sf of other uses. A total of 155 of the 269 dwelling units would be age-restricted senior or assisted living units.

See Table 1 for a comparison of these alternatives.

Under Alternatives 1, 2, 3, and 4, vehicular access to the PHS district could be altered with approval and construction of a new intersection on Park Presidio Boulevard (Highway 1). Because this intersection would require approval by the California Department of Transportation (Caltrans), which has yet not been secured, the intersection is described and evaluated in this Draft SEIS as a “variant” of Alternatives 1 through 4 known as the “Park Presidio Boulevard Access Variant.” The Presidio Trust is actively pursuing this variant and has requested Caltrans’ cooperation and support. The Park Presidio Boulevard Access Variant would construct a new signalized intersection approximately 400 feet north of the current intersection of Lake Street and Park Presidio Boulevard and would convert both 14th and 15th Avenues to inbound access only.

Based on the information and analysis to date in the EA and in this Draft SEIS, Alternative 2 has been identified as the Trust’s preferred alternative because it would meet the project purpose and need, because it appears to best balance the Trust’s objectives without resulting in significant adverse impacts that would be avoided by other alternatives. Identification of a preferred alternative does not indicate a final decision or commitment to approve or execute a project identical to that alternative. While the NEPA process is ongoing, no final approvals may be granted and no development agreement or lease may be signed. The project that is ultimately selected for implementation may combine various elements of the alternatives, or may fall within the range they represent. More detail regarding proposed alternatives is provided in Section 2 of this Draft SEIS.

Table 1. Summary of Alternatives for the PSHH Project

	REQUESTED NO ACTION ALTERNATIVE	ALTERNATIVE 1: PTMP ALTERNATIVE	ALTERNATIVE 2: INFILL ALTERNATIVE	ALTERNATIVE 3: NO INFILL ALTERNATIVE	ALTERNATIVE 4: BATTERY CAULFIELD ALTERNATIVE
Maximum Building Area	400,000 sf (68,000 sf Occupied)	400,000 sf	400,000 sf	275,000 sf	362,000 sf
Maximum Demolition	0	0	48,000 sf	125,000 sf	116,000 sf
Maximum New Construction	0	0	48,000 sf	0	73,000 sf
Senior (Independent & Assisted Living) Units	0	0	0	0	155
Affordable Dwelling Units	0	0-42	0-70	0-46	0
Maximum Total Dwelling Units	0	210	350	230	269
Other Uses (Cultural/ Educational & Supporting Uses)	68,000 sf	190,000 sf	30,000 sf	42,000 sf	30,000 sf
Other Notes	“Mothballs” Vacant Buildings				Converts Battery Caulfield to Residential Use

Source: Presidio Trust 2004.

sf = gross square feet of building space

MAJOR CONCLUSIONS

Introduction of new uses and activities to the project site would constitute a change that would be noticeable to park visitors and nearby neighbors. Changes related to traffic, land use, visual resources, biological resources, and a host of other issues are described in Section 3 of this Draft SEIS and quantified where feasible. The analysis demonstrates that although many of the changes would be noticeable, all would fall well within levels evaluated in the PTMP EIS when the PTMP was adopted. Also, with the single exception noted below, no change would be so great as to cause significant adverse impacts on park resources or other environmental conditions with the mitigation measures previously adopted in PTMP and additional mitigations identified in this SEIS. At the intersection of California Street and Park Presidio Boulevard, a cumulatively significant traffic impact (intersection Level of Service “E” in the PM peak hour) identified in the earlier PTMP EIS is projected to occur in the future whether or not the PSHH proceeds. This impact is considered un-mitigable, and the Presidio’s

contribution to traffic at this location has been calculated at two percent or less under all PHSB alternatives.

In addition, cumulative traffic increases due to regional population and employment growth projected whether or not the PHSB project proceeds would result in Level of Service E and F conditions – generally considered unacceptable – at two additional intersections in the AM peak hour (Lake Street/14th Avenue and California Street/14th Avenue) and at three additional intersections in the PM peak hour (California Street/15th Avenue, California Street/Park Presidio Boulevard, and Lake Street/Funston Avenue) as compared to existing conditions. These impacts would occur in all alternatives if the Park Presidio Boulevard Access Variant is not implemented, and would be avoided at one location (Lake Street/Funston Avenue) if the Variant is implemented. Mitigation measures are available to address all cumulative traffic impacts, except as noted above at the intersection of California Street/Park Presidio Boulevard. Many reasonable and low-cost mitigation measures such as installation of “right-turn only” signs at two-way stop-controlled intersections have been suggested. Traffic mitigation measures would be within the City’s jurisdiction. Substantial, additional mitigation measures addressing a wide range of other topics were adopted by the Trust at the end of the PTMP planning process and would apply to the PHSB alternatives as described further in Section 3.

Major conclusions and mitigation measures from the Draft SEIS are summarized further in Table 2.

NEXT STEPS

The Trust is inviting comments on this Draft SEIS and/or the merits of the alternatives. Oral comments on the Draft SEIS will be accepted from the public at a Trust public meeting on October 7, 2004 beginning at 6:30 PM, at the Officers’ Club, 50 Moraga Avenue, on the Main Post in the Presidio. Written comments may be submitted to John Pelka, NEPA Compliance Manager, at 415/561-2790 (fax), phsh@presidiotrust.gov, or the Trust Post Office address (P.O. Box 29052, San Francisco, CA 94129-0052), and must be received by the end of the comment period on October 12, 2004. The Trust will respond to all substantive comments received by the close of the comment period in a Final SEIS.

The NEPA requires that no approvals may be granted, no lease or development agreement executed, and no Record of Decision (ROD) signed until at least 30 days after the U.S. Environmental Protection Agency publishes a notice that the Final EIS has been filed.

Table 2. Summary of Environmental Consequences and Mitigation

IMPACT	REQUESTED NO ACTION ALTERNATIVE	ALTERNATIVE 1: PTMP ALTERNATIVE	ALTERNATIVE 2: INFILL ALTERNATIVE	ALTERNATIVE 3: NO INFILL ALTERNATIVE	ALTERNATIVE 4: BATTERY CAULFIELD ALTERNATIVE	PARK PRESIDIO BOULEVARD ACCESS VARIANT	MITIGATION MEASURES ¹
LAND USE, HOUSING, AND SCHOOLS							
Activity Levels	The level of existing and recent activities would continue, with an estimated 61 employees and 387 students on-site during daylight hours.	Substantial additional daytime use by students (1,422) and employees (140) would be complemented by a residential population of about 348.	Residential population of about 610 would be complemented by small numbers of students (89) and employees (25).	Residential population of about 379 would be complemented by small numbers of students (89) and employees (20).	Residential population of about 439 would be complemented by small numbers of students (89) and employees (20).	No change in land use, housing, or schools would occur as a result of Park Presidio Boulevard access.	Adopted PTMP Mitigation Measure CO-3 would require cooperation with the San Francisco Unified School District.
Land Use Compatibility	The PHSH district would remain underused and no residential use would occur.	Large-scale educational use would be inconsistent with the immediately adjacent residential neighborhood and there would be a potential for land use conflicts between residents and students in Building 1801.	Residential use and density would be consistent with the immediately adjacent residential neighborhood. The existing hospital building would remain larger in scale than residences in the area.	Residential use and density would be consistent with the immediately adjacent residential neighborhood. The existing hospital building would remain larger than residences in the area, but would be reduced in size.	Same as Alternative 3 on the lower plateau, but the introduction of residential uses at Battery Caulfield would constitute a change in land use in close proximity to sensitive natural resources.	(not applicable)	(not applicable)

¹ For a full explanation of potential impacts and for the full text of the mitigation measures referenced (e.g., Mitigation Measure CR-1), please refer to Section 3.

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Consistency with PTMP	The vision of a new community would not be achieved.	The PTMP vision would be fully implemented with no adjustment to improve land use compatibility.	Introduction of 350 dwelling units would exceed the 210 included in the PTMP.	Introduction of 230 dwelling units would exceed the 210 included in the PTMP.	Introduction of 269 dwelling units would exceed the 210 included in the PTMP. Use of Battery Caulfield for housing would not concentrate development on the lower plateau as called for in the PTMP.	(not applicable)	Adopted PTMP Mitigation Measure CO-2 would ensure that the Presidio-wide cap of 1,654 dwelling units would not be exceeded.
TRANSPORTATION							
Traffic Volumes	Amount of traffic would remain comparable to that generated by the recent uses of the site (about 1,500 daily vehicle trips and about 240 and 260 vehicle trips in the AM peak hour and PM peak hour respectively).	Cultural/educational and residential uses would generate about 4,485 daily vehicle trips, including about 410 and 660 vehicle trips in the AM peak hour and PM peak hour, respectively.	The 350 residential units and other uses would generate about 2,210 daily vehicle trips, including about 230 and 270 vehicle trips in the AM peak hour and PM peak hour, respectively.	The 230 residential units and other uses in the district would generate about 1,600 daily vehicle trips, including about 170 and 200 vehicle trips in the AM peak hour and PM peak hour, respectively.	The 155 residential units, 114 senior housing units, and other uses would generate about 1,350 daily vehicle trips, including about 130 and 150 vehicle trips in the AM peak hour and PM peak hour, respectively.	(not applicable)	(not applicable)

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Traffic Congestion (Project-Specific)	Significant impact at the intersection of Lake Street/15th Avenue (LOS E) in the AM and PM peak hours in 2020 without operation of 14 th /15 th Avenue Gates as a couplet (proposed in other alternatives).	Project-specific LOS E at the 2-way stop controlled intersections of Lake Street/14 th and California/14 th in the AM peak hour in “existing + project” scenario. Impacts would also occur without the project in 2020 (i.e. in the Requested No Action Alternative).	No project-specific LOS E or F conditions have been identified.	No project-specific LOS E or F conditions have been identified.	No project-specific LOS E or F conditions have been identified.	Project-specific LOS E at the 2-way stop controlled intersections of Lake Street/14 th Avenue and California Street/14 th Avenue in the AM peak hour in “existing + project” scenario for Alternative 1 (same as without the Variant) and at California Street/14 th Avenue in the AM peak hour in Alternatives 2 and 3. Impacts would also occur without the project in 2020.	Mitigation measures have been identified to improve conditions to LOS D or better for each location where an LOS E or F would occur, however measures are outside the jurisdiction of the Trust.
Traffic Congestion (Cumulative AM)	Cumulative traffic increases would result in a new LOS E or F at the intersections of Lake Street/14 th Avenue and California Street/14 th Avenue even if the PSHH project does not proceed.	The project would contribute incrementally to the same cumulative impacts that would occur even without the PSHH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PSHH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PSHH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PSHH project (i.e. with the Requested No Action Alternative).	Intersection LOS would be the same as without the Variant, except for Lake Street/15 th Avenue under all alternatives (LOS C instead of D), Lake Street/14 th Avenue under Alternatives 2, 3 and 4 (LOS E instead of F), and California Street/15 th Avenue only with Alternative 1 (LOS E rather than D).	Mitigation measures have been identified to improve conditions to LOS D or better for each location where an LOS E or F would occur, however identified traffic mitigation measures are outside the jurisdiction of the Trust.

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Traffic Congestion (Cumulative PM)	Cumulative traffic increases would result in a new LOS E or F at the intersections of California Street/15 th Avenue, California Street/Park Presidio Boulevard, and Lake Street/Funston Avenue even if the PHSH project does not proceed.	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	Intersection LOS would be the same under Alternatives 1, 2, 3, and 4 without the Variant, except for Lake Street/15 th Avenue under Alternative 1 (LOS C instead of D), Lake Street/Park Presidio Blvd under Alternative 1 (LOS E instead of D), California Street/15 th Avenue under Alternative 1 (LOS E instead of F) and Lake Street/Funston Avenue in all four alternatives (LOS D instead of E).	Mitigation measures have been identified to improve conditions to LOS D or better for each location where an LOS E or F would occur, except at the intersection of California Street/Park Presidio Boulevard, where the cumulative PM peak LOS E would be unmitigable. Identified traffic mitigation measures are outside the jurisdiction of the Trust.
Transit Ridership	Existing and recent uses in the district would generate about 300 daily transit trips, including about 50 transit trips in both the AM peak hour and PM peak hour.	The cultural/ educational and residential uses would generate about 1,560 daily transit trips, including about 120 and 220 transit trips in the AM and PM peak hours, respectively.	The 350 residential units and other uses in the district would generate about 700 daily transit trips, including about 70 and 80 transit trips in the AM and PM peak hours, respectively.	The 230 residential units and other uses in the district would generate about 500 daily transit trips, including about 50 and 60 transit trips in the AM and PM peak hours, respectively.	The 155 residential units, 114 senior housing units, and other uses in the district would generate about 430 daily transit trips, including about 40 transit trips in both the AM and PM peak hours.	(not applicable)	(not applicable)

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Transit Capacity (Cumulative)	If MUNI does not add capacity to routes on California Street or Route 28 by 2020, cumulative ridership could exceed capacity on these routes even if the PHSH project does not proceed.	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative). Also, ridership on Golden Gate Transit Route 10 could also exceed capacity in the PM peak hour southbound direction.	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	The project would contribute incrementally to the same cumulative impacts that would occur even without the PHSH project (i.e. with the Requested No Action Alternative).	(not applicable)	Adopted PTMP Mitigation Measures require the Trust to monitor transit ridership for any capacity problems and coordinate potential improvements as necessary. Service changes would be within the jurisdiction of the transit agencies.
Bicycles/Pedestrians	Existing and recent uses in the district would generate about 200 daily bicycle/ pedestrian trips, including about 30 bicycle or pedestrian trips in both the AM peak hour and PM peak hour.	The cultural/ educational and residential uses in the district would generate about 1,510 daily bicycle/ pedestrian trips, including about 110 and 210 bicycle or pedestrian trips in the AM peak hour and PM peak hour, respectively.	The 350 residential units and other uses in the district would generate about 660 daily bicycle/ pedestrian trips, including about 60 and 70 bicycle or pedestrian trips in the AM peak hour and PM peak hour, respectively.	The 230 residential units and other uses in the district would generate about 460 daily bicycle/ pedestrian trips, including about 50 bicycle or pedestrian trips in both the AM peak hour and PM peak hour.	The 155 residential units, 114 senior housing units and other uses in the district would generate about 410 daily bicycle/ pedestrian trips, including about 30 and 40 bicycle or pedestrian trips in the AM peak hour and PM peak hour, respectively.	Pedestrian and bicyclist safety at the intersection of Lake Street/Park Presidio Boulevard would improve because the Variant would slow southbound traffic. No pedestrian or bicyclist access would be provided at the new intersection.	(not applicable)

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Parking	Existing and recent uses would generate a demand for 144 spaces on weekdays and fewer spaces on weekends and evenings. The proposed supply of 264 spaces would adequately accommodate the peak period demand of 144 spaces.	Cultural/educational and residential uses would generate a demand for 501 spaces on weekends and fewer on weekdays. The peak period demand of 501 spaces could be adequately accommodated with the proposed supply of 547 spaces.	The 350 residential units and other uses would generate a demand for 453 spaces on weekends and fewer on weekdays. The peak period demand of 453 spaces would be adequately accommodated by the proposed supply of 475 spaces.	The 230 residential units and other uses would generate a demand for 304 spaces on weekends and fewer on weekdays. The peak period demand of 304 spaces would be adequately accommodated by the proposed supply of 330 spaces.	The 155 residential units, 114 senior housing units, and other uses in the district would generate a demand for 228 spaces on weekends and fewer on weekdays. The peak period demand of 228 spaces would be adequately accommodated by the proposed supply of 233 spaces.	(not applicable)	Adopted PTMP Mitigation Measure TR-23 would manage parking supply to meet but not substantially exceed demand in order to avoid spillover effects while also encouraging the use of non-automobile modes.
HISTORIC RESOURCES							
Demolition of Historic Resources or Other Adverse Impacts	No demolition, but historic buildings would be “mothballed” instead of reused.	No demolition or other adverse effects.	No demolition or other adverse effects.	No demolition or other adverse effects.	No demolition or other adverse effects.	No demolition or other adverse effects.	Adopted PTMP Mitigation Measures CR-1, CR-2, CR-3, CR-6, and CR-7 would avoid significant adverse impacts to historic resources.

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Rehabilitation of Historic Buildings or Other Beneficial Impacts	No rehabilitation would occur.	Rehabilitation of historic buildings and landscapes would benefit historic resources.	Rehabilitation of historic buildings and landscapes would benefit historic resources. Limited non-historic building fabric would be removed from the front of Building 1801.	Rehabilitation of historic buildings and landscapes would benefit historic resources. All non-historic building fabric would be removed from the front of Building 1801.	Rehabilitation of historic buildings and landscapes would benefit historic resources. All non-historic building fabric would be removed from the front of Building 1801.	(not applicable)	(not applicable)
ARCHAEOLOGICAL RESOURCES							
Destruction of, or Damage to, Archaeological Resources	Activities resulting from routine maintenance and ongoing operations would have minimal or low potential to adversely affect prehistoric and historic archaeological resources.	As no building demolition or replacement construction would occur, potential effects on archaeological resources would be minimal and limited to such ground-disturbing activities as infrastructure upgrades, pavement removal, and landscaping.	The potential for effects on archaeological resources would be slightly greater than the Requested No Action Alternative and Alternative 1 due to ground-disturbing activities associated with underground parking and the approximately 48,000 square feet of demolition and infill construction at locations within the lower plateau.	Ground-disturbing activities associated with demolition of approximately 125,000 square feet of non-historic buildings on the lower plateau would likely encounter archaeological resources.	Effects on archaeological resources due to 56,000 square feet of new construction within Battery Caulfield would be unlikely since ground-disturbing activities would take place within a heavily modified area where there are no known or suspected resources. Demolition of 116,000 square feet of building area on the lower plateau would likely encounter archaeological resources.	Grading and construction activities would occur in an area that was disturbed when Highway 1 was originally constructed in the 1930s. As a result, the likelihood of encountering archaeological resources is minimal.	Adopted PTMP Mitigation Measures CR-8, CR-9, CR-11, and CR-13 through CR-15 would avoid significant adverse impacts.

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AIR QUALITY							
General Construction/ Demolition Emissions	Essentially no emissions associated with demolition, construction, or rehabilitation would occur.	Limited operation of heavy equipment and other activities associated with rehabilitation would generate some dust and other pollutants that could degrade local air quality.	Higher potential emissions would result from demolition and infill development than under Alternative 1.	Potential emissions would be higher than under Alternative 1, due to more demolition. Emissions would be lower than under Alternative 2, because of no infill development.	Potential emissions from demolition and infill development would be higher than under all other alternatives.	Short-term construction emissions would be higher than without the access variant.	Adopted PTMP Mitigation Measures NR-20 and NR-22 would avoid significant construction impacts.
Consistency with Regional Clean Air Plans	Essentially no emissions would be caused and there would be no potential to delay attainment of ambient air quality standards.	Housing and employment growth would be consistent with Clean Air Plan assumptions. Implementation of the Transportation Demand Management program would ensure consistency with the plans.	Implementation of the TDM program and the relatively small scale of the proposed demolition and construction activities would ensure consistency with the plans.	Similar to Alternative 2.	Similar to Alternative 2.	No impact on attainment of ambient air quality standards.	Adopted PTMP Mitigation Measure NR-21 would ensure consistency.
Potential Localized CO Violations	Carbon Monoxide (CO) concentrations would range up to 5.0 parts per million (ppm) for one-hour averages and 3.4 ppm for eight-hour averages, which would not exceed ambient air quality standards.	Similar to the Requested No Action Alternative.	Similar to the Requested No Action Alternative.	Similar to the Requested No Action Alternative.	Similar to the Requested No Action Alternative.	Similar to the Requested No Action Alternative.	Adopted PTMP Mitigation Measure NR-21 would avoid significant impacts.

Table 2. Summary of Environmental Consequences and Mitigation

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Regional Emissions	Essentially no new emissions would be caused compared to the existing conditions.	Daily vehicle trips in 2020 and small stationary sources would generate approximately 25 pounds/day more of reactive organic gases (ROG) and 15 pounds/day more of nitrogen oxides (NOx) than the Requested No Action Alternative.	Daily vehicle trips in 2020 and small stationary sources would generate approximately 25 pounds/day more of ROG and 9 pounds/day more of NOx than the Requested No Action Alternative.	Daily vehicle trips in 2020 and small stationary sources would generate approximately 18 pounds/day more of ROG and 7 pounds/day more of NOx than the Requested No Action Alternative.	Daily vehicle trips in 2020 and small stationary sources would generate approximately 20 pounds/day more of ROG and 6 pounds/day more of NOx than the Requested No Action Alternative.	No impact on regional emissions.	Adopted PTMP Mitigation Measure NR-21 would avoid significant impacts.
NOISE							
General Construction/ Demolition Noise	Essentially no noise generated by demolition, construction, and rehabilitation activities would occur.	Noise generated by limited rehabilitation activities would occur within the existing buildings, which would shield outside areas from noise.	Noise generated by demolition, construction, and rehabilitation activities would have the potential to intermittently affect Presidio tenants, recreational users, and nearby residences.	Similar to Alternative 2.	Similar to Alternative 2.	Increased short-term construction noise impacts would result because construction of the road would occur closer to the existing homes.	Adopted PTMP Mitigation Measure NR-23 would avoid significant impacts.

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Traffic Noise	Essentially no new traffic noise increases would occur within the Presidio or within the adjacent neighborhoods.	Traffic noise levels would be greater than under the Requested No Action Alternative. Noticeable traffic noise increases would occur compared to the Requested No Action Alternative. Future traffic noise would not approach or exceed the Noise Abatement Criteria (NAC).	Traffic noise levels would be less than Alternative 1. Noticeable traffic noise increases would occur compared to the Requested No Action Alternative. Future traffic noise would not approach or exceed the NAC.	Traffic noise levels would be similar to Alternative 2.	Traffic noise levels would be similar to Alternative 2.	Similar to Alternative 2, but with lower traffic noise levels because the access variant would remove some traffic from 14th and 15th Avenues.	Adopted PTMP Mitigation Measure NR-24 would avoid significant impacts.
Noise from Stationary Sources	Essentially no change in noise from building operations equipment or increased human activity would occur.	Building operations equipment and increased human activity would increase noise levels throughout the daytime, evening, and weekend hours, especially during daytime hours due to the high level of employment.	Building operations equipment and increased human activity would increase noise levels during evening and weekend hours similar to Alternative 1, but less than Alternative 1 during daytime hours.	Similar to Alternative 2, with similar noise levels during evening and weekend hours.	Similar to Alternative 2, but with slightly less noise during evening and weekend hours.	No change in noise from stationary sources would occur.	(not applicable)

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VISUAL RESOURCES							
Change in Visual Appearance	Essentially no change from existing conditions would occur.	Building and landscape rehabilitation and removal of fencing would improve the appearance of the lower plateau.	Building and landscape rehabilitation, removal of fencing, removal of the lobby and loggia of Building 1801, and re-cladding of the non-historic wings would improve the appearance of the lower plateau.	Building and landscape rehabilitation, removal of fencing, and removal of non-historic additions from the front of Building 1801 would improve the appearance of the lower plateau.	Same as Alternative 3 in the lower plateau. Introduction of residential uses would change the appearance of Battery Caulfield, which is currently used as a maintenance yard.	Drivers and others could notice minor visual changes, including signs, a street light, and grading changes.	Adopted PTMP Mitigation Measure NR-7 would address changes in lighting and avoid significant effects.
VISITOR USE							
Change in Activity Levels and Visitor Experience	Essentially no change from existing conditions would occur.	Visitors would notice increased activity levels on site, and district residents and students would use adjacent areas of the park. Trail improvements and interpretive signs would improve the visitor experience.	Visitors would notice increased activity levels on-site, and district residents would use adjacent areas of the park. Trail improvements and interpretive signs would improve the visitor experience.	District residents would use adjacent areas of the park. Trail improvements and interpretive signs would improve the visitor experience.	District residents would use adjacent areas of the park. Limited visitor access to Battery Caulfield would be provided. Trail improvements and interpretive signs would improve the visitor experience.	Park visitors would have improved access.	Adopted PTMP Mitigation Measures CO-4, CO-5, CO-6, CO-7, and NR-14 would avoid significant effects.

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UTILITIES AND SERVICES							
Increased Demand for Potable Water	Water supply would be sufficient for existing and proposed needs. Average demand would be approximately 10,000 gallons per day (gpd) annually. Upgrades to the existing system would be made as part of routine maintenance or on an as-needed basis.	Projected water supply would be sufficient for expected needs. Average demand would be approximately 71,000 gpd annually. Upgrades and new backflow prevention devices, fire laterals, and meters would be required.	Projected water supply would be sufficient for expected needs. Average demand would be approximately 69,000 gpd annually. Similar to Alternative 1, upgrades and new backflow prevention devices, fire laterals, and meters would be required.	Projected water supply would be sufficient for expected needs. Average demand would be approximately 55,000 gpd annually. Similar to Alternative 1, upgrades and new backflow prevention devices, fire laterals, and meters would be required.	Projected water supply would be sufficient for expected needs. Average demand would be approximately 43,000 gpd annually. Upgrades to the system would be required, including additional infrastructure to support new construction at Battery Caulfield.	No additional impacts.	Adopted PTMP Mitigation Measure UT-1 would avoid significant effects.
Increased Wastewater Generation	Approximately 9,000 gpd of wastewater would be generated annually. Sewer lines and the City and County of San Francisco (CCSF) Oceanside system are adequately sized to handle existing and proposed flows.	Approximately 55,000 gpd of wastewater would be generated annually. Sewer lines and the CCSF Oceanside system are adequately sized to handle existing and proposed flows.	Proposed uses would generate 53,000 gpd of wastewater annually. Sewer lines and the CCSF Oceanside system are adequately sized to handle existing and proposed flows.	Proposed uses would generate 40,000 gpd of wastewater annually. Sewer lines and the CCSF Oceanside system are adequately sized to handle existing and proposed flows.	Proposed uses would generate 30,000 gpd of wastewater annually. New sewer lines would be required to support new construction at Battery Caulfield.	No additional impacts.	Adopted PTMP Mitigation Measure UT-4 would avoid significant effects.

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Adequacy of Storm Water Drainage System	Existing storm sewer system has sufficient capacity to meet existing and proposed needs. Storm water would continue to be directed to the CCSF combined sewer system. Damaged piping would be repaired or replaced following routine inspection and maintenance activities.	Existing storm sewer system has sufficient capacity and would be generally functional to meet proposed needs. Storm water would continue to be directed to the CCSF combined sewer system. Some infrastructure improvements would be required, including rerouting storm drains along Wyman Avenue to the CCSF system (instead of Mountain Lake).	Similar to Alternative 1.	Similar to Alternative 1.	Similar to Alternative 1. However, additional measures would be required to minimize changes to the local hydrology at Battery Caulfield.	Storm water control measures would be incorporated into the intersection design.	Adopted PTMP Mitigation Measures UT-6 and UT-7 would avoid significant effects.
Increased Solid Waste Generation	Minimal or no impacts on regional waste stream due to building demolition, construction, or rehabilitation activities would occur. During operation, approximately 88 tons of waste would be generated per year.	Building rehabilitation would result in the disposal of up to 4,950 tons of debris. During operation, approximately 740 tons of waste would be generated per year.	Building demolition, rehabilitation, and construction would result in the disposal of up to 6,800 tons of debris. During operation, approximately 820 tons of waste would be generated per year.	Demolition of all non-historic buildings would result in the disposal of up to 12,000 tons of debris. During operation, approximately 405 tons of waste would be generated per year.	Building demolition, rehabilitation, and construction would result in the disposal of up to 11,580 tons of debris. During operation, approximately 740 tons of waste would be generated per year.	No additional impacts.	Adopted PTMP Mitigation Measure UT-8 would avoid significant effects.

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Increased Demand for Natural Gas	Approximately 28 thousand therms of natural gas would be consumed annually. Existing services are adequately sized, although some upgrades to infrastructure may be required to provide for a more reliable system.	Approximately 164 thousand therms of natural gas would be consumed annually. If necessary, replacement of older gas lines in the streets in adjacent neighborhoods with new piping may inconvenience affected residences.	Roughly the same amount of natural gas as Alternative 1 would be consumed annually (164 thousand therms). Similar to Alternative 1, adjacent neighborhoods may be temporarily inconvenienced by gas line replacement.	Roughly two-thirds the amount of natural gas as Alternative 1 would be consumed annually (113 thousand therms). Similar to Alternative 1, adjacent neighborhoods may be temporarily inconvenienced by gas line replacement.	Approximately 10 percent less natural gas than Alternative 1 would be consumed annually (148 thousand therms). Similar to Alternative 1, adjacent neighborhoods may be temporarily inconvenienced by gas line replacement.	No additional impacts.	Adopted PTMP Mitigation Measures UT-12 and UT-13 would avoid significant effects.
Increased Electrical Consumption	Up to 0.49 million kilowatt-hours (kWh) of electricity would be consumed annually. Old cables would be rehabilitated and the system upgraded for safety and efficiency as part of maintenance operations.	Up to 2.61 million kWh of electricity would be consumed annually. The electrical system serving the district would be upgraded for safety and efficiency, including repair and rehabilitation of old cables and, where possible, undergrounding of overhead lines.	Approximately 2.61 million kWh of electricity would be consumed annually. Similar to Alternative 1, the electrical system serving the district would require upgrading, including repair and rehabilitation of old cables and, where possible, undergrounding of overhead lines.	Less than half the electricity that would be used under Alternative 1 would be consumed annually (approximately 1.24 million kWh). Similar to Alternative 1, the electrical system serving the district would require upgrading.	Approximately 1.47 million kWh of electricity would be consumed annually. Similar to Alternative 1, the electrical system serving the district would require upgrading, including new lines to service new construction at Battery Caulfield.	No additional impacts.	Adopted PTMP Mitigation Measures UT-12 and UT-13 would avoid significant effects.

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Increased Demand for Fire Protection and Emergency Response	No additional firefighting forces, equipment and emergency resources would be deployed. Response time for calls for fire and emergency medical services at the site would most likely remain deficient.	Additional firefighting staff, equipment, and/or facilities located in or near the district would be required to ensure minimum response time for calls for fire and emergency medical service.	Similar to Alternative 1, an increase in firefighting staff, equipment, and/or facilities would be needed to provide the required levels of fire protection and emergency medical response to the district.	Similar to Alternative 1, an increase in firefighting staff, equipment, and/or facilities would be needed to provide the required levels of fire protection and emergency medical response to the district.	The older population and assisted living component associated with this alternative would increase emergency medical calls for service and place an increased response load on emergency services compared to the other alternatives.	No additional impacts.	Implementation of Mitigation Measure CO-12 would avoid significant effects.
Increased Demand for Law Enforcement Services	Unoccupied buildings would be secured but unwanted entry would most likely still occur. Calls for police service would probably continue at current levels (approximately five calls per week).	The number of calls for police service from occupants would increase but calls related to vagrancy and vandalism would decrease. Appropriate increases in U.S. Park Police (USPP) staff, equipment, and facilities would be required to ensure that law enforcement services remain at adequate levels.	Similar to Alternative 1. USPP would need to expand its operations as necessary in order to provide adequate services.	Similar to Alternative 1. USPP would need to expand its operations as necessary in order to provide adequate services.	Similar to Alternative 1. USPP would need to expand its operations as necessary in order to provide adequate services.	No additional impacts.	Implementation of Mitigation Measure CO-12 would avoid significant effects.

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GEOLOGY AND SOILS							
Exposure of People and Property to Geologic and Seismic Hazards	Mothballing of vacant buildings would include bracing or added reinforcement of severely vulnerable structural components, which would improve their overall seismic resistance. Measures taken to strengthen buildings would meet minimum performance objectives but would reduce levels of damage and ensure the lives of the buildings following a seismic event.	Building rehabilitation would result in structural upgrades that would add lateral/seismic resistance in the event of a major earthquake. Building rehabilitation and structural upgrading would reduce seismic risk to acceptable levels.	Similar to Alternative 1, building rehabilitation would result in a successful retrofit for seismic safety purposes. Replacement construction would be limited to the lower plateau and would be built to current standards and seismic design factors.	Similar to Alternative 1, building rehabilitation using standard structural engineering techniques would result in a successful retrofit for seismic safety purposes.	Similar to Alternative 1, building rehabilitation would result in a successful retrofit for seismic safety purposes. Replacement construction would be built to current standards and seismic design factors. Measures to improve the stability of the fill slope may be required for new construction at Battery Caulfield.	Intersection design minimize high cuts and fills and would be built to standards set forth in the Highway Design Manual and subject to Caltrans geotechnical review to mitigate the potential for earthquake damage.	Adopted PTMP requirement identified as Mitigation Measure GE-X would avoid significant effects.
HYDROLOGY, WETLANDS, AND WATER QUALITY							
Direct and Indirect Impacts on Wetlands and Water Quality	Though construction, demolition, or rehabilitation would not occur under this alternative, current land use of Battery Caulfield potentially affects the quality of water flowing to the	Resulting changes to hydrology, groundwater, and wetlands would not be appreciable. However, proposed uses would result in increased runoff, which would have the potential to	Similar to Alternative 1. New construction would not substantially alter surface hydrology in the PHSH complex. Existing adverse water quality impacts on the Nike	Similar to Alternative 2. However, increased demolition could result in temporary degradation and disturbance of water features. Existing adverse impacts on the Nike Swale from	Similar to Alternative 2. However, increased demolition and new construction would have even greater potential for temporary impacts on water quality. Impacts on the Nike Swale	Construction and new land uses proposed could result in water resource degradation and disturbance. However, redirection of runoff away from Mountain Lake would offset potential impacts.	Adopted PTMP Mitigation Measures NR-11, NR-13 through NR-17, NR-19, UT-6, and UT-7 would avoid significant impacts.

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	Nike Swale wetland area.	degrade water quality. Adverse impacts on water quality of the Nike Swale area would remain.	Swale from Battery Caulfield may be reduced by residential use, but not eliminated.	land use at Battery Caulfield would remain.	would be potentially greater due to increased residential use at Battery Caulfield.		
BIOLOGY							
Direct and Indirect Effects on Native Plant Communities	There would be potential for indirect effects on native plant communities from human presence associated with educational and cultural activities.	Compared to the Requested No Action Alternative, the potential for indirect effects due to residential use and expanded educational activity would increase. Human disturbance could favor establishment of weedy vegetation and result in accidental trampling of plants.	Less day use activity would occur compared to Alternative 1, but the potential for indirect effects would occur compared to Requested No Action Alternative and Alternative 1 due to additional residential development.	Indirect effects would increase compared to the Requested No Action Alternative. Substantially fewer indirect effects would occur compared to Alternatives 1 and 2 due to less residential development.	Potential for indirect effects would be the greatest of all the alternatives due to increased tenant occupancy on the upper plateau.	Removal of vegetation would result in direct effects on native plant communities.	Adopted PTMP Mitigation Measures NR-1, NR-5, NR-6, NR-11, and NR-12 would avoid significant impacts.

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Direct and Indirect Effects on Special-Status Plants	Trampling of special-status plant species may increase slightly due to educational and cultural activities.	Compared to the Requested No Action Alternative, the potential for indirect effects would increase due to residential use and expanded educational activity. Human disturbance could favor establishment of weedy vegetation and result in accidental trampling of plants.	Less day use activity would occur compared to Alternative 1, but the potential for indirect effects would increase compared to Requested No Action Alternative and Alternative 1 due to additional residential development.	Indirect effects would increase compared to the Requested No Action Alternative. Substantially fewer indirect effects would occur compared to Alternatives 1 and 2 due to less residential development.	Potential for indirect effects would be the greatest of all the alternatives due to increased tenant occupancy on the upper plateau.	No direct or indirect impacts on special status plants would occur.	Adopted PTMP Mitigation Measures NR-1, NR-3/NR-4, NR-6, NR-11, and NR-12 would avoid significant impacts.
Direct and Indirect Effects on Native and Special-Status Wildlife	Indirect effects on sensitive wildlife may increase slightly due to human disturbance associated with educational and cultural activity.	Compared to the Requested No Action Alternative, the potential for indirect effects would increase due to construction noise; increases in tenant, visitor, and vehicular and pet traffic; and light, noise, and trash associated with residences and an increase in educational activity.	Less day use activity would occur compared to Alternative 1, but the potential for indirect effects would increase due to an overall increase in tenant occupancy and conversion of buildings into residences on the upper plateau.	Fewer indirect effects would occur compared to Alternatives 1 and 2 due to less building area. Fewer direct and indirect effects on wildlife, including California quail, would occur compared to Alternative 2, due to fewer residences.	Potential for direct and indirect effects would be the greatest of all the alternatives due to additional residential development on the upper plateau.	Direct and indirect effects on nesting birds may occur due to vegetation removal. Increases in traffic and noise at this location could indirectly affect sensitive wildlife in the area.	Adopted PTMP Mitigation Measures NR-1, NR-3/NR-4, NR-5, NR-6, NR-7, NR-9, NR-11, and NR-12, in combination with Measure NR-X would avoid significant environmental impacts.