

Exhibit 3-7
Employees Permanently Displaced by Alternative

ALTERNATIVE	EMPLOYEES
No-Build	0
Replace and Widen – No-Detour Option	5
Replace and Widen – Detour Option	36
Presidio Parkway – Diamond Option	48
Presidio Parkway – Circle Drive Option	68

3.2.5 Parking

The *Presidio Trust Management Plan (PTMP)* provides a vision for future development within the Presidio. Most of the redevelopment within the Presidio is targeted for the area surrounding the Doyle Drive corridor. The purpose of this section is to identify potential parking impacts as a result of the proposed project. A detailed description of the methodology and the results of the parking assessment can be found in the *Final Parking Impact Analysis*, September 2004.

Regulatory Setting

Both the *National Environmental Policy Act (NEPA)* and the *California Environmental Quality Act (CEQA)* require the review of potential effects of a proposed project on the surrounding community, including potential parking impacts.

In addition, the goals of the PTMP were also used as guidance for this parking analysis.

Methodology

Existing parking supply and demand were determined in order to establish a baseline scenario for those areas where parking spaces could be lost due to construction and operation of the Doyle Drive Project. Future supply and demand were estimated for each of the project alternatives (permanent) as well as during the short-term construction period (temporary). Potential parking impacts of each of the alternatives were based on the baseline parking (supply or deficiency) identified under the No-Build Alternative.

The parking analysis was completed for three scenarios:

- existing conditions;
- construction period (temporary impacts); and

- future Doyle Drive operating period (permanent impacts).

The existing conditions scenario analyzes existing average weekday parking demand and compares it to the parking supply that is currently available to the general public. The construction period was assumed to take place in year 2010 and reflect when construction activities for the Doyle Drive Project would have the greatest effect on the parking supply. The operating period for the proposed Doyle Drive Project was assumed to occur in year 2030.

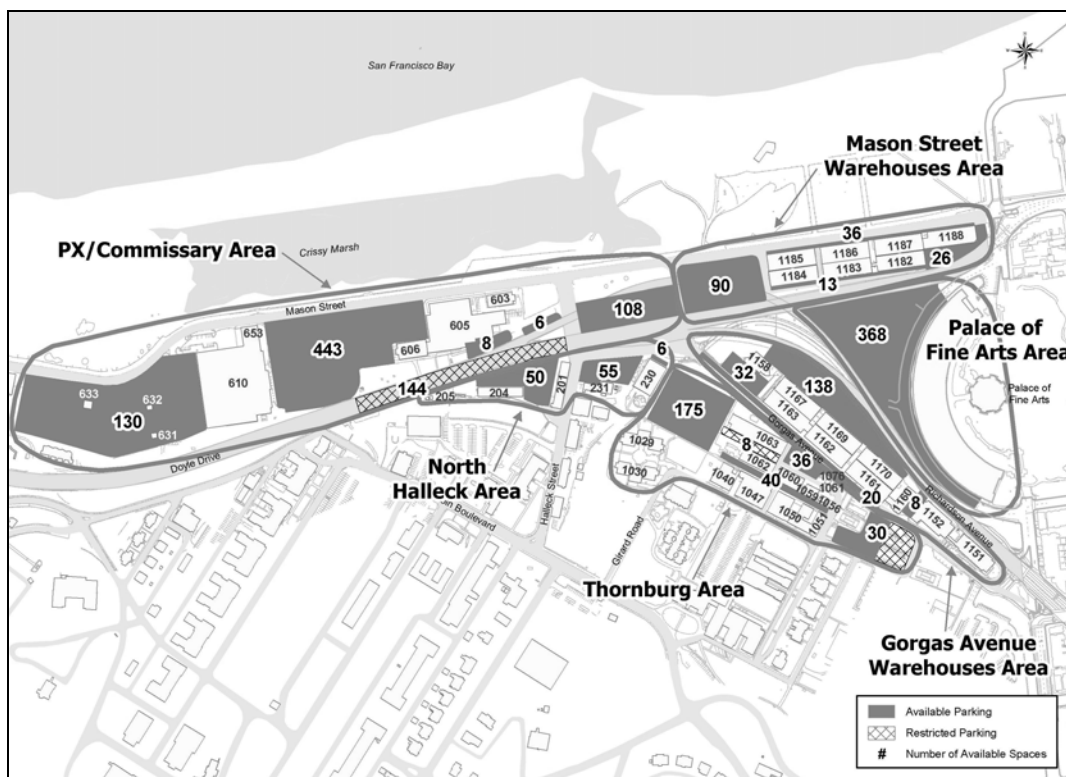
A rate of 32.5 square meters (350 square feet) per space of unmarked pavement area, consistent with industry standards, was used to estimate parking supply for areas that would be relocated or modified by the project. Due to fluctuations in land use and parking area conditions, existing parking demand was calculated using land use assumptions provided by the Presidio Trust.

The study area for this analysis is based on the location of parking areas that could be affected due to construction activities or the actual Doyle Drive Project. Potential project-related impacts could be due to the construction of new facilities such as the detour facilities or space needed for construction activities. The construction period would be no more than five years with many activities in localized areas taking, on average, two years to complete. Most of the study area is concentrated on either side of Doyle Drive at the east end of the Presidio. An additional area on Rod Road, in the Fort Scott area near the Park Presidio Interchange, was also evaluated.

The analysis also identifies potential alternative parking facilities to minimize the impact of the parking spaces eliminated by the Doyle Drive Project. The parking areas recommended for impact reduction are within walking distance, 400 meters (one-quarter of a mile) or less, of the buildings affected by the loss of parking. Additional parking for some uses, including retail, medical and the Swords to Plowshares buildings (Buildings 1029 and 1030) were evaluated within a smaller area (200 meters, one-eighth of a mile). Potential mitigation is proposed for both the temporary and permanent phases of the project.

Due to the dynamic nature of Presidio land uses, quantifying the available parking supply and expected parking demand is a speculative exercise. Changes and variations to current land uses may occur that could have noticeable impacts on this parking assessment. Therefore, the Parking Impact Analysis should be updated on a regular basis to reflect actual development within the Presidio for better assessment and more effective use of the parking facilities.

Exhibit 3-8 Parking Study Areas



Affected Environment

The boundaries for the parking areas that were used in this analysis are shown in **Exhibit 3-8**. The number of existing parking spaces available within the parking areas is shown in **Exhibit 3-9** on the following page.

Because many parking areas within the Presidio are in a transitional state (that is, they are currently being used for activities related to ongoing projects or are closed due to security concerns), the *Parking Impact Analysis* evaluates only parking areas that are currently available to the general public. Overall, there are approximately 1,833 parking spaces available to the general public in the study area.

Temporary Impacts

The temporary impacts analysis reflects conditions when construction activities for the Doyle Drive Project would have the most impact in terms of the number of parking areas affected. It is assumed that this would be year 2010. Construction of the entire Doyle Drive Project would take approximately four years with most activity at individual

locations lasting, on average, about two years. For all Doyle Drive alternatives, parking supply under the construction scenario would be affected by the temporary loss of parking spaces due to construction staging and related activities. Parking needed for construction workers is not currently reflected in these numbers. Contractors would be required to provide employee parking in the staging areas that have been identified and/or they will negotiate with the Presidio Trust to identify off-site parking areas and implement a shuttle system to worksites.

Exhibit 3-9
Existing Supply by Area for the No-Build Condition

Area	Existing Supply (spaces)
Crissy Field - Mason Street Warehouses	165
Crissy Field - PX/Commissary	695
Gorgas Avenue Warehouses	198
Thornburg Area	281
Main Post - North Halleck Area	111
Fort Scott – Rod Road	15
Palace of Fine Arts	368
Total	1,833

Source: Parsons Brinckerhoff, Inc. September 2004.

In most cases, the spaces would be reinstated once the project is complete. The parking demand for each alternative reflects buildings that would be temporarily or permanently removed during construction. Temporary impacts would occur when the demand for parking would not be met by the available supply, excluding any parking deficiencies that would occur under the No-Build conditions, as shown in **Exhibit 3-10**.

Permanent Impacts

The potential long-term parking impacts associated with the build alternatives are shown in **Exhibit 3-11** (on the following pages). As with the construction scenario impacts, long-term parking impacts would occur when demand would exceed the available supply, excluding any parking deficiencies identified under No-Build conditions. Due to the removal of Building 1151 under the Circle Drive Option, the size of the

underground parking garage could be reduced in size by the building's parking demand of 62 spaces.

Avoidance, Minimization and Mitigation

Construction period parking impacts would occur primarily in the PX/Commissary, Gorgas Avenue Warehouses, Thornburg and Palace of Fine Arts areas. The availability of replacement parking would depend on the availability of parking during construction. Availability would be based on the type of construction activities taking place, their location and duration. The parking study should be updated periodically to determine the location and extent of available parking for parking lost during construction activities. It is possible that some areas of replacement parking would be needed but their extent and duration would be dependent upon the availability and management of parking elsewhere within the Presidio.

**Exhibit 3-10
Temporary Parking Impacts**

Area	Alternative 1: No-Build Surplus/ Deficiency	Additional Unmet Parking Demand by Alternative		
		Alternative 2: Replace and Widen – No-Detour Option	Alternative 2: Replace and Widen – Detour Option	Alternative 5: Presidio Parkway
Mason Street Warehouses	0	0	0	0
PX/Commissary	477	-142	0	-142
Gorgas Avenue Warehouses	0	-226	-156	-245
Thornburg Area	-5	0	0	-120
North Halleck Area	44	0	0	0
Fort Scott – Rod Road	0	0	0	-3
Palace of Fine Arts	0	-105	0	-368
Total	516	-473	-156	-768

Source: Parsons Brinckerhoff, September 2004.

Note: Negative numbers represent parking deficiencies. Unmet demand due to each alternative reflects parking deficiencies beyond those identified under the No-Build conditions.

There are several large parking lots located within 400 meters (one quarter mile) of the areas with unmet demand which would be candidate locations for replacement parking. Loss of parking at the Palace of Fine

Arts may require additional space for bus staging. The Parade Grounds would be a candidate location to stage buses and transport visitors to the Palace of Fine Arts via shuttle buses. The availability of parking at this location would depend on parking demand generated by additional land use and any modifications made to the parking supply by the year 2010. On-street parking next to the Parade Grounds may also be available. This location should also be considered to accommodate visitors arriving by private vehicle. These patrons could also use the shuttle bus arrangement to access the Palace of Fine Arts. Wayfarer signage would be used to direct users to alternative parking locations.

Specific mitigations are proposed for each alternative for the permanent loss of parking spaces during the operating period.

Exhibit 3-11 Permanent Parking Impacts

Area	Alternative 1: No-Build Surplus/ Deficiency	Additional Unmet Parking Demand by Alternative		
		Alternative 2: Replace and Widen – No-Detour Option	Alternative 2: Replace and Widen – Detour Option	Alternative 5: Presidio Parkway
Mason Street Warehouses	2	-1	0	0
PX/Commissary	370	0	0	0
Gorgas Avenue Warehouses	0	0	0	0
Thornburg Area	-126	0	-20	-115
North Halleck Area	59	0	0	0
Fort Scott – Rod Road	0	0	0	-3
Palace of Fine Arts	0	0	0	0
Total	305	-1	-20	-118

Source: Parsons Brinckerhoff, September 2004.

Note: Negative numbers represent parking deficiencies. Unmet demand due to each alternative reflects parking deficiencies beyond those identified under the No-Build conditions.

Alternative 2: Replace and Widen, No-Detour Option

Mitigation would be required to replace the one space that would be lost in the Mason Street Warehouses area. It is expected that parking deficit would be met through the management of available supply by the Presidio Trust within the study area and in other nearby areas. It is anticipated that the additional thirty-five spaces provided by the project

in the Palace of Fine Arts area would be available to meet the parking shortfall identified for the Mason Street Warehouses area.

Alternative 2: Replace and Widen, With Detour Option

Mitigation would be required to replace the twenty spaces that would be lost in the Thornburg area. It is expected that parking deficit would be met through the management of available supply by the Presidio Trust within the study area and in other nearby areas. There are several parking lots located within four hundred meters (one quarter mile) of the Thornburg Area which would be candidate locations for replacement parking. They include the fifty five-space and fifty-space lots in the North Halleck area.

Alternative 5: Presidio Parkway

Mitigation would be required to replace the 115 parking spaces that would be lost in the Thornburg Area, and the three spaces that would be lost in the Rod Road area. It is expected that parking deficits would be met through the management of available supply by the Presidio Trust within the study area and in other nearby areas. In the Rod Road area, additional parking would be provided by extending the existing parking lot on Rod Road to the north, to replace the parking spaces removed by the project. The parking lost in the Thornburg area could be replaced by expanding the underground parking garage that has been proposed for the Palace of Fine Arts area to accommodate the deficiency. Planning for the underground parking is still at the conceptual stage and further analysis would be required to determine the number of parking spaces that would be needed at this location.

3.2.6 Relocation

All build alternatives would result in the temporary and/or permanent removal of buildings in the project area. Estimates for temporary and permanent building removal were made with preliminary design drawings, and specific details regarding building removal will not be finalized until a preferred alternative is adopted and designed.

The build alternatives would require the removal of between 4,000 and 193,000 square feet of buildings, or less than one percent and 3.5 percent, respectively, of the 5.6 million total square feet of buildings identified in the *Presidio Trust Management Plan* (PTMP).¹

The Trust would be compensated for the temporary removal and return or permanent removal of Presidio buildings in the Presidio as part of the acquisition of interest and right of way (ROW) process. For this analysis

¹ PTMP, Attachment B: Final EIS Land Use Alternatives: Land Use Program by Planning Area, The Presidio Trust, 2001).