

Alternative 5: Presidio Parkway

The Presidio Parkway Alternative would not increase traffic capacity. The new roadway would provide improved access to the Presidio which would facilitate the development plans of the Presidio Trust. Because overall the overall capacity of Doyle Drive would not increase, any growth would be consistent with the PTMP.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance, minimization and/or mitigation measures would not be required.

3.2.4 Community Impacts

A Community Impact Assessment (CIA) was performed for this project. A CIA reviews various characteristics and resources as they relate to a community, such as population growth, safety, emergency vehicle access, and access to community facilities. This section summarizes the results of this analysis.

Regulatory Setting

Federal and state laws relevant to this analysis are: the *National Environmental Policy Act* (NEPA), the *California Environmental Quality Act* (CEQA), the *Architectural Barriers Act* of 1968 (ABA), and the *Americans with Disabilities Act of 1990* (ADA). The ABA requires access to facilities designed, built, altered, or leased with Federal funds. It marks one of the first efforts to ensure access to the built environment. The Access Board develops and maintains accessibility guidelines under the ABA. These guidelines serve as the basis for the standards used to enforce the law, the *Uniform Federal Accessibility Standards* (UFAS). The ADA outlines the Federal guidelines and accessibility requirements for disabled access to parking facilities, pathways and buildings. All new facilities associated with the Doyle Drive Project would be in full compliance with the ADA.

Affected Environment

The following is a summary of community resources, including: character and cohesion, utilities and emergency services.

Community Character/Cohesion

The project study area is comprised of the Presidio (census tract 0601) and sixteen surrounding tracts where project related effects might occur. Based on year 2000 U.S. Census data, the total population for the census tract study area was 82,870, which was eleven percent of the total population of the city and county of San Francisco. Doyle Drive traverses the northern portion of tract 0601, which is the largest of the seventeen tracts with a land area of 603 hectares (1,490 acres).

According to data provided by the Presidio Trust, as of June 2004 there were a total of 1,089 apartments and single-family homes in the Presidio plus 109 dorms or former bachelor officers' quarters. Approximately 950 of the units managed

by the Trust are currently occupied, while the other units are either vacant or not available for rent because they are under or are waiting for rehabilitation. As of June 2004, approximately 2,340 people lived in the 950 units, an average of approximately 2.5 persons per household. Approximately thirty people lived in group quarters in the twenty-four units at Building 1028 (former nurses' dorms) that are managed by the Trust. The June 2004 vacancy rate for available housing, calculated using the number of units that are available for lease, is approximately five percent. The preceding analysis was conducted in 2004, but due to the ongoing changes in the Presidio the data may have changed. The data will be updated as warranted.

In 2000 the total number of employed residents for all tracts within the study area was 54,538 (ABAG, June 2003). By 2030 the number of employed residents is projected to increase by approximately fourteen percent to 62,122. In 2000 the total number of jobs within the census tract study area was approximately 35,870 (ABAG, June 2003). The largest percentage of jobs, approximately forty-six percent, was in the service sector. Retail trade comprised twenty-four percent of the jobs, wholesale just over two percent, and manufacturing and agriculture each only accounted for less than one percent of total jobs within the census tract study area. According to 2030 projections, the total number of jobs within the census tract study is projected to increase by approximately thirty percent to 46,635 jobs by the year 2030. Currently there are an estimated 2,020 employees in the Presidio, with the majority of jobs in governmental and non-profit sectors. According to the PTMP, the projected employment in the Presidio is expected to be 6,890 by 2020.

In 2000, the total number of employed residents in the Bay Area was about 3,605,675, and total employed residents in San Francisco were 444,851 (ABAG, June 2003). In May 2004, the average civilian unemployment rate for the Bay Area was 4.7 percent, lower than the 6.2 percent level statewide average (Bureau of Labor Statistics, www.bls.gov).

Community Facilities

There are a number of schools located within the Presidio. There are three preschools: the Serra Preschool, the Lone Mountain Children's Center, and Presidio Child Development Center (preschool affiliated with the San Francisco Unified School District), according to correspondence with John Pelka, The Presidio Trust, dated August 30, 2004. The Bay School of San Francisco (approximately one hundred high school students in 2004-2005, and estimated to increase to 375-395 students), is located in Building 35.

There are approximately twenty organizations that offer educational programs at the Presidio. Most are located near the Letterman Complex and the Main Post area. In particular, there are three organizations that are located in the vicinity of the proposed alternatives for Doyle Drive. They are:

- Crissy Field Center, 603 Mason Street – A program of the NPS and the Golden Gate National Parks Association, this community environmental center provides a small café and book store, and conducts workshops and other programs for the public, including outreach to low-income and minority groups;
- Archaeology Lab, 230 Gorgas Avenue – The Archaeology Lab provides programs in partnership with the Crissy Field Center and targets many of the same groups; and
- Swords to Plowshares Veteran’s Academy, 1029 and 1030 Girard Road – This non-profit organization aids Bay Area veterans in the rehabilitation and restructuring of their lives, and offers training in areas such as computer use and cooking.

Two churches are located in the Presidio. The non-denominational Chapel of Our Lady is located in the Main Post near the Officers’ Club. It is used for weddings, memorial services, religious services and small speaking engagements or performances. The Main Post Chapel (Presidio Interfaith Chapel) is located on Fisher Loop just east of the San Francisco National Cemetery. The chapel is primarily used for wedding ceremonies. Another prominent community facility within the study area is the Presidio Pet Cemetery. Located at the corner of MacDowell and Cowles, this cemetery provides memorial for military pets. The oldest markets in the cemetery date to the early 1950s. The cemetery is currently maintained by Swords to Plowshares.

Utilities

The utility system is comprised of the water, sewer, stormwater, power, natural gas, and telecommunications systems. This section describes these facilities within the project area and potential impacts which may result from the proposed project.

Water System

Lobos Creek is the primary source for drinking water in the Presidio. The water is treated at the Presidio Water Treatment Plant. The water distribution system also supplies irrigation systems, internal building sprinkler systems, and fire hydrants. Near the project site, water pipes run parallel to and across Doyle Drive. In cases when the water supply from Lobos Creek is not adequate, water may also be obtained from the San Francisco Public Utilities Commission water system, which connects to the Presidio’s water system.

Construction of a recycled water treatment system in Building 1063 will begin in 2005. The system will convert wastewater originating from the Presidio into high-quality recycled water suitable for landscape irrigation and other non-potable uses. The system will both reduce the potable water demand, and reduce the amount of sanitary sewer flows to the city and county of San Francisco’s combined sewer system. Phase I of the system will produce 200,000 gallons per day of recycled water that will be used for irrigation at the Letterman Digital Arts

Center and Crissy Field. Phase II will expand capacity to a maximum of 500,000 gallons per day, making recycled water available to other areas of the Presidio including the Main Post, National Cemetery, and Fort Scott. Building 1063, the former Medical Supply Warehouse, is the designated site for the treatment plant (*Presidio Trust Recycling Project Environmental Assessment*, March 2002).

Sewer System

All wastewater generated in the Presidio is discharged to the city of San Francisco sewer system. Wastewater from the east side of the Presidio is transported to the Southeast Water Pollution Control Plant and wastewater from the west side is transported to the Oceanside Water Pollution Control Plant. Two wastewater pump stations are located in the construction corridor of the Presidio. The larger wastewater pump station, which includes two 150-millimeter (six-inch) pumps, is located near Building 211 and takes wastewater from the Crissy Field area. The smaller wastewater pump station is located between Buildings 1160 and 1152 and takes wastewater from along Richardson Avenue. The sanitary sewer system consists of 203-, 254-, 305-, 406- (8-, 10-, 12-16-inch), and 457-millimeter (18-inch) diameter pipes that run parallel to and across Doyle Drive.

Stormwater System

The stormwater system, which is separate from the sanitary sewer system, collects surface runoff and discharges water directly into San Francisco Bay or the Pacific Ocean. The east side of the Presidio also discharges stormwater into the Crissy Field wetland. The stormwater system consists of various sized pipes, ranging from 203-millimeter (eight-inches) to 1,219-millimeter (48-inches) in diameter. All pipelines in the Doyle Drive corridor flow by gravity to the north and cross the roadway.

Power System

Electric power is supplied by Pacific Gas and Electric Company (PG&E), through its Greenwich and Main Post substations. Within the Presidio, distribution is accomplished by the Trust's high voltage department. The electric distribution system consists of the two major substations, twelve emergency back-up generators, and approximately sixty-eight kilometers (forty-two miles) of above and below ground electrical lines. The power lines vary in voltage up to 12,000 volts. Many are located parallel to and across Doyle Drive. PG&E operates a 12,000-volt line that runs along Doyle Drive and provides power to the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

Natural Gas System

Natural gas is provided to the Presidio by PG&E via a system of 102-millimeter (four-inch) and 152-millimeter (six-inch) diameter pipes located parallel to and across Doyle Drive. In July 2002, the National Park Service transferred ownership to the Trust of a vehicle fueling station that provides compressed natural gas. The vehicle fueling station is located at the west end of Building 204.

Telecommunications System

All telecommunications lines (including both copper and fiber) in the proposed footprints for the Doyle Drive Project are located entirely underground and cross Doyle Drive in 14 locations. The number of cable ducts at each location varies from two to nine, each generally 102 millimeters (four inches) in diameter.

Emergency Services

The project study area is served by police, fire and emergency providers. The following is a summary of these services.

Police

Law enforcement services in Area B of the Presidio are provided by the U.S. Park Police (USPP). Services in Area A are provided by both the USPP and NPS law enforcement rangers. The USPP also has a mutual aid agreement with the San Francisco Police Department (SFPD) whereby the SFPD will provide assistance on request. In the remainder of the GGNRA, law enforcement services are provided by NPS rangers or other local law enforcement agencies, depending on the jurisdiction. The California Highway Patrol (CHP) has jurisdiction over Doyle Drive and Veterans Boulevard. The USPP services include vehicle, motorcycle, horse-mounted, bicycle and foot patrols. The USPP has a police station located in Building 1217 on Ralston Road in the Fort Scott area near the Golden Gate Bridge, as well as a horse stable located at Building 661. The USPP also have a Communications Center located in part of Building 35, which is also relevant to their response capability.

Other law enforcement services in the Presidio are provided by the SFPD, which serves the parking lot/overlook on the south side of the Golden Gate Bridge Toll Plaza, and the Marina and Cow Hollow neighborhoods. There are two SFPD District Stations within the study area, District Stations E and G. District Station E covers the Marina district, Lombard Street corridor and Cow Hollow neighborhood. It is called the Northern Police Station and is located at 1125 Fillmore Street. District Station G covers the Presidio, Presidio Heights, Richmond, Inner Richmond, and part of Western Addition. It is called Richmond Police Station and is located at 461 6th Avenue.

Fire and Emergency Services

The Presidio Fire Department provides fire and emergency services within the Presidio, and is the first responding unit on the Golden Gate Bridge, Doyle Drive, and Veterans Boulevard north of the MacArthur Tunnel. The Presidio Fire Department will also respond to accidents on Veterans Boulevard south of the MacArthur Tunnel if requested by the San Francisco Fire Department as part of a mutual aid agreement. Two fire stations are located near the project site. One station is located in the Presidio in Building 218 on Lincoln Boulevard in the Main Post. This station provides both fire and ambulance service. The other station is located in the Marin Headlands at Fort Cronkhite, in Building 1045 on Rodeo Beach. This station primarily serves Fort Cronkhite, Fort Barry, and Fort

Baker and provides secondary response to the Presidio. The average response time for fire and emergency medical calls in the Presidio is less than three minutes (Trust, 2002b).

The GGBHTD also provides fire and emergency tow truck service that respond to and clear accidents on Doyle Drive, Veterans Boulevard, and the Golden Gate Bridge. Its service area limits are U.S. 101 at Spencer Avenue to the north, Doyle Drive at Marina Boulevard and Richardson Avenue at Lyon Street to the east, and Park Presidio at Lake Street to the south. GGBHTD has a maintenance facility at the Golden Gate Bridge Toll Plaza, with one fire truck, four tow trucks, and two pick-up trucks. This station is typically staffed with a minimum of three public officers during most of the day, and at least two officers between 10:00 pm and 6:00 am. GGBHTD also has a mutual aid agreement with the Presidio Fire Department and San Francisco Fire Department.

Outside the Presidio and within the project study area, fire protection and emergency medical services (paramedics) are served by the San Francisco Fire Department. There is a mutual aid agreement between the San Francisco and Presidio fire departments where it would allow either department to request assistance from the other in time of special need. There are five fire stations which serve the study area.

Temporary Impacts

Temporary impacts are the result of construction activities. The following is a description of the general construction activities in order to provide an overview of activities and material which would be involved in the construction of a new Doyle Drive.

The estimated construction period is between four to five years for all build alternatives. During the construction period there would be a disruption of normal activities within the Presidio resulting from the introduction of construction noise, a change in the visual setting and movement of equipment and materials. Depending on what visitor activities are being pursued and what construction activities are being performed, the visitor experience to the Presidio may be degraded during the construction period as the normal scenic and tranquil setting in many areas could be disrupted by the sights and sounds of construction. Visitors to and those working in the Presidio, however, would still have full access and use of the facilities at the park.

Construction staging areas would vary by alternative. The Replace and Widen Alternative – No-Detour Option would only use the parking lot between the Post Exchange and Commissary as the primary staging area. For the Replace and Widen Alternative – Detour Option the primary construction staging would include the parking lot and the footprint of both the Post Exchange (Buildings 605 and 606) and Commissary (Buildings 610 and 653). Both the Post Exchange

and Commissary would be removed to accommodate the staging area under the Detour Option. The primary staging area for the Presidio Parkway Alternative would be the Post Exchange building footprint and parking lot. Each build alternative would use a secondary staging area on the parking lot between Buildings 230 (Warehouse) and 1063 (Medical Supply Warehouse). Access to the buildings adjacent to the staging areas and throughout the Presidio would be maintained throughout the construction period, although how people access buildings and where they would park may change when the construction details are finalized.

All build alternatives would involve standard construction techniques and require large-scale construction equipment and labor-intensive activities.

The designated haul routes within the Presidio during the construction period are Mason Street, McDowell Avenue and Lincoln Boulevard. Traffic impacts are discussed later in this document.

Potential short term impacts resulting from construction of the proposed project alternatives are discussed below. The discussion is presented by alternative and resource. If a resource is not discussed, then no temporary impacts are expected.

Alternative 1: No-Build

The No-Build Alternative would not result in any temporary community impacts.

Alternative 2: Replace and Widen

Both build alternatives are anticipated to have similar temporary impacts on employment, utilities, and emergency services and therefore they are discussed together below.

Alternative 5: Presidio Parkway

Both build alternatives are anticipated to have similar temporary impacts on employment, utilities, and emergency services and therefore they are discussed together below.

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

Both build alternatives are anticipated to have similar temporary impacts on employment, utilities, and emergency services and therefore they are discussed together below.

Employment

Construction of either build alternative would require a fairly large workforce. **Exhibit 3-5** shows the person-years of labor calculated for each alternative. It is anticipated that local employment would be created due to the project and most of the construction labor force would consist of workers already residing in the Bay Area. However, the need for special skilled labor or a shortage in the labor force may require workers to be obtained from elsewhere. The Bay Area has

over one million rental units (U.S. Census 2000), which should adequately cover the temporary housing demand.

**Exhibit 3-5
Potential Project Construction Employment**

ALTERNATIVE	CONSTRUCTION ¹ (PERSON YEARS)	AVERAGE NUMBER OF WORKERS PER YEAR ²
No-Build	N/A	NA
Replace and Widen – No-Detour Option	772	154
Replace and Widen – Detour Option	864	173
Presidio Parkway Alternative	982	196

Source: Parsons Brinckerhoff, May 2004. Bureau of Labor Statistics, available at: <http://www.stats.bls.gov/blswage.htm>.

Notes:
¹Construction (person years) = Labor costs (\$) / Average annual wage for highway and street construction (\$).
 Assumptions: Labor costs = 19% of construction costs. Average annual wage for highway and street construction = \$73,625 (Bureau of Labor Statistics)
²Average number of workers per year equal to construction person years divided by the total number of construction years (five).

Utilities

It is anticipated that certain components of the utility system in the Presidio would need to be temporarily relocated as part of the Doyle Drive Project. In those instances, temporary facilities would be provided during construction to maintain continuous utility operations.

There would be no impacts to the utility system as continuous service is planned to be maintained during construction. In some cases, where allowable, utility elements could be relocated before the initial construction phase.

Emergency Services

During the construction period, temporary road detours would be required to route traffic around construction areas. All detours would be designed to ensure emergency vehicle access. In general, vehicle travel through construction areas would be delayed due to unfamiliarity with detour routes and motorists slowing to view construction activities. Based on construction period traffic data (DKS 2004) emergency response times could increase by approximately three minutes. However, the response times would be improved by close coordination with the emergency services and familiarity with any detours.

Short-term closures would be required for various cross streets below Doyle Drive, which may affect emergency access routes. Closures would take place in off-peak hours, generally at night. The Detour Option would likely have the greatest construction noise impacts on the Crissy Field Center due to the actual construction of the detour, which would be placed in close proximity to the Center. If a special nighttime activity was planned at the Crissy Field Center, noisy construction operations in the vicinity could be suspended or rescheduled to reduce or eliminate the potential noise impacts. Please see Section 3.3.5 – Noise and Vibration for a more detailed discussion of the impacts of night-time construction activities. In addition, various ramps to Doyle Drive would experience temporary closures, which could affect emergency access and response. Coordination of the closures with appropriate emergency services would be addressed in the *Transportation Management Plan*.

Permanent Impacts

Potential permanent impacts resulting from the proposed project alternatives are discussed below. The discussion is presented by alternative and resource. If a resource is not discussed, then no permanent impacts are expected.

Alternative 1: No-Build

The No-Build Alternative would not result in any permanent community impacts.

Alternative 2: Replace and Widen

Three elements of the community impacts resource area may be affected by this alternative:

Utilities

The *South Access to the Golden Gate Bridge: Doyle Drive Project Utility Relocation Plan* assumes that all utilities affected by the proposed Doyle Drive Project alternatives would be relocated to provide the same level of service as the existing systems.

The water supply pump stations or reservoirs in the Presidio would not be affected. However, because pipelines of up to 250 millimeters (ten inches) in diameter would need to be relocated, two water mains would be relocated.

This Alternative would require the construction of a 610-millimeter (24-inch) stormwater interceptor to replace an existing ditch system on the north side of Doyle Drive in the vicinity of the Commissary. Placement of the storm lines would take place during the summer when stormwater flow rates are minimal as opposed to the critical winter months.

The relocation of high voltage power lines to underground conduits would occur before construction. The location is the north side of Doyle Drive at its east end. Underground transmission lines located along Crissy Field Avenue would also require relocation.

In addition, two 102-millimeter (four-inch) diameter gas lines located near the east end of the low-viaduct would require relocation.

Several communication ducts and associated cables would need to be relocated. The current system is entirely underground and, therefore, the form of relocation for these telecommunication lines would be temporary poles at an at-grade level. The underground communication lines (copper and fiber optic cables) located on the north side of Doyle Drive at its east end would be relocated before construction began.

Emergency Services

Roadway improvements associated with this Alternative would provide some limited improvement in emergency access. New roadway and intersection configurations would have beneficial changes to existing emergency service routes and response times.

Alternative 5: Presidio Parkway

As with Alternative 2, parking, utilities, and emergency services would be affected:

Utilities

The *South Access to the Golden Gate Bridge: Doyle Drive Project Utility Relocation Plan* assumes that all utilities affected by the proposed Doyle Drive Project alternatives would be relocated to provide the same level of service as the existing systems. For the Presidio Parkway Alternative, there would be changes to the stormwater system associated with the Tennessee Hollow drainage corridor. The plan to restore the Tennessee Hollow drainage corridor provides an opportunity to reroute some affected parts of the stormwater system to a discharge point in the proposed Tennessee Hollow corridor. This arrangement would simplify the stormwater system and minimize relocation costs.

The water supply pump stations or reservoirs in the Presidio would not be affected by this alternative. However, because pipelines of up to 250 millimeters (ten inches) in diameter would need to be relocated, three water mains would also need to be relocated.

This Alternative would require the relocation of the pump station in the vicinity of the Post Exchange and associated lines to maintain maintenance access and the relocation of the sewer main from the pump station behind Building 644 on Mason Street. Several gravity sewer and

mains of up to 460 millimeters (eighteen inches) in diameter would also require relocation.

This alternative would require the construction of two new stormwater interceptors, one along Lincoln Boulevard and the other to divert flow to the restored Tennessee Hollow drainage. A new outlet to the restored Tennessee Hollow drainage would also be constructed. Placement of the storm lines would take place during the summer when the stormwater flow rates are minimal as opposed to the critical winter months.

Temporary high voltage distribution service installed at the beginning of the project would be moved underground after tunnel completion. Some high voltage power lines would be relocated.

Under this Alternative, the compressed natural gas vehicle fueling station operated by the Trust would need to be physically transferred from its original location to a location selected by the Trust. Existing pipelines of up to 150 millimeters (six inches) in diameter that are part of the distribution system would also need to be relocated.

Several communication ducts and associated cables would need to be relocated. The current system is entirely underground and, therefore, the form of relocation for these telecommunication lines would be temporary poles at an at-grade level.

The existing underground communication lines located under Lincoln Boulevard on the south side of Doyle Drive near the National Cemetery and the communication lines along Halleck Street would also be relocated as part of the reconstruction of these roadways.

Emergency Services

The roadway configuration and improvements associated with the Presidio Parkway Alternative would provide improved access for emergency vehicles to and from the Presidio and surrounding areas.

To deal with emergencies in the tunnels of the Park Presidio Alternative, an emergency response plan would be developed and coordinated with various agencies including Caltrans, the California Highway Patrol, GGBHTD, the Trust and the San Francisco Fire Department.

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

Both build alternatives are anticipated to have similar permanent impacts on employment and utilities and therefore they are discussed together in the employment related text that follows.

Employment

In addition to the temporary removal of buildings, each build alternative would require the permanent removal of buildings. **Exhibit 3-6** shows the buildings to be removed, the number of employees to be displaced and the alternative for which the removal is required. **Exhibit 3-7** provides a summary of employees displaced by alternative.

Utilities

For both build alternatives, the 12 kV transmission line serving the Golden Gate Bridge would be relocated prior to removal of the existing facility.

Avoidance, Minimization, and/or Mitigation Measures

No additional mitigation measures have been identified beyond those discussed which have been incorporated into the project design or the construction plan.

**Exhibit 3-6
Employees Permanently Displaced**

BUILDING	ORGANIZATION AFFECTED	EMPLOYEES	ALTERNATIVES FOR WHICH BUILDING WOULD BE REMOVED
201	Trust	10	Presidio Parkway – Circle Drive and Diamond Options
204	Trust and NPS	15	Presidio Parkway – Circle Drive and Diamond Options
230	Trust and NPS	10	Presidio Parkway – Circle Drive and Diamond Options
231	Trust	8	Presidio Parkway – Circle Drive and Diamond Options
610	Sports Basement	26	Replace and Widen – Detour Option
1151	Presidio Community YMCA (pool)	20	Presidio Parkway – Circle Drive Option
1158	Presidio Dance Theatre	5	Replace and Widen – No-Detour Option; Presidio Parkway – Circle Drive and Diamond Options
1182	Office for San Francisco Exploratorium	5	Replace and Widen – Detour Option
1185	Office for San Francisco Maritime National Historic Park	5	Replace and Widen – Detour Option
<p><i>Source: The Presidio Trust, 2004; Judy Bretschneider, Presidio Dance Theatre, 2004. Data provided by Corey Olender, Woodmont Real Estate Services, 2004.</i></p> <p><i>Note: The analysis was conducted in 2004, but due to the ongoing changes in the Presidio the data may have changed. The data will be updated as warranted.</i></p>			

**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